



Power Inn Alliance

Walk and Bike Audit Study | August 2017

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Disclaimer: This report is not a standard, specification, regulation, or official engineering study and should not be used for establishing civil liability. This report highlights needs and potential solutions within this community. The implementation of any strategy contained within this report should be made on the basis of an official engineering study at each location.

Project Overview

Sacramento's Power Inn area is one of the region's largest industrial areas and is home to more than 10,000 businesses and 29,000 industrial, manufacturing, government, and private industry jobs. Situated at the edge of the City of Sacramento's urban boundary and adjacent to major future growth areas to the east, Power Inn is a crossroads between old and new communities spanning three separate jurisdictions. Although primarily a manufacturing and industrial hub, the City of Sacramento and the Power Inn Alliance, the area's property-based business improvement district (PBID), are working together to attract more neighborhood-serving commercial, creative class, and technology focused businesses, necessitating a careful balancing of needs between current and future uses.

Integral to the success of Power Inn is its transportation network and the role it plays in providing access to jobs, facilitating goods movement, and connecting to communities both locally and regionally. Similar to other historically industrial areas, the growth of the Power Inn economy into a live-work-play community and commercial and recreational destination is limited by its limited network of mostly auto-oriented roads. As parts of the area continue to change, it will be necessary to ensure that Power Inn's roadway network is functional for all users.

As both a PBID and transportation management association (TMA), the Power Inn Alliance is acutely aware that growing congestion, safety concerns, and lack of connectivity not only limit the ability to facilitate mode shift to more sustainable forms of transportation, but have significant neighborhood, air quality, and economic impacts detrimental to quality of life in the area. This project seeks to more completely understand the conditions that influence traffic in the area in order to identify a series of program, planning, and project opportunities that would ultimately make travel, especially by alternative modes, more functional for all.

Project Goals and Objectives

This project is funded through a Sacramento Area Council of Governments (SACOG) grant to the Power Inn Alliance (PIA) to implement Transportation Demand Management (TDM) strategies that encourage and enable more commuters to commute via alternative modes of travel. The Power Inn Alliance understands that in order to enable mode shift toward more walking, biking, and transit use, the roadway network must be designed to be safe, accessible, and connected for pedestrians and people on bikes. Thus, a major objective of this project is to analyze current conditions and evaluate opportunities to enhance bicycle and pedestrian connections to destinations from nearby neighborhoods and transit.

While infrastructure improvements are critical to the PBID mission, implementation of any individual project requires a substantial amount of additional research, study, and planning that is beyond the scope of this project. In identifying opportunities for enhancing mobility and connectivity at a high level, this project identifies a number of additional needed areas of analysis critical to informing and supporting future priority projects.

In addition to infrastructure change, a more complete understanding of commute travel patterns and associated traffic conditions can inform more efficient and targeted TDM programming. For example, understanding that a high concentration of Granite Regional Park commuters begin their trips within close proximity of one another in a residential neighborhood may help catalyze an off-site park-and-ride program to encourage more carpooling. Through outreach and data collection, this project identifies opportunities to implement similar programming as well as further outreach to Power Inn employees to inform more effective TDM strategies.

Other project objectives include:

- Engaging the Power Inn Alliance, the business community, and nearby residents in dialogue about traffic conditions in the area.
- Understanding how the factors that drive traffic in the area impact opportunities for promoting active transportation.
- Evaluating existing conditions, previous planning efforts, and data to prioritize actions that the Power Inn Alliance, City of Sacramento, and others can take to further inform and implement change.

In addition to a high level objectives, the project team worked with stakeholders and the Power Inn Alliance to identify a number of transportation access, connectivity, and safety goals that they would like this project to address.



Project goals:

1. Improve bicycle and pedestrian safety
2. Reduce traffic congestion and facilitate mode shift
3. Enhance connections to Power Inn from adjacent neighborhoods and transit stations
4. Enhance connections between areas within Power Inn
5. Identify TDM programming opportunities
6. Balance the mobility needs of active modes, commuters, and goods movement
7. Identify opportunities for placemaking, wayfinding, and other projects that encourage alternative mode use

Purpose of this report

The purpose of this report is to aid the Power Inn Alliance in developing a more complete understanding of opportunities related to improving alternative transportation. While not an official engineering study, this report is a summary of findings, relevant data, and prioritization of planning, data collection, and project opportunities. This report should serve as a guide to PIA for working with public and private partners to implement or further analyze transportation projects and TDM programs. Specifically, this report is meant to:

- Summarize existing conditions related to active travel mobility and connectivity in Power Inn.
- Evaluate previous transportation planning efforts taking into account the current built environment, policy, funding, and political environment.
- Summarize and prioritize goals and needs related to active travel as identified by the Power Inn Alliance and stakeholders.
- Identify a series of short, medium, and long term projects and programs that would serve to increase safety and improve mobility throughout the PBID.

Key Definitions

This document uses several different terms to describe existing conditions, needs, and opportunities. This section defines some of these terms in order to ensure clarity.

- **Power Inn:** The Power Inn area for the purposes of this project refers to the Power Inn Property Business Improvement District area. This project mainly analyzes connections from adjacent neighborhoods into the PBID.
- **Accessibility:** Transportation accessibility refers to the ability to reach goods, services, and activities via various transportation options. Increasing transportation accessibility is key to realizing transportation demand management goals.
- **Connectivity:** Transportation connectivity refers to the density of connections in path or road networks and the directness of links. A well-connected network has many short links, numerous intersections, and minimal dead-ends.
- **Permeability:** Permeability refers to the number of access points to a destination or location from areas outside. A lack of permeability means that the urban form restricts movement to fewer access nodes.

Project Background

Project Team



Power Inn Alliance

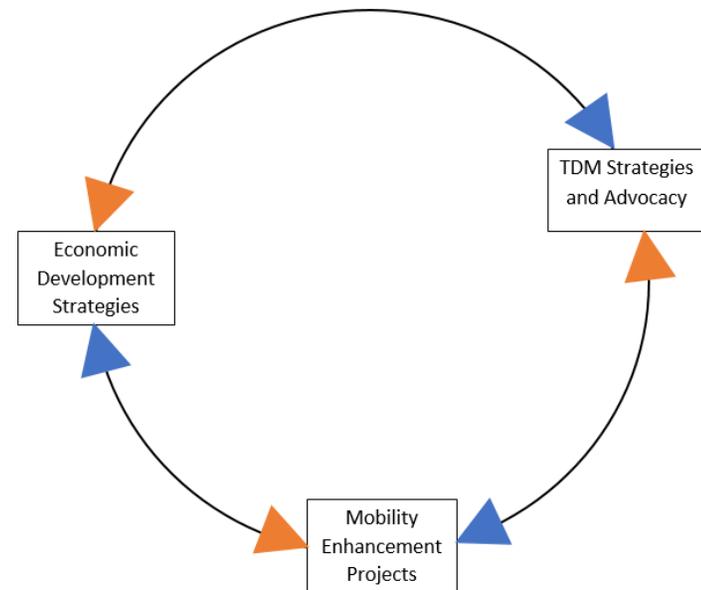
Power Inn Alliance is the property-based business improvement district (PBID), created in 2006 to “advocate for business, transportation and community.” Power Inn Alliance creates and strengthens the physical, business and economic conditions of the Power Inn community. This is achieved through a collaborative approach to advocacy, beautification, civic partnership, security, transportation, marketing and communication.

As the area’s transportation management association (TMA), the alliance is also tasked with promoting alternative transportation modes for employees traveling to and from Power Inn. The alliance promotes alternative modes of transportation – bicycling, carpooling and vanpooling, public transit, walking – through two channels:

1. **Advocating recommendations** to local transportation agencies on behalf of business and residential communities regarding pedestrian and bike paths, roadway improvement, transit solutions, and parking management.

2. **Smart Trip Choices** the Alliance provides members with transportation assistance in bicycling, public transit, carpooling, vanpooling and walking.

Serving as the region’s only joint PBID/TMA, the Power Inn Alliance is uniquely positioned to implement and advocate for TDM strategies as a means to supporting and promoting business development. Similarly, the economic development strategies enacted by PIA to attract new businesses and industries have the potential to inform transportation planning efforts in order to more effectively meet the needs of the Power Inn’s diversifying economy. The following chart describes this dichotomous relationship between business development and transportation:





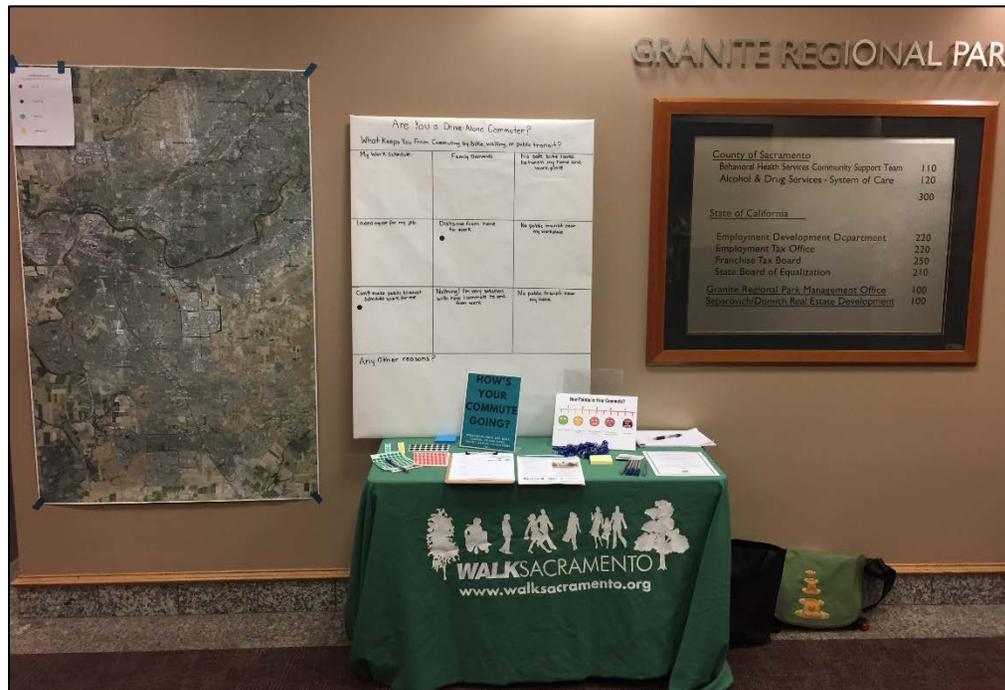
**SACRAMENTO AREA
BICYCLE ADVOCATES**

WALKSacramento

WALKSacramento is a community-based non-profit organizing serving the entire SACOG Region. WALKSacramento’s mission is to create safer, more walkable communities for the goals of health, air quality, sustainability, and access to opportunity. WALKSacramento has nearly 20 years of experience working with local partners to engage communities and improve transportation access.

Sacramento Area Bicycle Advocates (SABA)

SABA is also a community-based non-profit organization whose mission is to support greater access to bicycling as a mode of transportation. SABA works to improve the quality of life in the Sacramento region by enabling more residents to make more and safer trips by bicycle. SABA has been a long term partner advocating for safer conditions for cyclists of all ages and abilities.



A pop-up surveying workshop at Granite Regional Park

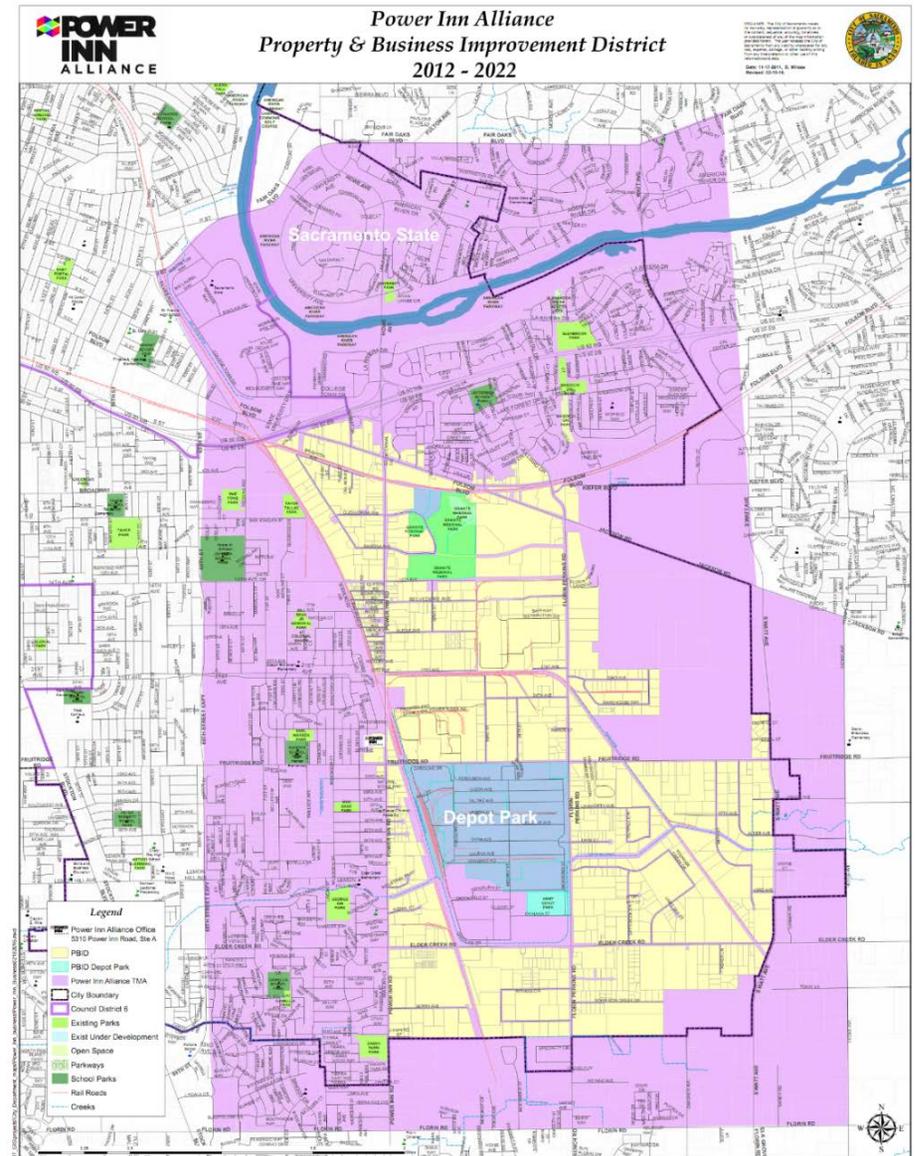
Project Study Area

The PBID is nested within the larger Transportation Management Association Boundaries. Areas within the TMA and PBID boundaries include:

- Communities to the north, including the Sacramento State University campus, American River, College Greens and La Riviera Neighborhoods.
- Communities to the west, including portions of the Tahoe Park, Colonial Village, and Avondale Glen Elder Neighborhoods.
- Undeveloped areas to the east, including the future Jackson Corridor and Vineyard master planned communities.
- Two major businesses parks: Granite Regional Park and Depot Park. Depot Park is the region's only fully secure business park.
- Two City of Sacramento council districts and one Sacramento County supervisor district.
- 15 parks including the Granite Regional Park and American River Parkway. It is worth noting that only public park within the PBID boundary is Granite Regional Park.

For the purpose of this study, the Project Team analyzed connections between the TMA and PBID areas as well as between distinct areas within the PBID. The PBID is generally bounded by Folsom Boulevard and Jackson Highway to the north, South Watt Avenue to the east, the city limits to the south, and Power Inn Road to the west.

This analysis was guided by the understanding that despite more than 20,000 daily trips to the area, the limited number of connections and comfortable through streets, especially for pedestrian and people on bikes, limits the likelihood of realizing significant mode shift to alternative modes.



Organizational Overview

Power Inn naturally divides itself into four distinct quadrants with certain land uses characteristic of each area. The quadrants are roughly split horizontally by Fruitridge Road and vertically by Florin Perkins Road. From an active transportation standpoint, each quadrant has its own unique assets, challenges, and opportunities.

In order to accurately analyze opportunities for active transportation it is important to acknowledge that land uses within the PBID are not homogenous and that existing land uses and roadway network are inextricably linked. Thus, a one size fits all approach to transportation planning may not adequately address the diverse needs within Power Inn. However, as portions of the PBID such as the Sacramento Center for Innovation begin to shift from manufacturing and industrial uses to include housing, retail, and more technology and micro-manufacturing driven businesses whose customers and employees prefer more walkable and bikeable communities, deficiencies in the existing roadway network for active modes may be further amplified.

Quadrant 1, the PBID's northwest area, is the most diverse and rapidly changing area in Power Inn. Quadrant 1 is characterized by a mix of industrial, manufacturing, office, and regional park uses. With future office space, housing, and micro-manufacturing businesses planned for the area, Quadrant 1 should be a priority for exploring opportunities to improve connectivity to adjacent neighborhoods as well as to other areas within the PBID.

Quadrant 2 is the least developed portion of the PBID with a significant amount of undeveloped Granite Regional Park land. PIA has stated that it will continue to place a priority on maintaining and supporting industrial and manufacturing businesses in this area.

Although Quadrant 3 is the most neighborhood adjacent portion of the PBID, accessibility to other parts of the Power Inn are limited due to Depot Park's limited permeability. Morrison Creek runs through the area and should be explored as lower-stress alternative to Fruitridge Road for east-west travel by nearby residents.

Similar to Quadrant 2, land uses within Quadrant 4 are primarily industrial and manufacturing based. However, with future planned concentration of marijuana cultivation and manufacturing operations in this portion of the PBID, it will be important to consider the implications of these new uses on how the roadway network will need to function. With the potential for providing new employment opportunities, accessible alternative mode travel routes from nearby communities may be worth exploring.

Data Collection and Community Engagement Process

In order to develop a better understanding of traffic and travel patterns in Power Inn as well as perceived barriers to using alternative modes of transportation, the project team implemented a community engagement and data collection process that worked with businesses, employees, and community members. Outreach activities included a project kick-off meeting, several walk and bike audits, and a pop-up surveying event at the Granite Regional Business Park. Survey responses were collected throughout the project period via a project website and through in-person outreach to stakeholders. To more completely evaluate current conditions and future opportunities the Project Team also reviewed all existing plans, policies and guidelines applicable to the area.

Community surveys

The project team worked with the Power Inn Alliance to administer an employee survey to gather information regarding current modes of transportation, desire of respondents to have access to alternative transportation options, and the amenities that would incentivize respondents to commute by alternative modes. Additionally, this project was informed by previous surveys collected by the Power Inn Alliance regarding the provision of additional transportation options, primarily public transportation, to the Fruitridge Corridor and Depot Park area. Surveys were administered through employers, pop-up events, walk audits, and online outreach. Across both efforts, over 260 surveys were collected.

There are a number of conclusions that can be drawn from the surveys and public outreach:

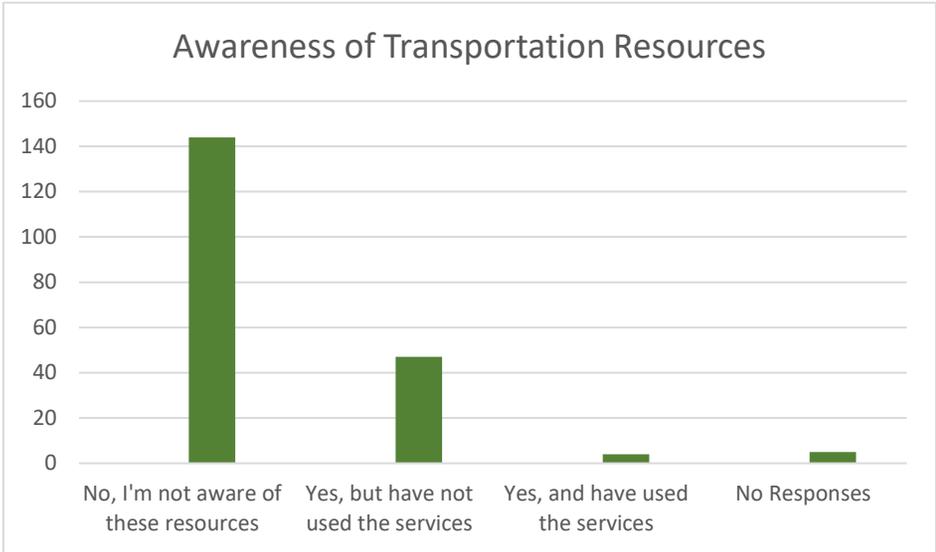
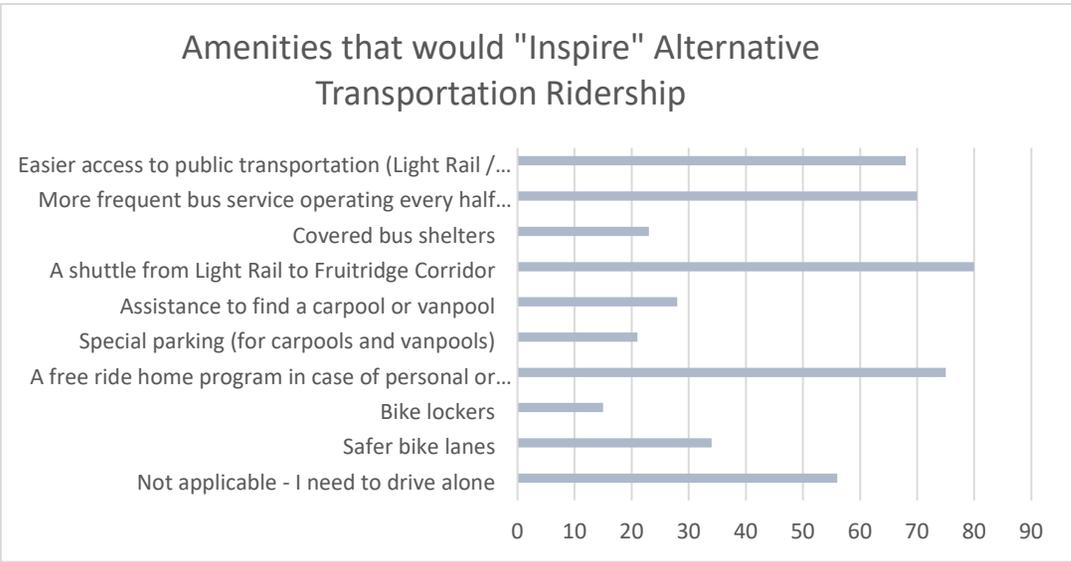
1. The vast majority of commuters in Power Inn drive alone, and have not seriously considered using alternative modes of travel for a variety of reasons
2. Reasons provided for the lack of alternative mode commuting included the need for flexibility, the lack of safe routes to and from work or transit, and distance between work and home.
3. There is a desire to learn more about alternative transportation options, especially if transit frequency and safer bicycle and pedestrian routes are addressed.

Conclusions:

From the Power Inn survey of employees and managers: 165 respondents (85%) indicated that their most common mode of transportation to and from work was driving alone¹. Eight percent (8%) mostly carpool, and 6% mostly use light rail. This data is specific to respondents in the Depot Park, Fruitridge Corridor area, thus broader mode share surveying that includes the more transit accessible Granite Regional Park areas as well as the less accessible southeast areas may paint a slightly different picture.

In-person surveying of 48 Granite Regional Park employees indicated that roughly 30% of respondents lived within two miles of Power Inn, a typically walkable and bikeable distance. However, the lack of frequent bus or light rail service and comfortable walking and biking routes, meant that very few of these employees commute by alternative modes. When asked which amenities would encourage use of alternative modes, responses included more frequent and reliable transit service, carpooling programs, as well as safer bicycle and pedestrian route options.

¹ Power Inn Alliance Survey of Commuter Behavior within the Sacramento Fruitridge Corridor/Depot Business Park – Burriss Service Group



Both surveying efforts revealed a significant lack of awareness of various transportation options including transit, carpooling programs, or bicycle and pedestrian routes in the area

Walk and Bike Audits

The project team held four walk and bike assessments over the project period. The assessments were vital for identifying existing conditions and barriers as well as engaging residents and business owners in dialogue about current transportation needs. As part of each walk or bike audit, a pre-audit charrette was held to discuss perceived barriers and select audit routes. Similarly, post-audit charrettes were held to identify and prioritize short, medium, and long term opportunities for improvement or further analysis. The project team held the following field assessments:

Avondale/Glen Elder Neighborhood Association walk audit

This audit was held in order to evaluate connections between the neighborhood and nearby businesses on Power Inn Road. As an underserved community, creating multi-modal access to jobs is a priority of the neighborhood association as well as the Power Inn Alliance. This walk audit was also critical in framing an understanding of the spill-over traffic impacts on local neighborhood streets.

Power Inn Light Rail Station and Granite Regional Park walk audit

This walk audit was held in order to analyze connectivity between Granite Regional Park and the Power Inn Light Rail Station. Additionally, this walk audit evaluated access across Power Inn between 14th Avenue and Folsom Boulevard. The project team considered how development of the Sacramento Center for Innovation west of Power Inn would impact or be impacted by traffic in the northern part of Power Inn.

Power Inn, 14th Avenue, 21st Avenue walk audit

This walk audit was held in conjunction with a bicycle audit in the area. The project team evaluated pedestrian conditions south of 14th Avenue as well as on 14th and 21st avenues. The audit group assessed

crossing conditions on Power Inn, the feasibility of connecting 21st Avenue across Power Inn Road, and the opportunity for a more continuous north-south pedestrian routing east of Power Inn Road.

Sacramento Center for Innovation, Granite Regional Park, Depot Park bicycle audit

Held in conjunction with a walk audit in the area, this audit evaluated bicycle connections between the future Sacramento Center for Innovation, Granite Park, and Depot Regional Park as well as the opportunity for continuous north-south bicycle facilities east of Power Inn Road.

Granite Regional Park pop-up engagement event

Although not a walk audit, this event was critical in developing an understanding of commute mode choice, travel patterns, and traffic conditions around Granite Regional Park, one of the PBID's largest employment centers. Engagement data gathered at this event underscored the importance of providing alternative routes to and from Power Inn aside from Folsom Boulevard. Additionally, conversations with and surveys of Granite Regional Park employees helped identify opportunities to implement more targeted TDM strategies.



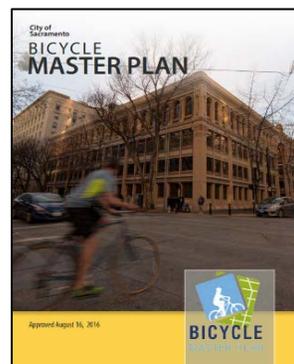
Literature Review

The Project Team supplemented on the ground data collection efforts with an analysis of previous planning efforts, regional and local plans, and City/County guidelines and standards relevant to this project area. Documents considered as part of this project include:

- City of Sacramento Bicycle Master Plan
- Southeast Sacramento Bicycle and Pedestrian Access Study (link)
- Regional Bike, Pedestrian, Trails Master Plan
- City of Sacramento General Plan (link)
- City of Sacramento Transportation Programming Guide (link)
- Sacramento County Bicycle Master Plan
- PIA Annual Study (link)

Active transportation access to, from, within and through the PBID is addressed in several existing studies and plans, including the City of Sacramento Bicycle Master Plan (updated 2016), the Southeast Sacramento Bicycle and Pedestrian Access Study (completed 2008), 65th Street Station Area Plan, and the Specific Plan for the Sacramento Center of Innovation. At least three other pending plans – the City of Sacramento’s Bicycle Master Plan Implementation Plan and Vision Zero Action Plan and the Sacramento County’s West Jackson Highway Master Plan – will also inform or guide active transportation investments within the PBID.

City of Sacramento Bicycle Master Plan



The plan, adopted in 1998 and updated in 2010 and 2016, documents current and proposed bike routes within the PBID, including proposed routes added to the plan more than 10 years ago but never reviewed for feasibility or implemented. The minor update completed in 2016 added high-level goals for the plan as well as criteria for matching bike facility types to road types – both critical for evaluating deficiencies in and priorities for the existing PBID roadway network – but no prioritization or implementation measures. Later in 2017 the City of Sacramento will begin work on an implementation plan.

The plan includes these high-level goals:

- **Increase Ridership:** 7% bicycle mode share for commuting by 2020
- **Increase Safety:** Zero bicyclist fatalities by 2020
- **Increase Connectivity:** Double the percentage of residents that can conveniently reach a continuous low-traffic-stress bikeway network* by 2025
- **Increase Equity:** Equitable investments in bicycling facilities and programs for all neighborhoods by 2020

The plan also includes guidelines for matching bike facilities to street type:

Sacramento Bicycle Master Plan <i>Bikeway Facility Selection Guidelines</i>			
Roadway characteristics		Examples*	Bikeway types
Average Daily Traffic	Posted Speed Limit		
Up to 2,500 vehicles/day	Up to 25 MPH	83 rd St., 84 th St., 24 th Avenue	Bike Boulevard
2,500-5,000 vehicles/day	Up to 25 MPH		Bike Route (Class III)
5,000-12,500 vehicles/day	25-35 MPH	Ramona Ave., Belvedere Avenue, 88 th St.	Bike Lane (Class II)
12,500-20,000 vehicles/day	35-45 MPH	Elder Creek Rd. (east of Florin Perkins Rd.)	Buffered Bike Lane (Class II Enhanced)
> 20,000 vehicles/day	45+ MPH	Power Inn Road, Florin Perkins Road, Fruitridge Road, Elder Creek Road (west of Florin Perkins Road), South Watt Avenue, Folsom Boulevard.	Separated Bikeway (Class IV, Protected Bike Lane)

* Based on City of Sacramento Traffic Counts and Citywide Speed Zone Map

Read together, the goals and the guidelines highlight both the needs and the challenges for improving bike access within the PBID. For example, the entire length of Power Inn Road within the PBID has Class II bike lanes, a type of facility recognized as incompatible with an arterial street. Creating continuous low-traffic-stress conditions on Power Inn Road, which would help improve safety for people on bikes and thus increase bicycle ridership, would require installation of a Class IV separated bikeway. However, limited existing road width, limited space for road widening, and the need to accommodate increasing traffic volumes effectively preclude such improvements. Achieving low traffic stress connectivity along Power Inn Road will require further study and also coordination with key private property owners who have adjacent land that might accommodate off-street bike facilities. Identifying alternate routes requires a larger number of continuous streets and connected street grids than is currently present within the PBID.

These conditions and constraints also characterize the five other continuous arterial streets within the PBID (Folsom Boulevard, Florin Perkins Road, Fruitridge Road, Elder Creek Road and South Watt Avenue) and, to a lesser extent, Belvedere Avenue

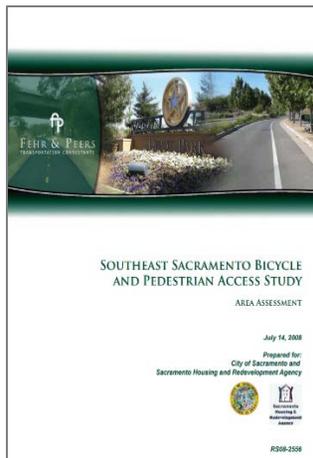
The plan identifies proposed improvements within the PBID, including new on- and off-street routes between Fruitridge Road and Folsom Boulevard. through Granite Regional Park; along Fruitridge Road and Elder Creek Road east of Florin Perkins Road; along the Regional Transit Gold Line light rail alignment, Union Pacific Railroad mainline and Central California Traction alignment; and along Morrison Creek on either side of Depot Park, west of the UPRR mainline and east of Florin Perkins Road. Most of these improvements are also identified in the Southeast Sacramento Bicycle and Pedestrian Assessment Study (see Appendix A). Not all of these improvements have been fully vetted for feasibility by the City of Sacramento.

Sacramento County Bikeway Master Plan



The plan, updated in 2011, identifies proposed bike lanes on the portions of Jackson Highway (CA-16), Fruitridge Road, and Elder Creek Road that extend east of the PBID, just beyond the city limit. Proposed off-street facilities include Class I paths on the Cal Central Traction Line, beginning within the PBID just north of Depot Park and extending beyond the PBID to the southeast, and along Morrison Creek through Depot Park and east into the unincorporated county.

Proposed amendments to the Bikeway Master Plan related to these improvements are contained in the proposed West Jackson Highway Master Plan (see below), which covers the area directly east of the PBID.

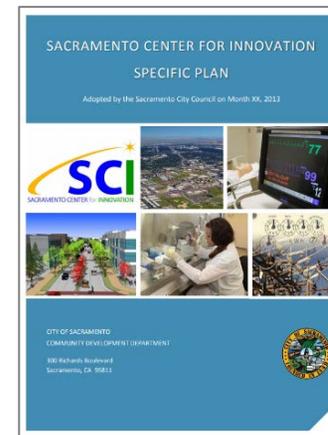


Southeast Sacramento Bicycle and Pedestrian Access Study

The study was completed in 2008 by the City of Sacramento and Sacramento Housing & Redevelopment Agency and contains a comprehensive assessment and analysis of conditions for biking and walking within the PBID and surrounding neighborhoods on all sides. By placing the PBID within the larger context of surrounding neighborhoods (College Green, Tahoe Park, Avondale,

Glen Elder, Fruitridge Manor), the study helps develop an understanding the roadway conditions within the PBID that impact travel by active transportation modes.

The study contains a long list of so-called “candidate improvements” as of 2008, many of which remain needed and still appear to be feasible. Given the limited inventory of existing streets and roads and limited opportunity to expand the roadway network, the study also highlights the potential for improvements along existing railroad rights of way, utility easements and private parcels.



65th Street Station Area Plan + Specific Plan for the Sacramento Center for Innovation

Both plans address the need for improved connectivity between the Sacramento State campus and student housing south of Folsom Blvd. off 65th Street west of the PBID and on Ramona Ave. within the PBID. The two plans share the same list of circulation improvements.

Pending plans

Two plans currently being developed by the City and County of Sacramento respectively will also bear on improved access for biking, walking and public transit within the PBID.

Jackson Highway Master Plan

The County of Sacramento is preparing a master plan comprising four large residential projects proposed for 5,900 acres along the Jackson Highway (CA-16) immediately east of the PBID between South Watt Avenue and Excelsior Road. The master plan addresses land uses and transportation improvements.

The proposed project directly adjoining the PBID to the east, called New Brighton, would construct a new arterial street, Rock Creek Parkway, running east to west roughly parallel to Jackson Highway and connecting to South Watt Avenue north of Fruitridge Road. The new street is proposed to include Class I bike facilities.

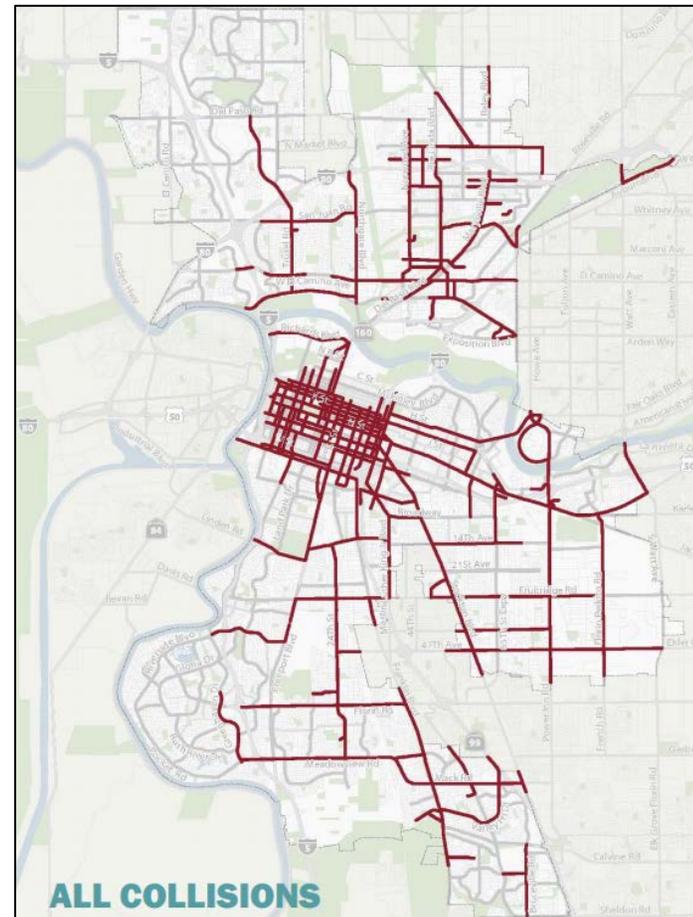
Vision Zero Action Plan

The City of Sacramento has established a Vision Zero program to eliminate severe injury and fatal traffic collisions of all types. A City task force, of which WALKSacramento and SABA are members, is currently developing an action plan to be adopted next year. The plan will be based on an analysis of collision types, severity, and locations that determine common factors to be addressed through countermeasures such as engineering improvements, road user education, and targeted law enforcement, as well as the corridors and locations where countermeasures will be applied.

² City of Sacramento Vision Zero Stakeholder Committee Collision Landscape Analysis – Fehr and Peers

These criteria will be used by the City of Sacramento to prioritize future roadway improvements.

Analysis done to date has identified a so-called “High Injury Network” that represents road corridors with the highest number and concentration of severe injury and fatal traffic collisions of all types². Within the PBID, the entire lengths of Folsom Boulevard, Power Inn Road, Florin Perkins Road, Elder Creek Road, and Fruitridge Road between Power Inn and Florin Perkins Road are part of the High Injury Network.



Existing Conditions

Land Use Context

Critical to understanding and addressing roadway conditions in Power Inn is an understanding of how current land uses drive area traffic. In general, residential land use is segregated from office and industrial uses by major transportation corridors within the study area. Power Inn contains sizeable employment and industrial centers, including Depot Park and Granite Regional Park. Depot Park is the only fully-secured industrial complex in Northern California with an entirely gated perimeter, and employs approximately 4,000 people within the 300-acre complex. Commercial and retail establishments line major transportation corridors, namely Power Inn Road and Folsom Boulevard.

Approximately 20,000 residents live west of Power Inn Road and east of 65th Street in the residential neighborhoods of Colonial Manor, Colonial Village, Avondale, Glen Elder, and Southeast Village. The College Glen neighborhood is located between Folsom Boulevard and the American River.

In addition to office and industrial uses, Power Inn also includes Granite Regional Park, a major regional park. Larger, more industrial businesses are mostly located along Florin Perkins Road, with a higher concentration of manufacturing uses concentrated east of Depot Park and south of Fruitridge Road. Although land uses are relatively well-organized by type throughout the area, individual smaller businesses are located within pockets of larger industrial and manufacturing areas.

There are currently no residential units within the PBID boundaries. However, the Crossings, an 8.5-acre,

225-unit student housing development located at the northwest corner of the Sacramento Center for Innovation is projected to complete construction by early 2018. Directly east of Power Inn, the future build-out of the Jackson and Vineyard master planned communities represent more than 15,000 new homes by 2045.

Due to significant north-south traffic congestion during peak hours, nearby residents have noticed significantly more non-local traffic through their neighborhoods. According to several commuters, navigation programs on cellphones and GPS devices commonly reroute traffic through the neighborhood when Power Inn Road comes to a standstill. From an equity and environmental justice standpoint, traffic congestion in an industrial and manufacturing area appears to be degrading the quality of life in nearby underserved communities.

Roadway Network

The roadway network within the PBID is a very large, widely spaced grid defined by seven continuous streets that cross the PBID in all directions, with several internal grids of local streets disconnected from one another and relatively few points of entry from surrounding neighborhoods.

The seven streets, which serve an area of six square miles, include three north-south arterials (Power Inn Road, Florin Perkins Road and South Watt Avenue), three east-west arterials (Folsom Boulevard/West Jackson Highway, Fruitridge Road and Elder Creek Road), and one collector (Belvedere Avenue) also running east to

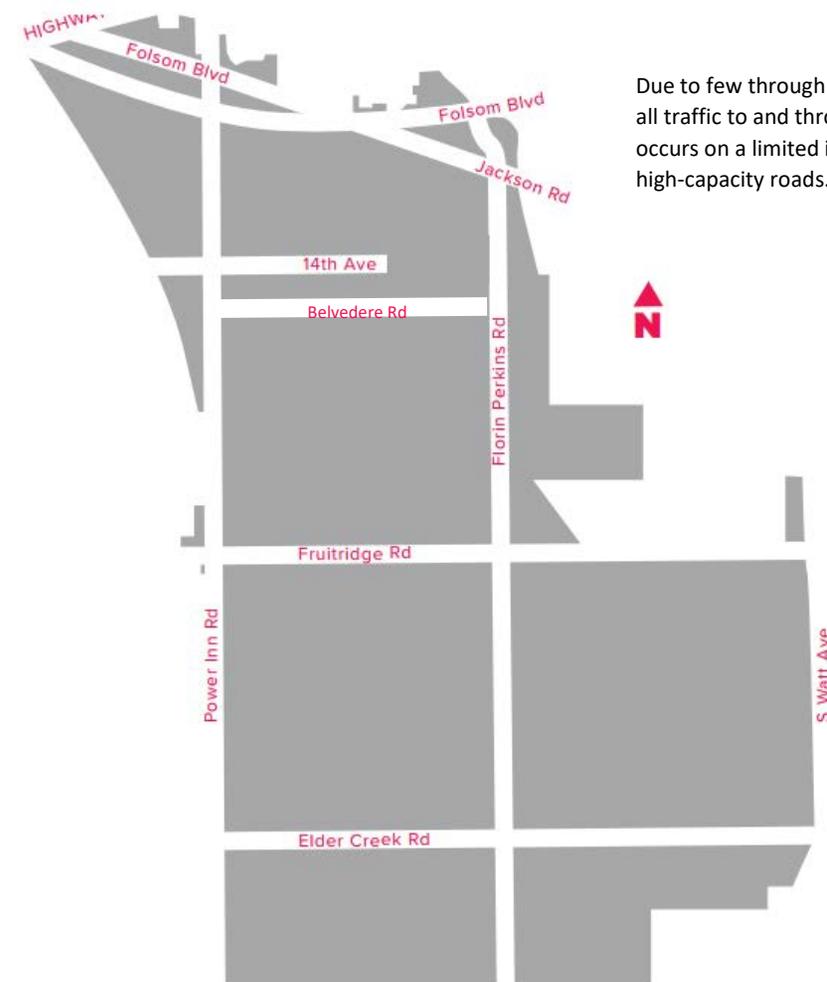
west. These seven streets connect to surrounding neighborhoods at 10 points.

Smaller grids of local streets are located between and along the arterials and Belvedere Avenue. The largest of these grids is in the southeast corner of the PBID, comprising the Florin Fruitridge Industrial Park bounded by Fruitridge Road, Florin Perkins Road, South Watt Avenue and Elder Creek Road. The Procter and Gamble site, Safeway Distribution Center, and Depot Park complex also each have internal grids of private local streets.

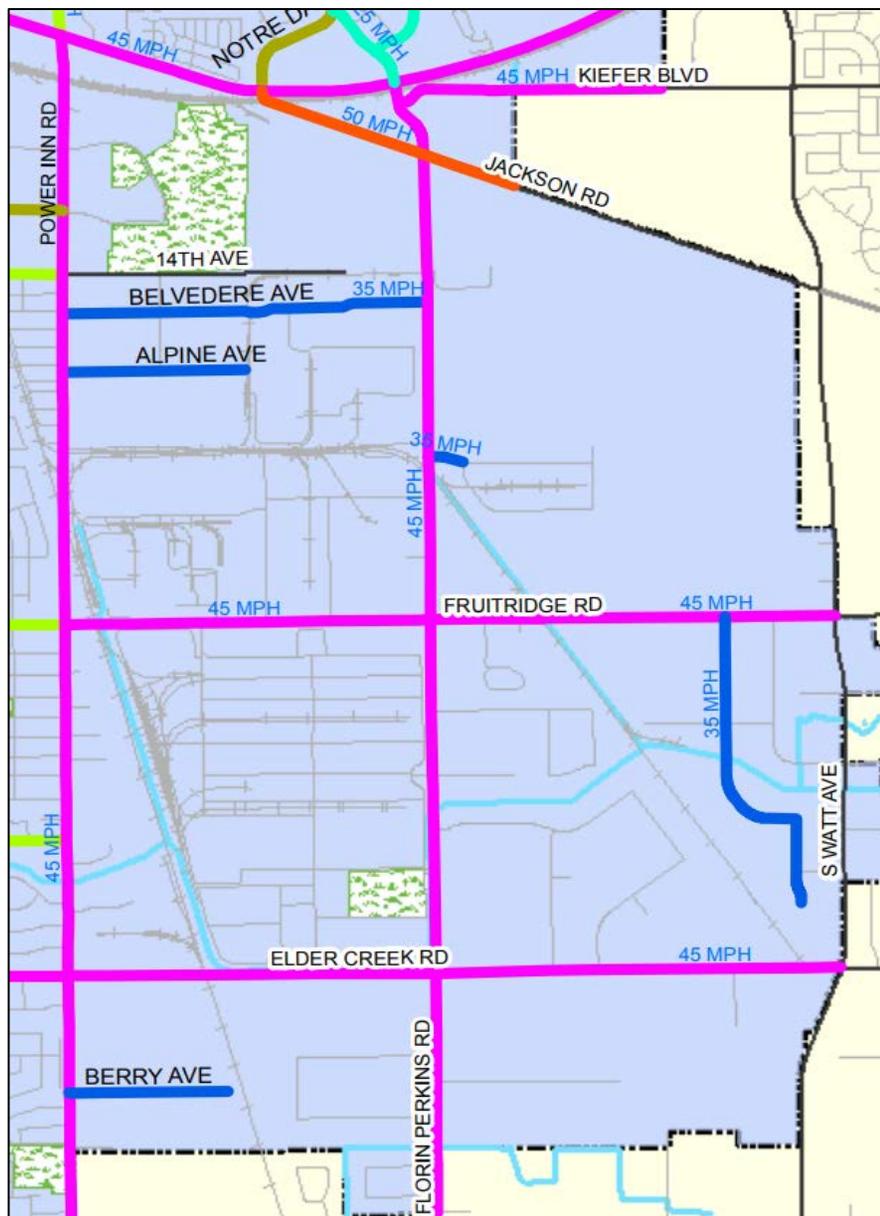
As the local street grids are not connected to one another, the seven continuous streets carry virtually all trips that begin or end in the PBID. For example, a trip to Florin Perkins Road from the Granite Regional Park office complex (Power Inn and Ramona Avenue) requires a trip either on Power Inn Road and Belvedere Avenue or on Power Inn Road and Folsom Boulevard. Similarly, all trips from the PBID to the Power Inn Light Rail Station and the US-50-Power Inn Road interchange require a trip on Power Inn Road.

The US-50-Power Inn Road interchange is located about 100 yards north of Folsom Boulevard and serves as the nearest freeway access point to the PBID. The interchange carries much of the commute and truck trips by freeway, and a large portion of the truck traffic traveling to and from Jackson Highway (CA-16). A smaller share of commute and truck traffic from north and east of US-50 uses the interchange at South Watt Avenue, located about 1.5 miles outside the PBID.

In addition to carrying PBID traffic, Power Inn Road serves as the most direct route for regional and neighborhood traffic between Elk Grove and US-50. 14th Avenue, Fruitridge Road and Elder Creek



Due to few through streets, nearly all traffic to and through the PBID occurs on a limited inventory of high-capacity roads.



Few through streets and primarily industrial and manufacturing land uses mean that bicycle and pedestrian traffic often share the road with high speed traffic.

Power Inn Alliance Walk and Bike Audit Study

Bicycle facilities

Bicycle facilities, including bike routes and bike lanes, are installed on seven streets within the PBID. These include Class II bike lanes on Power Inn Road, Fruitridge Road, South Watt Avenue, Folsom Boulevard, Cucamonga Avenue, and two segments of Florin Perkins Road. There is a Class III bike route on Belvedere Ave. There are no Class I or Class IV bike facilities within the PBID.

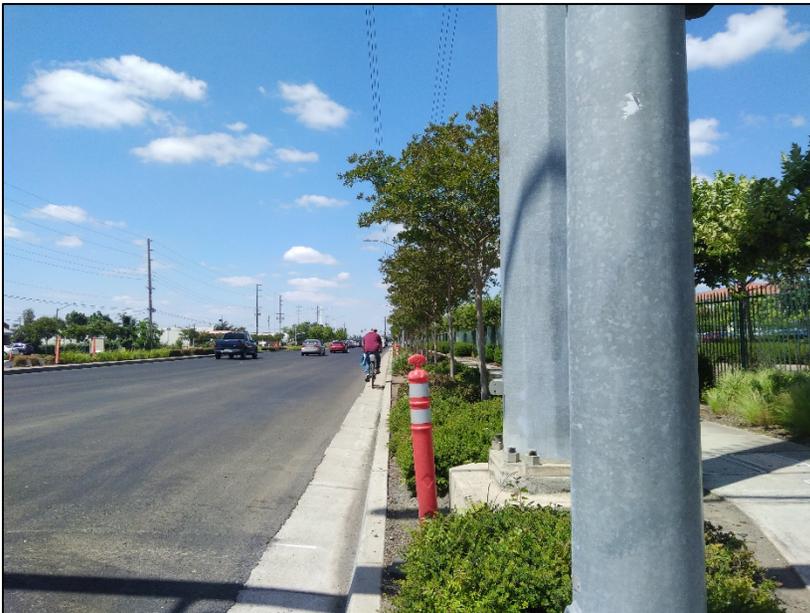
Conditions on the PBID’s continuous streets – characterized by high traffic volumes, heavy trucks, large intersections and speed limits of 35 MPH or higher – present highly stressful conditions for bicycling, which create safety hazards and thus limit access for those who would like to travel by bike. The absence of continuous parallel streets with low traffic stress conditions and parallel off-street bikeways (e.g., Class I facilities) further limits access by bike.

With the exception of the bike lanes on Cucamonga Ave., the existing bike facilities, due to their age, do not align with the Bikeway Facility Selection Guidelines added to the Sacramento Bicycle Master Plan as part of the 2016 update (see Literature Review). For purposes of planning future improvements that meet the goals of the Bicycle Master Plan, the guidelines match bike facility types to roadway types based on characteristics that include average daily traffic and posted speed limit. Determining the potential for upgrading all these facilities to meet the current Bicycle Master Plan guidelines should be a priority as road repaving projects are planned.

The Southeast Sacramento Bicycle and Pedestrian Access Study identifies a number of so-called “candidate improvements” that include an extension of 14th Avenue and off-street routes on or adjacent to railroad rights-of-way, including the east side of the UPRR main line, the Central California Traction alignment and various

shorter rail spurs. Some of these potential routes are also identified as proposed facilities in the Bicycle Master Plan.

The current feasibility of many of these potential improvements merits further study, as roadway conditions and land uses have changed considerably in some cases since the study was completed in 2008, and also because some improvements were added to the Bicycle Master Plan as potential facilities with little or no vetting. Additional routes not identified in the study may also be feasible now due to property ownership changes (e.g., of rail spurs) and other conditions such as new utility easements.

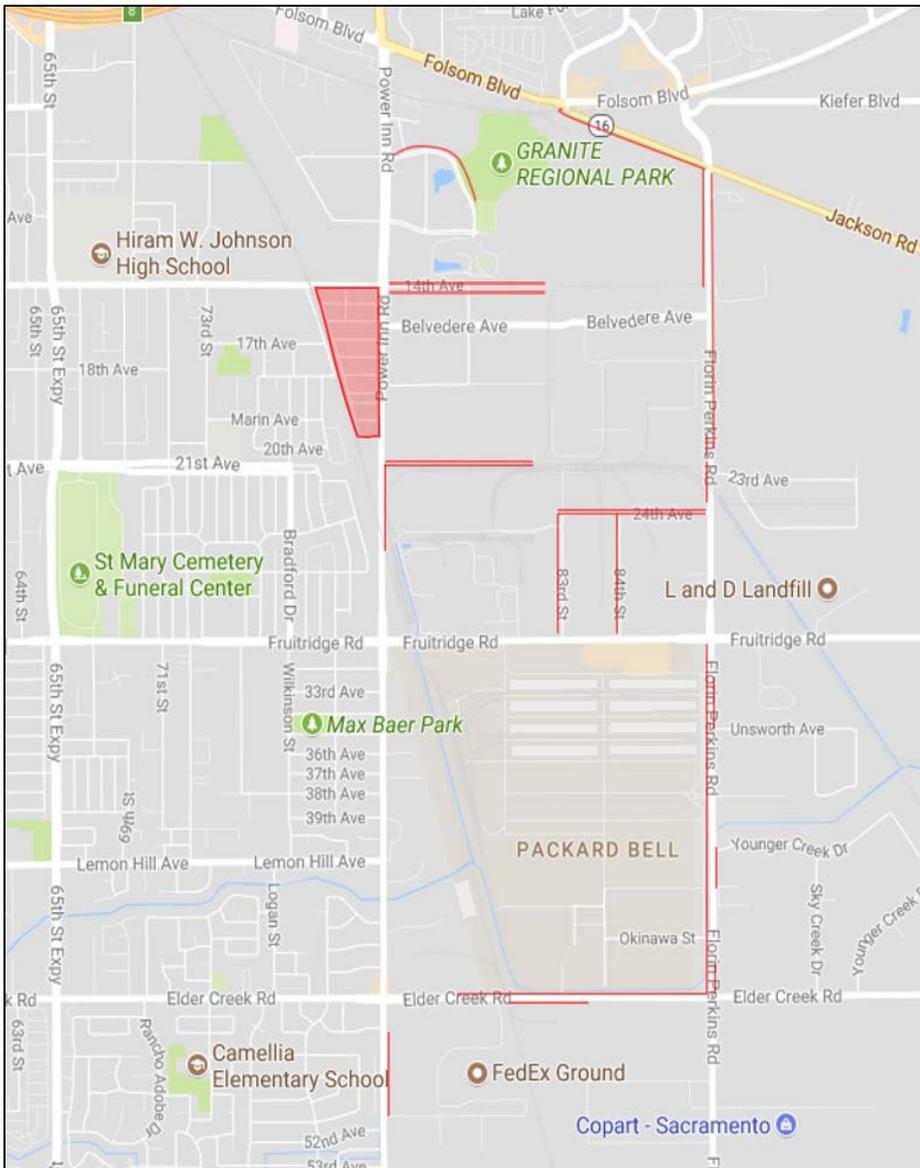


Currently, bicycling on Power Inn Road is challenging due to the lack of facilities and adjacent high speed/capacity traffic.

Pedestrian Facilities

Although there are relatively few motor vehicle connections between the surrounding neighborhoods and the PBID, due to high traffic speeds, the lack of adequate crossings, and discontinuous pedestrian facilities, accessing Power Inn on foot can be even more difficult than doing so in a motor vehicle. To the north, Folsom Boulevard, Jackson Highway and east-west light rail tracks limit pedestrian access into Power Inn. To the west, the Union Pacific Railroad mainline separating the PBID from adjacent communities is a major barrier to access from surrounding neighborhoods. The Project Team observed holes in fences and pedestrians crossings the tracks in several locations that indicated points of desired access. Pedestrian connections from areas to the south and east are limited by the lack of crossings of Elder Creek and Florin Perkins roads respectively. Where crossings are available at signalized intersections, heavy traffic volumes and truck traffic can make crossing as a pedestrian difficult.

Pedestrian facilities within the project study area are limited primarily to residential streets and major transportation corridors with supporting adjacent land uses. Many of the collectors and internal roadways that run through the PBID area do not have pedestrian facilities, such as 14th and 21st avenues east of Power Inn Road. Power Inn Road along the frontage of Granite Regional Park is one of the few areas within the PBID that includes sidewalks separated from the roadway by landscaping, making for a more pleasant walking environment. Further south, sidewalks are primarily attached, meaning that pedestrians travel directly adjacent to motor vehicles. The loud, high-speed traffic through this area significantly diminishes the pedestrian experience. Despite the provision of transit stops, the sidewalk network on Florin Perkins Road is discontinuous, mostly reliant on the presence of developed parcels.



This map identifies sidewalk gaps within the PBID. Sidewalks are mostly dependent on the presence of adjacent supportive land uses

Marked or signalized crossings in the PBID are limited, often with great distances between intersections. There are no marked crossings between 14th Avenue and Fruitridge Road on Power Inn, a distance of more than one mile. Additionally, where signalized intersections may provide a place to cross, there are sometimes only marked crossings on one or two legs of the intersection, such as at Lemon Hill Avenue and Power Inn Road. Despite the large block lengths throughout the PBID, current land uses do not necessarily warrant additional intersections or midblock crossings. However, future changes in land use, especially near residential areas, may help catalyze additional crossing improvements.

Despite there being two light rail transit facilities within the project study area, the lack of safe, accessible, low-stress connections limit their viability as effective commute options.

The Power Inn Light Rail Station is considerably more accessible than the College Greens station with an elevated pedestrian crossing of Power Inn Road and a walkway providing direct access to the Granite Regional Park. However, As the Sacramento Center for Innovation continues to be built, the lack of a Power Inn crossing on the south side of the light rail tracks means that the station will only be accessible from Folsom Boulevard or Cucamonga Avenue. Additionally, the lack of low-stress pedestrian or bicycle facilities south of Granite Regional Park means that employees south of 14th Avenue are less likely to use light rail to get to and from work.

In addition to light rail, the 65 and 61 RT bus routes provide transit access through areas. Although bus stops are mostly located proximate to intersections, more often than not, nearby crossings of main thoroughfares are unmarked. Although there are more than 20 bus stops in the area, only one stop includes an overhead shelter.



Because Brighton Avenue does not connect to Power Inn Road, pedestrian and bicycle access from the Power Inn light rail station is limited to Folsom Boulevard and Cucamonga Avenue on Power Inn Road.



South of 14th Avenue, pedestrian travel is directly adjacent to high speed, high capacity traffic on Power Inn Road. Furthermore, the lack of bicycle facilities often mean that pedestrians and cyclists share the narrow sidewalks.



The sidewalk network on Florin Perkins Road is discontinuous.

Rail facilities

The Southeast Sacramento Bicycle and Pedestrian Access Study provides the following analysis of existing rail facilities in Power Inn: “Existing Union Pacific rail corridors divide the study area, and, as a result, the area has few formal at-grade pedestrian and bicycle crossings. Formal rail crossings exist only adjacent to roadway corridors and in many cases offer no separation from vehicle traffic. Riding a bicycle across railroad tracks on an angle also introduces the risk of catching a wheel in the track and being thrown from the bicycle.”³

The rail lines that exist in the study area are owned and operated by Union Pacific Railroad (UP) and Central California Traction Company (CCT Co). The rail lines connect Sacramento to Lodi, but service between the two cities was suspended in August of 1998. According to CCT Co., out-of-service tracks are being kept for future service needs. The line is in service from Power Inn Road to Gerber Road. Between Elder Creek Road and Gerber Road, there are only surplus cars stored and movements over Elder Creek Road and South Watt Avenue are about twice a month. Between Florin Perkins Road and Elder Creek Road there are three train movements a week and they serve four industries out of seven possible sites. Between Florin Perkins Road and Power Inn Road, there is daily service to serve Proctor and Gamble, Pine Mountain Logs, Dolan Lumbar, and Jefferson Smurfit.”⁴



Rail facilities on Power Inn Road

³ Southeast Sacramento Bicycle and Pedestrian Access Study, 2008

⁴ Southeast Sacramento Bicycle and Pedestrian Access Study, 2008

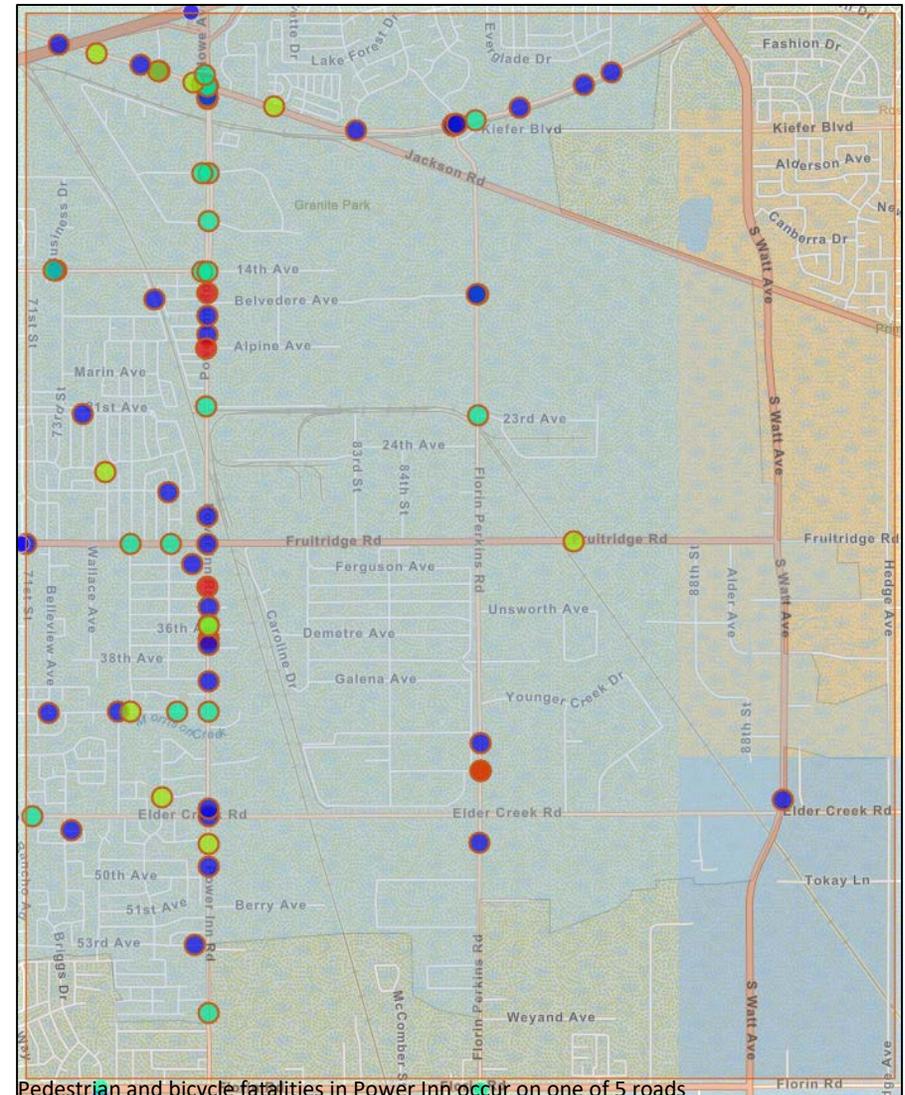
Project Data

SWITRS Traffic Crash Data

During the 10-year period between 2006 and 2016, there were 79 reported injurious collisions involving pedestrians or people on bike. Four of those collisions resulted in fatalities, equally split between pedestrians and bicycle commuters. Although the majority of collisions occurred on Power Inn Road, all fatal collisions within the PIA boundaries appear to have occurred on only one of five roads.

According to data provided through the City of Sacramento's Vision Zero program, 64% of collisions occur on only 11% of Sacramento's roadways. 60% of all fatal collisions occur on streets with posted speeds of 40 mph or greater. These streets make up the city's High Injury Network of priority improvement roadways. Folsom Boulevard, Power Inn Road, Fruitridge Road, Elder Creek Road, and Florin Perkins Road are all represented on the city's High Injury Network.

One explanation for the concentration of injurious collisions on arterial roads is the fact that these streets are the only through roadways in Power Inn, meaning that they are the likeliest to see pedestrian and bicycle traffic. This data indicates a need to address safety issues on main arterial roads and to identify lower-stress alternative routes to and through the area.



Regional Transit Ridership Data

According to ridership data from Regional Transit, it appears that although Power Inn is home to over 29,000 jobs, only about 241 people or .83% of people commute via light rail on average. Both the Power Inn Road and College Greens stations appear to have relatively similar ridership rates, with both seeming to support more out-of-area commuting.

One explanation for the limited transit ridership may be the lack of direct, low-stress pedestrian and bicycle routes to destinations within the PBID. This points to the need to identify additional first-mile, last-mile solutions both from an infrastructure and programming standpoint, e.g., additional commuter shuttles and off-street bicycle/pedestrian facilities. Currently, a private shuttle provides access from the Power Inn Light Rail station to the Granite Regional Park, but not other parts of the PBID.

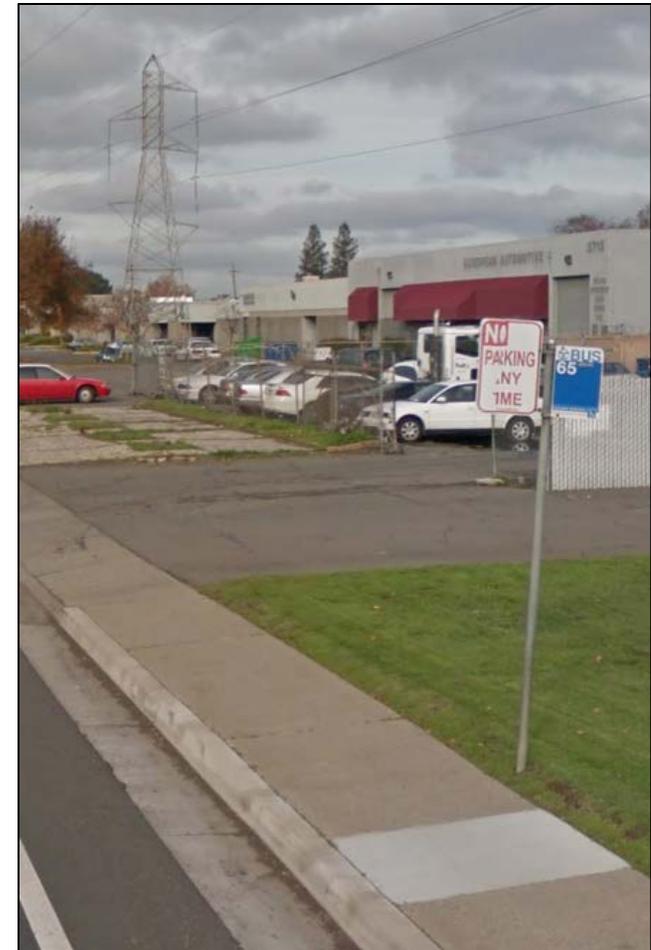
Another explanation for the low ridership rates may be that many of the jobs in the area require the use of a personal vehicle or are shift positions, limiting transit as a feasible transportation option. A more thorough accounting of employer scheduling and the businesses that are reliant on personal vehicle use may inform more targeted transit outreach and encouragement efforts by the TMA.

Average Daily Ridership by Time Period

FY 17 - 1/1/17 - 3/31/17



Gold Line - Total	AM Peak (6:00 - 9:00a)		Midday (9:01a - 3:29p)		PM Peak (3:30 - 6:00p)	
	On	Off	On	Off	On	Off
POWER INN ROAD	163	127	202	197	71	111
COLLEGE GREENS	153	114	328	305	91	158



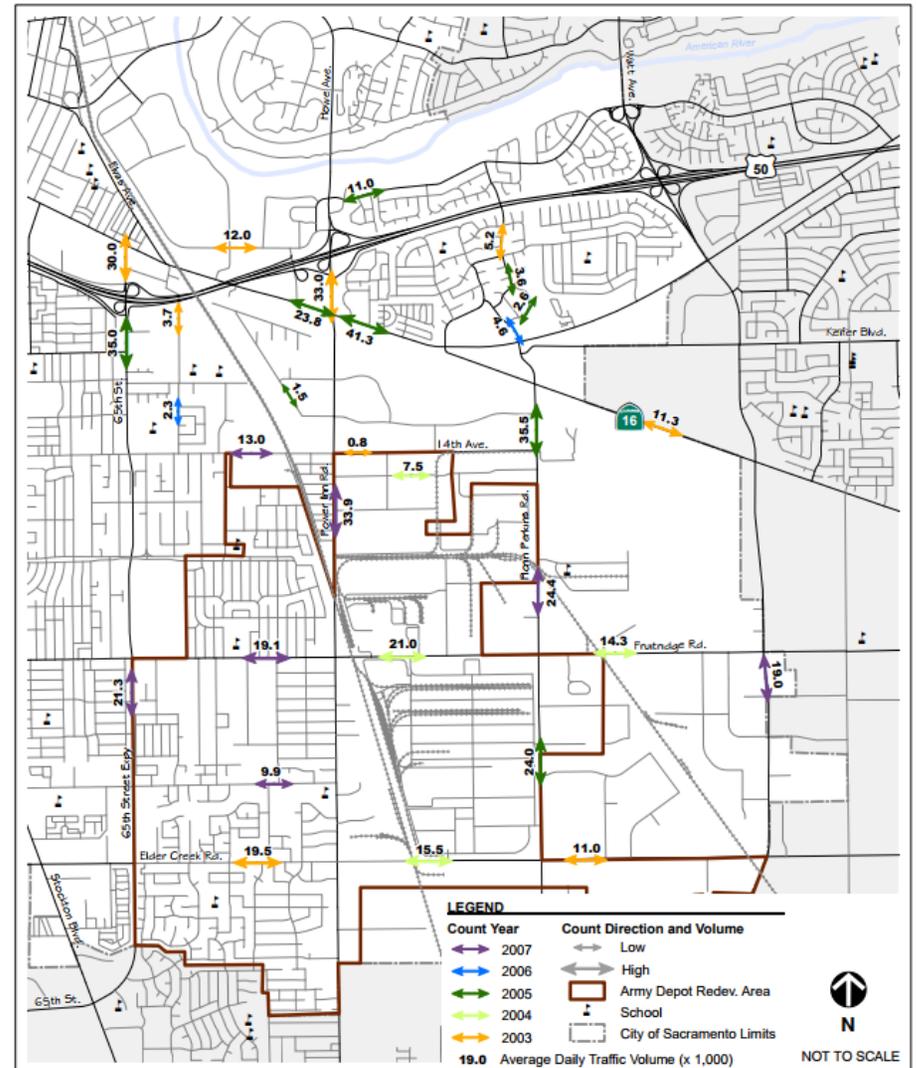
Bus stop facilities in Power Inn are often not ADA compliant and contain few additional amenities

Average Daily Traffic

ADT or Average Daily Traffic is a measure of the total volume of vehicle traffic on a roadway. ADT is an effective measure for determining how busy a given roadway segment is and what kinds of treatments might be appropriate and most beneficial. Pedestrian crossing, bicycle facility, and traffic calming measures are limited to roadway types of certain ADT ranges, often with more separation of users and higher treatment costs correlated with greater traffic volumes.

Although this study did not involve conducting traffic counts, the 2008 Southeast Sacramento Bike and Pedestrian Access Study paints a clear picture of the ADT volumes through the area. Traffic counts for segments of Power Inn Road, Fruitridge Road, Elder Creek Road, and Florin Perkins Road show 33,900, 21,000, 15,500, and 24,400 average vehicles per day respectively. The average daily traffic volume for the area was measured at roughly 19,000 vehicles per day.

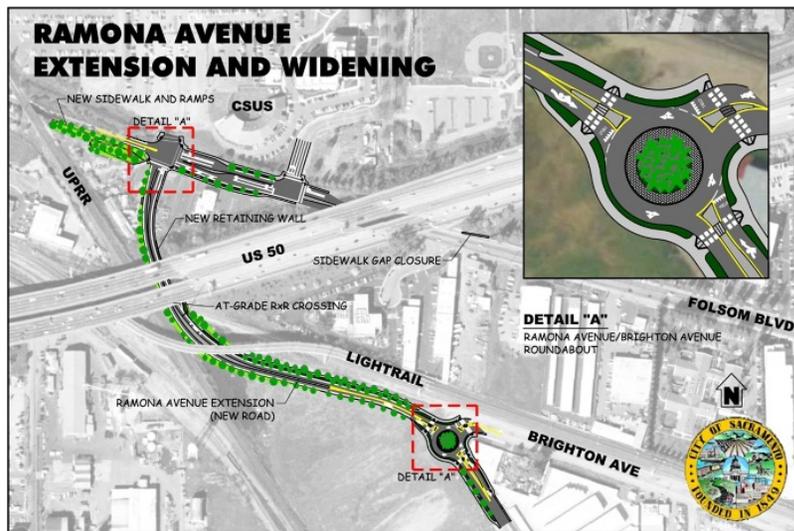
Although this data is several years old, it is safe to assume that with few congestion relief projects implemented, new development, and a growing regional economy, traffic volumes in the area have increased over time and will only continue to increase with future buildout of adjacent master planned areas.



Assets and Opportunities

In terms of addressing the Power Inn Alliance's priorities of increasing mode share, reducing congestion, and supporting local businesses, it is important to consider both the physical and more conceptual assets that are supportive of these goals.

Ramona Avenue Extension: The Ramona Avenue extension to Folsom Boulevard will extend Ramona Avenue from its current terminus at Brighton Avenue to a new signalized intersection at Folsom Boulevard. The new connection will improve access to Power Inn from adjacent communities and reduce congestion on Power Inn Road by creating a more direct route to areas northwest of Power Inn. While the extension project provides an additional east-west route into the PBID, the project also creates an additional, low stress bicycle and pedestrian route that allows alternative mode commuters to avoid navigating the Power Inn and Folsom Boulevard intersection.



14th Avenue Extension: Similar to the Ramona Avenue Extension, the 14th Avenue Extension is a future planned connection of 14th Avenue to Florin Perkins Road. The new road will include two travel lanes, bike lanes, a striped median, sidewalk improvements, streetlights, and a new signal at Florin Perkins Road. This connection is critical in that it will provide direct east-west access through Power Inn from neighborhoods to the west, relieving congestion in the area by increasing connectivity for travelers of all modes. This connection is also critical piece in supporting future development to the east. The City is expecting to complete construction in 2020.

Morrison Creek: Morrison Creek connects the Sacramento River to Mather Lake in Ranch Cordova through a number of areas including South Sacramento, Power Inn, Sacramento County, and portions of Rancho Cordova. As a low-stress alternative mode connection into Power Inn, Morrison Creek is an ideal candidate for a number of reasons. The portion of the creek through the Avondale Glen Elder neighborhood west of Power Inn is already paved with access roads and would create a connection that allows alternative mode commuters to avoid major nearby intersections such as Elder Creek Road at Power Inn Road. This project has been identified as a priority of the neighborhood association and has the attention of the California Department of Water Resources, Kaiser Permanente, and The California Endowment. Additionally, both the City and County Bicycle Master Plans identify a future trail along Morrison Creek. Finally, a major portion of Morrison Creek is controlled by Depot Park, a member of the PBID and TMA. Collaboration between the City, Depot Park, and neighborhood association facilitated by PIA may help catalyze this much-needed, low-stress bicycle and pedestrian connection

Granite Regional Park: The Granite Regional Park is unique in that it is both a business complex and recreational park. Located just south of the Power Inn light rail station and spanning the area between Power Inn Road and Florin Perkins Road, Granite Regional Park can be thought of as a gateway to the PBID. Because it includes several hundred undeveloped acres between Folsom Boulevard and 14th Avenue, Granite Regional Park represents an opportunity to provide a major portion of a continuous low-stress north-south route from northern of the PBID to Depot Park. With additional routing and wayfinding through the College Greens neighborhood, this could be a major portion of a regionally significant route from the American River Parkway. Supporting this effort are existing trail connections through the park area as well as the commitment of Separovich Domich to working with PIA.

Depot Park: Depot Park is another major business park within the PBID and provides employment to over 4,000 people. Depot Park leadership has expressed interest in attracting more technology and creative-class businesses whose employees would prefer the option of walking or biking to work. Additionally, Depot Park controls right of way along two important facilities: Fruitridge Road and Morrison Creek. Coordination with Depot Park is crucial to realizing future improvements on these facilities.



Power Inn Alliance Walk and Bike Audit Study

Union Pacific Railroad mainline (Fresno Subdivision): Although rail lines subdivide Power Inn and create barriers to connectivity and accessibility, rail rights of way can also present an opportunity to build more continuous off-street bicycle and pedestrian facilities. The Fresno Subdivision, which connects Sacramento to Fresno, bisects the PBID, crossing Power Inn Road 1,500 ft. north of Fruitridge Road. An adjacent, off street facility along this rail line could provide more direct access to the PBID from neighborhoods to the west into the PBID.

Central California Traction Rail Right of Way: The Central California Traction rail line travels along 21st Avenue and cuts diagonally southeast at Florin Perkins Road into the South County area. The rail line right of way is a tremendous opportunity to implement a rails-to-trails conversion that would create off-street, low-stress bicycle and pedestrian connections between areas within the PBID as well as to areas outside of the PBID, including the future Vineyard growth area and the Colonial Village neighborhood to the west.

Vision Zero: In January 2017, the Sacramento City Council adopted a resolution stating, “The City of Sacramento will work collaboratively in a data-driven effort to eliminate traffic fatalities and serious injuries by 2027.” To reach this goal, the City is developing a Vision Zero Action Plan that will identify contributing factors to traffic deaths, and proven countermeasures including engineering, education, and enforcement. The City has developed a ‘high-injury network’ identifying the City’s most injurious roadways, of which all of Power Inn’s main arterial roadways fall. Enacting a Vision Zero plan enables the City to access new sources of funding to address safety issues related to infrastructure.

Marijuana Cultivation

Quadrant 4 of the PBID is one of two locations within the City of Sacramento where cannabis cultivation and processing operations

will be permitted to locate. The City of Sacramento will conduct a nexus study of impacts from these operations on surrounding neighborhoods, for purposes of assessing and allocating "community benefit" impact fees. As it appears that these fees will be allocated according to the Quimby Act, Power Inn Alliance should consider advocating for using these fees to explore park facility improvements, such as the proposed Class I path along Morrison Creek.

Challenges

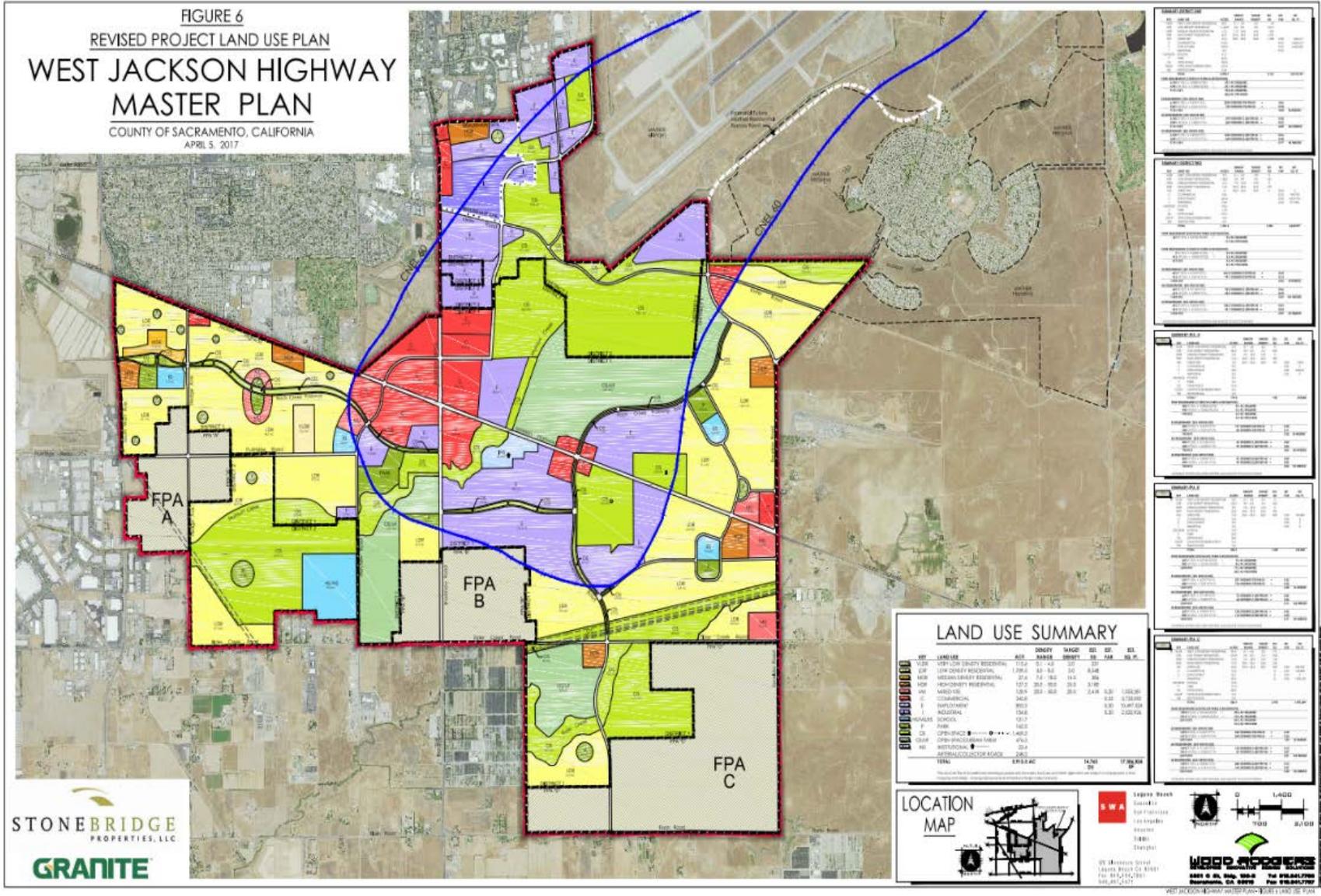
Connections from surrounding neighborhoods: a major challenge to increasing active mode travel in the Power Inn is the lack of direct connections from existing neighborhoods to the north and west. Because walking and biking trips are likeliest from areas within 1-2 miles, it is important to consider connectivity to adjacent neighborhoods. Along the 1.7 mile stretch of Power Inn Road between Fruitridge Road and Folsom Boulevard there are only two connections from adjacent neighborhoods. Further south where several neighborhood streets intersect Power Inn Road, high traffic speeds, unsignalized crossings, and the impermeability of Depot Park limit access into the PBID. Even more challenging are the connections from areas to the north into the PBID, requiring major crossings of Folsom Boulevard and Jackson Highway.

Union Pacific Railroad: In negotiations leading to the new at-grade crossing at Ramona Avenue, Union Pacific Railroad Company required the City of Sacramento to eliminate an existing at-grade crossing elsewhere in the city. This policy poses a challenge in Power Inn where several crossings of UP facilities would improve connectivity, including at 21st Avenue, Morrison Creek, and a number of neighborhood streets. A regional strategy in partnership with SACOG may enable a more robust discussion with Union Pacific about creating better east-west connections to and through Power Inn.

Supporting existing industry and a changing economy: Trucking and truck traffic is a major component of what drives Power Inn's direct economic output valued at \$6.2 billion. However, as the Power Inn economy diversifies to include more technology-based, neighborhood-serving, and creative-class businesses that benefit from a more walkable and bikeable urban form, the Power Inn Alliance and City of Sacramento will continue to need to find solutions that support and enhance mobility for all road users.

Connections through Power Inn: In addition to connections from surrounding areas, it is important to consider how people at the peripheries of Power Inn - e.g. at light rail stations - would access destinations within the PBID. Due to a highly fragmented roadway network, very long blocks, and lack of continuous pedestrian and bicycle facilities, most alternative mode trips through the area are on high-speed, high-capacity roadways primarily designed for motor vehicle traffic and regional goods movement. Although a challenge, this should be considered an opportunity to explore alternative, low-stress bicycle and pedestrian routes linking portions of Power Inn.

Substantial residential growth: The significant amount of planned residential growth east of Power Inn is both a challenge and opportunity to implement solutions in the near term. The Vineyard Specific Plan area and the Jackson Corridor Master Plan communities represent several thousand new housing units to be constructed over the next several decades. Power Inn's location between existing neighborhoods and new growth areas, as well as its role as a major employment center will lead to significantly more traffic to and through the area. Congestion relief as well as greater permeability and connectivity for people walking and on bike will be necessary to ensure continued economic success in the area.



Major future residential communities will likely have significant impacts on transportation within Power Inn.

Strategies

Based on a thorough analysis of existing conditions, previous plans and proposed projects, and public outreach, the Project Team has identified several key strategies for addressing the project goals.

1.  Increase roadway connections to Power Inn from existing and future neighborhoods in all directions.
2.  Create continuous, low-stress north-south bike and pedestrian connections from Folsom Boulevard to Depot Park
3.  Create continuous, low-stress east-west connections from neighborhoods to the west to and through the PBID
4.  Collect additional data regarding rights of way, public easements, traffic patterns, and other conditions in order to inform future projects and efforts.
5.  Develop a more robust understanding of commuter types, trip origins and destinations, and travel behaviors in order to more effectively target TDM programming.



Bicycle and pedestrian needs along Power Inn Road are significant

Recommendations

Current conditions for active transportation within the Power Inn area reflect the relationship between several factors, including the volume and type of traffic (i.e., commercial, commute, neighborhood, regional) and the existing roadway network, especially the traffic patterns and volumes dictated by the very limited number of through streets. Creating conditions that support biking, walking and public transit will require addressing all these factors.

Many potential improvements for biking and walking are reflected in the Southeast Sacramento Bicycle and Pedestrian Access Study, which was completed nine years ago, and also incorporated into earlier versions of the Sacramento Bicycle Master Plan with little vetting. Priority should be given to assessing the current status and feasibility of those potential improvements. A second area of priority is to focus on Transportation Demand Management methods as the way to address the volume and type of Power Inn area commute traffic in order to make proposed improvements for biking and walking more feasible.

Additional study of existing conditions

In order to evaluate the potential for active transportation improvements on existing streets and for installation of new routes for biking and walking, more data are needed about existing conditions:

Rail rights of way: Determine the ownership of all rail lines currently identified as potential bike and pedestrian corridors. Determining ownership can enable a comprehensive discussion with a single owner about all possible routes. Inactive, abandoned or railbanked rights of way should be considered a high priority for acquisition by

the City of Sacramento for new local streets and/or bike and pedestrian routes. Railbanking refers to the voluntary agreement between a railroad company and a trail agency to use an out-of-service rail corridor as a trail until a railroad might need the corridor again for rail service. Visit the rails-to-trails conservancy to determine strategies around railbanking in the Sacramento region:

<https://www.railstotrails.org/build-trails/trail-building-toolbox/railbanking/railbanking-basics/>

Public utility easements: Map the location of all publicly owned sewer, water main and power line easements, as well as future unbuilt streets. In some cases, public ownership may provide opportunities for new biking and pedestrian access (e.g., via a Class I path) that may be harder if not infeasible to secure from private owners.

Depot Park: With potential Class I paths identified for the Fruitridge Road frontage and the section of Morrison Creek running with Depot Park property lines, as well as the interest of Depot Park ownership in seeing direct access for bicycling from surrounding neighborhoods, understanding Depot Park's long-term goals and development plans presents a significant opportunity to leverage greater support (including among major Depot Park tenants) for improved east-west and north-south connectivity for biking and walking.

Alternatives to travel on major arterial streets

Overcoming the limited connectivity provided by the small inventory of continuous streets in the Power Inn area not only requires evaluating the feasibility of improving those streets for bicycle and pedestrian travel, but also identifying possible parallel routes that make more areas directly accessible, including from surrounding neighborhoods.

Identify low-stress east-west routes

Fruitridge Road and Elder Creek Road cross Power Inn and connect with neighborhoods to the west and east. While not currently continuous, 14th Avenue will provide a low-traffic-stress connection when it is extended east to Florin Perkins Road. Belvedere Avenue connects Power Inn Road and Florin Perkins Road but doesn't connect beyond in either direction. Given the intensity of traffic on Fruitridge Road and Elder Creek Road, additional routes will be needed to improve internal connectivity for biking and walking, as well as connectivity to surrounding neighborhoods:

21st Avenue (alternative to Fruitridge Road):

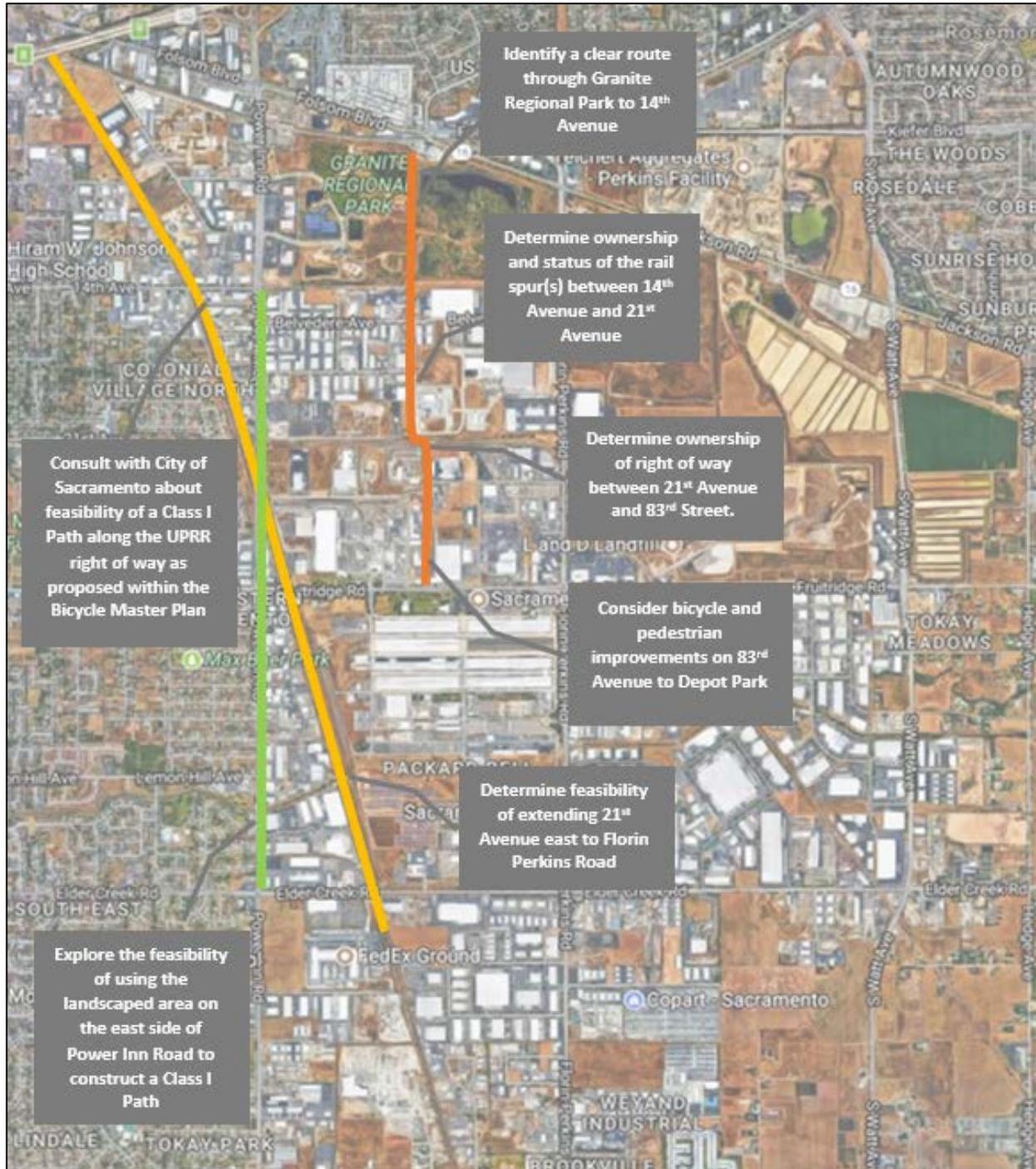
- Determine the feasibility of extending 21st Avenue as a street or as a Class I path east to Florin Perkins Road. Providing safe, convenient access from the west side of Power Inn Road will be an important consideration.
- Determine the feasibility of extending 21st Avenue west from Power Inn Road across or under the UPRR main line into the Colonial Village North neighborhood, as recommended in the Southeast Sacramento Bicycle and Pedestrian Access Study. Providing safe, convenient access from the east side of Power Inn Road will be an important consideration.

Morrison Creek (alternative to Elder Creek Road): Determine the feasibility of installing a continuous Class I path from east of South Watt Avenue to at least Power Inn Road. Morrison Creek crosses the Power Inn area and has been identified as the location for a continuous Class I path in both the City of Sacramento Bicycle Master Plan and Sacramento County Bikeway Master Plan. Additionally, The California Endowment is currently funding the Environment Justice Coalition for Water to work with Avondale and Glen Elder neighborhood residents to study the feasibility of a Class I path along Morrison Creek between Power Inn Road and 65th Street as an alternative to Lemon Hill Road and Elder Creek Road.

Central California Traction Railroad line (alternative to Fruitridge Road and Florin Perkins Road): Determine the status of the proposed rail-trail conversion from the east end of 21st Avenue southeast into Quadrant 4 of the Power Inn area and beyond. The feasibility of this regional route (with the potential to connect the American River Parkway to the Elk Grove trail system through the Power Inn area) depends significantly on establishing a direct, low-traffic-stress connection from the north (e.g., to/from Granite Regional Park).

Fruitridge Road: Consult with Depot Park about their support for installing a Class I path along the Depot Park frontage between the UPRR mainline east of Power Inn Road and Florin Perkins Road.

Determine the roadways with the capacity for lane width reduction: An effective way to install new, more separated bicycle facilities is to reduce lane width to the city standard of 11 ft. Additional study or inventorying of current lane widths throughout the PBID will be valuable for advocating for bicycle improvement projects on existing roadways.



Identify low-stress north-south access

Access into the Power Inn area from the north is uniquely limited by the physical barrier of the Union Pacific Railroad tracks along the north edge of the Power Inn area, which is currently crossed in three places by arterial streets (Power Inn Road, Florin Perkins Road and South Watt Avenue), and ultimately will also be crossed by the Ramona Avenue extension. Both the Southeast Sacramento Bicycle and Pedestrian Access Study and the Sacramento Bicycle Master Plan identify two potential new routes:

Granite Regional Park/Folsom Boulevard to Depot Park: (alternative to Folsom Boulevard, Power Inn Road, Florin Perkins Road and Fruitridge Road): The Southeast Sacramento Bicycle and Pedestrian Assessment Study identifies a potential continuous route comprising at least two segments of Class I path (for which alternative routes were identified) connecting potential bike routes and bike lanes on existing local streets. The viability of on-street facilities depends entirely on the completion of the potential Class I segments:

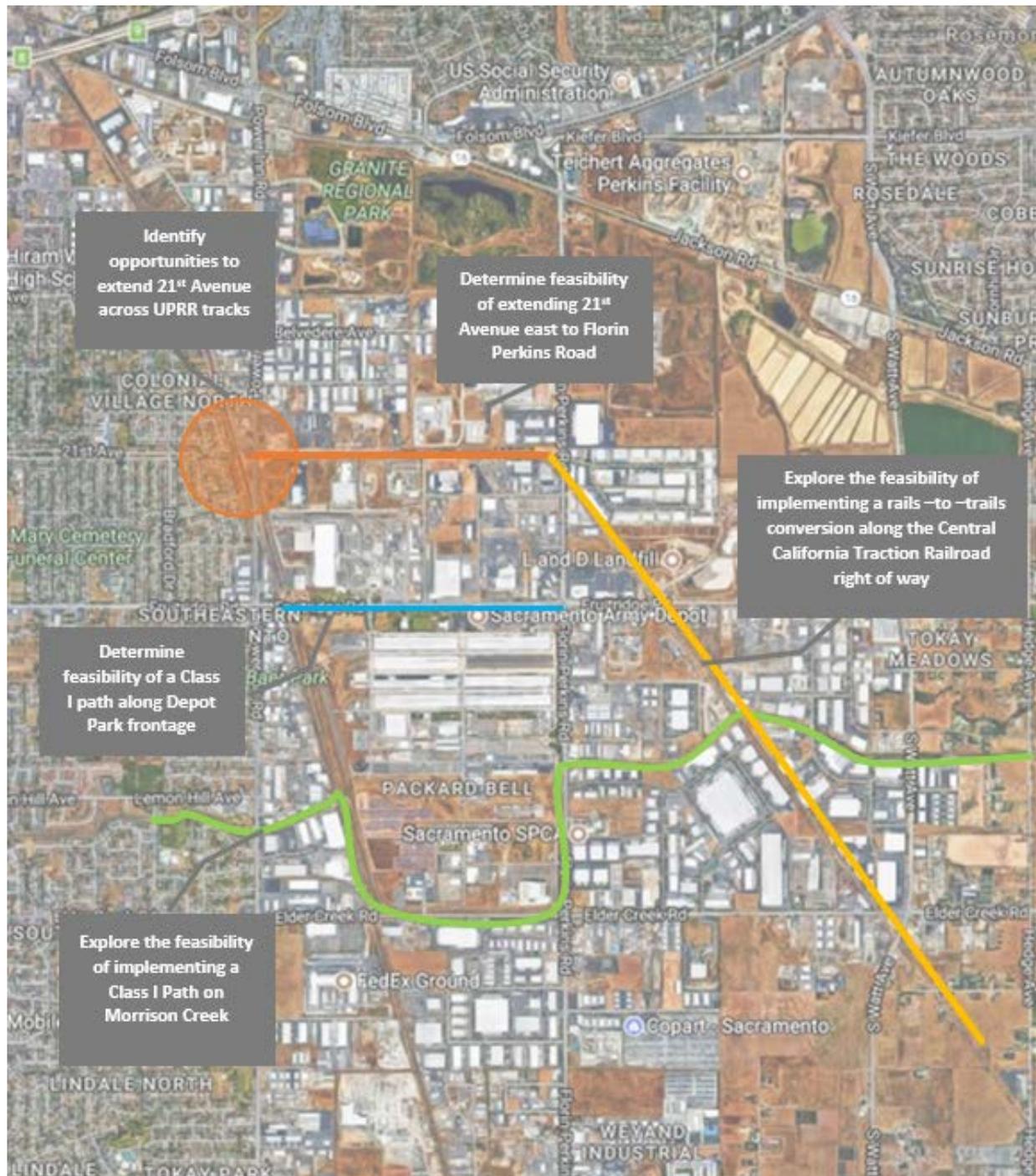
- Granite Regional Park to 14th Avenue: Evaluate the status of right of way running due south from the Nevada Cement facility at the intersection of Folsom Boulevard, Notre Dame Dr. and Jackson Highway (CA-16) through Granite Regional Park on the abandoned conveyor alignment.
- 14th Avenue to 21st Avenue: Determine the ownership and status of the rail spur running between the east end of 14th Avenue and the east end of 21st Avenue
 - Alpine Avenue to 21st Avenue (alternative to 14th Avenue to 21st Avenue route): Determine the presence of a possible sewer easement running south of Alpine Avenue

from 82nd Street, including whether it extends through the Bar None Auction site to 21st Avenue

- 21st Avenue to 83rd Street: Determine the ownership of the right of way running at least 470 feet east from the current end of 21st Avenue and the feasibility of opening a crossing at the Central California Traction Line south at least 150 feet to the north end of 83rd Street, which connects directly to Fruitridge Road and via 24th Avenue and 84th Street to the signalized intersection.

Union Pacific Railroad Mainline (alternative to Power Inn Road): The UPRR Mainline runs between Folsom Boulevard and the PBID boundary south of Elder Creek Road. Consult with the City of Sacramento about the feasibility of the proposed Class I path running along the east side of the rail line that is included in the Sacramento Bicycle Master Plan. Due to the way the City of Sacramento added proposed projects to previous versions of the Bicycle Master Plan, this route may have received little to no vetting for feasibility.

Class 1 Facility on Power Inn Road: Along the east side of Power Inn south of 14th Avenue, it appears that there is a 20-foot power line or sewer easement that is currently being used for landscaping. An opportunity may exist to implement an off-street north-south Class I bicycle and pedestrian facility along this easement that would connect the Granite Regional Park area to Depot Park. Determining the feasibility of a Class I path on Power Inn Road will require a determination of the ownership and status of the right of way, and the City's ability to implement such a facility given existing design guidance, standards, and funding. Future efforts to manage congestion along Power Inn Road should consider bicycle and pedestrian improvements.

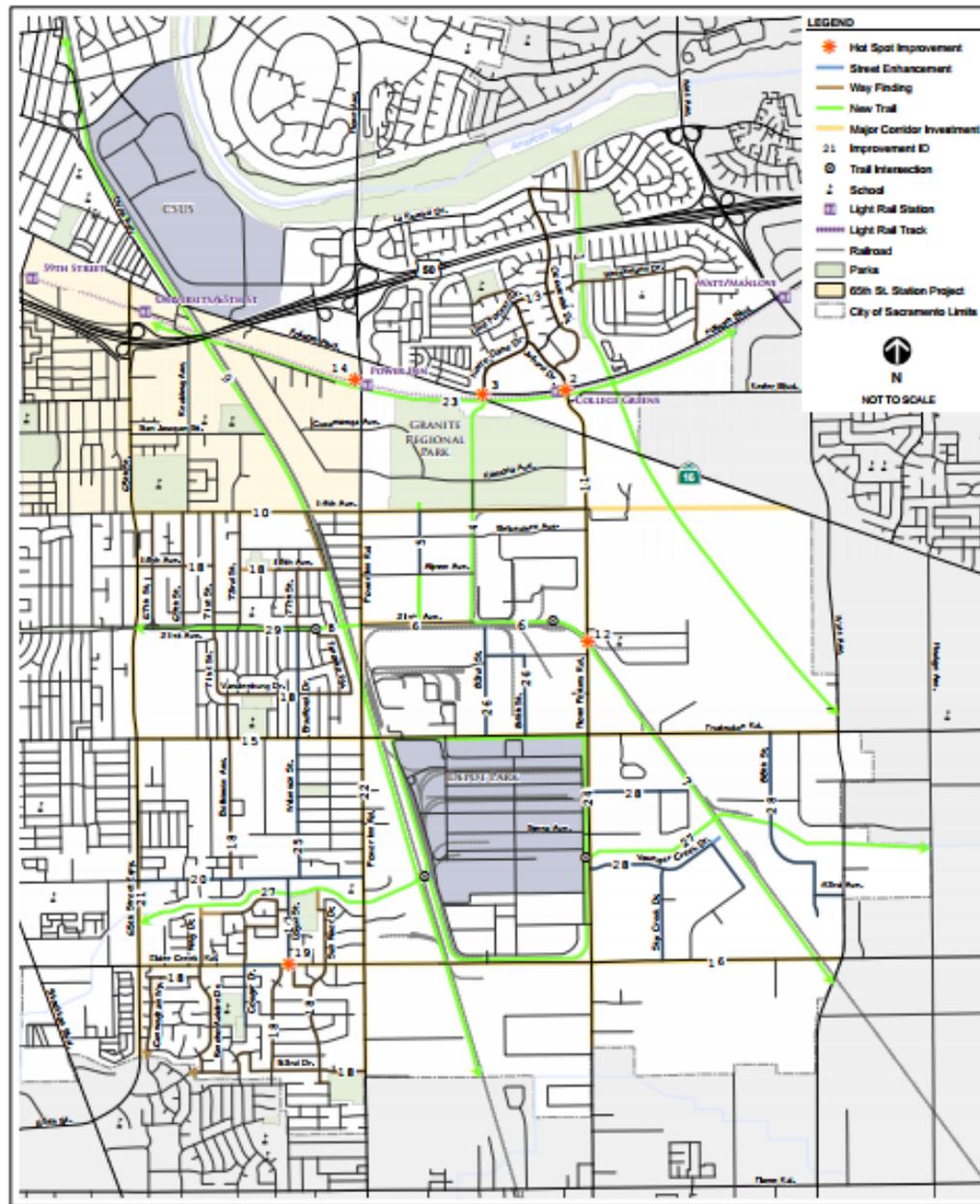


Transportation Demand Management

In addition to new roadway and off-street facilities, it is important to consider the importance of transportation demand management programming in supporting mode shift in Power Inn. To develop more targeted, effective programming, it is clear that more outreach to individual employers and employees, especially at large employment centers is necessary. More information about trip origination throughout the region as well as destinations within Power Inn may help make the case for both out of area and PBID specific TDM programs.

One specific opportunity is to address commute trips from Elk Grove. Because Power Inn Road provides direct, continuous access to Elk Grove, many Elk Grove commuters travel on Power Inn Road rather than CA-99. During outreach activities at Granite Regional Park offices, it became clear that many single occupancy vehicle trips on Power Inn road originate within a few miles of one another in Elk Grove. An opportunity exists to identify a carpool park-and-ride lot that would help facilitate more multi-passenger vehicle trips between Elk Grove and the PBID. The same opportunity may present themselves in different neighborhoods with additional information about regional trip generation

Appendix A



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| <ul style="list-style-type: none"> 1. Utility Corridor (La Riviera Dr. to city limit) 2. College Greens LRT Station Access 3. Folsom Blvd. / Jackson Rd. Intersection 4. North / South Spur Trail (LRT to 21st Ave. through Granite Regional Park) 5. Cucamonga Connection (Ramona Ave. to 21st Ave.) 6. 21st Ave. (Power Inn Rd. to Florin-Perkins Rd.) 7. CalTracTron Rail Trail Connection 8. 21st Ave. Access Across UPRR 9. Southern Pacific Rail Trail 10. 14th Ave. (65th St. to city limit) 11. Florin Perkins Rd. 12. CalTracTron / Florin Perkins Rd. Crossing 13. Wayfinding - American River Pkwy. 14. Power Inn LRT Station Access 15. Frutidge Rd. (65th St. to S. Watt Ave.) | <ul style="list-style-type: none"> 16. Elder Creek Rd. (65th St. to S. Watt Ave.) 17. School & Community Connections on Local Streets 18. Wayfinding - Neighborhood Serving 19. Elder Creek Rd. / Logan St. Crossing 20. Lemon Hill Ave. (65th St. to Florin-Perkins Rd.) 21. 65th St. (South of 14th Ave.) 22. Power Inn Rd. (South of 14th Ave.) 23. Folsom / LRT Rail Trail 24. Depot Park Path 25. Bradford Dr. / Wilkinson St. 26. 83rd St. / 84th St. Enhancements 27. Morrison Creek Trail 28. CalTracTron Surface Streets 29. 21st Ave. Parkway |
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