Introduction & Background
On June 23 and June 25, 2020, the City of Elk Grove held two virtual interactive community workshops to introduce the Bicycle, Pedestrian, & Trails Master Plan (BPTMP) Update and to discuss elements of the plan. During the workshop notification process, approximately 90 respondents expressed interest in learning more about the plan. Also, more than 50 participants joined the workshops. Both virtual community workshops provided the same content and engagement activities but were held at different dates and times during the week to accommodate a higher level of participation.

In July 2014, the Elk Grove City Council adopted the BPTMP. This document, which replaces the earlier Trails Master Plan (2007) and Bicycle and Pedestrian Master Plan (2004), implements the City’s General Plan goals and policies relative to non-motorized transportation in the City. This plan is now in the process of being updated to reflect current best practices, changes in land use and transportation, as well as address current community needs and desires.

Community Workshop Goals, Objectives, and Format
The goal of the virtual community workshops was to introduce the BTPMP Update, plan elements, schedule and to discuss and develop an understanding of current bicycling and walking behaviors including routes, destinations, and interests of the community, current perception of safety for pedestrian and bicyclists within the City’s neighborhoods, identify corridors or areas that feel unsafe or stressful for bicyclists or pedestrians, and finally, determine success measurements for the Plan.
The meeting began with an introduction from Gladys Cornell, Principal of AIM Consulting. Gladys introduced the project team members, the goals, and objectives of the workshop, and gave an overview of the agenda. Following the introduction, Gladys led an icebreaker live poll to orient participants in the live polling application and to help understand the participants’ interest in the active transportation within the City of Elk Grove. See below for the results of the interactive poll.

### DAY 1

- How long have you lived in Elk Grove?
  - 10+ years: 62%
  - 5-10 years: 14%
  - Less than 5 years: 14%
  - I just arrived: 10%

- What is your interest in this plan for our community?
  - Participants were encouraged to choose more than one option.
  - Improving walking: 48%
  - Improving cycling: 76%
  - Creating better public health: 33%
  - Creating better environmental health: 52%
  - Maintaining neighborhood integrity: 38%
  - Creating more recreational trails: 62%

### DAY 2

- How long have you lived in Elk Grove?
  - 10+ years: 70%
  - 5-10 years: 20%
  - Less than 5 years: 10%
  - I just arrived: 0%

- What is your interest in this plan for our community?
  - Participants were encouraged to choose more than one option.
  - Improving walking: 70%
  - Improving cycling: 70%
  - Creating better public health: 60%
  - Creating better environmental health: 50%
  - Maintaining neighborhood integrity: 40%
  - Creating more recreational trails: 60%

Following the introductions, Carrie Whitlock, Strategic Planning and Innovation Program Manager with the City of Elk Grove, and City’s project manager for this Master Plan Update, provided the participants with the background of the BPTMP.

The BPTMP is intended to guide and influence pedestrian, bicycle, and trail policies, programs, and development standards to make biking and walking in the City of Elk Grove more safe, comfortable, convenient, and enjoyable for all community members. The ultimate goal of the BPTMP is to increase the number of persons who walk and bicycle for transportation to work, school, errands, and for recreation. The City seeks to have exemplary bicycle, pedestrian, and trail facilities that provide connectivity throughout the City and the to the wider Sacramento region in
order to offer transportation and recreational opportunities for City residents. After Carrie, Kendra Ramsey, Active Transportation Manager at GHD and the consultant’s project manager for the BPTMP, gave an overview of the Plan goals, process and implementation, and an overview of what’s been done so far. View the entire presentation here. The presentation:

- Introduced and explained the project goals
  - The plan goals are to increase bicycling and walking, support a culture where walking and bicycle are convenient transportation options, promote safe behavior by all road users, and improve connectivity and accessibility.
- Provided a high-level overview of the planning timeline and background
  - This project began in January 2020 and this spring the project team began outreach to gather ideas from community to inform the plan. So far, the project team has completed draft existing conditions reports, including information about current transportation behavior, existing street, bicycle, and pedestrian networks, safety, and level of traffic stress.
- Explained the next steps for public outreach and the plan
  - Throughout this summer, the project team will develop recommendations and improvements and seek your feedback on them. Next, we will complete further stakeholder and community-wide outreach, produce recommendations for projects, programs and policies based on that outreach, and create an implementation plan including cost estimates, and a five-year prioritization. In the fall, we will develop a draft plan reflecting how the City can reach their plan goals through specific recommendations and improvements which will be based upon our technical analysis, best practices within the active transportation profession and community input. The draft plan will be available for public comment. In winter 2020 or early 2021, we will complete the plan and the City will begin prioritizing projects and seek funding for improvements.

Following the introductory remarks participants engaged in a group discussion which included interactive polling and discussion questions about active transportation.

Live Polling and Group Discussion
As a way to introduce themselves participants were asked to respond to the following questions by via Mentimeter, a live polling application. As participants answered the question, the software displayed a word cloud with the responses. The larger the word denotes more frequently response.

Live Polling Question 1: What neighborhood do you live in?

June 23rd workshop responses:
Virtual Community Workshops | Summary

Tuesday June 23 | 4:00 – 5:00 p.m. | Hosted online through Zoom
Thursday June 25 | 5:30 – 6:30 p.m. | Hosted online through Zoom

Word cloud from the June 23rd workshop. The larger the word, the more frequently it was submitted.

June 25th workshop responses:

Word cloud from the June 25th workshop. The larger the word, the more frequently it was submitted.
Note: Some respondents added their neighborhoods in the chat box instead of in the word cloud. See below for their responses.

Day 1
- By Elk Grove Park
- Del Webb Glenbrooke
- Perry Ranch
- Del Webb Glenbrooke
- Stonelake
- Del Webb
- Del Webb
- Del Webb

Day 2
- No neighborhoods were submitted in the chat box on Day 2.

Live Polling Question #2: What makes your neighborhood unique?

June 23rd workshop responses:

Word Cloud from June 23rd. The larger the word, the more frequently it was submitted
25th workshop responses:

Note: Some respondents added what makes their neighborhood unique in the chat box instead of in the word cloud. See below for their responses.

Day 1
- We are one big family
- Access to the South County river system and downtown
- 55+ active senior community

Day 2
- No comments where entered in the chat box for this question.

The participants were then guided through an interactive polling of a series of questions to better understand community members current walking and cycling travel behavior and their perception of safety for both travel modes.
DAY 1

What is the experience like to walk in your neighborhood today?

- Very safe 74%
- Somewhat safe 21%
- Somewhat unsafe 5%
- Very unsafe 0%

What is the experience like to bike in your neighborhood today?

- Very safe 37%
- Somewhat safe 42%
- Somewhat unsafe 16%
- Very unsafe 5%

What types of outdoor activity, if any, have you participated in during this shelter in place?

Participants were encouraged to choose more than one option.

- Walking the dog 37%
- Walking by myself or with my family 84%
- Biking by myself or with family 84%
- Running 16%
- Skating/Scooting 16%

DAY 2

What is the experience like to walk in your neighborhood today?

- Very safe 57%
- Somewhat safe 43%
- Somewhat unsafe 0%
- Very unsafe 0%

What is the experience like to bike in your neighborhood today?

- Very safe 29%
- Somewhat safe 57%
- Somewhat unsafe 0%
- Very unsafe 14%

What types of outdoor activity, if any, have you participated in during this shelter in place?

Participants were encouraged to choose more than one option.

- Walking the dog 14%
- Walking by myself or with my family 100%
- Biking by myself or with family 71%
- Running 29%
- Skating/Scooting 0%
- Other 29%
- None 0%

How often do you and your family walk or bike within the City of Elk Grove?

- Once a day 74%
- Once a week 5%
- 2-3 times per month 5%
- Less than 3 times per month 11%
- Never 5%

Where are your household’s main destinations when you are walking or biking? (select all that apply)

Participants were encouraged to choose more than one option.

- School 16%
- Work 11%
- Shopping 37%
- To parks or on trails 79%
- Around the neighborhood 89%
- Other 21%
Based on participants responses in both workshops, participants generally have a strong sense of personal safety when both walking or cycling in Elk Grove. Most participants engage in a high to moderate level of walking and cycling activities. Most of these travel activities are centered around recreation and exercise with a slightly smaller number of respondents who walk and cycle to get to a specific destination such as shopping, work and school.

Some participants responded in the chat box instead of in the live polling. See below for their responses.

What is the experience like to bike in your neighborhood today?
- I have had near misses on my bike with cars who are distracted by their cell phones
- I would love to bike to work in East Sacramento, but doesn’t feel safe
- I selected biking as somewhat safe due to the traffic on roads and poor crossings
- Safety is a mix, I ride Franklin to Cosumnes to Freeport
- Generally it is safe in our neighborhood in terms of walking/biking, but for my daughter to walk/bike to school the answer would be somewhat unsafe.

What types of outdoor activity, if any, have you participated in during this shelter in place?
- I try to walk every day
- Feel safe walking in neighborhood. I walked every few days in neighborhood, for exercise, or to shop.
- Tried to ride our bikes on a section Waterman and didn't feel safe without a bike lane.
- Horseback riding

Where are your household’s main destinations when you are walking or biking? (select all that apply)
- Friend’s homes
- Library
- No specific location, just tallying up mileage
- Walk to the library
- Cycling through the delta
- Bike to church before pandemic
- With E-bikes more people will have opportunities to go to Sacramento
- I'll ride my e-bike to the post office or the grocery stores. Almost daily (pre-COVID)
- Within my neighborhood is safe but difficult to venture out to other neighborhoods.
- Perry Ranch neighborhood does not have access to trails for walking or biking. Would like to continue the existing trail in the Jordan Ranch neighborhood to continue southward toward Bond Road, and connect to Jack Hill Park to the existing creek trail in the Fallbrook neighborhood.
In an effort to better understand community members preference for context sensitive solutions, the project team explored different bicycle and pedestrian facilities and encouraged participants to provide their thoughts on which types of facilities would work or wouldn’t work in their neighborhoods and why. The top row (A, B, C) depict bike lanes that would be used in an urban environment and the bottom row (D, E, F) depict infrastructure for a suburban or lower density environment.

1. What feels like it would fit within the context of your neighborhood? What doesn’t fit within the context of your neighborhood?

Summary of Finding for Question 1: Many respondents expressed interest in option C for densely populated areas with heavy traffic. Respondents felt that option C would make traveling on high traffic roads safer and could potentially increase biking in Elk Grove. Respondents liked all options for the rural areas (D-F).

Respondents comments are shown below.
- I see example C in Sacramento and its very appropriate for high density areas and park cars – A&B would fit more within Elk Grove.
- The rural area neighbors would prefer options D or F; dedicated roadways to get to Sacramento and better connectivity within Elk Grove. Better connectivity and more roadways would help transition people from driving everywhere to biking more often. A wide bike lane doesn’t make fast roads safer, people still speed.
- I am with the Laguna Creek Watershed – I live in Wilton. I travel on the main roads to shopping, doctors’ appointments, etc. I often take the main arterials, like Sheldon, Laguna, Bond Road, etc. I like option C; it makes it safer. The main arterials are way too fast. Design C is an excellent model for how you could get a little traffic calming on those roads and create a meaningful way for people to have a way to get around the city. Some
of the current trails are not effective ways in getting folks around town.

- I have a concern with bicycling in town, it is not safe. I have had near misses a couple of times. I would like to see the bike paths separated with the vehicles. I like C as an option, but I would prefer F, to be completely away from the traffic. I would like us to consider this in our new growth areas as a new policy. In some areas it may not work, so the next best would be E. Our traffic will not get better unless we get people walking and biking more, which would mean they have to feel comfortable and safe to do so.

- Great presentation so far. I prefer option E in my neighborhood. It will aesthetically transition and appear to be more in tune with the current landscaping in my area. It provides an opportunity for cyclists and pedestrians to share the same area. I am opposed to option C; it provides a bike lane too close to the cars. The barriers are pretty, but if someone is not paying attention, they may hit the barrier. We used to have barriers where I live, and the community complained.

- On developed arterial roads, option C is the best since you separate bikes from cars. For the new neighborhoods and roads, the option E is best.

- Coming from a different background of cycling, I have had experience with these. Option C is great on our busy roads since Elk Grove is a car-friendly commuter community. Cyclists have a higher sense of security with option C on those busy roads. Where housing is denser, options A, or D-F would work well. The rural options cater to these options. The largest disparity for Elk Grove is that we have a lot more casual cyclists versus enthusiasts, which creates different levels of comfort and preferences on the types of roadways and bikeways cyclists feel comfortable using.

- I agree with the above, I ride my bike for transportation and to get from place to place, can we look at not having so many road crossings on our trails?

- In Sacramento, many of the main streets have been redesigned along the lines of option C.

- I like C
- All options fit in Stone Lakes
- A and B for most roadways here.
- C would be great for the larger streets. Right now they are more like B, but it feels unsafe, especially for kids.
- B & D would fit; A & C would not
- C & D
- A & C
- D and E fit best. I am unsure about F
- C on the major roads
- Not A or B
- D through F fits, A through C does not

1. In 5-10 years, what would you consider a successful outcome of this Master Plan update?
Summary of Findings for Question 2: The main themes in these responses are increasing connectivity, especially trail access and maintenance, and to improve safety for active transportation users.

- I'd like to see full funding for our regional trails systems and a better understanding of where our parks/destinations are to connect with. South Camden spur trail opened up so much of a big fan. Better connectivity with neighborhoods should be prioritized.
- Crosswalks with mid-block crossings are unsafe in high traffic areas. We should increase the rate of yields for pedestrians, potentially with beacons for mid-block crossings.
- The number one successful outcome is safety. Going from point A to Point B safely. Ensure we create facilities safely walking and biking.
- More access to our nature and retail through any form of transportation.
- I would love to see something where Elk Grove connects with Sacramento or, specifically Downtown Sacramento, and provide a more streamlined route to commute to work. I would like to create an easier and safer route and more connections from Elk Grove to other destinations.
- In 5-10 years, I would like all of our trails to be connected and any new growth areas to have bike trails with less road crossings. I would like to feel safe riding my bike in town.
- On the question 'what would I like to see in the next 5-10 years', there are two things: I'd like to see 50% of planned improvements come into being. I'd like to see all new neighborhoods have connections to the existing network of trails. Thanks for providing such a well-run zoom meeting. From a family member: Trim back branches encroaching on bike paths (Whitlock particularly).
Notification
The project team implemented a robust notification plan that included an email-blast to a City-wide distribution list. The team also sent personal emails and made personal follow up calls to stakeholders, including active transportation advocates, neighborhood associations within the City of Elk Grove, public health and safety organizations, and bike and pedestrian focused retail stores and clubs.

Additionally, the team posted on social media to promote the two open houses. Below are the organizations that helped spread the word about the open houses:

- Elk Grove Chamber of Commerce
- Elk Grove Bike Shop
- Elk Grove Bike Park
- Laguna Creek Watershed
- Greater Sheldon Homeowners Association
- Glenbrooke Community Association
- Consumnes Fire CSD
- Health Education Council (HealZone-Kaiser)
- Ride Downtown 916
- South County Transit

Appendix
- Notification Flyer
- Presentation
- Interactive Polling Word Clouds
Join us for a virtual open house!

Bicycle, Pedestrian, & Trails Master Plan Update

Grab a glass of wine and join the City of Elk Grove online to learn about the Bicycle, Pedestrian, & Trails Master Plan Update & give your input on how walking and biking within the City can be improved.

Join us one of two days!

Tuesday
June 23
4:00 - 5:00 p.m.
REGISTER HERE

Or

Thursday
June 25
5:30 - 6:30 p.m.
REGISTER HERE

Please register for the meeting date of your choice. After registering, you will receive information through email on how to join the online meeting through Zoom.

About the Project
The Bicycle, Pedestrian, and Trails Master Plan is currently in the process of being updated and we need the community’s input! The Plan will develop a network of streets, trails, and paths where bicycling and walking is safer, comfortable, and convenient for people of all ages and abilities. For more information, visit the project webpage here.

Questions?
Contact Carrie Whitlock at cwhitlock@elkgrovecity.org
Elk Grove Bicycle, Pedestrian, and Trails Master Plan Update

Virtual Community Meeting
June 25, 2020

Call into Zoom to give your input:
Dial: 1-669-900-6833
Meeting ID: 852 1478 9613
Password: 121564

Carrie Whitlock, Kristin Parsons | City of Elk Grove
Kendra Ramsey, Emily Shandy | GHD
Gladys Cornell, Katie Durham, Hannah Tschudin | AIM Consulting
Agenda

• Welcome and Introductions
• Overview of BPTMP
  – Project Background
  – Plan Goals
  – Process/Implementation
• Live Polling
• Group Discussion
• Social Pinpoint Introduction
Project background
Project background

• Updating 2014 Plan
  – Emphasis on targeted 5-year implementation strategy
• Developing Transportation Impact Fee program

• Desired Outcomes
  – Connectivity within Elk Grove
  – Neighborhood permeability
  – Improve comfort on arterials
  – Preserve rural neighborhood character
Project goals
Project goals overview

- Increase bicycling and walking
- Support a culture where walking and bicycling are safe, convenient transportation options
- Promote safe behavior by all road users
- Improve connectivity and accessibility
Progress to date
Plan components

Drafts Completed:
• Introduction
• Existing Conditions
  – Current transportation behavior
  – Existing street, bicycle, and pedestrian networks
  – Safety
  – Level of Traffic Stress

Next Steps:
• Outreach
  – Workshops & Pop Ups
  – Rural Outreach
  – Online Engagement
• Recommendations
  – Projects, Programs, and Policies
• Implementation Plan
  – Cost Estimates
  – Prioritization: the First Five Years
• Design Standards
Existing facilities and destinations
Bicycle collisions
Higher stress crossings
Higher stress roads
Project schedule

January 2020
Project Begins
Existing conditions documentation and background research

Spring 2020
Initiate Stakeholder Engagement
Understand challenges and opportunities

Summer 2020
Develop Recommendations & Seek Feedback
List of improvements shared with stakeholders for feedback

Fall-Winter 2020
Review Plan
Plan draft available for public comment

Winter 2020
Plan Complete
City can seek funding for improvements
Mentimeter instructions

1. Open a new browser window

2. Go to menti.com

3. Type in code 22 27 5 to join the live polling
Live polling
Group discussion
**Group discussion**

What feels like it **would fit** within the context of your neighborhood?

What **doesn’t fit** within the context of your neighborhood?

These are illustrations to inform our discussion, and do not represent specific recommendations for Elk Grove.

A, B, and C are from the NACTO Urban Bikeway Design Guide.
D, E, and F are from the FHWA Small Town and Rural Design Guide.
In 5-10 years, what would you consider a successful outcome of this Master Plan update?
Social pinpoint

- Overview of Social Pinpoint Tool: [https://egbpt.mysocialpinpoint.com/](https://egbpt.mysocialpinpoint.com/)
Step 1: Visit Link

- Visit link using the following web address:

  https://egbpt.mysocialpinpoint.com/

- The initial view of the website should look like this
Step 2: Click Public Outreach Map Tool

- Upon arriving at the home page, click on the “Public Outreach Map Tool”
- This will then take you to the comment section where you will input your comment
Step 3: Read Additional Instructions

- The following instructions will pop-up as a dialogue on your screen
- The additional instructions are provided in both English and Spanish
- Spanish instructions can be found when scrolling through the dialogue
- Other languages are also available for the additional instructions by clicking the Google Translate icon
Step 4: Click “Get Started Now”

- Scroll to the bottom of the dialogue to find the “Get Started Now” button
- The additional instructions are also shown in Spanish
- Make sure to read the instructions go gain more insight into SocialPinpoint
**Step 5: Search for Desired Intersection**

- Using the provided map, locate the desired intersection or location of interest.
- Do note: Comments can only be made within the designated city boundary shown on the map.
**Step 6: Drag to Comment**

- There are three categories of concerns listed: Trail Concern, Bicycle Concern, and Pedestrian Concern
- Select and drag the relevant icon related to your comment to desired location on map (Step 1 and 2)
- Add a description related to your comment or concern (Step 3)
- Click box reading “I agree my comment will be used as indicated in the terms and conditions” (Step 4)
Questions?

Thank you!
DAY 1
- outskirts
- quiet neighborhood
- ranches and gardens
- walking trails
- creek trails mature trees
- tree canopy
- near whitelock trail
- active adult community - ez access to bike trail
- complete streets
- the green belt park
- must be 55 plus
- edge of town
- quiet streets

DAY 2
- social contact and events
- near elk grove blvd and
- park
- senior community system
- great parks convenient
- proximity to parks
- quiet streets
- near trail
- wetlands
- trees
- camden lake