



# PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN

May 2026

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## PCTPA BOARD MEMBERS

City of Auburn: Alice Dowdin-Calvillo, Vice-Chair

City of Colfax: Trinity Burruss

City of Lincoln: Ben Brown

Town of Loomis: Amanda Cortez

City of Rocklin: Ken Broadway

City of Roseville: Bruce Houdesheldt

Placer County: Suzanne Jones, Chair

Placer County: Anthony DeMattei

Citizen Rep: Dan Wilkins

## ATP PROJECT DEVELOPMENT TEAM

Jonathan Wright, City of Auburn

Ron Walker, City of Colfax

Carl Moore, City of Colfax

Vin Cay, City of Lincoln

Roland Neufeld, City of Lincoln

Richard Ly-Lee, Town of Loomis

Mario Tambellini, Town of Loomis

Wolf Stephenson, City of Rocklin

Suzanne Engelke, City of Roseville

Katie Jackson, County of Placer

Jessie Frantz, County of Placer

Summer Lopez, SACOG

Rory Lepore, TRPA

Gaby Lopez, Caltrans

Elizabeth Wood, Caltrans

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## PCTPA STAFF

Matt Click, AICP; Executive Director

Rick Carter, PE, TE; Deputy Executive Director (Retired)

Cory Peterson, AICP; Senior Transportation Planner & ATP Project Manager

Jodi LaCosse; Fiscal Administrative Officer

Solvi Sabol; Planning Administrator

Mike Costa; Principal Transportation Planner

David Melko; Principal Transportation Planner

## KITTELSON & ASSOCIATES, INC.

Matt Braughton, RSP1; Associate Planner

Chris Romano, AICP, LEED AP ND; Associate Planner

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# 1. INTRODUCTION



# BACKGROUND AND PURPOSE

The Placer Countywide Active Transportation Plan (ATP) is a visionary step towards creating a safer, more connected, and more sustainable future for the region. Led by the Placer County Transportation Planning Agency (PCTPA) in collaboration with its partner agencies, the ATP is designed to build an accessible and cohesive multimodal transportation network that is context sensitive and improves the safety of comfort of walking, biking, and rolling around Placer County.

This future-looking plan outlines strategies and projects to enhance walking and biking infrastructure throughout the county. The ATP builds on PCTPA's 2018 Regional Bikeway Plan and local jurisdiction Bicycle Plans to provide local jurisdictions with an actionable roadmap to help prioritize projects, meet local and regional needs, and tap into funding opportunities to shape a more connected and accessible Placer County.

## WHAT IS ACTIVE TRANSPORTATION?

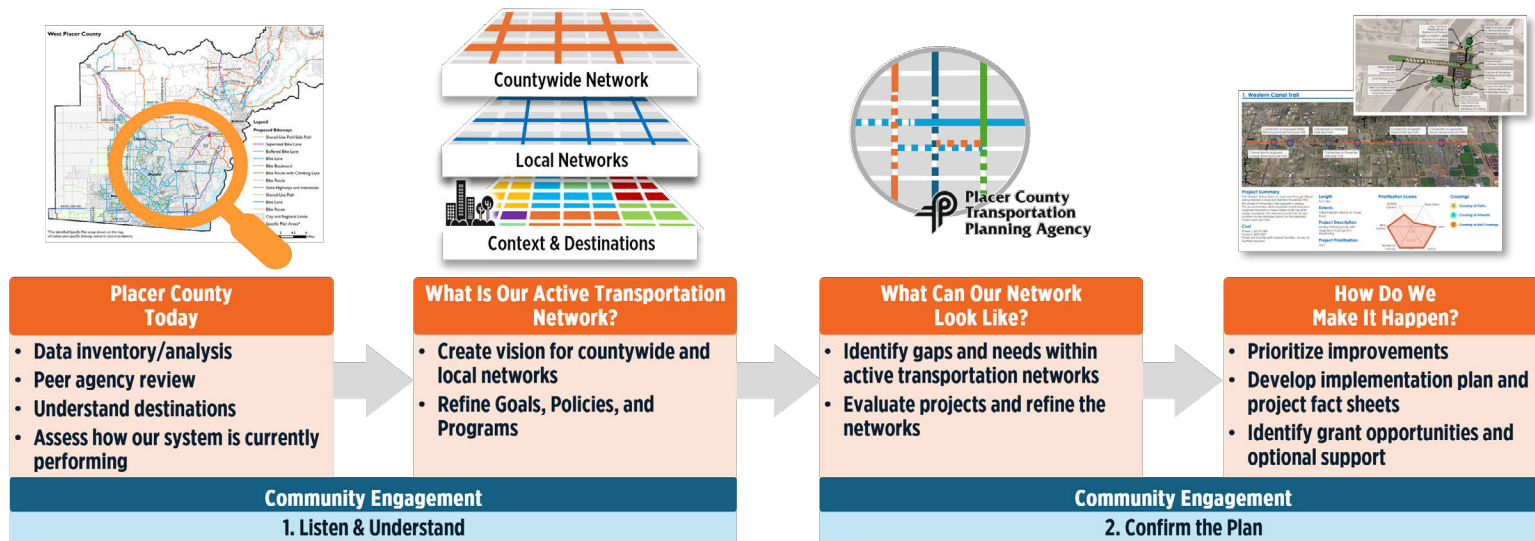
Active transportation includes walking, biking, and other non-motorized or low-powered options for getting around, including assistive mobility devices, scooters, and e-bikes. These modes offer people of all ages and abilities safe, affordable, and healthy travel options. By expanding travel choices beyond cars, active transportation is an essential part of a thriving transportation system.

## WHO IS PCTPA?

The Placer County Transportation Planning Agency is the state-designated Regional Transportation Planning Agency (RTPA) for Placer County. PCTPA works with the county and the six incorporated cities/towns within the county to plan transportation improvements and secure state and federal funding for safer roads, better transit, and improved bike and pedestrian infrastructure, to improve the quality of life for residents and visitors.

## STUDY PROCESS

The ATP has been conducted in four phases and has been supported by community engagement. The existing conditions report ([APPENDIX A](#)) summarized the needs and opportunities for active transportation in the county based on data analysis and community input. The ATP planning process has resulted in a cohesive countywide network providing long distance connections throughout the county, and identifies concentrated local networks providing shorter connections to everyday needs.



## REPORT ORGANIZATION

This report includes the following sections:

1. **Introduction:** Introduces the ATP and PCTPA, the study area, and intent of the plan.
2. **Goals and Objectives:** Describes the planning vision and goals that guided the development of the ATP from start to finish.
3. **Past Planning Efforts:** Summarizes the review of previous plans included in the existing conditions report.
4. **Placer County Today:** Reports the multimodal, demographic, and land use characteristics in Placer County which have been relevant to the development of the ATP.
5. **Community Engagement:** Summarizes both phases of the community engagement process for the ATP development.
6. **Active Transportation Program Development:** Outlines the principles that guided network development and shows the network map for both pedestrian and bicyclist facilities.
7. **Prioritization and Framework:** Describes the prioritization framework with maps which shows projects by priority tier.
8. **Moving Plans to Projects:** Summarizes the implementation framework, the Toolbox for Implementation, and funding opportunities to turn projects into reality.
9. **Let's Get Started:** Highlights key takeaways from the ATP and next steps in the planning and implementation process.

Several key documents are also included as appendices:

- **Appendix A | Existing Conditions Summary:** The previously conducted existing conditions study for Placer County.
- **Appendix B | Community Engagement Summary:** A summary of all community engagement efforts conducted to date.
- **Appendix C | Full Prioritization Table:** A list of all proposed projects and the corresponding priority scores.
- **Appendix D | Project Cut Sheets:** Detailed data and design for nine select projects.
- **Appendix E | Active Transportation Treatment Toolbox:** A practical guide for project implementation.

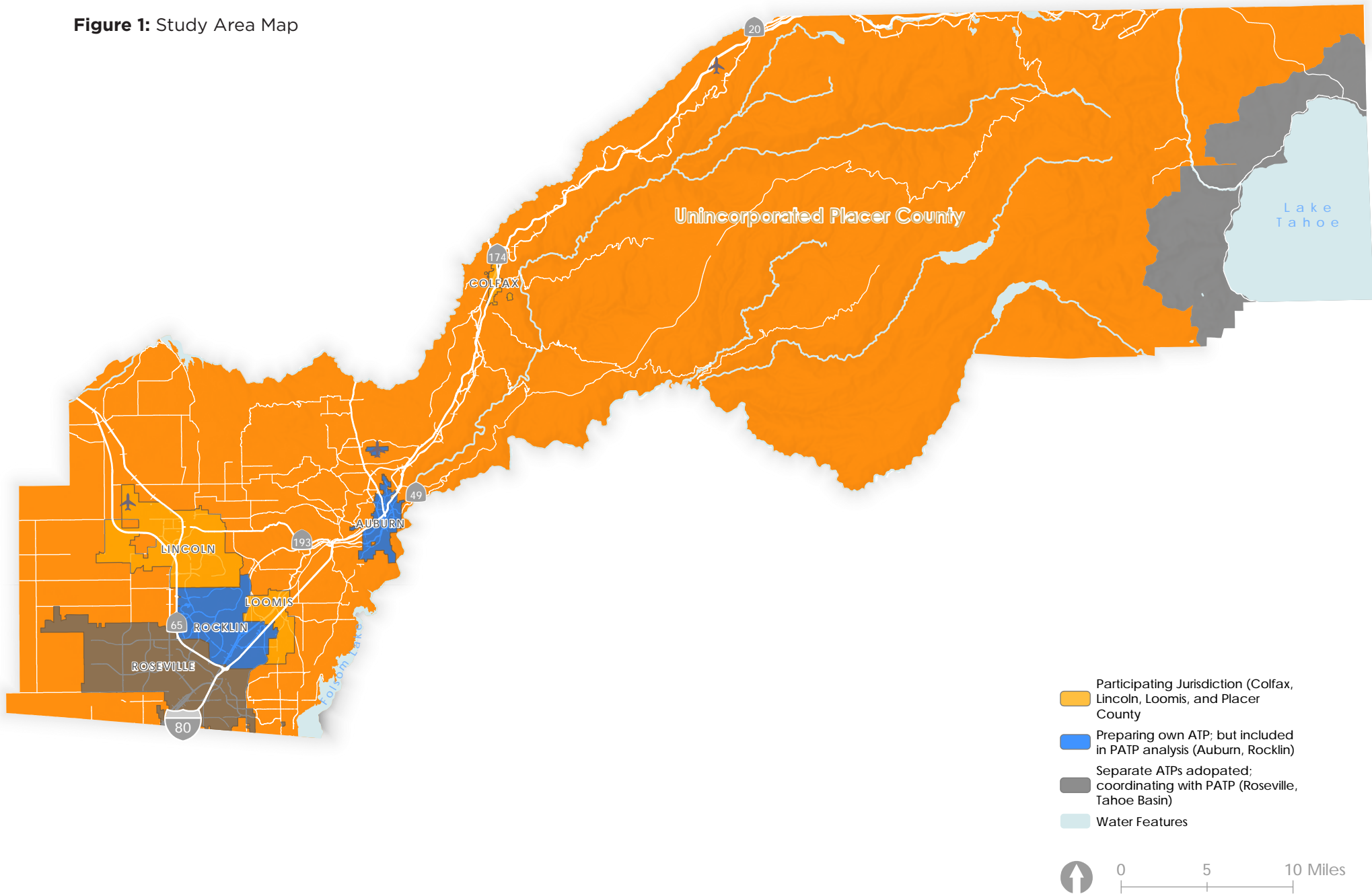
## STUDY AREA

The study area for the Placer Countywide ATP can be seen in **FIGURE 1** and includes most of Placer County, with some exceptions:

- **The Tahoe Basin:** While some of the Tahoe Basin is located in Placer County, the communities surrounding Lake Tahoe are intrinsically interconnected. Therefore, planning and project development for the Tahoe Basin is conducted through a multi-state effort via the Tahoe Regional Planning Agency (TRPA). While recommendations will not be made for the Tahoe Basin, the socioeconomic and transportation characteristics of the area impact travel in Placer County. To account for this, the Tahoe Basin is included in the demographic, land use, and destination analysis for the ATP and the ATP will integrate connectivity to the plans, projects, and infrastructure in the Tahoe Basin.
- **The City of Roseville:** Roseville is creating its own ATP in a process which began prior to the Placer Countywide ATP and was adopted in June 2025. The network and recommendations are integrated into the Countywide ATP by reference.
- **The City of Auburn:** Auburn is conducting a separate but concurrent ATP, which will build off of the analysis and findings of the Placer Countywide ATP. Existing conditions data for Auburn were provided by the City for inclusion in this report. Once completed, the Auburn ATP will be incorporated into the Countywide ATP by reference.
- **The City of Rocklin:** Rocklin is conducting a separate but concurrent ATP, which will build off of the analysis and findings of the Placer Countywide ATP. Existing conditions for Rocklin were collected jointly with the PCTPA ATP and are included in this report. Once completed, the Rocklin ATP will be incorporated into the Countywide ATP by reference.

Every street in Placer County that is not a freeway, private, or located in Roseville was included in data collection efforts and existing conditions analysis. For more information, see the Existing Conditions Technical Memorandum in **APPENDIX A**. Streets other than freeways, private, or those located in Roseville, Auburn, Rocklin, or the Tahoe Basin were eligible for consideration for network and project recommendations.

**Figure 1:** Study Area Map



## 2. GOALS AND OBJECTIVES



# GOALS THAT GUIDE THE ATP

The Placer Countywide ATP is a plan for and by people who live and travel in Placer County. The plan is grounded in community and stakeholder input about how they want to walk, bike, and roll around the County. These goals focus on making the active transportation network **safer** and more **connected, equitable, sustainable** and easier to **implement** over time. Together, they provide a shared direction for improving walking, biking, and rolling access across Placer County and help guide which projects move forward first.

## Goal 1: Safe

**The regional active transportation network will implement facilities for walking, biking, and rolling that are safe, accessible, and comfortable for all ages and abilities.**

- 1.1.** Significantly reduce fatal and serious injury crashes involving pedestrians and bicyclists.
- 1.2.** Reduce the overall number of crashes involving pedestrians and bicyclists.
- 1.3.** Wherever possible, eliminate conflict points and manage speeds to reduce the conflict severity potential where pedestrians and bicyclists interact with motor vehicles.
- 1.4.** Implement and support signage, education, and encouragement programs that improve safety for people walking, rolling, and biking.

## Goal 2: Connected

**Expand and connect the regional and local active transportation networks, including access to schools and recreational trails.**

- 2.1.** Prioritize gap closures in the active transportation network within and between communities.
- 2.2.** Provide safe and comfortable connections to neighborhood, community, employment centers, and regional destinations.
- 2.3.** Improve first-mile/last-mile access for pedestrians and bicyclists to major local and regional transit facilities.
- 2.4.** Support connections to the regional trail network within the county and to adjacent regions.

## Goal 3: Inclusive

**Invest and prioritize active transportation network improvements that are accessible and benefit underserved populations and those that lack access to transportation options.**

- 3.1.** Design pedestrian and bicycle facilities to be accessible and inclusive for people of all ages, incomes, and abilities.
- 3.2.** Improve and expand equitable access to the active transportation network to support safe and comfortable transportation options for underserved populations.
- 3.3.** Establish and support partnerships with community-based organizations, social service agencies, and non-profit entities to identify and address the needs of underserved and underrepresented populations as they relate to walking, rolling, and biking.

## Goal 4: Sustainable

**Provide access to active transportation for people of all ages and abilities to improve health and support sustainability goals.**

- 4.1.** Increase walking, rolling, and biking mode share to support active living and reduce environmental impacts.
- 4.2.** Coordinate with local and regional partners to implement education and encouragement programs to increase walking, rolling, and biking as a means of reducing vehicle miles traveled.

## Goal 5: Implementable

**Identify, support, and pursue active transportation funding opportunities to implement the ATP network.**

- 5.1.** Continually identify and prioritize improvements and funding opportunities for walking, rolling, and biking in Placer County.
- 5.2.** Increase and support consistent local project implementation through technical assistance and funding.
- 5.3.** Secure regional, state, and federal grant funding to implement and maintain the active transportation network and associated programs.
- 5.4.** Maintain the active transportation network in a continual state of good repair.

# 3. PAST PLANNING EFFORTS



# PLAN REVIEW SUMMARY

PCTPA, its local partner jurisdictions, TRPA, and the Sacramento Area Council of Governments (SACOG) have all conducted significant planning studies to improve active transportation within and connecting to Placer County and its communities. Collectively, these plans recommend projects and improvements on streets and paths throughout the county, as well as goals of **connectivity**, **access**, and **safety** which have helped to guide the Placer Countywide ATP. Recently implemented plans and active projects completed by the County and other partners can be seen below, with a more detailed summary of the plans and studies review in **APPENDIX A**.

## COMMON GOALS

In addition to identifying projects which help to define desire lines for active transportation, the previously completed plans and studies include some common themes which appeared in multiple studies and that the Placer Countywide ATP has incorporated:

- **Connectivity:** Develop a connected network of active transportation facilities
- **Access:** Provide access to community destinations, including shopping, dining, education, transit, and recreation
- **Safety:** Identify facilities which provide safe travel options for people on foot, bike, or in Neighborhood Electric Vehicles (NEVs), including projects to address existing safety concerns.

## ONGOING AND CONCURRENT PLANS

- Roseville Active Transportation Plan (adopted June 2025)
- Rocklin Active Transportation Plan
- Auburn Active Transportation Plan



# 4. PLACER COUNTY TODAY



## THIS IS PLACER COUNTY

Placer County, located in Northern California, is known for its rich history, diverse landscapes, and rapidly growing communities. Established in 1851 during the height of the California Gold Rush, Placer County was named for the Spanish word “placer,” meaning sand or gravel deposits containing gold. While the region’s early development was fueled by mining and the introduction of the Transcontinental Railroad, it has since evolved into a hub for agriculture, industry, and tourism, offering a blend of urban, suburban, and rural living.

Placer County stretches from the Sacramento Valley to the peaks of the Sierra Nevada. The county’s western side is characterized by fertile agricultural land and dense development, while the eastern side, rising in elevation, offers mountainous terrain, forests, and outdoor recreational areas. The county’s location along key transportation corridors, including Interstate 80, connects the Central Valley to the Sierra Nevada, making it a vital link for travel between Sacramento, Lake Tahoe, and the Reno/Sparks area.

Placer County experiences a diverse climate that varies with its geography. The valley typically enjoys a Mediterranean

climate with hot, dry summers and mild, wet winters, while the mountainous regions experience cooler temperatures, higher snowfall in winter, and more variable weather patterns. This climate diversity not only supports a range of outdoor activities year-round but also influences the transportation needs and infrastructure planning throughout the county.

Placer County is home to the cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, and the Town of Loomis. Each city/town offers its own unique character and amenities, contributing to the county’s overall vibrancy. In addition to these incorporated areas, Placer County contains several major unincorporated communities, such as Granite Bay, known for its proximity to Folsom Lake, and Foresthill, which provides a gateway to the Sierra Nevada’s recreational opportunities. Other notable unincorporated areas include Tahoe City, which serves as a hub for outdoor activities near Lake Tahoe and Penryn/Newcastle, characterized by its rural charm and agricultural landscape. Together, these cities and unincorporated communities reflect the diverse lifestyles and environments found within Placer County.



# WE ARE PLACER COUNTY

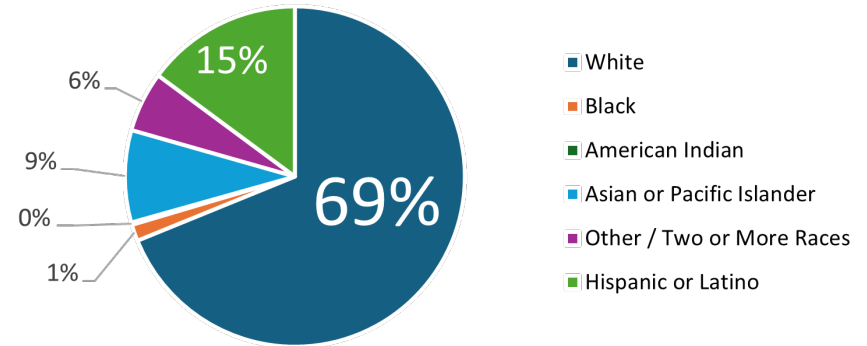
People make mobility choices based upon their socioeconomic and cultural perspectives, the mobility options available to them, and the perception of safety, convenience, and cost to reach their intended destination. Understanding the people who live in Placer County, the built environment around them, and the mobility choices they're currently making will provide a baseline for evaluating the needs and transportation gaps.

## PLACER COUNTY AT A GLANCE

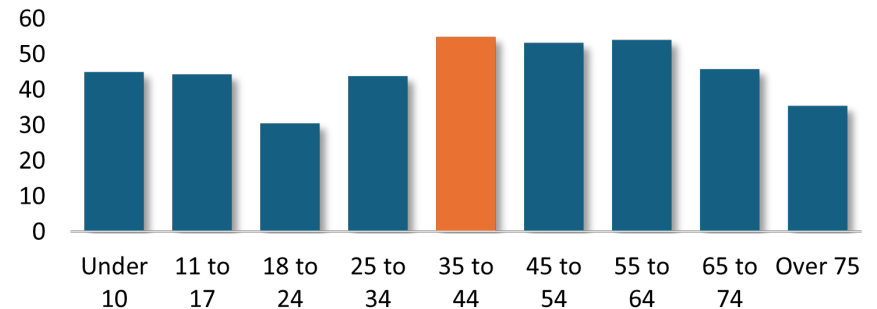
Just over 400,000 people live in Placer County, with the majority residing in the western valley. According to the ACS 2022 and 2010 5-year estimates:

- **Placer County is growing.** Since 2010, Placer County's population has grown by over 20% from 336,477 to 406,608, and there is no sign of stopping. This makes Placer County one of the fastest growing places in the state of California. This rapid expansion of population has also changed the County's demographic, land use, and transportation characteristics.
- **Placer County is aging.** Since 2010, the median age of Placer County has increased 6.3% from 39.8 to 42.3 years of age. The median age of Placer County is older than California overall (37.3 years).
- **Placer County is becoming more educated.** 42.4% of residents over 25 years of age have a bachelor's degree compared to 34.1% in 2010. This is higher than California overall (35.9%).
- **Placer County is getting wealthier.** The median income of Placer County is \$109,375, compared to a median income of \$74,447 in 2010. This is higher than the median income of California overall (\$91,905).
- **Placer County is getting more diverse.** 31.1% of people in Placer County are people of color, compared to 22.7% in 2010.

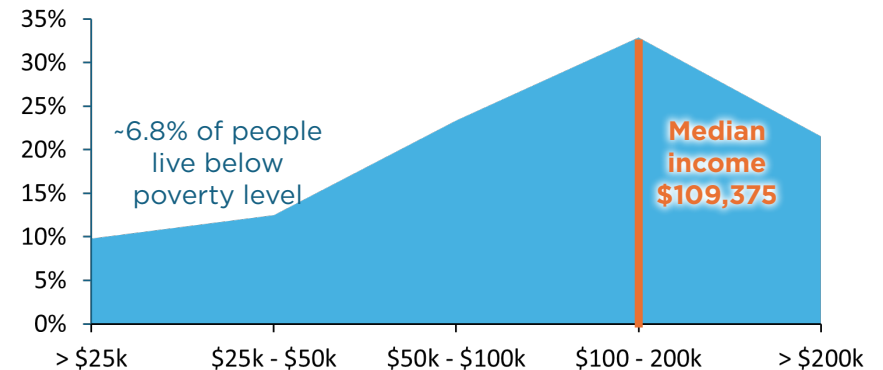
## POPULATION BY RACE



## POPULATION BY AGE in thousands



## HOUSEHOLD INCOME



## OUR SOCIAL NEEDS

Everyone has different needs and desires when it comes to transportation. Certain populations are more likely to depend on walking, biking, using an assistive device, and transit to get to their daily needs. Others may choose to walk, bike, or roll for recreation. The statistics below highlight some key demographic findings and how they may relate to active transportation needs or potential usage.

### PEOPLE WITH DISABILITIES

People with disabilities may require specialized services to get around, like longer time to cross an intersection, and may be less likely to own a vehicle. In Placer County, people living with disabilities are concentrated in Roseville and Lincoln.

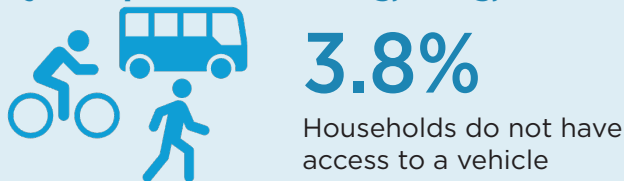
**May need additional amenities:**



### PEOPLE WITHOUT ACCESS TO A VEHICLE

People without access to a vehicle are likely to walk, bike, and ride transit for daily needs and may benefit from investments in walking and biking. In Placer County, these populations are concentrated in Roseville, Rocklin, and Auburn.

**May be dependent on walking, biking, and transit**



### AGES LESS LIKELY TO DRIVE

People under 18 and over 65 may be less likely to own a vehicle, choose to drive if they do, or travel during regular commute times. In Placer County, there are concentrations of both populations in Lincoln, Rocklin, and Auburn.

**Ages with greater needs for alternatives to driving:**



**21.9%**

Are under the age of 18

**20.0%**

Are over the age of 65

### PEOPLE WITHOUT INTERNET ACCESS

People without access to the internet may have a difficult time accessing services like rideshare and may need to access community destinations regularly for internet access. In Placer County, this is most common in Lincoln, Auburn, and Roseville.

**More likely to take trips for services**



**5.1%**

Have no internet access

### PEOPLE WHO LIVE IN POVERTY

People living in poverty may not be able to afford to purchase or maintain a vehicle, and therefore are more likely to depend on walking, biking, and transit to get around. In Placer County, these populations are concentrated in Lincoln, Rocklin, and Auburn.

**May not be able to afford a vehicle:**



**6.8%**

People living under the poverty line in the past 12-months

# PLACE TYPES

Placer County is an expansive and diverse region, characterized by its varied landscapes and communities. To facilitate analysis, six place types were developed for the County in order to provide insights into existing land uses and street network connectivity as described below and shown in **FIGURE 2** and **FIGURE 3**. Understanding these local characteristics is essential for assessing current conditions and planning for future transportation and infrastructure developments.

## TOWN CENTERS

*Reflective of land use mix, street network density, and walkable development patterns.*

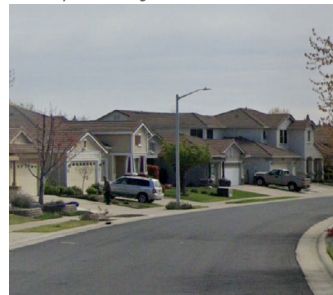
Town centers are mixed-use areas including parks, schools, and commercial or government spaces. Typically, one or two main roads handle most traffic, while other streets are narrower, low-volume, and slower. Streets often follow a grid or have many intersections. Railways often bifurcate or run adjacent to these areas, which often represent the historic downtown.



## RESIDENTIAL

*Includes suburban, urban, exurban, planned area, and other primarily residential uses.*

In Placer County, residential areas consist mainly of single-family homes and other low-density developments. These areas reflect post-war suburban patterns, with cul-de-sacs, looping roads, and local streets connecting to neighborhood collectors, which funnel into wide, high-speed arterials that provide access to commercial areas and freeways.



## COMMERCIAL

*Includes public facilities and low and high intensity commercial land uses.*

Commercial areas are predominantly characterized by car-centric developments, where large parking lots are adjacent to the roadways, and stores are set back with minimal or no interaction with the street. These commercial structures typically take the form of both large and small strip malls, as well as big-box stores.



## INDUSTRIAL

*Includes industrial uses.*

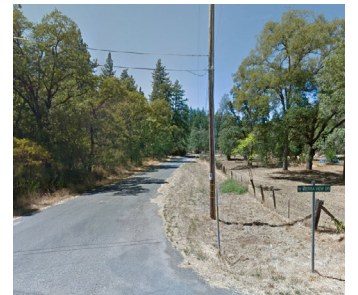
Industrial areas, like commercial place types, typically have buildings surrounded by parking, with little interaction with pedestrians or street activity. The roadways within and around industrial areas are wider to accommodate truck traffic, despite generally low traffic volumes. These areas are often located near or adjacent to freeway access points.



## RURAL

*Includes rural residential uses.*

In Placer County, rural areas mostly consist of very low-density single-family homes surrounded by significant private open space, small farms, groves, and equestrian uses. These areas are often served by a single two-lane road, with local roads connecting directly to it. Small retail, grocery stores, or schools may also serve these areas.



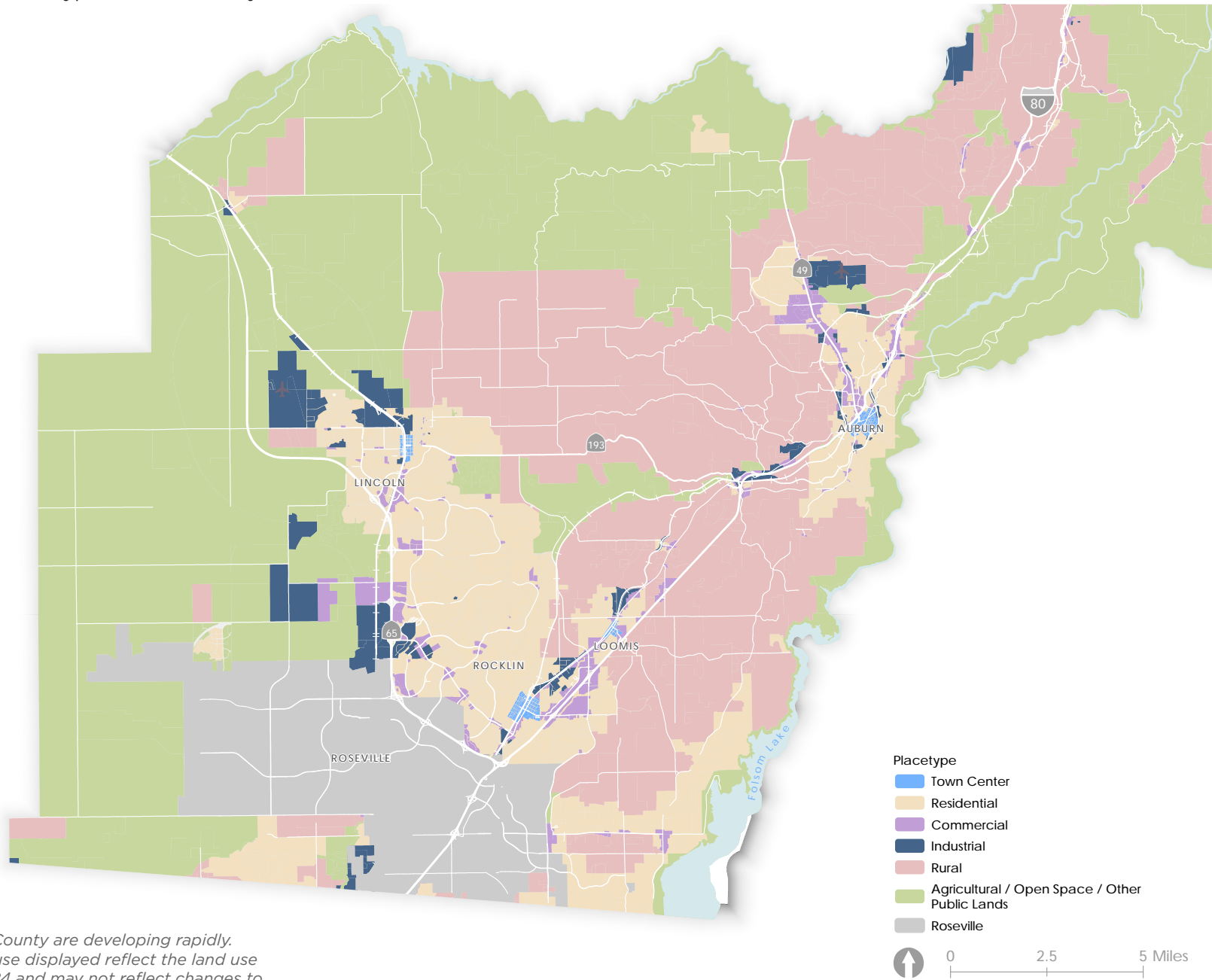
## AGRICULTURAL / OPEN SPACE

*Includes agricultural, open space, and public land uses.*

Agricultural and open space areas generally have the fewest intersecting roadways. The main roads are typically two-lane, higher speed, and serve as the access point to the occasional driveway, business, retail, and small local roads, which may be dirt. These roads rarely have sidewalks or bike amenities and surrounding uses are typically fields, forest land, and open natural space.

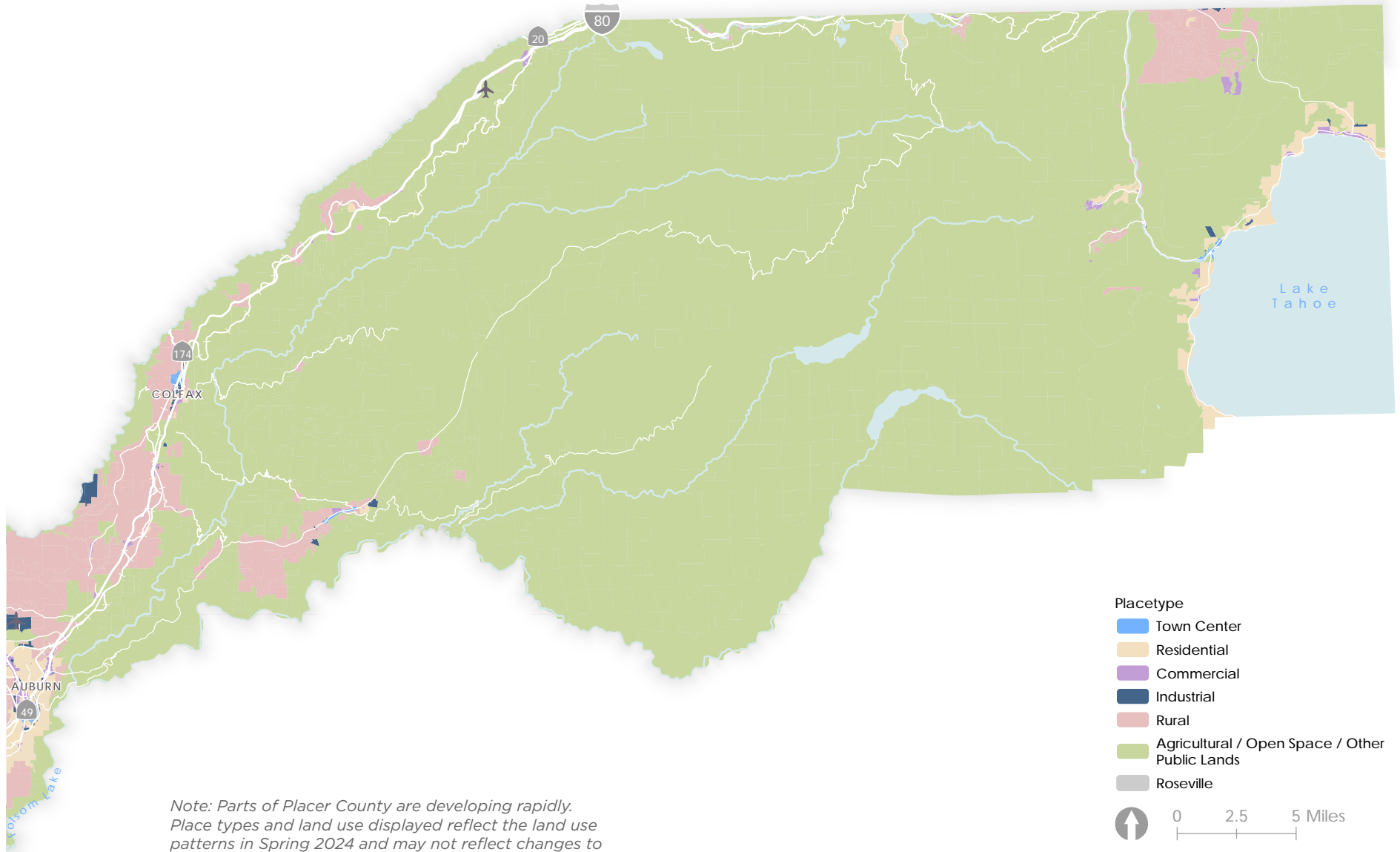


**Figure 2:** Place Types - West County



*Note: Parts of Placer County are developing rapidly. Place types and land use displayed reflect the land use patterns in Spring 2024 and may not reflect changes to land use and development after this time.*

**Figure 3: Place Types - East County**



*Note: Parts of Placer County are developing rapidly. Place types and land use displayed reflect the land use patterns in Spring 2024 and may not reflect changes to land use and development after this time.*

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# HOW AND WHERE PLACER COUNTY TRAVELS

## WHERE WE WANT TO GO

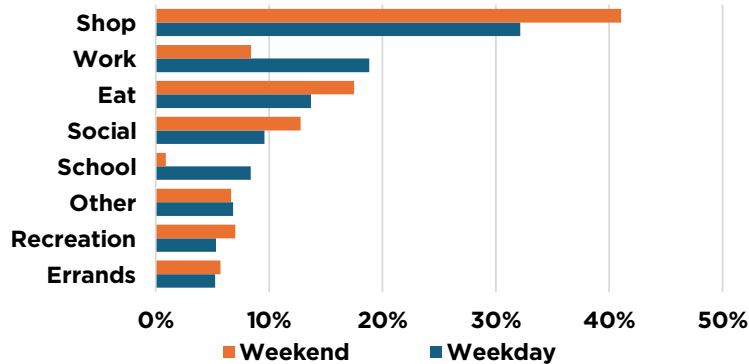
By providing comfortable routes to places like schools, jobs, healthy food, and social opportunities, the Placer Countywide ATP can help encourage people to walk and bike while also expanding access for people without vehicles. **FIGURE 4** illustrates the local destinations people might want to get to every day.

Utilizing data from Replica, a platform that integrates anonymized information from sources like the US Census Bureau, mobile location data, land use, and economic activity to simulate travel patterns within an area, we gain a comprehensive view of how people move throughout Placer County.

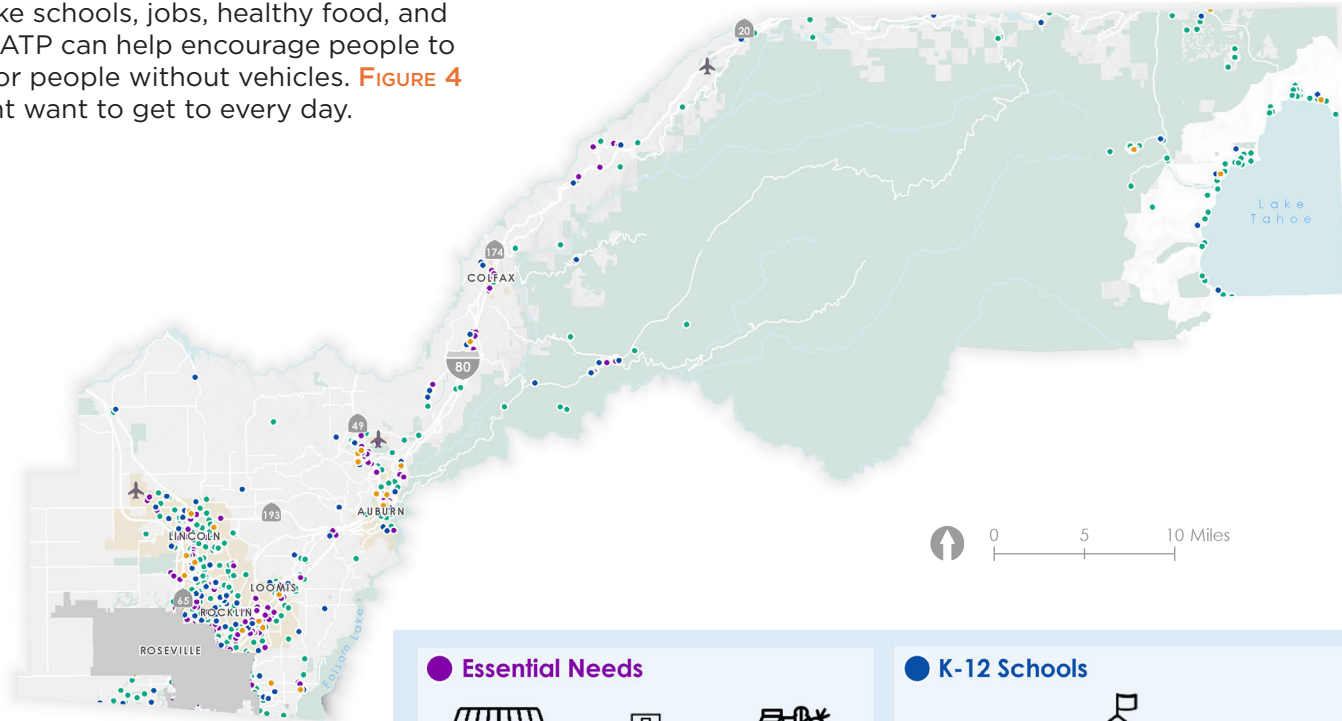
**FIGURE 5** shows that:

- Most trips are for shopping both on the weekend and weekday.
- Just under 19% of trips are taken to get to work on the weekdays and only 8.4% on the weekend.
- Eating and socializing make up a significant portion of trips on the weekdays, but more so on weekend.

**Figure 5: Where People Want to Travel to Placer County**



**Figure 4: Everyday Destinations**



## HOW WE WANT TO GET THERE

How we choose to travel may depend on the type of trip, the day of the week, and how far away the destination is (TABLE 1). Replica data shows that while Placer County mostly drives to destinations, walking is the second most common way they choose to travel regardless of trip type. Key findings include:

- Besides driving, walking is the most common way people travel to school.
- The shortest trip taken on average is getting to school on weekdays
- One in ten trips for daily needs is taken on foot.
- Most people drive to get outside, and less people choose to walk on weekends.
- Most trips are taken by personal vehicle—but it is especially high for getting to work on weekdays (94.1%).

## WHERE WE TAKE SHORT TRIPS

When we travel shorter distances our travel patterns look different - from the routes we take to get to our destinations to the way we choose to get to those destinations. Short trips are those that are two miles or less, or roughly a 15-minute bike ride. These trips--regardless of their current mode--are the most likely trips to be converted to walking and biking trips in the future.

- By far, people in Placer County predominately take short-trips for errands throughout the week.
- On the weekend, very few short trips are taken to work but 12.5% of short-trips are taken to work on weekdays.

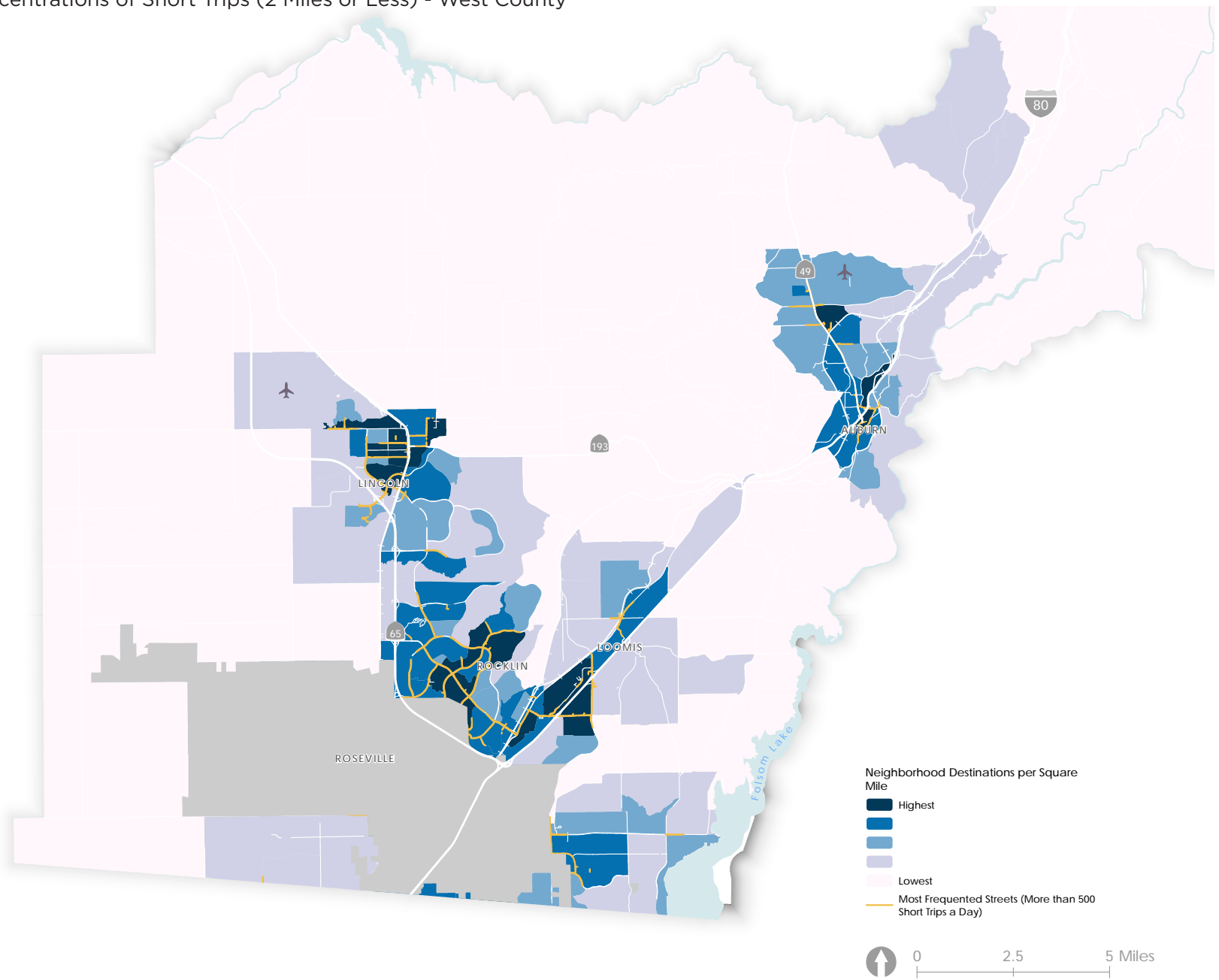
FIGURE 6 and FIGURE 7 show the areas with the highest volumes of destinations for short trips as well as the top routes taken to make these trips.

**Table 1:** How Placer County travels to Destinations on Weekdays

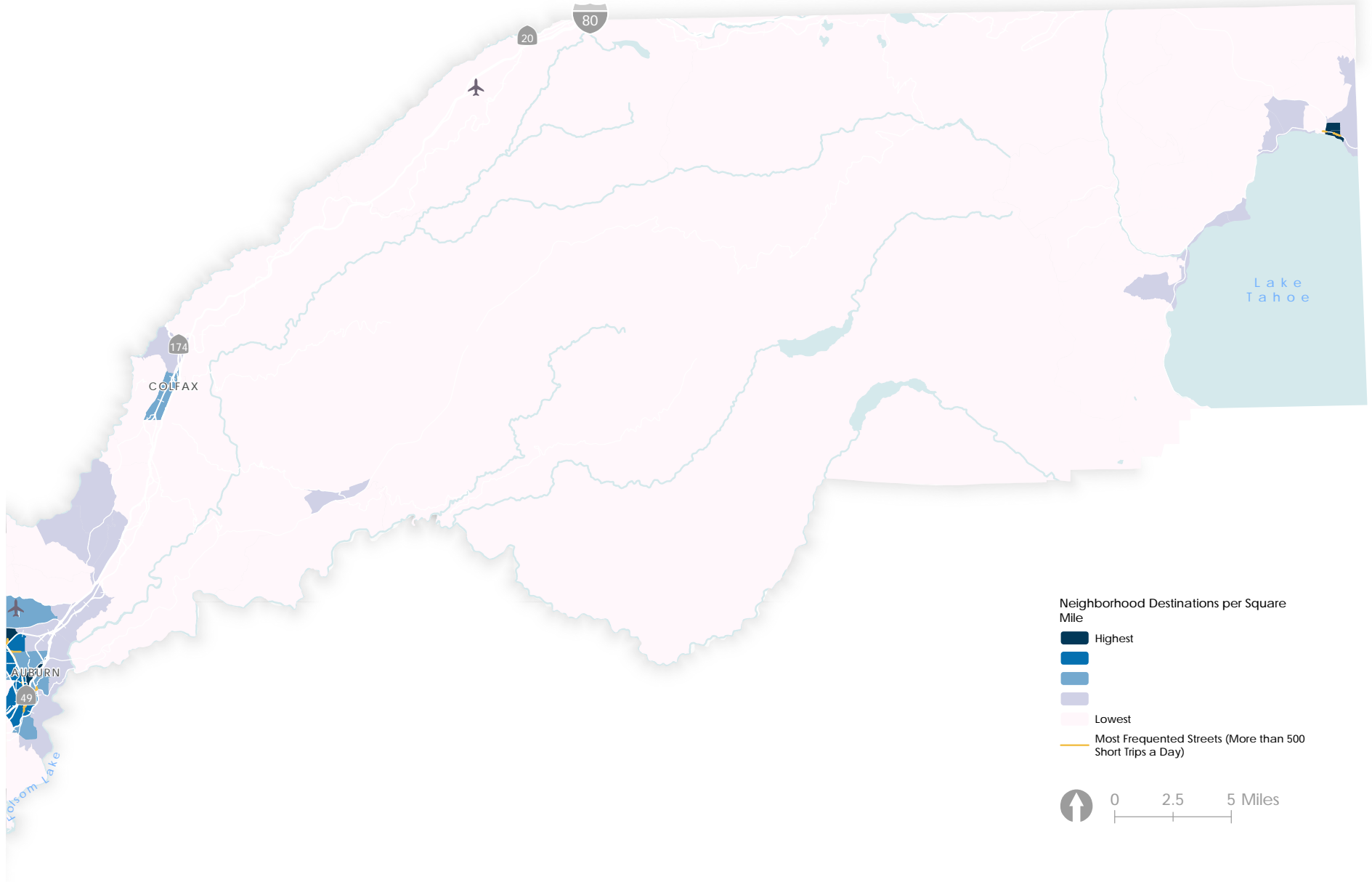
Trip Category	Getting to Work	Getting to School	Travel for Daily Needs	Getting Outside
Drive	94.1%	88.3%	83.3%	86.2%
Transit	0.3%	0.0%	0.1%	0.1%
Bike	0.2%	0.5%	0.5%	0.5%
Walk	4.3%	10.9%	14.3%	11.6%
Other	1.1%	0.2%	1.8%	1.6%
Average Trip Distance	19.9	5.8	10.9	12.7
Average Travel Time	34.9	18.5	23.6	25.7

Source: Replica, Spring 2024

**Figure 6:** Concentrations of Short Trips (2 Miles or Less) - West County



**Figure 7: Concentrations of Short Trips (2 Miles or Less) - East County**



# THE TRANSPORTATION NETWORK TODAY

## DRIVING IN PLACER COUNTY

The way a road is designed, including the posted speeds, number of vehicle lanes, and presence of walking, biking, and other infrastructure has a major impact in how people experience the transportation system. Understanding Placer County's roadway network is critical to determining appropriate locations for different types of facilities for the active transportation network. The following section summarizes typical characteristics of existing roadway conditions and characteristics in the planning area.

### FUNCTIONAL CLASSIFICATION

Functional classification is a hierarchy of roadway classes based on their role in providing access to adjacent properties and facilitating vehicle speeds and volumes. Generally, arterials are the highest speed and volume roads but have limited property access, and locals are lower speed and volume with a high degree of access.

Functional classification can impact the number of lanes and posted speeds when designing a road. Figure 16 shows the functional classification of streets in Placer County and Table 4 shows the lane miles per street type.



### INTERSTATES + HIGHWAYS

Controlled access roadway that provides regional connections. Walking and biking access may be allowed in some rural areas, but is generally prohibited. High vehicle speeds and volumes make freeways unfavorable for usage by people on foot or bike. Therefore, they are excluded from this plan. *Note: Highway 49, 193, and Lincoln-Sheridan Blvd act more as surface arterials than highways and are therefore included.*



### ARTERIAL STREETS

Major roadways with multiple lanes and higher speeds. They typically connect residential and collector streets with highways or freeways, facilitating the flow of vehicles between local and regional destinations. High vehicle speeds and volumes may make them uncomfortable for people walking and biking, but they may often provide the only route to access destinations.



### COLLECTOR STREETS

Corridors with moderate traffic and posted speed limits that distribute traffic from local streets to arterials. They provide direct property access and traffic circulation in higher density residential neighborhoods and commercial and industrial areas. With the right facilities, collectors can provide comfortable connections to destinations for people walking and biking.



### LOCAL STREETS

Streets with low speeds and traffic volumes that typically provide circulation around neighborhoods and urban areas. They often have 2 to 3 lanes, on street parking, and may include treatments to lower speeds and volumes of vehicles. This can make them comfortable for people to walk and bike on, but local street networks are typically bound by collectors and/or arterials.

## INTERSECTION CONTROL

Traffic control devices help manage the movement of people and goods in an efficient manner. Traffic control devices found in Placer today generally include:

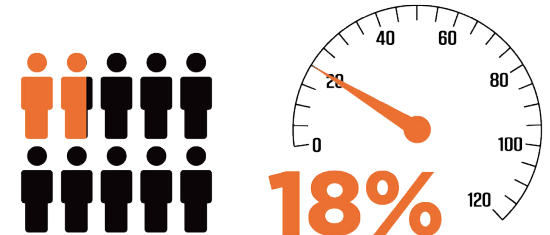
- **Traffic Signals** control the flow of vehicles on the roadway network. Traffic signals are generally implemented on arterials and on some collectors.
- **Roundabouts and Traffic Circles** are circular intersections in which traffic flows in one direction around a central island. Traffic circles can improve safety, promote lower speeds, and reduce conflict points.
- **Traffic Signs** include STOP or YIELD signs to alert drivers to come to a complete stop or yield at intersections.
- **Rectangular Rapid Flashing Beacons (RRFB)** are devices that users can manually activate flashing lights to increase driver awareness of people crossing at unsignalized intersections or midblock crosswalks.
- **Midblock Pedestrian Signals (MPS)** are pedestrian only signals that create a more predictable crossing environment and give adequate warning to people attempting to cross a roadway.
- **Pedestrian Hybrid Beacons (PHB)** are pedestrian activated lights that are designed to help people walking across at midblock locations on high speed roads. Vehicles are free to move when no one is crossing the street unless it is solid red.

## ROADWAY SPEED LIMITS

A variety of factors impact safety and comfort for people walking and biking, but interaction with vehicles is one of the most critical. As driving speed increases, a driver's line of sight of the roadway and its surroundings is also impacted. Research shows that when driving at a higher speed, the driver naturally focuses on objects further away. The driver's peripheral vision is reduced, meaning that people driving at faster speeds are less likely to notice a person biking or waiting to cross the street while people driving at slower speeds are more likely to have better awareness of people around them. Posted speeds in Placer County are often 25 miles per hour (MPH) or less on local streets, 30-35 MPH on Collectors, and 40 MPH or greater on Arterials.



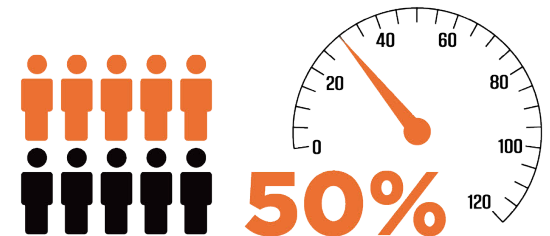
20 MPH



Likelihood of Fatality or Severe Injury



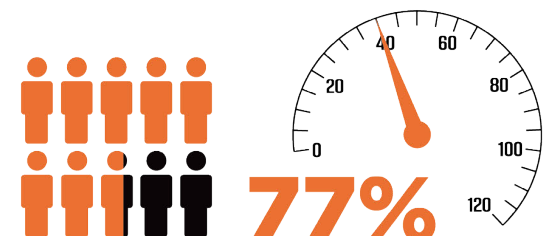
30 MPH



Likelihood of Fatality or Severe Injury



40 MPH



Likelihood of Fatality or Severe Injury

Source: *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*. Brian Tefft, AAA Foundation for Traffic Safety, 2011

## WALKING IN PLACER COUNTY

In Placer County, walking infrastructure includes both sidewalks—paved pathways dedicated to people walking, jogging, or using personal mobility devices—and shared-use paths, which accommodate both people walking and those using bicycles or other permitted devices. In the more rural, agricultural, and mountainous areas of Placer County, roads often lack walking paths and people must walk in the street or along the shoulder if available.

In contrast, newer suburban developments, especially those found in Roseville, Rocklin, and Lincoln are more likely to have sidewalks on both sides of the street that meet ADA standards. Most shared-use paths in the County are also in these areas. Town centers including those in Auburn, Colfax, Loomis, Rocklin, and Lincoln are often built on a gridded street pattern that offers more frequent and direct walking paths to destinations; however, the sidewalks are not always present on both sides, may not meet ADA standards, and vary in pavement quality. **FIGURE 8** and **FIGURE 9** show the map of existing walking infrastructure in Placer County.



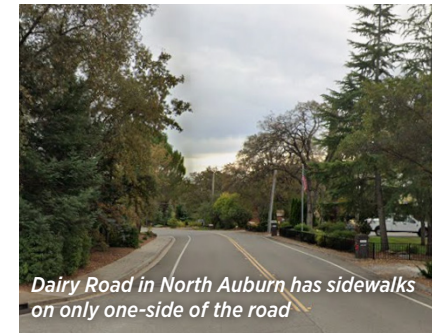
People using the roadway to walk on Alta Power House Road



Fiddymt Road without walking facilities in an agricultural context



Coldwater Lane in Lincoln with sidewalks present on both sides of the road



Dairy Road in North Auburn has sidewalks on only one-side of the road

### CROSSING AT SIGNALIZED INTERSECTIONS

One of the most significant elements to making walking comfortable is the frequency, type, and quality of street crossings. In Placer County, many signalized intersections are very wide which can leave people walking feeling exposed. For people with disabilities or who walk slower, they can also be difficult to navigate.



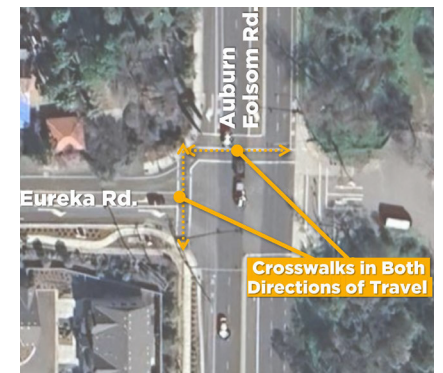
Signalized intersections with significant crossing distances in Rocklin.

### CROSSING AT UNSIGNALIZED INTERSECTIONS

Most intersections in Placer County are unsignalized. While every intersection in California is a legal crossing unless otherwise signed, the presence of a marked crosswalk can help alert drivers to watch for people crossing and indicate to people walking where to cross. This is particularly important for crossings are critical across faster, and wider roadways which can act as a barrier for people on foot.



Crosswalks in One Direction of Travel



Crosswalks in Both Directions of Travel

## MIDBLOCK CROSSINGS

The development pattern in Placer County lends itself to long blocks and therefore long distances between potential crossings for people on foot. This can act as a deterrent for people walking or encourage people to cross outside of a designated crossing. In some cases, midblock pedestrian crossings have been installed to address this. In Placer County, midblock pedestrian crossings include pedestrian signals, pedestrian hybrid beacons (PHB), and rectangular rapid flashing beacons (RRFB), as well as unsignalized crosswalks.

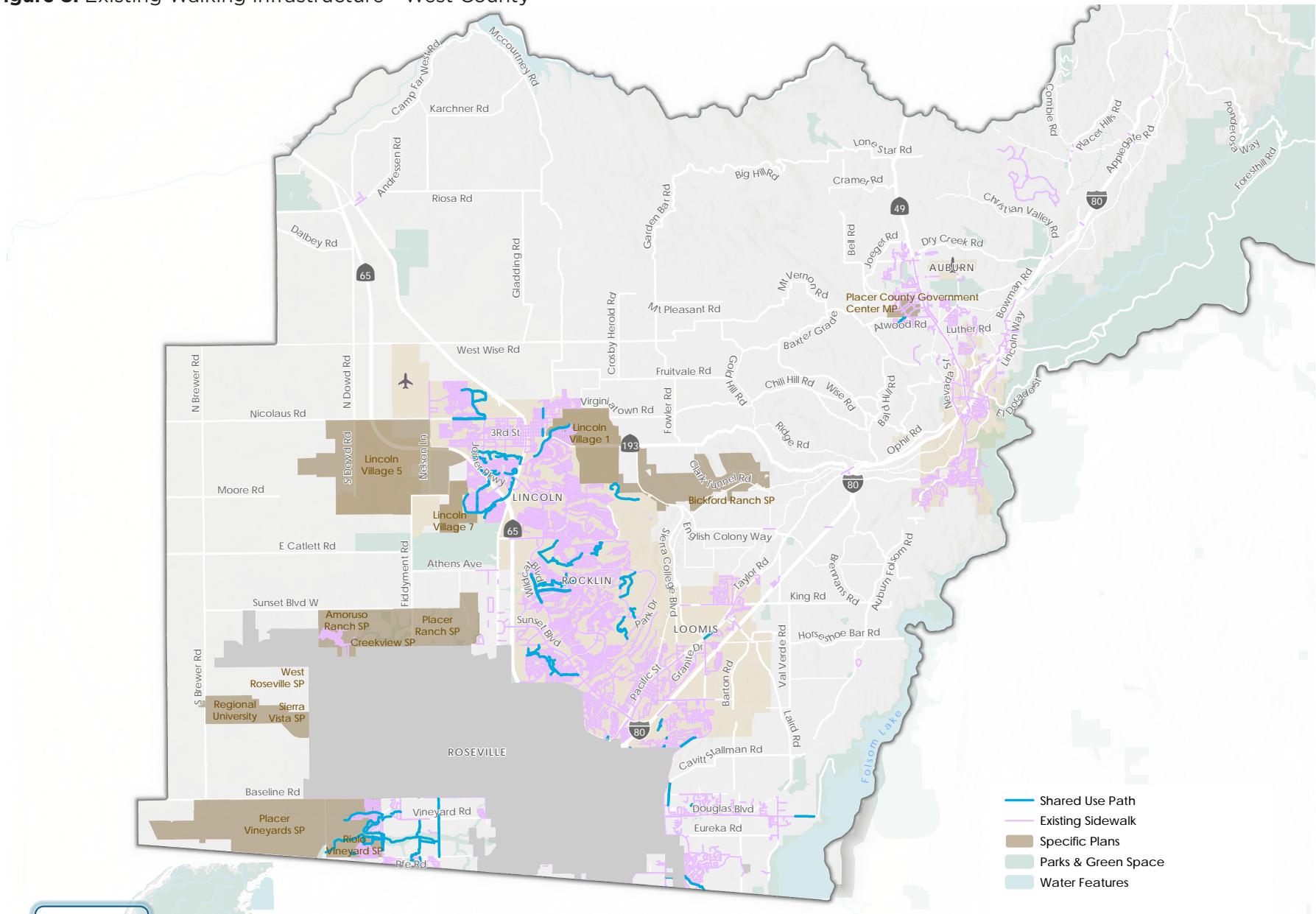


## WHERE PEOPLE ARE WALKING

Replica was used to identify walking trends in Placer County. This tool excludes trips where someone starts and ends at the same location, such as jogging or walking a dog. As a result, walks taken solely for exercise or leisure are not reflected in the data.

**FIGURE 10** and **FIGURE 11** map this Replica data, illustrating roadways with the highest number of daily walking trips alongside neighborhoods with the greatest concentration of destinations people walk to. The highest concentration of roadways used by people walking are in both Lincoln and Rocklin including main roads such as Sierra College Boulevard, Rocklin Road, Stanford Ranch Road, Wildcat Boulevard, University Avenue, Sunset Boulevard, Joiner Parkway, and First Street in Lincoln among others. There are other stand-out high-use walking roads in smaller Towns and Cities including Plaza Way, New Airport Road, and Luther Road in unincorporated North Auburn, Swetzer Road and King Road in Loomis, and Auburn Street and Church Street/Rising Sun Road in Colfax. Main streets and town centers often see the highest levels of walking trips in these area. One exception to this pattern is in unincorporated North Auburn where the Auburn Village shopping mall attracts significant walking trips.

**Figure 8: Existing Walking Infrastructure - West County**

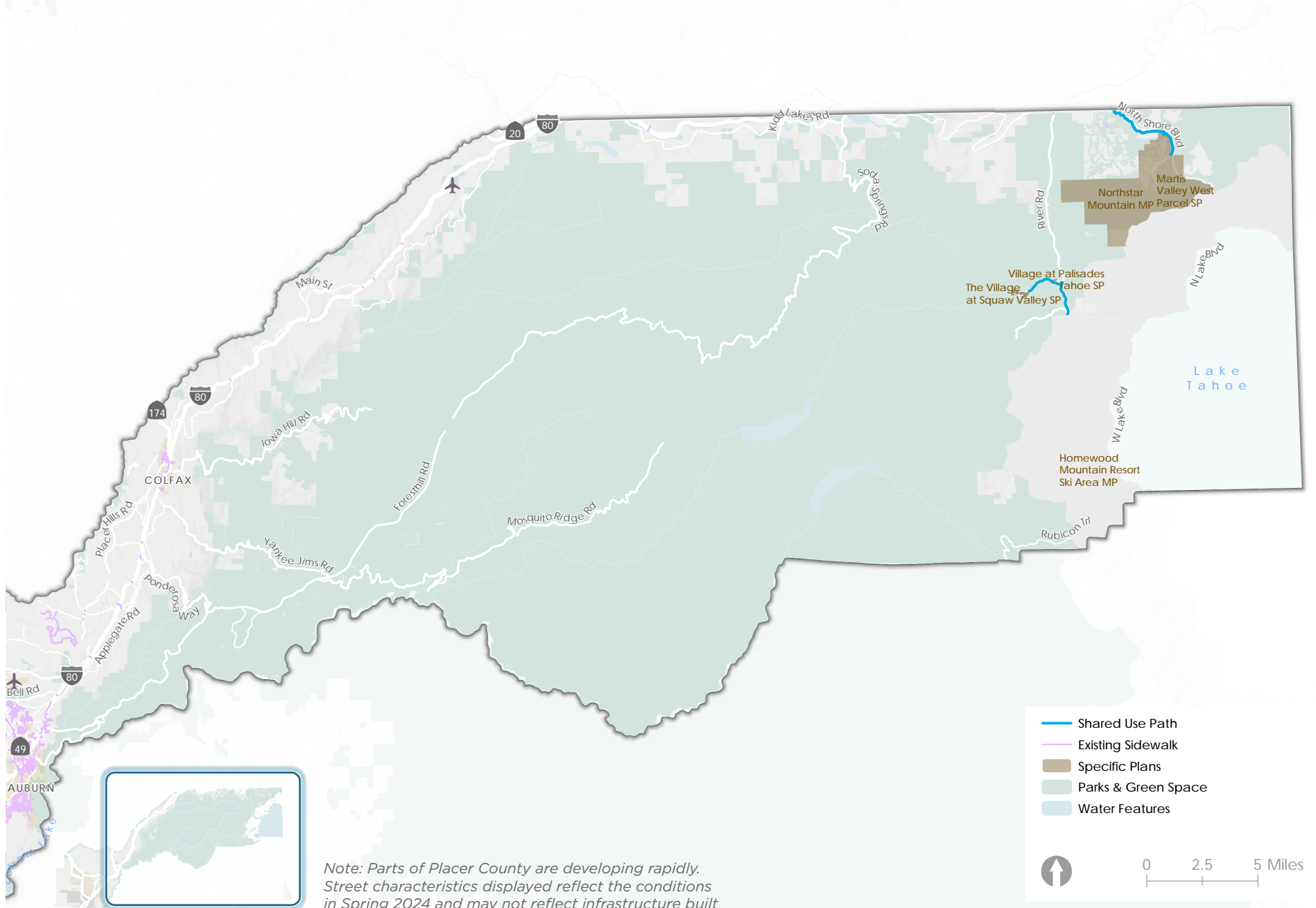


- Shared Use Path
- Existing Sidewalk
- Specific Plans
- Parks & Green Space
- Water Features



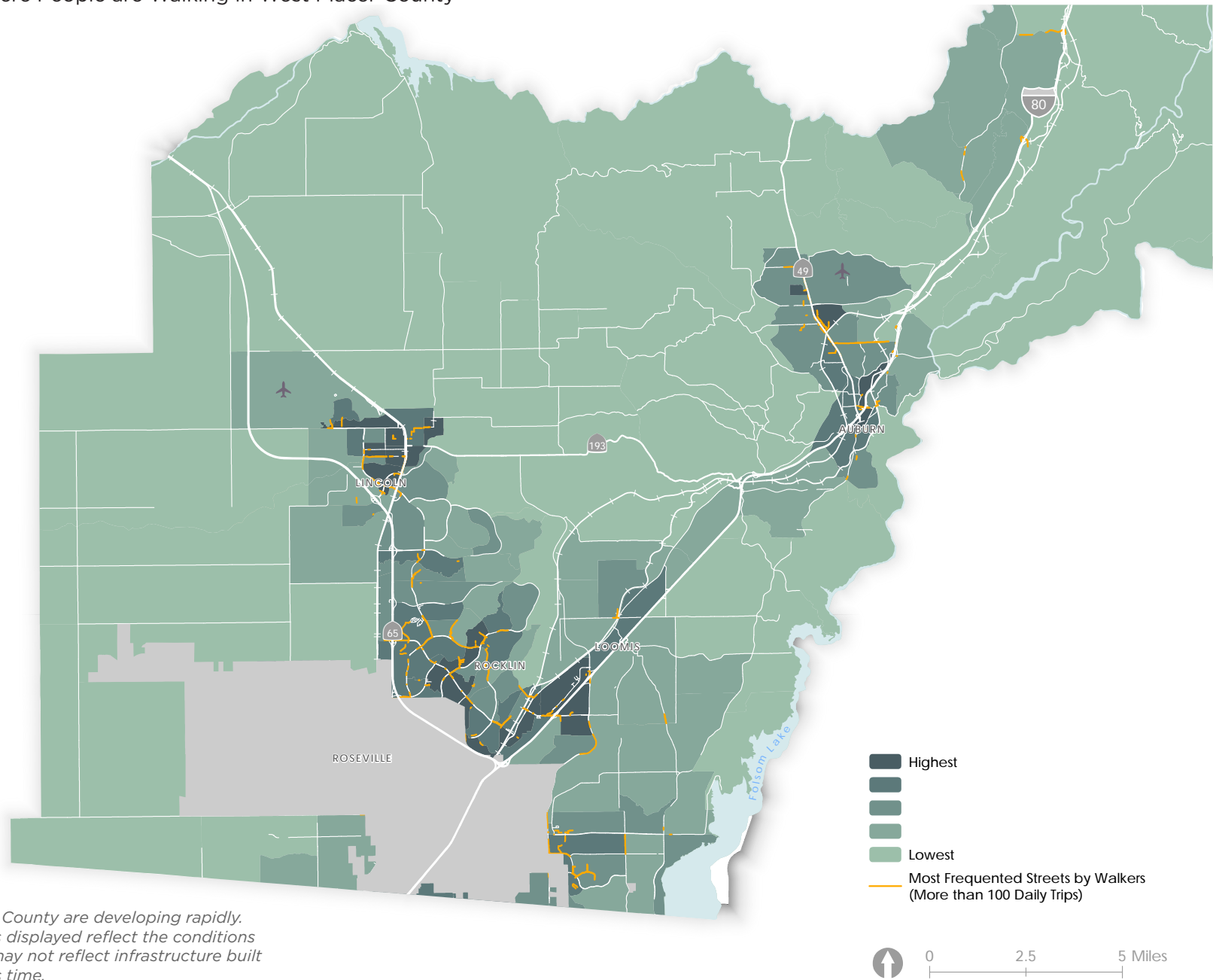
*Note: Parts of Placer County are developing rapidly. Street characteristics displayed reflect the conditions in Spring 2024 and may not reflect infrastructure built or modified after this time.*

**Figure 9: Existing Walking Infrastructure - East County**



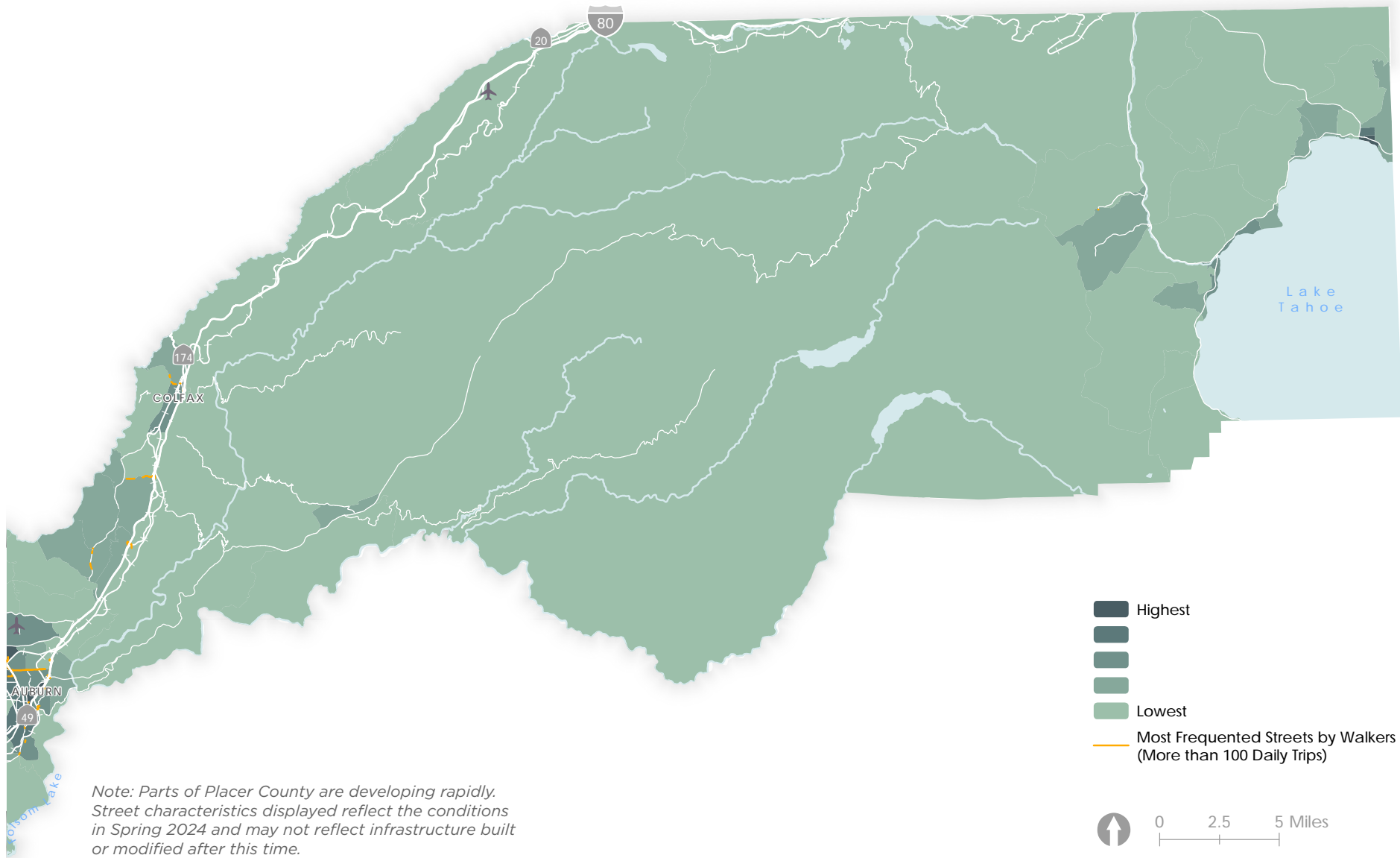
*Note: Parts of Placer County are developing rapidly. Street characteristics displayed reflect the conditions in Spring 2024 and may not reflect infrastructure built or modified after this time.*

**Figure 10:** Where People are Walking in West Placer County



*Note: Parts of Placer County are developing rapidly. Street characteristics displayed reflect the conditions in Spring 2024 and may not reflect infrastructure built or modified after this time.*

**Figure 11:** Where People are Walking in East Placer County



## WALKING ACCESS TO DESTINATIONS

In order to evaluate access to destinations via walking, a walkability assessment was conducted which identifies the presence of sidewalks as well as crossing, destination locations, and other elements. Steps to assess walkability include:

- Determine key destinations (**FIGURE 4**).
- Define the low stress network and crossings and identify barriers for people walking. The analysis assumes people of all ages and abilities will walk along low stress streets and cross at low stress intersections, but that not all people will utilize higher stress streets or intersections.
- Walksheds (the area people can comfortably walk from a given destination) were created for a person walking 4 ft per second on a 15-minute trip. Walksheds were created for K-12 Schools, Essential Needs, Civic and Social Needs, and Major Institutions. For more information on the methodology, see **APPENDIX A**.

### Quantifying Walking Access

Using Census Block population data, estimates were calculated to quantify how many residents reside within each walk shed, i.e. have access to any given type of destination.

As shown in **TABLE 2**, while 40% of the population have access to at least one destination by walking, approximately **only 2% of the population has access to all four different destination types**.

Although 22% of residents have access to at least one K-12 School by walking, it may not be the school level appropriate for the children that reside within that shed. However, this remains an important measure as all residents benefit from the evacuation services and other resources that local schools may provide.

Similarly, while 10% may have access to at least one essential need, this may not be the most important need to a given resident (i.e. having access to a local clinic versus a grocery store).

In addition, **9% of residents could have access to at least one walking destination but does not due to walking barriers**. Finally, a **Walking Access Score** was created by adding the total number of destination types accessible from each location--rather, the higher number of destinations types accessible by walking, the higher the score.

**Table 2:** Population with Walking Access

Type of Access	% of Population with Access
At least one K-12 School	22%
At least one Civic or Social Need	34%
At least one Major Institution	5%
At least one Essential Need	10%
At least one Destination Type	40%
At least two Destination Types	23%
At least three Destination Types	7%
One of each Destination Type	2%
Lack Access to Any Destination Despite Being within Walking Distance	9%
Not within Walking Distance to any Key Destination	51%

# WALKING COMFORT

In order to understand the comfort people experience while walking on a given roadway, a walking and rolling comfort metric was developed. A variety of factors are known to influence comfort for walking and rolling, such as the speed and volume of traffic, presence of a sidewalk, available shade, and design of the road. Note that additional factors may impact rolling, such as grades and pavement quality, however, those elements are not available at the regional level and are therefore not considered in this methodology. As illustrated below, the walking comfort metric ranges from Level 1 through 4. Level 1 indicates facilities are comfortable for people of any age or ability to walk and roll on like neighborhood streets or shared use paths along streets with low vehicle speeds and numbers of lanes. Level 4 indicates facilities which people might only walk or roll along if they have no other choice, like a high speed arterial or a street with no sidewalks and higher numbers of lane or speeds. The analysis interprets FHWA’s Small Town and Rural Multimodal Networks Guide, FHWA’s Guidebook for Measuring Multimodal Network Connectivity, and NACTO’s Designing for All Ages and Abilities. This analysis includes surface streets and shared use paths, but freeways are not analyzed as walking and biking is prohibited.

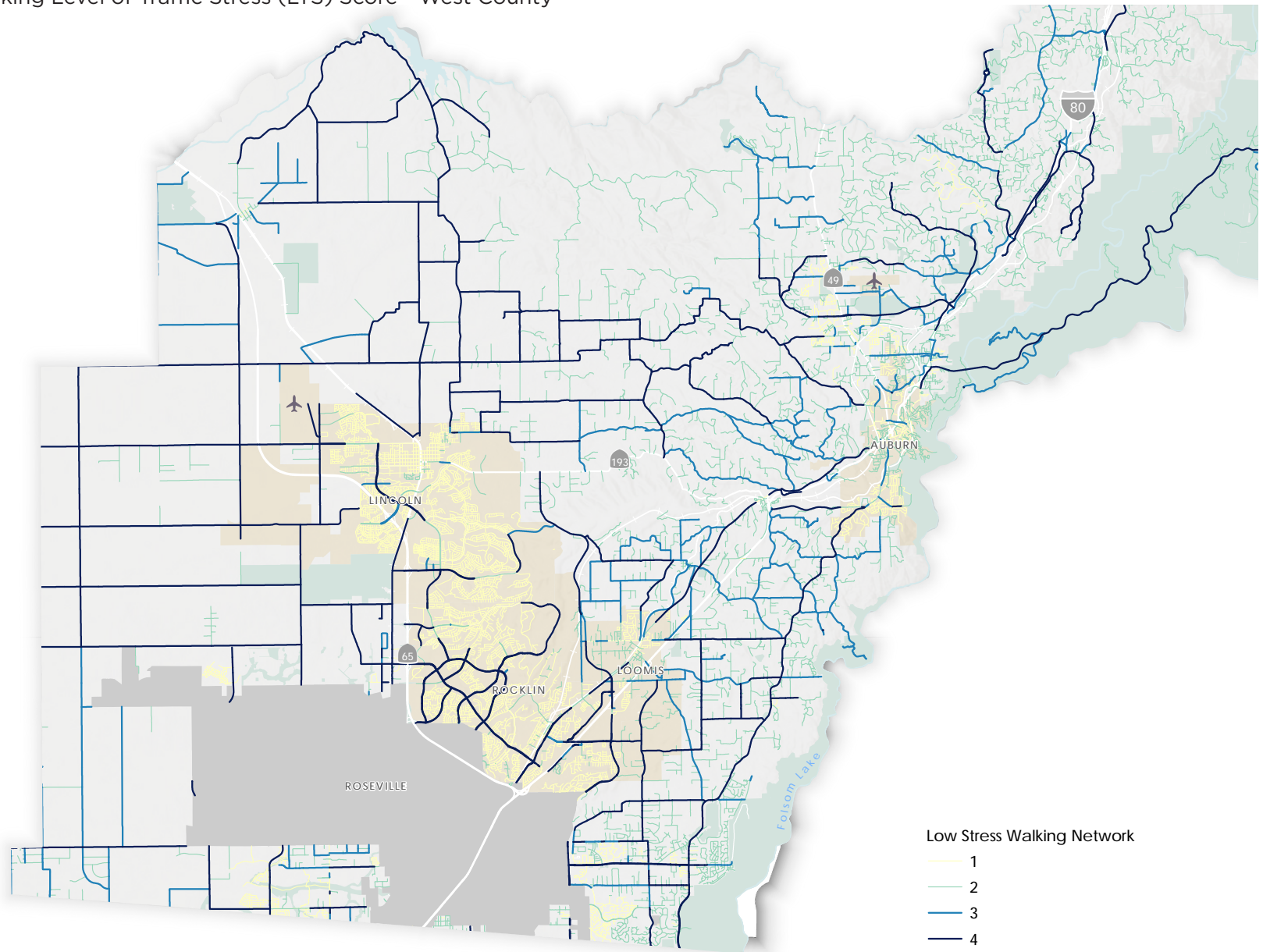
The criteria shown in **TABLE 3** were used to determine the pedestrian comfort scores shown in **FIGURE 12** and **FIGURE 13** for each street in Placer County. As can be seen, most of the wider streets with faster travel speeds are higher stress, while local streets are often lower stress.

**Table 3:** Walking Comfort Score Methodology

Posted Speed Limit	Number of Lanes	No Sidewalk	Sidewalk	Sidewalk with Buffer and/or Bike Lane	Shared Use Path
25 MPH or Lower	2 Lanes	2	1	1	1
	3 Lanes	4	1	1	1
	4+ Lanes	4	3	2	1
30-35 MPH	2-3 Lanes	3	2	1	1
	4-5 Lanes	4	3	2	2
	6+ Lanes	4	4	3	3
40 MPH or Greater	2-3 Lanes	4	3	2	1
	4-5 Lanes	4	4	4	2
	6+ Lanes	4	4	4	3

**Walking Comfort Score**  
 1 (Most Comfortable) 2 3 4 (Least Comfortable)

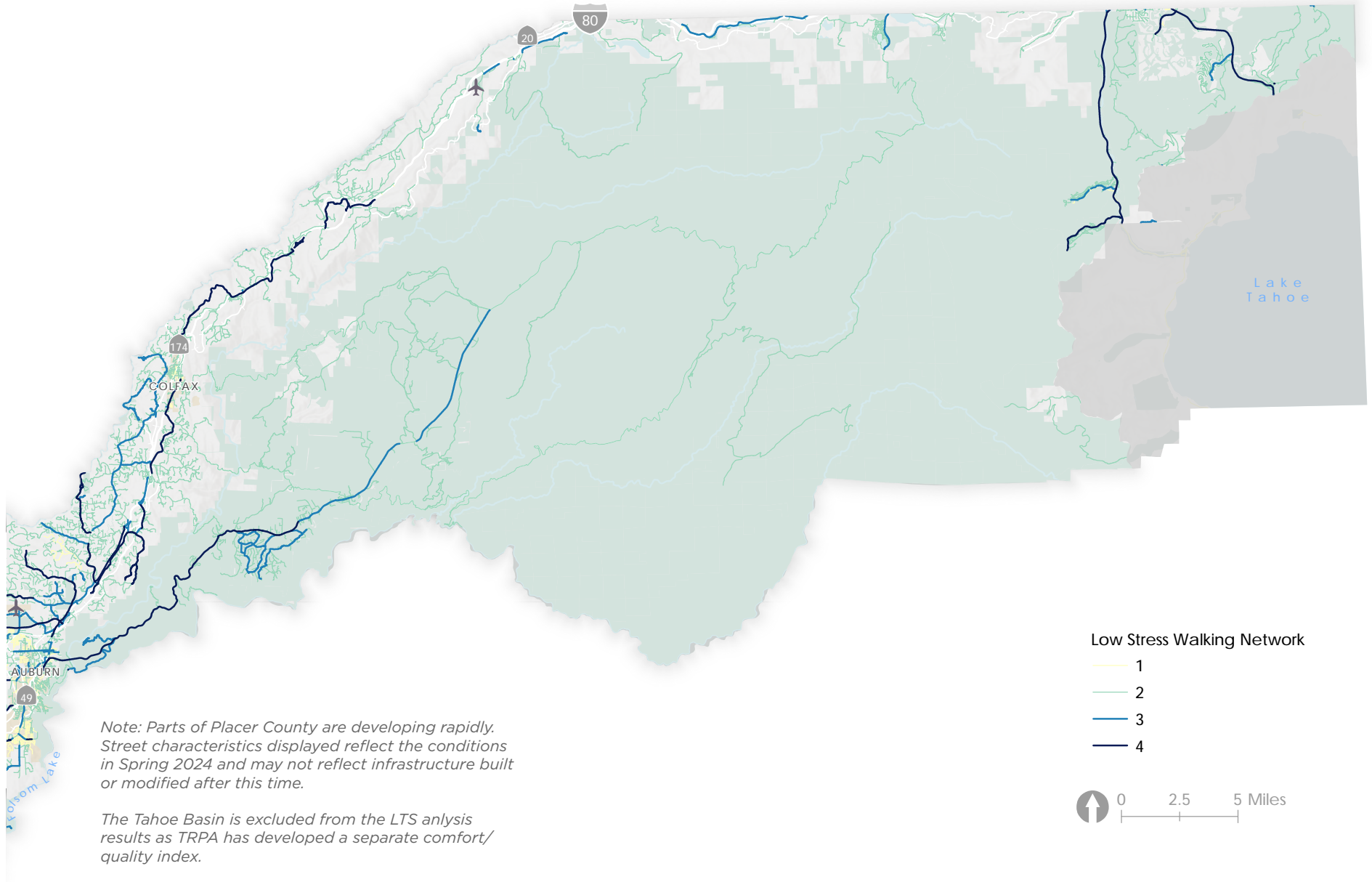
**Figure 12:** Walking Level of Traffic Stress (LTS) Score - West County



*Note: Parts of Placer County are developing rapidly. Street characteristics displayed reflect the conditions in Spring 2024 and may not reflect infrastructure built or modified after this time.*



**Figure 13:** Walking Level of Traffic Stress (LTS) Score - East County



## BIKING IN PLACER COUNTY

A complete, connected bike network that is comfortable and safe for people of all ages and abilities is critical to make biking a viable transportation option for travel in Placer County. Expanding and enhancing the bicycle network throughout the region can help reduce congestion as people can choose to bike rather than drive. The following are examples of bike facilities currently provided or recommended in Placer County, and show the map of the existing bike network.

### CLASS I: SHARED USE PATHS (SUPS)

66.4 miles of Placer County's bikeways are Shared Use Paths (SUPs) or paved trails. These facilities are physically separated from motorized traffic and are designed for use by non-motorized modes of transportation. These paths can be found running parallel to roadways or can be off-street paths. In most conditions these paths are considered comfortable for all users. The majority of these facilities are found in the incorporated Cities of Lincoln, Roseville, Rocklin, and the Dry Creek area.

### CLASS II: BIKE LANES

Bike lanes are delineated space for people biking to ride in the roadway. A spatial buffer may be added between the bike lane and vehicle lane. With 167.4 miles of bike lanes in the County, bike lanes make up just under 60% of all bike facilities. Like SUPs, bike lanes are predominately in incorporated communities. One of the major exceptions is a bike lane that runs along Pacific Street / Taylor Road from Rocklin to the outskirts of Auburn. Bike lanes within Placer County are often interrupted to allow for mixed traffic while approaching an intersection. These mixed traffic conditions can occur along high-speed or multi-lane roads and may be uncomfortable for most people.

### CLASS II: NEV LANES

Neighborhood electric vehicles (NEVs) are small electric vehicles, most commonly golf carts. They are permitted on streets with posted speeds of 35 MPH or less in designated lanes like bike lanes. The delineated space for NEVs may also be used by people biking and are noted as "Shared NEV Lanes." Separate NEV Lanes and Bike Lanes may also be present on the same roadway, and the NEV lane can provide a buffer between vehicular traffic and the bike lane. These are called "NEV Buffered Bike Lanes." Both Shared NEV Lanes and NEV Buffered Bike Lanes are categorized as Class II bike facilities because they only use a painted stripe for delineation from vehicle lanes. All 12 miles of Shared NEV Lanes or NEV Buffered Bike lanes are found within the Cities of Lincoln and Rocklin.



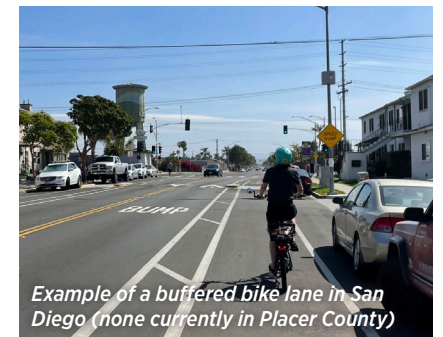
*Multi-use path along Finney Way in Foskett Regional Park*



*Multi-use path along Arroyo Sierra Way in the Rocklin*



*Bike Lane on Taylor Road in Loomis*



*Example of a buffered bike lane in San Diego (none currently in Placer County)*



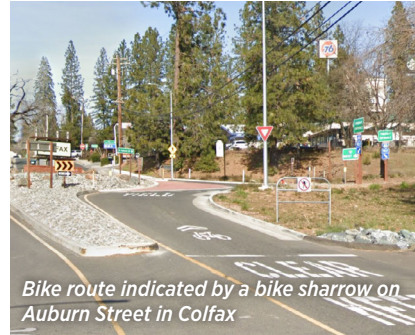
*Person biking in a NEV Buffered Bike Lane on Del Webb Boulevard in Lincoln*



*Shared NEV Lanes on Twelve Bridges Drive in Lincoln*

## CLASS III: BIKE ROUTES

Bike routes are streets where drivers share the travel lane with people biking. Bike routes may or may not be signed and marked with bike sharrows. Bike routes on higher speed and volume roads are generally not considered comfortable for most users. Bike boulevards are enhanced forms of bike routes, as they incorporate traffic calming features to keep vehicles slow and minimize vehicle volumes.



## CLASS IV: SEPARATED BIKEWAY

Protected, or separated, bikeways are exclusive spaces for bicycle use that are physically separated from other modes of traffic. Some forms of separation include flex posts, curbs, planters, or other forms of separation. These types of bikeways are generally considered comfortable for most users.

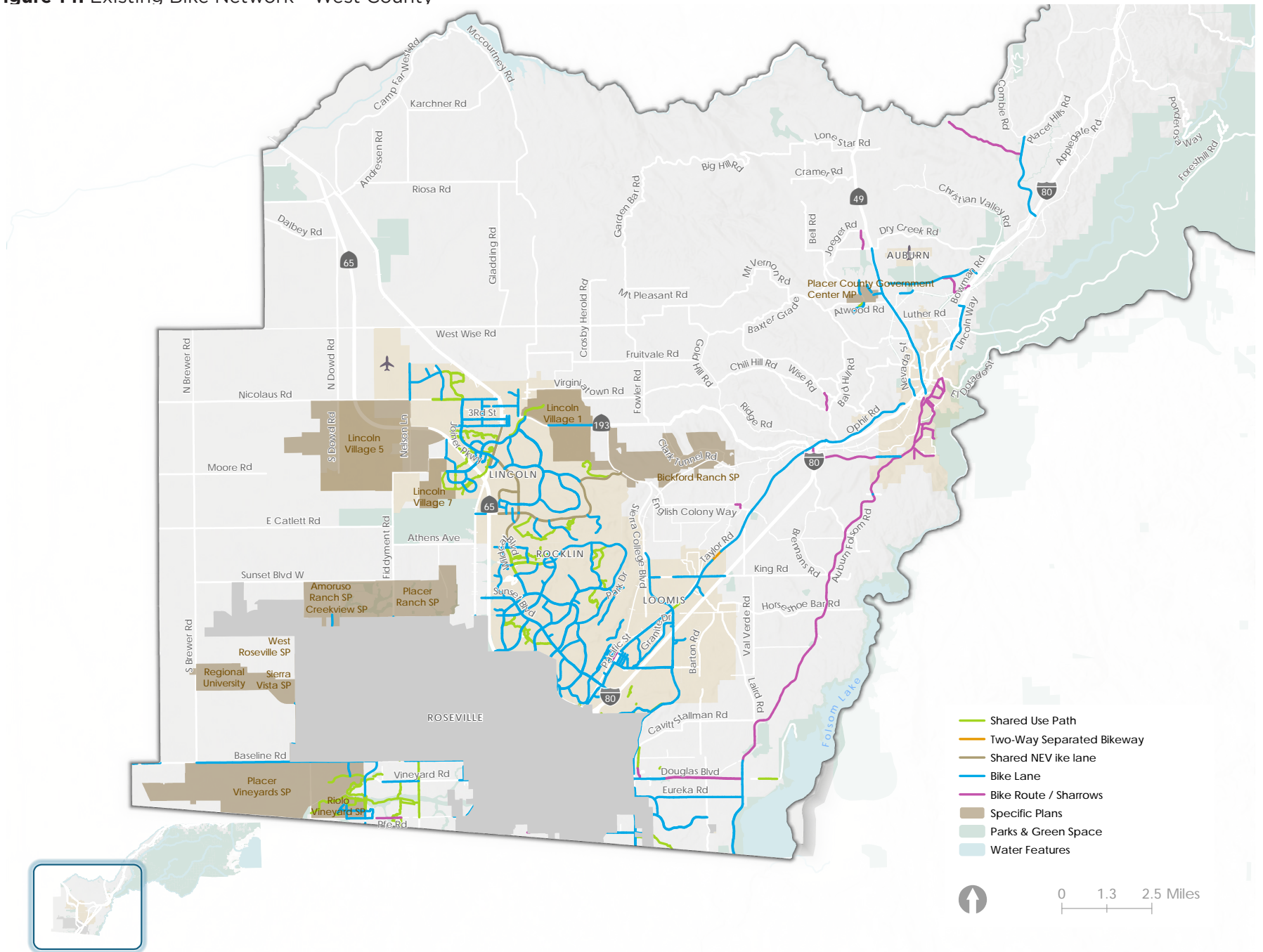


## WHERE PEOPLE ARE BIKING NOW

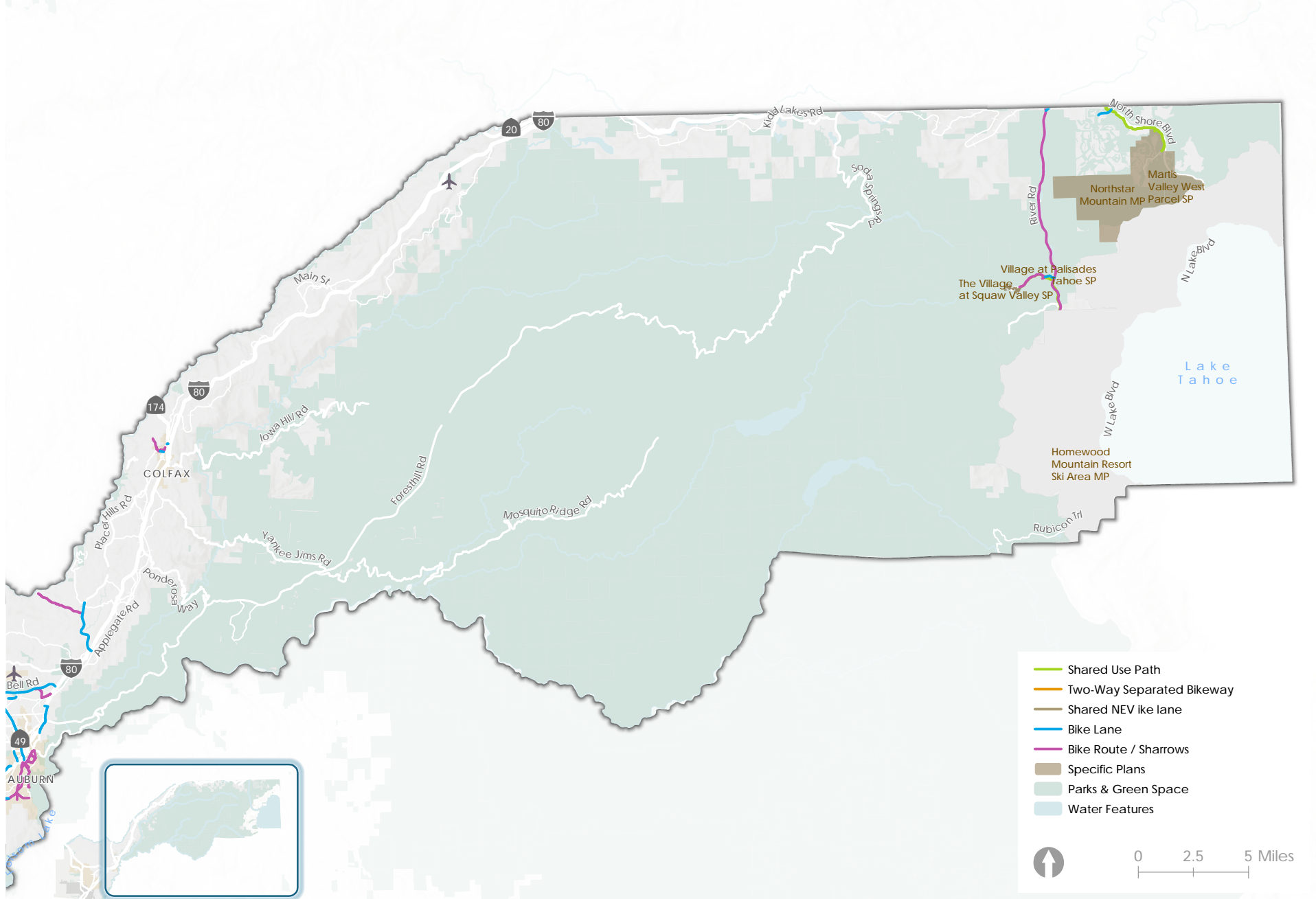
Replica was used to identify biking trends in Placer County. As with walking, this tool excludes trips where someone starts and ends at the same location, such as biking for exercise along a trail that loops. Further, Replica only models roadways, so SUPs that do not run along roadways or private trails would not be part of the modeled data.

**FIGURE 16** and **FIGURE 17** maps the Replica data, illustrating roadways with the highest number of daily biking trips alongside neighborhoods with the greatest concentration of destinations people bike to. Like walking trips, most concentrations are in Town Centers or in areas near or adjacent to them. Most frequently used routes biked are located in the Cities of Lincoln and Rocklin and the Town of Loomis. The most popular routes include East Joiner Parkway / Wildcat Boulevard, Stanford Ranch Road, Whitney Boulevard, Park Drive, Lonetree Boulevard, Pacific Street / Taylor Road, Rocklin Road, and Springview Drive. Outside of incorporated areas just south east and south west of Roseville, Walerga Road and Sierra College Boulevard are also popular bike routes. Other common anecdotal routes heard from the community include Wise Rd and Auburn Folsom Rd, although these may not be captured in Replica data if they are largely used by recreational cyclists due to data limitations.

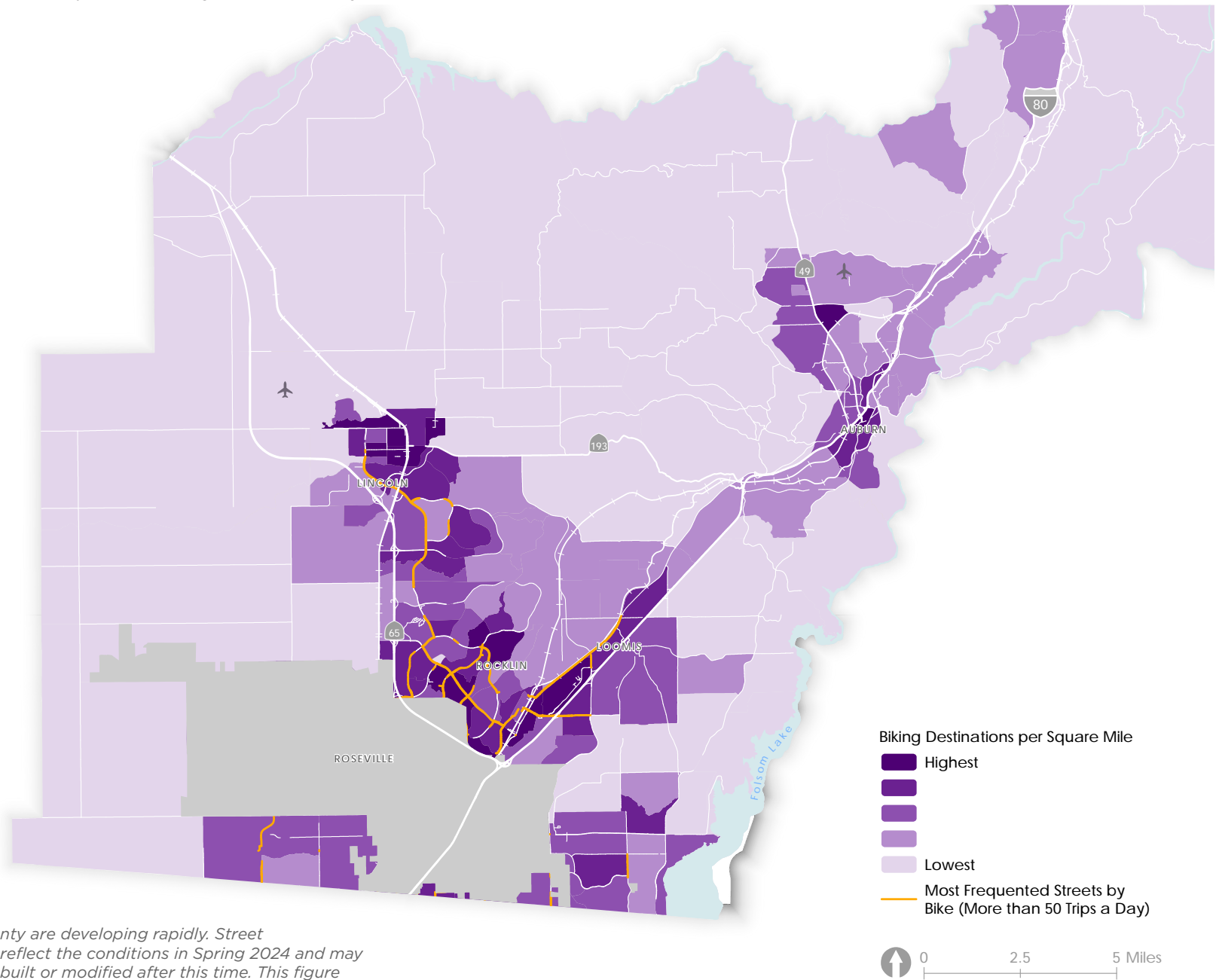
**Figure 14: Existing Bike Network - West County**



**Figure 15: Existing Bike Network - East County**

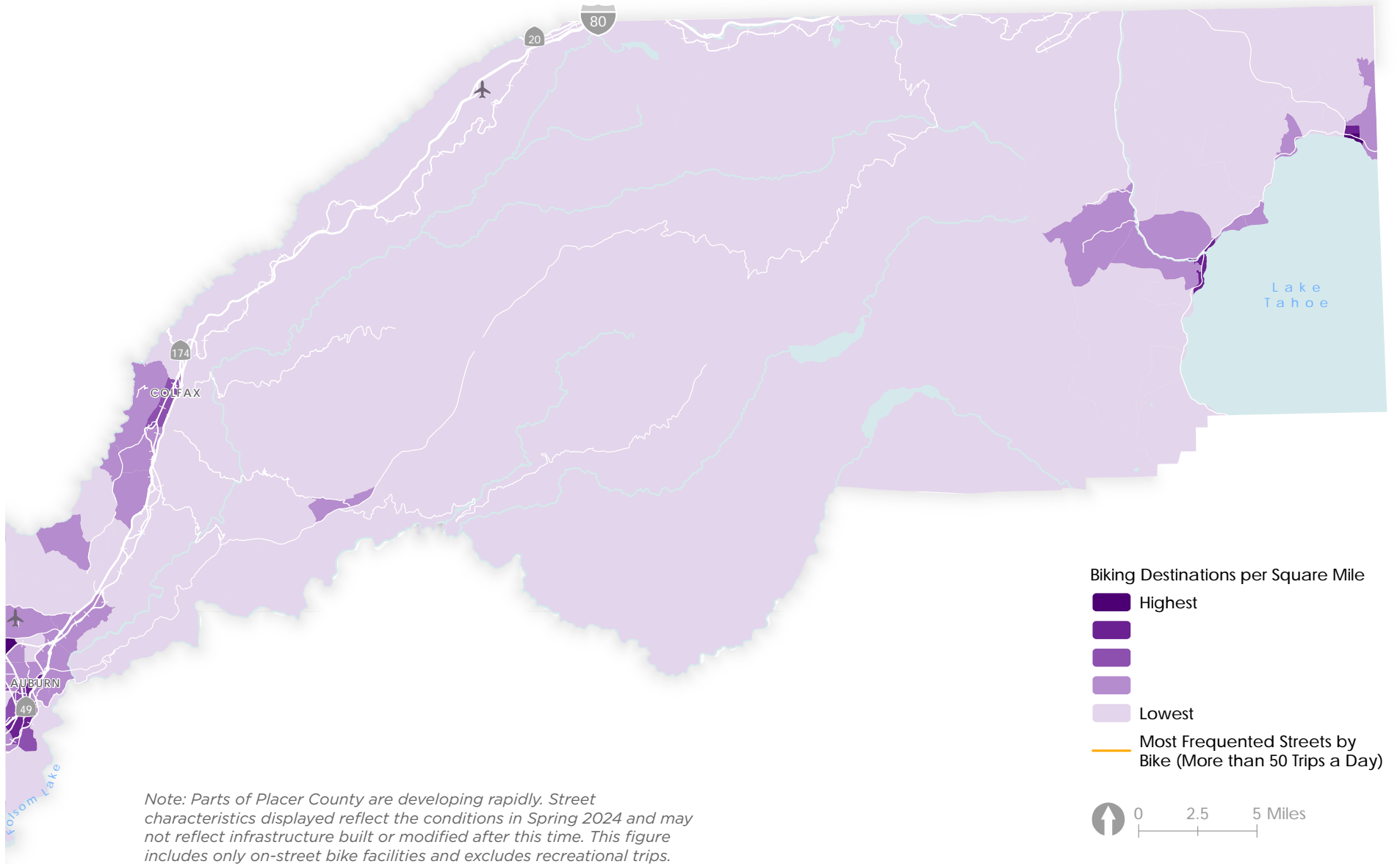


**Figure 16:** Where People are Biking - West County



*Note: Parts of Placer County are developing rapidly. Street characteristics displayed reflect the conditions in Spring 2024 and may not reflect infrastructure built or modified after this time. This figure includes only on-street bike facilities and excludes recreational trips.*

**Figure 17:** Where People are Biking - East County



## BIKING ACCESS TO DESTINATIONS

People biking experience the roadway differently than drivers and may be dissuaded from riding or walking entirely if the infrastructure does not feel safe. Bike LTS was used to establish a “Low Stress Network” where people biking would feel comfortable using to access destinations and develop biking sheds. Steps in the biking assessment include:

- Determine key destinations (**FIGURE 4**).
- Define the low stress network and crossings and identify barriers for people biking. The analysis assumes people of all ages and abilities will bike along low stress streets and cross at low stress intersections, but that not all people will utilize higher stress streets or intersections.
- Bikesheds (the area people can comfortably bike from a given destination) were created for a typical bike rider that travels 8 MPH on a 15-minute trip. Bikesheds were created for 15-minute trips to K-12 Schools, Civic and Social Needs , Major Institutions, and Essential Needs

For more information on the methodology, see **APPENDIX A**.

### Quantifying Biking Access

Using Census Block population data, estimates were calculated to quantify how many residents reside within each bike shed, i.e. have access to any given type of destination.

As shown in **TABLE 4**, while 38% of the population have access to at least one destination by biking, approximately **only 6% of the population has access to all four different destination types**.

Although 26% of residents have access to at least one K-12 School by biking it may not be the school level appropriate for the children that reside within that shed.

Similarly, while 19% may have access to at least one essential need, this may not be the most important need to a given resident (i.e. having access to a local clinic versus a grocery store).

In addition, **35% of residents could have access to at least one biking destination but does not due to barriers**. Finally, a **Biking Access Score** was created by adding the total number of destinations types accessible from each location. In this metric, the higher number of destinations types accessible by biking, the higher the score.

**Table 4:** Population with Biking Access

Type of Access	% of Population with Access
At least one K-12 School	26%
At least one Civic or Social Need	35%
At least one Major Institution	8%
At least one Essential Need	19%
At least one Destination Type	38%
At least two Destination Types	28%
At least three Destination Types	16%
One of each Destination Type	6%
Lack Access to Any Destination Despite Being within Biking Distance	35%
Not Within Biking Distance to any Key Destination	27%

## BIKING COMFORT

While some people may be comfortable riding a bike in any type of environment, neighborhood connections are focused on creating places to bike which are comfortable for anyone, regardless of their age, skills, or ability. As with walking, a variety of factors are known to influence comfort for biking, such as the speed and volume of traffic, presence and type of bicycle facility, and the design of the road. To evaluate how comfortable it is to bike on Placer County’s streets, a metric was developed to utilize the data collected for this plan and the unique context in Placer County. As illustrated below, the biking comfort metric ranges from low-stress streets suitable for children (Level 1) to high-stress streets only suitable for experienced riders (Level 4).

### Combined bike and grade Comfort score

A large part of Placer County is located in areas with hilly or mountainous terrain. Many roads in the county have significant grades that may dissuade some people from riding a bike, even with the presence of bicycle facilities. The criteria shown in **TABLE 5** were used to determine the bike level of comfort scores which measures the roadway conditions impact on a rider’s comfort while **TABLE 6** was used to determine how roadway grade (or steepness) impacted a riders level of comfort riding on it. The results are shown in **FIGURE 18** and **FIGURE 19**. For more information on the methodology, see **APPENDIX A**.

**Table 5:** Biking Level of Comfort Score Methodology

Posted Speed Limit	Number of Lanes	Mixed Traffic / Bike Route	Bicycle Boulevard	Striped Bike Lane or Shared NEV Lane	Buffered Bike Lane (Including Bike Lane Buffered by NEV lane)	Protected Bikeway	Shared Use Path
25 MPH or Lower	2 Lanes	Level 2	Level 1	Level 1	Level 1	Level 1	Level 1
	3 Lanes	Level 3	Level 2	Level 1	Level 1	Level 1	Level 1
	4+ Lanes	Level 4	Level 2	Level 1	Level 1	Level 1	Level 1
30 MPH	2 Lanes	Level 3	Level 2	Level 1	Level 1	Level 1	Level 1
	3 Lanes	Level 3	Level 2	Level 1	Level 1	Level 1	Level 1
	4-5 Lanes	Level 4	Level 2	Level 1	Level 2	Level 1	Level 1
35 MPH	6+ Lanes	Level 4	Level 2	Level 1	Level 2	Level 1	Level 1
	2 - 3 Lanes	Level 4	Level 2	Level 1	Level 2	Level 1	Level 1
	4-5 Lanes	Level 4	Level 2	Level 1	Level 2	Level 1	Level 1
40 MPH or Greater	6+ Lanes	Level 4	Level 2	Level 1	Level 2	Level 3	Level 2
	2 - 3 Lanes	Level 4	Level 2	Level 1	Level 2	Level 3	Level 2
	4-5 Lanes	Level 4	Level 2	Level 1	Level 2	Level 3	Level 2
6+ Lanes	Level 4	Level 2	Level 1	Level 2	Level 3	Level 2	

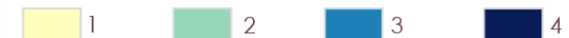
**Bicycle Comfort Level**

1 (Yellow) 2 (Light Green) 3 (Blue) 4 (Dark Blue)

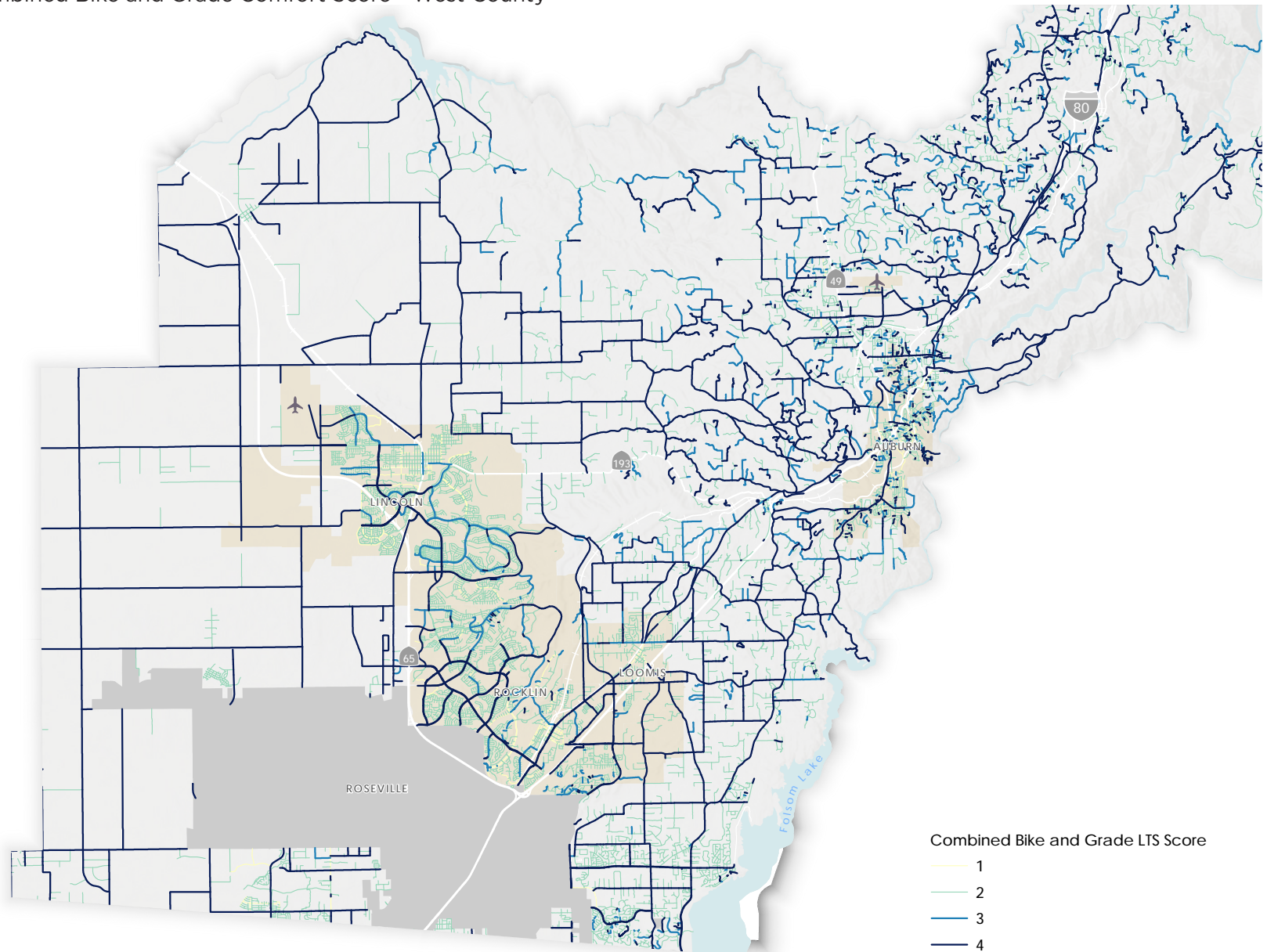
**Table 6:** Grade Level of Comfort Score Methodology

Grade	Category	Comfort Level
0%	Flat	Level 1
>0 – 3%	Mostly Flat	Level 1
>3 – 6%	Incline	Level 2
>6 – 9%	Steep Incline	Level 3
>9 – 15%	Very Steep Incline	Level 4
>15%	Impassable for Most Riders	Level 4

### Bicycle Grade Comfort Level

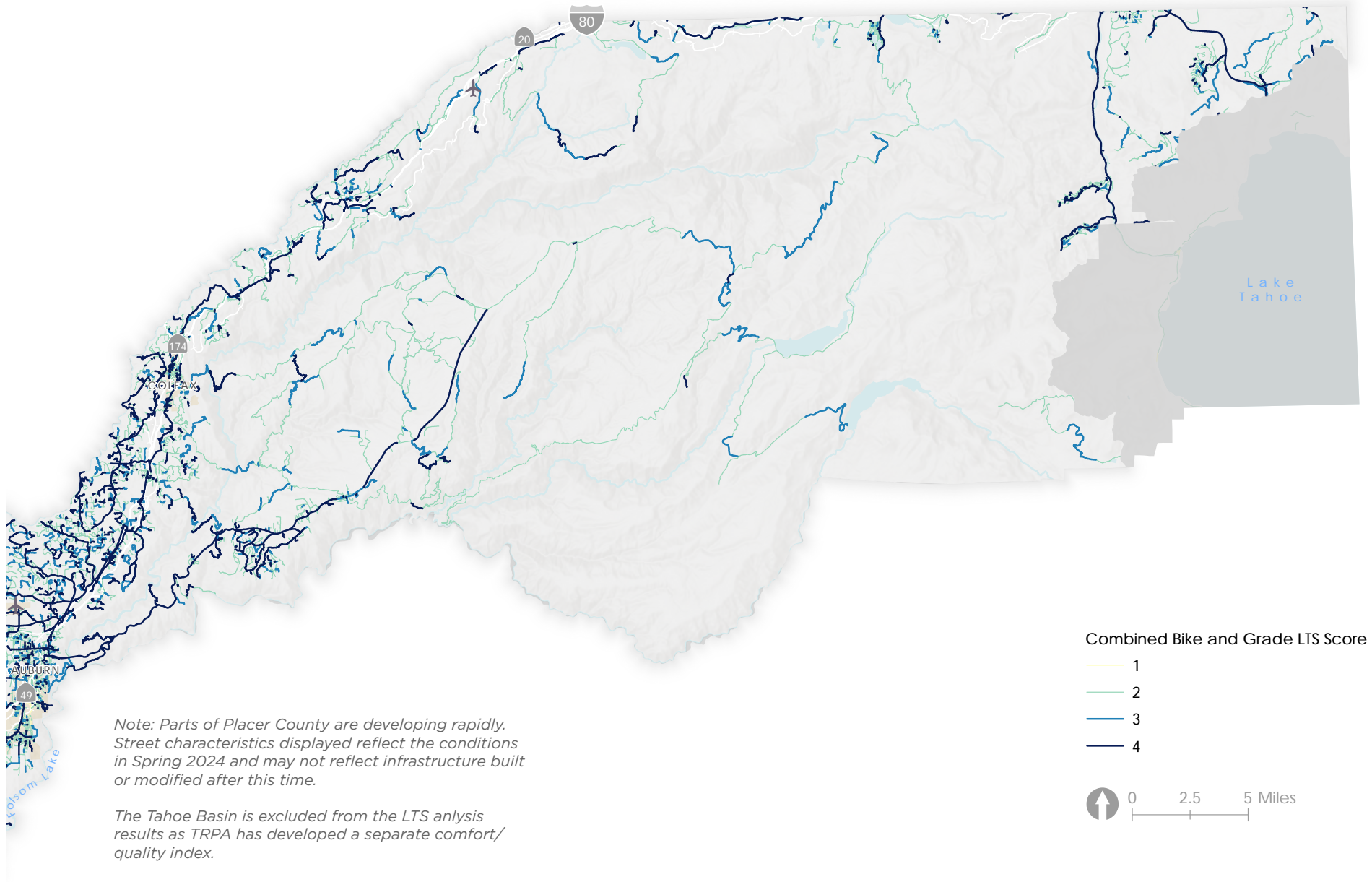


**Figure 18:** Combined Bike and Grade Comfort Score - West County



*Note: Parts of Placer County are developing rapidly. Street characteristics displayed reflect the conditions in Spring 2024 and may not reflect infrastructure built or modified after this time.*

**Figure 19:** Combined Bike and Grade Comfort Score - East County



## TRANSIT IN PLACER COUNTY

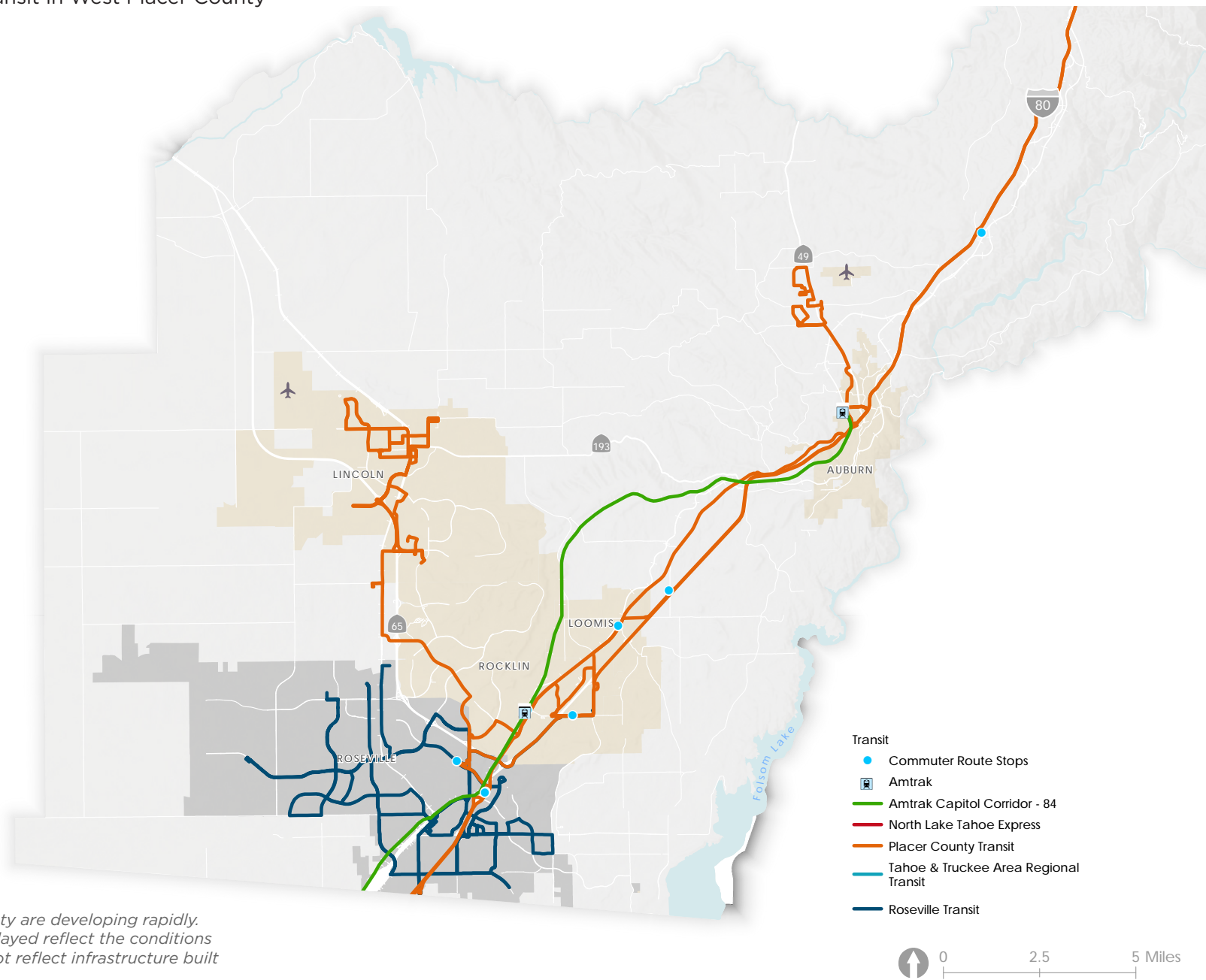
Transit services in Placer County are provided by Auburn Transit, Placer County Transit, Roseville Transit, and Tahoe Truckee Area Regional Transit (TART). Amtrak's Capitol Corridor serves Placer County with one round trip per day to Roseville, Rocklin, and Auburn. There are plans in place to increase this frequency to three round trips per day to Roseville, then 10 round trips. The California Zephyr also stops in Roseville and Colfax twice per day en route between the Bay Area and Chicago.

Transit routes provide important access and connectivity to key destinations and regional access to employment, education, shopping, and services for people without vehicles. Additionally, commuter service provides a way for people to get to work as far away as Sacramento without having to drive. Therefore, transit stops are daily destinations for some people in Placer. Since many people walk, bike, or roll to reach transit stops or their destination after taking transit, understanding where they are located is an important element in the development of the Active Transportation Plan. Select transit routes and commuter stops can be seen in **FIGURE 20** and **FIGURE 21**.

The following types of transit services are available in Placer County:

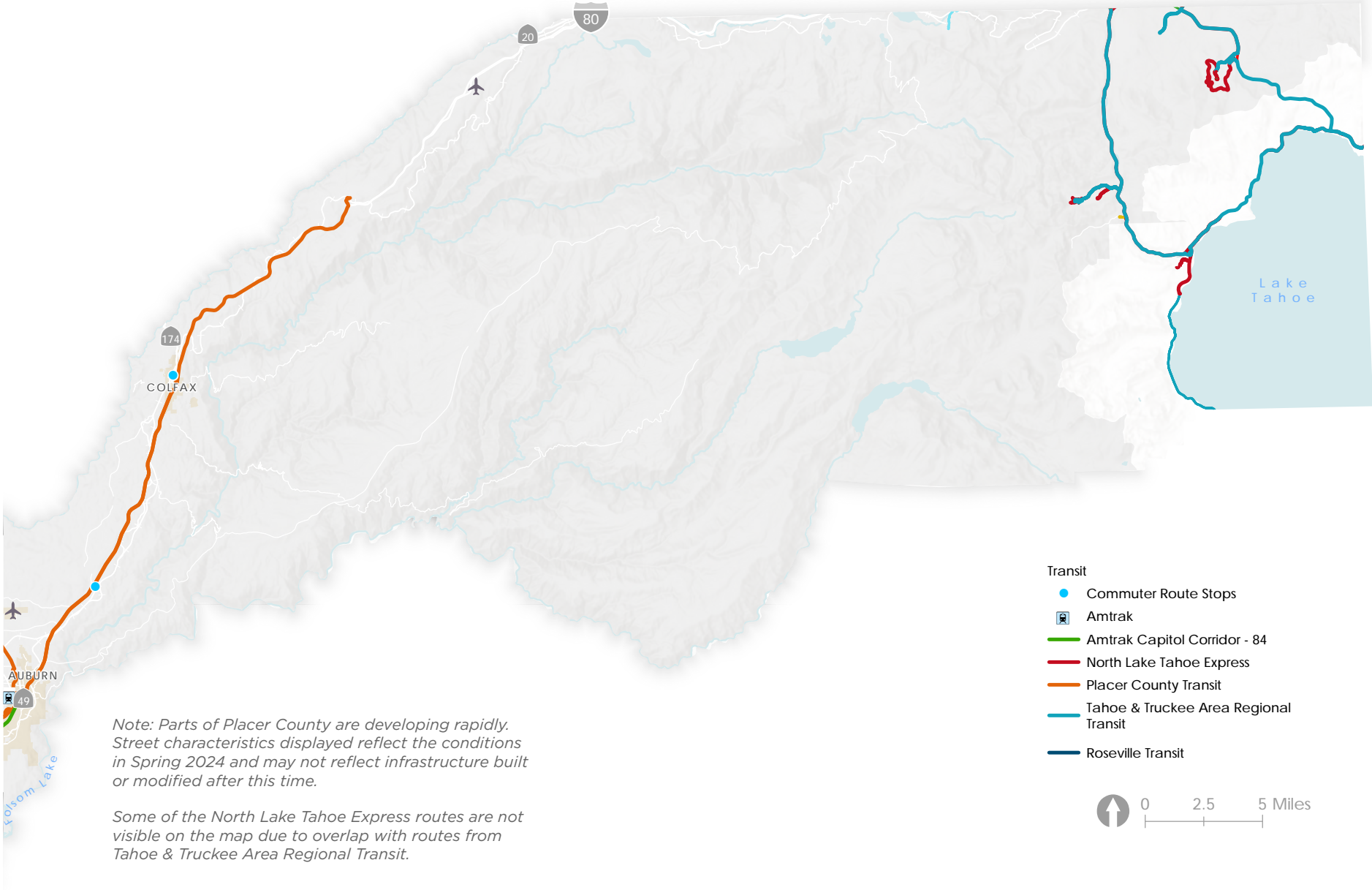
- **Fixed Bus Route Services** includes 10 routes throughout the County, mainly within and between the incorporated communities. These routes providing riders connections to their homes, work, school, and other key destinations. These routes operate every day, although many have varying schedules on Saturdays. They generally operate once every hour or two, with the exception of the Alta/Colfax route which operates twice daily, Monday through Friday.
- **Auburn Light Rail** is an express route service which operates Monday through Saturday along I-80 from Auburn to the Sacramento Light Rail station at Watt and I-80. It stops in Rocklin, and Roseville and runs once per hour from 5:00 AM to 8:00 PM.
- **Auburn OnDemand** provides on demand transit service in and around the City of Auburn. Auburn OnDemand rides can now be booked through the Go South Placer On-Demand Transit app.
- **Placer Commuter Express** is an express commuter bus that operates on weekdays along I-80 to Downtown Sacramento. The buses pick up and drop off at Park-N-Ride locations in Southern Placer County at Clipper Gap, Colfax, Loomis, Penryn, Auburn, Rocklin, and Roseville..
- **Dial-A-Ride Paratransit Services** offer door-to-door service and are provided for the general public with discounts for seniors and people with disabilities who may be otherwise unable to use the fixed route systems including the local bus and light rail services. These services are available in specific areas in Lincoln Rocklin, Auburn, and Granite Bay.
- **Go South Placer On-Demand Transit** allows passengers to request transit service via Placer County Transit and Roseville Transit via a mobile app in specific areas. It operates similar to other rideshare apps.
- **TART Connect** offers free curb-to-curb, on-demand service, for any trip within the defined service areas for Truckee and North Lake Tahoe.
- **North Lake Tahoe Express** provides airport shuttle service to and from Reno, Truckee, and North Lake Tahoe, with door-to-door service offered in specified areas for an additional fee.

**Figure 20:** Transit in West Placer County



*Note: Parts of Placer County are developing rapidly. Street characteristics displayed reflect the conditions in Spring 2024 and may not reflect infrastructure built or modified after this time.*

**Figure 21:** Transit in East Placer County



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# ROAD SAFETY IN PLACER COUNTY

One of the key goals of this plan is to create a transportation network which is safe for everyone to use, whether they are driving, walking, biking, rolling, or riding transit. In order to do this, it is important to understand where, when, how, and to whom crashes are happening on Placer County streets. In order to understand this, five years of crash data from January 1, 2019 to December 31, 2023 was analyzed from California’s Transportation Injury Mapping System (TIMS). This analysis was performed on all roads included in the plan study area as noted on page 8 (all roads that are not a freeway or private) and does not include crashes resulting in property damage only. Crashes from all jurisdictions (including Rocklin and Auburn), except for the City of Roseville, were included. Crashes that occurred in the City of Roseville were not included in this analysis because the City is preparing their own ATP with a similar analysis.

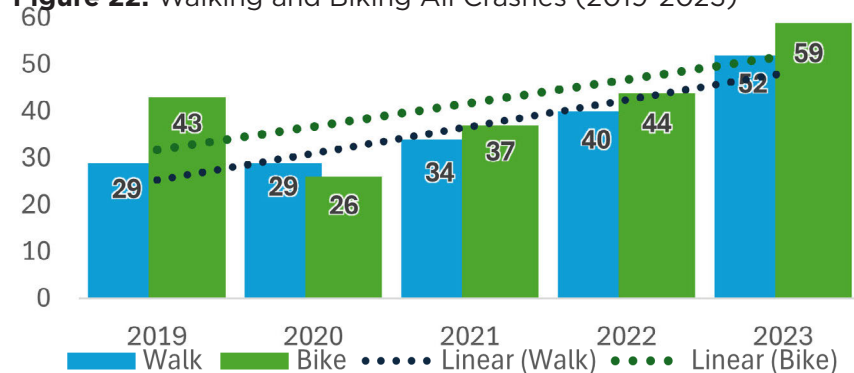
## GENERAL SAFETY TRENDS

In general, the total number of crashes occurring per year has stayed relatively consistent between 2019 and 2023, with the exception of 2020 and 2021 (TABLE 7). Due to the Covid-19 Pandemic, there were less people on the road in those years and most places saw a corresponding decline in crashes.

Additionally, TABLE 8 shows the number of crashes resulting in someone being fatally or severely injured (also referred to as Killed or Seriously Injured (KSI) crashes), saw a large spike in 2020 and have stayed in that range since.

Unfortunately, FIGURE 22 shows crashes involving people walking and biking have been steadily trending upward since 2019. Furthermore, while a relatively small number of crashes are related to walking and biking, FIGURE 23 shows that they result in a disproportionately higher percentage of deaths and serious injuries. **Furthermore, people walking and biking were more than 3 and 1.5 times more likely to be killed or seriously injured in a crash than people driving, respectively.**

**Figure 22: Walking and Biking All Crashes (2019-2023)**



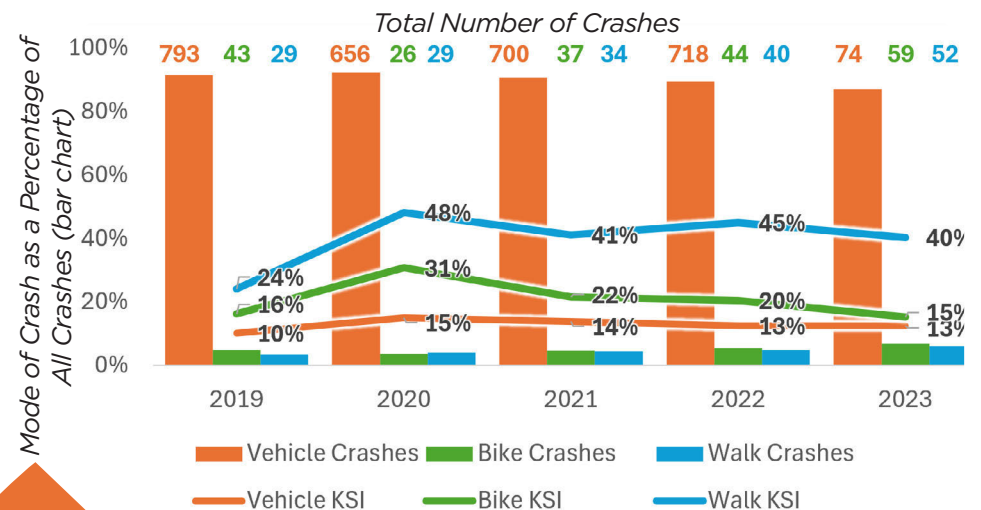
**Table 7: All Crashes (2019-2023)**

	2019	2020	2021	2022	2023
<b>Vehicle</b>	793	656	700	718	746
<b>Biking</b>	43	26	37	44	59
<b>Walking</b>	29	29	34	40	52
<b>Total</b>	865	711	771	802	857

**Table 8: KSI Crashes (2019 - 2023)**

	2019	2020	2021	2022	2023
<b>Vehicle</b>	81	99	97	90	94
<b>Biking</b>	7	8	8	9	9
<b>Walking</b>	7	14	14	18	21
<b>Total</b>	95	121	119	117	124

**Figure 23: KSI Crashes as a Percentage of All Crashes (2019-2023)**



## CRASHES INVOLVING PEOPLE WALKING

Over the five year period from 2019-2023, there were 184 crashes involving someone walking. Of these, 20 resulted in someone dying and 54 resulted in a serious injury. During this same time, Placer County saw a **79 percent increase in crashes involving people walking and a 43 percent increase in the number of crashes resulting in a someone being killed or seriously injured while walking.**

The most common collision factor for crashes involving people walking was “**pedestrian violation**”, indicating someone walking was reported as responsible for the primary violation in the collision, followed by “**pedestrian right of way**,” indicating a driver violated a pedestrian’s right of way. Note that these violations are based on the responding enforcement officer’s interpretation of the crash after the fact.

Over half of the crashes involved someone walking occurred along segments, or not within 250 feet of an intersection. The crashes were also more likely to be severe when they occurred along segments. While 39 percent of crashes occurring at intersections resulted in a death or serious injury, 61 percent of crashes occurring along roadway segments did.

Most crashes occurred along lower speed roadways. However, **crash severity increased substantially on streets with speed limits 35 miles per hour and over.** Similarly, Most crashes occurred on streets with two lanes, but **crash severity significantly increased on streets with 3 or more lanes.**

There were variances in crashes by jurisdiction, with Auburn seeing the highest crashes per 100,000 people. Additionally, there were concentrations of KSI crashes along Grass Valley Highway, Lincoln Way, and Auburn Folsom Road in Auburn.

## KEY SAFETY TAKEAWAYS

While the total number of crashes in Placer County has stayed fairly steady overall, serious and fatal injuries increased starting in 2020, and **crashes involving people walking and biking have risen steadily** since 2019. Even though walking and biking crashes make up a small share of total crashes relative to vehicle-only crashes, they lead to a much higher share of deaths and serious injuries, especially on **higher-speed roads, wider streets, and mid-block roadway segments away from intersections.** Specific corridors like **Grass Valley Highway, Auburn Folsom Road, and Lincoln Boulevard,** stand out as having higher concentrations of KSI crashes, highlighting where safety improvements are most urgently needed. See **APPENDIX A** for crash location maps and more detail on crashes within Placer County.

## CRASHES INVOLVING PEOPLE BIKING

Over the five year period from 2019-2023, there were 209 crashes involving someone biking. Of these, none resulted in someone dying and 41 resulted in a serious injury. It should be noted that there were two bicycle-related crashes in Roseville that resulted in someone dying. During this same time, Placer County saw a **37 percent increase in crashes involving people biking and a 29 percent increase in the number of crashes resulting in a someone being seriously injured while biking.**

The most common collision factor for crashes involving people biking was “**wrong side of road**”, followed by “**automobile of way**,” indicating someone biking encroached on the driving lane, and “**improper turning**”.

Slightly more than half of crashes involving someone biking occurred along a segment not within 250 feet of an intersection. The crashes were more likely to be severe when they occurred along segments. While 44 percent of crashes occurring at intersections resulted in a death or serious injury, 56 percent of crashes occurring along roadway segments did.

Most crashes occurred along lower speed roadways. However, **crash severity was relatively similar regardless of roadway speed.** When considering number of lanes, most crashes occurred on streets with two lanes and **crash severity significantly increased on streets with 3 or more lanes.**

There were variances in crashes by jurisdiction, with Auburn and Lincoln seeing the highest crashes per 100,000 people. Additionally, there were a number of KSI crashes in Granite Bay, and concentrations of KSI crashes along Lincoln Boulevard in Lincoln and Grass Valley Highway in Auburn.

# KEY TAKEAWAYS

Findings from the previously conducted existing conditions report can be summarized into the following themes. These themes created the baseline for the development of biking and walking network recommendations. Additionally, the Gaps and Opportunities Maps (**FIGURE 24**, **FIGURE 25**) shows the distribution of key gaps and opportunities: **infrequent crossings and high stress intersections**, **opportunities to upgrade existing facilities**, **opportunities to add new facilities**, **streets with steep grades**, **severe injury and fatalities**, and **access gaps**.

## Findings

**Land Use Patterns.** Existing land use patterns contribute to accessibility differences in Placer County. There are higher concentration and mix of types of destinations in places like Town Centers. Therefore, residents within or adjacent to these areas have greater access overall compared to their respective Town or City. Conversely, areas of the county with suburban development patterns have comparatively less access, lesser still rural communities such as Granite Bay or Meadow Vista. That said, people may still choose to walk or bike recreationally or for daily needs in those areas. There are opportunities to better connect land use and transportation and therefore improve access to many destinations through coordinated planning efforts.

**Destination Location & Access.** There are marked differences in development patterns which impact access. Some neighborhood commercial destinations, schools, and other daily needs are designed to front local streets where people can easily walk or bike to access them. On the other hand, in areas like Rocklin, schools and commercial destinations are often located on major roads making them easier or more comfortable to access via driving.

**Barriers.** Freeways, railroads, and rivers create barriers for people walking and biking which are difficult to address. Because the number of available crossings of these barriers are infrequent, people walking or biking are forced to travel longer distances to get around them or use high-stress facilities. As a result, they may choose not to cross them or may instead choose to drive.

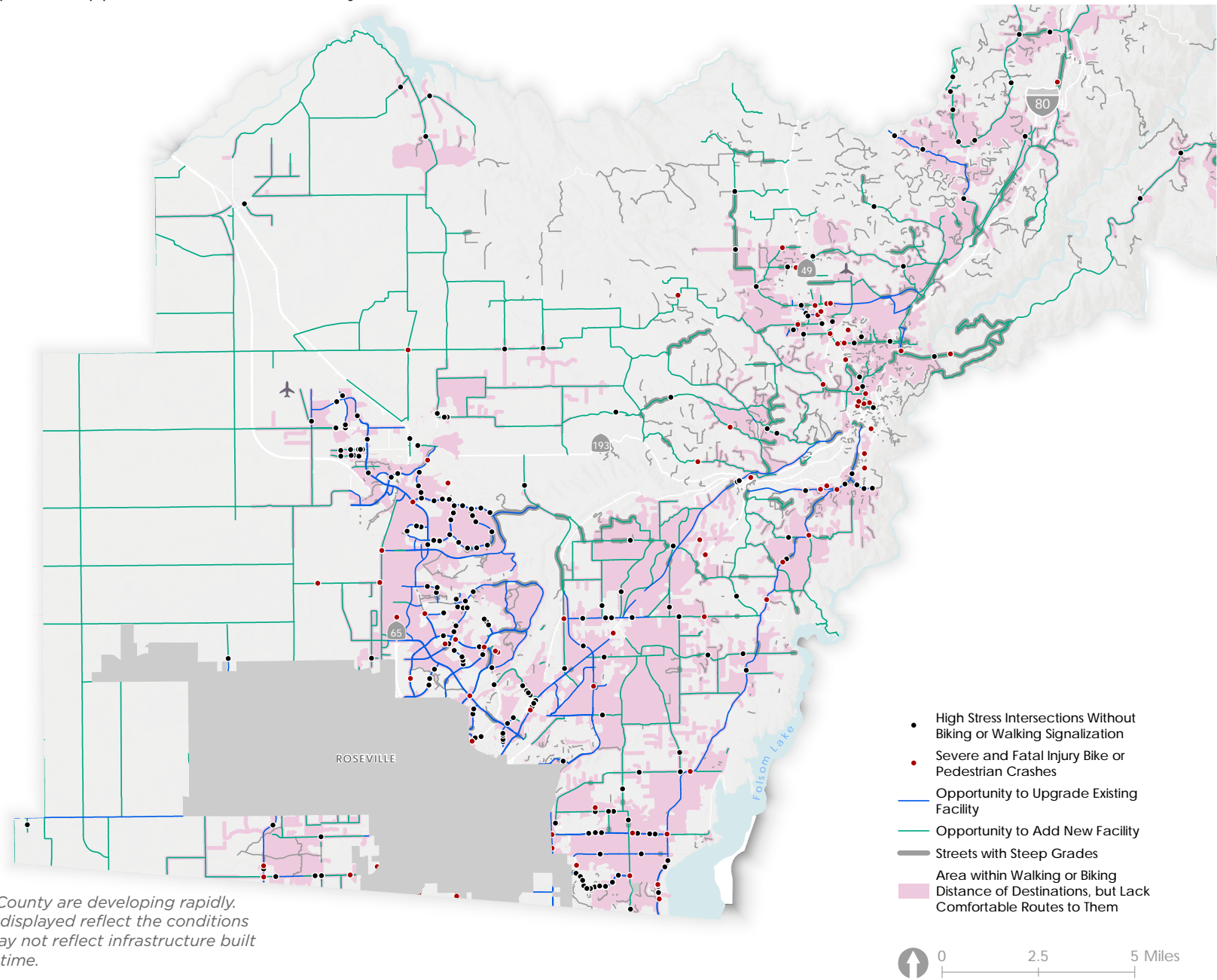
**Rural Challenges:** In rural and agricultural areas, populations often rely heavily on one or two main roads that handle most of the daily traffic and serve as primary evacuation routes. These roads are typically high-speed, may have limited visibility—particularly in mountainous, forested areas—and provide direct access to key destinations, making them critical yet challenging especially to those walking and biking where sidewalks, bike facilities, and crossings are rare.

**Suburban Roadway Patterns.** Recent developments and many being built today in Placer County follow suburban roadway patterns. This style of development creates disconnected local roadway networks, funneling people walking and biking onto higher-stress roadways, such as collectors and arterials, to reach their destinations. Additionally, these roadway patterns limit direct connections, forcing people to travel significantly longer distances, which discourages biking and walking altogether. Those which have implemented extensive off street path networks provide better multimodal access than others. Many new developments also incorporate pedestrian pass throughs that allow pedestrian access between streets but not vehicles.

**Limited Facilities.** While biking and walking facilities are present in most recent developments and in many parts of incorporated communities, there are very limited sidewalks and biking facilities in the Unincorporated County, even in developed communities.

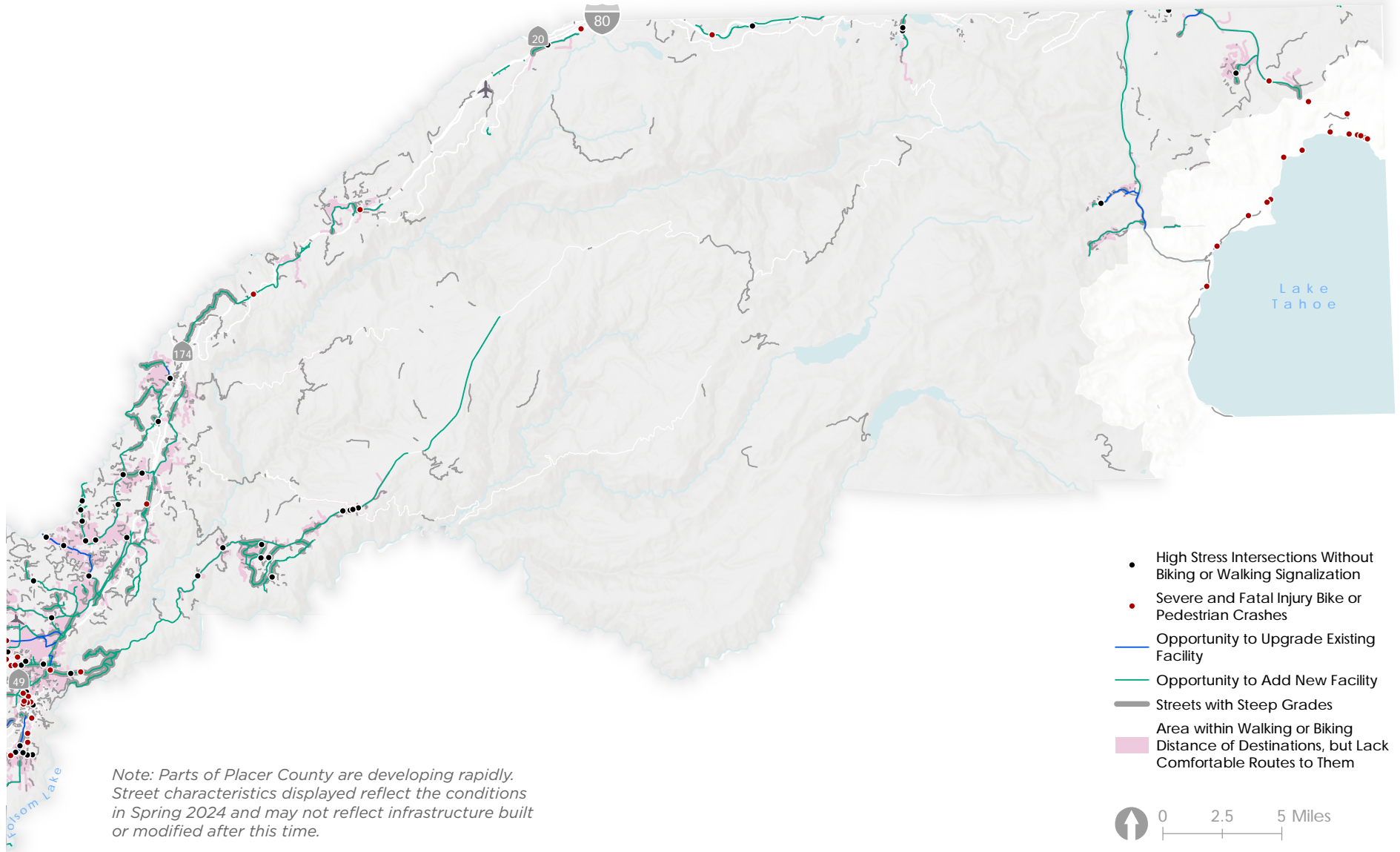
**Unmet Desires and Needs.** People are more likely to walk and bike when they feel safe, comfortable, and have destinations within walking or biking distance. Access Gap Sheds reveal that while residents may live within a walkable or bikeable distance of their destinations, barriers likely prevent them from doing so. Additionally, areas where people are more likely to need to walk such as disadvantaged communities, and those living in high propensity walking and biking areas overlap with these access gaps, highlighting unmet needs for improved walking and biking infrastructure.

**Figure 24:** Gaps and Opportunities - West County



*Note: Parts of Placer County are developing rapidly. Street characteristics displayed reflect the conditions in Spring 2024 and may not reflect infrastructure built or modified after this time.*

**Figure 25: Gaps and Opportunities - East County**



*Note: Parts of Placer County are developing rapidly. Street characteristics displayed reflect the conditions in Spring 2024 and may not reflect infrastructure built or modified after this time.*

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# 5. COMMUNITY ENGAGEMENT





## KEY THEMES WE HEARD

Across both phases, several clear and consistent themes emerged. While specific locations and concerns varied, the feedback reflected shared priorities across communities.

### SAFETY AND COMFORT COME FIRST

The most common message from community members was that many roads feel uncomfortable or unsafe for walking and biking today. High vehicle speeds, limited space, and difficult crossings were repeatedly identified as major barriers.

People shared concerns such as:

- “Roads feel uncomfortable because of speed and traffic.”
- “Crossings are often the most stressful part of a trip.”
- “Painted shoulders or sharrows do not feel safe on faster roads.”

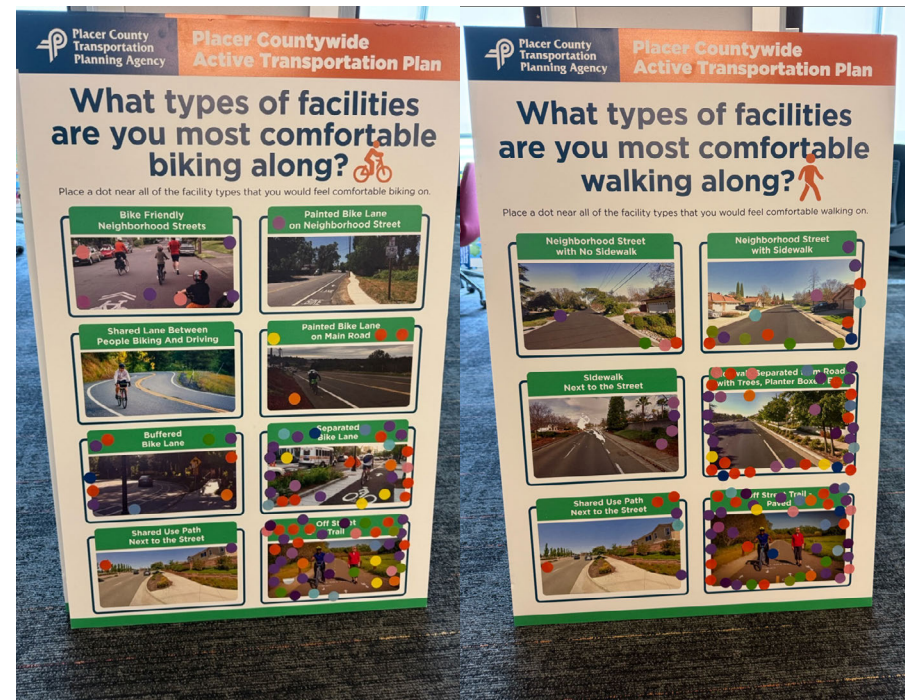
These comments reinforced that comfort, not just connectivity, is essential for encouraging more people to walk or bike.



### PEOPLE STRONGLY PREFER SEPARATION FROM TRAFFIC

Across pop-ups, workshops, surveys, and map comments, separated facilities were consistently rated as the most comfortable. Off-street trails, shared-use paths, and separated bike lanes were repeatedly favored over shared lanes or unbuffered bike lanes on main roads.

Many participants emphasized that separation makes the difference between a route they might use and one they would avoid, particularly for families, older adults, and less confident riders.



## GAPS AND MISSING LINKS LIMIT USE OF EXISTING FACILITIES

Community members frequently pointed out that even short gaps in sidewalks, bike lanes, or trails can make an entire route unusable. Missing connections, uncomfortable transitions, and unsafe crossings were often described as trip-ending barriers.

People highlighted the need to:

- Close gaps between existing trails and bikeways
- Improve crossings on wide or fast roads
- Create continuous routes that connect neighborhoods to destinations



## DESTINATIONS MATTER AS MUCH AS ROUTES

Feedback showed strong interest in walking and biking to everyday destinations, not just for recreation. Common destinations people want to reach safely include:

- Parks, trails, and community centers
- Schools and colleges
- Shopping areas, restaurants, and services
- Transit stops and park-and-ride facilities
- Friends' and family's homes

This reinforced the importance of designing the network around real travel needs and daily trips.



## INTERSECTIONS AND CROSSINGS ARE A KEY PAIN POINT

Many comments focused on intersections rather than mid-block conditions. Participants raised concerns about:

- Long or uncomfortable crossings
- Signals that do not adequately serve people walking or biking
- Poor visibility or confusing layouts

These concerns highlighted that a comfortable network requires safe crossings, not just comfortable corridors.



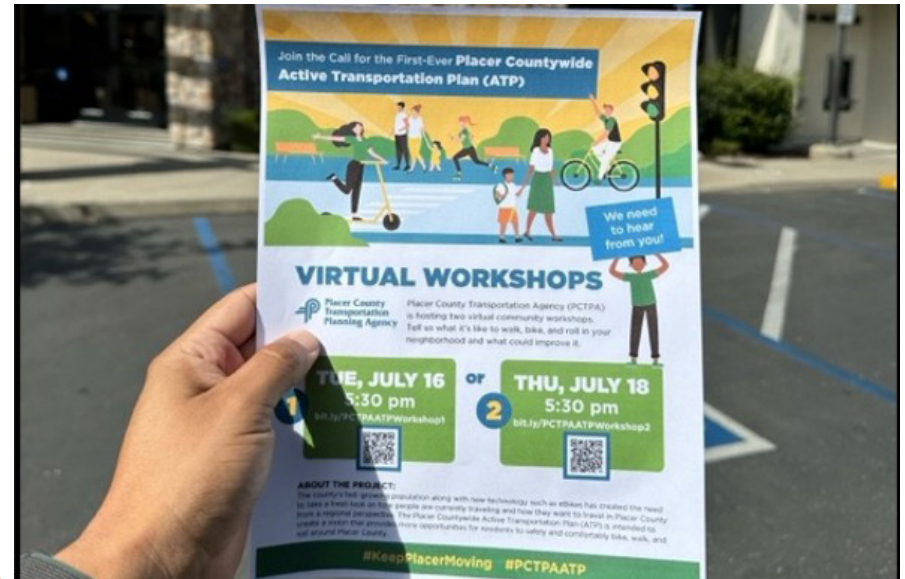
## RURAL CONTEXT REQUIRES FLEXIBLE, CONTEXT-SENSITIVE APPROACHES

Community members recognized that Placer County's rural and mountainous areas come with unique challenges, including narrow roads, steep terrain, and environmental constraints. While people consistently expressed a preference for separated facilities, many also acknowledged that solutions may need to vary by location.

This feedback supported a context-sensitive approach that considers parallel routes, off-street paths, and incremental improvements where full build-out is not immediately feasible.

## WALKING, BIKING, AND ROLLING AS ESSENTIAL TRANSPORTATION

Input from community partners emphasized that for many residents, walking, biking, and rolling are essential transportation options, not recreational activities. These modes are used to access work, school, services, and daily needs, often during early morning or late evening hours. Feedback highlighted the importance of safe routes in areas with limited infrastructure, as well as the need for engagement approaches that are accessible, culturally appropriate, and grounded in trusted community relationships.



## WHAT CHANGED BECAUSE OF WHAT WE HEARD

Feedback from the community directly shaped the recommendations, especially when the time came to develop route recommendations. Some of the changes include:



### A STRONGER FOCUS ON COMFORT AND LOWER-STRESS FACILITIES

**What we heard:** People are far more likely to walk or bike when facilities feel comfortable and separated from traffic.

**What changed:** The plan prioritizes lower-stress facilities, using all-ages-and-abilities comfort as a starting point and a toolbox of treatments to improve comfort where full separation is not feasible.



### GREATER ATTENTION TO NETWORK CONTINUITY AND GAPS

**What we heard:** Community members and bicycle advocates emphasized that gaps, uncomfortable transitions, and high-speed corridors often prevent people from using otherwise connected facilities.

**What changed:** Gap closure was a major component for network development, and draft recommendations were refined to better address gaps, crossings, and missing connections identified through Phase 2 engagement.



### REFINEMENT OF DRAFT RECOMMENDATIONS BEFORE FINALIZATION

**What we heard:** Community members commented on specific corridors, facility types, and connections shown on the draft map.

**What changed:** Phase 2 engagement was used to refine the draft network, helping identify where adjustments were needed and where further coordination would be required as projects move toward implementation.



### CLEARER UNDERSTANDING OF PREFERENCES VERSUS IMPLEMENTATION

**What we heard:** People prefer separated facilities but recognize that physical and environmental constraints exist in parts of the county.

**What changed:** The plan starts with facility types that would best serve the intended users, then adapts recommendations based on context and feasibility rather than applying a single solution everywhere. This was informed by discussions with jurisdictions, community partners, and bicycle advocates, who emphasized the importance of designing for comfort while recognizing operational, right-of-way, and environmental realities.

## LOOKING AHEAD

Community input will continue to inform implementation as projects move forward. The engagement process helped ensure that the final network reflects both what people want and how Placer County's diverse contexts function on the ground.

Detailed documentation of engagement activities, participation, and comments is provided in **APPENDIX B**.

# 6. NETWORK AND PROGRAM DEVELOPMENT



# PROJECTS, POLICIES, AND PROGRAMS

Through the development of the ATP, PCTPA has developed a suite of projects, policies, and programs to work towards a future where walking, biking, and rolling are safe, comfortable, and convenient ways to get around. The Network Development process outlines what the active transportation network should look like on the ground, by laying out how routes and connections were identified, where improvements are most needed, and how community input and best practices guided those choices. The Programs and Policies focus on how the county can support and implement this network, highlighting policies, programs, partnerships, and tools that help turn these plans into real, lasting improvements. Together, the projects, policies, and programs create a comprehensive framework for building, supporting, and maintaining a safe, connected, inclusive, sustainable, and implementable active transportation network in Placer County.

## NETWORK DEVELOPMENT APPROACH AND PRINCIPLES

The Placer Countywide ATP Network development process follows four key principles, which were developed and confirmed in the first phase of the engagement process by the Project Development Team and community members in a series of several workshops. These four principles are: **Identifying Connections**, **Providing Options**, **Making it Direct**, and **Planning for the User**.



### Identifying Connections

The network should **connect to the everyday destinations** identified in the community engagement and Existing Conditions Analysis. The network should be developed considering where people are already walking, biking, and taking short trips.



### Providing Options

Network **connections should be spaced frequently** so people do not have to travel too far out of direction. For longer distance, regional trips, the network may follow existing paths such as parallel to a major road or along a river. Within communities or incorporated cities, the active transportation network is as tightly spaced as feasible so that people have multiple options for getting where they want to go.



### Making it Direct

It takes a lot of effort and time to travel even a little out of direction for people walking, biking, and rolling. Therefore, the network should utilize **the most direct connection to destinations** and run parallel to major roads where possible.



### Planning for the User

**Treatments should reflect user needs.** It is important to recognize that people may fit into multiple user types. Children, families, and seniors require the most needs as they are more sensitive to perception of safety, traffic volumes, and pavement quality.

# THE FUTURE NETWORK

The active transportation network was developed through a collaborative process that considered where people want to go, how different streets function, and what types of facilities make sense in different settings. The approach combines national best practices with local knowledge, agency coordination, and community input to identify routes that work for different users across Placer County. The network was developed by:

1. **Start with existing conditions:** Existing sidewalks, bikeways, and paths were reviewed alongside locations where routes end, crossings are difficult, or travel feels uncomfortable. This helped identify where the network functions well and where connections are missing or incomplete.
2. **Build a connected draft network:** A draft network was created to connect people to everyday destinations such as schools, town centers, jobs, parks, and trails. The focus was on creating continuous, direct routes and closing key gaps in the network or to destinations.
3. **Consider comfort for different types of riders:** For each corridor in the draft bike network, an initial facility type was assigned based on how comfortable a route would feel for different people. Street characteristics such as traffic speed, number of lanes, and surrounding land use were used to understand how much separation from traffic would be needed for most people, including children, older adults, and people who are new to biking. This approach aligns with the plan's comfort and level of traffic stress methodology, recognizing that higher speeds and more lanes generally require greater separation for people biking. Faster and wider roads generally require more separation to feel comfortable, while lower-speed streets can work well with simpler treatments.

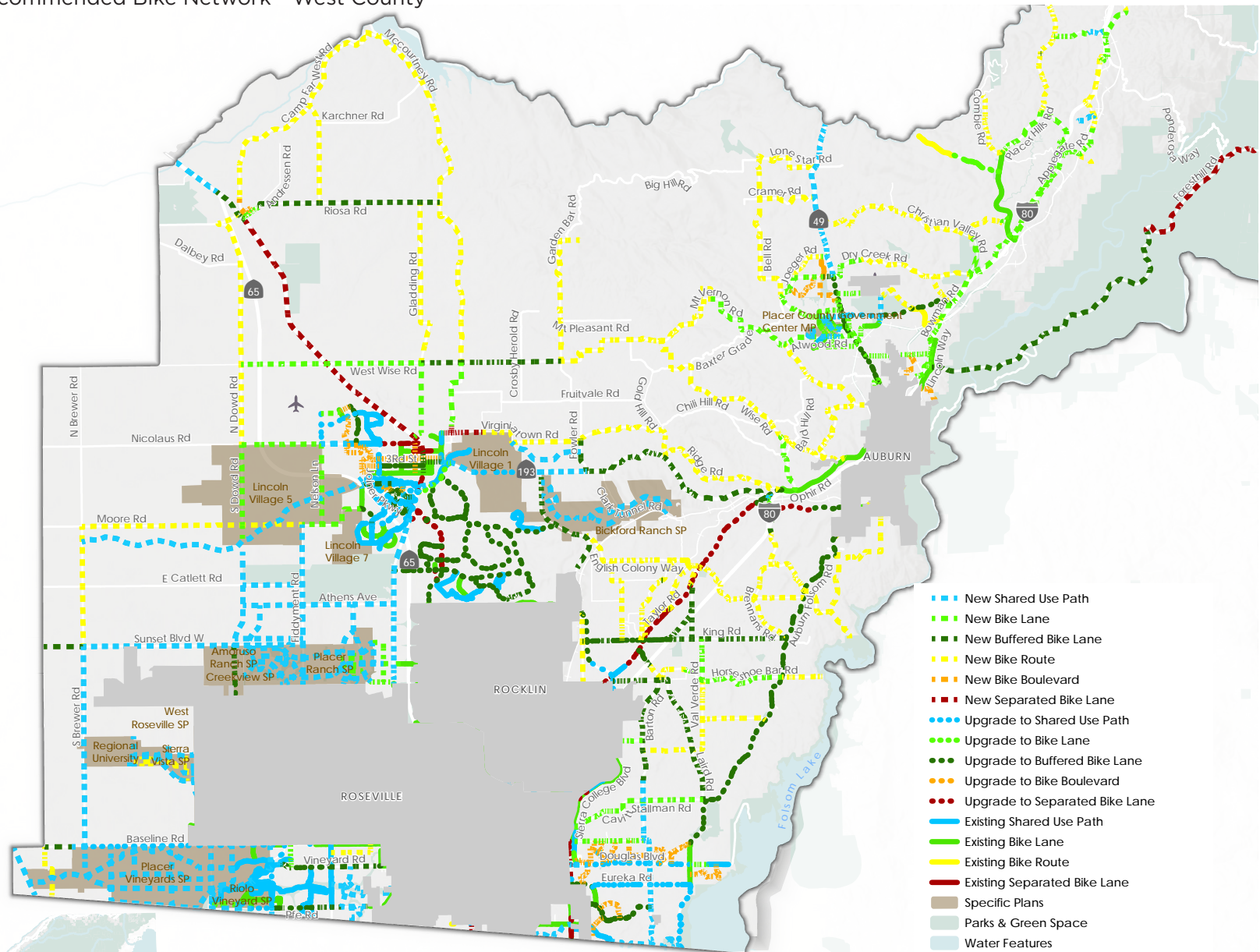
Place type context helped ensure facility recommendations fit how people are likely to use a given corridor (for example, Town Centers supporting more everyday trips, versus rural or industrial contexts where trip types and user expectations may differ).

4. **Refine with agencies and the community:** After establishing ideal facility types, the project team and partner agencies conducted a detailed corridor-by-corridor review to confirm feasibility within real-world conditions.
  - **Some recommendations were adjusted** based on feasibility of implementation, agency standards and feedback, available right of way, community character, and physical or environmental constraints.
  - **Urban areas:** higher-comfort facilities were prioritized, but some corridors could not support full separation due to fixed constraints.
  - **Rural areas:** the network includes routes intended for recreational and long-distance riders who are comfortable sharing the road, shaped by community input and local bike club feedback, including preferences for “State Law / Pass 3 Ft Min” signage.
5. **Finalize the network:** Community feedback was used to confirm key routes, identify missing connections, and refine the network. The final network reflects a mix of facility types that respond to local context, anticipated users, and real-world constraints. Upon implementation, each project should be evaluated for feasibility based on various factors, a process described in more detail in Section 8.

*Not every route can be all-ages-and-abilities, but the network as a whole prioritizes comfort, safety, and connectivity.*

**FIGURE 26** to **FIGURE 30** show the recommended bike network and **FIGURE 31** to **FIGURE 35** show the recommended pedestrian network that were developed from this process. The networks for shown for western Placer County, eastern Placer County, Colfax, Lincoln, and Loomis. Although Auburn and Rocklin were included in the existing conditions analysis, both cities are preparing their own Active Transportation Plans and as such are developing their own projects. Their respective ATPs (as well as Roseville's) will be included as an appendix to this Countywide ATP upon their completion.

**Figure 26: Recommended Bike Network - West County**



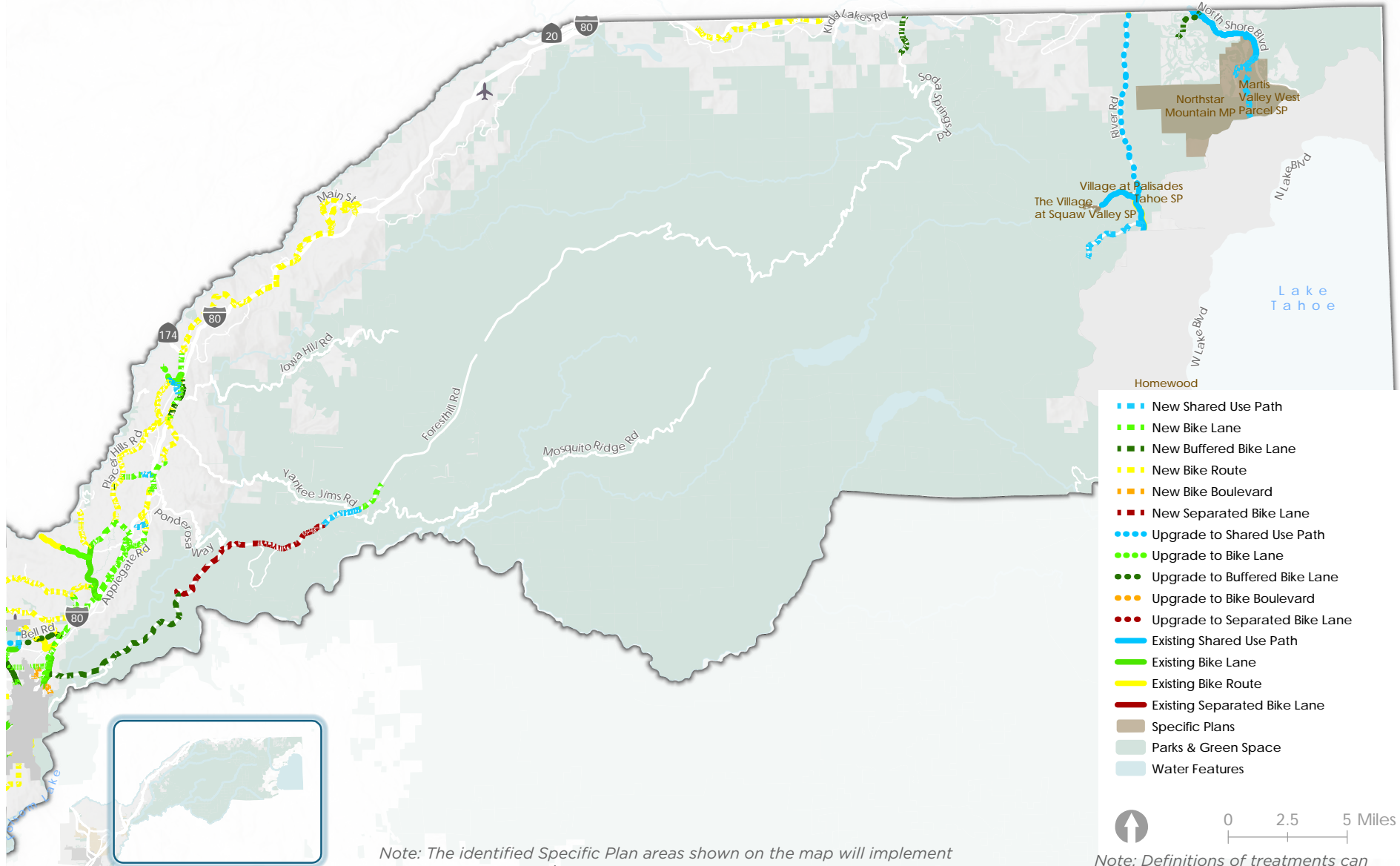
Note: Roseville, Rocklin, and Auburn are preparing or have prepared their own ATPs and as such are developing their own projects. Their respective ATPs will be incorporated into the Countywide ATP by reference.

The identified Specific Plan areas shown on the map will implement plan-specific bikeway/pedestrian network recommendations.



Note: Definitions of treatments can be found in Section 4 and are fully summarized in Appendix E.

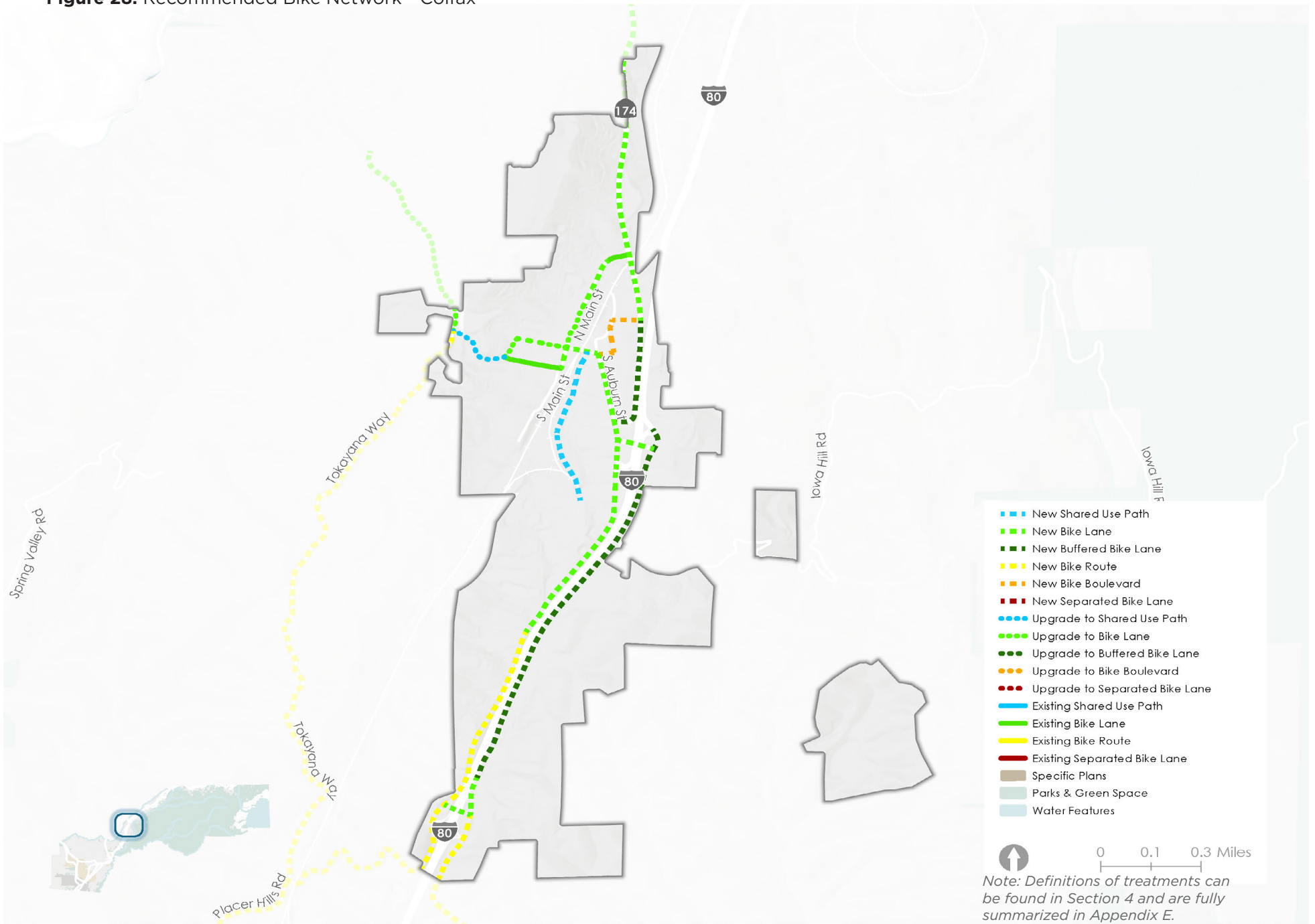
**Figure 27: Recommended Bike Network - East County**



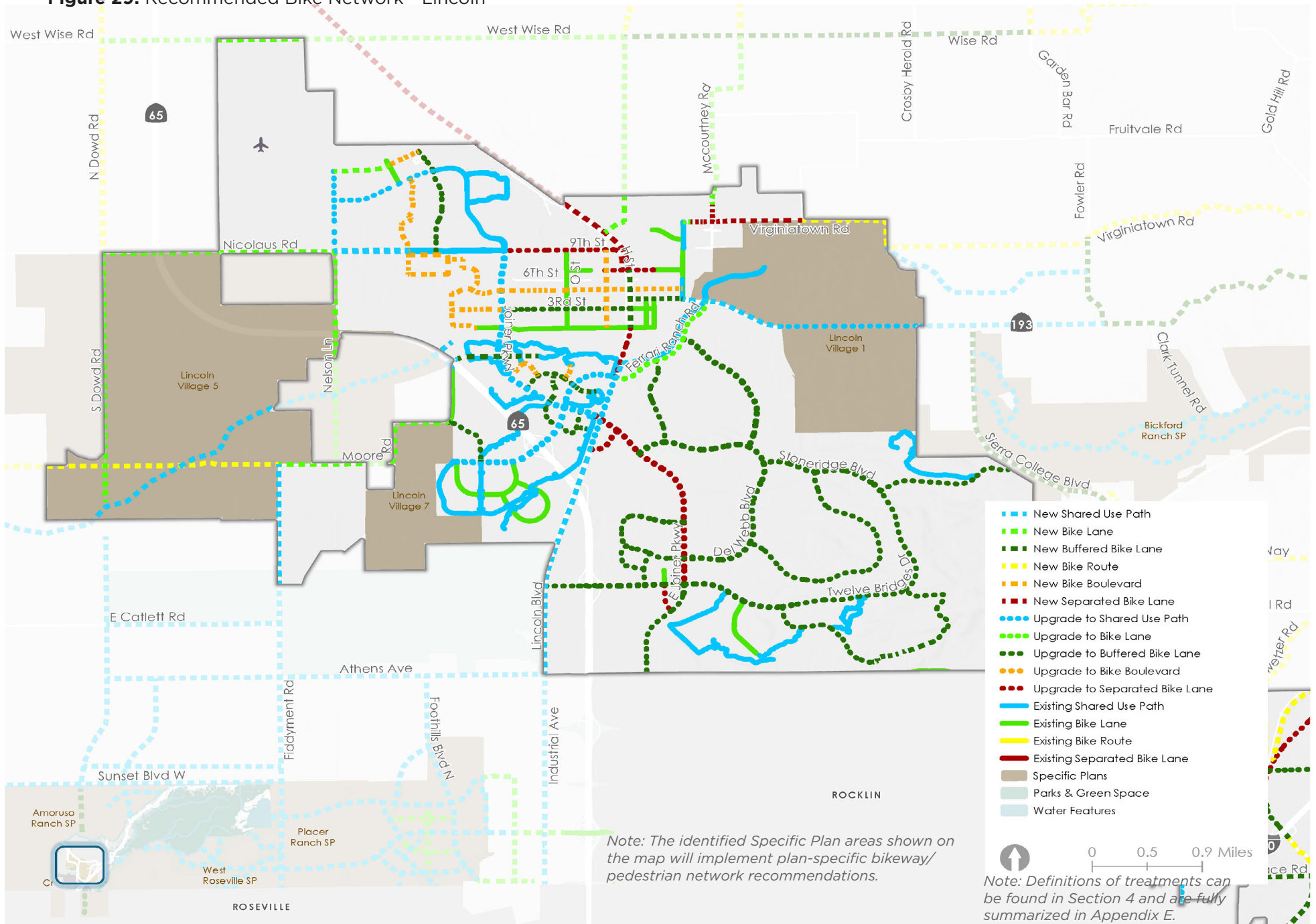
Note: The identified Specific Plan areas shown on the map will implement plan-specific bikeway/pedestrian network recommendations.

Note: Definitions of treatments can be found in Section 4 and are fully summarized in Appendix E.

**Figure 28:** Recommended Bike Network - Colfax



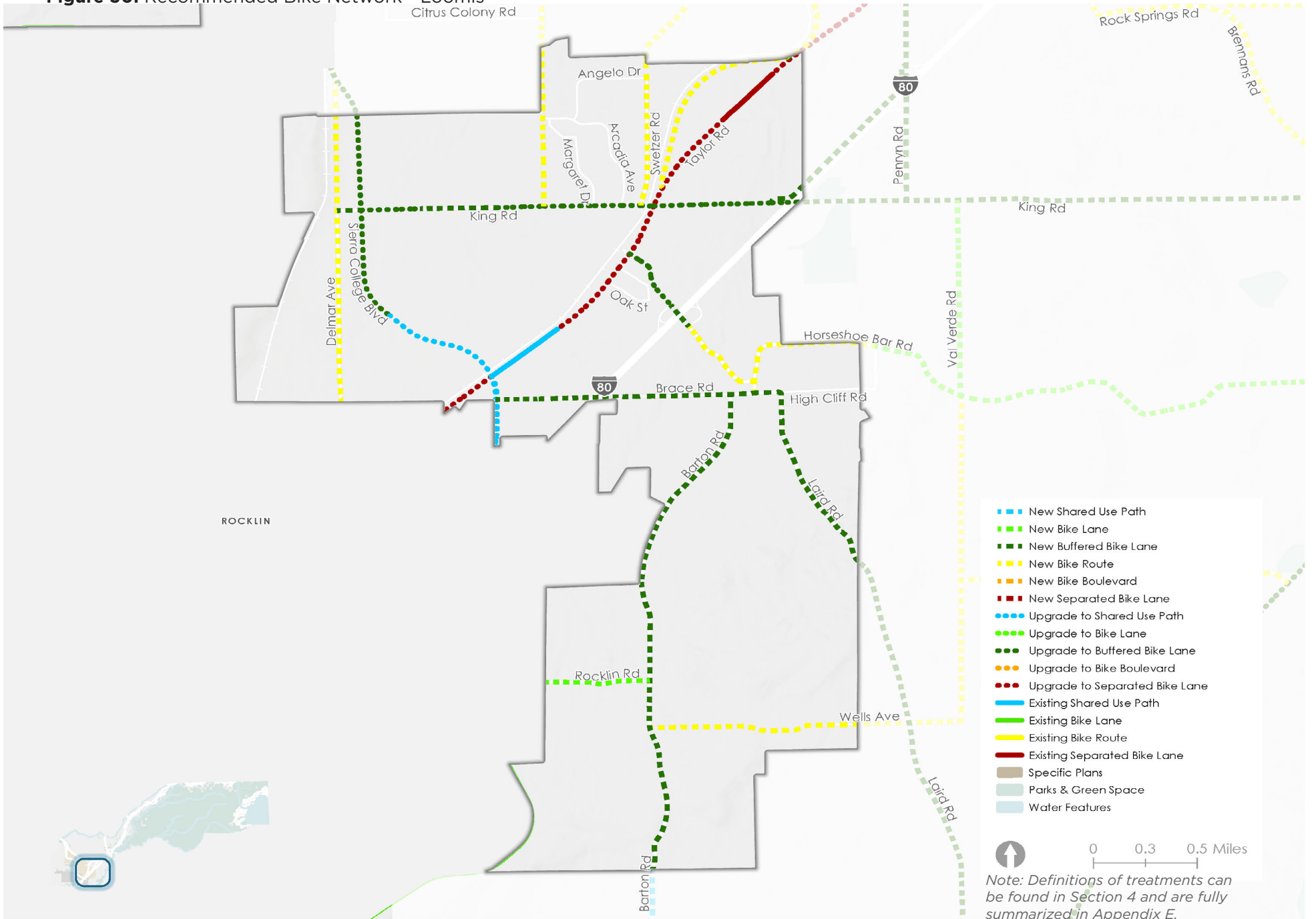
**Figure 29: Recommended Bike Network - Lincoln**



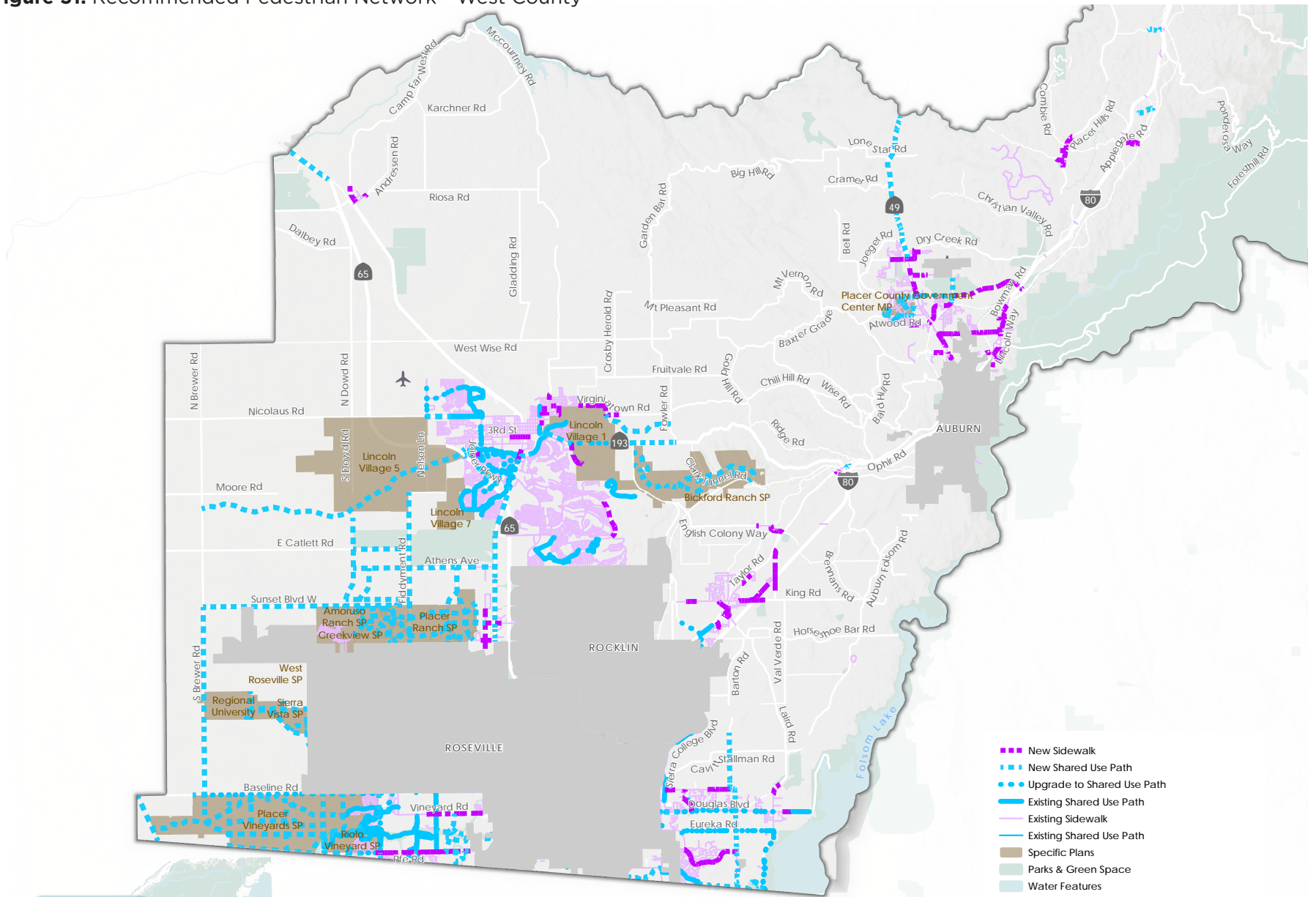
Note: The identified Specific Plan areas shown on the map will implement plan-specific bikeway/pedestrian network recommendations.

0 0.5 0.9 Miles  
 Note: Definitions of treatments can be found in Section 4 and are fully summarized in Appendix E.

**Figure 30: Recommended Bike Network - Loomis**



**Figure 31: Recommended Pedestrian Network - West County**



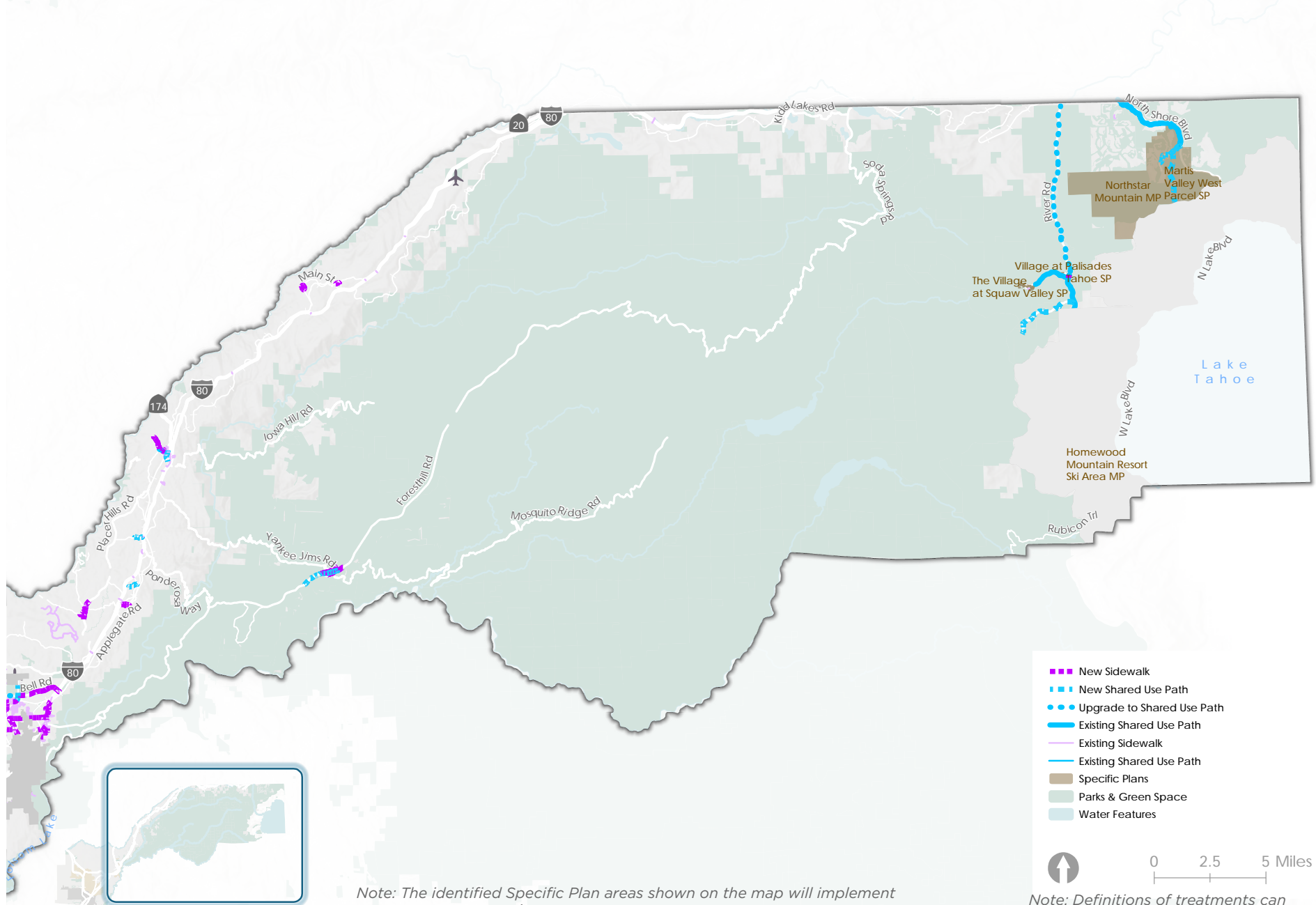
Note: Roseville, Rocklin, and Auburn are preparing or have prepared their own ATPs and as such are developing their own projects. Their respective ATPs will be incorporated into the Countywide ATP by reference.

The identified Specific Plan areas shown on the map will implement plan-specific bikeway/pedestrian network recommendations.



0 1.3 2.5 Miles

Note: Definitions of treatments can be found in Section 4 and are fully summarized in Appendix E.

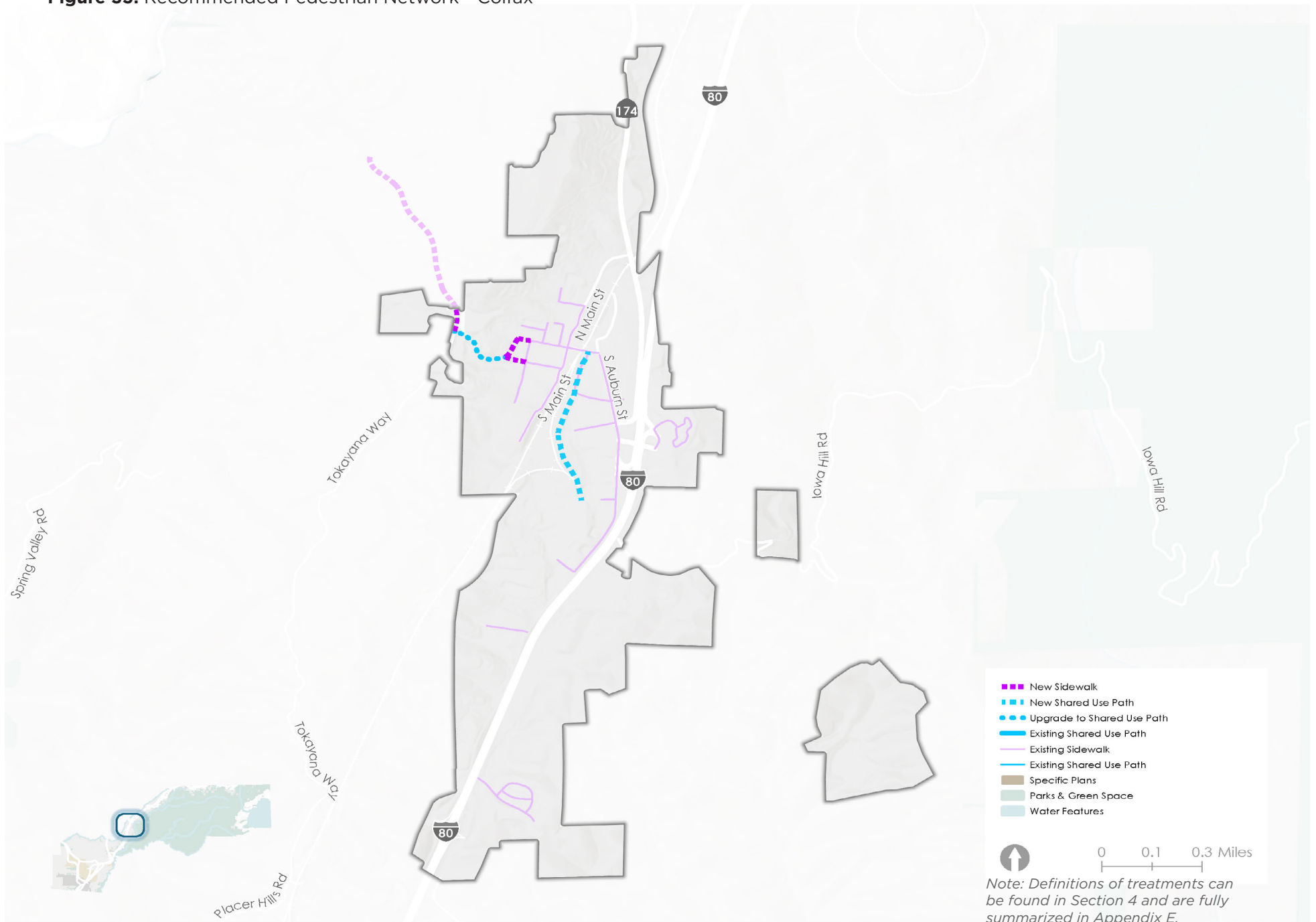
**Figure 32: Recommended Pedestrian Network - East County**



*Note: The identified Specific Plan areas shown on the map will implement plan-specific bikeway/pedestrian network recommendations.*

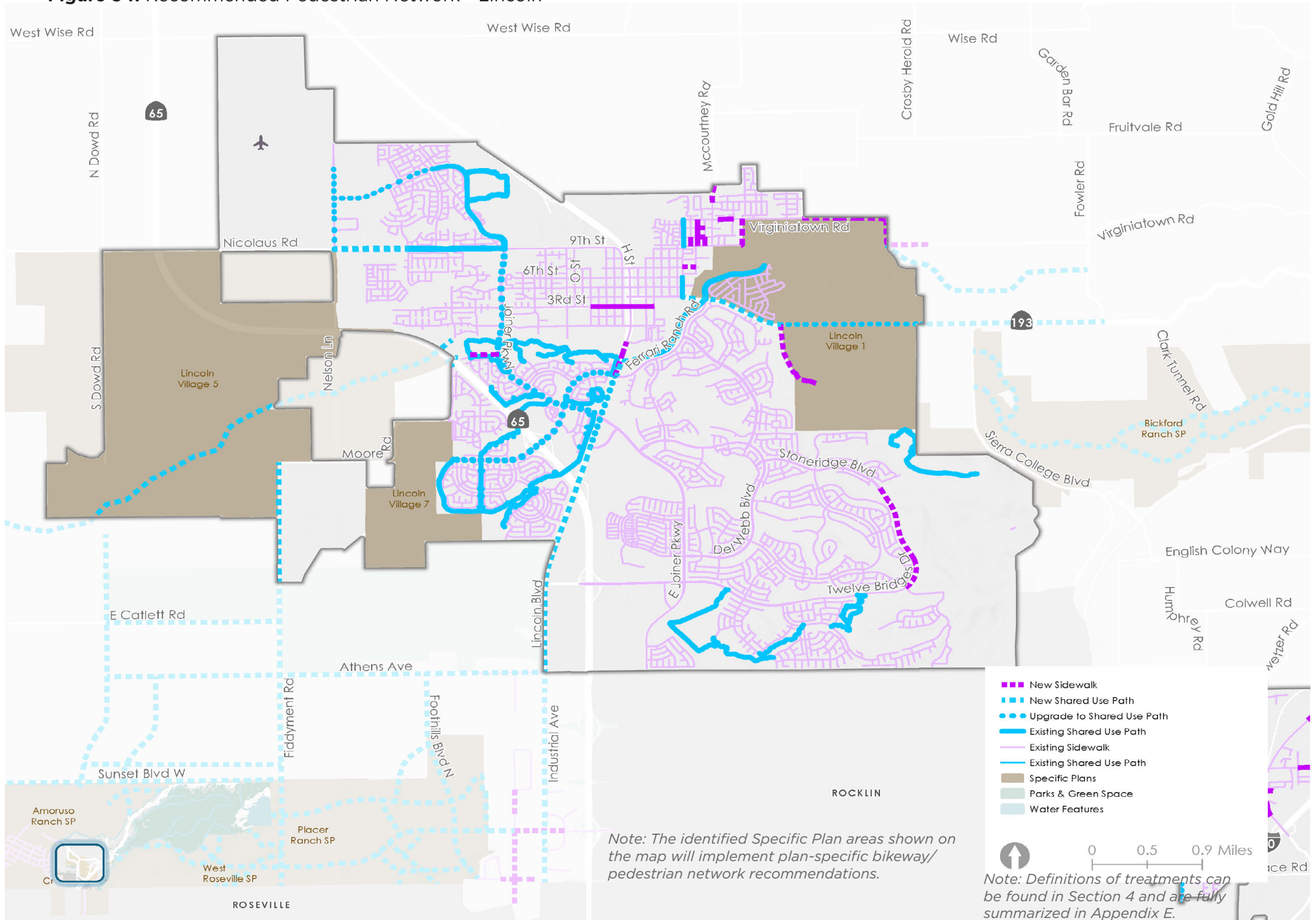


  
*Note: Definitions of treatments can be found in Section 4 and are fully summarized in Appendix E.*

**Figure 33:** Recommended Pedestrian Network - Colfax



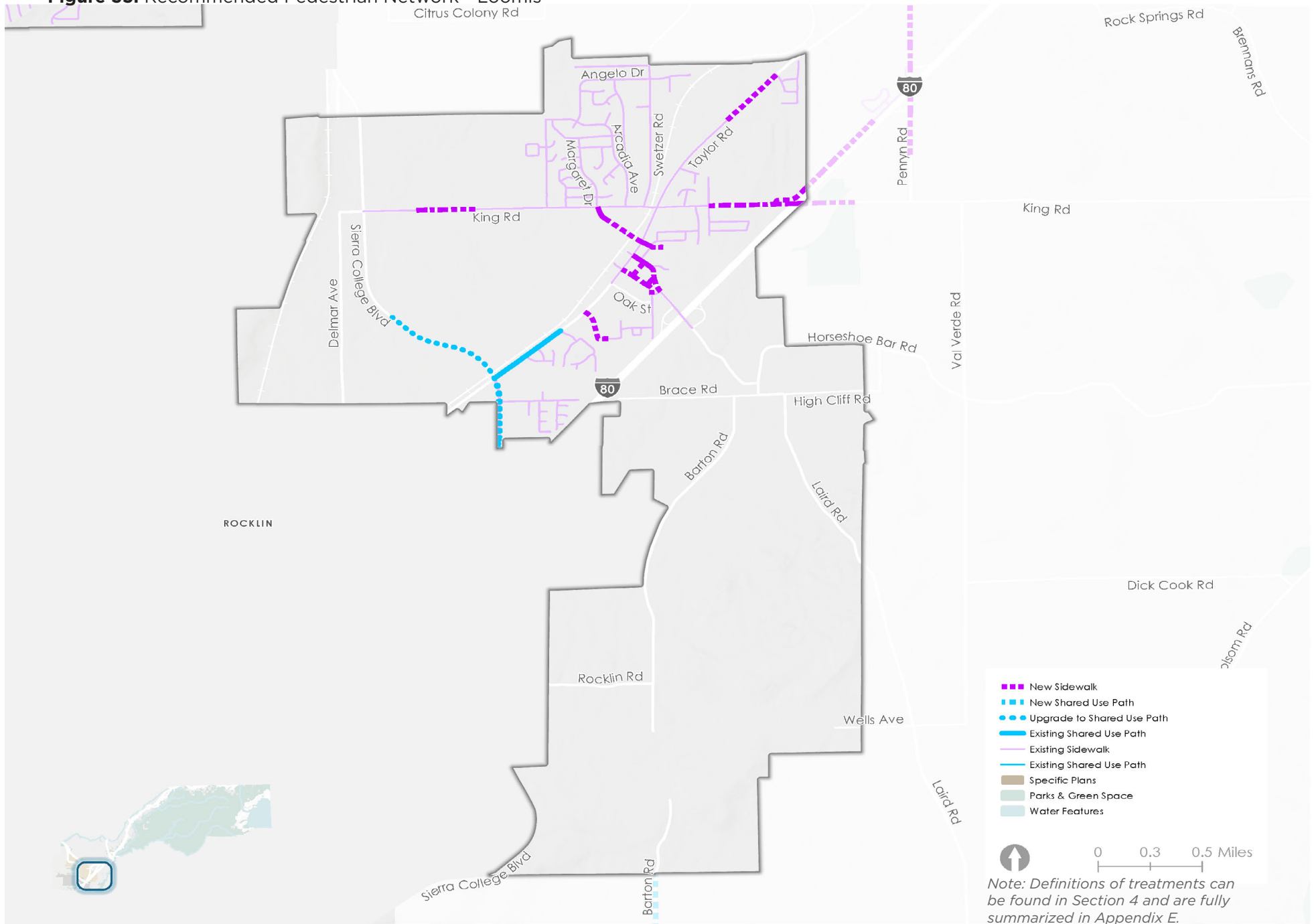
Note: Definitions of treatments can be found in Section 4 and are fully summarized in Appendix E.

**Figure 34: Recommended Pedestrian Network - Lincoln**



**Figure 35: Recommended Pedestrian Network - Loomis**

Citrus Colony Rd



- - - New Sidewalk
- - - New Shared Use Path
- . . . Upgrade to Shared Use Path
- Existing Shared Use Path
- Existing Sidewalk
- Existing Shared Use Path
- Specific Plans
- Parks & Green Space
- Water Features

0 0.3 0.5 Miles

Note: Definitions of treatments can be found in Section 4 and are fully summarized in Appendix E.

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# POLICY AND PROGRAM OPPORTUNITIES

There are practical steps that local jurisdictions and regional partners can take to create a future where walking, biking, and rolling are safe, comfortable, and convenient ways to get around. Through input from agency staff, community discussions, and examples from similar regions, the below Policies and Programs highlight some of these steps. Each recommendation focuses on improving safety, strengthening connections, and building local capacity to deliver projects. Together, they represent actions that can make an immediate difference while laying the groundwork for long-term progress.

The table below summarizes key opportunities, describing what each effort aims to achieve, who could lead or support it, and the next steps for implementation. These actions are intended to help communities of all sizes create safer, more connected, and more welcoming places for people of all ages and abilities. Note that implementation of any recommendation in this table is dependent on available funding and may require seeking grant funding and/or other stable, long-term funding source for ongoing program implementation.

Opportunity	Overview
<b>Goal 1: Safe - Create Safer Conditions for all people walking, biking, and rolling</b>	
<b>Countywide AB 43 Speed Management Plan</b>	<p>Complete a countywide GIS analysis to identify streets eligible for speed limit reductions under AB 43. Create a shared plan local agencies can use to adopt lower limits where walking, biking, and safety needs are greatest.</p> <p><b>Next Steps:</b> Develop analysis framework and shared map.</p> <p><b>Key Players:</b> PCTPA, County, cities/town.</p>
<b>Traffic Calming Guidance</b>	<p>Develop regional guidance to support consistent, context-sensitive traffic calming across jurisdictions. Reference treatments from the ATP Toolbox and provide examples for rural, suburban, and town center settings.</p> <p><b>Next Steps:</b> Draft guidance document and circulate for local adoption.</p> <p><b>Key Players:</b> PCTPA, County, cities/town.</p>
<b>Regional Safety &amp; Data Dashboard</b>	<p>Create a regional, web-based dashboard that includes the regional active transportation network, and project tracking. This could also include crash summary statistics or internal crash data mapping. The tool will help agencies evaluate safety outcomes, support funding applications, and communicate progress to the public.</p> <p><b>Next Steps:</b> Identify core datasets, partners (County GIS, Caltrans), and launch a pilot web map/dashboard.</p> <p><b>Key Players:</b> PCTPA, County GIS, cities/town, Caltrans</p>

Opportunity	Overview
<b>Goal 2: Connected – Build a continuous, context-sensitive network</b>	
<b>General Plan and Development Connectivity Policy Template</b>	<p>Provide model policy language and review checklists requiring new developments to connect directly to nearby parks, schools, trails, and transit. Tailor examples for rural and suburban contexts with flexible design options. This could include providing example Circulation Element policy language that formally incorporates the ATP network by reference, recommending General Plan implementation measures that require consistency with the ATP, and including sample language directing planning and development projects to implement identified ATP gap closures where nexus can be established.</p> <p><b>Next Steps:</b> Draft a sample ordinance and checklist, and circulate through the regional working group for feedback.</p> <p><b>Key Players:</b> PCTPA, County Planning, city/town planning departments.</p>
<b>Regional Wayfinding and Trail Signage System</b>	<p>Create template signage and mapping framework that links trails and bikeways across jurisdictions. Include clear e-bike rules and key destination distances.</p> <p><b>Next Steps:</b> Develop a design template and identify corridors for early implementation.</p> <p><b>Key Players:</b> PCTPA, County Parks, cities/town.</p>
<b>Goal 3: Inclusive – Expand access and participation</b>	
<b>Safe Routes to School Program</b>	<p>Develop a regional safe routes to school program to encourage children to safely walk, bike, or roll to school. Partner with schools, local jurisdictions, law enforcement, public health, and community partners to support safe and healthy routes for school children and identify supporting improvement projects.</p> <p><b>Next Steps:</b> Partner with one or two school(s) or school districts to pursue grant funding and pilot safe routes to program and improvements.</p> <p><b>Key Players:</b> PCTPA, schools, law enforcement, public health, cities/town.</p>
<b>E-Bike and Youth Safety Education Program</b>	<p>Coordinate a regional education campaign focused on e-bike etiquette and safe riding behavior. Partner with schools, Safe Routes to School providers, and law enforcement to deliver assemblies, outreach materials, and trail signage. Could be integrated into existing Safe Routes to Schools program, such as the City of Roseville’s program or with a new regional safe routes to school program, if implemented.</p> <p><b>Next Steps:</b> Pilot in one or two districts and refine materials for regional use.</p> <p><b>Key Players:</b> PCTPA, County Sheriff, schools, cities/town.</p>

Opportunity	Overview
<b>Mobility Access Audits for Town Centers, Schools, Seniors, and People with Disabilities</b>	<p>Conduct focused audits in rural town centers, near schools, and around senior housing to identify ADA and safety gaps. Use results to guide near-term improvements and grant applications.</p> <p><b>Next Steps:</b> Develop a consistent audit form and prioritize locations with high need.</p> <p><b>Key Players:</b> County Public Works, cities/town public works departments, senior service organizations.</p>
<b>Goal 4: Sustainable - Link active transportation with health and climate resilience</b>	
<b>Reframe Active Transportation for Health</b>	<p>Develop consistent regional messaging that connects walking and biking to air quality and health outcomes. Integrate into outreach, plan updates, and project signage. Utilize the Be Well Placer Community Dashboard to ground the link between health outcomes and active transportation in local data.</p> <p><b>Next Steps:</b> Create a communications toolkit and embed messages in upcoming projects.</p> <p><b>Key Players:</b> PCTPA, County Health and Human Services, cities/town.</p>
<b>Connect Active Transportation and Resiliency Planning</b>	<p>Coordinate with local agencies, first responders and Placer County Office of Emergency Services (OES) when planning active transportation facilities to support wildfire preparedness and climate resilience.</p> <p><b>Next Steps:</b> Develop a shared project review process with County OES and First Responders to identify where active transportation projects can support wildfire preparedness and emergency access goals.</p> <p><b>Key Players:</b> PCTPA, First Responders, County Office of Emergency Services, County Planning, cities/town.</p>

Opportunity	Overview
<b>Goal 5: Implementable – Strengthen coordination and capacity</b>	
<b>Regional Active Transportation Working Group</b>	<p>Form a standing working group of agency staff to coordinate funding, design, and implementation. Meet quarterly to share lessons, align grant applications, and track dashboard updates. Coordinate recurring peer exchanges and training on active transportation planning, design, and funding. Partners should coordinate with Caltrans and other agencies for large-scale interjurisdictional projects such as pedestrian overcrossings.</p> <p><b>Next Steps:</b> Define membership, focus areas, and first-year priorities (such as grants, dashboard, connectivity policy).</p> <p><b>Key Players:</b> PCTPA, SACOG, County, cities/town, Caltrans, parks districts.</p>
<b>Regional Grant Support Program</b>	<p>Establish a regional process to help jurisdictions prepare competitive applications for grant funding programs like ATP, HSIP, and Caltrans Sustainable Communities. Provide shared data, grant templates, and technical support from PCTPA staff to strengthen local submittals and improve success rates.</p> <p><b>Next Steps:</b> Develop a shared resource library, identify staff roles for providing direct grant support, and host an annual grant-readiness workshop.</p> <p><b>Key Players:</b> PCTPA, County, cities/town.</p>

# 7. PRIORITIZATION AND FRAMEWORK



# PRIORITIZATION SCORING FRAMEWORK

Guided by the five ATP goals, the existing conditions analysis, and input from jurisdictions and partner agencies, a prioritization tool was created to measure how strongly each project supports the vision and goals of the PCTPA ATP. The tool helps focus funding efforts and advance design and engineering for the most critical projects, while still allowing flexibility to move forward with other network improvements as opportunities arise. The tiers are intended for guidance only, and projects may be advanced in a different order based on implementation factors. Note that scores may be adjusted based on local context and to represent jurisdiction priorities **APPENDIX C** contains a full list of projects with prioritization scores. See Section 8 for implementation information.

Category	Sub Criteria
Safe	Pedestrian or bicyclist crash presence on the project segment
	Project addresses high stress intersections
	Project changes roadway from a high stress to a low stress segment
Connected	Project closes a sidewalk gap (one-quarter mile or less) or bikeway gap (one mile or less)
	Project is located in an area within walking or biking distance to a destination lacking access
	Project expands the All Ages and Abilities Network or upgrades an existing facility
	Project is within one-quarter mile of a school
Inclusive	Project is located in an area with a high number of households without access to a vehicle, people with disabilities, and/or people living in poverty
	Project is located in an area with a high number of people over 65 and/or under 18
Sustainable	Project is located in an area with a high percentage of short trips that could be converted to walking and biking
	Project is located in an area with a high propensity for active transportation
Implementable	Project has jurisdiction support
	The ease of implementation is high relative to other projects
	Project is in proximity to concurrent infrastructure improvements
	Project has received positive feedback from public input

## TIERED PROJECT FRAMEWORK

Based on their scores, projects were grouped into three priority tiers to guide phased implementation and funding strategies:

- **Tier 1:** Projects with the highest overall prioritization scores and strong alignment with safety, connectivity, and equity goals. Typically located in areas with documented crash history, near schools, or where they fill critical network gaps.
- **Tier 2:** Projects with moderate scores or long-term benefits but may need additional planning, coordination, or design before implementation.
- **Tier 3:** Projects that scored lower based on need or readiness but remain part of the countywide vision.

**FIGURE 36** and **FIGURE 37** shows the county maps of projects by priority tier, and **TABLE 9** is the list of Tier 1 and 2 projects (the full project list can be found in Appendix C). Jurisdictional maps and project lists for Colfax, Lincoln, and Loomis follow the county pages.

## PLACER COUNTY

The unincorporated area of Placer County stretches from the Sacramento Valley to the east up through into the peaks of the Sierra Nevada mountain range to the west. The county is known for its diverse landscapes and communities, including small rural community areas like Meadow Vista, Alta, and Ophir, rolling rural agricultural land and open space, and busy small towns and suburbs like Newcastle, Sheridan, Granite Bay, and North Auburn. The County serves as a regional and national outdoor recreational hub including numerous mountains, forests, and watersheds outdoor enthusiasts explore year round. It also serves as a job and housing hub for the Sacramento area in the southwest surrounding the City of Roseville, Lincoln, Rocklin and the Town of Loomis. The County is connected to the local jurisdictions and surrounding region via I-80 and SR-65 though the mountainous nature of the eastern half of the County make it difficult to access without a vehicle. However, within the valley side of the County and the small towns and communities throughout the county, walking and biking are a convenient way to get around though topography and limited existing facilities can limit active travel in places.

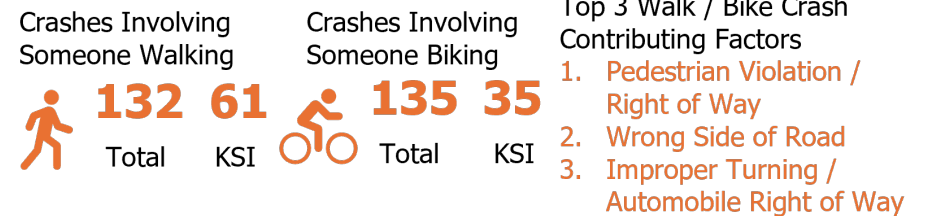
Key conclusions regarding transportation in unincorporated Placer County are noted below and visualized in the graphic to the right. The recommended projects by prioritization tier are shown in **FIGURE 36** and **FIGURE 37**.

- The freeways, highways, and large arterials in the suburban portions of the county prevent those living or working on either side from comfortably walking or biking to key destinations.
- Many destinations in the suburban area of the county have their primary access points located along high stress roads, limiting access for people walking or biking.
- Existing bike facilities are limited, especially in the western portion of the county.
- Many bike facilities throughout the county are currently categorized as a high stress route. However, existing bike lanes offer opportunities for improvement to enhance comfort and safety in many places.
- Many newer suburban neighborhoods include or have planned extensive shared use path networks to provide connectivity within neighborhoods. However, they often connect to high-stress routes and lack comfortable crossings.
- Many unincorporated community areas (e.g., Sheridan, Meadowvista, North Auburn, Granite Bay, and Newcastle) have street networks and neighborhoods that are already or would be conducive to convenient to walking and biking with enhancements.

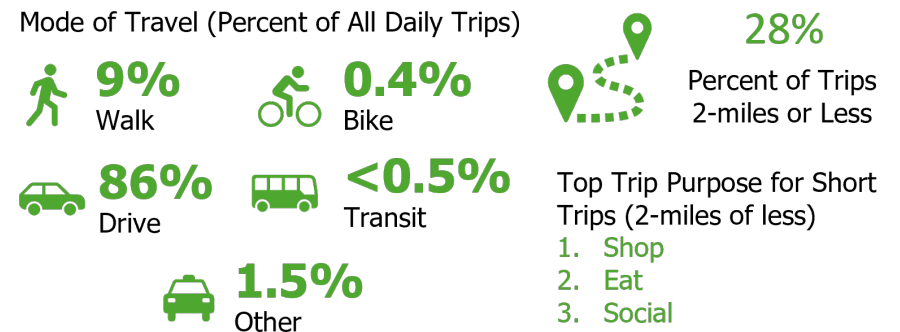
## Who Lives In Unincorporated Placer County?



## Safety Statistics

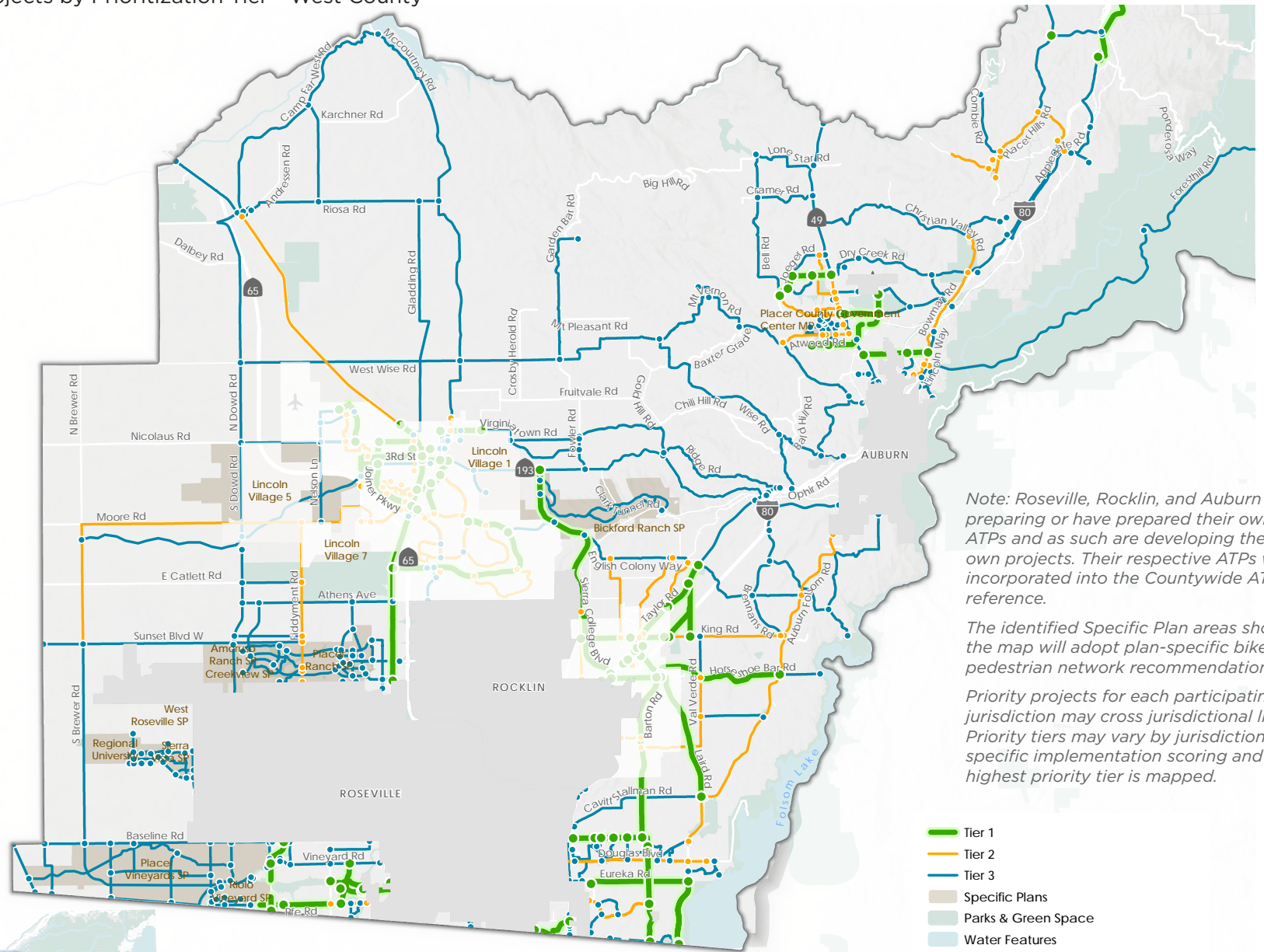


## How Do People Get Around?



\*Statistic is for the entire county population

**Figure 36: Projects by Prioritization Tier - West County**



*Note: Roseville, Rocklin, and Auburn are preparing or have prepared their own ATPs and as such are developing their own projects. Their respective ATPs will be incorporated into the Countywide ATP by reference.*

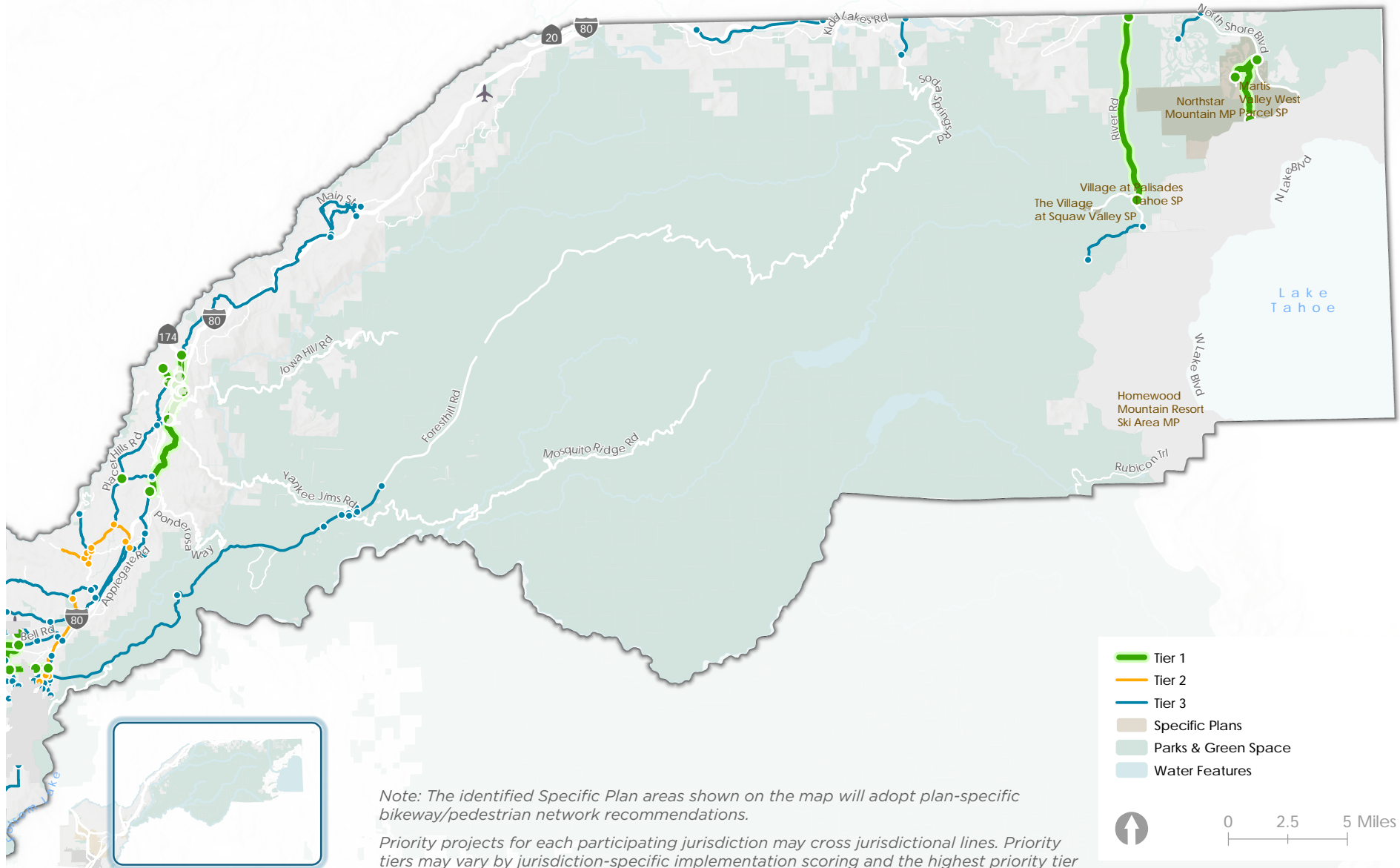
*The identified Specific Plan areas shown on the map will adopt plan-specific bikeway/pedestrian network recommendations.*

*Priority projects for each participating jurisdiction may cross jurisdictional lines. Priority tiers may vary by jurisdiction-specific implementation scoring and the highest priority tier is mapped.*

- Tier 1
- Tier 2
- Tier 3
- Specific Plans
- Parks & Green Space
- Water Features



**Figure 37: Projects by Prioritization Tier - East County**



*Note: The identified Specific Plan areas shown on the map will adopt plan-specific bikeway/pedestrian network recommendations.*

*Priority projects for each participating jurisdiction may cross jurisdictional lines. Priority tiers may vary by jurisdiction-specific implementation scoring and the highest priority tier is mapped.*

- Tier 1
- Tier 2
- Tier 3
- Specific Plans
- Parks & Green Space
- Water Features

↑ 0 2.5 5 Miles

**TABLE 9** includes priority score, treatment miles, Killed or Seriously Injured (KSI) crash count, school area proximity, potential GHG/VMT benefit, and potential grant eligibility.

Greenhouse Gas/Vehicle Miles Traveled (GHG/VMT) Benefit is scored on a 0–4 scale, with 4 indicating the highest potential to reduce GHGs and VMT. This score reflects project performance across key factors, including reduction in traffic stress, share of short trips, and area propensity for active transportation. Potential Grants notes competitiveness for common programs: the Active Transportation Program or ATP, Regional ATPs, and the Highway Safety Improvement Program or HSIP. Projects identified as potential HSIP candidates but without documented KSI crashes along the corridor are noted with (HSIP). Potential grants listed are not exhaustive and only the projects that are most competitive based on their quantitative criteria have been noted to help guide funding strategies during project implementation.

**Table 9:** Projects by Prioritization Tier - County

Project ID	Location	Project Improvements by Mileage							Overall Priority Score	KSI crash count	School Area	GHG/VMT Benefit	Potential Grants
		Sidewalk miles	Class 1 miles	Class 2 miles	Class 2b miles	Class 3 miles	Class 3b miles	Class 4 miles					
<b>Tier 1 Recommendations</b>													
171	Luther Rd	1.3	-	1.3	-	-	-	-	21	2	N	0	HSIP
157	New Airport Rd & Reba Rd & Kemper Rd	1.0	0.7	1.6	-	-	-	-	21	0	Y	2	ATP
81	Bell Rd	-	1.2	-	-	-	-	-	20	3	Y	4	HSIP, ATP
124	Eureka Rd	-	2.5	-	-	-	-	-	20	0	Y	4	Regional ATP
188	Olive Ranch Rd	0.9	-	1.7	-	-	-	-	19	0	Y	0	(HSIP)
79	Santa Juanita Ave & Barton Rd	0.0	2.8	-	-	-	-	0.0	19	1	N	4	HSIP, ATP
238	Walerga Rd	-	1.5	-	-	-	-	-	18	1	Y	0	HSIP
70	Auburn Folsom Rd	-	3.2	-	-	-	-	-	17	1	Y	0	HSIP
109	Joeger Rd & Dry Creek Rd	0.5	-	1.4	0.3	-	-	-	17	0	N	1	(HSIP)
193	PFE Rd	0.4	0.5	-	0.3	-	-	-	17	1	Y	1	HSIP
194	PFE Rd	1.1	-	-	1.2	-	-	-	17	0	Y	0	(HSIP)
206	Truckee River Trail (Caltrans ROW)*	0.1	7.8	-	-	-	-	-	11	0	N	0	(HSIP)
262	Dry Creek Greenway East Phase 2*	-	1.1	-	-	-	-	-	10	0	N	0	ATP
56	Martis Valley Trail*	-	4.1	-	-	-	-	-	9	0	N	1	Regional ATP
5&276	Dry Creek Greenway West*	-	3.6	-	-	-	-	-	3	0	Y	0	Regional ATP

\*Dry Creek Greenway, the Truckee River Trail, and the Martis Valley Trail score low in the prioritization framework as an off-street shared use path but have been identified separately as a local and regional priority project.

Project ID	Location	Project Improvements by Mileage							Overall Priority Score	KSI crash count	School Area	GHG/VMT Benefit	Potential Grants
		Sidewalk miles	Class 1 miles	Class 2 miles	Class 2b miles	Class 3 miles	Class 3b miles	Class 4 miles					
<b>Tier 2 Recommendations</b>													
212	Sheridan Lincoln Blvd	-	-	-	0.1	-	-	6.7	16	0	Y	4	ATP
68	Atwood Rd	-	0.4	1.4	-	-	-	-	15	1	Y	1	HSIP
71	Auburn Folsom Rd	0.3	-	-	9.4	-	-	-	15	4	N	0	HSIP
72	Auburn Ravine Rd & Foresthill Rd Overcrossing & Foresthill Rd	0.1	-	0.6	-	-	-	-	15	0	N	0	(HSIP)
247	Bell Rd	-	0.6	1.1	-	-	-	-	15	0	Y	1	--
120	Blue Oaks Dr & Town Ct & Education St	-	-	1.0	-	-	-	-	15	0	Y	0	--
86	Christian Valley Rd & Bowman Rd	0.4	-	3.7	-	-	-	-	15	0	Y	0	--
107	Douglas Blvd	0.2	-	0.5	-	-	-	-	15	0	N	0	(HSIP)
108	Douglas Blvd	-	6.0	-	-	-	-	-	15	3	N	4	HSIP, ATP
118	E Roseville Pkwy	1.8	-	-	3.7	-	-	-	15	1	Y	0	HSIP
275	PFE Rd	0.9	0.6	-	0.3	-	-	-	15	1	Y	1	HSIP
176	Placer Hills Rd & Meadow Ln & Meadow Vista Rd & Crother Rd & Meadow Gate Rd	1.1	-	4.2	-	-	-	-	15	0	Y	1	(HSIP)
190	Richardson Dr & Park Dr	-	-	-	-	-	1.5	-	15	1	Y	0	HSIP, ATP

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## CITY OF COLFAX

Colfax is a small town nestled in the Sierra Nevada foothills, known for its rich railroad history and proximity to scenic mountain trails. The town has a quaint, old-fashioned downtown, reflecting its past as a key stop along the transcontinental railroad. Today, it attracts outdoor enthusiasts with its easy access to hiking, biking, and camping in the nearby forests, while still maintaining its quiet, small-town charm. While Colfax has access to the rest of Placer County via I-80, its location in the mountains makes it difficult to access without a vehicle. Also due to this geographic location, Colfax is relatively compact and does not experience much of the newer, suburban style development seen in the valley. This compact nature makes walking and biking a viable way to get around town, although there are some steep grades in places.

Key conclusions regarding transportation in Colfax are noted below and visualized in the graphic to the right and in **FIGURE 38**. The recommended projects by prioritization tier are shown in **FIGURE 39**.

- The freeway/highway prevents those living or working on the east side from walking or biking to key destinations.
- Existing bike facilities are limited.
- Church Street, one of the few streets with bike lanes, is categorized as a high stress route.
- The bike route along Rising Sun Street, Grass Valley Street, and North Main Street is primarily low-stress, with a small section of bike lanes near Highway 174. However, a key intersection along this route presents a barrier for people walking or biking, as it is stop-controlled at the junction of a high-stress and low-stress route.
- About 15.5% of the trips taken in Colfax are by walking, and there were very few crashes involving someone walking or biking. That said, with 1/3 of trips in the city being 2-miles or less, there is opportunity to encourage more people to choose to walk or bike to get around.
- Colfax Elementary School and Colfax High School are located just to the northwest of the Colfax City Boundary along Ben Taylor Road. Ben Taylor Road is a high stress road, limiting access for people on foot or bike. While Ben Taylor Road does have a steeper incline, it is feasible that people could walk or bike to the schools, especially with eBikes, if there were safe and comfortable infrastructure.

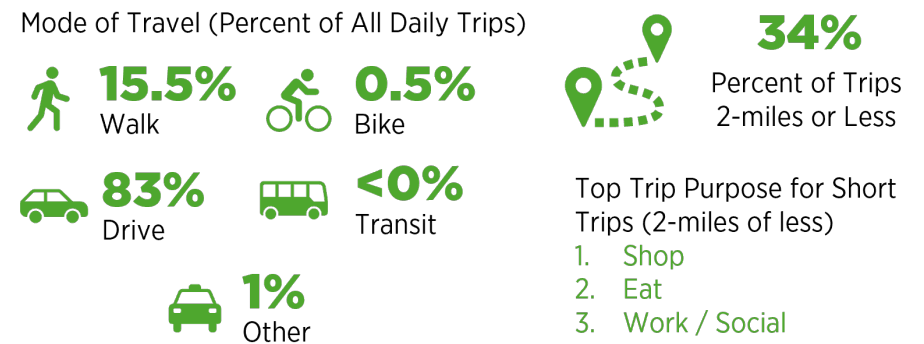
## Who Lives In Colfax?



## Safety Statistics

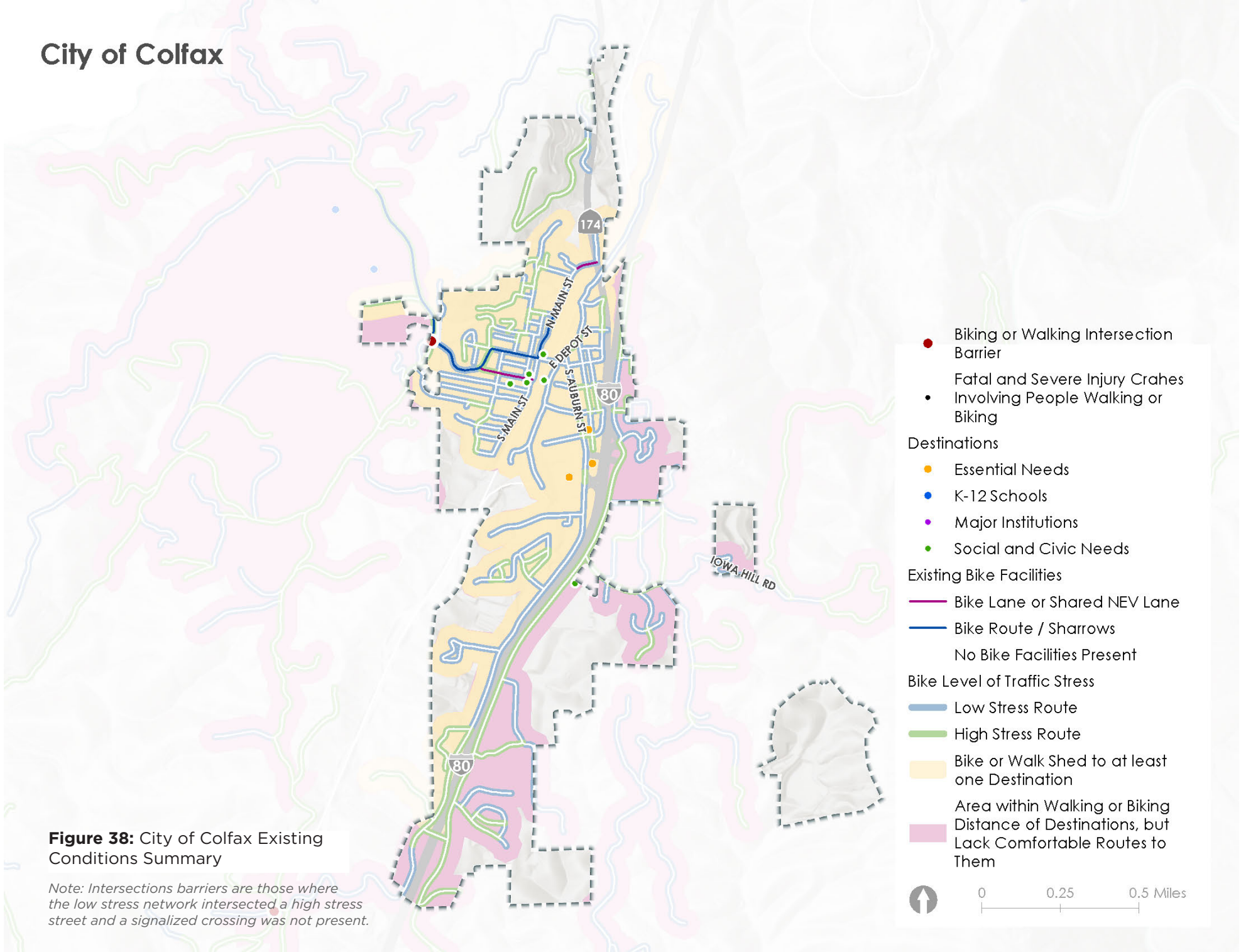


## How Do People Get Around?



*Note: travel data is based on a small population size and should be considered as an estimation of general trends.*

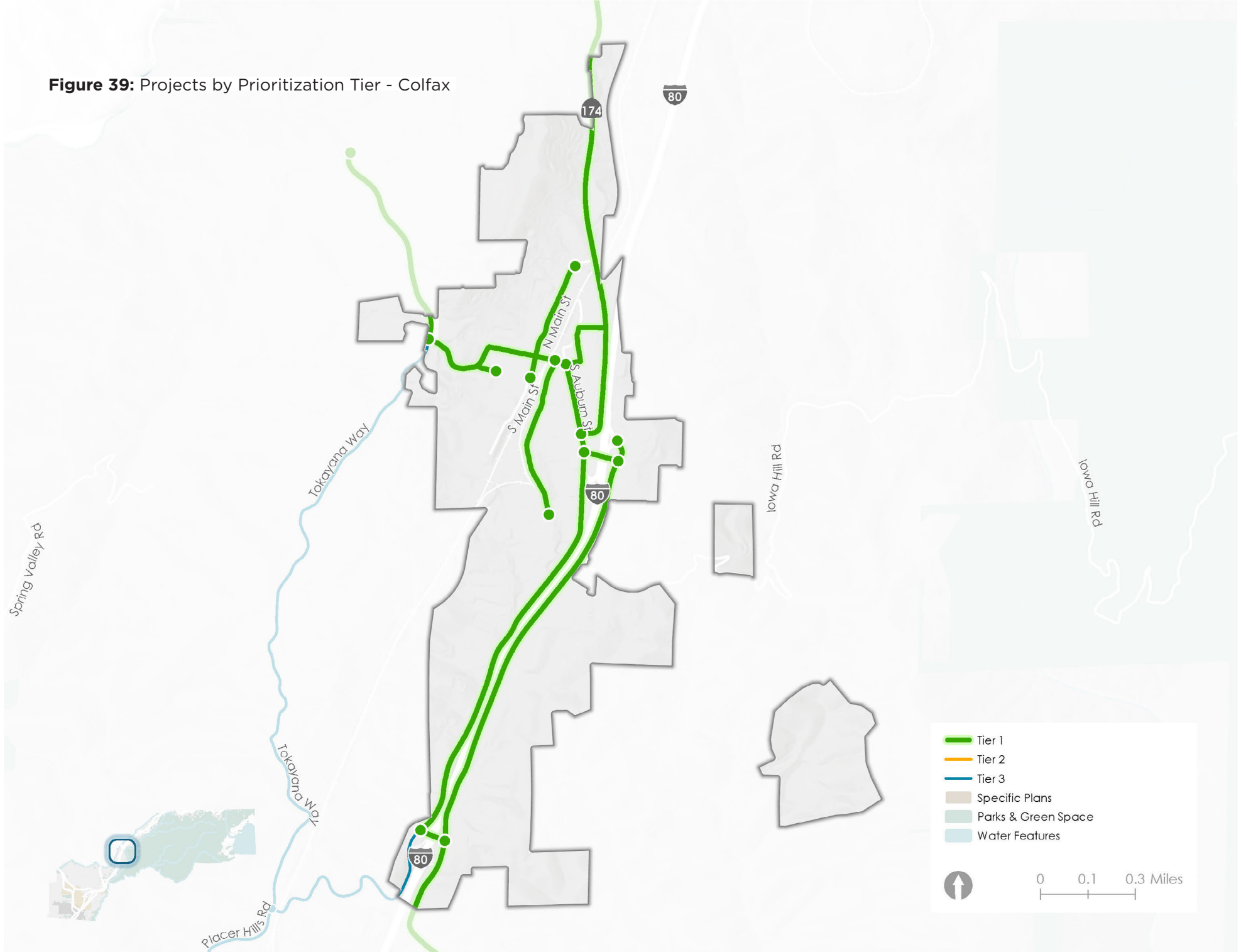
# City of Colfax



**Figure 38:** City of Colfax Existing Conditions Summary

*Note: Intersections barriers are those where the low stress network intersected a high stress street and a signalized crossing was not present.*

**Figure 39:** Projects by Prioritization Tier - Colfax



**Table 10:** Projects by Prioritization Tier - Colfax

Project ID	Location	Project Improvements by Mileage							Overall Priority Score	KSI crash count	School Area	GHG/VMT Benefit	Potential Grants
		Sidewalk miles	Class 1 miles	Class 2 miles	Class 2b miles	Class 3 miles	Class 3b miles	Class 4 miles					
<b>Tier 1 Recommendations</b>													
257	Canyon Way & Placer Hills Rd Overcrossing (Caltrans ROW)	-	-	0.2	1.3	-	-	-	9	0	N	1	Regional ATP
267	N Auburn St & N Main St & Grass Valley St & Rising Sun Rd & Ben Taylor Rd & S Main St & W Church St & S Auburn St	0.8	0.2	1.7	-	-	-	-	9	0	Y	0	Regional ATP
182	Hwy 174 & N Foresthill St & Marvin Ave & Vista Ave	-	-	1.1	0.4	-	0.2	-	5	0	N	0	Regional ATP
268	Hwy 174 Overcrossing (Caltrans ROW) & S Auburn St	-	-	0.8	-	0.6	-	-	5	0	N	0	Regional ATP
243	Canyon Way & W Paoli Ln Overcrossing (Caltrans ROW) & Ponderosa Way & Paoli Ln	-	-	1.7	-	2.2	-	-	3	0	N	0	Regional ATP
199	Railroad Ave	-	0.5	-	-	-	-	-	3	0	N	0	Regional ATP

## CITY OF LINCOLN

Lincoln is a rapidly expanding city that blends modern amenities with its small-town charm. Originally founded during the Gold Rush and later known for its pottery industry, Lincoln has become a residential hub with planned communities, golf courses, and a historic downtown area. The city attracts families and retirees alike, with its balance of recreational opportunities, local shops, and easy access to both urban and rural settings.

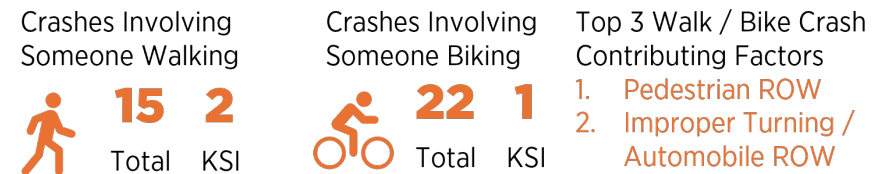
Key conclusions regarding transportation in Lincoln are below and visualized in the graphic to the right and in **FIGURE 40**. The recommended projects by prioritization tier are shown in **FIGURE 41**.

- Especially in the newer, suburban parts of Lincoln, most destinations have their primary access points located along high stress roads, limiting access for people walking or biking.
- Most neighborhood streets in the city are low-stress routes. However, Collectors and arterials like E Joiner Parkway, Del Webb Boulevard, Stoneridge Boulevard, Ingram Parkway, and Ferrari Ranch Road are high-stress routes that act as barriers between the low stress neighborhood streets.
- Almost 40% of trips are two-mile or less, although less than 14% of trips are made on foot or bike. More comfortable infrastructure may help encourage people to walk and bike.
- There are more bike facilities on high-stress routes than on low-stress ones. However, the existing bike lanes offer opportunities for improvement to enhance comfort and safety.
- Destinations clustered between O Street and East Avenue in the historic grid part of the City are walkable, located along low-stress routes with fewer intersection barriers.
- E Joiner Parkway, which provides an east-west connection through the city and to the broader region, has several intersection barriers and a history of fatal and severe injury crashes involving people walking or biking.
- Many of the newer suburban neighborhoods include extensive shared use path networks which provide good connectivity within neighborhoods. However, they often connect to high stress routes and lack comfortable crossings.
- Lincoln has an extensive network of NEV lanes which may provide comfortable connectivity for people using NEVs, particularly in the Sun City Lincoln development. Needs of NEV users and potential improvements to increase comfort for people biking in NEV lanes should be considered in project identification and development.

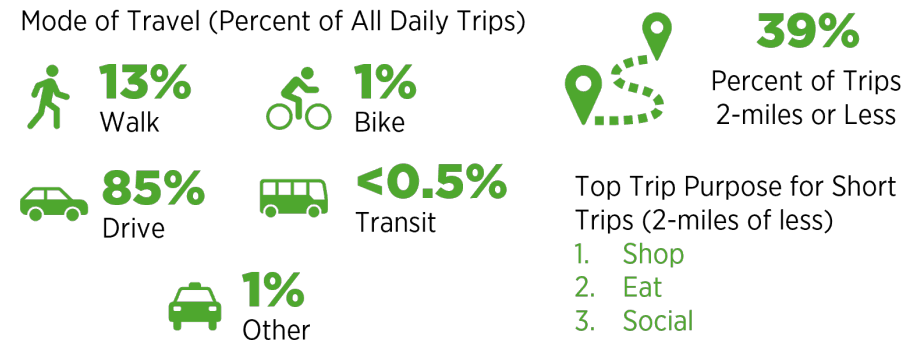
## Who Lives In Lincoln?



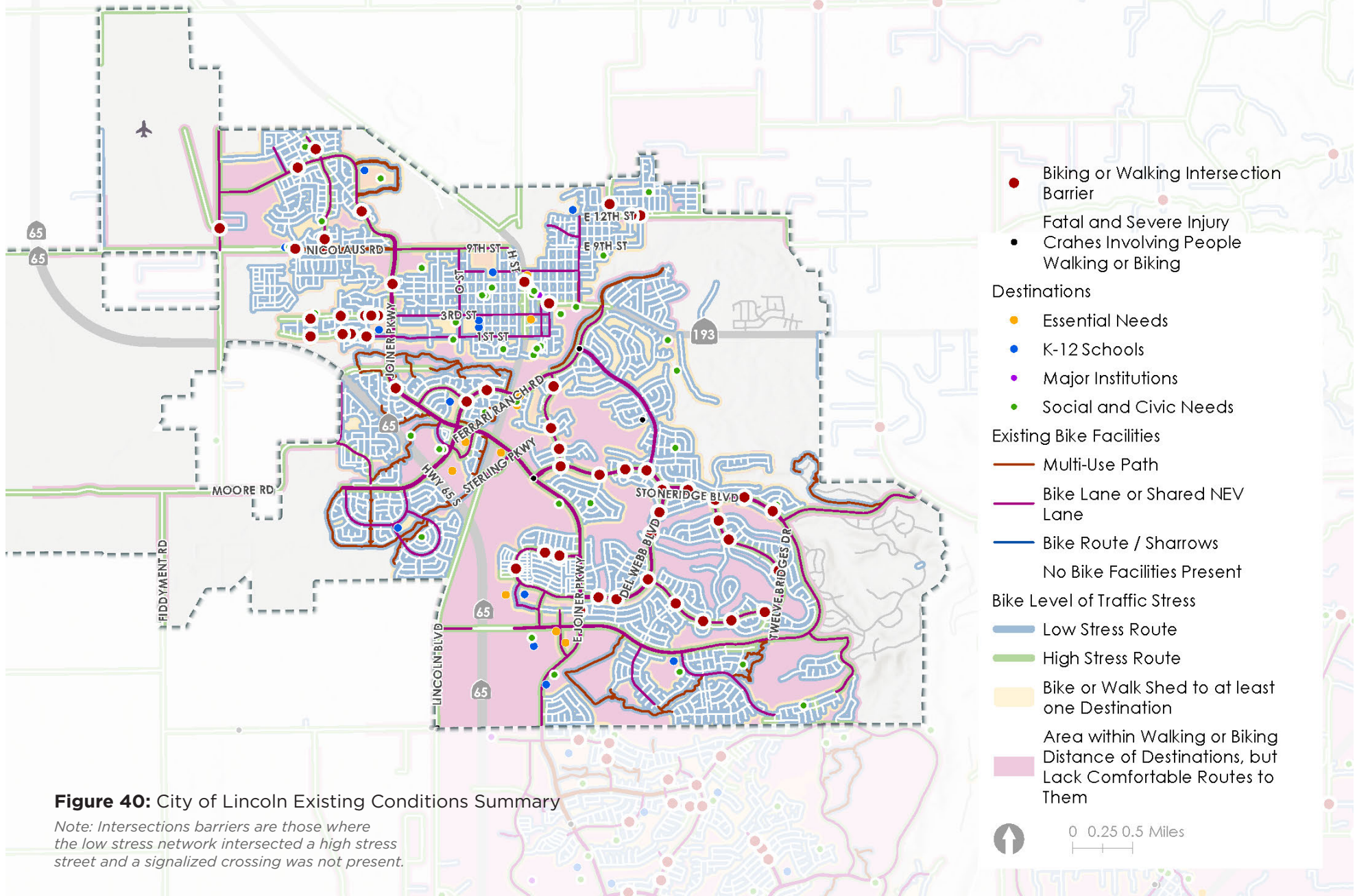
## Safety Statistics



## How Do People Get Around?



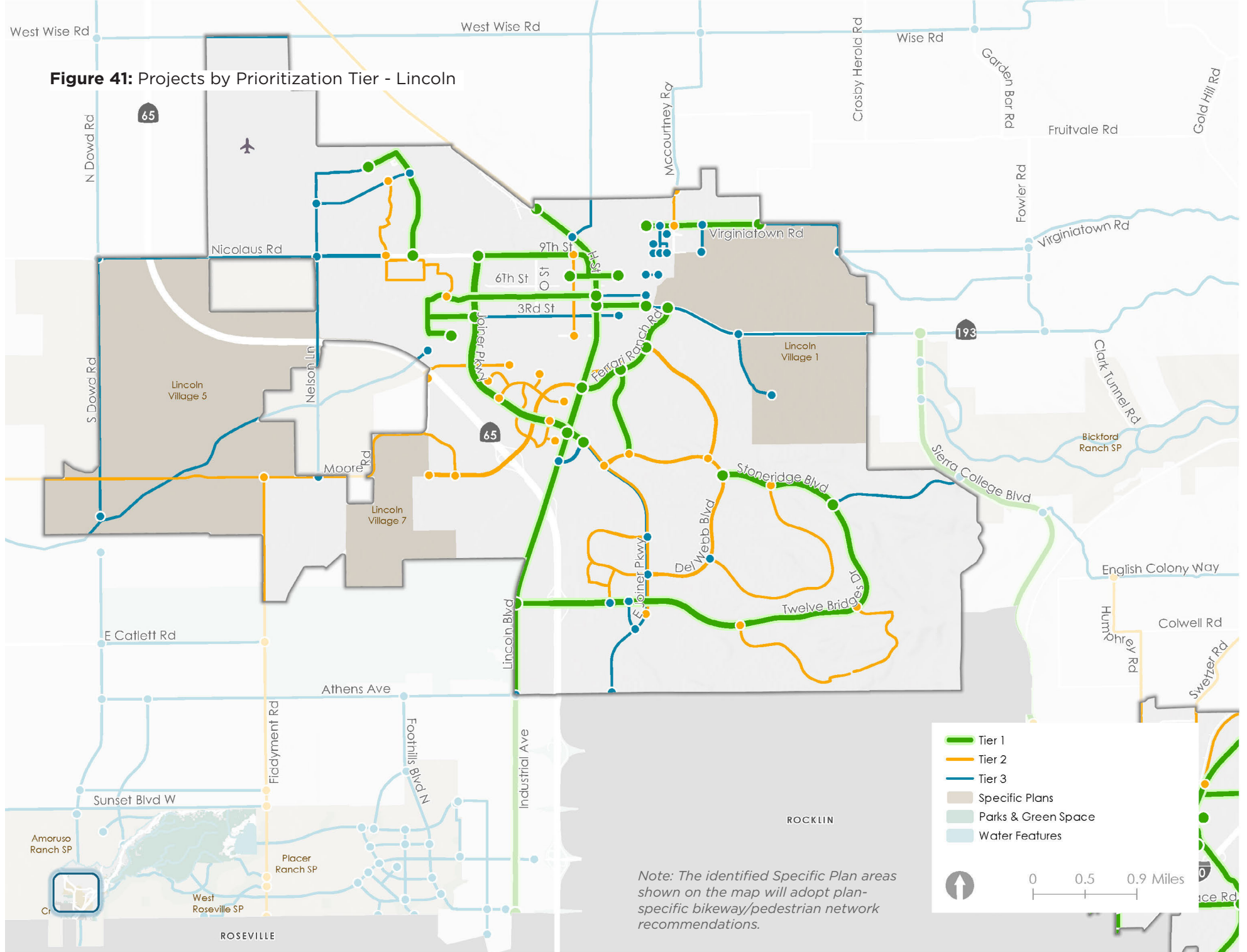
# City of Lincoln



**Figure 40: City of Lincoln Existing Conditions Summary**

*Note: Intersections barriers are those where the low stress network intersected a high stress street and a signalized crossing was not present.*

**Figure 41: Projects by Prioritization Tier - Lincoln**



Note: The identified Specific Plan areas shown on the map will adopt plan-specific bikeway/pedestrian network recommendations.

**Table 11:** Projects by Prioritization Tier - Lincoln

Project ID	Location	Project Improvements by Mileage							Overall Priority Score	KSI crash count	School Area	GHG/VMT Benefit	Potential Grants
		Sidewalk miles	Class 1 miles	Class 2 miles	Class 2b miles	Class 3 miles	Class 3b miles	Class 4 miles					
<b>Tier 1 Recommendations</b>													
222	Twelve Bridges Dr & Stoneridge Blvd & Twelve Bridges Dr Overcrossing	1.0	-	-	8.3	-	-	-	22	1	Y	2	HSIP
59	5th St & 3rd St & Chambers Dr & 1st St	-	-	-	-	-	2.5	-	21	0	Y	2	(HSIP), ATP
112	E 12th St & Virginiatown Rd	0.1	-	0.1	-	-	-	1.0	21	0	Y	2	ATP
151	Industrial Ave & Lincoln Blvd & Lincoln Blvd Undercrossing	-	5.3	-	-	-	-	-	21	1	N	2	HSIP, ATP
160	Lakeside Dr & Lincoln Airpark Dr	-	-	-	1.0	-	0.3	-	21	0	N	2	(HSIP), ATP
260	Lincoln Blvd	0.3	-	-	0.5	-	-	1.3	21	0	N	2	(HSIP), ATP
174	Mcbean Park Dr	-	-	-	0.5	-	-	-	20	0	N	4	(HSIP)
63	7th St & 9th St & H St & Nicolaus Rd	-	-	-	-	-	-	1.6	19	0	Y	2	(HSIP), ATP
128	Ferrari Ranch Rd	-	-	1.6	-	-	-	-	19	1	N	0	HSIP
152	Ingram Pkwy	-	-	-	0.8	-	-	-	19	0	N	3	(HSIP)
272	Joiner Pkwy	-	2.1	-	-	-	-	0.2	19	0	Y	3	(HSIP), ATP
<b>Tier 2 Recommendations</b>													
103	Del Webb Blvd	-	-	-	5.2	-	-	-	17	1	N	3	HSIP
117	E Joiner Pkwy	-	-	-	0.1	-	-	1.7	17	1	N	2	HSIP, ATP
127	Ferrari Ranch Rd Off N & Ferrari Ranch Rd & Ferrari Ranch Rd Undercrossing	-	3.7	-	-	-	-	-	17	0	Y	3	(HSIP), ATP
175	Mccourtney Rd	0.2	-	0.2	-	-	-	0.2	17	0	N	2	ATP
64	Waverly Dr & Celtic Dr & Fairway Dr & Swallowview Dr & Teal Hollow Dr S & Egret Way & Savannah Dr & Mallard Way & Caber Dr & Abbeyhill Rd & Patriot Dr & Fullerton Ranch Rd	-	-	-	-	-	2.4	-	17	0	Y	0	ATP
202	Eastridge Dr & Ridgecrest Dr & Chesapeake Way & Chesapeake Ct & Ridgecrest Ct	-	-	-	2.5	-	-	-	16	0	Y	2	--

Project ID	Location	Project Improvements by Mileage							Overall Priority Score	KSI crash count	School Area	GHG/VMT Benefit	Potential Grants
		Sidewalk miles	Class 1 miles	Class 2 miles	Class 2b miles	Class 3 miles	Class 3b miles	Class 4 miles					
<b>Tier 2 Recommendations</b>													
129	Fiddymment Rd	-	4.0	-	-	-	-	-	16	0	N	4	ATP
49	Moore Rd	0.2	0.2	-	0.7	-	-	-	16	0	N	2	--
50	Shared Use Path (Auburn Ravine)	-	0.5	-	-	-	-	-	16	0	N	0	--
101	Allenwood Cir & Groveland Ln & Equinox Ln & Longmeadow Ln & Danbury Dr & Kensington Ln & Stanmark Dr	-	-	-	1.8	-	0.4	-	15	0	Y	2	(HSIP)
83	Colonnade Dr & Dresden Dr & Galewind Dr & Bella Breeze Dr	-	-	-	2.5	-	-	-	15	0	Y	2	--
153	J St	-	-	-	-	-	0.7	-	15	0	Y	0	ATP
254	S Brewer Rd & Moore Rd & Sorrento Pkwy	-	-	1.8	0.6	8.5	-	-	15	0	N	1	--
219	Spring Valley Pkwy	-	-	-	2.4	-	-	-	15	0	N	0	--
223	Sun City Blvd	-	-	-	2.6	-	-	-	15	1	N	0	HSIP

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## TOWN OF LOOMIS

Loomis is a small, rural town with a charming, laid-back atmosphere. Known for its agricultural history and family-owned farms, Loomis offers a slower pace of life with access to farmers' markets, local festivals, and a tight-knit community. The town retains a strong rural character with horse properties, orchards, and beautiful landscapes, making it a peaceful retreat just outside the hustle and bustle of larger cities. While development patterns are generally rural or suburban, Loomis has a historic, walkable town center.

Key conclusions regarding transportation in Loomis are noted below and visualized in the graphic to the right and in **FIGURE 42**. The recommended projects by prioritization tier are shown in **FIGURE 43**.

- Most of the major roads in the more urban part of Loomis, north of I-80, have marked bike lanes. However, other than within the historic town center, these lanes are on high stress roads and may not be comfortable for most people to travel along. Taylor Road roughly between Oak Street and Webb Street acts as the historic center of town, and this area feels more walkable with frequent crossing, many destinations, and lower speeds.
- South of I-80, the development patterns in Loomis are more rural and there is limited infrastructure for people biking.
- Although more than one in four trips in Loomis are two-miles or less, very few people choose to walk or bike.
- There are very few comfortable places to cross the major roads in Loomis. King Road, Taylor Road, and Brace Road specifically act to divide the Town. Because of this, access in Loomis is somewhat relegated to quadrants around those roads. For example, people living Northwest of the intersection of King Road and Taylor Road would have a difficult time getting to the historic part of town where most of the destinations are.
- With thoughtful infrastructure improvements, almost the entire Town could have access to several destinations via foot or bike.

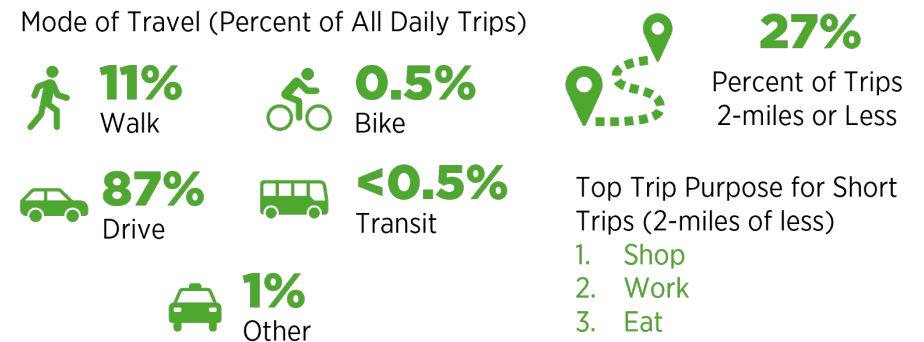
## Who Lives In Loomis?



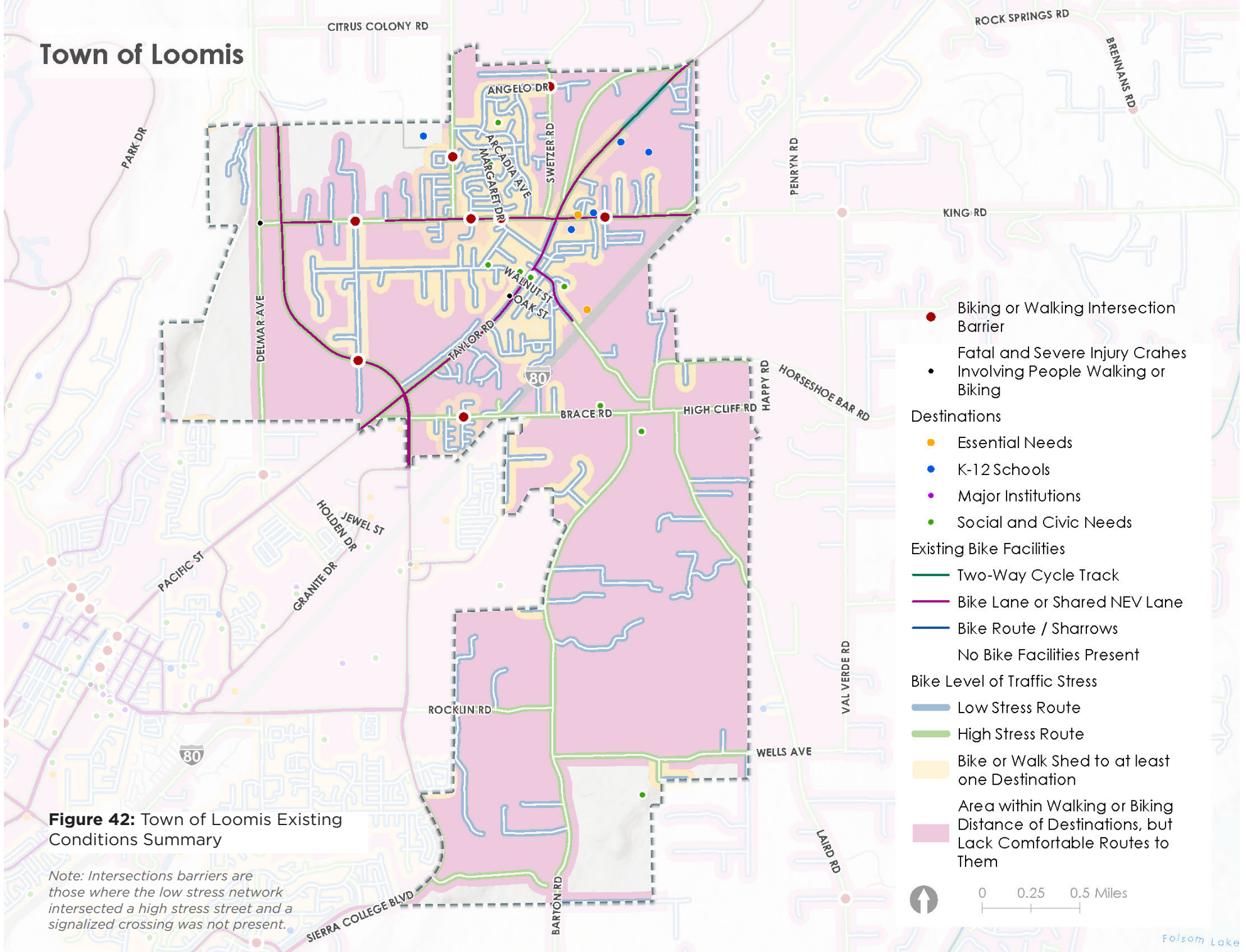
## Safety Statistics



## How Do People Get Around?

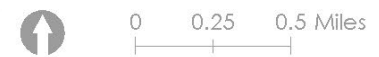


# Town of Loomis



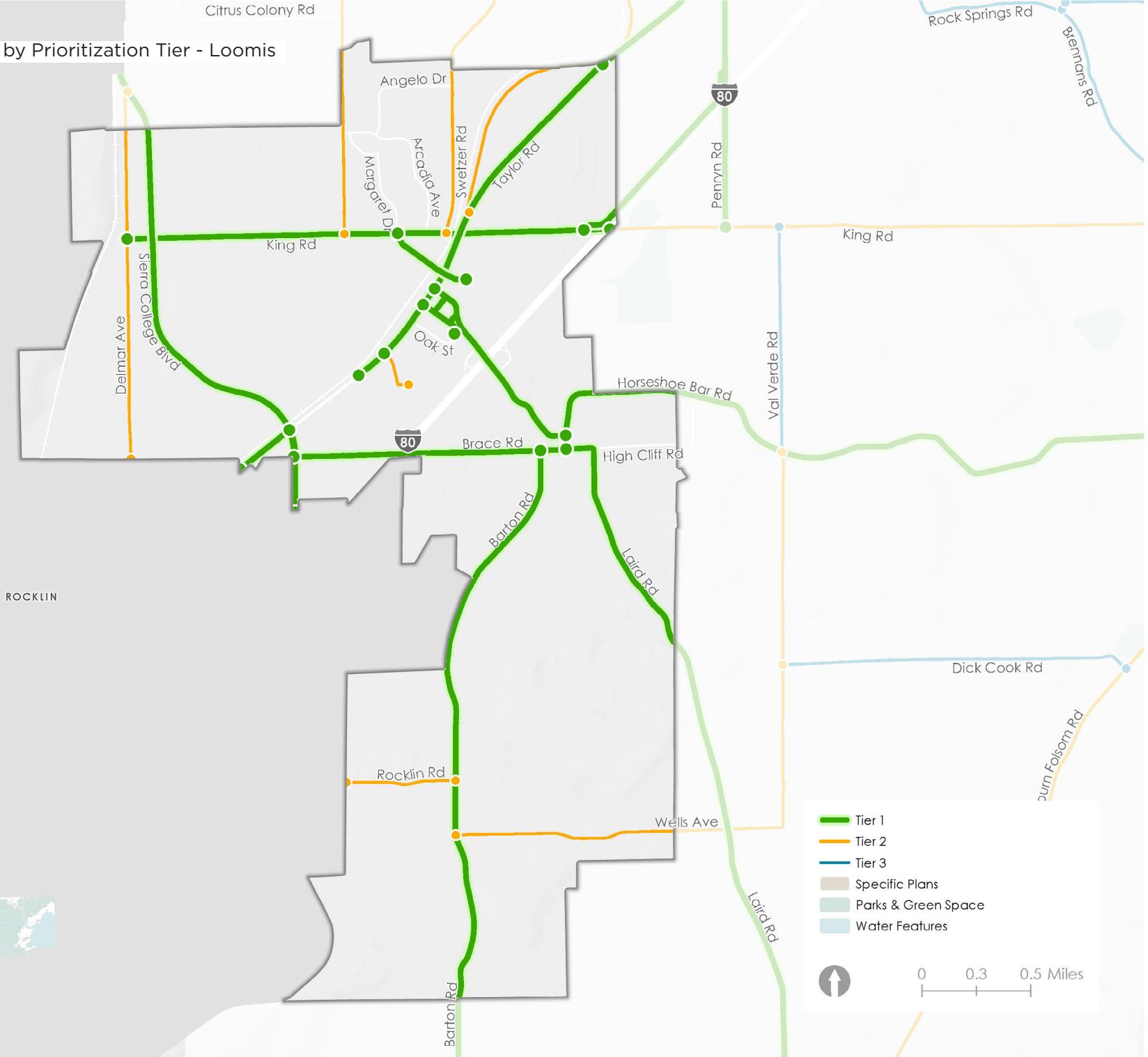
**Figure 42: Town of Loomis Existing Conditions Summary**

*Note: Intersections barriers are those where the low stress network intersected a high stress street and a signalized crossing was not present.*



Folsom Lake

**Figure 43: Projects by Prioritization Tier - Loomis**



Legend and scale information:

- Tier 1 (Green line)
- Tier 2 (Orange line)
- Tier 3 (Blue line)
- Specific Plans (Brown box)
- Parks & Green Space (Light green box)
- Water Features (Light blue box)

Scale: 0, 0.3, 0.5 Miles

North arrow icon

**Table 12:** Projects by Prioritization Tier - Loomis

Project ID	Location	Project Improvements by Mileage							Overall Priority Score	KSI crash count	School Area	GHG/VMT Benefit	Potential Grants
		Sidewalk miles	Class 1 miles	Class 2 miles	Class 2b miles	Class 3 miles	Class 3b miles	Class 4 miles					
<b>Tier 1 Recommendations</b>													
158	King Rd & King Rd Overcrossing	0.7	-	-	2.2	-	-	-	24	1	Y	3	HSIP
87	Brace Rd & Laird Rd & Brace Rd Overcrossing	-	-	-	4.6	-	-	-	19	0	Y	3	Regional ATP
229	Taylor Rd	0.3	-	-	-	-	-	1.5	18	1	Y	2	HSIP, ATP
147	Horseshoe Bar Rd & Horseshoe Bar Rd Overcrossing & Walnut St & Callison St & Magnolia St & S Walnut St	0.6	-	-	0.5	0.5	-	-	16	0	N	0	Regional ATP
78	Barton Rd	-	1.5	-	2.7	-	-	-	15	0	N	1	(HSIP), ATP
191	Penryn Rd & Penryn Rd Overcrossing & Boyington Rd	1.8	-	-	2.4	-	-	-	15	0	N	3	Regional ATP
216	Sierra College Blvd	-	1.4	-	4.6	-	-	-	15	0	N	2	Regional ATP
264	Taylor Rd	-	-	-	-	-	-	1.3	15	0	N	3	Regional ATP
250	Horseshoe Bar Rd	-	-	2.6	-	0.8	-	-	14	0	Y	0	Regional ATP
205	Rippey Rd	-	-	-	0.0	-	-	-	13	0	N	3	--
228	Taylor Rd	-	-	-	-	-	-	0.3	13	0	N	0	--
240	Webb St & Gates Ln	0.4	-	-	-	-	-	-	13	0	Y	0	Regional ATP
<b>Tier 2 Recommendations</b>													
159	King Rd	0.3	-	-	2.9	-	-	-	12	1	N	0	HSIP
148	Humphrey Rd	-	-	-	-	2.2	-	-	11	0	Y	0	--
227	Swetzer Rd	-	-	-	0.0	2.3	-	-	11	0	Y	0	--
97	Circle Dr	0.2	-	-	-	-	-	-	10	0	N	0	--
204	Rippey Rd & Penryn Plaza	-	-	-	-	2.5	-	-	9	0	Y	0	--
208	Rocklin Rd	-	-	0.5	-	-	-	-	7	0	N	0	--
232	Val Verde Rd & Wells Ave	-	-	-	-	3.2	-	-	6	0	Y	0	--
104	Delmar Ave	-	-	-	-	1.7	-	-	4	1	N	0	HSIP

# 8. MOVING PLANS TO PROJECTS



# MOVING FROM PLAN TO PROJECT

The Placer Countywide ATP identifies a countywide network of priority walking and bicycling corridors. These recommendations are intended to guide future local and regional investments, but do not serve as final engineering decisions. Following plan adoption, local jurisdictions and partner agencies play the primary role in advancing recommendations into deliverable projects. The process below outlines the steps jurisdictions can follow to move projects forward in a consistent and coordinated way.



## STEP 1. ADOPT AND INTEGRATE THE ATP

PCTPA recommends that member agencies formally adopt the ATP or otherwise acknowledge it as a guiding document for active transportation investments for their community. Once adopted, agencies should:

- Reference ATP corridors when updating local plans, capital improvement programs, and pursuing grant funding
- Use the network to inform design decisions for roadway projects, maintenance activities, and development review
- Consider ATP recommendations early in corridor planning and project scoping efforts

Early integration will help ensure that active transportation needs are considered alongside other transportation priorities, rather than added later in the process.



## STEP 2. SCREEN AND REFINE RECOMMENDED CORRIDORS

ATP recommendations represent preferred facilities and alignments, not fixed facility types or routes. Before advancing a project, agencies should conduct corridor-level screening to determine what is feasible within existing constraints and if other parallel routes may better serve active transportation connections. This step may include:

- Reviewing right-of-way, environmental constraints, utilities, and drainage
- Evaluating traffic volumes, speeds, and operational needs
- Identifying opportunities for phased implementation or interim treatments
- Confirming consistency with local policies and design standards

This step will provide a refined understanding of the project and near and long-term implementation considerations.



## STEP 3. CONDUCT PROJECT-LEVEL PLANNING AND ENGAGEMENT

Once a corridor is identified for advancement, additional feasibility planning, engagement, and engineering analysis is typically needed before funding and programming. Agencies should:

- Engage community members, property owners, and stakeholders specific to the corridor
- Evaluate alternative design concepts and tradeoffs
- Coordinate with maintenance, operations, emergency services, and transit providers to determine needs and constraints
- Identify project limits and preliminary cost ranges

This step helps to confirm community support and reduce future risks in design and construction.



## STEP 4. IDENTIFY FUNDING AND PROGRAM PROJECTS

With a defined project concept, jurisdictions can pursue funding and programming opportunities. This may include:

- Applying for regional, state, or federal active transportation funding
- Programming projects in local Capital Improvement Programs
- Aligning projects with pavement, safety, or other roadway improvement schedules
- Advancing projects in phases as funding becomes available

The ATP provides documented justification that can strengthen grant applications and support competitive funding requests.



## STEP 5. DESIGN, DELIVER, AND EVALUATE

After funding is secured, projects move into final design, permitting, and construction following standard agency procedures. Following implementation, agencies are encouraged to:

- Track progress toward ATP goals
- Monitor safety, usage, and community feedback
- Use lessons learned to inform future projects and updates to the ATP

## PCTPA'S ONGOING ROLE

PCTPA will support ongoing implementation of the ATP by:

- Using the ATP to guide regional funding decisions and priorities
- Coordinating across jurisdictions where projects cross boundaries
- Updating the plan periodically to reflect progress, changing conditions, and new information or priorities

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# TOOLBOX FOR IMPLEMENTATION

The ATP provides the vision, background, and network design for an active transportation system in Placer County that supports people getting to work, school, shops, and outdoor spaces while also shaping the character of our communities. The **Active Transportation Treatment Toolbox** builds on this further by turning the vision of the ATP into practical, on-the-ground solutions that make walking, biking, and rolling safer and more inviting.

It offers a flexible set of proven treatments that local jurisdictions can adapt to fit the unique context of each town, neighborhood, and roadway—recognizing that what works in a rural area may look different from a town center or suburban street. While the toolbox doesn't replace engineering standards or local plans, it helps guide project decisions, points to trusted design resources, and provides a common way for communities to talk about building safer, healthier, and more connected places.

## TOOLBOX ORGANIZATION

The toolbox is designed to be useful for both community members and local staff, and contains the following sections to establish context, core facilities, and supporting elements of a cohesive active transportation network:

- **Place Types:** The toolbox begins by describing place types (**FIGURE 2**), highlighting the unique community contexts within Placer County. Place types are used to contextualize appropriate treatments in the following sections.
- **Foundational Facilities:** The toolbox introduces the foundation of a safer and connected network: bikeway and walkway facilities. It presents the different facility types, with photos and plain-language descriptions of where each works best.
- **Treatment Toolbox:** This section includes treatments for intersections, crossings, traffic calming, and supportive elements such as signage and parking. These treatments are organized around the **Safe System Approach**, described further below, to emphasize key benefits of each treatment.

**FIGURE 44** provides a snapshot of the Foundational Facilities and Treatment Toolbox elements, and the full Toolbox can be found in **APPENDIX E**.

### WHAT IS THE SAFE SYSTEM APPROACH?

The Safe System Approach is an international framework for reducing deaths and serious injuries on our roads. It accepts that people will sometimes make mistakes, but those mistakes should not result in tragedy. Safety comes from building multiple layers of protection into the system. Key elements include:

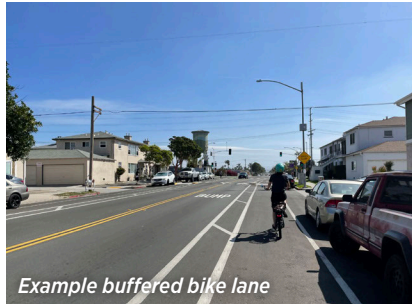
- **Safer Speeds** – manage vehicle speeds so crashes are less likely to be deadly
- **Safer Roads & Roadsides** – design streets, roads, and crossings to protect people when mistakes happen
- **Safer Intersections** – reduce conflict points and slow turning movements
- **Safer Users** – support people of all ages and abilities to travel safely
- **Post-Crash Care** – provide rapid emergency response to reduce the severity of injuries

The Treatment Toolbox organizes safety issues around these principles, making it clear how each treatment contributes to a safer transportation system.

**Figure 44:** Summary of Facilities and Treatments

**Foundational Facility**

- Shared Lane
- Bike Boulevard (Neighborhood Bikeway)
- Bike Lane
- Buffered Bike Lane
- Separated Bike Lane
- Shared Use Path
- Sidewalk



**Facilities for Rural and Context-Specific Needs**

- Paved Shoulder
- Advisory Bike Lane
- Neighborhood Electric Vehicle (NEV) Bike Lanes



**Place Type**

- TC** Town Center    **IN** Industrial
- RE** Residential    **AO** Agricultural/Open Space
- CO** Commercial    **RU** Rural

Treatment (in Alphabetical Order)	Place Type					
	TC	RE	CO	IN	AO	RU
Bend Out	TC	RE	CO	IN	AO	RU
Bike Box/Two-Stage Turn	TC	RE	CO	IN	AO	RU
Bike Conflict Markings	TC	RE	CO	IN	AO	RU
Bike/Micromobility Parking	TC	RE	CO	IN	AO	RU
Bus Island*	TC	RE	CO	IN	AO	RU
Centerline Hardening*	TC	RE	CO	IN	AO	RU
Chicane*	TC	RE	CO	IN	AO	RU
Choker/Pinch Point*	TC	RE	CO	IN	AO	RU
Curb Extension/Bulb Out*	TC	RE	CO	IN	AO	RU
Edge Line Rumble Strips*	TC	RE	CO	IN	AO	RU
High-Visibility Crosswalk	TC	RE	CO	IN	AO	RU
Lane Narrowing	TC	RE	CO	IN	AO	RU
Lane Repurposing	TC	RE	CO	IN	AO	RU
Median Refuge*	TC	RE	CO	IN	AO	RU
Pedestrian Signal	TC	RE	CO	IN	AO	RU
Pick-Up/Drop-Off Zone	TC	RE	CO	IN	AO	RU
Protected/Dedicated Intersection*	TC	RE	CO	IN	AO	RU
Raised Crosswalk*	TC	RE	CO	IN	AO	RU
Raised Intersection*	TC	RE	CO	IN	AO	RU
Rectangular Rapid Flash Beacon (RRFB)	TC	RE	CO	IN	AO	RU
Roundabout	TC	RE	CO	IN	AO	RU
Slow Turn Wedge*	TC	RE	CO	IN	AO	RU
Speed Lumps*	TC	RE	CO	IN	AO	RU
Signal Enhancements	TC	RE	CO	IN	AO	RU
Wayfinding Signage	TC	RE	CO	IN	AO	RU

**Note**

\*In locations where snow plows are regularly used, designs should accommodate plow operations or consider alternative treatments that are compatible with snow removal operations.

# FUNDING STRATEGY AND IMPLEMENTATION

Implementation of the Active Transportation Plan will rely on a combination of discretionary grants and formula-based transportation funds. The programs highlighted below represent funding sources that are most likely to support walking, bicycling, and safety projects in Placer County based on project scale, context, and typical eligibility.

This section is intended to help local agencies understand which funding programs are most applicable and how they are typically used. It does not represent an exhaustive list of all possible funding sources. Also note funding availability, match requirements, and award amounts may change by cycle. Agencies should confirm current program guidance prior to application.

## PRIORITY DISCRETIONARY GRANT PROGRAMS

The following grant programs are commonly used by California cities and counties to advance active transportation projects similar in scale and context to those identified in this plan.

Program	Best Fit Project Types	Typical Cycle	Match Requirement	Notes
<b>Active Transportation Program (ATP)</b>	Bicycle and pedestrian capital projects, Safe Routes to School, non-infrastructure programs	Biennial	No match required; leveraging helps increase score	Primary funding source for active transportation projects. Strong emphasis on safety and equity. This program includes both statewide and regional (SACOG) grants.
<b>Highway Safety Improvement Program (HSIP)</b>	Proven safety countermeasures and systemic safety improvements	Biennial	Varies	Data-driven program focused on crash reduction. Often complements ATP-funded corridors.
<b>Caltrans Sustainable Transportation Planning Grants</b>	Complete Streets, corridor studies, and multimodal planning	Annual	Required	Planning-only. Often used to advance projects to grant-ready status.
<b>Recreational Trails Program (RTP)</b>	Off-street trails, trailheads, and regional trail connections	Annual	Required	Strong fit for rural and recreational projects common in Placer County.
<b>Office of Traffic Safety (OTS) Grants</b>	Education, encouragement, and enforcement programs	Annual	Varies	Non-infrastructure safety programs, including Safe Routes to School.
<b>Urban Greening Grant Program</b>	Shade, green infrastructure, and heat mitigation along walking and bicycling routes	Periodic	Not specified	Works best when active transportation projects include environmental co-benefits.
<b>Affordable Housing and Sustainable Communities (AHSC)</b>	Active transportation projects tied to affordable housing and transit	Annual	Varies	Applicable in select locations where housing and transit investments are present.

## FEDERAL DISCRETIONARY GRANT PROGRAMS (SELECTIVE)

Federal programs are highly competitive and best suited for larger, bundled, or multi-jurisdictional projects. The programs below represent those most likely to align with projects identified in this plan.

Program	Best Fit Project Types	Typical Cycle	Notes
<b>Safe Streets and Roads for All (SS4A)</b>	Safety planning and implementation projects	Annual	Requires an adopted Safety Action Plan for implementation grants.
<b>BUILD Grants</b>	Large multimodal corridor or bundled infrastructure projects	Annual	Best suited for larger projects or packages of improvements.
<b>Reconnecting Communities</b>	Projects that reduce or mitigate barriers created by major roadways	Annual	Strong equity and community connectivity emphasis.
<b>PROTECT Resilience Grants</b>	Climate resilience planning and capital projects	Annual	Applicable where projects address heat, flooding, or evacuation access.

## FORMULA AND PROGRAMMED FUNDING SOURCES

In addition to discretionary grants, many active transportation projects are implemented using formula-based, programmed, and local funding sources. These sources are commonly used as primary funding for smaller projects, to provide match for competitive grants, or to incorporate walking and bicycling improvements into other planned work.

Common sources include:

- State Transportation Improvement Program (STIP)
- Congestion Mitigation and Air Quality (CMAQ)
- Surface Transportation Block Grant (STBG)
- Road Maintenance and Rehabilitation Account (RMRA)
- SB 1 Local Streets and Roads Subventions
- Local general fund allocations and capital improvement program funding
- Roadway maintenance, resurfacing, or reconstruction projects that incorporate active transportation elements
- Developer-funded improvements and partnerships with schools, transit agencies, or special districts

Coordination with PCTPA and SACOG is typically required for regionally programmed funds. Using these sources strategically can improve grant competitiveness, accelerate delivery, and allow agencies to implement near-term improvements without waiting for competitive funding cycles.

## USING THIS FUNDING STRATEGY

The funding programs identified in this section are most effective when used strategically over multiple cycles. In practice, local agencies in Placer County often combine planning, safety, and capital funding to move projects from plan-level recommendations to implementation in a realistic and phased manner. Not every project will follow the same path, but successful agencies maintain flexibility and pursue funding incrementally over time.

### HOW FUNDING PROGRAMS ARE COMMONLY APPLIED

- **Planning grants** are typically used to refine corridor concepts, evaluate feasibility, and prepare projects for competitive capital funding.
- **Safety-focused programs** are commonly applied to address near-term risks, especially at high-injury locations and crossings, and can be implemented independently or alongside larger corridor projects. Crash data is often required to apply for these programs.
- **Capital grants** are then used to construct priority walking and bicycling facilities, often in phases or as bundled projects to improve competitiveness.
- **Trail, housing, transit, and climate-focused programs** provide targeted opportunities where projects align with recreational, development, or resilience goals.

### ROLE OF LOCAL AGENCIES

Local agencies are encouraged to:

- Maintain a pipeline of grant-ready projects identified in this plan
- Advance projects incrementally through planning, safety, and capital funding over multiple cycles
- Match project scale, scope, and readiness to the most appropriate funding source
- Identify local funding sources that can be used for match or leveraged investment
- Coordinate early with PCTPA when pursuing regionally significant or multi-jurisdictional funding

### ROLE OF PCTPA

PCTPA will support implementation by:

- Maintaining the Active Transportation Plan as a current, adopted funding reference
- Supporting coordination for regionally programmed and discretionary funding opportunities
- Facilitating cross-jurisdictional partnerships and project bundling where appropriate
- Sharing data, templates, and lessons learned to strengthen grant competitiveness

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# 9. LET'S GET STARTED



## WHAT THIS PLAN SETS IN MOTION

The Placer Countywide Active Transportation Plan establishes a shared foundation for improving walking, biking, and rolling across the county. It brings together data analysis, community input, agency coordination, and best practices to identify a connected network, priority projects, and practical tools to support implementation over time. Though the Cities of Auburn, Rocklin, and Roseville developed their own Active Transportation Plans, the recommendations of those ATPs are also incorporated into the Countywide ATP as appendices (will be added once completed).

The plan is not a final design document. Instead, it provides a consistent starting point for local jurisdictions and partner agencies to advance projects in a way that reflects local context while contributing to a cohesive countywide system.

## NEAR-TERM FOCUS

With adoption of the ATP, the next phase of work shifts to using the plan to guide day-to-day decision-making. Near-term actions include referencing ATP corridors during project scoping, aligning recommendations with capital improvement programs, and advancing priority projects through feasibility, engagement, and funding opportunities as they arise.

Early implementation may occur through a mix of planning studies, safety improvements, grant applications, and coordination with roadway maintenance or development projects. Incremental progress, even when projects are delivered in phases, is a critical step toward closing gaps and improving comfort and safety.

## ONGOING COORDINATION AND UPDATES

Implementation of the ATP will rely on continued coordination among PCTPA, Placer County, local jurisdictions, and regional partners. PCTPA will support this effort by using the plan to inform regional funding decisions, facilitating coordination where projects cross jurisdictional boundaries, and maintaining the ATP as a current reference for funding and project development.

As conditions change and projects are implemented, the ATP should be revisited and updated periodically to reflect progress, lessons learned, and emerging priorities. Through consistent use and collaboration, this plan provides a clear path forward for translating long-term goals into on-the-ground improvements across Placer County.

## USING THIS PLAN IN PRACTICE

Local jurisdictions and partner agencies can begin using the Placer Countywide Active Transportation Plan by:

- Incorporating the ATP network and priority tiers into project scoping, capital programming, and development review
- Using ATP corridors and project cut sheets to support grant applications and funding decisions
- Screening projects early for feasibility, phasing, and engagement needs
- Coordinating across jurisdictional boundaries where projects align

PCTPA will support implementation by coordinating regionally, guiding funding decisions, and maintaining the ATP as a current planning and funding reference.