APPENDIX F. CITY OF AUBURN ACTIVE TRANSPORTATION PLAN

AUBURN CA

May 2026

Active Transportation Plan

Acknowledgements

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PLAN to PLACE

Statement of Protection of Data from Discovery and Admissions

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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EXECUTIVE SUMMARY

Walking, biking, and rolling by wheelchair or scooter are all components of active transportation. These human-powered modes of travel:

- connect families to schools, parks, work, shopping, restaurants, bus stops, and other destinations without a car;
- improve physical and mental health, including reducing the incidence of disease and obesity;
- result in fewer air pollutants and greenhouse gas emissions; and
- provide economical travel, especially when compared to owning and operating a car.

Auburn, a city of 14,104 residents per the 2020 U.S. Census Bureau, is nestled in the foothills east of the Sacramento metropolitan area. Its proximity to outdoor recreational opportunities fosters an active lifestyle including activities such as walking, bicycling, jogging, trail running, and horseback riding. Proudly embracing its self-designated title as the "Endurance Capital of the World," the City celebrates its vibrant walking and bicycling culture enjoyed by both locals and visitors. Auburn also hosts a variety of high-profile endurance events, including the Western States Endurance Run, the Canyons Endurance Run, and the Tevis World Cup Ride.

Walking and biking in some parts of Auburn can be challenging. Like much of California, the City is primarily designed around automobile travel, which limits the accessibility and safety of active transportation modes. Auburn's rich historic character and established development patterns also constrain opportunities for new infrastructure improvements. Additionally, the City stretches across hilly terrain and a complex network of streams and waterways, further complicating efforts to create a fully connected and accessible walking and biking network.

Despite these challenges, Auburn's community remains committed and enthusiastic about supporting active transportation. Residents have voiced a strong desire for safer, more comfortable walking and biking facilities. The growing popularity of electric mobility devices—such as e-bikes and scooters—is helping to overcome the area's hilly terrain, making active travel more accessible. Additionally, evolving state policies aimed at reducing vehicle miles traveled (VMT) present a timely opportunity to align local efforts with broader statewide sustainability and mobility goals.

This active transportation plan (ATP) is an important step toward creating a transportation network that enhances the safety, accessibility, and enjoyment of active transportation modes in Auburn. By establishing a clear vision and strategy for active transportation improvements, the plan positions the City to pursue funding for new trails, sidewalks, bikeways, and other infrastructure enhancements. The plan will support funding applications from the statewide Active Transportation Program and other funding sources.

This plan meets all requirements for active transportation plans as specified by the California Transportation Commission's 2025 Active Transportation Program Guidelines published March 22, 2024. A summary of these requirements and where they have been addressed within the plan is provided in **Appendix A: Plan Conformance with ATP Guidelines**.

CHAPTER 1: INTRODUCTION

Purpose of this Plan

The Auburn Active Transportation Plan (ATP) serves as a roadmap to enhance active transportation safety and mode share in Auburn, CA. Active transportation is any human-powered travel, such as walking and bicycling. By prioritizing active transportation, Auburn moves toward building a healthier, more sustainable community while reducing vehicle emissions.

The Auburn ATP was developed in conjunction with the Auburn Comprehensive Safety Action Plan (CSAP). The CSAP outlines Auburn's plan to eliminate fatalities and severe injuries on the City's roadway network. The U.S. Department of Transportation and the State of California have committed to the Safe System approach, which focuses on building and reinforcing multiple layers of protection to both prevent roadway collisions and minimize the harm done when crashes do occur. This shift in thinking focuses on integrating safety intentionally throughout the policy, planning, operations, and maintenance of the transportation system. The ATP builds on this foundation by outlining a broad set of policies, programs, and practices that are synergistic with the Safe System approach.

The ATP provides a comprehensive assessment of the needs and opportunities to improve bicycling and walking in Auburn. The Auburn ATP covers the area within today's City limits as well as the City of Auburn's sphere of influence (SOI), as shown in **Figure 1**. The Auburn SOI is the area adjacent to the City which may be considered for future annexation but is currently part of unincorporated Placer County. Investments in new facilities, enhanced crossings, and more trail connections support a more connected, equitable, and accessible transportation network throughout Auburn and the SOI, collectively referred to as the ATP planning area.

The Safe System Approach

The U.S. Department of Transportation and the State of California have committed to the Safe System approach, which acknowledges that mistakes are inevitable while also asserting that severe injuries and fatalities are avoidable. This shift in thinking focuses on integrating safety intentionally throughout the policy, planning, operations, and maintenance of the transportation system.

Safer People – Encourage safe and responsible driving so that people may reach their destinations unharmed.

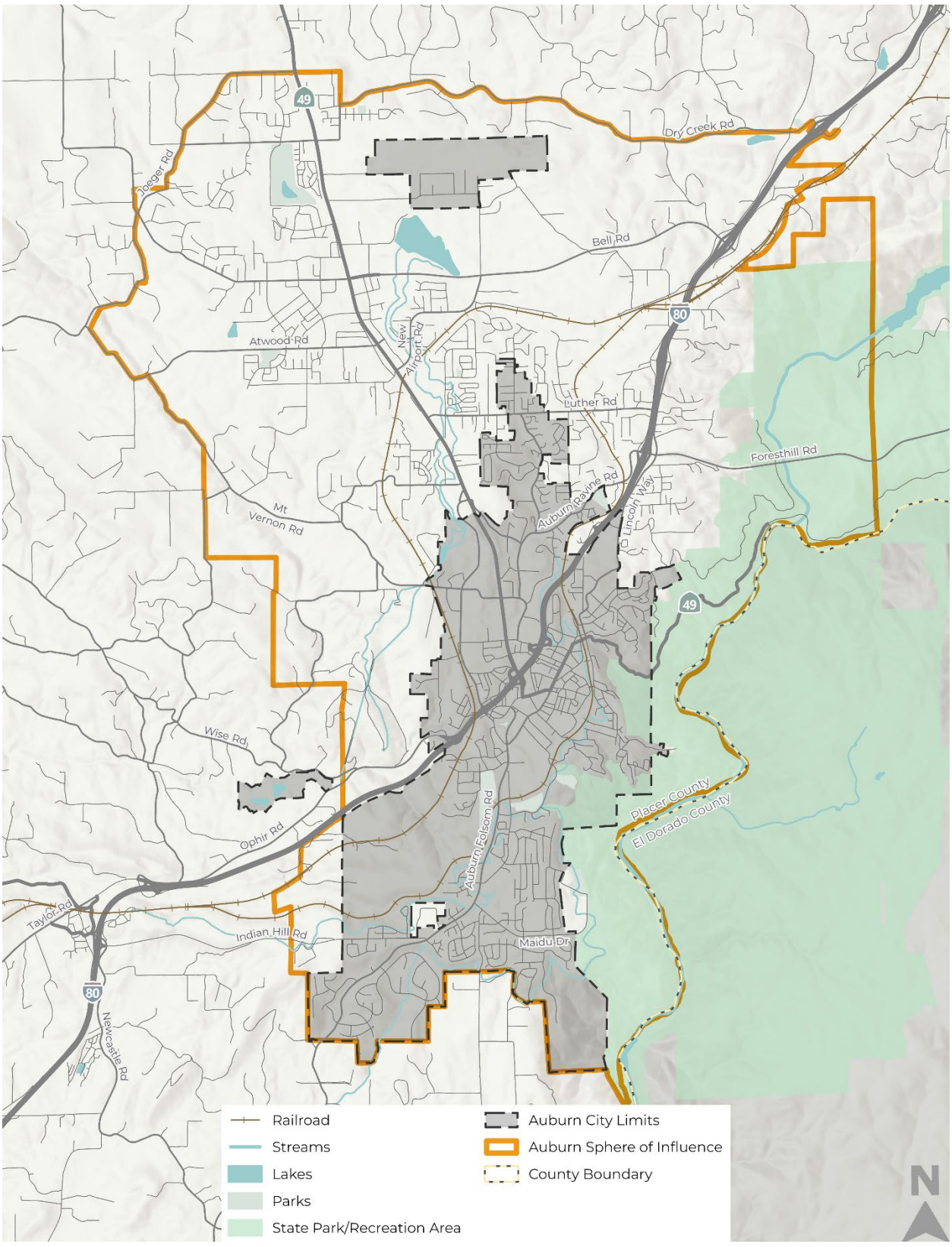
Safer Roads – Design roadways to mitigate and accommodate mistakes and facilitate travel for vulnerable road users.

Safer Vehicles – Equip vehicles with systems and features that help prevent crashes or minimize the impacts of crashes for both parties involved.

Safer Speeds – Promote roadway design, education, and enforcement to encourage safe traveling speeds.

Post-Crash Care – Develop coordinated and comprehensive emergency response practices to provide immediate first responder care and reduce secondary crashes.

Figure 1: Auburn City Limits and Planning Area



Benefits of Active Transportation

Mobility
Active transportation gives people who cannot or choose not to drive additional and affordable options for getting around independently to meet their daily needs. Children, older adults, people with disabilities, and low-income families may benefit the most from walking and cycling improvements.

Health
Active transportation encourages individuals to incorporate physical activity into their daily routines by walking or biking to their destinations. Even moderate daily movement can significantly improve both physical and mental well-being including reducing the incidence of heart disease, high blood pressure, and stress.

Livability
Encouraging active transportation helps reduce reliance on cars and enhances overall quality of life. When more residents travel by foot or bike, neighborhoods become more socially connected, as people are more likely to interact with one another. The increased presence of pedestrians and cyclists makes public spaces feel safer and more vibrant, enriching the character of the area.

Environment
Active transportation offers key environmental benefits by reducing air pollution and greenhouse gas emissions. Choosing to walk or bike lowers energy use, minimizes noise, and decreases both air and water pollution. These changes support cleaner, healthier, and more sustainable communities.

Equity
Active transportation can deliver strong economic benefits for households, businesses, and communities. Walking and biking reduces transportation costs for households and reduces the strain of costly roadway maintenance projects on City resources. Additionally, streets with traffic calming create more attractive and appealing neighborhoods.

Benefits of Active Transportation

Active transportation offers a wide range of benefits that extend beyond mobility. By making it easier and safer for people to choose active ways of getting around, communities can improve public health, reduce environmental impacts, strengthen local economies, and enhance overall quality of life.

Regional Setting

Auburn is a historic town located in the Sierra Nevada foothills, approximately 33 miles northeast of Sacramento. Its landscape features rolling hills adjacent to the American River canyon, which is the heart of the Auburn State Recreation Area east of the City. Auburn's setting and proximity to the State Recreation Area provides plentiful opportunities for residents to engage in an active lifestyle, including walking, cycling, jogging, trail running, and horseback riding.

The City features a diverse land use pattern shaped by its historical roots, natural terrain, and evolving community needs. Historic and newly constructed residential neighborhoods are woven among the hills, and significant open space areas are preserved for recreational and environmental protection.

Geographic Scope

ATP development was closely coordinated with the concurrent effort to update the Auburn General Plan. For a unified vision of the future transportation network, the ATP was developed for the same geographic area as the General Plan update.

General Plans are required to cover all areas within city limits and the SOI, which includes land outside the city limits that may impact the City's future. While the SOI is under Placer County's jurisdiction, the City can adopt policies that may influence zoning, development, and annexation

decisions and express the City's position on future growth in these adjacent areas.

The ATP develops a vision for the future of active transportation both within the City of Auburn and its SOI. Planning efforts were coordinated with the concurrent Placer County Transportation Planning Agency (PCTPA) Countywide ATP, which covers most of unincorporated Placer County including Auburn's SOI; however, the City of Auburn does not have the authority to implement the recommendations in this ATP for facilities outside its City limits without annexation. Similarly, this ATP provides recommendations along state-owned roadways within City limits, such as portions of State Route (SR) 49 and I-80 on- and off-ramps, which are owned and operated by Caltrans. Recommendations for Caltrans facilities are also outside the authority of City of Auburn to implement. Their inclusion in this plan is to support the shared vision and collaboration between City of Auburn and partner agencies who possess a shared responsibility in the Auburn area's transportation system.

Key Destinations and Land Use

Figure 2 shows key destinations for bicyclists and pedestrians in Auburn. Important destinations include the following:

- Downtown and Old Town Auburn
- Major commercial and employment centers
- Transit centers
- Schools
- Public services (library, post office, etc.)
- Medical facilities
- Event centers
- Parks and recreational areas
- Disadvantaged Communities

Considering equity indicators is essential to ensure transportation investments address historic disparities and provide fair, accessible benefits to all residents. Service to disadvantaged and underserved communities, also referred to as environmental justice communities, is a key factor

Demographics

Median Age is

47

years-old

Median Age
The median age throughout Auburn is 47 years old. Auburn's downtown area is younger on average compared to the rest of the ATP planning area, with a median age of 35–40 years old, and the median age rises with increasing distance from the City center. **Figure 3** displays the median age of residents by census tract in Auburn. **Figure 4** and **Figure 5** provide more detailed information on age by census tract.

Of all Auburn households

13%

do not speak English at home

Language Spoken at Home
Over 13% of households speak a language other than English at home, most of which speak Spanish. The greatest share of residents whose primary language is a language other than English reside in the center of Auburn, with 15–20% of residents speaking a language other than English at home. **Figure 6** displays the percent of households who speak a language other than English by census tract.

Median household income is

$73,074

for the City of Auburn

Median Household Income
High-income households are more commonly found toward the outer edges of the City, particularly in the northern and southern areas. While there is some income diversity near downtown, central Auburn and the surrounding neighborhoods generally reflect lower income levels than areas farther from the center, as seen in **Figure 7**. Overall, median household income decreases moving inward from the City's periphery toward central Auburn, with the lowest income levels concentrated in and around the central neighborhoods.

Source: 2022 American Community Survey 5-Year Estimate

in many grant funding programs such as California's Active Transportation Program.

MEDIAN HOUSEHOLD INCOME

The California Active Transportation Program defines Census tracts with a median household income less than 80% of the statewide median based on the US Census 2018–2022 American Community Survey, or $73,524, to be considered disadvantaged communities. For areas with a population of fewer than 15,000 residents, disadvantaged communities may be identified at the census block group level. **Figure 7** depicts which census block groups are considered disadvantaged based on median household income.

FREE AND REDUCED PRICE MEAL (FRPM)

Eligibility to receive free or reduced-price meals under the National School Lunch Program is an indicator of poverty. Schools with at least 75% of students eligible for subsidized meals, based on the 2023–2024 school year, are considered disadvantaged by the California ATP guidelines.

There are ten public schools located in the City of Auburn and the ATP planning area:

- Auburn Elementary School
- Bowman Charter
- Confluence Continuation School
- EV Cain Middle School
- Maidu Virtual Charter School
- Placer High School
- Skyridge Elementary School
- Placer County Pathways Charter
- Placer County Special Education
- Placer County Court Schools

One school, Placer County Court Schools, is considered disadvantaged by this criterion, with over 90% of students eligible for free or reduced-price meals. **Figure 8** displays the schools and their share of students eligible for FRPM.

CALENVIROSCREEN 4.0

CalEnviroScreen is a measure of environmental health that accounts for socioeconomic factors, population characteristics, pollution factors, and environmental factors at the census tract level. Tracts with higher percentiles are more disadvantaged. The worst scoring 25 percent are considered disadvantaged by the ATP guidelines. No areas of Auburn or the ATP planning area are considered disadvantaged by this criterion.

CALIFORNIA HEALTHY PLACES INDEX

The California Healthy Places Index is a measure of community conditions known to shape health outcomes. Factors include economics, education, transportation, social, neighborhood, housing, clean environment, and healthcare access. Census tracts in the worst scoring 25% are considered disadvantaged by the ATP guidelines. No areas in the City of Auburn or the ATP planning area are considered disadvantaged by this criterion.

SACOG ENVIRONMENTAL JUSTICE AREAS

The Sacramento Council of Governments (SACOG), with the assistance of the SACOG Equity Working Group, identified environmental justice areas as census block group level concentrations of low income, and/or high minority, and/or qualification of an "other vulnerability," and/or within the CalEnviroScreen 3.0 identified areas. The other vulnerabilities consider high concentrations of the following:

- older adults aged 75 or more
- linguistically isolated households
- single parent households with children under the age of 18
- low educational attainment
- severely housing cost burdened households
- persons with disabilities

No census tracts within the City of Auburn are classified as disadvantaged by SACOG's Environmental Justice criteria. One census tract in

the City of Auburn's SOI is classified as disadvantaged due to low-income, defined as areas where 40% or more of people are living at 200% or less of the federal poverty level. **Figure 9** shows the area of Auburn considered disadvantaged by regionally specific criteria.

ZERO AUTOMOBILE HOUSEHOLDS

Households that do not own a vehicle are more likely to be dependent on walking, biking, and transit to meet their transportation needs. According to the 2018–2022 American Community Survey, 5.7% of occupied Auburn households have no vehicles, compared to 6.9% for California. The area with the greatest share of households that do not own a vehicle is located between I-80 and Auburn Ravine Road, where over 20% of households do not have a vehicle. Additional neighborhoods south of I-80 near the downtown core also have a relatively high share of households without a vehicle. Within Auburn's SOI, the neighborhood northwest of SR 49 and Bell Road has a high concentration of households without vehicle access. **Figure 10** shows the areas of Auburn where households do not have access to a vehicle.

Figure 2: Key Destinations

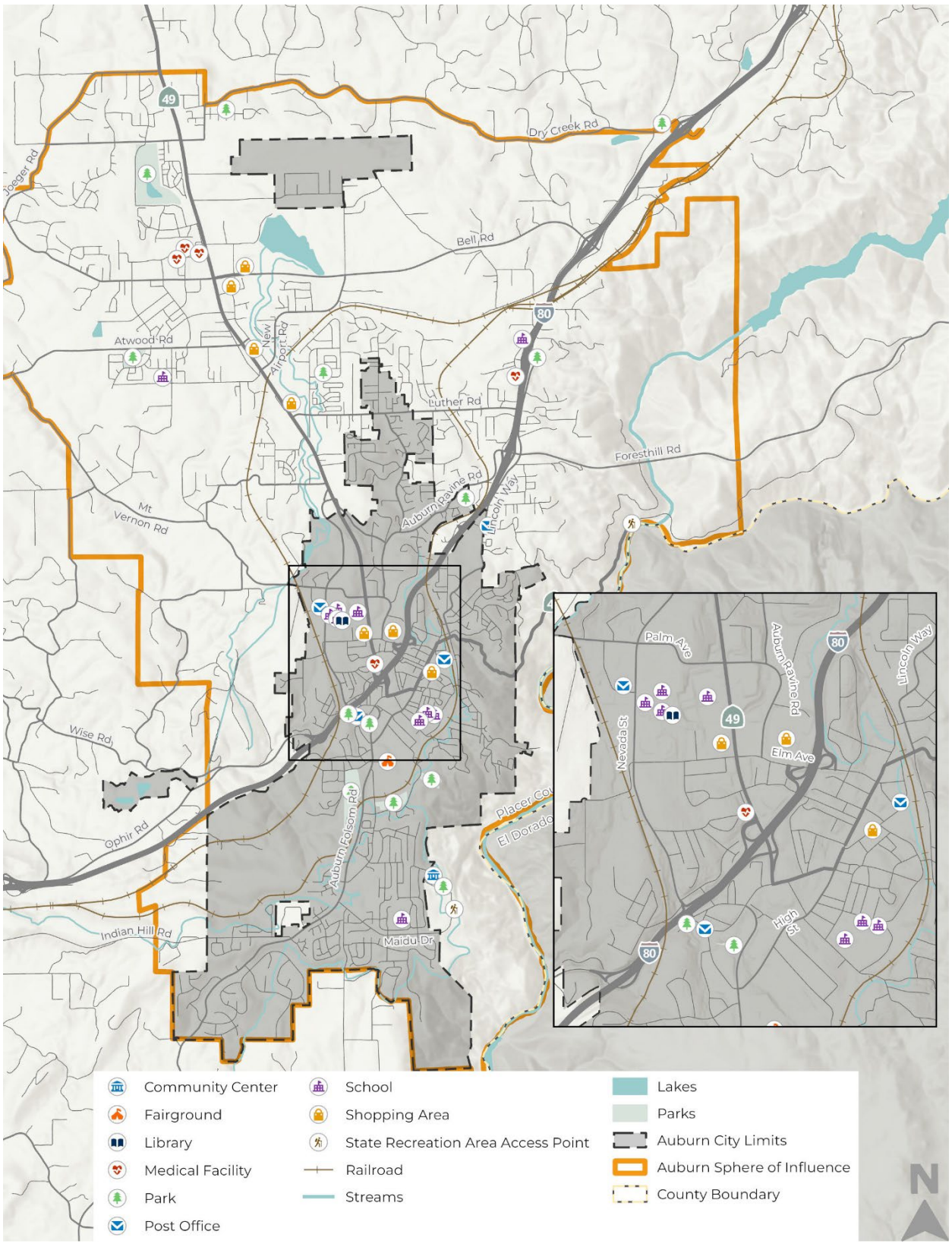


Figure 3: Median Age by Census Tract

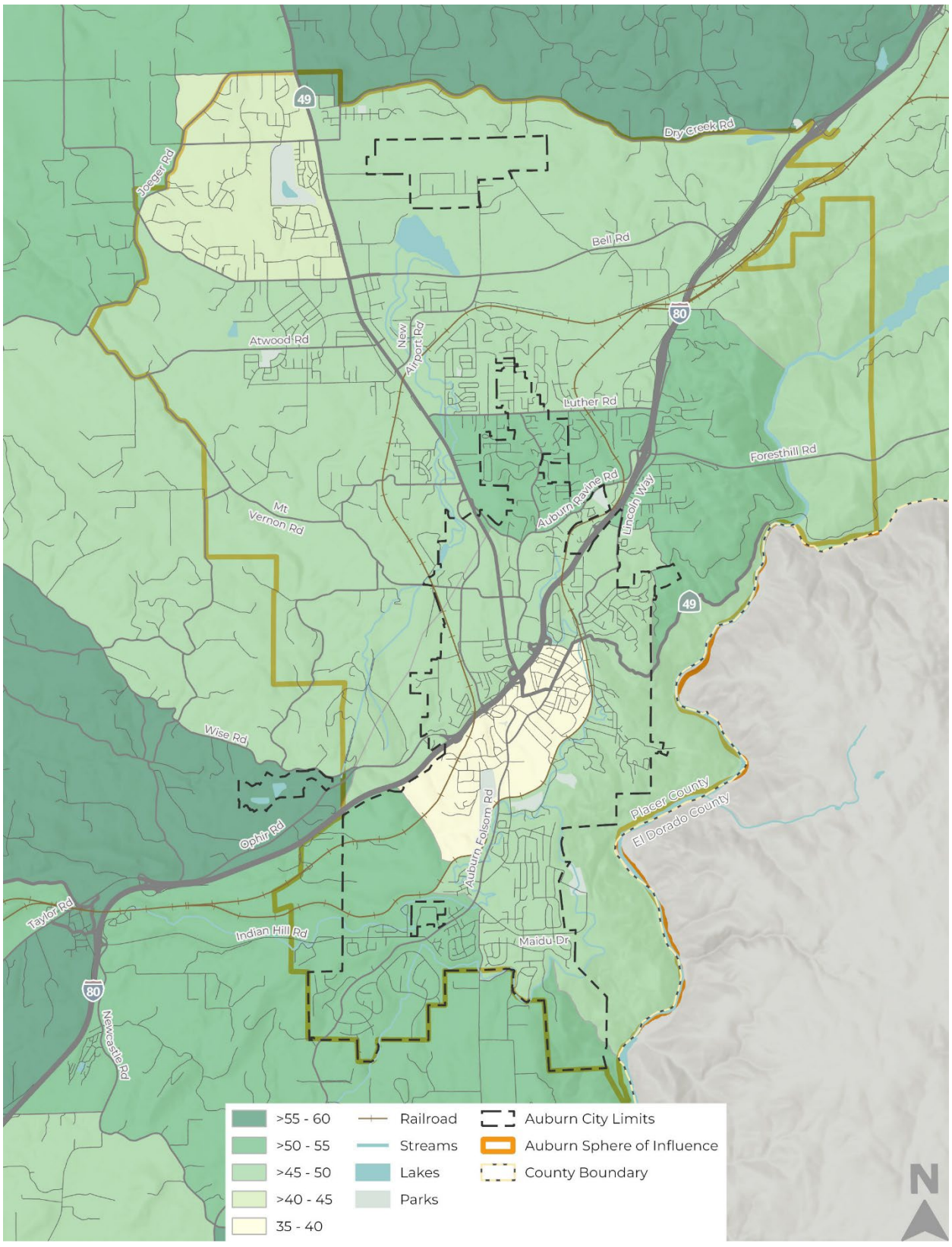


Figure 4: Percent of Population Under Age 18 by Census Tract

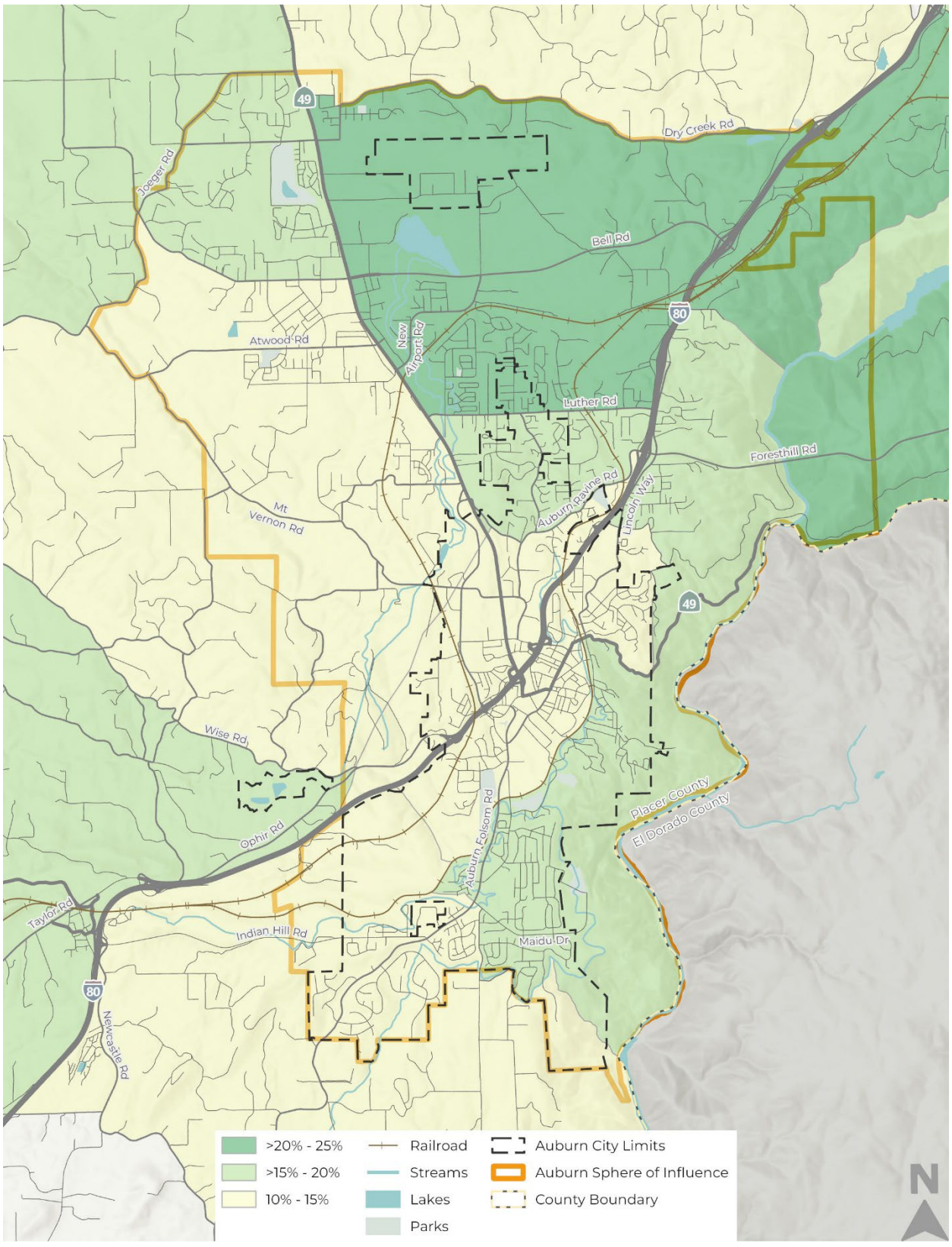


Figure 5: Percent of Population Over Age 65 by Census Tract

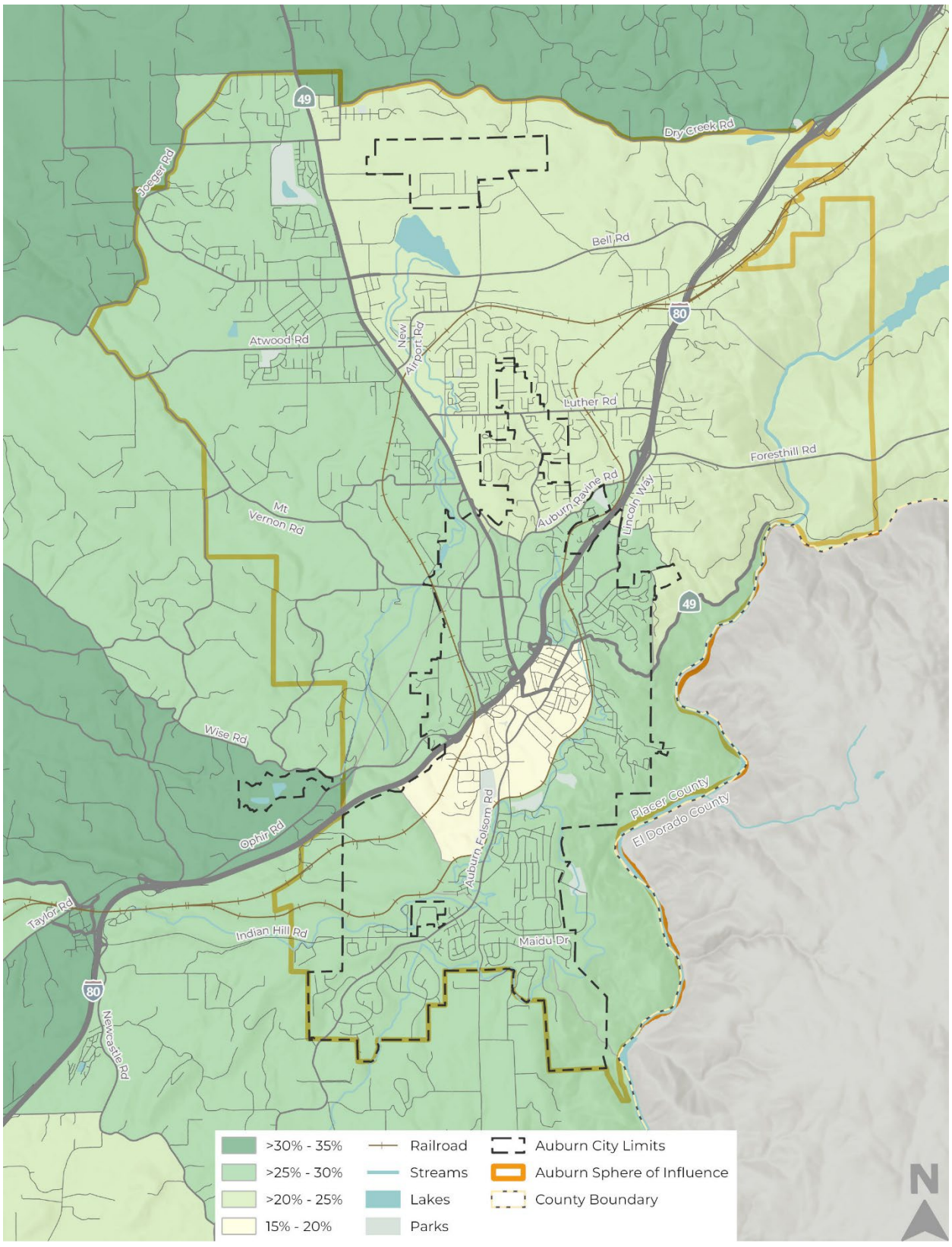


Figure 6: Percent of Households that Speak a Language Other than English

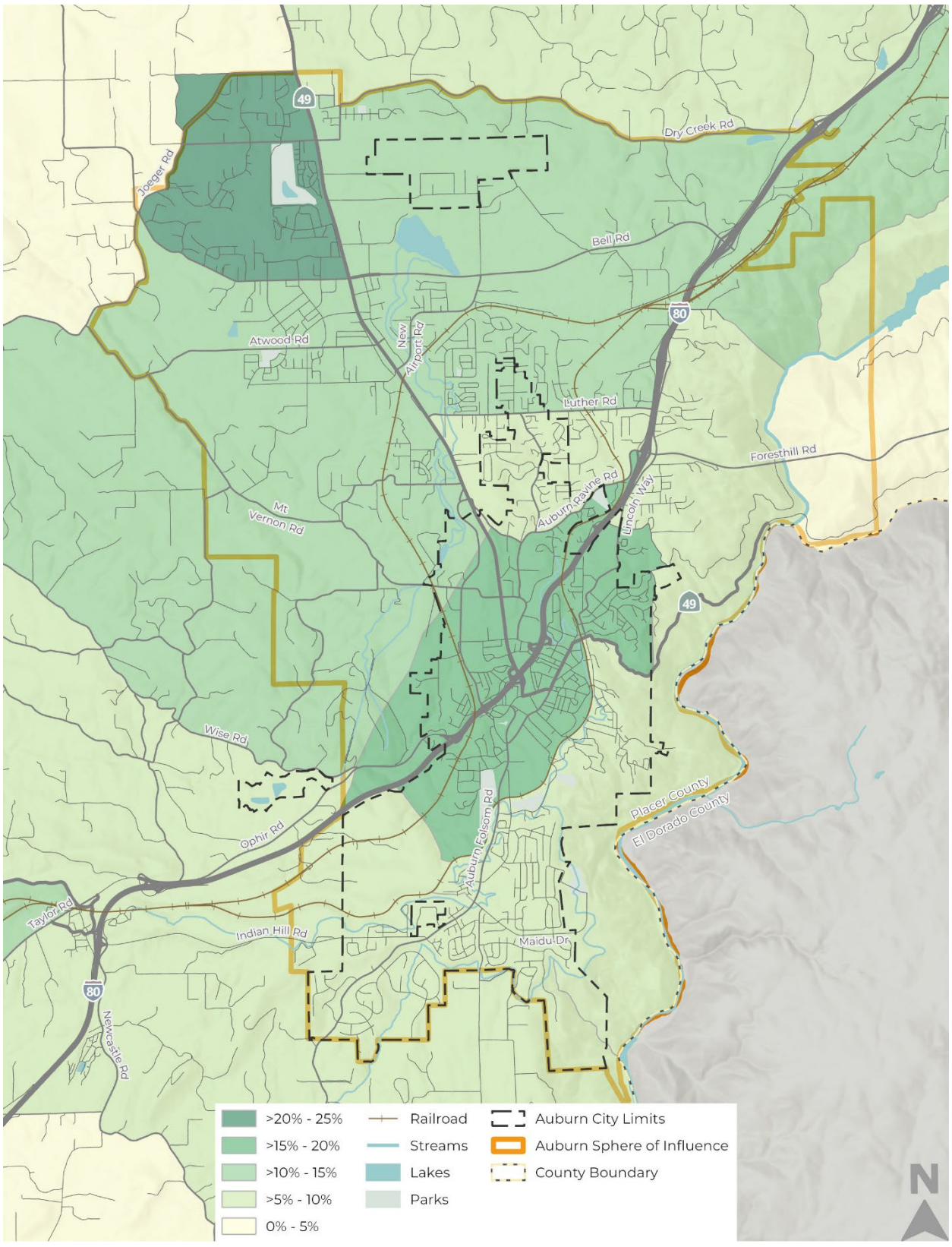


Figure 7: Median Household Income by Census Block Group

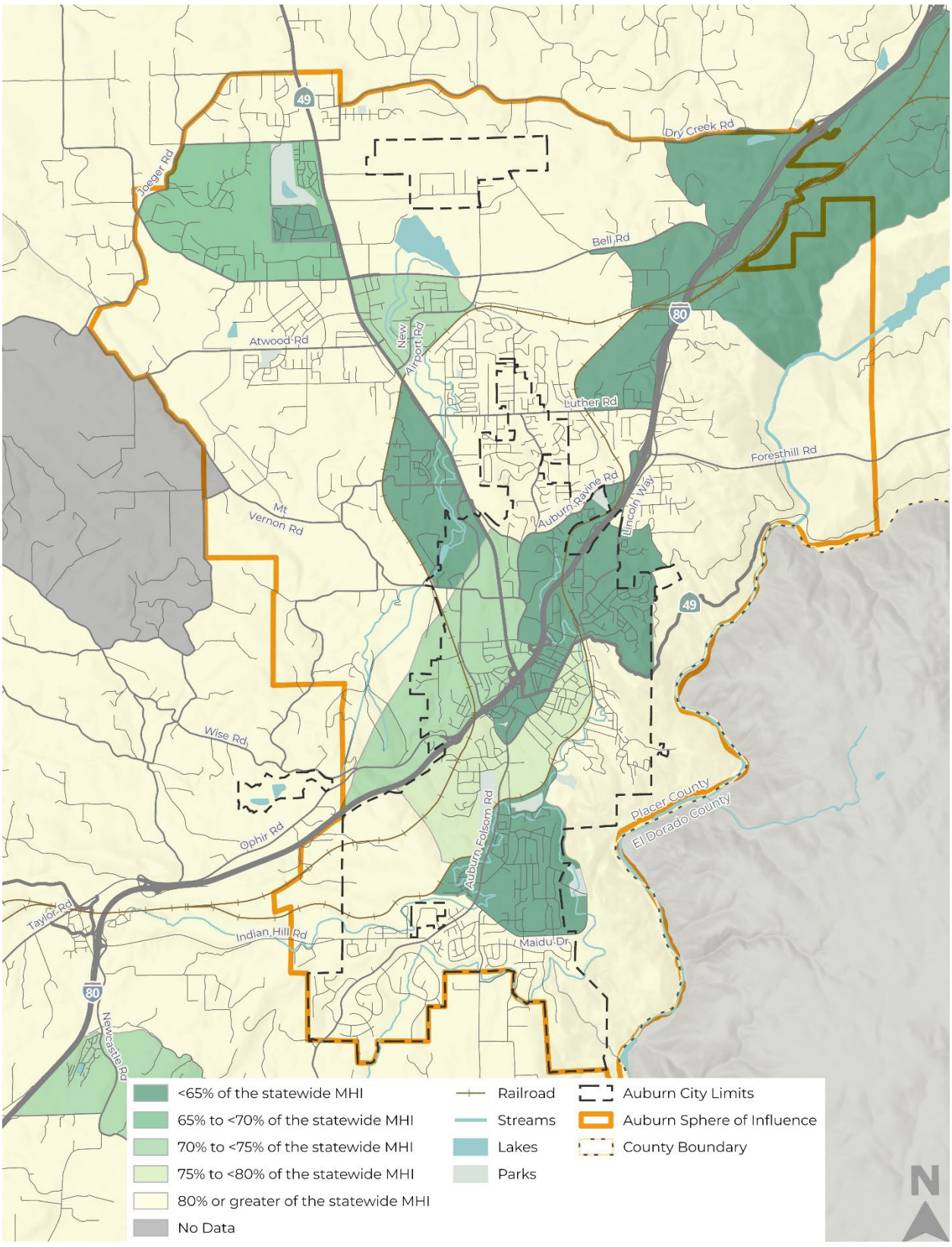


Figure 8: Free and Reduced-Price Meals for Students

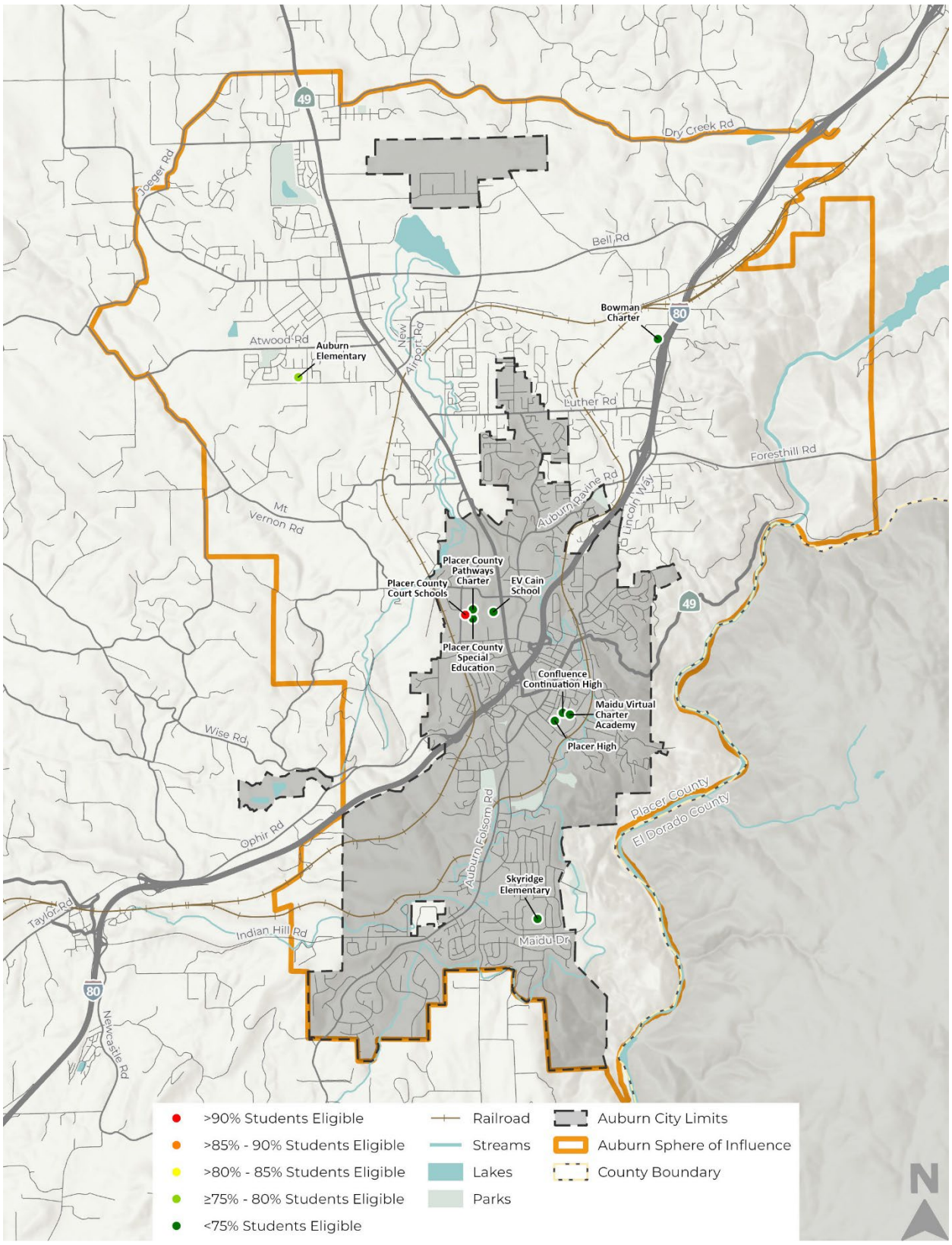


Figure 9: SACOG Environmental Justice Areas

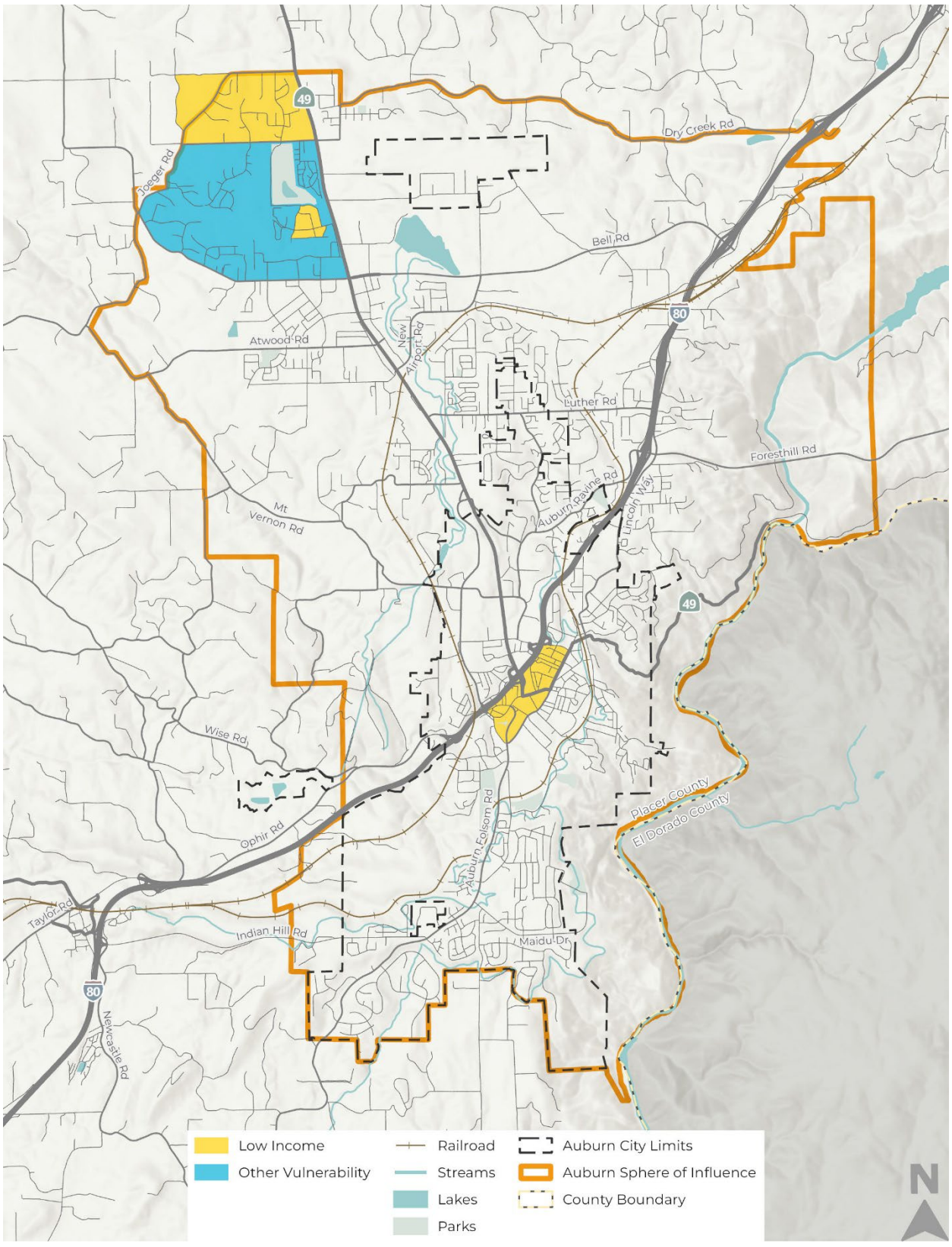
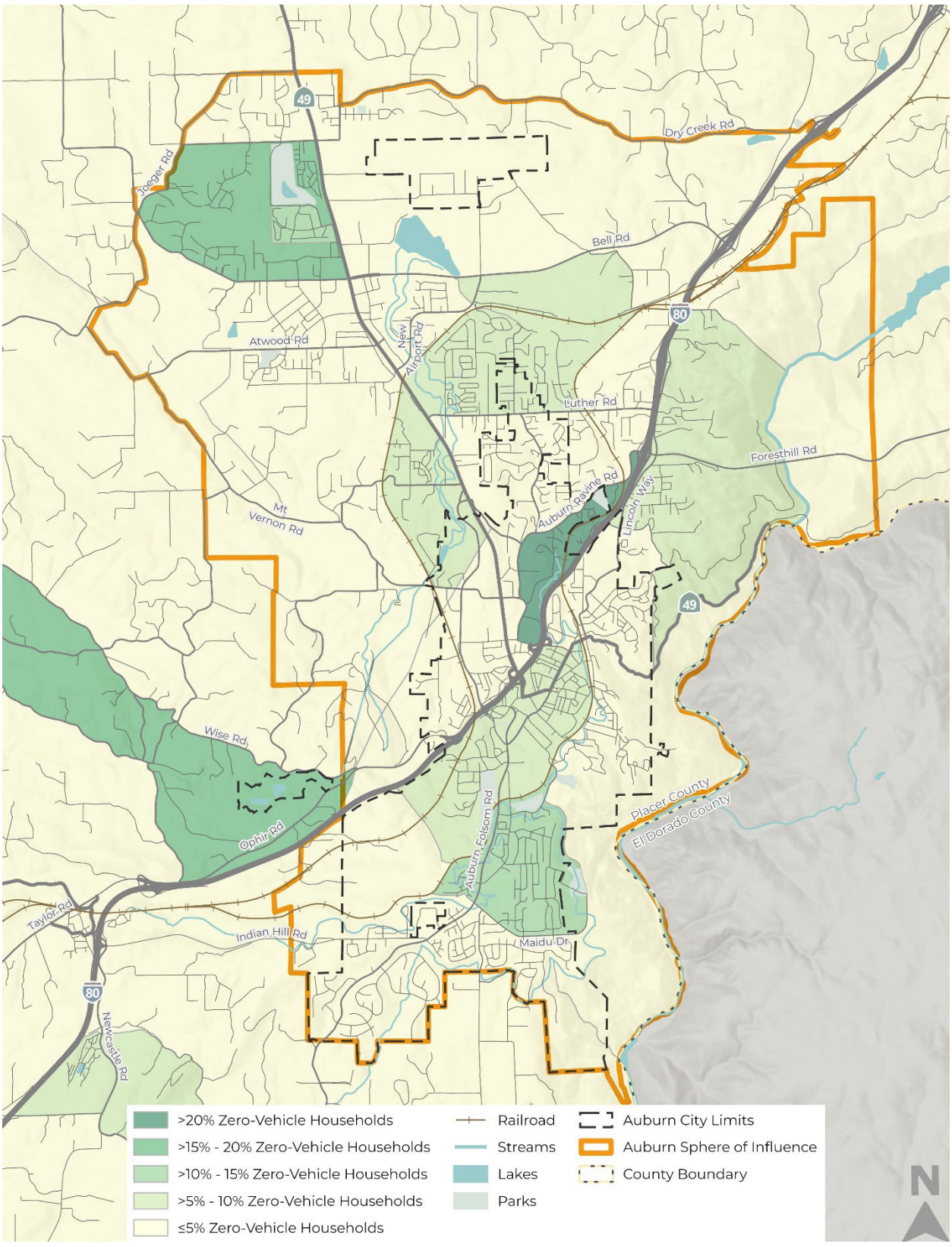


Figure 10: Zero-Vehicle Household Percentage by Census Block Group



Community Engagement

As the Endurance Capital of the World, Auburn has declared itself as a hub for activities like trail running, hiking, equestrian riding, mountain biking, and road cycling. The community has embraced this title by supporting the City's continued investment in expanding access to its local amenities. Public involvement is a major component of the transportation planning process, and particularly important to developing a vision for the future of transportation in a town with such a defined character.

Public input on transportation needs and concerns was gathered through outreach events, online, and in collaboration with partner planning agencies. This feedback helped identify key issues and solutions that informed the ATP.

Public input was collected in two phases. Phase 1 engagement, completed in Fall 2024, took place early in the overall development process and focused on gathering community feedback about active transportation needs and concerns. This input helped guide the initial recommendations for bicycle and pedestrian facilities in and around Auburn. Phase 1 engagement included:

- **Pop-Up Community Events** – A booth at Auburn National Night Out in August 2024 and Septemberfest in September 2024.
- **Interactive Webmap** – An online interactive map, live from August 2024 to July 2025, where the public could recommend improvements or note concerns related to using active transportation in Auburn.

Phase 2 engagement, conducted in Spring Summer 2025, sought feedback from the community about the draft recommended facility improvements and network expansions. Participation was solicited through the following:

- **Pop-Up Community Events** – A booth at the Auburn Trails Alliance Block Party in May 2025, the July 2025 Auburn Farmer's Market, and the Parks & Big Trucks event in July 2025.
- **Interactive Webmap** – An online interactive map, live from March to November 2023, where the public could recommend improvements and vote for improvements suggested by others.
- **Stakeholder Meetings** – To better understand the priorities of Auburn's local business and cycling communities, invitees representing a diverse cross-section of interests were invited to City Hall in August 2025 to discuss the plan and share their recommendations.
- **Virtual Community Workshop** – An online virtual community workshop was held in September 2025. Open to the general public, the workshop presented information about the ATP, draft recommendations for bicycling and walking, and solicited feedback from attendees on the draft recommendations.

The draft recommendations were presented to the Auburn City Council on September 22, 2025, where Council members offered feedback and noted potential concerns. Time was available at the end of the session for community members to provide additional input. All comments received, both from elected officials and from the public, were reviewed and incorporated into the final stages of the ATP's development to ensure the plan reflects local priorities and community needs. **Appendix B: Public Participation** provides additional details on the public input received.

Partnerships and Coordination

The development of the ATP overlapped with several concurrent planning efforts in Auburn and Placer County including the Auburn General Plan Update, Auburn Comprehensive Safety Action Plan, Placer County General Plan Update, Auburn Bowman Community Plan Update, and the Placer Countywide Active Transportation Plan. Planning efforts were coordinated among jurisdictions and partners to ensure a cohesive and comprehensive vision for the future of active transportation in and around Auburn.

CHAPTER 2: PLAN GOALS

Active transportation plays a vital role in creating healthier, more connected, and more resilient communities. Expanding safe and accessible options for walking, biking, and rolling reduces greenhouse gas emissions, improves public health outcomes, and strengthens mobility choices for people of all ages and abilities. The following goals help guide strategic investments and policies that support a multimodal network.

Goals

1. Enable all to move safely by walking, biking, transit, or driving.
2. Increase walking, biking, and rolling.
3. Improve bicycle and walking mobility for residents and visitors to key destinations by improving network connectivity.
4. Keep bicycle and pedestrian networks well-maintained.

The goals were informed by local and state plans, community priorities, and current best practices in active transportation. Key guiding documents include the Placer County General Plan, SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy, the California Transportation Plan, and the California State Bicycle and Pedestrian Plan, all of which emphasize walking and bicycling. The goals were also shaped through coordination with the Auburn General Plan Update and the PCTPA Countywide ATP to support a unified vision for active transportation. Additional details on these plans are provided in **Appendix C: Relevant Plans and Policies.**

CHAPTER 3: EXISTING CONDITIONS

Auburn is located in the foothills of the Sierra Nevada mountains. Its rolling, hilly terrain presents challenges for walking and biking due to frequent elevation changes. Seasonal climate conditions further affect active transportation: winters are cool with moderate rainfall, while hot summer temperatures can make walking and biking difficult during the peak heat of the day.

These conditions shape how residents and visitors move through Auburn and underscore the importance of the City's transportation system. Understanding how the existing roadway network functions within this context is critical, as it influences travel patterns, safety, connectivity, and the feasibility of accommodating all users.

Mode Share

An important element of how the transportation system functions is understanding how local residents travel to work. The transportation mode that commute workers choose tends to reflect the relative locations of homes and jobs, and the availability of different modal choices.

Driving alone is the dominant commute mode, used by about three-quarters of Auburn residents. About 4% of all residents walk to work. A small share, about 1% each, bike to work or commute by public transportation. **Table 1** shows transportation mode split for Auburn residents commuting to work.

The share of Auburn residents working from home rose from about 9% in 2010 to 14.5% in 2022, likely influenced by the pandemic-driven shift to remote work. Walking to work also increased from 2.4% to 4.2% over the same period. These gains correspond with declines in carpooling and driving alone. Otherwise, commute modes for residents working outside the home remained largely stable from 2010 to 2022.

Table 1: Means of Transportation to Work for Auburn Residents (2010, 2020, and 2022)

Mode	2010	2020	2022
Drive Alone	74.6%	82.4%	71.9%
Carpool	9.4%	4.5%	6.3%
Public transportation	1.2%	0.2%	0.8%
Bicycle	1.3%	0.9%	0.8%
Walk	2.4%	3.5%	4.2%
Taxicab, motorcycle, or other means	1.9%	0.9%	1.4%
Work at home	9.2%	7.6%	14.5%

Source: US Census Bureau, 2024. 2018–2022 American Community Survey, 5-year average. 2010, 2020.

Table 2 shows the commute modes for Auburn residents are comparable to all residents of Placer County and the greater Sacramento region with a few minor exceptions. A higher percentage of Auburn residents walk to work compared to other residents in Placer County and the Sacramento region, while a smaller share of Auburn residents work at home. Similar to Placer County residents, a smaller percentage of Auburn residents commute via carpool and public transportation compared to residents of the greater Sacramento region.

Table 2: Means of Transportation to Work in Auburn, Placer County, and Sacramento Region

Mode	Auburn	Placer County	Region
Drive Alone	71.9%	71.7%	70.3%
Carpool	6.3%	6.3%	8.8%
Public transportation	0.8%	0.7%	1.4%
Bicycle	0.8%	0.3%	1.0%
Walk	4.2%	1.2%	1.7%
Taxicab, motorcycle, or other means	1.4%	1.2%	1.4%
Work at home	14.5%	18.7%	15.4%

Source: US Census Bureau, 2024. 2018–2022 American Community Survey.

Note: "Region" refers to the Sacramento-Roseville Combined Statistical Area, as defined by the US Census Bureau.

Existing Roadway Network

The design and characteristics of each roadway component directly influence the safety and comfort of pedestrians and cyclists. A thoughtfully planned roadway network not only enhances connectivity and access to key destinations, but also promotes a safer, more inclusive environment for all users.

Roadway Classifications

A roadway's functional classification describes the characteristics and purpose of the roadway. The functional classifications are as follows:

- **Freeway**: High-speed, high-volume connection between major urban areas, such as interstates between cities. Freeways prioritize vehicle throughput by limiting access to on-ramps and off-ramps.
- **Highway**: High-speed, high-volume roadways with limited access via at-grade intersections. Highways typically provide interregional connections through rural areas.
- **Arterial**: High-speed, high-volume roadways that serve as major thoroughfares in a city and connect neighboring communities. Arterial roadways provide a high degree of mobility with limited access to abutting properties.
- **Collector**: Moderate-speed, moderate-volume roads that distribute and channelize trips between local roads and arterials. Collectors tend to have moderate speeds and more frequent intersections, while maintaining a high degree of access to abutting properties.
- **Local**: Low-speed, low-volume roadways with the highest degree of access to abutting properties.

While arterial roadways typically provide more direct access, the lower speeds of collector and local roadways are ideal for walking, biking, and rolling, offering pedestrians and less confident

bicyclists a sense of comfort and safety. Arterial roadways may also accommodate pedestrian and bicycle travel, although additional separation from vehicles and design features to improve safety are recommended to improve the level of comfort for active transportation. **Figure 11** displays the functional classification of the roadways in and around Auburn.

Traffic Volumes

A roadway's average daily traffic (ADT) volume indicates the number of vehicles using that roadway each day. High-volume roadways are typically wider and have higher travel speeds compared to roadways that serve fewer vehicles, such as local roads through a residential neighborhood. Roadways with greater traffic volumes and higher travel speeds are less conducive to walking or bicycling due to speed differences between modes of travel, noise, and reduced comfort. That said, some roadways may have been originally designed for higher vehicle traffic demand, which may provide opportunities to repurpose underutilized space for other travel modes. **Figure 12** displays the ADT for major roadways in Auburn and the surrounding SOI.

Speed Limits

The 85th percentile speed is the speed at which 85 percent of vehicles on the roadway are traveling. The 85th percentile speed may not be the same as the posted speed limit, often due to environmental factors that may influence travel speeds, such as wider roadways which encourage higher travel speeds. Although functional classification and posted speed limits indicate the purpose that the roadway is meant to serve, the 85th percentile speed provides a more accurate representation of how vehicles are traveling on the roadway. Locations in which the 85th percentile speeds are particularly high may be potentially hazardous for pedestrians and bicyclists as higher speeds correspond to higher severity crashes. Portions of Luther Road, Auburn Ravine Road, Dairy Road, and Maidu Drive have substantial segments where 85th percentile speeds exceed the posted speed limit, indicating that the design characteristics of that roadway do not align with the desired travel speed. **Figure 13** shows the posted speed limits and **Figure 14** shows the 85th percentile speeds throughout ATP planning area.

Signalized Intersections

Signalized intersections play a key role in providing designated crossing locations for pedestrians and cyclists along higher-volume roadways. These intersections offer controlled opportunities for cross traffic and can be retrofitted to better accommodate vulnerable road users through measures such as enhanced crosswalk visibility, extended signal timing, leading pedestrian intervals, and bicycle detection. Thoughtful intersection design is critical to improving safety and comfort for vulnerable road users, particularly where vehicle speeds and traffic volumes are higher. **Figure 15** shows the distribution of signalized intersections throughout Auburn and the City's SOI.

Figure 11: Roadway Functional Classification

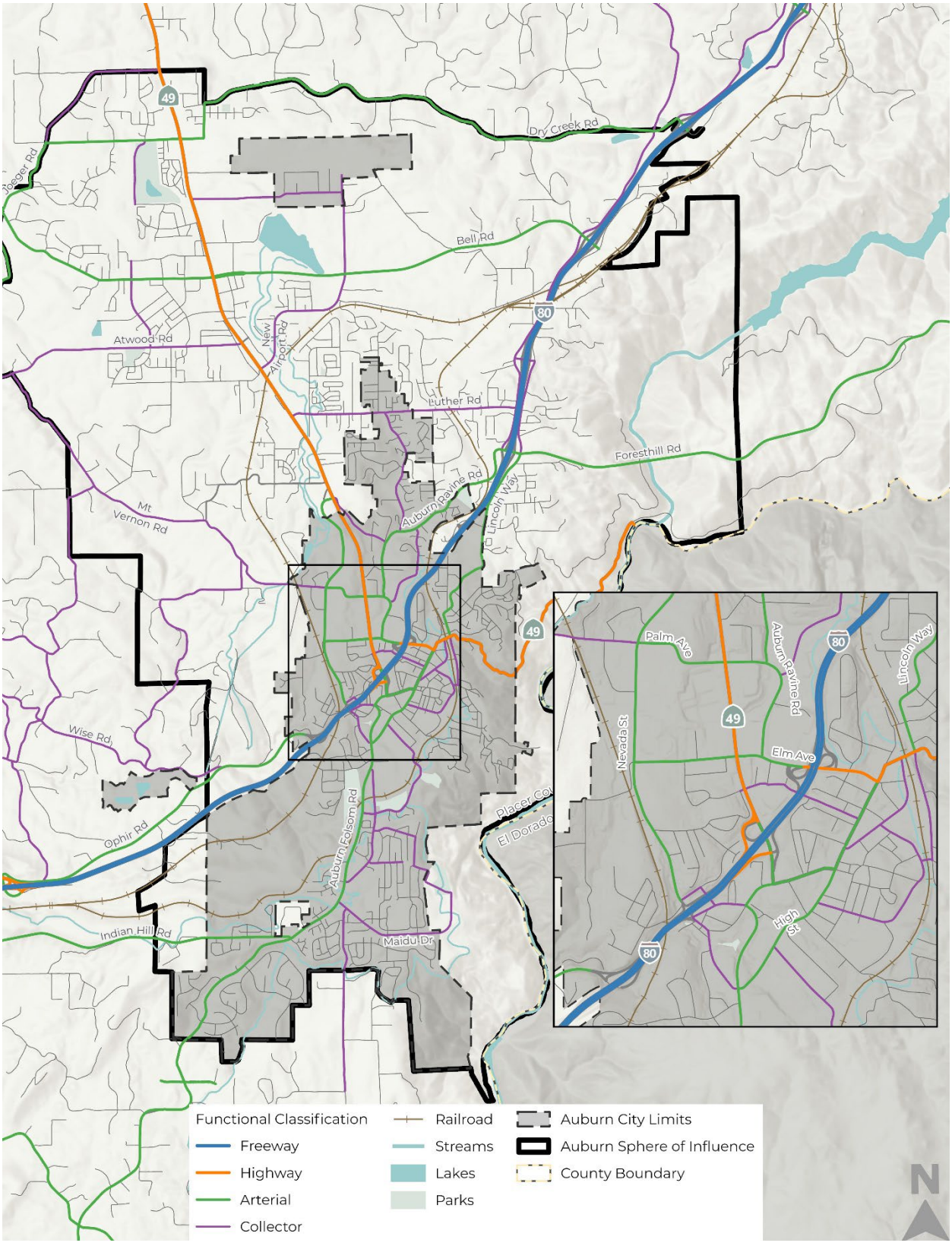


Figure 12: Average Daily Traffic

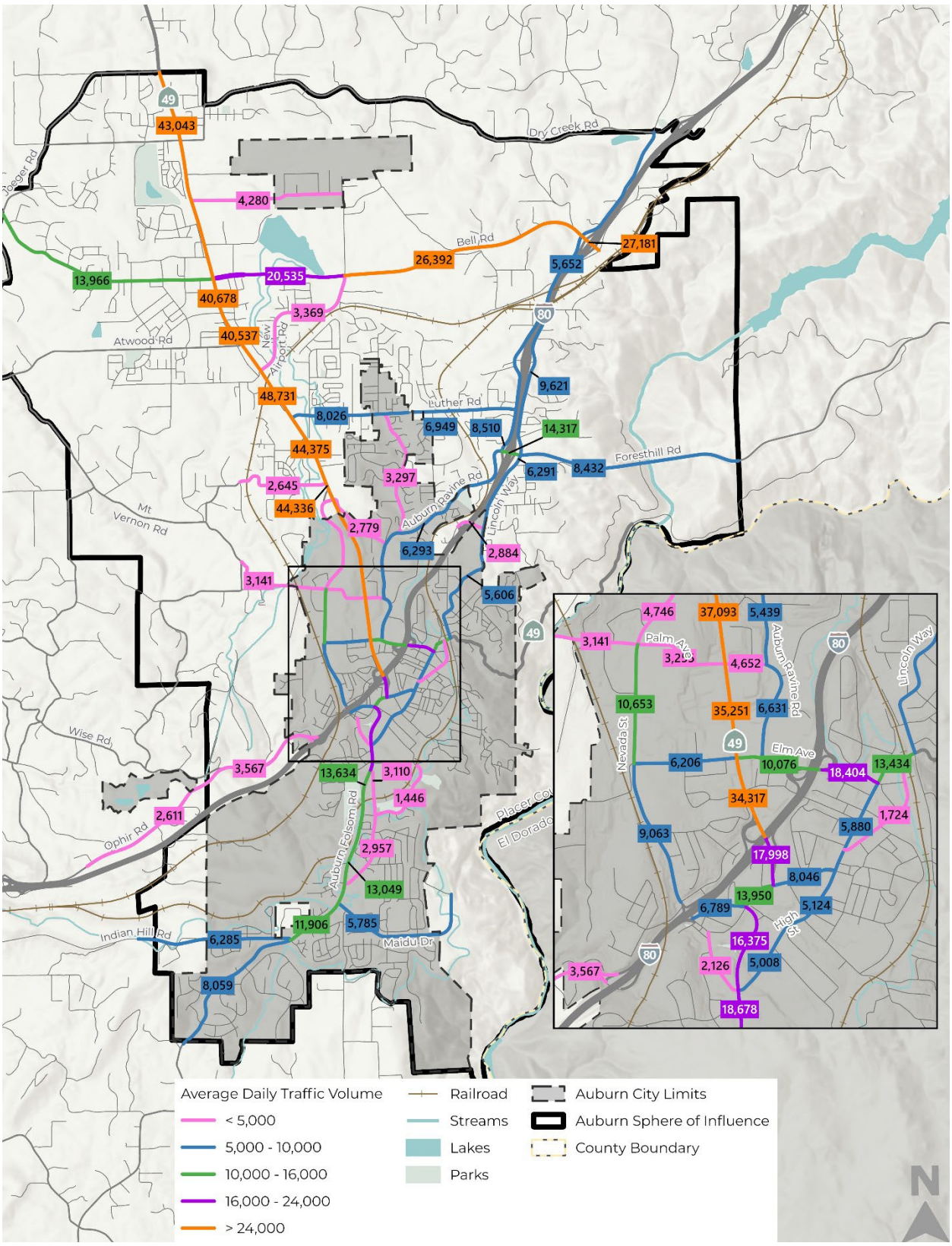


Figure 13: Posted Speed Limits

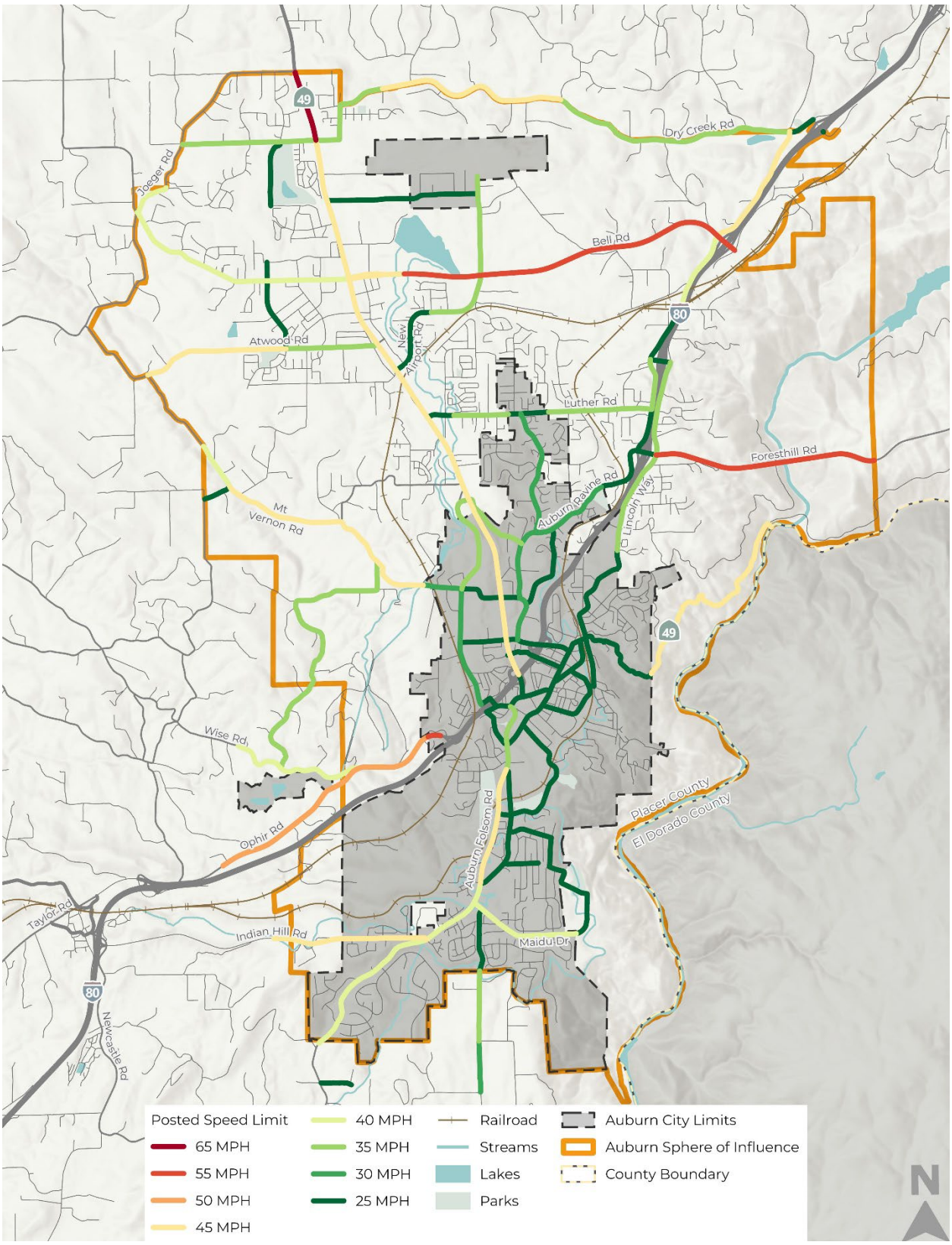


Figure 14: 85th Percentile Speeds

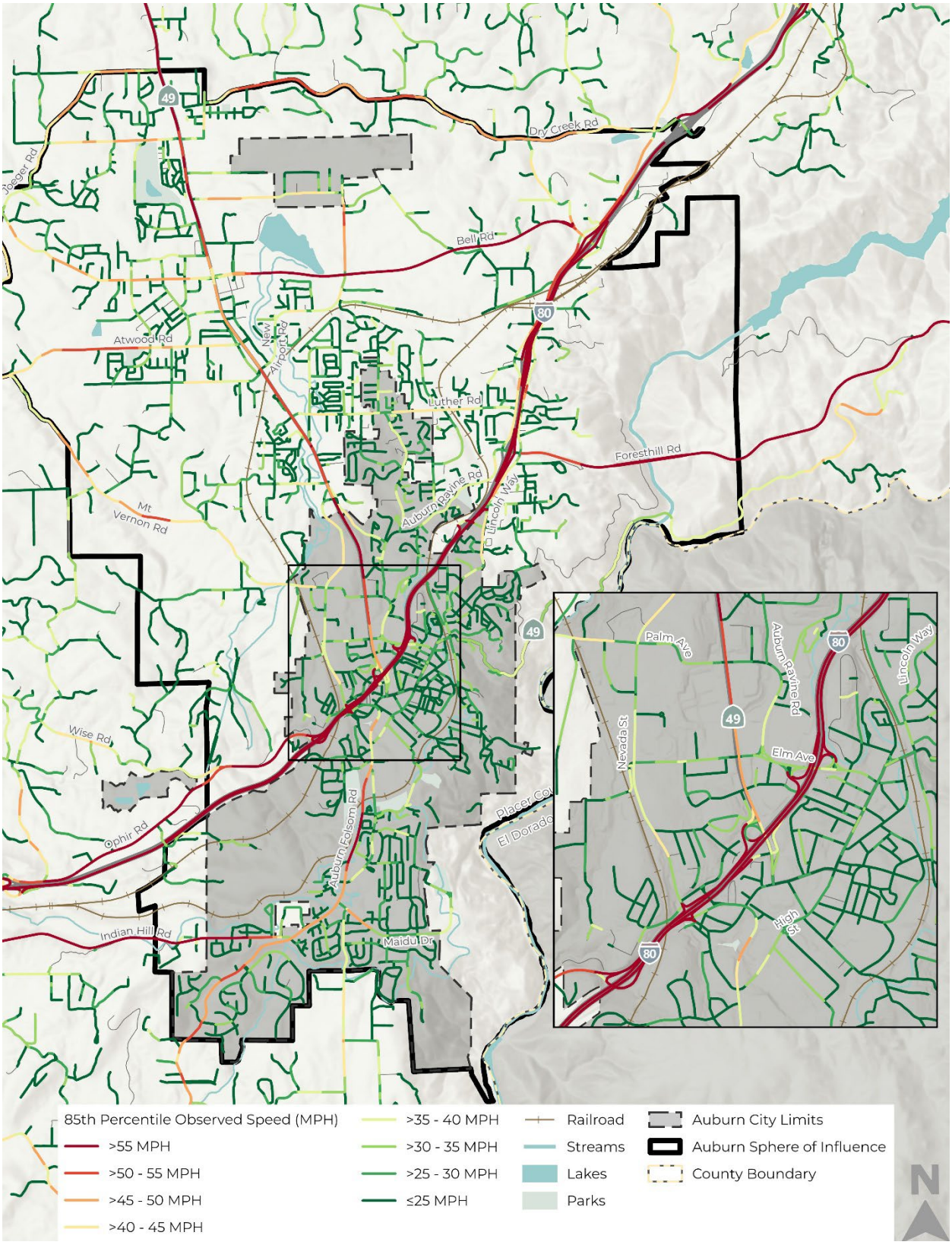
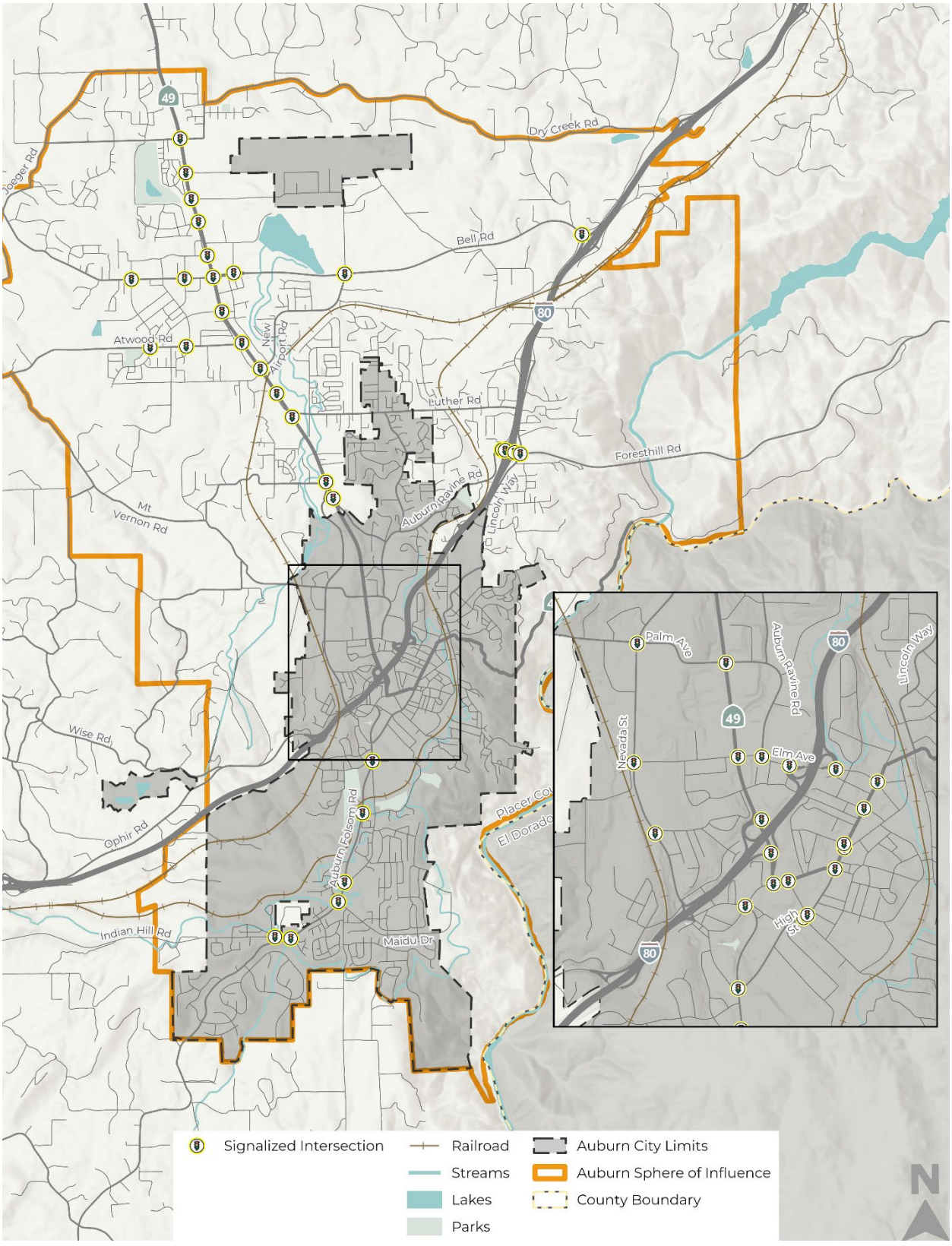
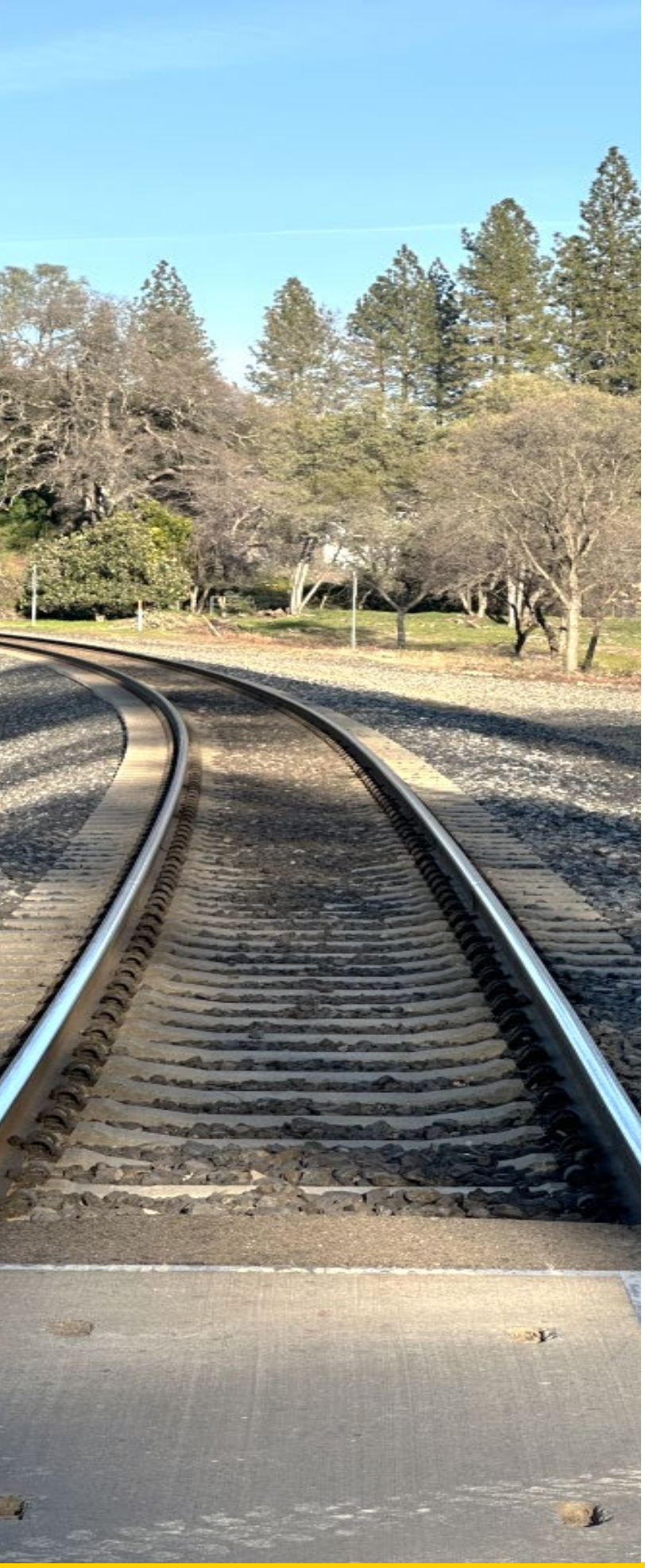


Figure 15: Signalized Intersections





Freight Movement

TRUCK ROUTES

Walking, biking, or rolling adjacent to trucks can be uncomfortable for vulnerable road users. Although trucks typically travel at lower speeds, they take longer to come to a stop and are more likely to result in a fatality or severe injury when involved in a collision. Trucks also produce more noise and exhaust that may be uncomfortable for pedestrians and cyclists.

When planning locations for new bicycle and pedestrian routes, it is generally preferable to avoid aligning these facilities along designated truck routes. Alternative approaches may include creating new walking and biking paths on nearby parallel streets or redirecting truck traffic away from areas with high pedestrian and bicycle activity. **Figure 16** displays the designated truck routes within the plan area.

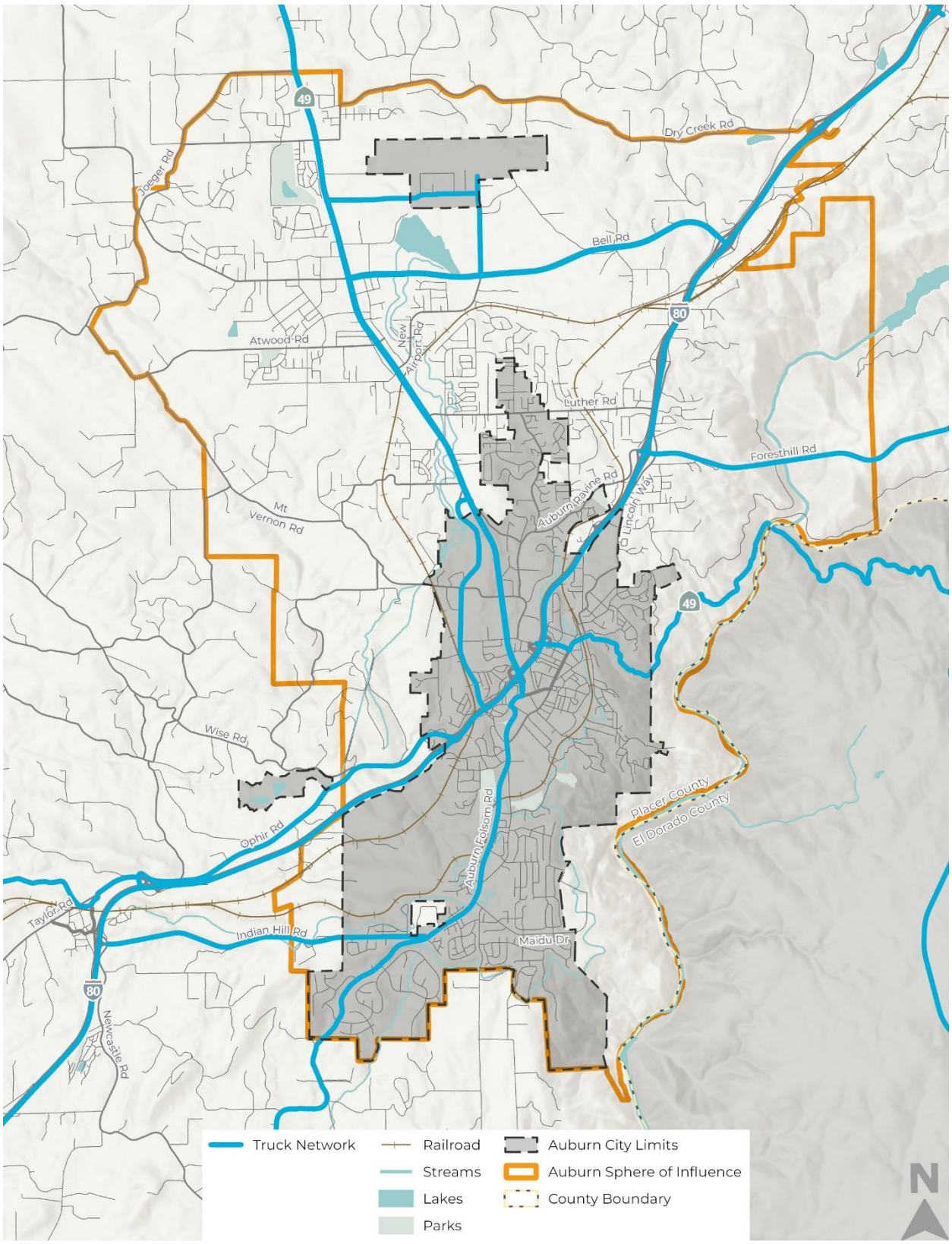
UNION PACIFIC RAILROAD (UPRR)

Auburn's railroad heritage dates back to the Gold Rush era, with the local rail corridor serving as a key connection across the Sierra Nevada and linking the region to the rest of the country. As trains enter Auburn, the Union Pacific mainline splits into two separate tracks to accommodate the City's challenging terrain. Track 1 runs along the eastern side of Auburn, while Track 2 parallels the western side.

The western track supports passenger rail service with stops at the Auburn Amtrak station. The dual-track layout allows freight trains to maintain continuous movement along the mainline (eastern side) while Amtrak service can stop on the west side without disrupting freight flow.

The tracks meander around the east and west ends of town on either side of the City core. Neighborhoods are connected across rail lines by a variety of crossings including primarily two-lane, at-grade crossings with some additional grade-separated crossings along major thoroughfares.

Figure 16: Truck Routes



Transit

Transit provides important intra-city and regional connections, particularly for low-income populations. Because most people walk, bike, or roll to or from transit stops, the walking and bicycling networks are critical to supporting transit access and ridership. Improving connectivity to transit further encourages transit use and supports a seamless multimodal transportation system. Pedestrian and cycling routes should be provided between transit stops and major destinations, such as schools or commercial shopping centers, to support alternative transportation options for daily needs.

Bus

Placer County Transit operates fixed-route bus services throughout the county from Monday to Saturday. Routes connecting to Auburn include the following:

- **Route 10 –** Provides a regional service connecting Auburn to Sacramento's Watt/I-80 Light Rail stop at the northeast extent of Sacramento city limits.
- **Route 30** – Provides a local route service between Auburn and North Auburn along Highway 49.
- **Route 40** – Provides a regional service connecting Auburn to Alta with a stop in Colfax.
- **Route 60** – A dedicated commuter line linking Auburn to downtown Sacramento during regular commute hours.

In addition to fixed-route bus service, Placer County's Dial-A-Ride services are available Monday through Saturday, offering door-to-door transportation to the general public with discounted fares for older adults and individuals with paratransit needs.

Auburn Transit also offers a flexible rideshare option through its Auburn OnDemand service, allowing passengers to travel directly between their chosen pick-up and drop-off locations within the service area.

Nevada County Connects Route 5 ferries Grass Valley residents to the Auburn Amtrak station Monday through Friday.

Figure 17 shows the local and regional bus routes and stops in Auburn.

Rail

Amtrak service uses UPRR's rail lines for passenger travel that connects Auburn to destinations across the country. Auburn is serviced by the following Amtrak lines:

- **Capitol Corridor** – Connects Auburn to San Jose via Sacramento and the eastern Bay Area region.
- **California Zephyr –** Connects Emeryville to Chicago, passing through Auburn, but does not provide a stop within Auburn. Auburn residents may access the California Zephyr line by traveling to nearby Amtrak stations in Roseville and Sacramento.

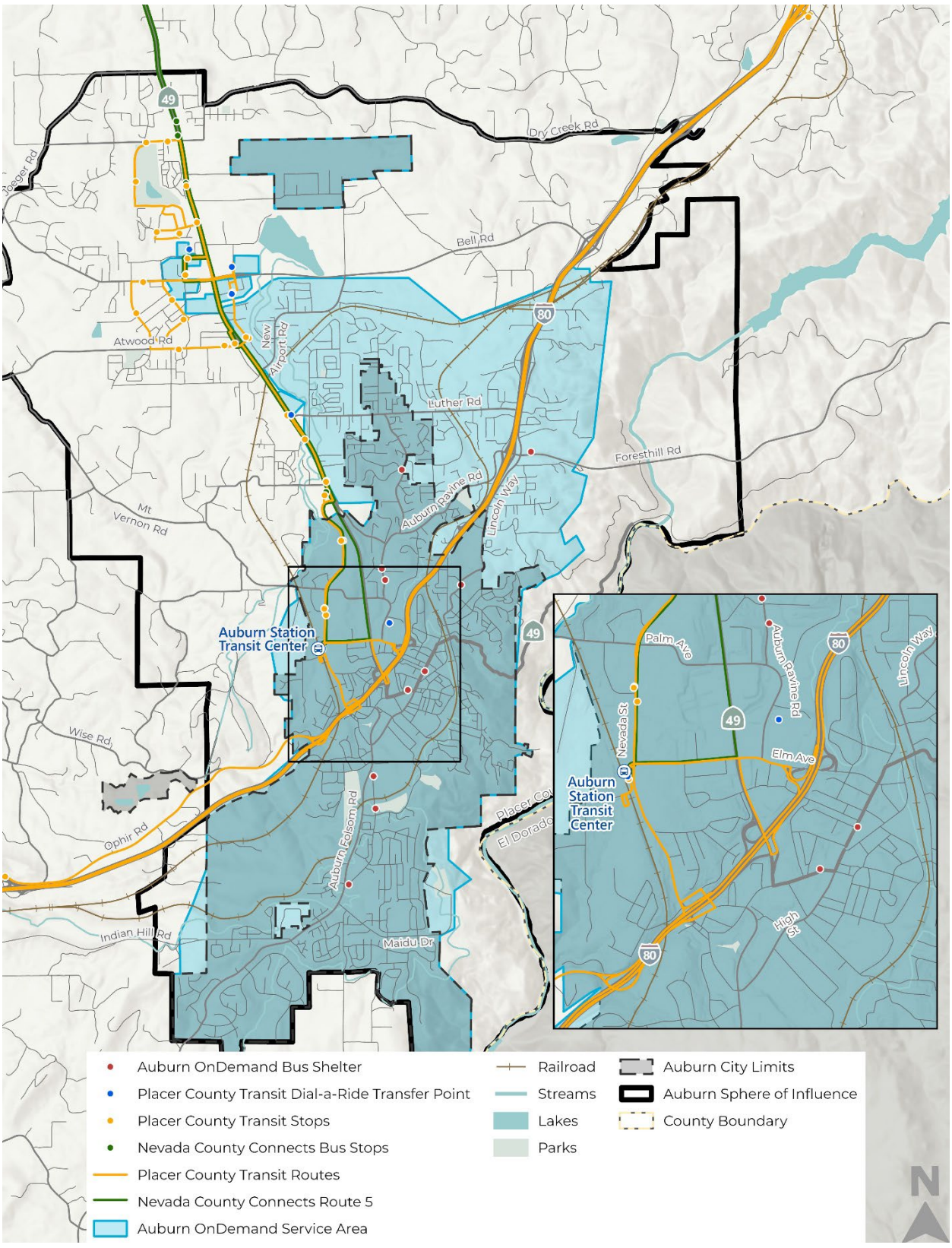
Rides arrive and depart from the Auburn Amtrak station on Nevada Street in western Auburn. **Figure 17** shows the rail lines within Auburn.

Wayfinding

Wayfinding signage can be used on both bicycle and pedestrian facilities to direct users to connecting facilities and key destinations. Good wayfinding signs can also encourage pedestrians and bicyclists to visit local businesses. These signs provide the most value at trail junctions and at intersections of key bicycling and walking routes. Chapter 9B of the California MUTCD provides guidance on sign design and installation.

The City of Auburn recently installed new wayfinding signage in and around the historic Old Town and Downtown business districts to enhance Auburn's identity as a destination and support local businesses. The City also installed new and updated signage along gateway corridors that facilitate navigation to parking facilities and key destinations.

Figure 17: Transit Facilities



Existing Active Transportation Network

There are currently 14.3 miles of bicycle lanes, 2.2 miles of bicycle routes, and 141.4 miles of sidewalks within Auburn.

Bicycling Facilities

BIKEWAYS

Bicycle facilities are classified into four categories:

- **Class I Shared-Use Path**: Off-street bike paths with exclusive right-of-way, shared with pedestrians.
- **Class II Bicycle Lane**: Striped on-road bike lanes adjacent to the outside travel lane on preferred corridors for biking. Class II buffered bicycle lanes provide additional pavement striping and/or marking to create more space between bicycle lanes and vehicle travel or parking lanes.
- **Class III Bicycle Route**: Shared on-road facilities, usually indicated by signage and/or pavement markings.
- **Class IV Separated Bikeway**: On-road protected bikeways separated from traffic with a vertical feature like flexible posts, inflexible barriers, or on-street parking.

Auburn's existing bike network is made up of Class II and Class III bikeways. There are currently no Class I or Class IV facilities, which provide enhanced bicyclist comfort, in Auburn. **Figure 18** shows the bikeways in the ATP planning area.

Neighborhoods south of I-80 have limited bicycle infrastructure with a single Class II bicycle lane on Indian Hill Road and a Class III bicycle route on High Street. Similarly, key arterials in northern Auburn neighborhoods facilitate bicycle travel with Class II bicycle lanes, though these facilities only support north-south bicycle travel. No bikeways currently provide connections across I-80 or the railroad tracks.

Ophir Road and Auburn Folsom Road serve as regional bikeway connections to communities

Bikeway Classifications

Shared-Use Path (Class I)
Shared use paths, often referred to as bike paths or multi-use trails, are off-street facilities that provide exclusive use for non-motorized travel by both bicyclists and pedestrians. Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors or traversing barriers such as freeways or rivers.

Bicycle Lane (Class II)
Class II bike lanes are on-street facilities marked with striping, stencils, and signs to indicate roadway space dedicated for bicyclists. Positioned directly alongside motor vehicle traffic, bike lanes provide a defined area for comfortable riding and help drivers anticipate bicyclists' movements. They are generally most suitable for lower-speed, lower volume roadways.

Buffered Bicycle Lane (Class IIB)
A bike lane separated from adjacent motor vehicle travel or parking lanes by a painted buffer zone. This buffer creates extra space between bicyclists and moving or parked cars, reducing the potential collision factors of close passing and "door zone" conflicts. While buffered bike lanes do not include physical barriers, the added separation increases comfort and visibility for cyclists.

Bike Route (Class III)
Class III bike routes are streets where bicyclists travel on the shoulder or share a lane with motor vehicles. Signage and shared lane markings, or "sharrows," alert drivers that bicyclists are sharing the road. Class III bike routes are most suitable for low-speed and low-volume roadways with limited space for dedicated bicycle facilities.

Cycle Track/Separated Bikeway (Class IV)
Class IV separated bikeways, or cycle tracks, are on-street bicycle facilities physically separated from motor vehicle traffic and distinct from the sidewalk. They offer comfort similar to a Class I path by using vertical elements such as curbs, flexible posts, parked cars, or planters to create enhanced physical protection. Separated bikeways are suitable on high-speed, high-volume streets.

west and south of Auburn, respectively. Ophir Road has a Class II bike lane connecting Auburn to Newcastle. Although Auburn Folsom Road is not a designated bike route, it is a popular route for recreational road cyclists as it connects to the communities of Granite Bay and Folsom.

Auburn Endurance Bike Routes

The Endurance Capital Committee oversees efforts to support outdoor recreation and endurance activities such as hiking, trail running, mountain biking, road cycling, equestrian riding, and water sports in and around the City of Auburn. The committee has designated some City roadways as Auburn Endurance Bike Routes to provide safe and enjoyable cycling routes through the City. While the City of Auburn sanctions these routes, they are recreational routes with challenging terrain, such as steeper grades and unpaved roadways, that are more suitable for advanced cyclists and mountain bikers. **Figure 19** shows the Auburn Endurance Bike Routes.

BICYCLE PARKING

Bicycle parking is an important component in support of bicycling, particularly for accessing essential destinations. It provides riders with secure, convenient places to store their bicycles, making cycling a more practical transportation choice. By supplying bike racks at major destinations in Auburn, the City can support cycling for both recreational and daily travel.

Figure 20 shows the distribution of bike racks within the ATP planning area. In Auburn, public bike racks are primarily concentrated in the Downtown and Old Town neighborhoods, as well as a few commercial centers. Additional opportunities to expand bike parking include schools, local parks, trailheads, and the Fairgrounds. Outside the City of Auburn, bike parking is similarly limited, which may restrict regional travel between communities. Expanding bike parking in neighboring areas could help support and encourage regional bicycle travel.

Figure 18: Existing Bicycle Facilities

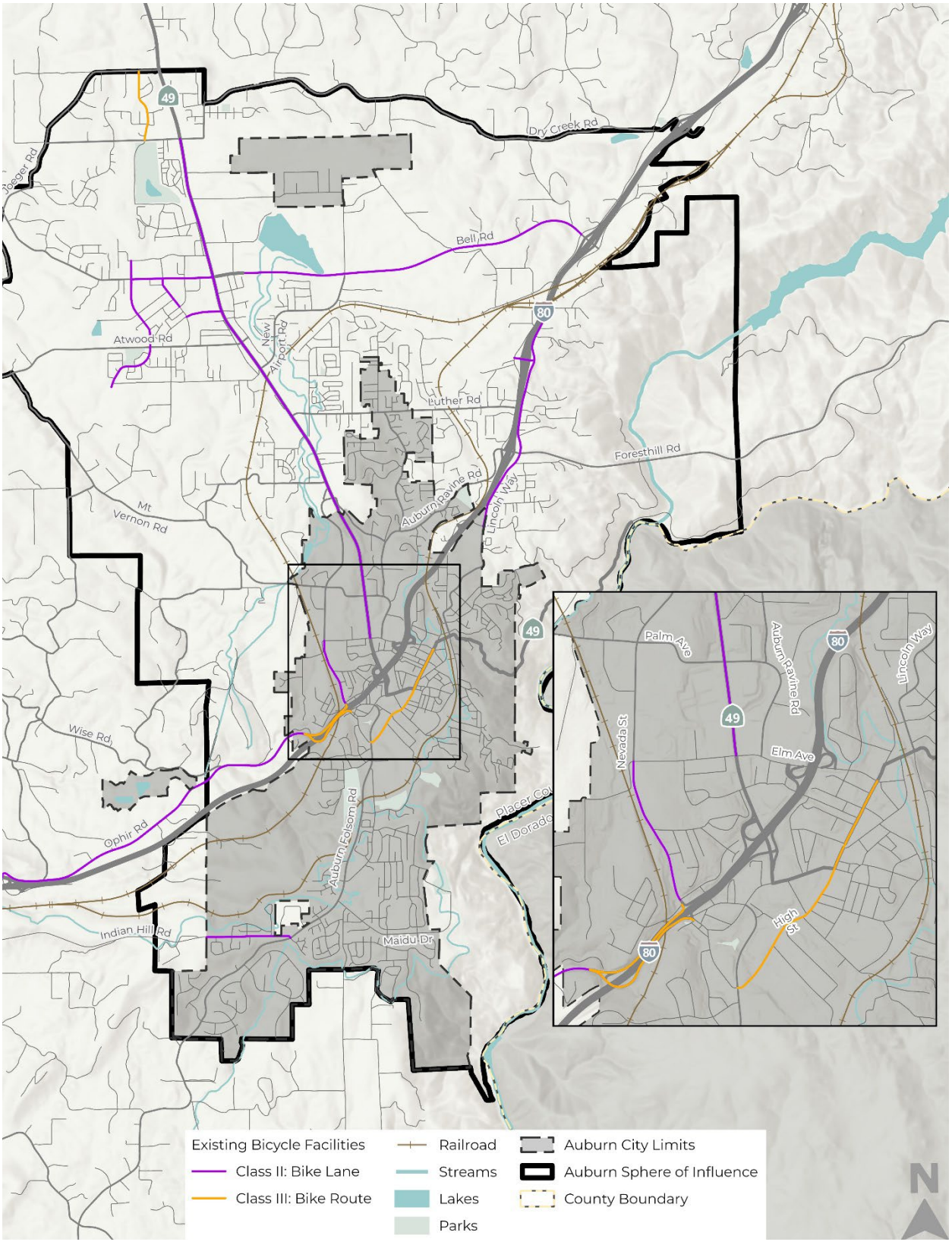


Figure 19: Auburn Endurance Bike Routes

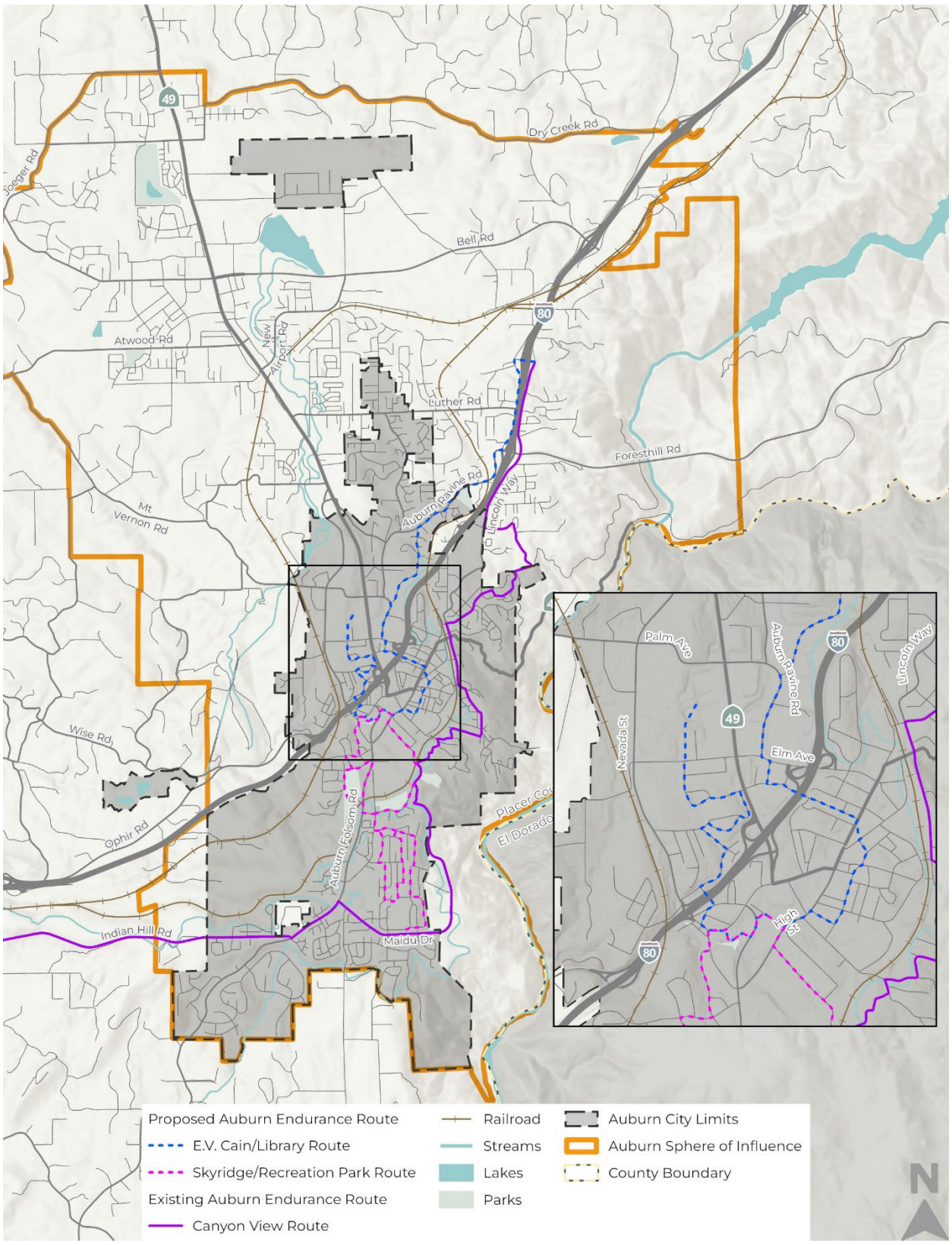
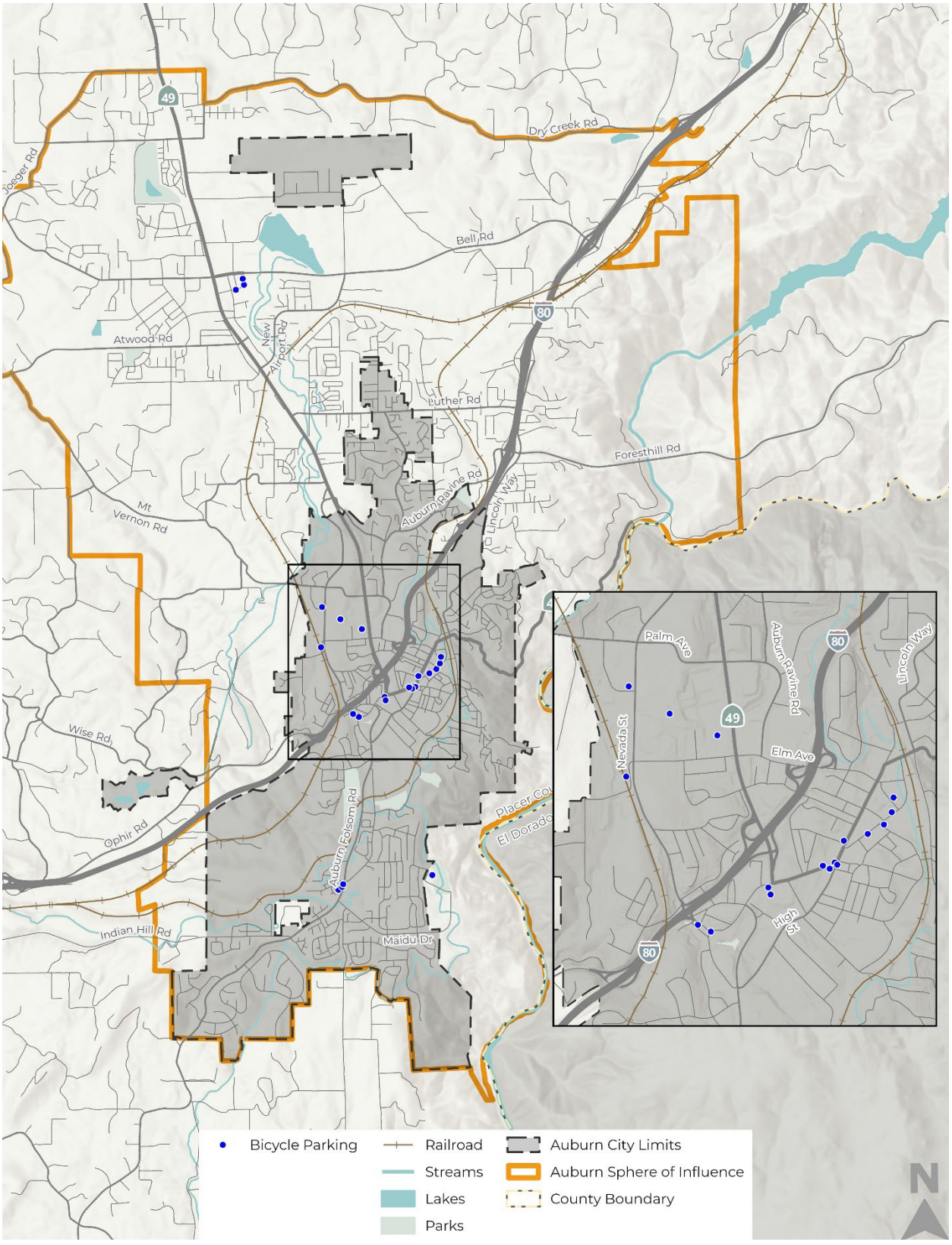


Figure 20: Existing Bike Parking



Pedestrian Facilities

SHARED-USE FACILITIES

Class I bikeways, frequently known as shared-use paths or trails, are shared by both pedestrians and cyclists. Shared-use paths allow pedestrians to travel between destinations on routes that are fully separated from vehicle traffic, offering improved safety and comfort.

There are no existing shared-use paths within the ATP planning area. Identifying opportunities to introduce new shared-use paths within the ATP planning area can significantly expand active transportation options and strengthen connectivity between key community destinations. Future corridors should prioritize links to schools, parks, employment centers, and transit stops to maximize their usefulness and ridership potential. By integrating shared-use paths into the broader bicycle and pedestrian network, the City can create safer, more comfortable, and more direct routes for people of all ages and abilities.

PAVED TRAILS

Auburn features several off-street paved pathways along creek corridors:

- Auburn Ravine Trail: Path extending along the Auburn Ravine waterway from Palm Avenue south to the Auburn Ace Hardware and Grocery Outlet retail center on Grass Valley Highway.
- Bicentennial Park Trail: Path extending from High Street near the Gold Country Fairgrounds gate north under Auburn Folsom Road to Bicentennial Park.

These paved trails do not meet the necessary design standards to be classified as Class I shared-use paths, but offer off-street, low-stress facilities between roadways and key destinations.

Pedestrian Facility Features

High-visibility crosswalk markings feature bolder, longitudinal, or patterned markings designed to be seen from farther away by motorists compared to standard parallel lines.

Warning signage improves visibility of crosswalks and increases the likelihood that a driver will yield to or stop for pedestrians.

Curb extensions decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.

Median refuge islands allow pedestrians to cross one direction of traffic, then wait in the center of the street before crossing the other direction of traffic.

Rectangular rapid flashing beacons (RRFBs) allow the pedestrian to activate a flashing light when crossing.

Pedestrian hybrid beacons (PHBs) require traffic to stop for pedestrians when activated, but allow vehicles to proceed with caution after the pedestrian crossing has been completed.

SIDEWALKS

Sidewalks are paved areas immediately adjacent to the vehicular right-of-way for the exclusive use of pedestrians but may be used by people riding bicycles unless prohibited. Unlike shared-use paths and paved trails, they are directly adjacent to the main right-of-way.

Walking conditions in Auburn vary by neighborhood. Historic neighborhoods often feature streets built prior to current design standards and may lack conventional sidewalks and/or bicycle facilities commonly found in more recent suburban developments that follow modern street design standards; however, the City of Auburn has made considerable strides in enhancing pedestrian access in the Downtown area while preserving its historic character.

Figure 21 shows existing sidewalks and sidewalk gaps within the City. Auburn has a broad sidewalk system, especially in newer neighborhoods where most arterials, collectors, and residential streets include sidewalks on both sides of the roadway. Small gaps in the sidewalk network are common and can hinder accessibility, particularly for individuals with disabilities. Older neighborhoods, shaped by historical development patterns, often lack sidewalks or have infrastructure that does not meet ADA standards.

Shade is also a critical component of a comfortable and functional sidewalk network because it directly affects how people experience the walking environment. Shaded sidewalks help moderate temperatures, making walking more pleasant and viable during hot weather. Without shade, paved surfaces absorb and radiate heat, creating conditions that can discourage walking, particularly for older adults, children, or individuals with mobility limitations. Whether provided by street trees, architectural features, or adjacent landscaping, shade is an essential element of a pedestrian-friendly environment.

CROSSWALKS

Crosswalks, which are street crossings for pedestrians, may be marked or unmarked. Marked crosswalks feature striping and other enhancements. These features may be used to raise awareness of the crossing and to delineate the best place to cross. There are two types of marked crosswalks:

- **Controlled crosswalks** are located with stop signs or traffic signals.
- **Uncontrolled crosswalks** are located without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

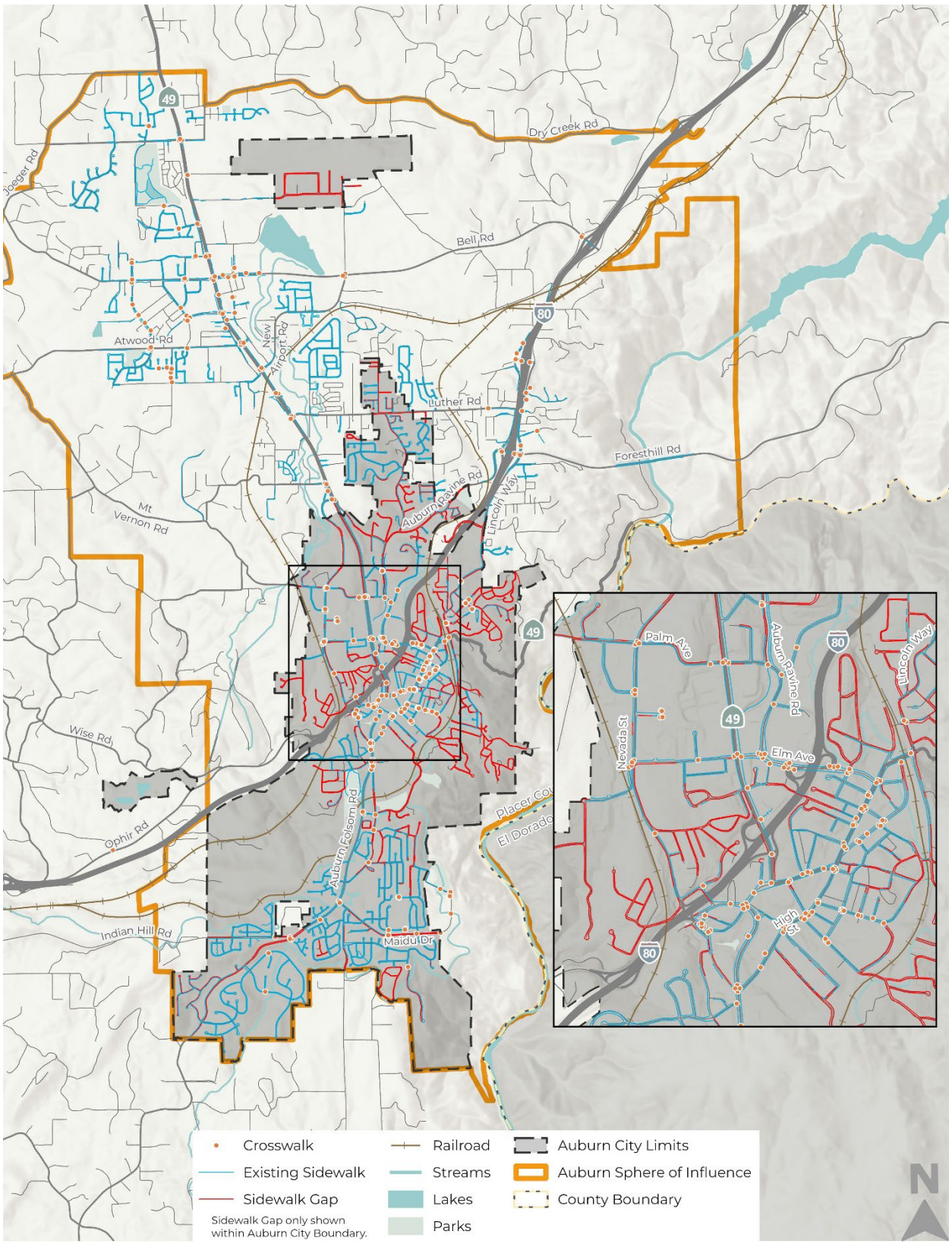
Auburn Municipal Code section 73.02 prohibits pedestrians from crossing a roadway other than by a crosswalk in the Central Traffic District or in any business district.

Figure 21 shows the existing crosswalks within the City. Marked crosswalks are most abundant on arterial or collector roadways and near key destinations. High-visibility style crosswalks are commonly used on roadways with four or more travel lanes, including SR 49 and Elm Avenue.

CURB RAMPS

The Americans with Disabilities Act (ADA) ensures that individuals with disabilities have equal access to transportation and establishes design standards so that public spaces are usable by everyone. ADA curb ramps are an established street design standard that provides sloped transitions between sidewalks and street crossings to provide smooth, accessible pathways for people using wheelchairs, walkers, strollers, or other mobility devices. They include detectable warning surfaces to alert people with visual impairments that they are entering a roadway. Curb ramps facilitate safe travel for people of all ages and abilities.

Figure 21: Existing Pedestrian Facilities



Level of Traffic Stress

Traffic stress is the discomfort and unease a person may feel due to vehicle traffic, roadway conditions, facility design, and other factors. Cities and counties around the country use a "level of traffic stress" (LTS) analysis to help determine the comfort level of bicyclists and pedestrians in their communities. An LTS analysis evaluates corridor characteristics and assigns a rating reflecting that facility's level of comfort.

Walking

Pedestrian comfort is based on a variety of roadway characteristics including the number of travel lanes, posted speed limit, sidewalk width, and buffer zone between pedestrian facilities and traveling vehicles. Pedestrian facilities are evaluated based on these roadway characteristics and then assigned a score between LTS 1 and LTS 4, with LTS 1 being the most comfortable. **Figure 22** displays the pedestrian LTS for existing sidewalk facilities in the City of Auburn.

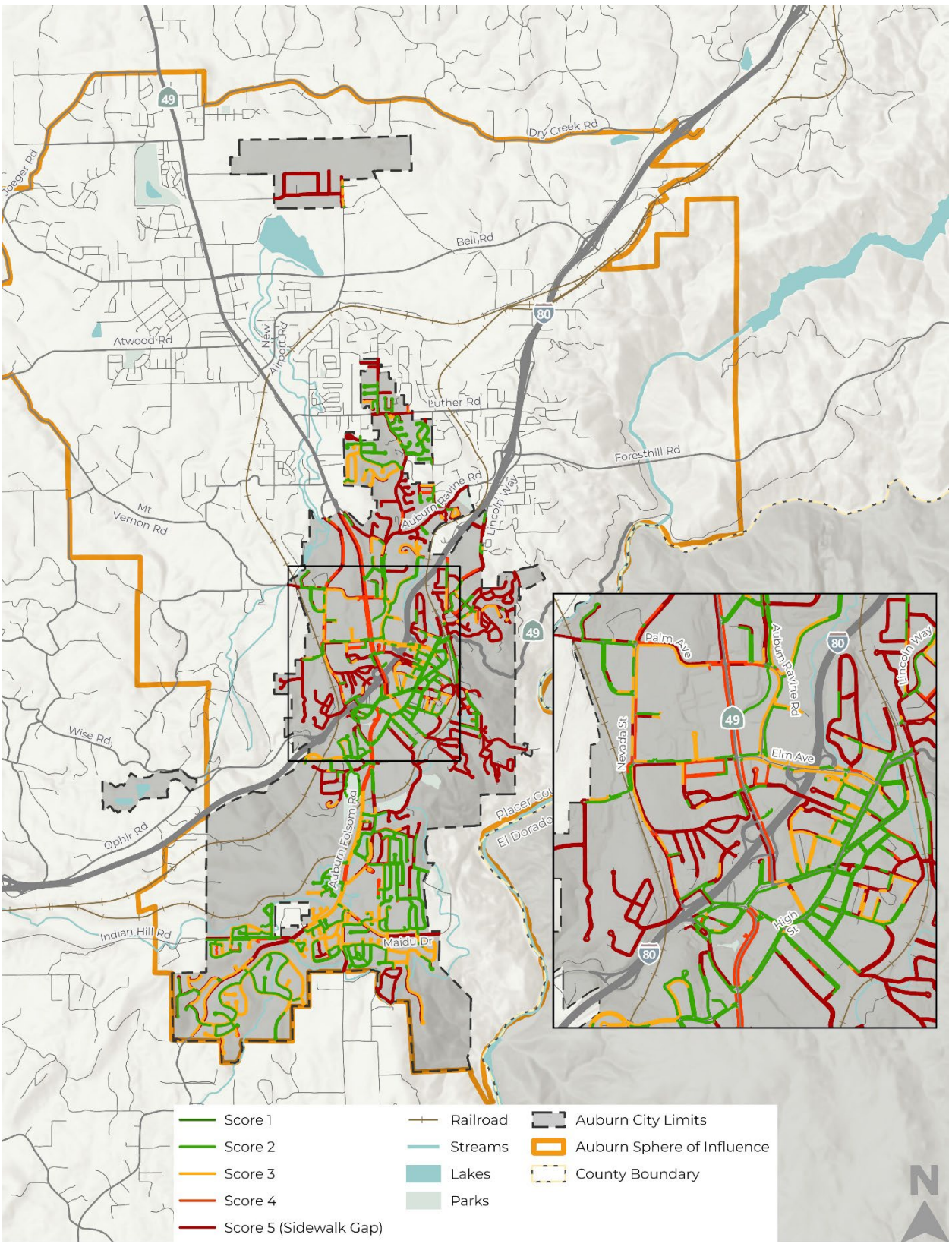
Table 3: Pedestrian Level of Traffic Stress Scores

LTS	Comfort Level
1	Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including older adults or school-aged children walking unaccompanied to school. These streets provide an ideal "pedestrian-friendly" environment.
2	Generally comfortable for many pedestrians, but parents may not feel comfortable with children walking alone. Older adults may have concerns about the walking environment and take more caution.
3	Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities may be present, but barriers are present that make the walking experience uninviting and uncomfortable.
4	Walking is a barrier and very uncomfortable. Limited accommodations create an inhospitable and possibly unsafe environment for pedestrians.

Figure 22 displays the pedestrian LTS for facilities within the City of Auburn. The roadways with a LTS 5 score indicate locations where sidewalks are missing entirely, and are primarily found in older neighborhoods and roadways that were built before sidewalks were a common standard. Roadways without sidewalks increase the level of stress for pedestrians regardless of traffic volume or speed. The roadways identified as LTS 3 generally indicate the presence of sidewalks though they may be adjacent to roadways with higher posted speed limits, or the sidewalks may be narrow or lack modern ADA features such as curb cuts or minimum clear paths of travel. The LTS 2 facilities are primarily located in residential neighborhoods and along roadways with lower travel speeds and lower traffic volumes. Many of these residential areas were constructed more recently and therefore utilized modern standards; or are sidewalk facilities that were constructed more recently. LTS 1 facilities feature wide sidewalks along low-speed, lower traffic volume streets with a buffer between the sidewalk and adjacent street. There are very few LTS 1 facilities in Auburn.

It is important to note that these LTS scores do not account for steep grades present in some neighborhoods. Therefore, there may be some local streets shown as LTS 2 that may actually be LTS 3 or LTS 4, if vehicles travel at relatively higher speeds (i.e., greater than 25 mph), they consist of steeper slopes, or if they carry higher traffic volumes.

Figure 22: Pedestrian Level of Traffic Stress



Biking

Research has shown that the general population can be categorized into four bicycling groups:

- Strong and Fearless
- Enthused and Confident
- Interested but Concerned
- No Way, No How

Strong and Fearless riders are willing to bike in almost any environment, while Enthused and Confident riders prefer dedicated facilities but will ride in moderate traffic. Interested but Concerned riders would bike more often if they had access to low-stress, protected routes. No Way, No How individuals do not see bicycling as an option due to safety concerns or personal limitations.

Interested but Concerned riders make up the largest share of all cyclists, highlighting the importance of providing cycling infrastructure with safety enhancements for improved comfort. When these low-stress enhancements are implemented across key corridors, they collectively create a more inviting and connected network, making bicycling an option for a larger share of the population; relatively small investments can yield large increases in ridership.

When evaluating the bicycle level of traffic stress, bicycling comfort is based on a variety of roadway characteristics including the number of travel lanes, posted speed limit, ADT, roadway grade, bicycle lane width, buffers or barriers, number of stop signs, and the presence of a centerline. From these roadway characteristics, the facility is assigned a score between LTS 1 and LTS 4.

The least stressful (most comfortable) facilities are given an LTS 1 rating. Facilities with this rating are typically shared-use paths, separated bikeways, low-volume and low-speed bike routes; and bike lanes on calm streets. The most stressful facilities are given an LTS 4 rating, typically major arterials with multiple travel lanes or narrow streets with high speed limits.

The Four Types of Bicyclists

7%

Strong and Fearless
People in this group are highly skilled and have the most riding experience. They will use their bicycles on arterials even when there are no bikeways present. This group of riders will feel comfortable using facilities with any LTS rating.

5%

Enthused and Confident
This group consists of skilled riders who are comfortable sharing the road but prefer using bikeways when available. They typically feel comfortable using facilities with an LTS rating of 1, 2, or 3.

51%

Interested but Concerned
This group is curious about bicycling and enjoys riding but is concerned about safety and therefore do not ride regularly. They typically avoid riding their bicycles on major arterials unless there are facilities that provide a high degree of protection. Riders in this group may only feel comfortable using facilities with an LTS rating of 1 or 2.

37%

No Way No How
People in this group are simply not interested in riding a bicycle. Riding a bicycle may not appeal to them for several reasons. It may be inconvenient, or they may not be physically able to ride.

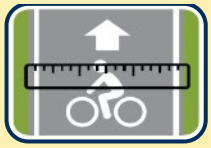
Factors of Bicycle Level of Traffic Stress


Number of Travel Lanes


Speed of Traffic


Number of Vehicles


Presence of Bike Lanes


Width of Bike Lanes


Presence of Physical Barrier

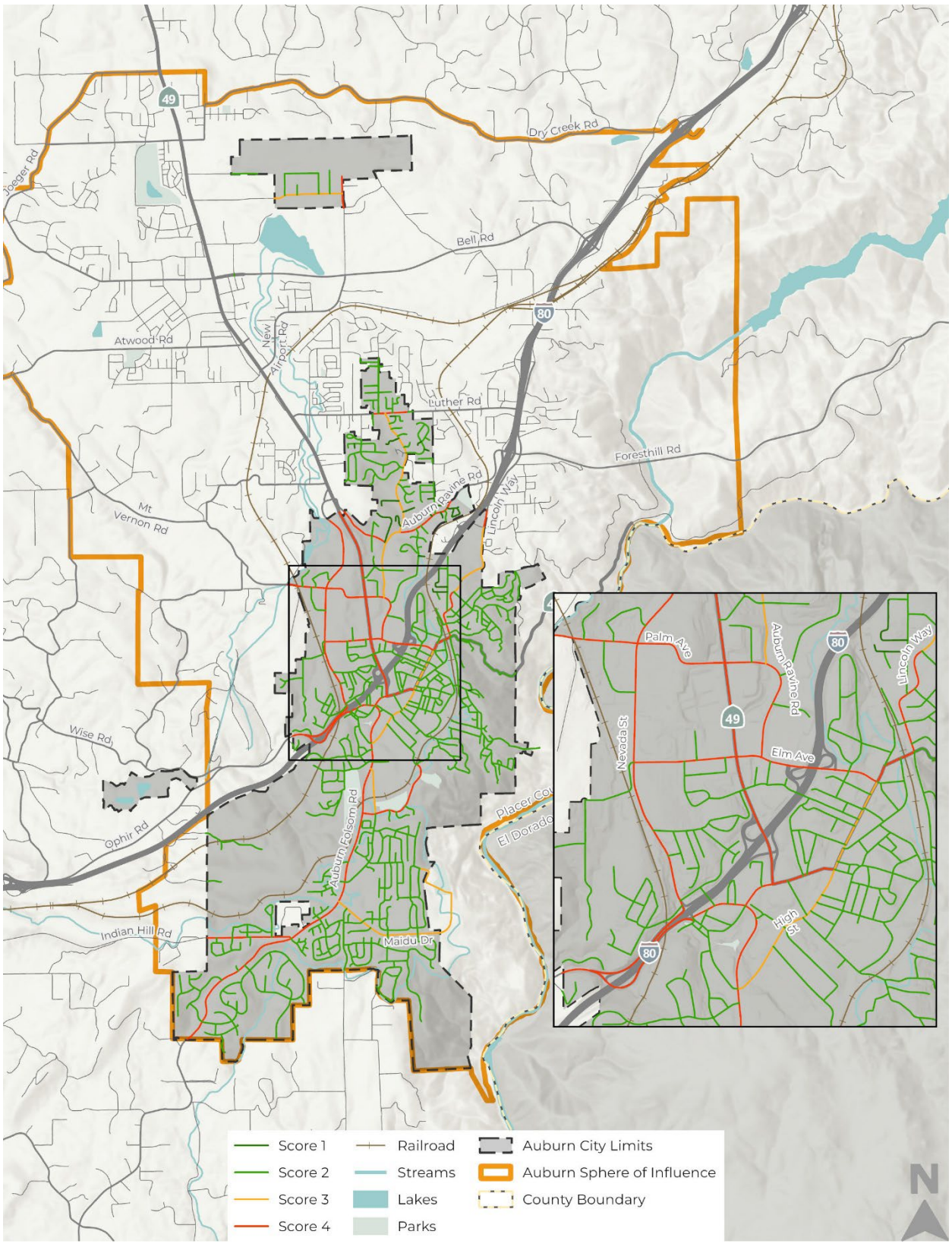
Table 4: Bicycling Level of Traffic Stress

LTS	Comfort Level
1	Most children can feel safe riding these streets.
2	The mainstream "interested but concerned" adult population will feel safe riding these streets.
3	Streets that are acceptable to "enthused but confident" riders who still prefer having their own dedicated space.
4	High stress streets with high speed limits, multiple travel lanes, limited or no bikeways, and long intersection crossing distances.

Figure 23 displays the bicycle LTS for bicycle facilities within the City of Auburn. Many local roadways are LTS 2, while most major arterial and collector streets are LTS 3 or LTS 4. The prevalence of LTS 2 scores on local streets reflects the presumed low traffic volume and speeds on these streets; however, it should be noted that limited data is available regarding actual traffic volumes and travel speeds on these local streets. Furthermore, these LTS scores do not necessarily account for steep grades present in some neighborhoods. Therefore, there may be some local streets shown as LTS 2 that may actually be LTS 3 or LTS 4 if they carry higher than average traffic volumes, if vehicles travel at relatively higher speeds (i.e., greater than 25 mph), or if they consist of steeper slopes.

Conversely, most arterial and collector streets are LTS 3 or LTS 4 due to higher vehicle traffic volumes, higher vehicle speeds, or lack of a more protected bicycle facility that provides physical separation between bicyclists and adjacent vehicle traffic.

Figure 23: Bicycle Level of Traffic Stress



COLLISIONS

Safe System Approach

The Auburn ATP was developed in conjunction with the Auburn CSAP, which maps the City's strategy toward zero roadway fatalities and serious injuries. The CSAP embraces the Safe System approach, which acknowledges that humans make mistakes but seeks to ensure that those mistakes do not result in serious injuries or fatalities for any road user.

The Safe System approach incorporates five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. This approach means that responsibility for road safety is not borne solely by road users. While road users are responsible for their own behavior and abiding by laws and exhibiting due care on the transportation system, safety is a shared responsibility with those who design, operate, and maintain the transportation network.

Collision History

To evaluate walking and biking safety, collision data from Statewide Integrated Traffic Records (SWITRS) and Transportation Injury Mapping System (TIMS) involving pedestrians and bicyclists from 2017 through 2023 were reviewed. An analysis of the crash data provides insights on susceptible locations for pedestrians and bicyclists on Auburn's transportation network.

PEDESTRIAN-INVOLVED COLLISIONS

A total of 61 collisions involving a pedestrian were reported from 2017 through 2023. **Figure 24** displays the locations and severity of reported collisions involving a pedestrian. Pedestrian-involved collisions make up approximately 7% of all collisions but 23% of collisions in which a person is killed or severely injured (KSI collisions) in the ATP planning area. The overrepresentation of pedestrians in KSI collisions indicates that people who walk or roll are disproportionately susceptible to severe injuries on Auburn's roadways when involved in a crash.

The primary collision factors (PCFs) for people walking are shown in **Table 5**. Most pedestrian collisions were due to right-of-way conflicts between pedestrians and vehicles. This includes pedestrians making a maneuver without respecting a vehicle's right-of-way (Pedestrian Violation) and vehicles making a maneuver without respecting a pedestrian's right-of-way (Pedestrian Right of Way Violation).

A *Pedestrian Violation* indicates that the pedestrian was determined to be at fault, whereas a *Pedestrian Right-of-Way Violation* signifies that the driver failed to yield to the pedestrian. It is important to note, however, that these primary collision factors are assigned at the discretion of the responding officer and may be subject to misinterpretation or reporting inconsistencies. As a result, the *Pedestrian Violation* and *Pedestrian Right-of-Way Violation* categories are sometimes conflated, blurring a clear understanding of fault. Despite these limitations, the data consistently demonstrates that potentially contributing collision factors increase when pedestrians and vehicles are required to share space.

Table 5: Primary Collision Factor for Pedestrian-Involved Collisions, 2017–2023

Pedestrian Action	Share
Pedestrian Violation	41%
Pedestrian Right of Way Violation	15%
Unsafe Speed	8%
Improper Turning	8%
Driving or Bicycling Under the Influence of Alcohol or Drug	7%
Vehicle Right of Way Violation	7%
Unknown	7%
Unsafe Starting or Backing	3%
Wrong Side of Road	2%
Traffic Signals and Signs	2%
Not Stated	2%
Total	100%

Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2024.

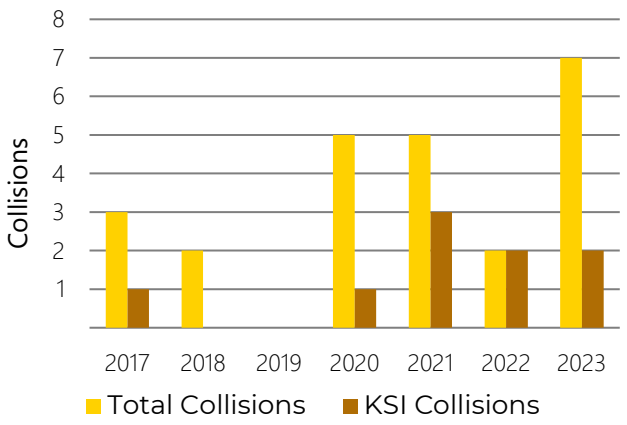
When looking at the locations of pedestrian-involved collisions, nearly two-thirds of these collisions occur when a pedestrian is not using pedestrian facilities on the roadway, such as crosswalks or sidewalks. This indicates that pedestrians may be susceptible to collisions due to limited pedestrian infrastructure.

Over half of all reported pedestrian collisions occur when it is dark, and KSI collisions involving a pedestrian are more common in locations where there are no streetlights present. Lighting may contribute significantly to pedestrian safety, particularly if there are limited pedestrian facilities such as sidewalks or crosswalks.

BICYCLIST-INVOLVED COLLISIONS

A total of 24 collisions involving a bicyclist were reported from 2017 through 2023. **Figure 25** displays the locations and severity of reported collisions involving a bicyclist. Bicycle-involved collisions make up approximately 3% of all collisions and 7% of KSI collisions in the ATP planning area. Both total collisions and KSI collisions involving a bicyclist were trending downward prior to the COVID-19 pandemic, with zero bicyclist-involved collisions in 2019, an important first milestone toward safer streets for all. However, collisions spiked shortly after that, likely due to the greater bike ridership during the COVID-19 pandemic.

Graphic 1: Bicyclist-Involved Collisions 2017-2023



Source: SWITRS 2023, TIMS 2023, Fehr & Peers 2024.

Collisions involving a bicyclist are markedly more common on Fridays and Saturdays, likely due to the higher volume of recreational cycling on the weekends. Almost 78% of KSI bicyclist-involved KSI collisions occurred between Friday and Sunday. These trends underscore the importance of accessibility and safety to support higher bike ridership.

The PCFs for collisions involving bicyclists are shown in **Table 6**. Nearly one-third of bicycle-involved collisions were due to improper turning, such as turning without using turn signals or making a turn prohibited by signage. A similar share of bicycle-involved collisions were reported as broadside collisions. Broadside collisions can be potentially very harmful to bicyclists who have no protection against a moving vehicle. The large share of broadside collisions and collisions in which improper turning was a primary collision factor indicates that intersections may have many potential contributing collision factors for cyclists on the roadway.

Table 6: Primary Collision Factor for Bicyclist-Involved Collisions, 2017–2023

Pedestrian Action	Share
Improper Turning	29%
Unsafe Speed	13%
Vehicle Right of Way Violation	13%
Traffic Signals and Signs	13%
Wrong Side of Road	8%
Other Hazardous Violation	8%
Improper Passing	4%
Unsafe Lane Change	4%
Lights	4%
Unknown	4%
Total	100%

Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2024.

Figure 24: Collisions Involving Pedestrians

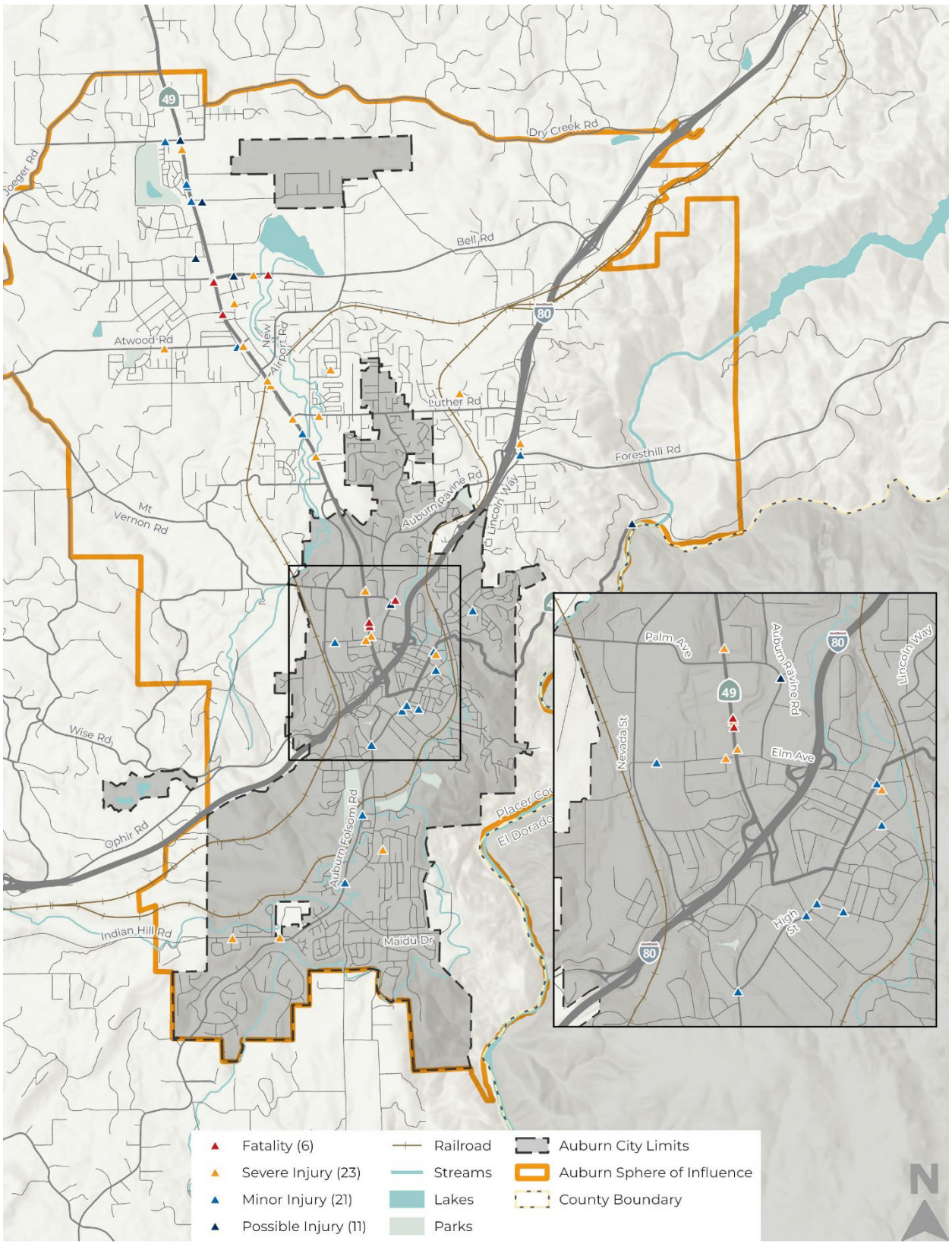
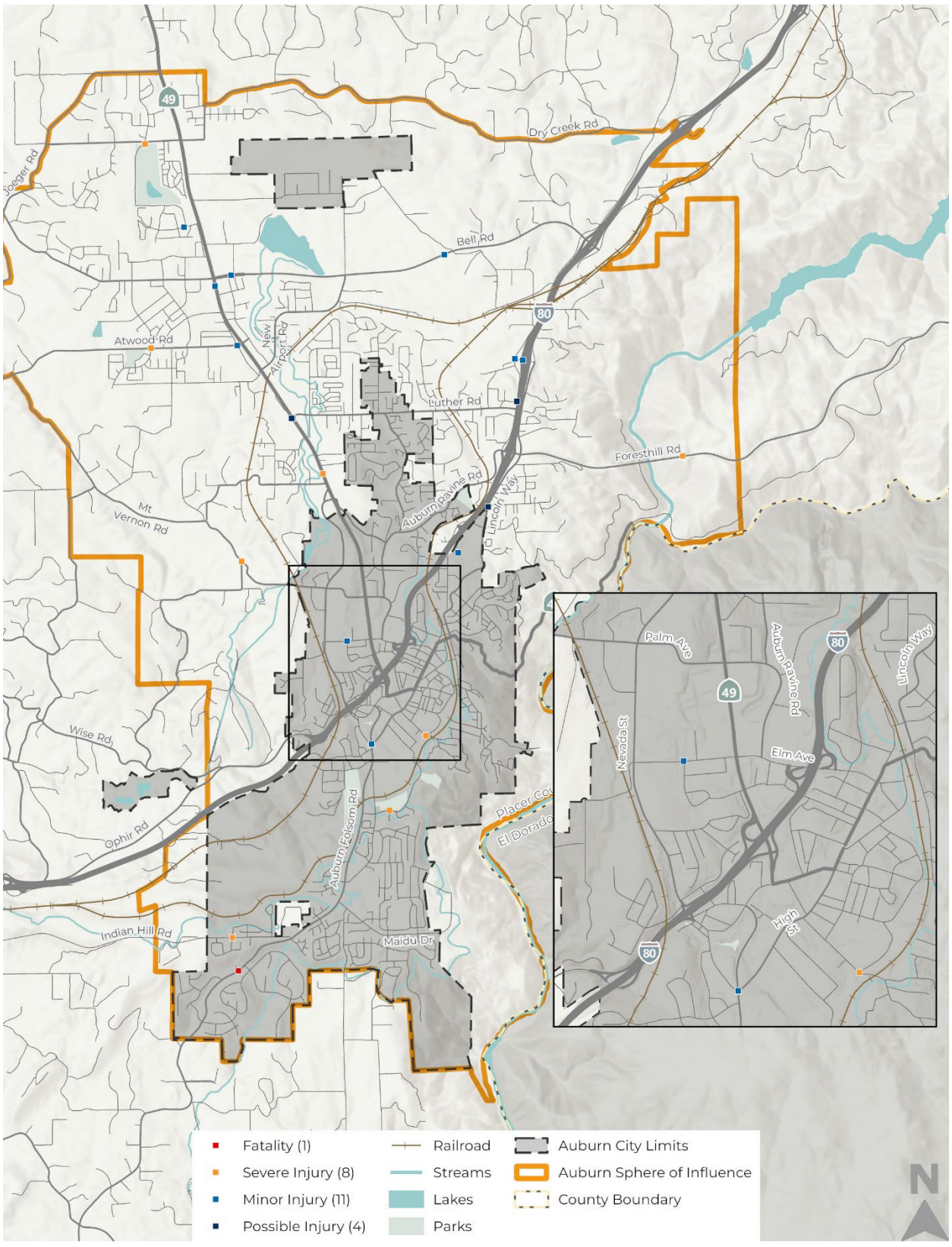


Figure 25: Collisions Involving Bicyclists



CHAPTER 4: PLANNED NETWORKS AND PROGRAMS

This chapter discusses the planned bicycle networks, pedestrian networks, and supporting facilities and programs for the City of Auburn. The plan was developed to improve connectivity to key destinations, close gaps in the existing networks, and enhance the safety and comfort of pedestrians and bicyclists. Planned facilities were developed based on the following:

- Connectivity to key destinations
- Collision history
- Input from the public
- Discussions with City staff and stakeholders
- Previous bicycle and pedestrian plans
- Other local and regional plans

Pedestrian and Bicycle Networks

Planned walking and biking facilities are summarized in **Table 7** and presented in **Figure 26** and **Figure 27**. These pedestrian and bicycle networks are the long-term vision of the active transportation facilities in and around Auburn. The networks include sidewalks, crosswalks, shared-use paths, separated bikeways, bike lanes, and bike routes. The proposed networks are designed to connect neighborhoods to key destinations and serve as recreational assets. **Appendix D: Relevant Proposed Projects, Prioritization, and Cost Estimates** includes a list of these network improvements, including locations, estimated costs, and priorities.

Table 7: Summary of Planned Walking and Biking Facilities

Facility	Existing (miles)	Planned (miles)	Total (miles)
Sidewalk	141.4	64.7	206.1
Shared-Use Path (Class I)	0.0	2.9	2.9
Bike Lane (Class II)	14.3	5.4	19.7
Buffered Bike Lane (Class II)	0.0	5.0	5.0
Bike Route (Class III)	2.2	11.3	13.5
Cycle Tracks (Class IV)	0.0	6.0	6.0

Crossing Improvements

A variety of crossing improvement projects are proposed, as illustrated in **Figure 26**. These improvements provide safety enhancements for pedestrians by addressing factors such as crossing distance, driver awareness, and roadway speed. The selection of an appropriate treatment, whether a standard marked crosswalk or a more advanced enhancement, should rely on professional engineering judgment and, when appropriate, a detailed engineering study. This process ensures that each crossing improvement responds to the unique conditions and needs of its specific context. Key considerations that guide this decision-making include the following:

- Pedestrian travel demand, including both existing demand and latent demand, the increase in pedestrians that would result from the improvement.
- Service of a land use that generates higher pedestrian travel or serves a vulnerable population (e.g., children, elderly, persons with disabilities) such as schools, older adult centers, libraries, parks, or trails.
- Distance to nearest marked crossing.
- Sight distance requirements, using stopping sight distance guidance from AASHTO's *A Policy on Geometric Design for Highways and Streets* or Caltrans' *Highway Design Manual*.
- Guidance of the *California Manual on Uniform Traffic Control Devices* (CA MUTCD).

FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* provides information on how to select the most appropriate treatment for a specific location. The FHWA guidance and other resources should be used as appropriate by the designer when plan recommendations are implemented.

Figure 26: Planned Pedestrian Facilities

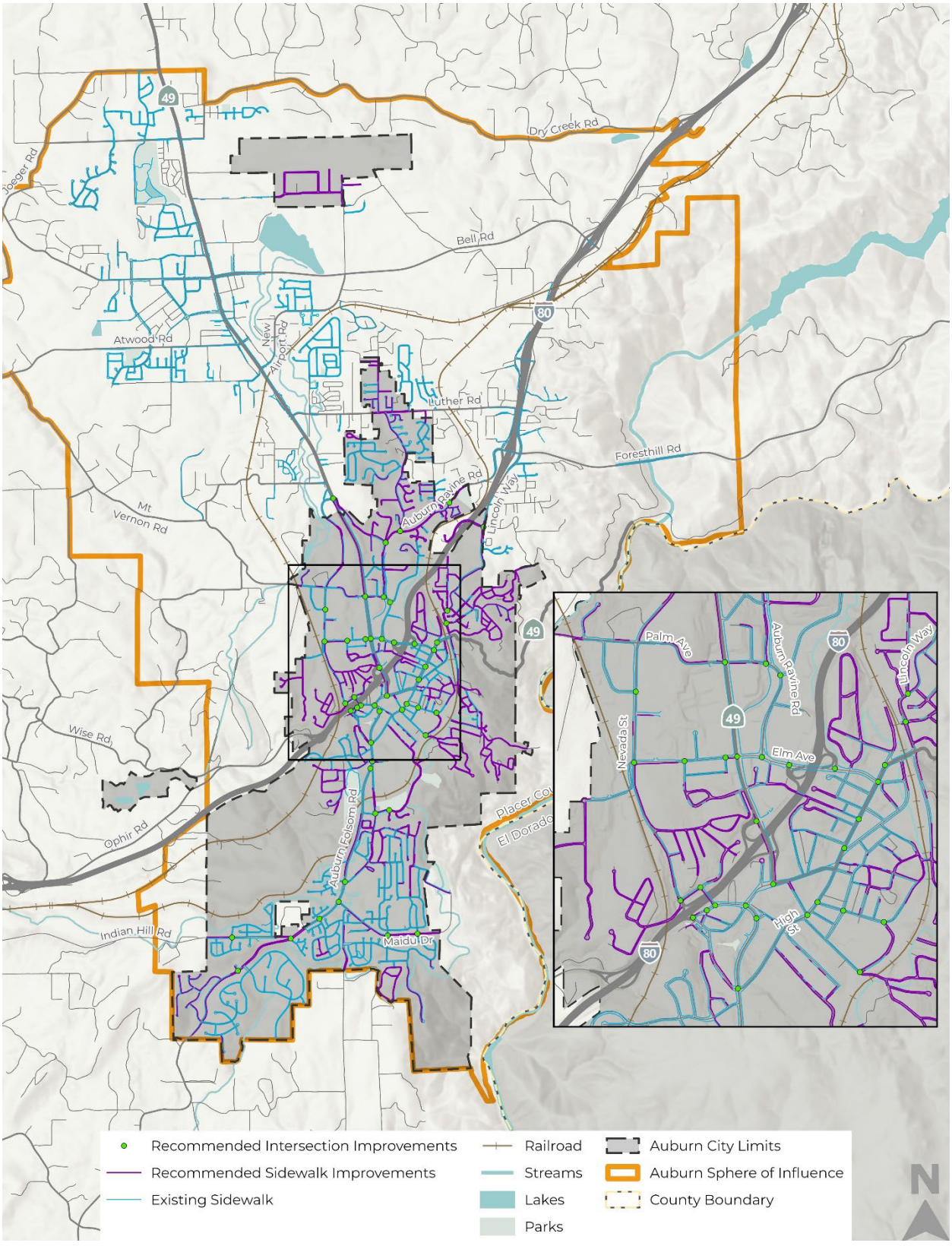
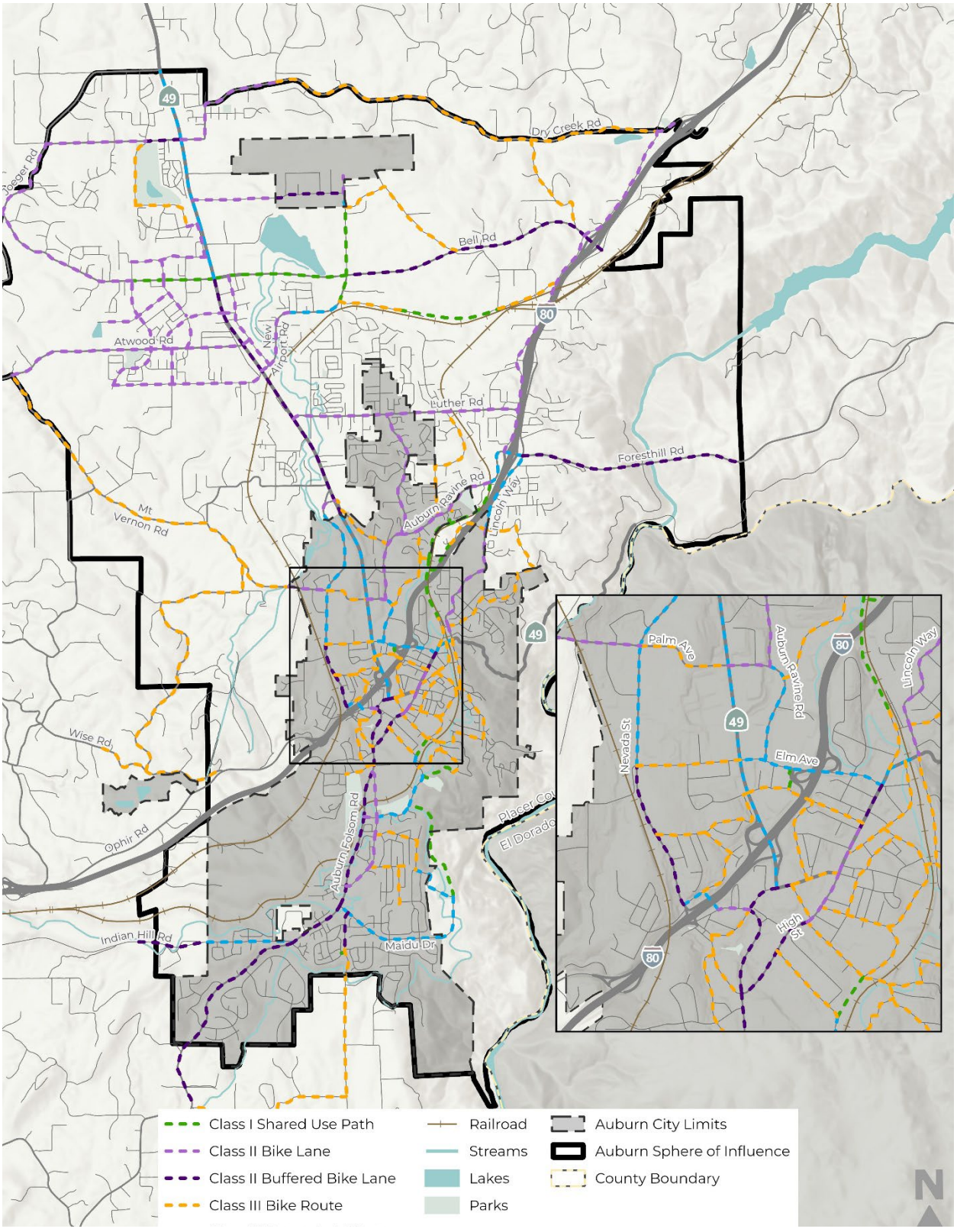


Figure 27: Planned Bicycling Facilities



Shared Street Neighborhoods

In several established Auburn neighborhoods, comprehensive active transportation improvements such as constructing sidewalks or widening roadways to add new bicycle facilities may not be feasible. Physical constraints, the layout of the street network, limited public right-of-way, existing utilities and drainage infrastructure, existing historic structures, steep slopes, and the high cost and complexity of major retrofits can make traditional infrastructure upgrades difficult, if not impossible, to implement.

To proactively address long-standing challenges in these neighborhoods, this ATP identifies several "Shared Street Neighborhoods." These Shared Street Neighborhoods feature roadways with narrow rights-of-way, missing or incomplete sidewalks, discontinuous bike facilities, and land use patterns that could not have anticipated today's demand for more robust active transportation infrastructure. Many of these areas grew before the increased prevalence of larger, higher-speed automobiles and contemporary development regulations, resulting in streets that function more like shared spaces than conventional roadway corridors.

The Shared Street Neighborhoods are designated areas of the City where context-sensitive, community-driven improvements would be identified in collaboration with local residents as a targeted approach to improve walking and biking conditions. **Figure 28** shows the location of the Shared Street Neighborhoods.

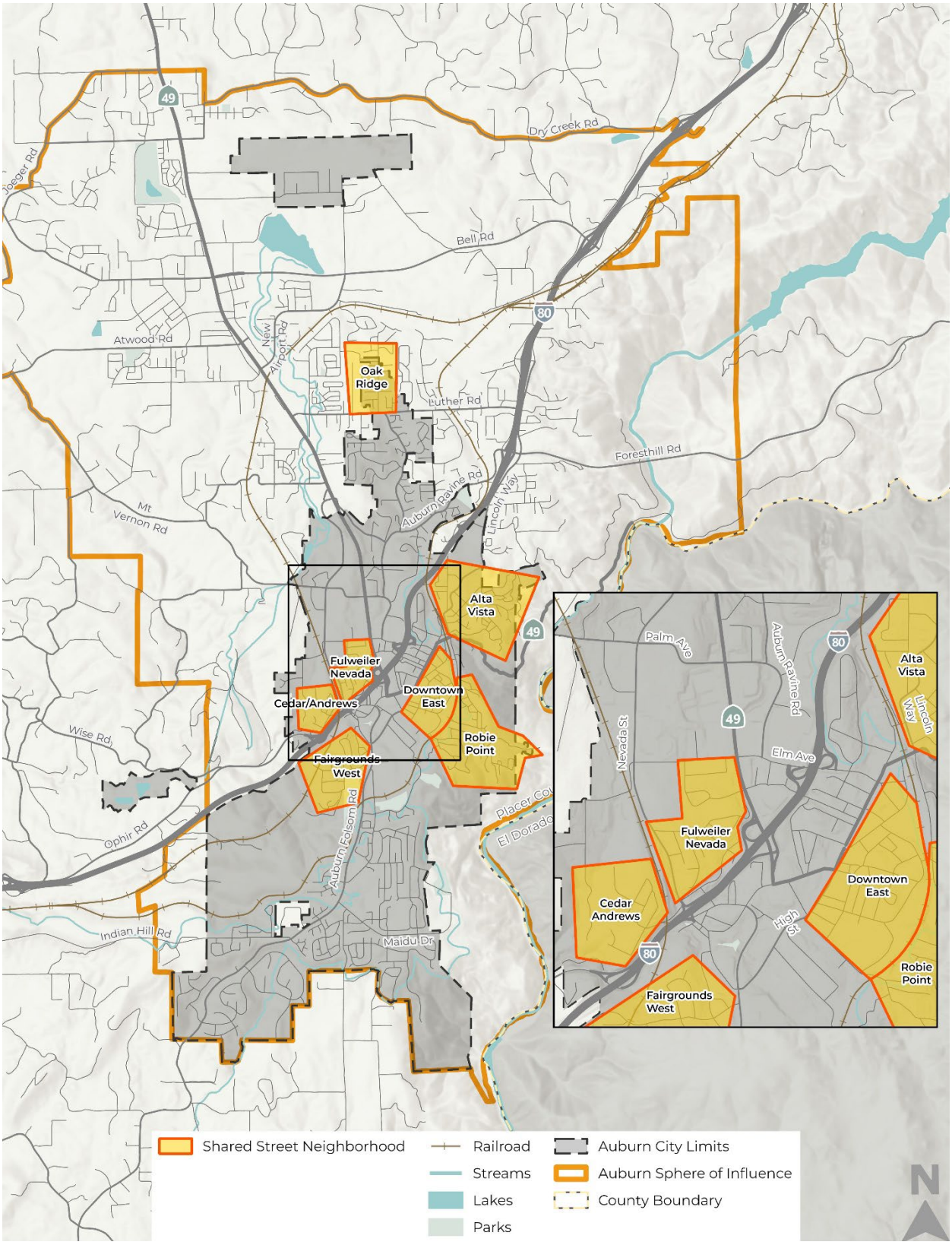
The identification of these Shared Street Neighborhoods provides the City with options to improve bicycle and pedestrian comfort in constrained areas by prioritizing low-cost, small-scale, context-sensitive improvements. Through traffic-calming strategies and targeted street design treatments, the districts help transform existing streets into safer, more comfortable places for people walking and bicycling primarily by reducing vehicle speeds and enhancing overall visibility and predictability for all roadway users. These enhancements, such as curb extensions and lane narrowing, can be implemented more quickly and with fewer disruptions than full-scale reconstruction.

This plan recommends that City staff and the City's Transportation Safety Commission conduct outreach to local residents to identify the preferred enhancement(s) and locations to prioritize within these Shared Street Neighborhoods since local residents are often the most knowledgeable source of information regarding routes frequently used to walk and bike within their neighborhood and to access adjacent corridors and destinations.

The implementation of these improvements would be subject to review and approval by the Auburn Public Works Director to confirm they maintain adequate emergency vehicle access and can be properly maintained.

More information on the active transportation districts and recommendations for street improvements may be found in **Appendix E: Shared Street Neighborhoods and Context-Sensitive Enhancements**.

Figure 28: Shared Street Neighborhoods



Supporting Facilities

Wayfinding

Wayfinding signage can be used on both bicycle and pedestrian facilities to direct users to connecting facilities and key destinations. Good wayfinding signs can also encourage pedestrians and bicyclists to visit local businesses. These signs provide the most value at trail junctions and at intersections of key bicycling and walking routes. Chapter 9B of the California MUTCD provides guidance on sign design and installation. These standard signs may be augmented by signs depicting distances in miles to encourage walking and bicycling.

Lighting

Providing adequate lighting along pedestrian and bicycle facilities is a critical component of safe and accessible public infrastructure. Well-designed lighting improves nighttime visibility, reducing the likelihood of collisions by enabling users to detect other travelers, obstacles, and roadway conditions in advance. Good lighting also plays a key role in creating a sense of personal security, as brighter environments tend to reduce the fear of crime and make people feel more comfortable using active transportation routes after dark. Pedestrian walkways should have lighting that allows people to identify faces from about 30 feet away.

Traffic Calming

Additional traffic calming measures can be implemented alongside the proposed network improvements to further support safe and comfortable travel for all users. Traffic calming strategies such as curb extensions and narrowed travel lanes are designed to reduce vehicle speeds and reinforce driver attentiveness in areas with high levels of pedestrian and bicycle activity. When applied thoughtfully, these treatments do more than address speeding; they help create a built environment that prioritizes human-scale mobility.

Bicycle Parking

Improving access to bike parking provides a practical, visible step toward supporting active transportation and making bicycling a more convenient option for residents, employees, and visitors. By installing secure, well-designed bike parking facilities at key destinations, the City can reduce barriers to cycling and encourage short, everyday bike trips. A coordinated program also allows Auburn to establish consistent design standards, ensure ADA-compliant placement, and prioritize locations with the highest demand. Over time, expanding the supply and quality of bike parking not only supports local mobility goals but also strengthens connections to the City's broader active transportation network.

Both short- and long-term bicycle parking should be supplied where appropriate, such as at schools, parks, grocery stores, and other key destinations. Business owners should be encouraged to work with the City to provide bicycle parking in commercial districts to support customers who would like to bike to local businesses.

Short-term bicycle parking programs may facilitate the expansion of bicycle parking facilities across the City. For example, the City may consider the provision and installation of bike racks free of charge if requested by business owners if the business agrees to maintain it by keeping it clear of debris and monitoring or reporting structural issues.

The City of Auburn Municipal Code contains no requirements to provide short- or long-term bicycle parking as part of new development projects. The City should explore codifying bike parking requirements in the City's municipal code, such as requiring a requisite number of bicycle parking spaces for each dwelling unit or as a percentage of the required vehicle parking supply. Additionally, the City may explore providing exemptions wherein a developer can reduce their required vehicle parking provisions by replacing, up to a limit, off-street vehicle parking with bicycle parking.

The City should consider guidance in the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines* regarding recommendations for short-term and long-term bicycle parking, maintenance best practices, site planning requirements, and rack and locker design requirements.

Non-Infrastructure Programs

In addition to physical changes to the transportation system, programmatic measures can also benefit pedestrians and bicyclists. Outreach, encouragement, and other supporting programs are an important means to increase the number of people who walk and bike and promote multimodal travel options.

Maintenance

The City does not have formal policies for maintaining existing bicycle and pedestrian facilities. However, bicycle lanes are often restriped when they become worn or during concurrent roadway pavement treatment or repairs. Facility conditions for bike lanes and sidewalks are tracked by City staff via Street Saver software and included in annual pavement condition reporting. The City currently administers two maintenance programs, Annual Overlay and Annual Surface Treatment, which both address deficiencies in pavement condition.

An online reporting tool is available via the City of Auburn website for residents to report issues related to sidewalks, street signage, and overgrown or fallen trees directly to Public Works staff. Sidewalks, lighting, and signals are repaired, and vegetation is maintained as needed or requested, as resources allow. While an "Other" option is provided, a dedicated tool for issues related to bicycle facilities should be considered. Recurring challenges include buildup or the deposit of leaves in bike lanes during the autumn months which when wet can produce slippery riding conditions leading to falls. Programs or education related to keeping waste collection bins out of bicycle travel lanes should also be considered.

Education and Encouragement

There are a variety of opportunities the City can pursue to encourage walking and biking at all ages and abilities:

School Visits: City staff could provide walking and biking safety programs to elementary school kids. Programs could involve bike skills training, which would teach kids to ride bikes in a safe, supportive, and fun environment and encourage them to be life-long riders.

Community Bike Rides: The City could also partner with community groups to promote community bike rides. Alternatively, the City could close portions of streets to vehicular traffic to hold events such as festivals, parades, and other events that promote walking and biking to downtown.

Walk/Bike to School: Programs such as walking school buses, where kids and families walk to school in groups, are another opportunity for schools to encourage walking. Similarly, adding activities or other incentives to walk/bike to work events and increasing the number of casual walking events could expand this effort.

CHAPTER 5: IMPLEMENTATION

Implementation of the planned pedestrian and bicycle networks is anticipated to occur

- through active transportation projects pursued to implement this plan;
- in conjunction with adjacent land development projects; and
- in conjunction with roadway maintenance and capacity enhancement projects, such as slurry seals, pavement reconstruction, roadway widening, or sidewalk rehabilitation projects.

Implementation requires years to complete. Priority projects will be targeted for completion in the next five to ten years. Implementation of each project is dependent upon availability and acquisition of funding; projects requiring land acquisition or utility relocation require extra time to implement. Improvements associated with work on adjacent roadways or development of adjacent land uses provides opportunities for implementation relatively easily or at lower cost than if implemented separately. In these cases, lower priority improvements may be implemented before higher-priority improvements, depending on the location of these land development and roadway projects. Implementation of each project is also dependent on detailed feasibility and design studies based on local conditions.

Completion of projects in this plan will be reported by staff to the City Council and on the City's website. The City of Auburn will periodically update this plan to reflect evolving needs and progress toward completion.

PRIORITIZATION

The projects identified to create these networks were prioritized based on several criteria:

- Proximity to key destinations, including schools, parks, medical facilities, and activity centers
- Collision locations
- Disadvantaged Community indicators
- Population density
- Judgment of City staff

Priority pedestrian and bicycle facilities are shown in **Figure 29** and **Figure 30**, respectively. The priority projects and further explanation of the prioritization process are provided in **Appendix D: Relevant Proposed Projects, Prioritization, and Cost Estimates**.

Several of the projects in the project lists are grouped into priority corridors, which serve as the focus of near-term implementation. Each group of projects contributes to growing the backbone network of pedestrian and bicycle facilities throughout the City.

Figure 29: Priority Pedestrian Facilities

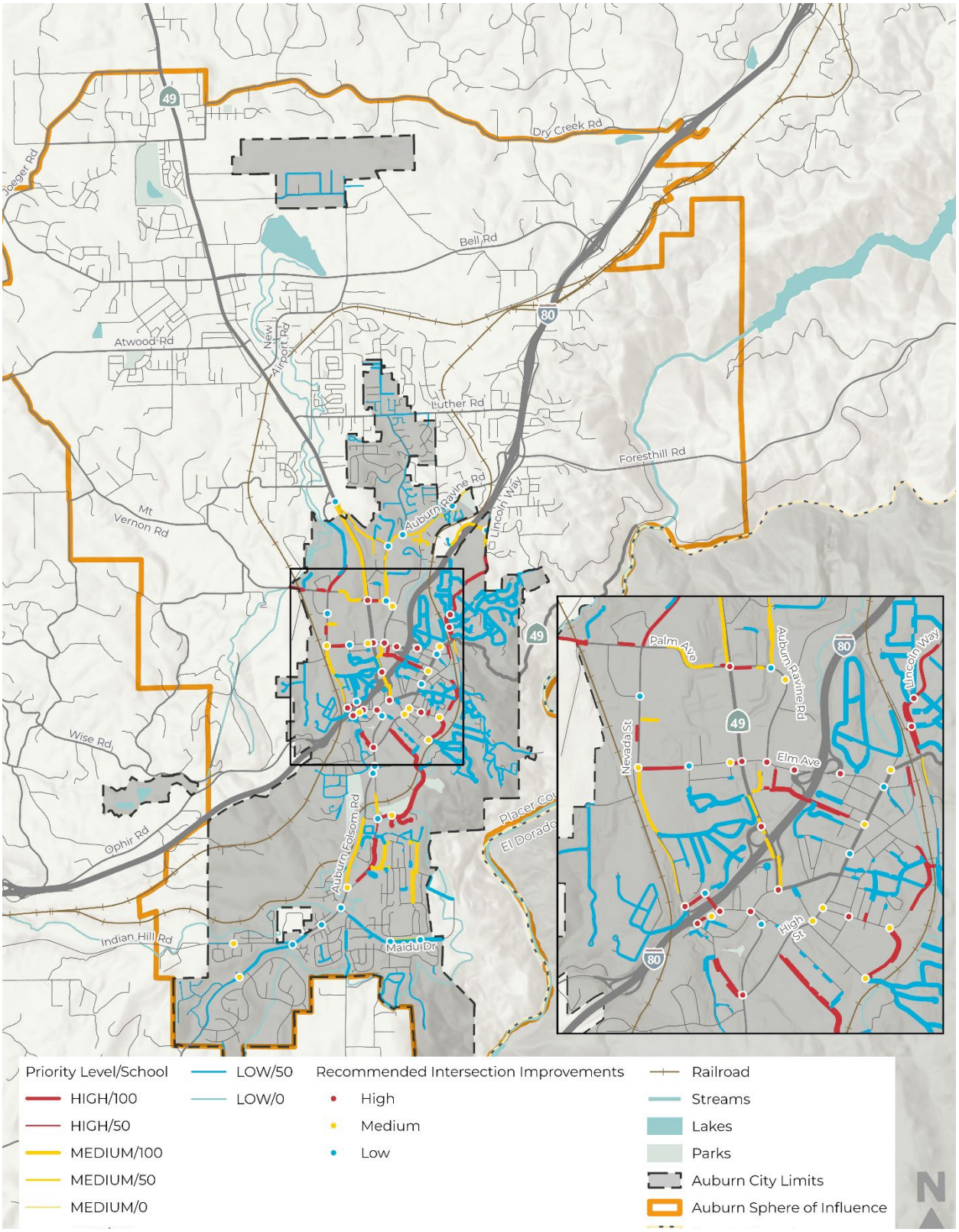
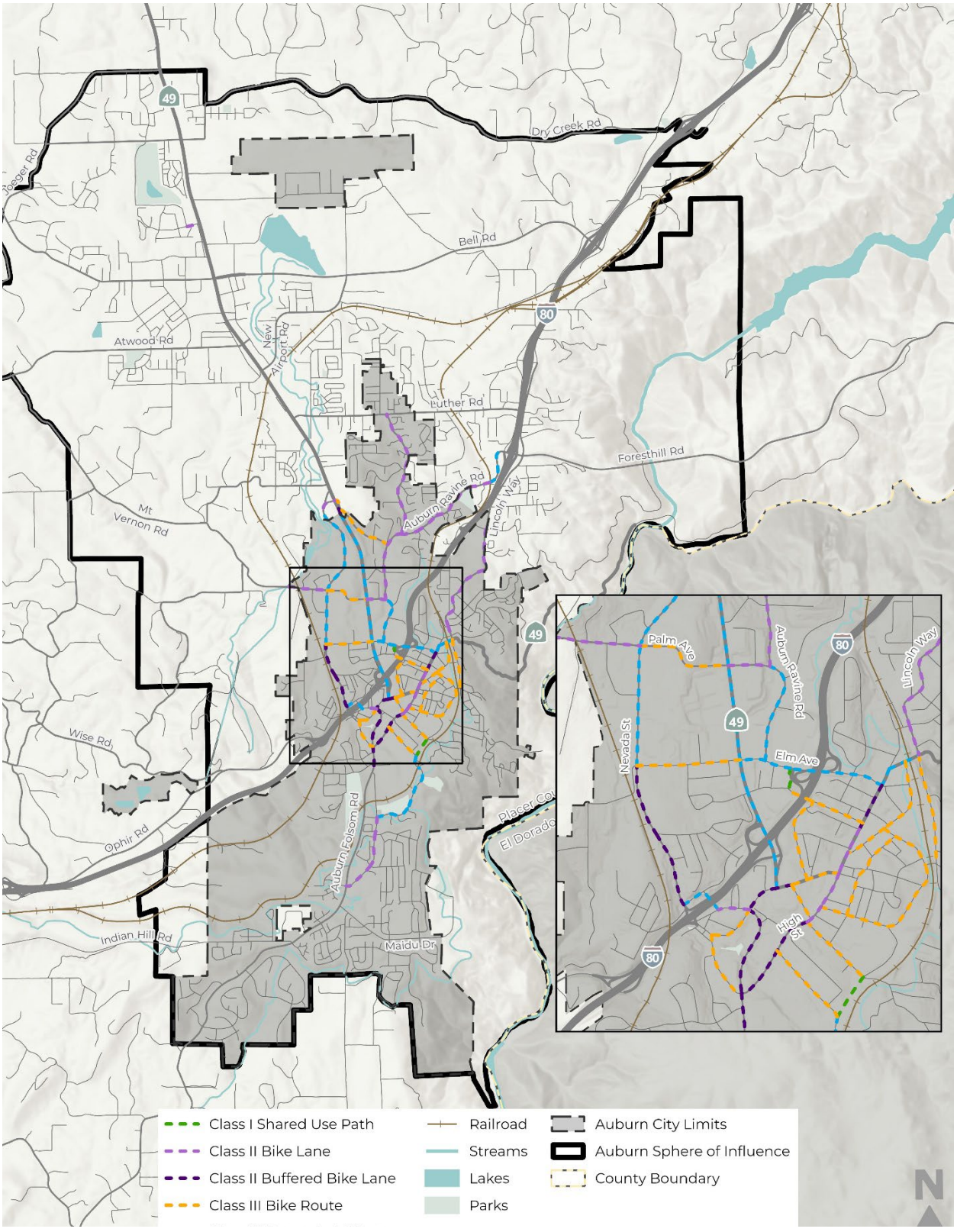


Figure 30: Priority Bicycling Facilities



Costs

The estimated costs to implement each type of facility are provided in **Appendix D: Relevant Proposed Projects, Prioritization, and Cost Estimates** and summarized in **Table 8**. Project cost estimates are based on local unit cost estimates. These estimates were developed based on relevant project experience in the area. Note that these cost estimates are high-level, therefore more detailed study and design of individual projects will be required to refine them.

Table 8: Project Cost Estimates

Location	Cost per Mile	Priority Projects	All Projects
Sidewalk	$818,400	$6,154,540	$52,974,760
Shared-Use Path (Class I)	$1,320,000	$294,470	$2,598,420
Bike Lane (Class II)	$36,960	$166,390	$197,650
Buffered Bike Lane (Class II)	$52,800	$8,570	$261,530
Bike Route (Class III)	$16,050	$72,900	$180,750
Separated Bikeway (Class IV)	$580,800	$2,430,310	$3,462,420
Intersection Treatments*	–	$665,560	$2,278,180

Notes: * = Full costs are to be determined.

If utilities must be relocated or land must be acquired to implement any of these facilities, costs will increase. Many of these facilities may be implemented during development of adjacent land uses or in conjunction with other projects; therefore, some of these costs will not be directly borne by the City.

Funding

Federal, state, regional, county, and local organizations provide funding for pedestrian and bicycle projects and programs. The following funding sources are recommended as the most applicable for the projects in this plan:

Regional

- SACOG Regional Active Transportation Program
- SACOG Engage, Empower, Implement (SACOG also supports regional distribution of funds from several state and federal programs listed below)

State

- Active Transportation Program
- Highway Safety Improvement Program
- Local Partnership Program
- California Department of Parks & Recreation Recreational Trails Program

Federal

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Surface Transportation Block Grant (STBG) Program
- Reconnecting Communities: Highways to Boulevards
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Programs
- Safe Streets and Roads for All (SS4A) Grant Program
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program

In addition to these funding programs, local developer fees may be considered. These local fees from land development projects can provide match funding or full implementation of projects where there is a nexus to the project.

Potential Outcomes

Implementation of the ATP in its entirety including infrastructure, policy, and programmatic recommendations can achieve substantial improvements toward increasing the number of trips made by active modes.

The estimated future trips identified in **Table 9** were derived based on reviews of relatable jurisdictions. This included those with similar size, demographic, and topographic characteristics as Auburn as well as small- to medium-sized cities in the region that have more mature pedestrian and bicycling networks. Because these numbers are based on commute trips and do not include non-work based utilitarian or recreational trips, or commuters who only walk or bike to work part time, the actual number of future trips could be higher than these estimates.

Table 9: Future Trips to Work by Walking and Bicycling

Location	Current Trips	Current Share	Future Trips	Future Share
Walking	261	4%	370	6%
Biking	49	0.8%	185	3%

Sources: U.S. Census 2018 -2022 American Community Survey, 2023; Fehr & Peers, 2024.

Given the safety benefits associated with this plan, injuries and fatalities due to roadway collisions are expected to be reduced if all aspects of this plan, including policies and programs, are implemented. Along with safety benefits, increases in active mode shares may improve health outcomes including reduced incidences of heart disease, high blood pressure, or Type 2 diabetes. Increased rates of active modes can also reduce roadway congestion, contributing to better air quality and overall higher quality of life from residents. The Auburn community consists of many people who want to recreate and spend time outdoors and who would experience enhanced quality of life improvements by providing additional high-quality facilities to support walking and biking to their destinations.


LINCOLN WAY

APPENDIX A: PLAN CONFORMANCE WITH ATP GUIDELINES

Table 10 identifies the page number of the plan or the specific appendix where each required element for active transportation plans, according to the California Transportation Commission 2025 Active Transportation Program Guidelines, is addressed in this ATP.

Table 10: Active Transportation Plan Criteria Checklist

Item	Requirement	Pages
A	**Mode Share**: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from the implementation of the plan.	61
B	**Description of Land Use/Destinations**: A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals and ferry docks and landings.	13
C	**Pedestrian Facilities**: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	39, 49, 50
D	**Bicycle Facilities**: A map and description of existing and proposed bicycle transportation facilities, including those at major transit hubs and those that serve public and private schools.	33, 49, 51
E	**Bicycle Parking**: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots, and in new commercial and residential developments. Also, include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	35, 55
F	**Wayfinding**: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	29, 54
G	**Non-Infrastructure**: A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	56
H	**Collision Analysis**: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	45–48
I	**Equity Analysis**: Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack of connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	5–16
J	**Community Engagement**: A description of the extent of community involvement in the development of the plan, including disadvantaged and underserved communities.	17, Appendix B
K	**Coordination**: A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, housing, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	17, Appendix C

Item	Requirement	Pages
L	**Prioritization**: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	57–59
M	**Funding**: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources, and potential funding for bicycle and pedestrian uses.	60–61, Appendix D
N	**Implementation**: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	57,
O	**Maintenance**: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	56
P	**Resolution**: A resolution showing the adoption of the plan by the city, county, or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district, or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	--

Source: 2025 Active Transportation Program Guidelines (California Transportation Commission, 2024)
--: Plan adoption anticipated May 11, 2026

APPENDIX B: PUBLIC PARTICIPATION

Obtaining input from the residents of Auburn was an important part of the ATP development process. The public helped identify recommended improvements to the bicycling and walking facilities as well as priorities for projects.

Pop-Up Events

To meet people where they are, rather than requiring them to come to a meeting specifically for the ATP, project staff hosted booths at local events. The events provided an opportunity for engagement from a broader cross-section of the public than who would attend a typical project-specific public meeting.

Auburn National Night Out

National Night Out is a national community building campaign to foster positive relationships between community members and law enforcement. Auburn participated in the campaign by hosting a street fair with food, local vendors, and entertainment on August 6, 2024 from 6–9 PM in Old Town Auburn.

Image 1: Outreach at National Night Out

Community feedback was gathered through a shared booth at the event for concurrent planning efforts, including the Auburn Active Transportation Plan and the Auburn General Plan. Community members were prompted for suggestions on how to improve the City's transportation network including:

- Traffic calming on Luther Drive
- Stop lights on SR 49 take too long
- Maple/80 off-ramp is unsafe – short, uncontrolled, and goes right into town
- Need more bike lanes
- Bike connections to the canyon
- Glad that they didn't get a Costco because the traffic would have been horrible
- Want to keep North Auburn and Auburn separate
- Continuous separated bike trail across Auburn along Auburn-Folsom Rd and up Auburn Ravine Rd
- More sidewalks and pedestrian facilities
- Bike lanes on Auburn Folsom Rd
- A comprehensive bike lane network
- Roundabouts
- E-bike system
- More parking so there is no loss of business due to parking being difficult
- Paved mountain bike trails like Fayetteville, Arkansas
- More direct connection for cyclists to Ophir Rd from south of 80 so that cyclists don't have to travel 20–30 mins out of the way to get there and so that cyclists don't have to travel on the freeway.

Additional activities were presented to engage community members in discussions about the planning efforts and receive input early about the Active Transportation Plan development.

ACTIVITY 1: WHAT'S YOUR BIG IDEA FOR AUBURN?

In partnership with the Auburn General Plan team, cards with the prompt "What's Your Big Idea for Auburn?" were available to attendees to write down their ideas for what they wanted to see implemented in Auburn. A total of 47 comment cards were submitted, including 13 comments (approximately 28%) that were specific to transportation. These comments included:

- Age friendly for AARP, walkability
- Parks, parks, parks
- N/S bike ped trail that runs across the whole city, along Auburn Folsom Rd and then Auburn Ravine Rd to north end. Like Sunriver OR.
- Keeping/ continuing to develop more trails and protected land
- More sidewalks and multi-purpose (bike/ped) lanes
- Bike lanes!
- One-way uptown (street)
- More sidewalks
- More trails
- Flying cars
- Paved mountain bike trails
- Trail and park in the Christian Valley area
- A bike trail connection from Live Oak Street to Ophir Road, so cyclists can get from Highway 49 to Ophir Road on the north side of I-80 without riding on the freeway shoulder

ACTIVITY 2: GOALS AND OBJECTIVES VOTING

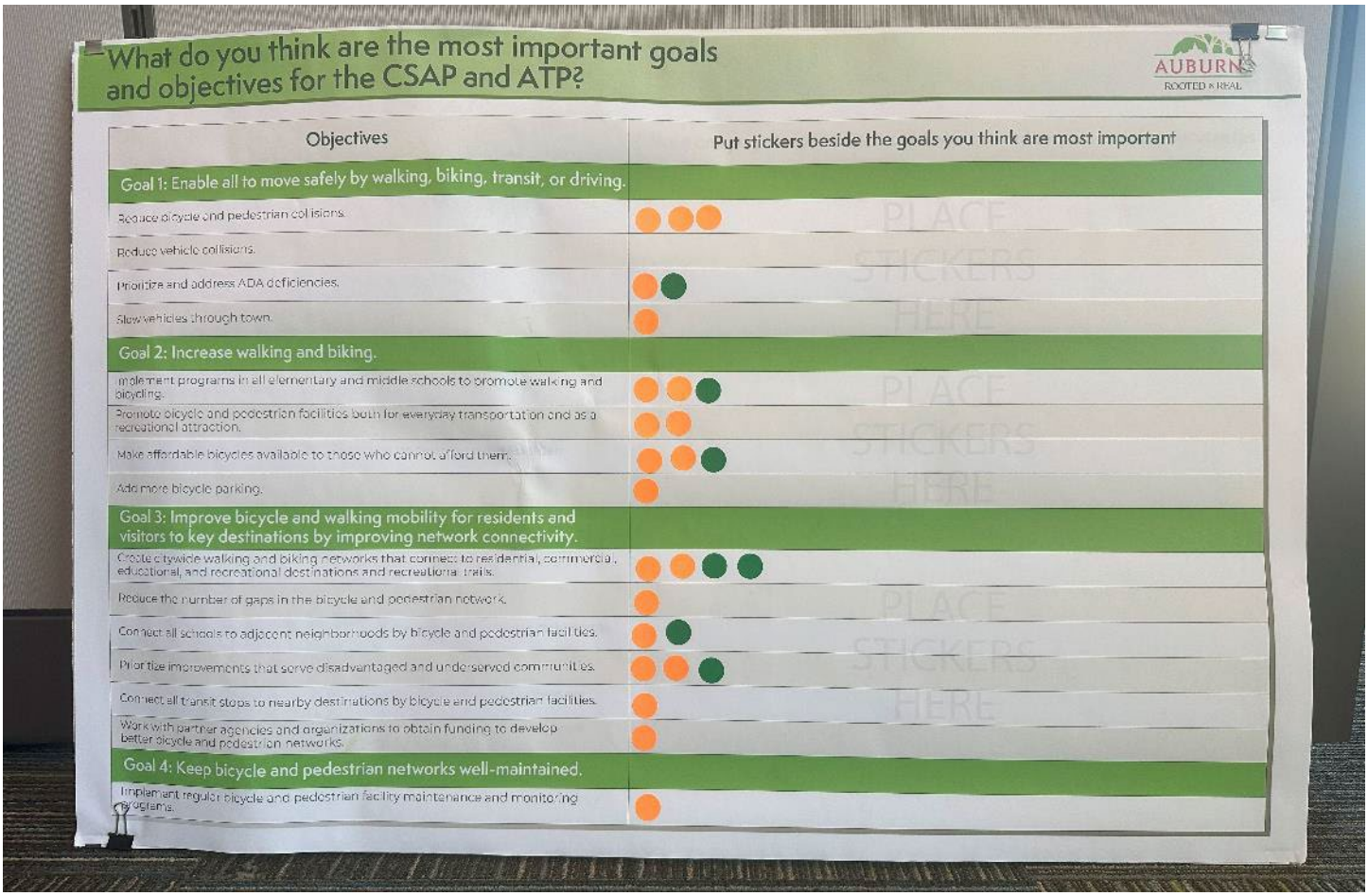
Attendees were presented with the opportunity to vote on which draft goals and objectives they valued the most for the Active Transportation Plan. The goals and objectives are listed in **Table 11**.

Table 11: Active Transportation Plan Draft Goals and Objectives

Objective Number	Objective
Goal 1: Enable all to move safely by walking, biking, transit, or driving.	
Objective 1	Reduce bicycle and pedestrian collisions.
Objective 2	Reduce vehicle collisions.
Objective 3	Prioritize and address ADA deficiencies.
Objective 4	Slow vehicles through town.
Goal 2: Increase walking and biking.	
Objective 1	Implement programs in all elementary and middle schools to promote walking and bicycling.
Objective 2	Promote bicycle and pedestrian facilities both for everyday transportation and as a recreational attraction.
Objective 3	Make affordable bicycles available to those who cannot afford them.
Objective 4	Add more bicycle parking.
Goal 3: Improve bicycle and walking mobility for residents and visitors to key destinations by improving network connectivity.	
Objective 1	Create citywide walking and biking networks that connect to residential, commercial, educational, and recreational destinations and recreational trails
Objective 2	Connect all schools to adjacent neighborhoods by bicycle and pedestrian facilities.
Objective 3	Prioritize improvements that serve disadvantaged and underserved communities.
Objective 4	Connect all transit stops to nearby destinations by bicycle and pedestrian facilities.
Objective 5	Work with partner agencies and organizations to obtain funding to develop better bicycle and pedestrian networks.
Goal 4: Keep bicycle and pedestrian networks well-maintained.	
Objective 1	Implement regular bicycle and pedestrian facility maintenance and monitoring programs.

By the end of the night, over 25 votes were received across the different goals and objectives, as seen in **Image 2**. Creating a citywide walking and biking network to access destinations and resources received the highest number of votes. Objectives related to safety for pedestrians and cyclists, improving the educational and financial resources to active transportation, and prioritizing improvements in underserved communities were also identified as important goals to the Auburn community.

Image 2: National Night Out – CSAP and ATP Goals Voting Activity



Septemberfest

Auburn's Septemberfest was held on September 19th, 2024 from 5–9 PM in Old Town Auburn. Similar to the National Night Out event, Fehr and Peers attended the event alongside the City of Auburn's General Plan staff, including the feature of the "What's Your Big Idea for Auburn?" activity. A total of 44 comments were received, including 19 comments (43%) which were related to transportation. These comments include:

- More hiking trails
- More walking accessibility
- More public transport
- Create a pedestrian only zone area in Old Town
- Continue the sidewalk on Dairy Road from Luther to Auburn Ravine Road
- Lots of road(side) bike trails
- Provide new walking and biking path bridges to get across the freeway, allowing walkers and bikers better accessibility to cross I-80 safely
- Please take care of City easements to maintain safety for access to canyon trails. Provide clearly defined entrances to trails accessed from City property
- Bike trails separated from cars so there is less risk of being hit by cars
- Pacific Street is an underutilized resource—leverage it. It connects High Street and Sacramento Street, it connects Overlook Park and Railhead Park, it is a gateway to the canyon, it has 3 major trailheads. It

needs wayfinding and sidewalks. It should be a community node and hub for endurance, trails—should invest in it.
- (Improve) trail maintenance—want to be able to recognize trails
- Wayfinding (signage, markers for trails) and sidewalks
- Bike trail connecting the breweries
- Dairy Road sidewalks
- Dedicated multi-use non-vehicle paths with access to American River Canyon
- Increase walkability and bike access
- Close Lincoln Way to cars. Make it a pedestrian only street with live music and events
- More bike and ped paths connecting Auburn-Folsom / Indian Hill area to Old town/Downtown
- Paved walking and biking trails and sidewalks

Over 100 people were engaged throughout the event through the activity and additional conversations with community members about Auburn's upcoming planning efforts.

Image 3: Responses to "What's Your Big Idea for Auburn?" Being Displayed at Septemberfest

Auburn Trails Alliance Block Party

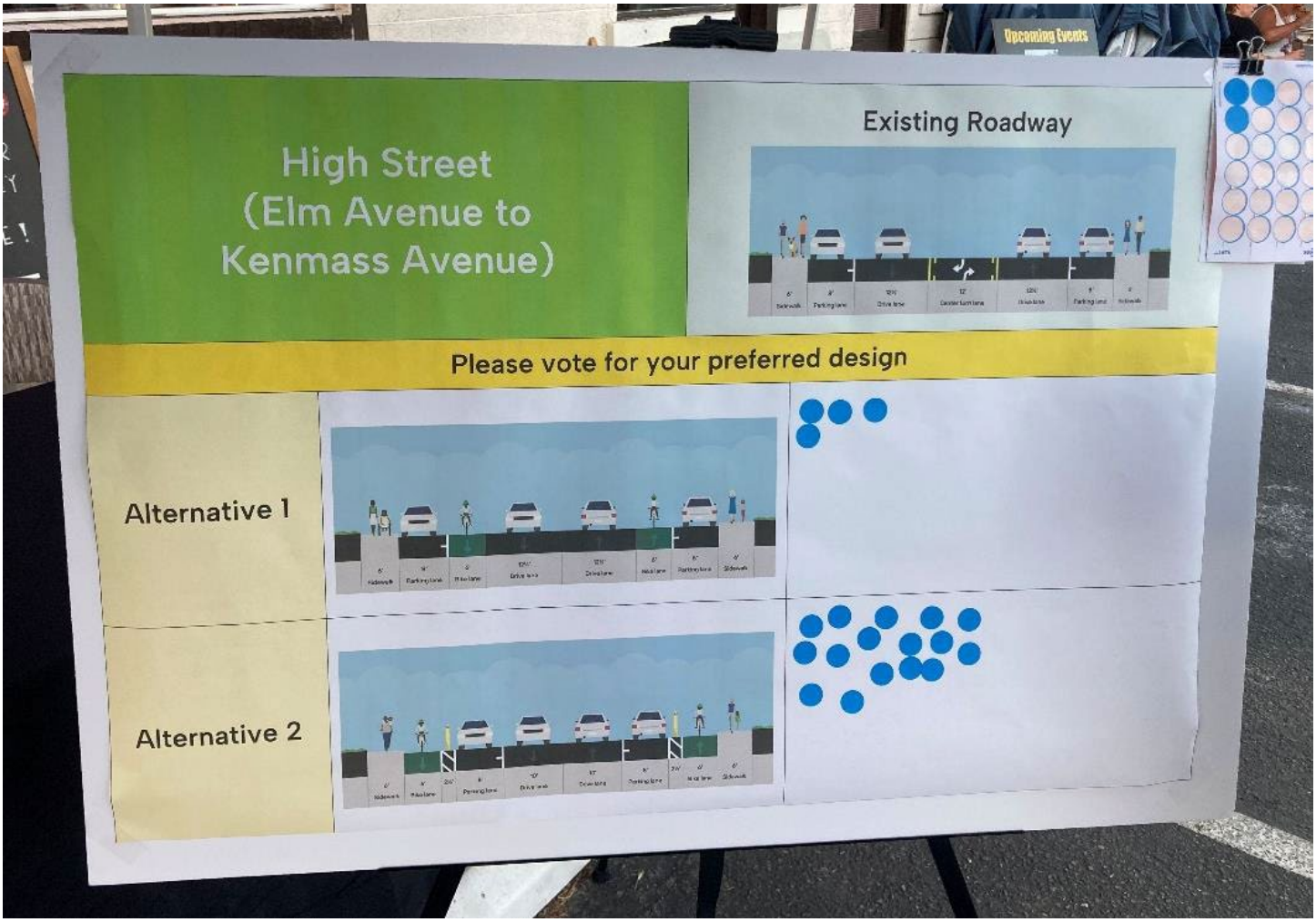
Local advocacy group Auburn Trails Alliance hosted the Bike Month Trivia and Raffle Night on Friday, May 30, 2025. Draft recommendations were presented at the event to solicit feedback from the community.

A poster of the draft proposed bicycle network was available for community members to review and submit feedback. Additionally, posters displaying high-level conceptual re-design alternatives of key corridors were available for review. Corridors included:

- Auburn Folsom Road south of Sacramento Street
- Elm Avenue eastbound approach to State Route 49
- High Street from Auburn Folsom Road to Agard Street
- High Street from Elm Avenue to Kenmass Avenue

Attendees were provided with the opportunity to vote for their preferred roadway alternative. A total of 74 votes were cast for preferred roadway alternatives.

Image 4: Corridor Alternatives Voting for High Street between Elm Avenue and Kenmass Avenue at the Auburn Trails Alliance Block Party



The draft bicycle network and proposed design alternatives sparked additional discussion of roadway treatments and network enhancements. In total, 32 comments about active transportation improvements were received:

- High Street between Elm Avenue and Kenmass Avenue
  - Vertical protection isn't needed or preferred
  - Vertical protection in the form of bollards becomes a maintenance problem
  - Alternative 1 should have 10 feet travel lanes and 2 ½ feet buffers for cyclists
- Auburn-Folsom Road
  - High speeds, not as much congestion
  - Fairground area is the worst
  - Does not want to see physical protection
- Not a fan of cycle tracks (2x people)
  - Others stated they like the cycle track alternatives
- Elm Avenue Approach
  - Eastbound left is very impacted. Hard to imagine a shared left through lane
- Nevada Street northbound approach to Fulweiler Avenue
  - Fully supported
- Nevada Street
  - Okay without treatments as vehicle volumes are low
- Between High Street and Lincoln Way
  - One should prioritize bikes and peds, and the other should prioritize parking
  - Consider a one-way couplet?
- General
  - Want to bike kids to Maidu Drive out of neighborhood over railroad tracks
  - Challenges at High Street and SR 49 intersection downtown
  - Make streets more comfortable for kids to get to school or the library

Auburn Farmer's Market

Feedback was solicited at Auburn Old Town Farmer's Market on July 19, 2025 from 8 AM to 12 PM. The event was an opportunity to get additional feedback on the proposed active transportation improvements from a broader crowd than those that attended the Auburn Trails Alliance Block Party. The same proposed bicycle network was presented, and attendees were able to vote on preferred roadway design alternatives for high priority corridors.

In total, 29 votes were cast for preferred roadway alternatives. And 32 comments were received in relation to the draft bicycle network recommendations, including:

- SR 49
  - Improve safety
  - Murphy's Gate would be good pedestrian access point

- Auburn Folsom Road
  - Road diet would be challenging. May produce a lot of feedback
  - Event considerations – contribute to congestion
  - Some improvements needed
  - Planters would be nice but bollards okay too from cost standpoint
  - Bollards are desired
- General
  - Signals don't register bikes
  - More bike racks particularly in Old Town, Downtown, and shopping centers
  - "I want to go everywhere on a bicycle!"
  - Trails need to be long enough to have an enjoyable ride
  - Murals along paths would add aesthetic value
  - Making trails safe include maintenance, cleaning, and addressing unhoused populations congregating along paths
  - "Do them all please! Thank you! Can't Wait!"
  - Extend American River Parkway Trail from Folsom to Auburn
  - Route for biking from Luther road to downtown Auburn
- Confluence High School
  - Area has speeding drivers and needs sidewalks
- Bowman Road from Frontage Road to I-80
  - Support bike lane recommendations
- Elm Avenue
  - Look at putting bike facility on north side to be adjacent to retail centers

Image 5: Corridor Alternatives Voting for High Street between Auburn Folsom Road and Agard Street at the Auburn Farmer's Market

Auburn Parks & Big Trucks

The Auburn Area Recreation and Park District (ARD) held their annual Parks and Big Trucks event on July 26, 2025 from 10 AM to 12 PM. The event had vehicles on display from local and regional service providers including fire engines, construction vehicles, school buses, and others. Additional feedback was solicited at the family-friendly event to understand the challenges and opportunities residents experience with transportation in Auburn, a conversation that was facilitated by presenting the draft bicycle network and street design alternatives exhibits.

In total, 16 votes were cast for preferred roadway alternatives. And 6 comments were received in relation to the draft bicycle network recommendations, including:

- More ADA amenities (curb ramps, sidewalk condition, level sidewalks, etc.) in Old Town, Downtown, but everywhere too
- Love the idea of pedestrianizing Old Town or/and Lincoln and High Street. If not a full pedestrianization, a "Curbless Street" would be really great.
- Sidewalks on Luther and Dairy
- Signal timing, adding more traffic circles

- Too many cars on Auburn Folsom to take a lane away. Consider big events and pick-up or drop-off for schools which can be busy
- Support more bike lanes everywhere. Placer Hill Road could use resources. People drive fast on the narrow, twisty roads like Dairy and others.

Partnerships

Information gathered through other planning efforts was reviewed to inform the Auburn ATP on concurrent local and regional planning strategies. Recommendations for the ATP were developed in consideration of the proposed network changes from other planning efforts and community input received from other outreach efforts.

Placer County Transportation Planning Agency Workshops

While the City of Auburn is developing its ATP, the Placer County Transportation Planning Agency (PCTPA) is simultaneously developing its first regional active transportation plan for roadways that fall within the County's jurisdiction. Both efforts are being developed in parallel, with communication between both development teams to ensure a cohesive and comprehensive vision for the future of active transportation in and around Auburn.

PCTPA hosted virtual workshops on July 16, 2024 and July 18, 2024 to inform attendees of the active transportation plan and to solicit feedback from the community. The workshop started with identifying where attendees were located within the county through the use of a poll. Approximately one third of those who attended the first workshop and ten percent who attended the second workshop were from Auburn. Following the initial poll was a brief introduction to the project, followed by two more polling questions to identify how people primarily get to their destinations and the barriers to walking/cycling more often. The workshop ended with approximately 30–40 minutes dedicated to soliciting specific feedback on potential improvements. Comments relevant to the Auburn ATP development include:

- Bicyclists want better protection from vehicles while traveling along roadways through separated bike lanes and wider shoulders. Notable candidate roadways include:
    - Auburn Folsom Rd
    - Hwy 49
- Major roadways and railroads pose connectivity issues for pedestrians and cyclists.
- Larger regional connections between cities are highly desired. Most desired connections include:
    - Connection along Taylor Rd from Rocklin to Auburn
    - Connection along Dry Creek Rd between Hwy 49 and I-80
    - Connection along Indian Hill Rd between New Castle and Auburn
    - Connection between Lincoln and Auburn
- Access to parks and recreation spots, including State Parks, is highly desired.
- Vehicle speeds should be managed through traffic calming and enforcement.
- There needs to be responsiveness to the e-bike boom to reduce potential collision factors to standard cyclists and pedestrians.

The full set of comments relevant to the Placer County ATP may be found on PCTPA's webpage here: https://www.pctpa.net/atp

Bike Rack Map

As part of a grassroots effort, some members of the community have taken the initiative to promote bicycling in the City of Auburn. One effort included conducting a community needs assessment in Spring 2023, a survey of community sentiments toward cycling in Auburn. A total of 270 responses were received, providing insight into how people currently travel by bike, where they currently travel to by bike, locations they would like to be able to travel to by bike, and other barriers to cycling more often.

Most responses (74 percent) received were from residents of Auburn, and approximately 24 percent of responses were from residents of neighboring communities within 20 miles of Auburn. Over 72 percent of respondents cited safety as the biggest barrier to biking around Auburn. Bike parking and route finding were the greatest barrier to cycling more often for over half of respondents. Another 11 percent of respondents stated that bike parking and route finding were their greatest barrier to cycling more often.

Stakeholder Meetings

Interviews were conducted with key local stakeholders invested in supporting more cycling and walking in and around Auburn. Stakeholders were identified in coordination with City staff and included the business community and active transportation advocacy-related organizations.

Outreach to business-related stakeholders included engagement with bicycle retailers in the City of Auburn and representatives of local business groups including the Downtown Business Association (DBA), Old Town Business Association (OTBA), and Chamber of Commerce (CoC). The representatives from each affiliation were provided with the opportunity to invite one to two business owners they represent to join them in the stakeholder meeting to extend the reach during the stakeholder input process.

Business Stakeholders included the following:

- Christian Ayoob; Victory Velo
- Heath Nagy; Victory Velo
- Stewart Thompson; Specialized
- Bill Marengo; Emporium Cycles
- Dallas Drake; Downtown Business Association President, The Yeti Tavern owner
- Michelle Tuggle, Auburn Chamber of Commerce CEO

Active transportation advocacy organizations were also invited to stakeholder engagement opportunities to provide in-depth knowledge from the perspective of those who use the active transportation network. Organization representatives included those affiliated with the Auburn Trail Alliance and Sierra Foothills Cycling Club. Representatives from each group were encouraged to invite members from their respective organizations as well as any other affiliated or unaffiliated community members who may be interested in joining and have been active in active transportation advocacy in the City of Auburn.

Active Transportation Advocacy Stakeholders included the following:

- Bob Peterson, Sierra Foothills Cycling Club
- Kelley Davis, Auburn Trails Alliance
- Nate Whitson, Cycling Advocate

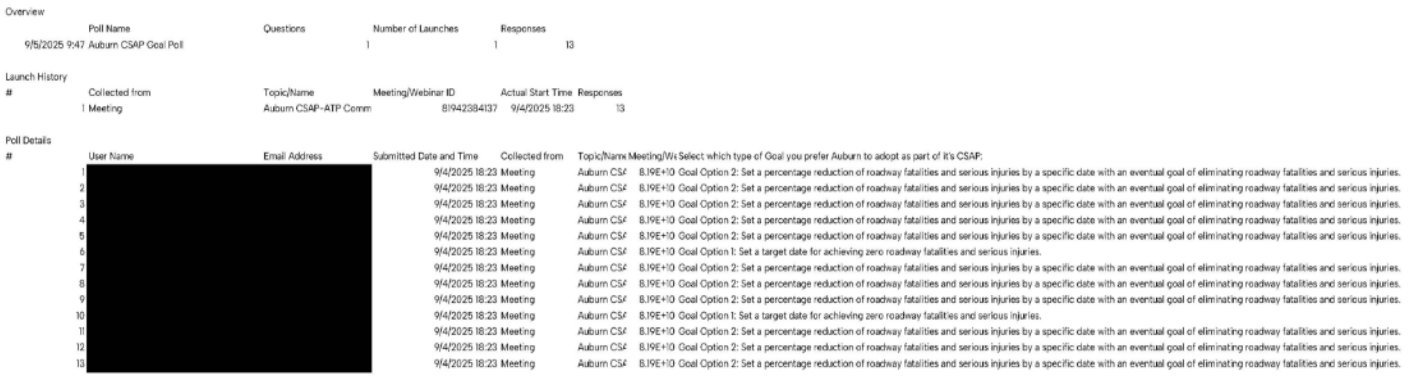
Key takeaways from the discussions are summarized below.

- Desire for more enhanced bikeway treatments including bike lanes, vertical protection, and shared-use paths
- Don't feel that Class III bike routes offer enough protection for some of the roadways they are currently used on
- Desire for close integration with PCTPA-ATP that is being developed simultaneously. Appreciate gap-closure focal point.
- The canals, while feasible to bike, should not be treated holistically as off-street network
- Support the railroad Class I recommendation though recognize its implementation challenges
- Sacramento Street is preferred alternative to Auburn Folsom though some sections can be narrow
- Curious about traffic calming interventions
- High Street is regular part of commute, traveled in both directions
- Improvements to Luther are welcome as vehicle speeds are high
- Overall, highly appreciative of the recommendations and Auburn's intentions to improve the City's active transportation network

Virtual Community Workshop

- To provide an opportunity for all community residents to hear about the plan and provide feedback, a virtual community workshop was held on September 4, 2025 from 6–7:30 PM. The event was marketed through community connections made with residents, business leaders, and others already engaged in the project. City staff also promoted the event via their communication channels.
- The workshop began with a presentation about the project to provide context as to why it was being developed and what the ATP and concurrent CSAP are before transitioning into the interactive portion wherein staff presented and received feedback on the recommendations. Additionally, a poll was presented offering participants the choice to choose between two goals for the City of Auburn to pursue in eliminating traffic deaths and serious injuries as part of the CSAP requirements.
- The poll presented two options:
    - Goal 1: Set a target date for achieving zero roadway fatalities and serious injuries. (2 Votes)
    - Goal 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries. (11 Votes)

Image 6: Polling Results for Goals Voting



Overview

	Poll Name	Questions	Number of Launches	Responses
9/5/2025 9:47	Auburn CSAP Goal Poll	1	1	13

Launch History

#	Collected from	Topic/Name	Meeting/Webinar ID	Actual Start Time	Responses
1	Meeting	Auburn CSAP-ATP Comm	81942384137	9/4/2025 18:23	13

Poll Details

#	User Name	Email Address	Submitted Date and Time	Collected from	Topic/Name	Meeting/We	Select which type of Goal you prefer Auburn to adopt as part of it's CSAP:
1	[redacted]		9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
2			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
3			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
4			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
5			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
6			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 1: Set a target date for achieving zero roadway fatalities and serious injuries.
7			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
8			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
9			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
10			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 1: Set a target date for achieving zero roadway fatalities and serious injuries.
11			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
12			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
13			9/4/2025 18:23	Meeting	Auburn CSA	8.19E+10	Goal Option 2: Set a percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

Key takeaways from the discussions are summarized below.

- Auburn Folsom Road
    - Concerns about lane removal: Several participants opposed removing travel lanes, citing high traffic volumes and commuter reliance.
    - Alternative suggestions: Preference for buffered or non-separated bike lanes over Class IV lanes with bollards, which were criticized for limiting parking and emergency access.
    - Safety issues: Aggressive driving and lack of cyclist infrastructure in the City portion were highlighted as major safety concerns.
- Indian Hill Road
    - Cyclist behavior: Cyclists ascend slowly eastbound and descend quickly westbound, sometimes "taking the lane."
    - Infrastructure needs: Advocated for consistent bike infrastructure on both sides of the road.
- Nevada Street and Fulweiler Avenue
    - Infrastructure gaps: Class II bike lanes exist but disappear near Fulweiler, creating unsafe conditions.
    - Traffic signal issues: Cyclists struggle to trigger lights at intersections.
    - Emergency access: Concerns about lane elimination affecting emergency response times.
- Pedestrian Considerations
    - Need to accommodate walkers, runners, and families with strollers, especially in areas lacking sidewalks.
    - Importance of designing shared spaces for all users.
- Design and Planning Process
    - Active Transportation Plan (ATP) is conceptual and detailed engineering decisions will be made during implementation.
    - A phased approach to infrastructure upgrades was suggested—starting with Class II or III lanes before moving to Class IV if needed.
- Community Engagement and Education
    - Proposed a City initiative with bike clubs to educate drivers, possibly offering incentives like swag or dinner certificates.
- Other Insights
    - Discussed sidewalk recommendations and historical landmarks like Bloomer Cut as potential destinations for cyclists.
    - Diamond Springs' success with a separated bike path along a rail line.
    - Union Pacific's unused space for bike lanes was flagged as a missed opportunity though highly challenging to implement.

Online Interactive Map

An online web map accessible from phones, tablets, and computers was established on the Social Pinpoint platform. The platform allows the public to add location-specific comments about the challenges they experience while walking and biking and the improvements they would like to see in the City. Participants could set a pin on the map associated with one of three category options: walking, biking, or safety. The comments could then be further categorized using a list of options related to each category, as seen in

Table 12. Regardless of the option selected, there was a write-in section where participants were able to provide additional detail by writing in their own comment.

Table 12: Social Pinpoint Comment Types by Comment Category

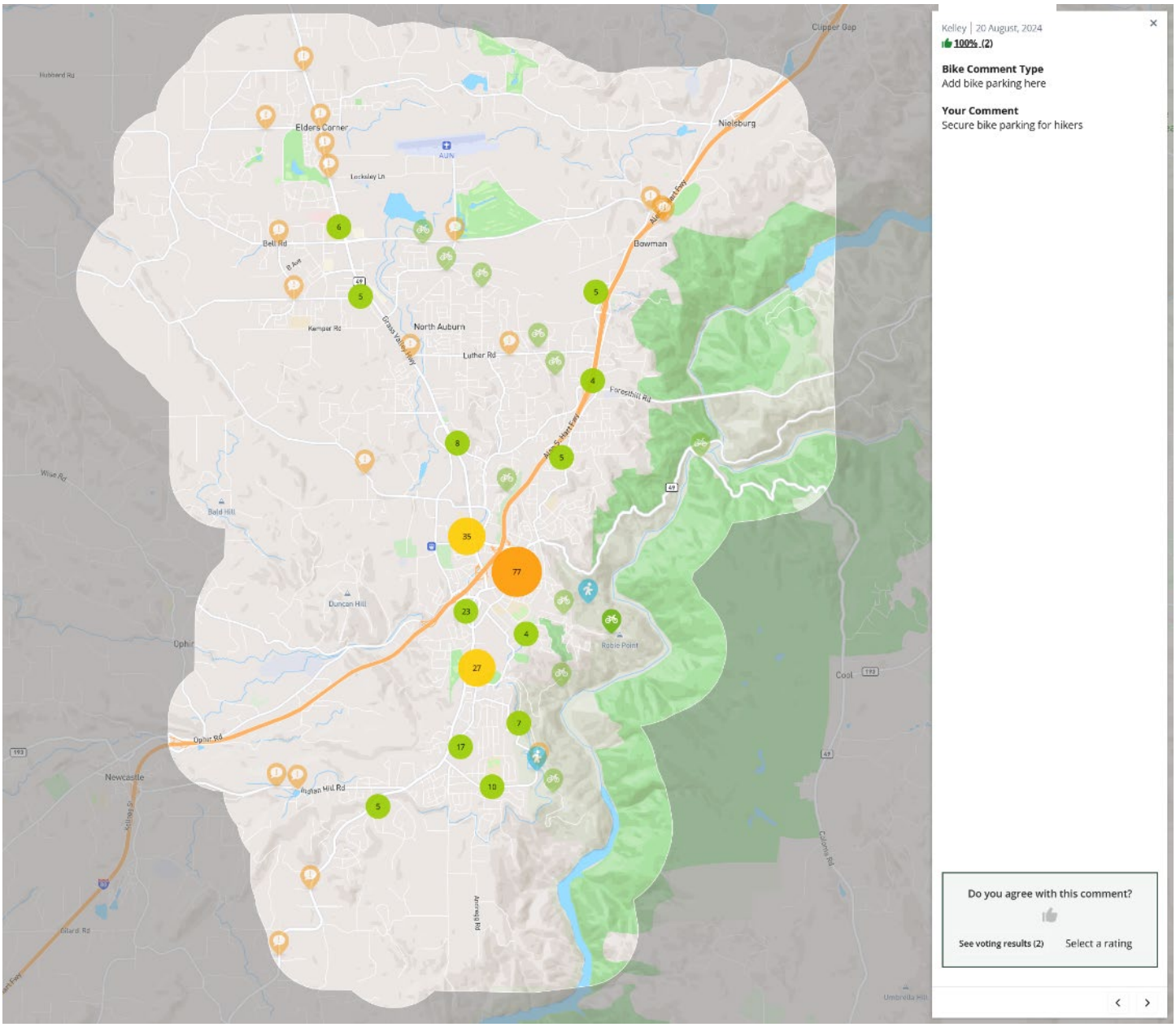
Walk	Bike	Safety
I enjoy walking here	I enjoy biking here	I feel safe walking here
Build more sidewalks here	Build more bike lanes here	I feel safe biking here
Add a pedestrian crossing here	Add bike parking here	I feel safe driving here
Other	Bike parking already exists here	I do NOT feel safe walking here
	Other	I do NOT feel safe biking here
		I do NOT feel safe driving here
		Vehicles drive too fast here

The web map was open to submissions between August 2024. The map was promoted at outreach events and was shareable among community members to expand the reach for community feedback. When the map was closed to submissions in July 2025, a total of 274 submissions had been posted.

Of the comments received, 43 were related to walking, 104 were related to biking, and 124 were safety comments. Most pedestrian comments that had been received are related to adding pedestrian crossings, while most biking comments are related to expanding the cycling network. Safety comments were more evenly spread among three comment categories: not feeling safe biking at the specified location, not feeling safe driving at the specified location, and vehicles driving too fast at the specified location.

Two comments were repeated at multiple locations within the ATP planning area. One comment was related to installing a roundabout, while the other comment suggested installing raised crosswalks. These comments accounted for approximately 25 percent of all comments received.

Image 7: Social Pinpoint Map-Based Feedback Tool



Other common themes across the comments that have been received include:

- Filling in sidewalk gaps
- Improving visibility of pedestrians on the roadway
- Creating pedestrian-only zones in Downtown or Old Town
- Bike and pedestrian paths over the railroad tracks
- More bike parking
- Improve connectivity to major destinations for pedestrians and cyclists
- Improving safety for pedestrians and bicyclists near schools
- Improving pedestrian and bicycle access to trails and local recreational amenities
- Adding bike signals at intersections

- Adding bike lanes or enhancing bicyclists safety, particularly along Nevada Street, Auburn Ravine Road, and Pacific Ave
- Enhancing the safety along Auburn Folsom Road or developing an alternative route to Auburn Folsom Road
- Slowing vehicular traffic

A complete list of the write-in comments that that were received are provided in **Table 13**.

Table 13: List of Interactive Webmap Comments During Phase 1 Engagement

Comment Type	Location	Comment
Walking Comment		
I enjoy walking here	Pleasant Ave between Maidu Dr and Dale Dr	A true gem of a walking route
I enjoy walking here	School Park	Revitalize this neighborhood park and connect it via protected walking/biking paths to Placer High, Old Town and Downtown. It could be a wonderful area that hosts many events.
I enjoy walking here	High St north of E Placer St	Can we add a raised median (whenever left turns are not needed) and plant trees in it? This will provide protection from head on vehicle collisions, add shade and cooler temperatures to the area, and make it much more beautiful enhancing the area and businesses surrounding it.
I enjoy walking here	Robie Point Firebreak Trail	Great outdoor walking route on the edge of the American River Canyon.
I enjoy walking here	Terrace St west of Channing Way	[None]
I enjoy walking here	Lincoln Way between Hillmont St and Cherry Ave	I meant to say Lincoln way
I enjoy walking here	Lincoln way east of Hillmont St	A pedestrian zone would be incredible
Build more sidewalks here	South side sidewalk in front of 230 Cherry Avenue, Auburn, California 95603, United States	The sidewalk here is awful. The utility poles pose a major barrier to walking next to someone, using mobility devices, or pushing a stroller.
Build more sidewalks here	Sacramento St between RR Crossing and Pacific Ave	Sacramento has a lot of foot traffic, yet the sidewalks are intermittent at best. Please add sidewalks to allow people to walk safely
Build more sidewalks here	Auburn-Folsom Rd at Sunrise Ridge Cir	A sidewalk from vintage oaks to the lighted intersection at Indian Hill will prevent tragedies that we have seen this year of pedestrian walking on the road.
Add a pedestrian crossing here	Maple St and Maple St Ext/Overpass	There is no way to safely cross this intersection. Especially at night with kids. There are so many winter events that happen starting at 5 (it's dark). We need to find parking which is never close enough to not cross this intersection. Auburn needs to create safe family friendly paths to get across this bridge and from downtown to old town in order for families to safely participate in all their parades and events.
Add a pedestrian crossing here	Intersection of El Dorado St and Lincoln Way	Make it easier for folks to walk between the rest of downtown coming from Lincoln Way and OTP, Two Ass Brewing Co, and the neighborhood
Add a pedestrian crossing here	Intersection of El Dorado St and High St	Make it easier for folks to walk between the rest of downtown coming from Lincoln Way and OTP, Two Ass Brewing Co, and the neighborhood

Comment Type	Location	Comment
Add a pedestrian crossing here	Intersection of SR-49, Elm Ave, and Fulweiler Ave	People crossing 49 on the north side of Elm have a protected crossing. Add one on the South side so people don't have to cross the street multiple times if they are already on the south side.
Add a pedestrian crossing here	Intersection of High St and Walsh St	This area needs a highly visible crosswalk for people crossing to/from depot bay
Add a pedestrian crossing here	Intersection of Fulweiler Ave and Carson Ave	Increase visibility for the current crosswalks. Add a crossing at this intersection.
Add a pedestrian crossing here	Intersection of High St and Oakwood Dr	Consider a diagonal pedestrian crossing here. Many students already cross diagonally so make it obvious.
Add a pedestrian crossing here	Intersection of High St and Finley St	Improve crosswalk visibility in this corridor – so many students walking and student drivers
Add a pedestrian crossing here	Maidu Dr east of Falcons Pt	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Maidu Dr south of China Bar Area access	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Perkins Way and Skyridge Elementary School Dwy	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Maidu Dr and Burlin Way	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Sacramento St and Carolyn St	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Pacific Ave east of Meadowlark Ct	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Finley St and Olive St	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Finley St and Orange St	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Agard St and Orange St	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Harrison Ave and Lincoln Way	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Cleaveland Ave and Lincoln Way	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Elm Ave and High St	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Center St and High St	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.

Comment Type	Location	Comment
Add a pedestrian crossing here	Intersection of High St, Reamer St, and Cleveland Ave	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	High St north of Kenmass Ave	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of Lincoln Way and High St	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	intersection of Lincon Way, High St, and Lewis St	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of High St and Oakwood Dr	Can raised crosswalks be added to the pedestrian crossings here? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Add a pedestrian crossing here	Intersection of SR-49, Elm Ave, and Fulweiler Ave	Can a roundabout be added here? This location appears to have sufficient land area and a low traffic flow where a roundabout would work great. Caltrans and the California Department of Transportation have a whole host of writeups on the benefits of roundabouts including More than 90% reduction in fatal intersection accidents. 80% reduction in injury collisions. 40% reduction in pedestrian collisions. They provide traffic calming, resulting in reduced speeds. They require less maintenance, have lower yearly operational costs, and have a longer service life. They reduce greenhouse gas emissions by reducing vehicle idling time. The median islands provide refuge for pedestrians, allowing them to cross one direction of traffic at a time. They provide additional opportunities for landscaping in the community.
Add a pedestrian crossing here	Intersection of Teamtrack Rd, Foresthill Ave, and Lincoln Way	A safe crossing from Forresthill Ave to Teamtrack and then a bike/ped path over tracks would enhance access to downtown from Aoelia/East of the Tracks. A button that would flash yellow lights rather than a stop light would be adequate.
Add a pedestrian crossing here	Sacramento St RR Crossing north of Pacific St	Connect sidewalks across tracks and provide safe pedestrian crossing
Other (Walk Comment)	Lincoln Way west of Cherry Ave	[None]
Other (Walk Comment)	Intersection of Auburn Ravine Rd and Elm Ave	Leading pedestrian interval (LPI) which provides the walk sign three or more seconds before the green light for drivers. Leading pedestrian interval (LPI) should be installed at ALL traffic signals in the city within five years. Bicyclists may proceed on the walk signal.
Other (Walk Comment)	Intersection of High St and Agard St	Leading pedestrian interval (LPI) which provides the walk sign three or more seconds before the green light for drivers. Leading pedestrian interval (LPI) should be installed at ALL traffic signals in the city within five years. Bicyclists may proceed on the walk signal.

Comment Type	Location	Comment
Other (Walk Comment)	Intersection of Lincoln Way and Hillmont St	If we want a booming and family friendly downtown we will remodel high street to be pedestrian only with outdoor seating, interactive sculptural elements for kids to play on (perhaps a classic car to honor cruise nite history) and an outdoor stage. Install public art, public seating and public entertainment for a happy public
Other (Walk Comment)	Intersection of Lincoln Way and Sacramento St	Can raised crosswalks be added to the pedestrian crossings in downtown? It'll make the pedestrians more visible to drivers and decrease vehicle speed.
Biking Comment		
I enjoy biking here	Most likely Christian Valley Rd	Additional shoulder markings and share the road signs are needed.
I enjoy biking here	Court St east of Commercial St	[None]
I enjoy biking here	Auburn Whitewater Park Dwy east of Dale Dr	Great out and back to the American River. the ascent back up is a good challenge!
I enjoy biking here	China Bar Area of Auburn State Recreation Area	Bicyclist, hikers, and dog walkers enjoy this out and back!
I enjoy biking here	Pacific Ave south of Overlook Park Dwy	Part of the Auburn Bike Route. If car traffic was ever to increase to the point of being unsafe for bike/peds, please ensure this gets good signage and paint to keep it a safe route.
I enjoy biking here	Gum Ln between Belmont Dr and Pleasant Ave	Improve markings for the Auburn Bike Route through this area, past Ponderosa Cider and Maki's, and ensure the bike/ped path is maintained.
I enjoy biking here	Brook Rd north of Terrace St	Maintain the Auburn Bike Route signs along this route and consider adding MUTCD "Bikes Allowed Use of Full Lane" signs.
I enjoy biking here	Borland Ave north of Gossonia Park	Not sure if the new traffic circle will put more traffic on Borland, but this is a preferred route for bike getting across town. If Class 2 bike lanes can't be added to Borland, maybe add sharrows and the MUTCD "Bikes Allowed Use of Full Lane" signs will preserve it as a safe route.
I enjoy biking here	Sutter Auburn Faith Hospital	Need to connect north Auburn to south Auburn via bike lanes. The hospital is a large employer in the region. There is poor bike access to the hospital from south auburn. You could implement an incentive program with the hospital to promote people to bike. I believe connection to north Auburn starts at Nevada st. This street is already wide, possibly wide enough for a committed lane and it connects the community to vital resources such as iLearn and the library. If you could connect north auburn resources to south auburn resources via a bike lane that doesn't go on 49, I believe you would have something functional for a large number of people.
I enjoy biking here	Pleasant Ave south of Dale dr	The most incredible bike route. I love this road.
Build more bike lanes here	Bowman Rd south of Apple Ln	[None]
Build more bike lanes here	Sacramento St north of RR Crossing and Pacific Ave	[None]

Comment Type	Location	Comment
Build more bike lanes here	SR-49 east of El Dorado St and American River	How about a route for cyclists to get to Cool without going on 49? Bike aren't allowed on WST or Pointed Rocks trail so if the other users won't share, make a trail to go to Cool
Build more bike lanes here	Shirley St south of Elm Ave	Shirley/Garfield/Walsh is a great way to get to/from CVS to downtown with minimal traffic. Make it safer for bikes to turn left onto Shirley from Elm. Do some quite calming on Garfield (or consider it making it one way for cars to allow a full bike lane both directions).
Build more bike lanes here	Sacramento St south of Racetrack St and Fairgate Rd	Riding to old town from AF/Sacramento intersection could be made easier if we created a bike boulevard near the 7/11 that helped cyclists get over to Brewery Lane
Build more bike lanes here	Pacific Ave north of Pleasant Ave	Pacific is already pretty wide and should accommodate bike lanes. It is a good alternative getting to/from downtown compared to Sacramento or AF road. Because it is so wide, car drivers tend to speed on it. So let's do a road diet using bike lanes.
Build more bike lanes here	Palm Ave east of Nevada St	In coordination with improving options to cross 49, The sidewalk could be modified to accommodate bikes and peds better to access the schools, businesses, and services on Nevada st.
Build more bike lanes here	Railroad north of Luther Rd	Bike path to Bowman school could follow railroad to avoid traffic
Build more bike lanes here	Luther Rd west of Bowman Rd	Bowman Elementary kids need walk/bike lane to/from school along Luther Rd. We live so close but have to drive for safety!
Build more bike lanes here	Between Camjen Ln and Mary Jane Ct	There is already a walking/biking path that is great, however during the bike commute to school there are too many kids walking to safely bike next to the kids to get to Skyridge school.
Build more bike lanes here	Sacramento St south of High St	Dangerous to ride bikes along Auburn Folsom between Sacramento and high street. A bike lane would be great.
Build more bike lanes here	Sacramento St north of Rancho Dr	Add bike lanes if possible
Build more bike lanes here	Maple St west of Lincoln Way	Stripe for bike lanes all the way through the intersections at the Maple Street freeway overcrossing and with Lincoln Way. So many bikes-peds getting to businesses, courthouse, museum, Farmer's Market. Should be safe to get places.
Build more bike lanes here	Intersection of Lincoln Way and Oakwood Dr	Stripe for bikes going straight on Lincoln. Add bike lanes. Lincoln Way is such a popular route for walking and biking (Auburn Art Walk, transportation trips, City Hall, School Park Preserve.) Make Lincoln Way more bike-ped friendly!
Build more bike lanes here	Lincoln Way south of Auburn Woods	Lincoln Way is the best connector up to the Foresthill exit by bike. Cars move too fast; add Class 2 bike lanes please.
Build more bike lanes here	Elm Ave west of High St	Build bike lanes. Slow down cars. The entire length of Elm Street. This should be a great connector for everyone whether in a car or on a bike. More folks are using ebikes to get around.
Build more bike lanes here	Auburn Ravine Rd north of Palm Ave	Lots of bicyclists use Auburn Ravine. They get to this intersection and have to deal with too fast cars or motorists not looking out for bikes, even with the stop sign. Maybe some green paint and bike-ped crossing signs. There's a bike path along the creek, so bikes-peds are in the area!
Build more bike lanes here	Nevada Way north of Nevada St	Bicyclists riding south from Hwy 49 to Nevada Street need safe turning and bike lanes on this stretch.

Comment Type	Location	Comment
Build more bike lanes here	Intersection of Auburn Ravine Rd and Oaktree Dr	This is a main connector from downtown Auburn to the Foresthill Road part of Auburn (upper or east Auburn.) Definitely need really well mark Class 2 bike lanes the length Auburn Ravine from Elm Street to I-80.
Build more bike lanes here	Auburn-Folsom Rd north of Auburn Recreation Park Dwy	Build bike lanes on Auburn Folsom Road. This road has become a racetrack accommodating cars who drive too fast. Not accommodating folks who are riding or walking to schools, parks, Farmer's Market is not acceptable or safe. The city of Auburn would improve light years if it put Auburn Folsom Road on a road diet.
Build more bike lanes here	Nevada St south of Fulweiler Ave	The bike lanes along Nevada Street should go ALL THE WAY to the Fulweiler intersection. Cars don't expect or want bikes "merging" from the bike lane into the car lane!
Build more bike lanes here	Auburn-Folsom Rd south of College Way	I bike Auburn Folsom Road regularly to get to shops, the Saturday Farmer's Market, to the Dentist, etc. This is the most connective route for Downtown and Old Town connecting me with Indian Hill or I-80, so I end up on it a lot. HOWEVER, it is the most dangerous road in Auburn for a bicyclist! This is unacceptable. It's a big, wide road. As an avid bike commuter, I just take the lane, but a beginner, or someone very interested in riding to the dentist on a beautiful day, instead of driving, would be intimidated. There is plenty of room to add really good bike lanes, with paint the closer in town it is. There is no reason motorists should be allowed to treat it like a freeway. Motorists are hostile and rarely give the bike safe distance when passing. The city has allowed this behavior to happen. With climate change and more folks choosing ebikes to get around, it is time for a paradigm shift on Auburn Folsom. It has become an aggressive, maddening route in the middle of an otherwise beautiful town. It is not right to make bicyclists trying to get places go way out of their way, often having to climb steep hills, to avoid this otherwise good road.
Build more bike lanes here	Placer St east of Nevada St	Make the transition from Nevada to Placer St and the bridge safer and easier to navigate. Not easy for a bike to zip past the oncoming traffic from 80. I usually take the sidewalk from the Feed store down, but it is too narrow to support increased use
Build more bike lanes here	Intersection of Racetrack St, Auburn-Folsom Rd, and Fairgate St	There is no safe transport from high Street to Sacramento Street without having to use Auburn Folsom road for access.
Build more bike lanes here	Railroad west of Robin Rd	A rail-with-trail could connect all the way to North Auburn and the Airport
Build more bike lanes here	Nevada St north of McClung St	A bike safe triangle would be incredible. Nevada Street High Street Elm Ave/Fulweiler Ave. Auburn would be transformed and decrease car dependency so much.
Build more bike lanes here	El Dorado St north of Elm Ave	It'd be incredible to have protected bikes lanes on High Street between Borland Ave and Old Town!
Build more bike lanes here	Lincoln Way north of Ferguson Rd	Build better bike lanes in Lincoln way for better access from Lincoln Way to downtown
Build more bike lanes here	Auburn-Folsom Rd south of Auburn Recreation Park Dwy	Dedicated bike lane here!
Build more bike lanes here	Auburn-Folsom Rd north of Pacific Ave	Evaluate removing to travel lanes from Auburn Folsom through town and converting to protected bike lanes.

Comment Type	Location	Comment
Build more bike lanes here	Auburn-Folsom Rd north of Tyler Dr	Protected bike lane from Auburn to granite bay would be killer! Talk about epic family rides.
Build more bike lanes here	Intersection Nevada St and Placer County Office of Education	Unsafe to bike to library. Lack of bike lanes and routes. Cars are too fast with bike corners and no shoulders.
Build more bike lanes here	Intersection of El Dorado St, Borland Ave, and Lincoln Way	Roundabout is being built here, and it is a very busy intersection. Lots of mountain bikers and runners go from downtown to the trails through here! Great opportunity to make this roundabout safe for all! Roundabout plans do not seem to include any bike lanes, which is a huge miss.
Build more bike lanes here	Sacramento St south of Carolyn St	Lovely bike route alternative to AFR
Build more bike lanes here	High St between Neighbors Ln and Finley St	Cars drive too fast. On street parking makes biking this portion feel very dangerous when there is two way traffic or inconsiderate drivers.
Build more bike lanes here	Magnolia Ave between Hillmont St and Tennis Way	Fantastic alternative to biking through Downtown. Bike boulevard.
Build more bike lanes here	Cleaveland Ave	Nice connector road by bike, a bike lane would be great
Build more bike lanes here	Auburn Ravine Rd north of Palm Ave	Frontage road is a nice alternative to Auburn Ravine.
Build more bike lanes here	Nevada St north of Regal Cinemas Auburn 10	Could be a nice bike route. Cars drive too fast.
Build more bike lanes here	Dairy Rd south of Eckard Way	A safe solution for bikes/peds on Dairy rd. would open up SO MUCH.
Build more bike lanes here	Mikkelsen Dr between Herr Way and Auburn Ravine Rd	A nice alternative to Auburn Ravine. Cars drive fast but the road is wider. Room for improvement!
Build more bike lanes here	Pathway under Auburn-Folsom Rd between High st and Bicentennial Park	This is a critical through way for bikes/peds. Improvements will be needed to handle increased bike traffic such as a second diverted path at the tight wooden bridge. Signage showing where the path is from high st is also needed
Build more bike lanes here	Pine St north of Lincoln Way	Pleasant bike route.
Build more bike lanes here	Fulweiler Ave west of Carson Ave	Critical connector road. Eliminate on street parking. Add buffered bike lane….
Build more bike lanes here	Nevada St north of Enterprise Dr	Bike route. Buffered bike lanes. Safe route to iLearn and library!
Build more bike lanes here	Auburn Ravine Rd south of Mikkelsen Dr	Bike route. Buffered bike lane.
Build more bike lanes here	Walsh St between Byron St and Pine St	Designated bike boulevard between High st and 49 – can run down Pine st also to baker and cake maker
Build more bike lanes here	Tennis Way east of Morgan Ct	Bike route. Great low traffic alternative between Robie point and downtown.
Build more bike lanes here	Brewery Ln north of Cora Ln	Bike boulevard on brewery between racetrack and Sacramento st. It's already a nice route but not well known and cars would not think to watch for bikes on some of the blind corners.
Build more bike lanes here	Maidu Dr west of Tanglewood Dr	Prioritize for resurfacing and adding bike paths and sidewalks.

Comment Type	Location	Comment
Build more bike lanes here	Pacific Ave west of Meadowlark Ct	A designated, intentionally designed bike route here including Sacramento st, pacific, and pleasant. Add vehicle slowing. Remove car parking from the sides of the roads. More lighting if we're really getting crazy.
Build more bike lanes here	Maidu Dr west of Montana Dr	Provide safe bike access to Skyridge School
Build more bike lanes here	Pacific Ave west of Meadowlark Ct	Install bike lanes on Pacific
Add bike parking here	Intersection of Robin Rd and Apple Ln	Great place for a bike rack
Add bike parking here	Washington St west of Commercial St	Bike parking for these restaurants/shops
Add bike parking here	Intersection of Washington St and Sacramento St	Old town is a bike parking desert. There are two U racks for the whole area – the Herschel Young park and next to the restroom. The lot next to ale house would be great.
Add bike parking here	elder/State Theater Bus Stop	Additional bike parking similar to the lot near the Station would be good here.
Add bike parking here	California Welcome Center	A bike locker in this lot would be nice for a long term bike parking option (i.e., people working in downtown)
Add bike parking here	Sierra Elm Center	This center needs bike parking
Add bike parking here	Grocery Outlet Bargain Market	This center needs bike parking
Add bike parking here	Gold Country Fairgrounds and Event Center	Let's have some bike racks at the fairgrounds! When I went to the fair a few days ago all I could do was lock it too a fence.
Add bike parking here	Sacramento St north of Racetrack St and Fairgate Rd	There's nowhere to lock bikes at the farmers market
Add bike parking here	Overlook Park	Secure bike parking for hikers
Add bike parking here	Robie Point	Secure bike parking for hikers
Add bike parking here	Stagecoach Trail Trailhead	Secure bike parking for hikers to decrease parking congestion
Add bike parking here	Intersection of High St and Kenmass Ave	This portion of High St. needs secure bike parking. The sidewalk in front of High St. Church would be great due to its wide sidewalk
Add bike parking here	Auburn Recreation Park	There is no bike parking in the whole park. Racks are needed at minimum at the pool, gym, and baseball fields
Add bike parking here	high st south of Lincoln Way and Lewis St	Bike parking at the visitor center please!
Add bike parking here	High St South of Lincoln Way	Bike racks and community repair station in the seating area below the clock tower (the lowermost seating spot)
Add bike parking here	Harrison Ave Auburn Square	Bike parking for the Hub, Pistol Pete's, and post office
Add bike parking here	Parking lot off Lincoln Way east of Cleveland Ave	Secure bike parking for restaurants and street events
Add bike parking here	Parking lot off Auburn-Folsom Rd south of Lincoln Way	Bike parking for farmers market!
Add bike parking here	Lincoln Way between Pine St and Almond St	Bike parking desert. Would love to park bikes to shop and pick up BCM

Comment Type	Location	Comment
Add bike parking here	Intersection of Sacramento St and Brewery Ln	Old town has TWO inverted U racks and that's it. More bike parking is critical for old town
Other (Bike Comment)	Railroad south of Auburn Recreation Park	Long shot but having a bridge from the light/intersection for bikes/peds would be an incredible safety improvement and so cool.
Other (Bike Comment)	Intersection of Auburn-Folsom Rd and Pacific Ave	I'd like to see a bike bridge here. A nice smooth transition to connect the large Skyridge area to downtown and the farmers market safely. Especially if pacific ave becomes a dedicated bike lane. It would make a nice smooth transition to downtown. You could also do this at the corner of Sacramento and Auburn Folsom, but I believe that would be a bigger hassle.
Other (Bike Comment)	Railroad over I-80 between Park St and Andrews St	North Auburn and south Auburn are only connected via 49. There are no safe ways to go from north Auburn to south Auburn. I believe many residents in North Auburn would utilize the library more and bike lanes if they could be connected away from 49. This idea is to incorporate the railroad infrastructure and create a walking/biking bridge under the railroad. The benefit being it would connect downtown to the north Auburn region without dealing with 80 or 49. This bridge would ideally connect up with the dedicated bike lane along Nevada st and hopefully up to the hospital/north Auburn neighborhoods near Auburn regional park.
Other (Bike Comment)	Bypass between Princeton Dr and Oak Ridge Way	Is this accessible for bikes to pass from Oak Ridge Way to Princeton Dr?
Other (Bike Comment)	Intersection of SR-49 and Lincoln Way	Light does not recognize bikes, especially a left turn into City Hall
Other (Bike Comment)	Intersection of Lincoln Way and High St	This light does not recognize bikes
Other (Bike Comment)	Intersection of Auburn-Folsom Rd, Herdal Dr, and Sacramento St	Traffic signal sensors need to be bike sensitive.
Other (Bike Comment)	Sacramento St south of Carolyn St	Traffic signal sensors need to be bike sensitive.
Other (Bike Comment)	Railroad between High St and Teamtrack Rd	Build a bike and walking/running crossing to avoid roundable and give safe access to stagecoach and trail access from downtown to Aeolia neighborhood. Lighted cross walk across Lincoln to Forrest hill ave, connecting down to teamtrack rd. Cut over the tracks and down to the track side of high st. To a path that goes along the tracks (by the Newcastle canal) and then uses the proposed future crosswalk light to get to town on Lincoln way but the fire station. This will promote more parking and enjoying downtown and easily and safely accessing the trails off stagecoach. And provide a safe way for kids to avoid the roundabout and crossing of Lincoln to get to schools.
Other (Bike Comment)	Nevada St north of Chamberlain Ave	If the sidewalk on either side can be expanded for bike and ped, this becomes a pleasant ride. The sidewalk currently can't accommodate two way traffic, and the sidewalk curbs/crosswalk angle are tricky for bikes.
Other (Bike Comment)	Railroad south of Luther Rd	[None]

Comment Type	Location	Comment
Other (Bike Comment)	Intersection of SR-49, Elm Ave, and Fulweiler Ave	Green paint! A designated bike spot at each intersection lane
Other (Bike Comment)	Bell Rd west of New Airport Rd	Parallel Bell with a protected/separated bike path
Other (Bike Comment)	Railroad west of Princeton Dr	So much can be connected if we leverage the access of the railroad!
Other (Bike Comment)	Railroad between Stadium Way and Terrace St	Cherry st to Railhead Park – connect to the access road that goes to China Bar/Bike Park
Other (Bike Comment)	Lincoln Way between High St and Hillmont St	Years ago the City added SHARROWS to preferred bike routes through town. on important town routes, where the City cannot add bike lanes, these sharrows could be repainted and made more visible. They could (should) be accompanied by the "Bikes Allowed Use Full Lane" signs (MUTCD #R9–20.)
Other (Bike Comment)	Intersection of Nevada St and Fulweiler Ave	Cars don't seem eager to accept that bicyclists use this intersection! Bikes go to the train station, to office buildings, the post office, library, etc. Maybe bike lanes through the intersection and signs showing bikes & peds are in the area, and green paint would make motorists pay attention.
Other (Bike Comment)	Intersection of Palm Ave and Nevada St	Traffic signal sensor not strong enough to pick up a bicycles. Must pull out of the lane to hit the button. Next time roadwork is done at this intersection, the traffic signals sensors should be adjusted to recognize bikes. Thanks!
Other (Bike Comment)	Intersection of Sacramento St, Auburn-Folsom Rd, and High St	Traffic signal sensors need to be sensitive to bikes, especially for cyclists turning left from High Street onto Auburn Folsom. NOTE: Probably many of the traffic signals in town need to make sensors for bikes. Should be part of road maintenance manuals.
Other (Bike Comment)	Intersection of Auburn-Folsom Rd and Maidu Dr	Traffic signal sensors need to be sensitive to bikes.
Other (Bike Comment)	Intersection of Indian Hill Rd and Auburn-Folsom Rd	Traffic signals sensors need to be bike sensitive, especially for bikes turning left from Indian Hill onto Auburn Folsom.
Safety Comment		
I feel safe walking here (Safety Comment Type)	Marshall Way east of Carson Ave	A nice alternative to Nevada st if you have an ebike or very fit legs.
I do NOT feel safe walking here (Safety Comment Type)	Carolyn St between Valley View Dr and Ginger Dr	Carolyn Street is too wide so traffic is too fast. City needs to install "Traffic calming." Center dividers in the road to slow drivers to 25. Pedestrians must walk on road because sidewalk is damaged and bumpy so make the road safer.
I do NOT feel safe walking here (Safety Comment Type)	Skyridge Dr east of Sacramento St	Add 25 MPH sign here for cars going up Skyridge. There is no signage there now. Remove double yellow striping on the street as it makes it look like this street is a highway.
I do NOT feel safe walking here (Safety Comment Type)	Lincoln Way east of High St	Making Lincoln Way a pedestrian only street would be fantastic! All of the road space could be repurposed for outdoor events, outdoor seating for restaurants, festivals, farmer's markets and more. I'd feel much more comfortable walking around with young kids if it was pedestrian only. Businesses would benefit from increased foot traffic.

Comment Type	Location	Comment
I do NOT feel safe walking here (Safety Comment Type)	Intersection of Dry Creek Rd, Deer Ridge Ln, and River Woods Dr	Cars come over a hill quickly at this intersection. Poor visibility for both pedestrians crossing Dry Creek, and drivers feels very unsafe. Possibly a good opportunity for some kind of as needed crosswalk in use warning. In addition, many walk or ride the section of road between this intersection and Richardson. A separate sidewalk would feel a lot safer.
I do NOT feel safe walking here (Safety Comment Type)	Walsh St between Byron St and Pine St	Cars move very fast through here with a very small sidewalk for pedestrians to access downtown from highway 49 area
I do NOT feel safe walking here (Safety Comment Type)	Intersection of Perkins Way and Vista Del Monte	High traffic intersection for pedestrians and vehicles accessing the school, no clear crosswalk marked for children to get to school.
I do NOT feel safe walking here (Safety Comment Type)	Intersection of Maidu Dr and Burlin Way	No safe crossing for students to access the school on foot
I do NOT feel safe biking here (Safety Comment Type)	I-80 WB west of Ophir Rd	Google maps and some other apps recommend using the shoulder of I-80 Southbound to connect to from Nevada Street to Ophir road. This avoids some more challenging climbing north of Auburn if one wants to access easier routes to Loomis or the Roseville/Auburn area but of course being on the shoulder of I-80 is terrifying. Is there a way to put a bike/ped bridge across 80 that would also allow access to Ophir road?
I do NOT feel safe biking here (Safety Comment Type)	Marguerite Mine Rd west of Fiddler Green Ct	This could be a nice route if the road was widened over the drainage ditch to accommodate a bike lane
I do NOT feel safe biking here (Safety Comment Type)	SR-49 north of Persimmon Ter	[None]
I do NOT feel safe biking here (Safety Comment Type)	Indian Hill Rd west of Crest Hill Ave	Downhill on Indian Hill Road has almost no shoulder and it is in bad shape, so it is advisable to take the lane but with cars driving 50–60 mph it isn't safe.
I do NOT feel safe biking here (Safety Comment Type)	Mount Vernon Rd west of Millertown Rd	This stretch of Mt Vernon heading toward Auburn is uphill and narrow and many drivers speed. Do something to slow drivers down or give us a bike lane in the uphill direction.
I do NOT feel safe biking here (Safety Comment Type)	Auburn-Folsom Rd north of Sacramento St and High St	I ride my bike or scooter on the sidewalk rather than risk it along speeding cars on Auburn Folsom, especially where the bike lane narrows after the Gold Country Fairgrounds. I'd like to see wider biking lanes and traffic slowed on Auburn Folsom (after it passes Indian Hill Road).
I do NOT feel safe biking here (Safety Comment Type)	Auburn Folsom Rd north of Angel Pl	So many people take advantage of Auburn Folsom Rd to bike, especially on the weekends. Could protected bike infrastructure be added to reduce the vehicle crashes into bicyclists?
I do NOT feel safe biking here (Safety Comment Type)	Bowman Charter School	There needs to be a safe route to Bowman School
I do NOT feel safe biking here (Safety Comment Type)	Racetrack St east of Timberline Ln	A safe route to bike/walk to the primary city park is essential.

Comment Type	Location	Comment
I do NOT feel safe biking here (Safety Comment Type)	Intersection of El Dorado St, Borland Ave, and Lincoln Way	Future roundable. I am concerned about bike safety from town to trails and kids going from the neighborhood to town and schools.
I do NOT feel safe biking here (Safety Comment Type)	Intersection of Elm Ave and I-80 WB Ramps	Sidewalk (from crosswalk by dry cleaners) into SaveMart parking lot ends into a parking spot, where cars are always parked. Also it has a curb and no ramp. Bicycles have to jump curb into oncoming traffic to enter parking lot. Other access by Starbucks is stairs.
I do NOT feel safe biking here (Safety Comment Type)	Luther Rd east of Racquet Club Dr	Fast cars and no bike/ped infrastructure
I do NOT feel safe biking here (Safety Comment Type)	Indian Hill Rd east of Crest Hill Ave	Bikes need a safer way to climb Indian hill road to come into Auburn.
I do NOT feel safe biking here (Safety Comment Type)	Auburn-Folsom Rd north of Sunrise Ridge Cir	Vintage oaks lacks a safe bike/ped route into town.
I do NOT feel safe biking here (Safety Comment Type)	Elm Ave east of Tuttle St	Not safe for bikes, cars drive too fast.
I do NOT feel safe biking here (Safety Comment Type)	Auburn Ravine Rd west of Wooded Way	I'd never bike past this point by bike toward Ashford park. Cars drive too fast and the road is too narrow.
I do NOT feel safe biking here (Safety Comment Type)	Auburn-Folsom Rd south of College Way	I avoid biking on AFR at all costs. It's terrifying.
I do NOT feel safe biking here (Safety Comment Type)	Maple St and Maple St Ext/Overpass	This area is scary on a bike with cars coming off the freeway and no protected area to make a left on a bike over to Nevada st
I do NOT feel safe biking here (Safety Comment Type)	Intersection of SR-49 and Lincoln Way	Poor layout and confusing for everyone. I avoid biking through here because I don't trust the people turning right on red from any direction. This could be a great intersection….
I do NOT feel safe biking here (Safety Comment Type)	intersection of SR-49 and Garfield St	A bike/ped crossing would be great here. It's not intuitive to figure out a safe route when you come from downtown. A bike/ped bridge or tunnel would be amazing.
I do NOT feel safe biking here (Safety Comment Type)	Nevada St south of Fulweiler Ave	The bike lane literally ends on a blind curve, ridiculously unsafe
I do NOT feel safe biking here (Safety Comment Type)	Intersection of SR-49 and Palm Ave	I'd like to bike across to the schools, library, shopping, etc. but it doesn't feel safe
I do NOT feel safe biking here (Safety Comment Type)	Intersection of Auburn Ravine Rd and Elm Ave	Redesign for bikes/ped access and safety. I currently ride through the parking lot to access the light.
I do NOT feel safe driving here (Safety Comment Type)	Intersection of Cleaveland Ave and Lincoln Way	This should be a 4-way stop. No one seems to know how to navigate this crossing to Cherry Ave.
I do NOT feel safe driving here (Safety Comment Type)	Intersection of Knoll St and College Way	Something should be done on this very tight turn on College Way, as it becomes a hazard during school pick up/drop off at Placer High. Sometimes, there's trash cans right in the middle of the street.

Comment Type	Location	Comment
I do NOT feel safe driving here (Safety Comment Type)	SR-49 south of Atwood Rd	Can we add a raised median (whenever left turns are not needed) and plant trees in it? This will provide protection from head on vehicle collisions, add shade and cooler temperatures to the area, and make it much more beautiful enhancing the area and businesses surrounding it.
I do NOT feel safe driving here (Safety Comment Type)	Auburn-Folsom Rd north of Verdant Ln	This is a really dangerous corner coming down the hill. When I was in high school there was a multiple fatality where a car rolled after coming down and trying to go around the curve at too high of speed. There needs to be a redesign of this roadway so that inexperienced drivers cannot get up to such a high rate of speed. We need chicanes, rumble strips, extra reflective signage and more.
Vehicles travel too fast here (Safety Comment Type)	Finley St north of Linden Ave	Cars travel too fast around this corner with no designated space for bikes/peds.
Vehicles travel too fast here (Safety Comment Type)	Lincoln Way east of Harrison Way	Cars blast up and down here and there's a blind curve past the post office making it difficult to cross the street or exit the parking lot safely
Vehicles travel too fast here (Safety Comment Type)	Lincoln Way between Harrison Ave and Cleveland Ave	Cars blast up this hill in front of the restaurants where people are crossing from the parking lot
Vehicles travel too fast here (Safety Comment Type)	Brewery Ln west of Sacramento St	Lots of conflicts with cars coming in/out of this one way section too fast
Vehicles travel too fast here (Safety Comment Type)	Intersection of High St and Walsh St	Cars drive too fast when they have a green light at Cleveland.
Vehicles travel too fast here (Safety Comment Type)	SR-49 north of Persimmon Ter	[None]
Vehicles travel too fast here (Safety Comment Type)	Auburn-Folsom Rd north of Maidu Dr	In the southbound lanes, the area where the road funnels from 2 lanes to 1 lane is problematic. Drivers often speed ahead and drive side by side well past the merging area, pushing traffic into the bike lane. Dangerous for bikers and pedestrians. Consider moving the 2-to-1 lane merge area further north to the light at Herdal/Sacramento Streets.
Vehicles travel too fast here (Safety Comment Type)	Maidu Dr west of Montana Dr	Increased traffic on Maidu lately (State Parks, Bike Park, PCWA, Canyon Creek development construction traffic) and people drive to fast and run stop signs (at Burlin and Riverview/Falcons Point). Posted speed limit is 40 which I feel is too high. Why did the City increase the speed limit here from 35 to 40 in 2016? We should at least revert back to 35 mph for Maidu (which is consistent with the speed limit further east as you descend down to the State Park area).
Vehicles travel too fast here (Safety Comment Type)	Maidu Dr east of Tanglewood Dr	The speed limit on this section is 40 mph – that's too high! Need to lower it as cars regularly go 10 mph above the speed limit here.
Vehicles travel too fast here (Safety Comment Type)	Skyridge Dr west of Riverview Dr	Add a 25 MPH sign here and remove double yellow lane striping as it make it look like this road is a highway.

Comment Type	Location	Comment
Vehicles travel too fast here (Safety Comment Type)	Maidu Dr east of Riverview Dr	Add 25mph sign here and remove the double yellow striping on this road which make it appeal like it's a highway.
Vehicles travel too fast here (Safety Comment Type)	Riverview Dr south of Skyridge Dr	See my comments for Skyridge Drive – same concerns. There are no sidewalks here, there are lots of hikers, runners, and cyclists. There's a double yellow line painted in the middle like it's a highway. Vehicle traffic keep adding up – PCWA employees, new subdivision was just built, bike park, Canyon View Community Center, and China Bar (and State Parks vehicles) use Skyridge & Riverview and are all causing traffic to increase too much, which makes it more dangerous for walkers, runners, and cyclists and for those of us living here trying to exit our driveways.
Vehicles travel too fast here (Safety Comment Type)	Intersection of Auburn-Folsom Rd, Kidder Ct, and Southridge Dr	Cars are traveling too fast on Auburn Folsom Road and entering the road from these neighborhoods can be dangerous. I'd like to see a roundabout added here and throughout the rest of Auburn Folsom Road as it approaches Old Town, to slow cars down.
Vehicles travel too fast here (Safety Comment Type)	Pacific Ave south of Pleasant Ave	There is only one 25 MHP sign and it's hard to see. Additional signage needed to ensure cars are traveling a safe speed. This route is frequently used by kids going to/from Placer High, as well as by cyclists, runners, and hikers.
Vehicles travel too fast here (Safety Comment Type)	Riverview Dr south of Maidu Dr	Same comments here as on Skyridge Drive.
Vehicles travel too fast here (Safety Comment Type)	Skyridge Dr west of Dale Way	Cars are going too fast on this street. The street is, for some reason, painted with a highway marking line as if it's a highway. A lot of people regularly walk and ride bikes up/down this street. I would like to see a flashing "25 MHP" sign like they have put up on some streets in Rocklin. Please also work with CA State Parks because they send hikers to China Bar (and their staff) through this area. A new housing development, China Bar and the Bike Park are all adding lots more cars and traffic here and traffic mitigation is needed.
Vehicles travel too fast here (Safety Comment Type)	Boardman st south of Tennis Way	Cars travel quickly through this intersection not expecting bikes or pedestrians and visibility is difficult for cars around the corners
Vehicles travel too fast here (Safety Comment Type)	SR-49 north of Elm Ave	Can we add a raised median (whenever left turns are not needed) and plant trees in it? This will provide protection from head on vehicle collisions, add shade and cooler temperatures to the area, and make it much more beautiful enhancing the area and businesses surrounding it.
Vehicles travel too fast here (Safety Comment Type)	Intersection of Lincoln Way and East St	This stretch accommodates fast moving cars over every other road user. My dentist office is on the corner, and it shouldn't be so frightening to get there (and I've been bike commuting for 35 years.) Too many car lanes. It's not a freeway. When motorists get off I-80, they should slow down and treat the town of Auburn with more respect.
Vehicles travel too fast here (Safety Comment Type)	Intersection of Teamtrack Rd, Foresthill Ave, and Lincoln Way	No stop signs or crossings for those coming from stagecoach and Aeolia neighborhood to get to downtown. Kids cannot cross safely to get to the schools.
Vehicles travel too fast here (Safety Comment Type)	Maidu Dr east of Burlin Way	Lots of unnecessarily fast car traffic makes biking on the uneven portions especially scary.

Comment Type	Location	Comment
Vehicles travel too fast here (Safety Comment Type)	Lincoln way north of Grace St	Cars drive way too fast. It is the most direct route to the Foresthill exit area but would be very dangerous by bike. Going through Aeolia is lovely but much hillier
Vehicles travel too fast here (Safety Comment Type)	Fulweiler Ave west of Carson Ave	More traffic slowing please
Vehicles travel too fast here (Safety Comment Type)	Auburn Ravine Rd north of Epperle Ln	Cars drive way too fast!
Other (Safety Comment Type)	Pathway under Auburn-Folsom Rd between High st and Bicentennial Park	There's a narrow pathway (a dirt trail) that is user built that some of us are taking to connect to the paved trail which would be nice if Auburn could change to a dedicated second entrance to the paved trail and tunnel bypass under Auburn Folsom. It's on the north side on Auburn Folsom Rd.
Other (Safety Comment Type)	China Bar Access on Maidu Dr	Please work with ASRA to ask them to have their staff use Maidu Drive to access China Bar. Their staff travel up/down Skyridge & Riverview Drives multiple times a day to service China Bar, adding to the growing traffic in the neighborhood. Rangers should also direct hikers to use Maidu Drive to access China Bar.
Other (Safety Comment Type)	Intersection of Auburn-Folsom Rd and Maidu Dr	The bike lane coming into town abruptly ends before the turn lane/signs
Other (Safety Comment Type)	Intersection of Auburn-Folsom Rd and Pacific Ave	Traffic light needs to be more sensitive to bikes, also a green waiting area would be great
Other (Safety Comment Type)	Intersection of High St, Reamer St, and Cleveland Ave	[None]
Other (Safety Comment Type)	Intersection of Racetrack St, Auburn-Folsom Rd, and Fairgate St	Light needs to be more sensitive to bikes, green waiting area too.
Other (Safety Comment Type)	Cherry Ave east of Lincoln Way intersection	The cars parked on the street next to monkey cat cause a major conflict for flow of traffic and safety for pedestrians using the cross walks
Other (Safety Comment Type)	Intersection of Maidu Dr and Pleasant Ave	Add a sign here directing traffic to use Maidu Drive rather than driving through the neighborhood.
Other (Safety Comment Type)	Canyon View Community Center on Maidu Dr	Add a sign here directing traffic to use Maidu Drive rather than driving through the neighborhood.
Other (Safety Comment Type)	Intersection of Cleaveland Ave and Lincoln Way	This corner is a visibility disaster, and cars often don’t stop for cyclists making a left from Lincoln to Cleveland. The car parking near the corner makes it dangerous for everyone
Other (Safety Comment Type)	Intersection of Maidu Dr, Riverview Dr, and Falcons Pt	The stop sign here is consistently run by vehicles. I live/walk nearby daily and see this often. Unsafe for pedestrians and children walking to school at Skyridge. Speed limit on Maidu should also be lowered from 40 mph which is too high in my opinion.
Other (Safety Comment Type)	Finley St east of Stadium Way	Too narrow for anything to happen safely. On street parking is very dangerous and difficult to navigate.

Comment Type	Location	Comment
Other (Safety Comment Type)	High St south of Pleasant Ave	Here is the entrance to the paved trail that allows those biking or on foot to bypass Auburn Folsom and connect directly between Old Town and Downtown, yet it is not signed and it looks like it passes through private property. This should be made into a public right of way and remodeled to create a very obvious entrance from High Street. It connects right to the Farmers Market and would encourage so many more people to walk/bike to/from events in Old Town.
Other (Safety Comment Type)	Intersection of Lincoln Way and Commercial St	This is a very area with cars coming off the freeway and not stopping.
Other (Safety Comment Type)	High St south of Pleasant Ave	[None]
Other (Safety Comment Type)	Shirland Tract Rd at Rosemary Dr	North bound Shirland Track has too many speeders at Rosemary. Made worse by blind corner approaching the intersection.
I do NOT feel safe driving here (Safety Comment Type)	Intersection of Forest Hill Rd and Lincoln Way Foresthill Rd between Bowman Rd and I-80 WB off-ramp	Can a peanut roundabout be added here? It would take care of both the on/off ramp and the adjacent road. This location appears to have sufficient land area and a low traffic flow where a roundabout would work great. Caltrans and the California Department of Transportation have a whole host of writeups on the benefits of roundabouts including More than 90% reduction in fatal intersection accidents. 80% reduction in injury collisions. 40% reduction in pedestrian collisions. They provide traffic calming, resulting in reduced speeds. They require less maintenance, have lower yearly operational costs, and have a longer service life. They reduce greenhouse gas emissions by reducing vehicle idling time. The median islands provide refuge for pedestrians, allowing them to cross one direction of traffic at a time. They provide additional opportunities for landscaping in the community.
Vehicles travel too fast here (Safety Comment Type)	Intersection of SR-49 and Atwood Rd Intersection of SR-49 and Atwood Rd Intersection of SR-49 and Willow Creek Dr Intersection of SR-49 and Bell Rd Intersection of Atwood Rd, S 1st St, and Corral Dr Intersection of Bell Rd and Professional Dr	Can a roundabout be added here? This location appears to have sufficient land area and a low traffic flow where a roundabout would work great. Caltrans and the California Department of Transportation have a whole host of writeups on the benefits of roundabouts including More than 90% reduction in fatal intersection accidents. 80% reduction in injury collisions. 40% reduction in pedestrian collisions. They provide traffic calming, resulting in reduced speeds. They require less maintenance, have lower yearly operational costs, and have a longer service life. They reduce greenhouse gas emissions by reducing vehicle idling time. The median islands provide refuge for pedestrians, allowing them to cross one direction of traffic at a time. They provide additional opportunities for landscaping in the community.

Comment Type	Location	Comment
Vehicles travel too fast here (Safety Comment Type)	Intersection of SR-49 and Education St Intersection of SR-49 and Shale Ridge Ln Intersection of SR-49 and Jaeger Rd Intersection of Bell Rd and New Airport Rd Intersection of Indian Hill Rd and Auburn-Folsom Rd Intersection of Auburn-Folsom Rd and Pacific Ave Intersection of Lincoln Way, Maple St, and Auburn-Folsom Rd intersection of Lincon Way, High St, and Lewis St Intersection of Elm Ave and I-80 EB Ramps Intersection of Auburn Ravine Rd and Elm Ave Intersection of SR-49, Elm Ave, and Fulweiler Ave Intersection of SR-49. Sawyer St, and I-80 WB ramps Intersection of SR-49 and Quartz Dr Intersection of SR-49 and Locksley Ln Intersection of SR-49 and Dry Creek Rd Intersection of Bell Rd and Bowman Rd Intersection of I-80 EB Ramps and Bell Rd Intersection of Bell Rd and Musso Rd	Can a roundabout be added here? This location appears to have sufficient land area and a low traffic flow where a roundabout would work great. Caltrans and the California Department of Transportation have a whole host of writeups on the benefits of roundabouts including More than 90% reduction in fatal intersection accidents. 80% reduction in injury collisions. 40% reduction in pedestrian collisions. They provide traffic calming, resulting in reduced speeds. They require less maintenance, have lower yearly operational costs, and have a longer service life. They reduce greenhouse gas emissions by reducing vehicle idling time. The median islands provide refuge for pedestrians, allowing them to cross one direction of traffic at a time. They provide additional opportunities for landscaping in the community.

Comment Type	Location	Comment
Vehicles travel too fast here (Safety Comment Type)	Intersection of SR-49 and Palm Ave Intersection of SR-49, Nevada St, and Marguerite Mine Rd Intersection of SR-49 and Edgewood Rd Intersection of SR-49 and Luther Rd Intersection of SR-49, Kemper Rd, and New Airport Rd Intersection of Bell Rd and Richardson Dr Intersection of Atwood Rd and Richardson Dr	Can a roundabout be added here? This location appears to have sufficient land area and a low traffic flow where a roundabout would work great. Caltrans and the California Department of Transportation have a whole host of writeups on the benefits of roundabouts including More than 90% reduction in fatal intersection accidents. 80% reduction in injury collisions. 40% reduction in pedestrian collisions. They provide traffic calming, resulting in reduced speeds. They require less maintenance, have lower yearly operational costs, and have a longer service life. They reduce greenhouse gas emissions by reducing vehicle idling time. The median islands provide refuge for pedestrians, allowing them to cross one direction of traffic at a time. They provide additional opportunities for landscaping in the community.

APPENDIX C: RELEVANT PLANS AND POLICIES

Local, regional, state, and federal plans and other documents were reviewed in the development of the Auburn Active Transportation Plan. The plans and documents contain goals, policies, and other specific requirements related to active transportation and transportation safety.

LOCAL

City documents containing policies and requirements related to transportation include the Auburn General Plan, Auburn Bikeway Master Plan, Auburn Bowman Community Plan, Auburn State Recreation Area General Plan and Auburn Project Lands Resources Management Plan, Baltimore Ravine Specific Plan, Auburn Capital Improvement Program, Auburn Pavement Management and Maintenance Report, Auburn Municipal Code, and Auburn Engineering Specifications.

City of Auburn General Plan (November 1993)

The City of Auburn General Plan is a state-mandated document that guides how and where the city will grow over the next 20 years. It includes topics such as circulation, housing, land use, conservation, and several other elements. The following elements contain policies relevant to the transportation system.

CIRCULATION

The Circulation Element outlines the goals and policies related to Auburn's transportation network. **Table 14** lists the excerpts from the Auburn General Plan Circulation Element relevant to active transportation and roadway safety.

Table 14: Auburn General Plan – Circulation Element

Policy Number	Policy
Goal 1: Provide and maintain a comprehensive, safe, and efficient transportation system.	
Policy 1.6	Support improvements to Highway 49.
Policy 1.7	Support the construction of an improved connection between Highway 49 and Interstate 80.
Goal 2: Create a continuous, interrelated street network that is user-friendly for both vehicular and pedestrian traffic including, but not limited to, avoiding walled projects, dead end streets, and barricades.	
Policy 2.3	The City shall install crosswalks, pedestrian signals, and vehicular signals as warranted by standards adopted by the City Council.
Policy 2.4	The City shall construct pedestrian and emergency vehicle access where a logical connection can be made to existing streets, bikeways, future development, or emergency access roads.
Goal 3: Encourage transportation alternatives to the single-occupant automobile.	
Policy 3.8	Construct bicycle lanes, where possible, on all major arterials.
Goal 5: Provide a full range of adequate public services for all area residents and businesses.	
Policy 5.1	The City shall prepare and maintain a five-year capital improvement program for public facilities.
Policy 5.2	The City will continue to seek new and maintain existing sources of funding to develop, operate, and maintain community facilities, urban services, and transportation facilities.

OPEN SPACE AND CONSERVATION

The Open Space and Conservation Element outlines the goals and policies related to Auburn's parks, recreational facilities, and natural resources. **Table 15** lists the excerpts from the Auburn General Plan Open Space and Conservation Element relevant to active transportation and roadway safety.

Table 15: Auburn General Plan – Open Space and Conservation

Policy Number	Policy
Goal 3: Identify, protect, and enhance open areas and greenbelts throughout the planning area for the protection of wildlife and for use and enjoyment by residents and visitors.	
Policy 3.2	Provide for greenbelts or linear open spaces which shall be preserved to enhance developed areas as well as to maintain clear boundaries of the Auburn community.
Policy 3.5	The City, where possible, shall require open space areas to be linked together by providing additional open space area or at a minimum provide connections using trails, banks of creeks, and rights-of-way.
Policy 3.6	The City shall continue to coordinate with the Auburn Recreation District the siting and improvement of park facilities and park/recreation/trail-oriented projects. Coordination shall also include but not be limited to land dedication for park/recreation purposes, payment of fees, construction of park/recreation facilities.
Goal 5: Create a pedestrian and trail network to provide access to developed areas as well as public access to open space and recreation resources consistent with the need to protect those resources.	
Policy 5.1:	Encourage recreation facilities and activities such as fishing, equestrian activities, trails, and parks.
Policy 5.2	Encourage uses such as trails, picnicking, observation points, and parks along major transportation routes, as appropriate.
Policy 5.3	Utilize the non-auto circulation map to develop a community trail system to: • Provide safe, pleasant, and convenient travel by foot, horse, or bicycle within the planning area; • Provide recreational opportunities to residents of the General Plan area; • Connect local trails to regional trail systems where appropriate; • Link together school facilities, parks, community buildings, and other community-oriented public services with residential developments where appropriate; • Incorporate trails into public and utility corridors; and • Implement the Auburn Ravine Trail Master Plan if feasible.

Policy Number	Policy
Policy 5.4	In making land use decisions, recognize the trail development and recreational potential of major open space features such as: • The American River: Bikeway, hiking trails, equestrian trails, rest areas, and picnicking accommodations should be provided within trail corridors, wherever feasible; • Terrain Changes: Development along designated trails and pathway corridors should be controlled in order to provide sufficient right-of-way and to ensure that adjacent new development does not detract from the scenic aesthetic qualities of the corridor; • Major Ridge Tops: Ridge tops offer outstanding scenic value and have the potential to be linked to existing trails. Development should not detract from the overall viewshed quality of and from the ridge top. • Riparian Corridors: The design, construction, and management of proposed trails and pathways within riparian corridors should be carefully executed in order to reduce environmental disturbance. Bridges and other public improvements should be designed to provide safe and secure routes for trails, including grade separations between roads and trails, when feasible. Oak Woodlands: Cooperative interagency planning of pathways, bikeways and equestrian trails should be promoted in "greenbelt" areas.
Policy 5.5	Residential developments adjacent to parks or open spaces shall be strongly encouraged to provide direct access to common open space contiguous to such areas.
Policy 5.6	When considering the location of new parks, the City in conjunction with the Auburn Recreation District shall select sites based on, but not limited to, maximum accessibility, typography, and visibility.

The City of Auburn is currently in the process of updating the General Plan. The development of the ATP was coordinated with this update to ensure a cohesive vision and consistency across planning efforts.

City of Auburn Bikeway Master Plan (April 2002)

The City of Auburn Bikeway Master Plan outlines the actions and policies to support bicycling within the City of Auburn. The overall goal of the plan is "To promote safe, convenient, and enjoyable cycling by establishing a comprehensive network of bikeways that link the Activity Centers of Auburn and coordinate with the Placer County Regional Bikeway Plan." This goal is to be supported by the objectives and policies listed in **Table 16**.

Table 16: Auburn Bikeway Master Plan

Objective	Policy
Create a safe and efficient network of bikeways that enhances bicycle use as a viable alternative mode of transportation for commuter and recreational use and for the avid cyclists as well as the "weekend" rider.	Implement the bikeway network by working closely with Placer County jurisdictions, bicycle advisory committees, and City Residents.
Encourage the City to consider the needs of cyclists when designing new or reconstructing existing facilities.	Work with the County and other cities to incorporate state-of-the-art bicycle design guidelines into their overall policies for roadway and interchange design.
Coordinate with Placer County departments, cities, and other government entities to create continuity and consistency with existing and planned bikeway systems.	Develop a prioritized list of bikeway projects for implementation on a City-wide basis.
Provide for bikeways that connect to work, school, shopping, transit transfer points, and recreational areas.	Implement directional signage along bikeways to indicate connections to key destinations.

Objective	Policy
Create a bikeway system that takes advantage of the scenic qualities in Auburn for both residents and visitors to enjoy.	Encourage Placer County jurisdictions to work with developers and bicycle groups to dedicate easements for bikeways.
Continue to fund and install bicycle racks on all Auburn Transit buses.	Encourage all transit operators to include bicycle racks in specifications for new vehicles and encourage operators without bicycle racks on existing buses to apply for funds to add them.
Integrate bicycle planning with other community planning, including land use and transportation planning.	Include bikeways in City planning efforts.
Provide for an ongoing bikeway planning process.	Update the prioritized project list as bikeway projects are implemented.
Maintain bikeways and related facilities in a condition favorable to safe and efficient use by cyclists.	Develop an ongoing funding source for maintenance of bikeways.
Ensure safe conditions for cyclists through signage, traffic controls, engineering, and law enforcement efforts.	Encourage addition of safety signage on shared roadways and support safety education programs for bicyclists.
Promote awareness and use of the bikeway system through distribution of a map of all bicycle facilities.	Working with the PCTPA, provide updated information for the regional bicycle map. Work with local groups to provide wide distribution to everyone including low income and minority communities.
Pursue all possible sources of funding for timely implementation of the bicycle master plan.	Apply for all possible sources of funding including: Safe Routes to Schools, Congestion Mitigation and Air Quality, Transportation Development Act, State Bicycle Transportation Account.

Elements of the Auburn Bikeway Master Plan were reviewed and incorporated into the Auburn Active Transportation Plan. The Active Transportation Plan supersedes the Bikeway Master Plan as the City of Auburn's guidance document for bicycling and pedestrian networks within the City's jurisdiction.

Auburn Bowman Community Plan (1994)

The Auburn/Bowman Community Plan is a planning document that sets the goals, policies, standards, and measures to guide the development of the Auburn and Bowman areas through 2010. **Table 17** lists the goals of the Auburn/Bowman Community Plan's Traffic Circulation Element relevant to active transportation and roadway safety.

Table 17: Auburn Bowman Community Plan – Traffic Circulation Element

Goal Number	Goal
1	Provide for a transportation system that supports the social and economic well-being of the people and environment of the plan area.
2	Provide a safe and efficient transportation system for residents of the plan area and others who use the systems.
3	Encourage and enable the use of public and private transit as well as other alternative modes of transportation. Expand public transportation opportunities to meet the needs of the plan area's residents, reduce traffic congestion, and improve air quality
5	Coordinate the road network and alternative transportation systems within the plan area with similar systems in surrounding areas.
6	Keep to a minimum the number of driveway encroachments along public roadways – particularly along major corridors.
7	Eliminate potential hazards and otherwise improve existing, substandard roads in the plan area.
8	Develop a community trail system parallel to public roadways in order to: a. Provide safe, pleasant, and convenient travel by foot, horse, or bicycle within the plan area. b. Provide recreation opportunities to residents of the plan area. c. Connect local trails to regional trail systems. Link school facilities, parks, community buildings, and other community-oriented public services with residential developments.
9	Provide safe bicycle facilities along existing and proposed roadways.
11	Maintain roads, trails, and other transportation facilities at a standards which assures safe public use.
13	Provide adequate space for alternative modes of transportation within or adjacent to existing transportation corridors.

The Auburn Bowman Community Plan is currently undergoing an update. The development of the ATP and CSAP is being coordinated with this update to ensure a cohesive vision and consistency across planning efforts.

Auburn State Recreation Area General Plan and Auburn Project Lands Resources Management Plan (2021)

The Auburn State Recreation General Plan and Auburn Project Lands Resource Management Plan outlines the management of the Auburn Reservoir after construction of the Auburn Dam. It identifies goals and guidelines to achieve the purpose and vision for the Auburn State Recreation Area. The goals relevant to trail use and other recreational opportunities in the Auburn State Recreation Area and listed in **Table 18**.

Table 18: Auburn State Recreation Area General Plan and Auburn Project Lands Resources Management Plan

Guideline Number	Guideline
Recreational Opportunities **Goal V 1: Provide a wide range of outdoor recreation opportunities that offer high-quality experiences for visitors of different backgrounds, interests, and abilities.**	
Guideline V 1.4	Provide a range of opportunities and access for all trail user types including hiking, running, bicycling, and equestrian use to accommodate public demand for high-quality trail experiences and healthy outdoor activities.
Guideline V 1.12	Monitor visitor use and trends in recreational activities. Use visitor-monitoring data to identify locations where congestion is occurring and where potential conflicts between uses could result in safety hazards, resource damage, or impacts to visitor experience. Information from visitor-use monitoring should inform the timing and location of management actions to reduce congestion, resource damage, safety risks and provide opportunities for new activities or activities that are increasing in popularity
Trail Use **Goal V 2: Manage, develop, and maintain ASRA/APL trails to support a variety of user experiences with connections to other trails in adjacent jurisdictions, neighborhoods, and parks.**	
Guideline V 2.1	Prepare a Road and Trail Management Plan that addresses development, coordinated use, opportunities for future trail development and improvements, connectivity parking, access, and current uses of trails within ASRA/APL...
Guideline V 2.3	Using CSP established policies and processes ("Change in Use"), designate allowable trail uses to make any changes from established use designations with the goal of accommodating access for all user groups while limiting potential safety conflicts between user groups and providing a variety of trail experiences.
Roads and Parking **GOAL FAC 4: Develop and maintain an integrated and efficient circulation system that facilitates multi-modal visitor access to and movement within ASRA/APL.**	
Guideline FAC 4.1	Establish alternatives for accommodating peak period or special event parking, such as satellite parking areas and shuttle services
Guideline FAC 4.3	Encourage trail connections and other non-motorized alternatives for access to ASRA/APL from surrounding areas to reduce parking demand and traffic congestion.
Trails and Trail Bridges **GOAL FAC 6: Develop and maintain an integrated trail system that provides trail connectivity throughout ASRA/APL and to surrounding lands.**	
Guideline FAC 6.1	Prepare a Road and Trail Management Plan as described in Guideline V 2.1.
Guideline FAC 6.2	Construct additional trail routes to improve connectivity and provide new recreation opportunities.
Guideline FAC 6.3	Provide trail bridges to improve trail connectivity: 1.) between Auburn and Cool across the lower North Fork American River; and 2.) across the Middle Fork of the American River near the former Greenwood Bridge ASRA General Plan/APL Resource Management Plan 4-43 The Plan site. CSP is responsible for the development of recreational trail bridges.
Guideline FAC 6.4	CSP will develop, improve, or extend the following major trail routes: i. Auburn-to-Cool Trail, ii. Confluence to Ponderosa Road Crossing, iii. Olmstead Loop to Peninsula Campground in Folsom Lake SRA, and iv) Multi-use route between Cool and the China Bar area using Mountain Quarries Railroad bridge or Highway 49 bridge.
Guideline FAC 6.5	Enhance and expand existing formalized or informal trailheads where demand warrants and space permits.

Baltimore Ravine Specific Plan (February 2011)

The Baltimore Specific Plan (BRSP) establishes the planning and policy framework for the development of approximately 277 acres in southwest Auburn just south of Interstate 80. It establishes overarching design concepts, land use designations, and a preliminary concept of new roadway facilities and improvements to nearby existing facilities. This includes sidewalks along all collector roadways and most local streets, bike lanes along the planned Herdal-Werner Connector, and unpaved pedestrian trails in open space areas. Regarding trails and bikeways, the specific plan states that "the focus is upon providing an amenity to BRSP residents rather than connectivity for those outside the Specific Plan Area."

City of Auburn Capital Improvement Program 2012/2013 – 2016/2017

The Capital Improvement Plan outlines the cost estimates for near-term capital investment projects for airport, sewer, transportation, transit, facilities, and general community improvements. The 2012/2013-2016/2017 Capital Improvement Program is the most recently approved capital improvements plan approved by the Auburn City Council.

The Transportation Program lists the following upcoming projects.

- Palm Avenue Sidewalk Project – Installing a sidewalk and bike lane on Palm Avenue.
- Nevada Street Pedestrian and Bicycle Facilities – The design and construction for installing Class II bike lanes and sidewalks on Nevada Street.
- Multimodal Rail Platform Extension – Preliminary engineering and environmental review to extend the length of the Multimodal Rail Platform so that it may accommodate longer Capital Corridor trains.
- Sidewalk Repairs – Approximately $50,000 for general sidewalk repairs to reduce tripping hazards.

Additional transportation-related projects are included in the General Community Program including:

- Streetscape Phase 3A – Replacing the sidewalk to allow for streetscape improvements such as landscaping, benches, kiosks, and other features on the 1300 block of Lincoln Way.
- Streetscape Phase 4 – Replacing the sidewalk to allow for streetscape improvements such as landscaping, benches, kiosks, and other features on the 1000 block of High Street

The Transit Program plans for the replacement and addition of bus stop facilities including signposts, informational signs, benches, shelters, and site improvements. Similarly, the Facilities Program includes replacing and repairing transit shelter or facilities at the Auburn Station.

City of Auburn Pavement Management & Maintenance Report (2022)

The Pavement Management & Maintenance Plan (PMMP) Report outlines the roadways in Auburn that are to undergo pavement maintenance during fiscal years 2022/2023–2026/2027. Maintenance may include crack sealing, slurry seals, cape seals, overlays, and reconstruction. Many of these treatments are opportune times for the city to evaluate the feasibility of adding bike and pedestrian facilities or safety enhancements. The PMMP outlines the roadways that will be targeted for overlay and surface treatments over the next five years.

Auburn Municipal Code

Laws and regulations pertaining to transportation within the City of Auburn are outlined in Title VII (Traffic Code) and Title IX (General Regulations) of the City of Auburn Municipal Code. Key sections of the Municipal Code affecting transportation safety, pedestrians, or bicyclists are listed in **Table 19**.

Table 19: Auburn Municipal Code

Section	Code
Title VII: Section 70.17 Traffic Accident Reports	A. 1. The Traffic Division shall maintain a suitable system of filing traffic accident reports. 2. Accident reports, or cards referring to them, shall be filed alphabetically by location. The reports shall be available for the use and information of the Traffic Engineer.
Title VII: Section 70.18 Annual Traffic Safety Reports	A. The Traffic Division shall annually prepare a traffic report which shall be filed with the Council. B. The reports shall contain information on traffic matters in the city as follows: 1. The number of traffic accidents, the number of persons killed, the number of persons injured and other pertinent traffic accident data; 2. The number of traffic accidents investigated and other pertinent data regarding the safety activities of the Police Department; and The plans and recommendations of the Traffic Division for future traffic safety activities
Title VII: Section 70.36 Persons Riding Bicycles and Riding or Driving Animals	Every person riding a bicycle or riding or driving an animal upon a highway shall have all the rights and shall be subject to all the duties applicable to the driver of a vehicle as set forth in this chapter, except those provisions which by their very nature can have no application.
Title VII: Section 71.43 Riding and Driving on Sidewalks	A. No person, except for those provided for in division (B) above, shall ride, drive, propel or cause to be propelled any vehicle or animal across or upon any sidewalk, except over permanently constructed driveways and except when it is necessary for any temporary purpose to drive a loaded vehicle across a sidewalk. In such latter event, the sidewalk areas shall be substantially protected by wooden planks 2 inches thick, and written permission shall be previously obtained from the Traffic Engineer. The wooden planks shall not be permitted to remain upon the sidewalk area from 6:00 p.m. to 6:00 a.m. B. In accordance with Cal. Vehicle Code § 21114.5, the following shall be exceptions to this section: 1. The operation of electric carts by physically disabled persons on public sidewalks shall be allowed. The operation of the carts shall only be allowed if the disabled person who owns or leases an electric cart applies to the city's Police Department for a permit and an identification sticker to so operate the cart. The sticker issued by the Police Department shall be affixed to the car prior to its operation on any public sidewalk. The permit and sticker shall become invalid if the person ceases to operate, own or lease the cart.

Section	Code
Title VII: Section 71.44 Skateboards and Skating Devices	For the purpose of this section, the following definitions shall apply unless the context clearly indicates or requires a different meaning. *SKATEBOARD*. A device for riding upon, consisting of an oblong or similar piece of wood or other material mounted on skate or similar wheels and designed for riding upon, usually while standing, including any device reasonably similar to the device described in this section. *SKATING DEVICE(S)*. Any footwear made of plastic, leather or any other material mounted in skates, or similar type wheels, either side by side or in a row, and designed to propel a person by bodily force or any other device(s) reasonably similar to the device(s) described in this section. *USE OF RESTRICTED*. It shall be unlawful for any person to ride or propel any skateboard or skating device(s) upon any public street, public sidewalk, or any other public property within or upon the following areas: 1. Property zoned "commercial;" 2. Property zoned "office building;" 3. Public school property within the city; 4. Auburn Recreation District property within the city, except that skating devices shall be allowed thereon; 5. Any property used for court purposes; or Placer County property within the city.
Title VII: Section 73.01 Crosswalks; Establishment, Designation and Maintenance; Signs	A. The Traffic Engineer shall establish, designate, and maintain crosswalks at intersections and in other places by appropriate devices, markings, or lines upon the surface of the roadway as follows: 1. Crosswalks shall be established and maintained at all intersections within the Central Traffic District, at such intersections outside the district, and at other places within or outside the district where the Traffic Engineer determines that there is particular hazard to pedestrians crossing the roadway, subject, however, to the limitation set forth in division (A)(2) below. 2. Other than crosswalks at intersections, no crosswalk shall be established in any block which is less than 400 feet in length, and the crosswalk shall be located as nearly as practicable at mid-block. The Traffic Engineer may place signs, at or adjacent to an intersection in respect to any crosswalk, directing that pedestrians shall not cross in the crosswalk so indicated.
Title VII: Section 73.02 Jaywalking	No pedestrian shall cross a roadway, other than by a crosswalk, in the Central Traffic District or in any business district.
Title IX: Section 101.050 Riding on Roadways and Bicycle Lanes	Every person operating a bicycle upon a roadway shall ride as near to the right-hand side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction. Persons riding bicycles upon a roadway shall not ride more than 2 abreast, except on lanes or parts of roadways set aside for the exclusive use of bicycles.
Title IX: Section 101.051 Emerging from Alleys, Bicycle Paths, or Driveways	The operator of a bicycle emerging from an alley, driveway, bicycle path, building or otherwise, approaching upon a sidewalk or a sidewalk area extending along any such area, shall yield the right-of-way to all pedestrians approaching on the sidewalk or sidewalk area, and, upon entering a bicycle lane, shall yield the right-of-way to all bicycles approaching on the lane, and, upon entering the roadway, shall yield the right-of-way to all vehicles or bicycles approaching on the roadway.

Section	Code
Title IX: Section 101.052 Bicycle Lanes	No person shall ride or operate a bicycle upon a roadway adjacent to which or upon which bicycle lanes have been designated, except within the bicycle lane or except as otherwise permitted by the provisions of this subchapter. No person shall ride or operate a bicycle upon a roadway adjacent to which there is a bicycle path which parallels the roadway and which bicycle path, when measured from the edge of the roadway to the edge of the bicycle path nearest the roadway, is not more than 75 feet distant, except within the bicycle path or except as otherwise permitted by the provisions of this subchapter.
Title IX: Section 101.053 Yielding Right-Of-Way at Intersections	Upon approaching an intersection, any person riding or operating a bicycle in a bicycle lane shall yield the right-of-way to all vehicles within or approaching the intersection, except that all vehicles which must stop before entering an intersection because of a stop sign and all vehicles making a left- hand turn at an intersection shall not proceed into the intersection nor make such a turn without first yielding the right-of-way to all bicycles within or approaching the intersection and shall proceed only when it is safe to do so.
Title IX: Section 101.054 Vehicles Crossing Bicycle Paths or Lanes	No person shall drive a vehicle upon or across a bicycle path or lane, except to enter a driveway and except to park the vehicle or leave a parking space. No person shall drive upon or across a bicycle lane, as permitted by this section, except after giving the right-of-way to all bicycles within the lane.
Title IX: Section 101.056 Speed	No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.
Title IX: Section 101.057 Clinging to Vehicles	No person riding upon any bicycle shall attach the bicycle or himself or herself to any vehicle upon a roadway.
Title IX: Section 101.058 Riding on Sidewalks and Roadways	A. No person shall ride a bicycle upon a sidewalk within the Central Traffic District. B. The Traffic Engineer, with the approval of the Traffic Committee, is hereby authorized to erect or place signs in any other district on any sidewalk or roadway prohibiting the riding of bicycles thereon by any person and when the signs are in place no person shall disobey the signs. Before such a sign is erected or placed, it shall be found by the Traffic Committee: 1. The riding of bicycles on such sidewalk or roadway will endanger pedestrian traffic or the public safety; or 2. A property right of interest belonging to the city may be terminated or forfeited if the riding of bicycles on the sidewalk or roadway is not prohibited. Whenever any person is riding a bicycle upon a sidewalk, the person shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing the pedestrian.
Title IX: Section 101.059 Passengers	A. No person riding or operating a bicycle in the city shall carry another person on the bicycle unless the person or passenger is seated upon an individual seat or carrier separate from that intended to be used by the operator. No person shall ride upon a bicycle as a passenger unless he or she is seated upon an individual seat or carrier separate from that intended to be used by the operator.
Title IX: Section 101.060 Lights and Reflectors	Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type which shall be visible from all distances from 50 feet to 300 feet to the rear when directly in front of the lawful upper beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.
Title IX: Section 101.061 Brakes	Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, and clean pavement.

Section	Code
Title IX: Section 101.062 Right-Hand Sides of Roadways	If a bicycle lane is separated from the traffic lane by a parking lane, then the edge of the bicycle lane nearest the center of the roadway shall be deemed the equivalent of the "curb" or the "right-hand side of the roadway" or the "shoulder of the roadway" or any other word or phrase which references the extreme right-hand side of the roadway. It is the intent of this section that a substitute right-hand side of the roadway be created for the purposes of compliance with local and state laws which reference the right-hand side of the roadway for parking, emergency parking, driving and other purposes
Title IX: Section 101.063 Bicycle Lanes; Establishment; Signs	The Traffic Engineer, upon the approval of the Traffic Committee, is hereby authorized to erect or place signs upon any street or adjacent to any street in the city indicating the existence of a bicycle lane and otherwise regulating the operation and use of vehicles and bicycles with respect thereto, so long as the signs are consistent with the provisions of this chapter. Before the signs are erected, the subject bicycle lane shall be designated on the street by a raised curb, appropriate painting, reflectorized buttons, or in another manner as the Traffic Engineer, upon the approval of the Traffic Committee, shall determine will provide sufficient notice of the existence of the bicycle lane. When the signs are in place, no person shall disobey the signs. Before the signs are erected or placed, it shall be found by the Traffic Committee that, without the establishment of a bicycle lane separated from a vehicle lane, the public is endangered.
Title IX: Section 101.064 Riding of Roadways Adjacent to Bicycle Lanes	No person shall ride or operate a bicycle upon a roadway adjacent to which or upon which bicycle lanes have been designated, except within such bicycle lanes or except as otherwise permitted by the provisions of this subchapter. No person shall ride or operate a bicycle upon a roadway paralleling a bicycle path which, when measured from the edge of the roadway to the edge of the bicycle path nearest the roadway, is not more than 75 feet distant, except within the bicycle path or except as otherwise permitted by the provisions of this chapter.
Title IX: Section 101.065 Bicycle Lanes; Direction of Travel	No person shall ride or operate a bicycle within a bicycle lane in any direction, except that permitted for vehicular traffic traveling on the same side of the roadway; provided, however, bicycles may proceed either way along a lane where arrows appear on the surface of the lane designating 2-way traffic.
Title IX: Section 101.066 Leaving Bicycle Lanes	Once having entered a bicycle lane, no person riding or operating a bicycle shall leave the lane except at intersections; provided, however, the person may leave a bicycle lane upon dismounting from a bicycle, walking the bicycle and being subject then to all the laws applicable to pedestrians; and provided, further, the person may leave the bicycle lane between intersections in order to make a U-turn, where such a turn is permissible for vehicular traffic, or to turn into a driveway on the right- or left-hand side of the bicycle lane. Upon leaving a bicycle lane, the rider or operator of the bicycle shall yield the right-of-way to all vehicles and shall not leave the bicycle lane until it is safe to do so.
Title IX: Section 101.067 Walking Bicycles	Bicycles may be walked subject to all the provisions of laws applicable to pedestrians.

City of Auburn Engineering Specifications

The City of Auburn Engineering Specifications include design standards, standard details, and construction specifications for:

- Sidewalks
- Bikeways
- Horse trails
- Curb ramps
- Traffic signals
- Signs

For any facilities not included in the City's Specifications, engineers are to defer to the Placer County General Specifications.

Regional

Placer County Regional Bikeway Plan (2018)

The purpose of the Placer County Bicycle Transportation Plan is to formulate a long-range, comprehensive, and consistent policy guide for achieving a countywide bikeway network, and list current priorities for bicycle facility development. The plan provides a viable system of bike routes that when constructed will encourage and promote more bicycle riding.

The plan sets forth goals and policies for bicycle facilities in the unincorporated county in response to identified needs. Priority projects include bike connections along Luther Road, Auburn Ravine Road, and Auburn Folsom Road located just outside of the city boundary. Connections to the facilities adjoining the City of Auburn will be considered in the development of the Auburn ATP and CSAP to facilitate regional connectivity.

Placer County is currently in the process of developing its first Active Transportation Plan. The Placer Countywide Active Transportation Plan is being developed in coordination with concurrent local active transportation planning efforts in the region, including the City of Auburn ATP and CSAP.

Placer County Regional Transportation Plan 2040 (2019)

The Regional Transportation Plan outlines the policies, actions, and funding toward meeting short- and long-range transportation needs across the county over the next twenty years. Goal 6 of the plan is to "Promote a safe, convenient, and efficient transportation system for bicyclists, pedestrians, and users of low-speed vehicles, as part of a balanced overall transportation system." The document notes the important role that active transportation can play in regional mobility and recommends that non-motorized and low-speed travel needs are included in all phases of transportation planning.

Placer County Sustainability Plan (2020)

The Placer County Sustainability Plan demonstrates the County's commitment to greenhouse gas (GHG) reduction and climate resiliency through several sectors including transportation, energy, and solid waste among many others. The Sustainability Plan outlines the strategies and policies that will be undertaken to achieve this goal by encouraging active through transportation through expansion of the bikeway and trails network, investing in infrastructure improvements to improve safety, and considering a bike share program. The Sustainability Plan further emphasizes the regional focus on supporting active transportation.

Sacramento Council of Governments Sacramento Region Trail Network Plan (2022)

The Sacramento Council of Governments (SACOG) Board of Directors approved the prioritization and implementation strategy of the Sacramento Region Trail Network Action Plan in August 2022. The Sacramento Regional Trail Network will spark a new wave of walking, biking, and rolling to daily destinations throughout the region. The network envisions reliable routes to the best places around the region for all ages and abilities. The connections to facilities adjoining the City of Auburn identified in the plan will facilitate regional connectivity among nearby communities like North Auburn and Auburn State Recreation Area.

Sacramento Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (2019)

The SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) includes four priority policy areas, two of which are focused on supporting and improving transportation options across the region. **Table 20** lists the policies and implementation actions from the MTP/SCS to support these priority areas.

Table 20: SACOG Metropolitan Transportation Plan and Sustainable Communities Strategy

Policy Number	Policy
Priority Policy Area 2: Foster the next generation of mobility solutions.	
Policy 3	Implement pilot projects aimed at making microtransit and micromobility (such as bike and scooter share) work for urban, suburban, rural, and low-income areas of the region.
Policy 5	Support innovative education and transportation demand management programs covering all parts of the region, to offer a variety of alternatives to driving alone.
Policy 8	Support more seamless travel through better traveler information for trip planning, reliable service, and coordination between operators for transit, shared mobility, and other first/last mile connections
Priority Policy Area 4: Build and maintain a safe, reliable, and multimodal transportation system.	
Policy 20	Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
Policy 22	Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
Policy 23	Prioritize and incentivize transportation investments that benefit environmental justice communities.
Policy 24	Invest in transportation improvements that improve access to major economic assets and job centers.

Caltrans Active Transportation Plan – District 3 (2022)

The Caltrans District 3 Active Transportation Plan locates needs on the State Highway System and establishes a baseline for assessing future progress. Bicycling route needs were identified on State Route (SR) 49 from North Auburn to the North Fork of the American River and on Interstate 80 between Ophir Rd and Old Town Auburn. Several highway crossing needs are also identified along the same corridors for pedestrians and bicyclists.

Capitol Corridor Vision Plan (2014)

The Capitol Corridor Vision Plan outlines short-term and long-term strategies for investment to improve Amtrak transit service between the Sacramento and Bay Area regions. The short-term plan includes service expansion in Placer County to alleviate congestion along Interstate 80 between Sacramento and Auburn. As part of this plan, Auburn will be expanded to two roundtrips per day when funding becomes available.

State and Federal

Several state and federal plans and other documents contain goals, policies, and requirements relevant to the ATP.

California State Bicycle and Pedestrian Plan (2017)

In June 2017, Caltrans finalized "Toward an Active California," the State Bicycle and Pedestrian Plan. The plan sets targets to greatly increase walking and bicycling with a vision of "By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortable walk and bicycle for their transportation needs." The Plan identifies objectives and strategies to achieve this vision through safety, mobility, preservation, and equity.

California Transportation Plan 2050 (2021)

The California Transportation Plan (CTP) is a long-range transportation plan to guide transportation decisionmakers at all levels of government. The CTP establishes an overall vision that "California's safe, resilient, and universally accessibly transportation system supports vibrant communities, advances racial and economic justice, and improves public health." To achieve this vision, the CTP lists recommended actions including expanding multimodal options and enhancing transportation safety.

California Green Building Code

The 2013 California Green Building Standards contain specific requirements for the amount and type of both short-term and long-term bicycle parking. Requirements are mandatory for non-residential projects and voluntary for residential projects. These standards may be superseded by local requirements if local requirements are stricter.

California Assembly Bill 32 and Senate Bill 375

Senate Bill (SB) 375 is the implementation legislation for Assembly Bill (AB) 32. AB 32 requires the reduction of greenhouse gases (GHG) by 28% by the year 2020 and by 50% by the year 2050. Greenhouse gases are emissions – carbon dioxide chief among them – that accumulate in the atmosphere and trap solar energy in a way that can affect global climate patterns. The largest sources of these emissions related to human activity are combustion-powered machinery, internal combustion vehicle engines, and equipment used to generate power and heat. SB 375 tasks metropolitan and regional transportation planning agencies with achieving GHG reductions through their Regional Metropolitan Transportation Plans. The reduction of the use of the automobiles for trip making is one method for reducing GHG emissions. This outcome can be achieved by using modes other than the automobile such as walking, bicycling, or using transit.

California Assembly Bill 1358

Assembly Bill 1358, the Complete Streets Act, calls for the inclusion of all modes upon any substantive revision of the circulation element of a city or county's general plan circulation element. The legislation requires planning for a "balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation."

California Senate Bill 743

SB 743, passed in 2013, required the development of new guidelines that address transportation impact metrics under the California Environmental Quality Act (CEQA). As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to

this division, except in locations specifically identified in the guidelines, if any." The new criteria shift the focus from roadway performance to the amount of vehicular travel that is occurring on roadways. This action enables agencies to evaluate impacts of transportation through a lens of sustainability and promotes the development of multimodal transportation networks.

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling equal with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

Americans with Disabilities Act

The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities concerning employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to "public accommodations," the spirit of the law applies not only to public agencies but also to all facilities serving the public, whether publicly or privately funded.

APPENDIX D: RELEVANT PROPOSED PROJECTS, PRIORITIZATION, AND COST ESTIMATES

This appendix provides lists of prioritized projects for the City of Auburn, including project extents and costs, and explains how projects were prioritized and costs were estimated.

Prioritization

The projects identified to develop the network were prioritized based on several criteria weighted based on relative importance including:

- Proximity to key destinations, including schools, parks, and commercial centers
- Collision locations
- Disadvantaged community indicators
- Population density
- Judgment of City staff

Cost Estimation

Cost estimates are based on unit costs developed from recent local projects. These unit costs are identified in **Table 21** below. In a few cases, more detailed cost estimates were available and used. All project cost estimates are high-level, and more detailed study of individual projects will be required to refine them. Land acquisition, road widening, and utility relocation costs are not included unless otherwise noted. Specific costs will vary based on local conditions.

Table 21: Unit Costs

Facility	Unit	Cost	Assumptions
Bicycle and Pedestrian Improvement Unit Costs			
Sidewalk	Per Mile	$ 818,400	6-foot sidewalk and includes curb and gutter
Class I Shared-Use Path	Per Mile	$ 1,320,000	10-foot paved path
Class II Bike Lane	Per Mile	$36,960	Only striping of the bike lane
Class II Buffered Bike Lane	Per Mile	$ 52,800	Only striping of the bike lane and buffer area
Class III Bike Route	Per Mile	$ 16,050	Includes engineering costs, signage and sharrow markings (1000-foot spacing each)
Class IV Separated Bikeway	Per Mile	$ 580,800	Assumes a 2-foot median separation and no roadway widening is necessary
Intersection Treatment Unit Costs			
High Visibility Crosswalk	Per Crosswalk	$ 7,000	
Curb Extension	Per Corner	$ 16,000	
Bulb Out	Per Bulb Out	$ 14,400	
Rectangular Rapid Flashing Beacon	Per Crossing	$ 100,000	Assumes full equipment installation
Pedestrian Hybrid Beacon	Per Crossing	$ 350,000	Assumes full equipment installation
Crosswalk	Per Crossing	$ 1,120	Assumes 112 sq. ft. per intersection leg
Street Sign Installation	Per Sign	$ 1,300	Assumes full equipment installation
Signal Modification	Per Intersection	$ 30,000	Assumes addition of Leading Pedestrian Interval modification

Bicycle and pedestrian improvements are provided in **Table 22, Table 23,** and **Table 24** based on the typical costs shown in **Table 21**. These criteria are for cost estimating purposes; the actual design of the intersection treatment(s) will require additional study and must meet California MUTCD standards.

Table 22: Sidewalk Projects and Costs

Location	Length (Miles)	Priority	Cost
Adriana Pl	0.14	Low	$113,760
Aeolia Dr	0.71	Low	$580,990
Aeolia Dr	0.29	Low	$237,470
Aeolia Dr	0.00	Low	$2,970
Aeolia Dr	0.09	Low	$76,580
Aeolia Dr, Birdsall Ave	0.30	Low	$243,250
Aeolia Dr, Birdsall Ave, Darlington Ave	0.21	Low	$172,610
Aeolia Dr, Darlington Ave	0.00	Low	$3,730
Aeolia Dr, Foresthill Ave	0.08	Low	$68,130
Airpark Ct	0.26	Low	$211,700
Andrews St	0.14	Low	$112,370
Andrews St, Buena Vista St	0.13	Low	$105,450
Appian Way, Auburn Ravine Rd	0.29	Medium	$240,610
Appian Way, Baltic Cir	0.19	Low	$159,490
Arroyo Dr	0.47	Low	$385,780
Arroyo Dr	0.23	Low	$189,770
Arroyo Dr, Mira Loma Dr	0.55	Low	$447,700
Arroyo Dr, Mira Loma Dr	0.29	Low	$236,080
Auburn Folsom Rd	0.11	Low	$89,080
Auburn Folsom Rd	0.52	Low	$428,250
Auburn Folsom Rd	0.39	Low	$317,770
Auburn Folsom Rd	0.32	Low	$260,610
Auburn Folsom Rd	0.11	Low	$93,540
Auburn Folsom Rd	0.04	Low	$33,760
Auburn Folsom Rd	0.10	Low	$81,910
Auburn Folsom Rd	0.05	Low	$40,310
Auburn Folsom Rd	0.36	Medium	$294,080
Auburn Folsom Rd	0.10	Medium	$78,950
Auburn Ravine Rd	0.07	Medium	$54,290
Auburn Ravine Rd	0.19	Medium	$158,150
Auburn Ravine Rd	0.03	Medium	$21,920
Auburn Ravine Rd	0.18	Medium	$146,260
Awali Ave, Racetrack St	0.19	Low	$153,440
Baltimore Rd	0.10	Low	$79,060
Baltimore Rd	0.10	Low	$83,300
Belmont Dr	0.18	Low	$149,400
Belmont Dr	0.05	Low	$42,590
Belmont Dr	0.09	Low	$76,610
Belmont Dr	0.02	Low	$15,810
Blackstone Ct	0.05	Low	$41,730
Blair St	0.06	Low	$53,030

Location	Length (Miles)	Priority	Cost
Boardman St	0.04	Low	$35,080
Boardman St	0.01	Low	$10,590
Boardman St	0.10	Low	$79,860
Boardman St, Cherry Ave	0.06	Medium	$48,130
Boardman St, Linden Ave	0.00	Low	$1,880
Borland Ave	0.12	Low	$98,400
Borland Ave	0.03	Low	$22,070
Borland Ave	0.02	Low	$17,480
Brentwood Cir	0.11	Low	$86,270
Brewery Ln	0.06	Low	$49,650
Brewery Ln	0.07	Low	$58,800
Brewery Ln	0.03	Low	$26,330
Brewery Ln	0.07	Low	$59,100
Brewery Ln	0.03	Low	$25,490
Brewery Ln	0.03	Low	$20,900
Brewery Ln	0.02	Low	$18,550
Broadview Ave	0.07	Low	$59,910
Brook Rd	0.16	Low	$133,410
Brook Rd	0.01	Low	$7,000
Brook Rd	0.03	Low	$26,280
Brook Rd	0.04	Low	$31,530
Brook Rd, Marvin Way, Upland St	0.14	Low	$117,940
California St	0.03	Low	$28,570
California St	0.04	Low	$28,830
California St	0.03	Low	$22,070
California St	0.02	Low	$20,390
California St, Boardman St	0.04	Low	$29,790
Canyon Ct	0.01	Low	$11,020
Canyon Ct	0.02	Low	$20,040
Canyon Ct, Toyon Dr, Foresthill Ave	0.33	Low	$273,600
Canyon Ct, Toyon Dr, Foresthill Ave	0.25	Low	$204,970
Canyon Dr	0.09	Low	$72,700
Carolyn St, Herrington Dr, Valley View Dr	0.26	Medium	$211,770
Carolyn St, Katherine Way	0.03	Low	$23,790
Carolyn St, Valley View Dr	0.25	Medium	$201,350
Carson Ave	0.03	Low	$25,290
Carson Ave	0.00	Low	$3,950
Cedar St, Greenwood St, Andrews St, Buena Vista St	0.42	Low	$343,240
Cedar St, Merrow St, Andrews St, Buena Vista St	0.17	Low	$142,160
Cedar St, Merrow St, Greenwood St, Buena Vista St	0.21	Low	$169,870
Centennial Ct, Town View Dr, Town View Dr	0.10	Low	$83,820
Chamberlain Ave	0.06	Low	$46,250
Chana Dr	0.10	Low	$78,360
Chana Dr	0.03	Low	$26,610
Chana Dr, Carson Ave, Marshall Way	0.17	Low	$142,620

Location	Length (Miles)	Priority	Cost
Chana Dr, Carson Ave, Marshall Way	0.21	Low	$172,630
Channing Way	0.01	Low	$7,190
Cherry Ave	0.07	High	$58,490
Church Rd	0.38	Low	$307,150
Clark St, Racetrack St	0.01	Low	$6,980
College Way	0.02	Low	$19,560
College Way	0.03	Low	$26,160
College Way	0.01	Low	$8,060
College Way	0.02	Low	$13,670
Commercial St	0.03	Low	$21,030
Commercial St, Court St	0.04	Low	$31,210
Cora Ln	0.01	Low	$9,650
Cora Ln	0.05	Low	$37,680
Cora Ln, Brewery Ln	0.07	Low	$53,620
Court St	0.01	Low	$10,580
Crimson Ct, Teal Ct, Teal Ct, Luther Ridge Ct	0.19	Low	$156,000
Dairy Rd	0.15	Low	$126,130
Dairy Rd	0.14	Low	$117,070
Dairy Rd	0.03	Low	$21,370
Dairy Rd	0.05	Low	$38,220
Dairy Rd	0.03	Low	$22,520
Dairy Rd	0.02	Low	$17,060
Dairy Rd, Auburn Ravine Rd	0.04	Low	$33,670
Dairy Rd, Dairy Rd, Blackberry Ct	0.09	Low	$77,270
Dairy Rd, Vick Ct	0.33	Low	$269,510
Darlington Ave	0.02	Low	$16,100
Darlington Ave	0.02	Low	$16,850
Davis Ln	0.13	Low	$105,520
Davis Ln, Chamberlain Ave	0.07	Low	$56,790
Deerbrooke Tr	0.15	Low	$119,400
Deerbrooke Tr, Lupine Ln	0.24	Low	$192,900
Diamond St	0.09	Low	$73,200
Diamond St	0.01	Low	$8,330
Diamond St, Ruby St	0.22	Low	$176,820
Diamond St, Ruby St	0.20	Low	$167,330
Donnington Ave, Placerado Ave	0.22	Low	$180,270
Dorothy Way, Marguerite Mine Rd	0.27	Medium	$221,250
E Placer St	0.01	Low	$9,240
E Placer St	0.03	Low	$26,470
Eagles Nest	0.45	Low	$369,130
Earhart Ave, Bill Clark Way, Lindbergh St, Wilbur Way	0.74	Low	$607,030
Earhart Ave, New Airport Rd	0.57	Low	$465,870
Earhart Ave, Rickenbacker Way, Bill Clark Way, Lindbergh St, Wilbur Way	0.86	Low	$702,690
East St	0.01	Low	$8,390
Easy Way	0.19	Low	$158,870

Location	Length (Miles)	Priority	Cost
Eckard Way, Patricia Pl, Kevin Ct	0.66	Low	$538,830
El Dorado St, Borland Ave	0.09	Medium	$74,870
Electric St	0.13	Low	$107,120
Electric St	0.06	Low	$49,410
Electric St	0.08	Low	$65,910
Electric St	0.02	Low	$19,760
Electric St	0.02	Low	$20,320
Electric St	0.03	Low	$25,960
Electric St	0.02	Low	$16,600
Electric St	0.02	Low	$16,590
Electric St	0.03	Low	$24,530
Electric St	0.02	Low	$13,190
Electric St, E Electric St	0.15	Low	$123,070
Electric St, E Electric St	0.14	Low	$117,130
Elm Ave, Harrison Ave, Elm Ave	0.06	Low	$48,140
Fairgate St	0.03	Low	$22,220
Fairgate St	0.02	Low	$17,660
Fawn Creek Tr	0.14	Low	$116,450
Fiddler Green Ct	0.27	Low	$224,520
Finley St, Brook Rd	0.18	High	$151,100
Finley St, Cherry Ave, Linden Ave	0.17	High	$139,230
Floradale Ln, Oak Ridge Way	0.34	Low	$275,060
Floradale Ln, Teal Ct, Oak Ridge Way	0.34	Low	$276,150
Foresthill Ave	0.17	Low	$140,080
Foresthill Ave	0.23	Low	$187,550
Foresthill Ave	0.12	Low	$102,190
Foresthill Ave	0.12	Low	$101,550
Foresthill Ave	0.08	Low	$66,290
Foresthill Ave	0.01	Low	$7,550
Foresthill Ave	0.07	Low	$56,360
Foresthill Ave	0.02	Low	$16,700
Foresthill Ave	0.03	Low	$24,250
Fox Run Ct	0.02	Low	$16,980
Fox Run Ct	0.05	Low	$40,080
Fulweiler Ave	0.02	High	$19,560
Garfield St	0.10	Medium	$84,910
Garfield St	0.01	High	$7,110
Garfield St	0.10	High	$80,960
Garfield St, Garfield St, Mckenzie Ct	0.08	Medium	$64,520
Gold St	0.33	Low	$270,870
Gold St	0.44	Low	$360,350
Gold St	0.11	Low	$87,000
Gold St	0.13	Low	$107,840
Gold St, Rio Del Ray	0.05	Low	$45,000
Gold St, Rio Del Ray	0.14	Low	$118,020

Location	Length (Miles)	Priority	Cost
Gold St, Virginia St, Belmont Dr	0.47	Low	$381,720
Gossonia Park	0.21	Low	$171,010
Grace St	0.04	Low	$33,870
Grace St	0.04	Low	$34,220
Grace St, Foresthill Ave	0.07	Low	$59,220
Grace St, Huntley Ave	0.11	Low	$91,660
Grace St, Huntley Ave	0.03	Low	$27,620
Grace St, Huntley Ave	0.04	Low	$29,660
Granite Ln, Auburn Ravine Rd	0.31	Low	$252,410
Grass Valley Hwy (Sr 49)	0.10	High	$78,470
Grass Valley Hwy (Sr 49)	0.02	High	$13,720
Grass Valley Hwy (Sr 49)	0.02	High	$13,460
Grass Valley Hwy (Sr 49)	0.19	High	$156,620
Grass Valley Hwy (Sr 49)	0.02	High	$18,290
Grass Valley Hwy (Sr 49)	0.25	High	$201,490
Grass Valley Hwy (Sr 49)	0.73	High	$597,700
Grass Valley Hwy (Sr 49) Undercrossing	0.06	High	$51,530
Grass Valley Hwy (Sr 49), Chana Dr	0.07	High	$59,340
Greenfield Ave	0.30	Low	$245,910
Grove Ct	0.12	Low	$99,800
Gum Ln	0.08	Low	$66,220
Gum Ln	0.08	Low	$69,010
Harrison Ave	0.03	Low	$25,940
Harrison Ave	0.03	Low	$24,690
Haswell Ct	0.10	Low	$81,050
Herrington Dr	0.04	Low	$34,720
Herrington Dr	0.01	Low	$10,710
Herrington Dr	0.04	Low	$31,220
Hidden Creek Dr	0.48	Low	$394,610
Hidden Creek Dr, Blocker Dr, Hampton Ct, Homewood Ln	0.94	Low	$771,770
Hidden Meadows Cir	0.25	Low	$200,920
Hidden Meadows Cir	0.10	Low	$83,410
High St	0.15	Low	$120,660
Highland Dr	0.10	Low	$78,970
Highland Dr	0.08	Low	$68,280
Highland Dr	0.00	Low	$1,690
Hillmont Ave	0.00	Low	$3,620
Hilltop Dr	0.12	Low	$96,240
Honeybrook Ln, Dairy Rd	0.59	Low	$481,790
Huntley Ave	0.02	Low	$18,320
Huntley Ave	0.01	Low	$9,010
Huntley Ave	0.05	Low	$38,350
Huntley Ave, Foresthill Ave	0.22	Low	$178,030
Huntley Ave, Greenfield Ave	0.21	Low	$171,330
Hyde Park Ln, Oak Ridge Way	0.15	Low	$123,000

Location	Length (Miles)	Priority	Cost
Ida St, Foresthill Ave	0.10	Low	$79,610
Ida St, Foresthill Ave, Greenfield Ave	0.22	Low	$183,920
Indian Hill Rd	0.10	Low	$84,880
Indian Hill Rd	0.18	Low	$145,910
Indian Hill Rd, Auburn Folsom Rd	0.19	Low	$153,540
Kenmass Ave	0.12	Low	$96,180
Knoll St	0.04	Low	$29,610
Knoll St	0.05	Low	$38,060
Knollwood Dr	0.18	Low	$145,830
Lakeridge Dr	0.17	Low	$137,740
Lakeview Dr, Traverse St	0.06	Low	$45,120
Lakeview Dr, Traverse St, Marina Ave	0.36	Low	$295,290
Landis Cir	0.22	Low	$178,280
Landis Cir	0.09	Low	$73,870
Landis Cir, High St, Hoffman Ave	0.68	Low	$556,440
Landis Cir, Hoffman Ave	0.24	Low	$195,110
Landis Cir, Los Altos Ave	0.32	Low	$261,350
Landis Cir, Los Altos Ave, Hoffman Ave	0.42	Low	$345,270
Landis Cir, Los Altos Ave, Landis Cir	0.08	Low	$65,800
Lewis St	0.01	Low	$12,180
Lincoln Way	0.09	High	$76,940
Lincoln Way	0.20	High	$163,340
Lincoln Way	0.17	High	$137,910
Lincoln Way	0.13	High	$103,600
Lincoln Way	0.08	Medium	$68,400
Lincoln Way	0.09	Low	$75,940
Lincoln Way	0.05	High	$44,960
Lincoln Way	0.10	High	$83,930
Lincoln Way, Elm Ave	0.06	High	$47,900
Lincoln Way, Foresthill Ave	0.06	High	$53,080
Lincoln Way, Team Track Rd	0.09	High	$71,880
Linden Ave	0.07	Low	$60,690
Linden Ave	0.04	Low	$35,640
Linden Ave	0.01	Low	$8,470
Linden Ave	0.02	Low	$12,880
Linden Ave	0.01	Low	$7,410
Linden Ave	0.06	Low	$49,520
Live Oak St, Oak View Ct	0.45	Low	$369,720
Lubeck Rd	0.02	Low	$13,520
Lubeck Rd	0.09	Low	$70,380
Lubeck Rd, Marvin Way, Brook Rd	0.15	Low	$123,420
Lupine Ln	0.06	Low	$48,130
Luther Rd	0.19	Low	$151,640
Luther Rd	0.03	Low	$22,110
Luther Rd	0.11	Low	$90,300

Location	Length (Miles)	Priority	Cost
Luther Rd, Dairy Rd	0.30	Low	$243,530
Luther Rd, Quail Meadow Dr Luther Access	0.18	Low	$144,410
Maidu Dr	0.12	Low	$96,380
Maidu Dr	0.06	Low	$48,300
Maidu Dr	0.21	Low	$168,330
Maidu Dr	0.21	Medium	$170,440
Maidu Dr	0.16	Low	$129,720
Maidu Dr	0.15	Low	$124,080
Maidu Dr	0.29	Low	$235,080
Manor Way	0.08	Low	$66,890
Maple St	0.02	High	$17,370
Marguerite Mine Rd	0.27	Low	$217,360
Marguerite Mine Rd	0.10	Medium	$83,450
Marguerite Mine Rd	0.13	Low	$107,250
Marguerite Mine Rd, Auburn Ravine Rd, Holly Hills Dr	0.80	Low	$653,670
Marion Way, Placerado Ave	0.22	Low	$178,330
Marvin Way	0.02	Low	$13,700
Marvin Way	0.01	Low	$4,600
McAvoy Ct	0.05	Low	$40,090
McClung St	0.04	Low	$32,010
Meadowlark Ct, Pinecrest Ave, Pacific Ave	0.90	High	$738,190
Memorial Ln, East St	0.03	Low	$24,210
Merrow Ct	0.27	Low	$224,280
Midway Ave	0.14	Low	$114,960
Midway Ave	0.17	Low	$139,280
Mikkelsen Dr, Karla Way, Auburn Ravine Rd, Church Rd	0.65	Medium	$531,710
Mikkelsen Dr, McCloud Ct, Lloyd Way	0.28	Medium	$229,490
Mt Vernon Rd	0.03	High	$24,130
Mt Vernon Rd	0.10	High	$79,250
Mt Vernon Rd	0.05	High	$37,680
N McDaniel Dr	0.13	Low	$109,660
N McDaniel Dr, Skyridge Dr	0.04	Low	$35,530
Nevada St	0.19	High	$153,610
Nevada St	0.04	High	$36,460
Nevada St	0.22	High	$178,860
Nevada St	0.45	Low	$366,190
Nevada St	0.08	Low	$69,320
Nevada St	0.03	Medium	$21,040
Nevada St, Fulweiler Ave	0.36	High	$293,850
New Airport Rd, Rickenbacker Way, Earhart Ave	0.40	Low	$324,410
Oak Leaf Ct	0.11	Low	$87,640
Oak Ridge Way, Celestial Way	0.17	Low	$140,490
Oak Ridge Way, Hyde Park Ln, Celestial Way	0.21	Low	$172,820
Oak St	0.04	Low	$32,790
Oak St, Huntley Ave	0.09	Low	$73,940

Location	Length (Miles)	Priority	Cost
Oak St, Huntley Ave	0.14	Low	$111,130
Oak Tree Dr	0.21	Low	$171,200
Oakwood Dr	0.02	Low	$17,700
Oakwood Dr	0.03	Low	$26,000
Olive St	0.02	Low	$16,570
Olive St	0.02	High	$17,100
Olive St	0.06	Low	$49,690
Olive St	0.06	Low	$49,090
Olive St	0.02	Low	$20,120
Orchard Ct, Olive Orchard Dr	0.06	Low	$51,520
Orr St, Mary St, Foresthill Ave	0.18	Low	$145,780
Orr St, Orr St, Mary St	0.12	Low	$97,300
Orrin Dr	0.14	Low	$115,420
Orrin Dr	0.19	Low	$157,380
Palm Ave	0.18	High	$145,660
Palm Ave	0.05	High	$41,990
Palm Ave	0.01	High	$12,050
Palm Ave	0.02	Medium	$13,350
Palmyra St, Awali Ave, Racetrack St	0.50	Low	$407,640
Palmyra St, Baltimore Rd	0.09	Low	$76,320
Palmyra St, Baltimore Rd	0.01	Low	$9,350
Park St, Washington St	0.05	Low	$37,970
Parkside Te	0.01	Low	$7,840
Pine St	0.13	Low	$107,730
Pine St, Kenmass Ave	0.11	Low	$88,570
Placer County Library Access	0.05	Low	$41,940
Placer St	0.03	Low	$28,060
Placer St	0.12	Low	$96,790
Placer St	0.09	Low	$76,740
Placer St, Chamberlain Ave	0.17	Low	$139,700
Placer St, Maple St Overcrossing	0.13	High	$107,380
Placerado Ave	0.07	Low	$59,430
Placerado Ave	0.07	Low	$56,320
Placerado Ave, Marion Way	0.23	Low	$189,560
Placerado Ave, Marion Way	0.19	Low	$159,430
Placerado Ave, Rio Camino St	0.36	Low	$295,790
Placerado Ave, Virginia St	0.41	Low	$337,270
Pleasant Ave	0.14	High	$112,630
Pleasant Ave	0.93	High	$760,890
Pleasant Ave	0.02	High	$12,350
Pleasant Ave	0.06	High	$48,250
Pleasant Ave	0.01	High	$10,950
Pleasant Ave	0.02	High	$18,890
Pleasant Ave	0.03	High	$24,360
Quail Meadow Dr Luther Access	0.09	Low	$72,390

Location	Length (Miles)	Priority	Cost
Racetrack St	0.11	Low	$86,870
Racetrack St	0.04	Low	$33,780
Racetrack St	0.02	Low	$18,070
Racetrack St	0.02	Low	$15,250
Racetrack St	0.01	Low	$9,950
Reamer St	0.18	Low	$143,990
Recreation Dr	0.14	Low	$112,130
Recreation Dr, Palmyra St, Awali Ave	0.35	Low	$285,510
Red Dog Ln	0.16	Low	$129,540
Red Dog Ln, Grizzly Flat Ct	0.25	Low	$202,680
Riverview Dr	0.03	Low	$23,230
Riverview Dr	0.23	Low	$191,690
Riverview Dr	0.06	Low	$49,040
Riverview Dr, S McDaniel Dr, Skyridge Dr	0.46	Medium	$376,480
Robie Dr	0.27	Low	$224,690
Robie Dr	0.28	Low	$227,030
Robie Dr	0.10	Low	$81,100
Robie Dr, Placerado Ave, Broadview Ave	0.23	Low	$189,830
Russell Rd, Russell Rd Overcrossing, Lincoln Way	0.46	Medium	$377,280
Russell Rd, Russell Rd Overcrossing, Lincoln Way	0.38	Medium	$312,880
S McDaniel Dr	0.03	Low	$28,030
Sacramento St	0.13	Medium	$107,820
Sacramento St	0.07	Medium	$55,680
Sacramento St	0.18	Medium	$145,090
Sacramento St	0.11	Medium	$90,200
Sacramento St	0.04	High	$28,800
Sacramento St	0.05	High	$37,900
Sacramento St	0.12	High	$98,300
Sacramento St	0.03	Medium	$26,400
Sacramento St	0.12	Medium	$94,870
Sacramento St, Orrin Dr	0.16	Medium	$129,890
Sacramento St, Skyridge Dr	0.26	Medium	$214,230
Sawyer St, Chamberlain Ave	0.33	Low	$270,460
Sawyer St, Circle Dr	0.23	Low	$185,170
Sawyer St, Circle Dr, Placer St, Chamberlain Ave	0.38	Low	$310,610
Secluded Ct	0.13	Low	$103,090
Shields Ave	0.05	Low	$38,660
Shields Ave, Brook Rd	0.11	Low	$92,750
Shirland Tract Rd	0.12	Low	$101,060
Shirland Tract Rd	0.17	Low	$136,150
Shirland Tract Rd	0.09	Low	$73,480
Shirley St	0.05	High	$44,460
Shockley Ct	0.04	Low	$33,000
Shockley Ct	0.04	Low	$33,140
Shockley Ct	0.06	Low	$51,680

Location	Length (Miles)	Priority	Cost
Shockley Rd	0.09	Low	$72,620
Shockley Rd, Auburn Ravine Rd	0.11	Low	$88,450
Shockley Woods Ct, Shockley Rd	0.05	Low	$41,040
Skyridge Dr	0.01	Low	$8,520
Skyridge Dr	0.01	Low	$10,340
Skyridge Dr	0.06	Low	$46,520
Skyridge Dr	0.03	Low	$23,330
Skyridge Dr, Riverview Dr, N McDaniel Dr	0.39	Low	$317,330
Skyridge Dr, Valley View Dr	0.05	Low	$43,710
Stadium Way	0.19	High	$158,080
Stadium Way	0.12	High	$96,950
Stadium Way	0.02	High	$12,550
Stratton Way	0.09	Low	$73,520
Stratton Way, Blair St	0.11	Low	$92,600
Stratton Way, Maribel Way	0.06	Low	$45,110
Stratton Way, Maribel Way, Darlington Ave	0.11	Low	$90,520
Summit St, Chamberlain Ave	0.19	Low	$153,140
Summit St, Chamberlain Ave	0.17	Low	$140,400
Sunnyslope Way, Lupine Ln	0.13	Low	$103,960
Sunrise Ave, Belmont Dr	0.45	Low	$367,150
Sunrise Vista, Lakeridge Dr	0.24	Low	$194,430
Sunset Dr, Stephen Ave, Walker Dr	0.29	Low	$237,750
Sunset Dr, Stephen Ave, Walker Dr	0.28	Low	$229,470
Sutter St	0.01	Low	$8,100
Sutton Pl	0.10	Low	$83,200
Swenson Ct	0.24	Low	$192,460
Tanglewood Dr, Maidu Dr	0.16	Low	$127,590
Tennis Way	0.03	Low	$22,970
Tennis Way	0.03	Low	$27,360
Tennis Way	0.01	Low	$11,390
Terrace Ct, Brook Rd	0.18	Low	$146,650
Terrace St	0.08	Low	$63,460
Terrace St	0.18	Low	$150,060
Terrace St, Brook Rd	0.05	Low	$40,350
Terrace St, Channing Way, Brook Rd	0.15	Low	$118,920
Thirza Ct, Aeolia Dr, Olive Orchard Dr	0.46	Low	$377,720
Town View Dr	0.06	Low	$52,460
Traverse St, Marina Ave	0.13	Low	$107,160
Tribute Ct, Auburn Folsom Rd	0.04	Low	$30,560
Union St, Chamberlain Ave	0.07	Low	$56,160
Upland St	0.02	Low	$14,100
Valley View Dr	0.05	Low	$40,160
Wall St	0.04	Low	$34,020
Walsh St	0.08	High	$66,580
Walsh St	0.13	High	$108,590

Location	Length (Miles)	Priority	Cost
Walsh St Undercrossing	0.01	High	$8,670
Walsh St Undercrossing	0.03	Medium	$24,850
Washington St	0.00	Low	$1,420
Wescott Ct, Brook Rd	0.26	Low	$213,350
Westwood Dr	0.11	Low	$92,440
Woodcrest Way	0.06	Low	$48,480
Woodcrest Way	0.06	Low	$51,890
Wooded Way, Auburn Ravine Rd	0.19	Medium	$155,240
Wooded Way, Auburn Ravine Rd, Vidal Ln	0.23	High	$191,150

Table 23: Intersection Treatment Projects and Costs

Facility	Recommendation	Priority	Cost
Agard St/Belmont Dr/Stadium Way	High Visibility Crosswalk, curb extension northeast, southeast corner	Medium	$71,000
Auburn Folsom Rd / Sacramento St (North)	High Visibility Crosswalk on east leg	Low	$37,000
Auburn Folsom Rd / Sacramento St (South)	High Visibility Crosswalk on all legs, Leading Pedestrian Interval, Adjust pedestrian intervals adjusted for 2-2.5 sec/foot to accommodate older adults nearby	Medium	$58,000
Auburn Folsom Rd/College Way	High Visibility Crosswalk on east leg, curb extension on northeast and southeast leg	Low	$71,000
Auburn Folsom Rd/High St	High Visibility Crosswalk on all legs, Leading Pedestrian Interval curb extension on all corners	High	$186,000
Auburn Folsom Rd/Indian Hill Rd	Curb extension on all four corners	Low	$128,000
Auburn Folsom Rd/Maidu Dr	Leading Pedestrian Interval, curb extensions on northeast and southeast corners	Low	$94,000
Auburn Ravine / Mikkelsen	Advanced stop sign warning sign	Medium	$1,300
Auburn Ravine / Oaktree	Radar Speed Feedback sign on Auburn Ravine	Low	--
Auburn Ravine Rd / Dairy Rd	Crosswalk on north leg, curb extension on northeast and northwest corner	Low	$65,120
Auburn Ravine Rd / Marguerite Mine Rd	Eliminate eastbound and southbound slip right turn lane, crosswalk on west leg	Low	$65,120
Auburn Ravine Rd / Palm Ave	Crosswalk on north leg	Low	$1,120
Auburn Ravine Rd/Elm Ave	Close southbound right turn slip lane and westbound right turn slip lane, restripe crosswalks	High	--
Finley St/Orange St	High Visibility Crosswalk on all legs, curb extension on all four corners, raised crosswalks on all legs	High	--
Finley St/Stadium Way	High Visibility Crosswalk on south leg, curb extension on southwest and southeast corner	Medium	$71,000
Fulweiler Ave/Sterling Ave	Crosswalk on south leg	Medium	$1,120

Facility	Recommendation	Priority	Cost
Grass Valley Hwy (SR 49)/Fulweiler Ave/Elm Ave	Leading Pedestrian Interval	High	$30,000
High St/El Dorado St	Pedestrian hybrid beacon across El Dorado Street	Medium	$350,000
High St/Elm Ave	Relocate High Visibility Crosswalk to the south, curb extension on southwest and southeast corner	Low	$71,000
High St/Finley St	High Visibility Crosswalk on east leg, curb extension on High St of east corner	Medium	$23,000
High St/Lincoln Way	High Visibility Crosswalk on north and east leg	Low	$14,000
High St/Oakwood Dr	High Visibility Crosswalk on north and east leg, Leading Pedestrian Interval	Medium	$44,000
I-80 EB Ramps/Elm Ave	High Visibility Crosswalk on all three crossings, Watch for Pedestrians street sign	High	$22,300
I-80 WB Ramps/Elm Ave	Pedestrians Present road signs, High Visibility Crosswalk on three legs	High	$22,300
I-80 WB Ramps/Grass Valley Hwy (SR 49)	Pedestrians Present road signs, High Visibility Crosswalk on three legs	High	$22,300
Lincoln Way/Auburn Folsom Rd	High Visibility Crosswalk on all legs, Leading Pedestrian Interval	High	$58,000
Lincoln Way/Electric St	Reduce speed road signs	High	$1,300
Lincoln Way/Foresthill Ave/Teamtrack Rd	Crosswalk on west and south leg, curb extension on northeast and southeast corner	High	$66,240
Lincoln Way/Grass Valley Hwy (SR 49)	Crosswalk on east leg, Leading Pedestrian Interval	High	$31,120
Lincoln Way/Russell Rd	Crosswalks on all four legs	Low	$4,480
Maidu Dr/Burlin Way	High Visibility Crosswalk on all legs, curb extension on northeast, southeast, and southwest corners	Low	$124,000
Maidu Dr/Riverview Dr	Curb extension on northeast and northwest corner, High Visibility Crosswalk on north leg.	Low	$71,000
Maple St / Lincoln Way	Partial Intersection Closure, removable bollard installation	High	--
Maple St/Commercial St	Curb extension on west corner, high visibility crosswalk on south leg,	Medium	$39,000
Maple St/Union St	Curb extension, RRFB, pavement markings	High	$132,000
Nevada St/Enterprise Dr	High Visibility Crosswalk on all three legs, curb extension on southeast and southwest corner	Low	$85,000
Nevada St/Fulweiler Ave	Restripe existing crosswalks on north and west leg	Medium	--
Nevada St/Grass Valley Hwy (SR 49)	Leading Pedestrian Interval	Low	$30,000
Nevada St/Placer St	Curb extension on northeast and southeast corner	High	$64,000
Palm Ave/Grass Valley Hwy (SR 49)	Leading Pedestrian Interval	High	$30,000
Placer St/Union St	Close westbound right turn lane, move stop lines back on south leg, add stop sign to northbound approach	High	$32,000
Sacramento St/ Fairgate Rd/Racetrack St	High Visibility Crosswalk on all legs, curb extension on southeast, Leading Pedestrian Interval	Low	$90,000
Sacramento St/Pacific St	Crosswalk across west, north, east leg	Low	$3,360

Notes: (--) Project costs are to be determined.

Table 24: Bicycling Projects and Costs

Location	Facility Type	Length (Miles)	Priority	Cost
Agard St between High St and Stadium Way	Class III Bike Route	0.25	High	$4,090
Appian Way between Auburn Ravine Rd and West of Baltic Cir	Class III Bike Route	0.02	Low	$360
Auburn Folsom Rd between Lincoln Way and High St	Class II Buffered Bike Lane	0.30	High	$15,780
Auburn Folsom Rd between High St/Sacramento St and Sacramento St	Class II Buffered Bike Lane	0.19	High	$9,960
Auburn Folsom Rd between Pacific Ave and Sacramento St	Class II Buffered Bike Lane	0.52	Medium	$27,320
Auburn Folsom Rd between Sacramento St and Pacific Ave	Class II Buffered Bike Lane	0.33	Medium	$17,530
Auburn Folsom Rd between Indian Hill Rd and Maidu Dr	Class II Buffered Bike Lane	0.44	Medium	$23,320
Auburn Folsom Rd between Herdal Dr and Maidu Dr	Class II Buffered Bike Lane	0.15	Medium	$7,920
Auburn Folsom Rd between City Boundary and Indian Hill Rd	Class II Buffered Bike Lane	1.13	Low	$59,440
Auburn Ravine Rd between Mikkelsen Dr and Elm Ave	Class IV Separated Bikeway	0.28	High	$161,360
Auburn Ravine Rd between Marguerite Mine Rd and Palm Ave	Class II Bike Lane	0.40	High	$14,780
Auburn Ravine Rd between Marguerite Mine Rd and Dairy Rd	Class II Bike Lane	0.14	High	$5,060
Auburn Ravine Rd between Appian Way and City Boundary	Class II Bike Lane	0.23	High	$8,570
Auburn Ravine Rd between Shockley Rd and Appian Way	Class II Bike Lane	0.10	High	$3,690
Auburn Ravine Rd between Mikkelsen Dr and Shockley Rd	Class II Bike Lane	0.18	High	$6,580
Auburn Ravine Rd between Dairy Rd and Mikkelsen Dr	Class II Bike Lane	0.12	High	$4,500
Auburn Ravine Rd between Auburn Ravine Rd and Mikkelsen Dr	Class IV Separated Bikeway	0.06	High	$36,060
Auburn Ravine Rd Connector between Appian Way and Herr Way	Class I Shared Use Path	0.41	Low	$543,610
Belmont Dr/Del Rey between Stadium Way and End of Del Rey	Class III Bike Route	0.39	Low	$6,270
Borland Ave between El Dorado St and Lubeck Rd	Class III Bike Route	0.36	High	$5,770
Brewery Ln between Sacramento St and Racetrack St	Class III Bike Route	0.31	Medium	$5,050
Carolyn St between Sacramento St and Poet Smith Dr	Class III Bike Route	0.21	Low	$3,330
Carolyn St between Poet Smith Dr and Herrington Dr	Class III Bike Route	0.04	Low	$640

Location	Facility Type	Length (Miles)	Priority	Cost
Chamberlain Ave between Nevada St and Sawyer St/Chamberlain Ave	Class III Bike Route	0.16	Medium	$2,510
Chamberlain Ave between Sawyer St and Placer St	Class III Bike Route	0.11	Medium	$1,750
Cherry Ave between Lincoln Way and Finley St	Class III Bike Route	0.18	High	$2,950
Cherry Ave between Finley St and Borland Ave	Class III Bike Route	0.04	Medium	$600
Dairy Rd between Luther Rd and Auburn Ravine Rd	Class II Bike Lane	0.93	High	$34,450
Earhart Ave between City Boundary and New Airport Rd	Class II Buffered Bike Lane	0.49	Low	$25,950
El Dorado St between High St and Lincoln Way	Class IV Separated Bikeway	0.06	High	$33,090
El Dorado St between Lincoln Way and Borland Ave	Class IV Separated Bikeway	0.05	High	$28,410
Elm Ave between Byron St and High St	Class IV Separated Bikeway	0.31	High	$177,480
Elm Ave between Grass Valley Hwy (SR 49) and Auburn Ravine Rd	Class IV Separated Bikeway	0.08	High	$47,870
Elm Ave between Auburn Ravine Rd and Byron St	Class IV Separated Bikeway	0.08	High	$49,260
Finley St between High St and Stadium Way	Class III Bike Route	0.23	High	$3,630
Finley St between Lubeck Rd and Finley St	Class III Bike Route	0.25	High	$4,080
Foresthill Ave between Lincoln Way and Russell Rd	Class III Bike Route	0.88	Medium	$14,060
Fulweiler Ave between Nevada St and Grass Valley Hwy (SR 49)	Class III Bike Route	0.33	High	$5,370
Garfield Connector between Elm Ave and Garfield St	Class I Shared Use Path	0.07	High	$91,490
Garfield St between Grass Valley Hwy (SR 49) and West of Byron St	Class III Bike Route	0.14	Medium	$2,200
Gold/Virginia/Brook/Marvin between Borland Ave and Belmont Dr	Class III Bike Route	0.84	Medium	$13,450
Grass Valley Hwy between Fulweiler Ave/Elm Ave and Garfield St	Class IV Separated Bikeway	0.11	High	$63,950
Grass Valley Hwy between Palm Ave and Fulweiler Ave/Elm Ave	Class IV Separated Bikeway	0.31	High	$178,600
Grass Valley Hwy between Garfield St and Lincoln Way	Class IV Separated Bikeway	0.33	High	$189,370
Grass Valley Hwy between City Boundary and Palm Ave	Class IV Separated Bikeway	0.66	High	$381,160
Gum Ln between Pleasant Ave and Belmont Dr	Class III Bike Route	0.24	Low	$3,850
Herr Way between Mikkelsen Dr and End of Herr Way	Class III Bike Route	0.05	Low	$750

Location	Facility Type	Length (Miles)	Priority	Cost
High St between Auburn Folsom Rd and Pleasant Ave	Class II Buffered Bike Lane	0.18	High	$9,740
High St between Pleasant Ave and Agard St	Class II Buffered Bike Lane	0.14	High	$7,400
High St between El Dorado St and Elm Ave	Class IV Separated Bikeway	0.06	High	$34,100
High St between North End of High St and El Dorado St	Class III Bike Route	0.21	Low	$3,360
High St between Elm Ave and Walsh St	Class II Buffered Bike Lane	0.14	High	$7,220
High St between Lewis St and High St/Lincoln Way	Class II Bike Lane	0.07	High	$2,760
High St between Lincoln Way and Kenmass Ave	Class II Bike Lane	0.08	High	$3,010
High St between Finley St and Oakwood Dr	Class II Bike Lane	0.05	High	$1,960
High St between Oakwood Dr and Agard St	Class II Bike Lane	0.02	High	$560
High St between Lincoln Way and Finley St	Class II Bike Lane	0.12	High	$4,490
High St between Walsh St and Kenmass Ave	Class II Buffered Bike Lane	0.02	High	$1,280
High Street Connector between Herr Way and End of High St	Class I Shared Use Path	0.47	Low	$615,550
Indian Hill Rd between City Boundary and Auburn Folsom Rd	Class IV Separated Bikeway	0.62	Low	$357,760
Lincoln Way between Grass Valley Hwy (SR 49) and Oakwood Dr	Class II Buffered Bike Lane	0.05	High	$2,600
Lincoln Way between Maple St and Grass Valley Hwy (SR 49)	Class II Buffered Bike Lane	0.12	High	$6,320
Lincoln Way between Oakwood Dr and High St	Class III Bike Route	0.16	High	$2,560
Lincoln Way between Foresthill Ave and El Dorado St	Class II Bike Lane	0.10	High	$3,720
Lincoln Way between Russell Rd and Foresthill Ave	Class II Bike Lane	0.85	High	$31,460
Lincoln Way between High St and Cherry Ave	Class III Bike Route	0.14	High	$2,290
Lincoln Way between El Dorado St and Cherry Ave	Class III Bike Route	0.26	High	$4,140
Lincoln Way between City Boundary and Russell Rd	Class IV Separated Bikeway	0.13	Medium	$74,250
Lincoln Way between Sacramento St and Maple St/Auburn Folsom Rd	Class III Bike Route	0.16	High	$2,590
Luther Rd between Dairy Rd and City Boundary	Class II Bike Lane	0.20	Medium	$7,460
Luther Rd between Phyllis Ln and Dairy Rd	Class II Bike Lane	0.09	Low	$3,370
Maidu Dr between Auburn Folsom Rd and Shirland Tract Rd	Class IV Separated Bikeway	0.08	Medium	$46,020

Location	Facility Type	Length (Miles)	Priority	Cost
Maidu Dr between Shirland Tract Rd and City Boundary	Class IV Separated Bikeway	0.74	Low	$430,320
Maidu Dr between Riverview Dr and City Boundary	Class IV Separated Bikeway	0.11	Low	$64,810
Maple St between Maple St Overcrossing and Lincoln Way	Class II Bike Lane	0.10	High	$3,740
Maple St Overcrossing between Placer St and Maple St	Class IV Separated Bikeway	0.08	High	$44,210
Marguerite Mine Rd between City Boundary and Auburn Ravine Rd	Class III Bike Route	0.39	High	$6,210
Mikkelsen Dr between Herr Way and Auburn Ravine Rd	Class III Bike Route	0.44	Low	$7,030
Mikkelsen Dr between Auburn Ravine Rd and Herr Way	Class III Bike Route	0.20	Low	$3,230
Mt Vernon Rd between Merry Knoll Rd and Nevada St	Class II Bike Lane	0.28	High	$10,400
Nevada St between Chamberlain Ave and Placer St	Class II Buffered Bike Lane	0.25	High	$13,030
Nevada St between Mount Vernon Rd/Palm Ave and Fulweiler Ave	Class IV Separated Bikeway	0.39	High	$225,100
Nevada St between Fulweiler Ave and Chamberlain Ave	Class II Buffered Bike Lane	0.24	High	$12,420
Nevada St between City Boundary and Mount Vernon Rd/Palm Ave	Class IV Separated Bikeway	0.60	High	$346,520
New Airport Rd between End of New Airport Rd and Earhart Ave	Class II Bike Lane	0.12	Low	$4,610
New Airport Rd between Earhart Ave and Old Airport Rd	Class IV Separated Bikeway	0.10	Low	$58,950
Oakwood Dr between Lincoln Way and High St	Class III Bike Route	0.13	High	$2,050
Orange St/Hillmont Ave/Magnoli between Cherry Ave and Finley St	Class III Bike Route	0.31	High	$4,990
Pacific Ave between Sacramento St and Shirland Canal	Class IV Separated Bikeway	0.27	High	$155,980
Pacific Ave between Gum Ln and Shirland Canal	Class IV Separated Bikeway	0.31	High	$179,170
Pacific Ave between Auburn Folsom Rd and Sacramento St	Class II Bike Lane	0.10	Medium	$3,520
Palm Ave between Grass Valley Hwy (SR 49) and Auburn Ravine Rd	Class II Bike Lane	0.13	High	$4,940
Palm Ave between Nevada St and Grass Valley Hwy (SR 49)	Class III Bike Route	0.32	High	$5,110
Pine St between Walsh St and Lincoln Way	Class III Bike Route	0.28	High	$4,560
Placer St between Nevada St and Maple St Overcrossing	Class IV Separated Bikeway	0.08	High	$44,920
Placer St between Chamberlain Ave and Maple St Overcrossing	Class III Bike Route	0.17	Medium	$2,700

Location	Facility Type	Length (Miles)	Priority	Cost
Pleasant Ave between High St and West of SPRR	Class III Bike Route	0.29	High	$4,650
Pleasant Ave between South of Knoll St and Gum Ln	Class IV Separated Bikeway	0.09	High	$53,700
Pleasant Ave between Pacific Ave and City Boundary	Class I Shared Use Path	0.29	Low	$389,150
Pleasant Ave Connector between Pleasant Ave and Belmont Dr	Class I Shared Use Path	0.15	High	$202,980
Poet Smith Dr between Carolyn St and Mary Jane Ct	Class III Bike Route	0.27	Low	$4,380
Racetrack St between Dorer Dr/Recreation Dr and Sacramento St	Class III Bike Route	0.22	Medium	$3,540
Rio Del Ray Connector between Pacific Ave and Del Rey	Class I Shared Use Path	0.28	Low	$371,540
Riverview Dr between Skyridge Dr and Maidu Dr	Class III Bike Route	0.21	Low	$3,390
Russell Rd between Sundown Trailers Dwy and Lincoln Way	Class III Bike Route	0.35	Medium	$5,590
Russell Rd Connector between Russell Rd and West of SPRR	Class I Shared Use Path	0.26	Low	$349,300
Sacramento St between Carolyn St and Auburn Folsom Rd	Class II Bike Lane	0.23	High	$8,620
Sacramento St between Skyridge Dr and Carolyn St	Class II Bike Lane	0.23	High	$8,550
Sacramento St between Pacific Ave and Skyridge Dr	Class II Bike Lane	0.12	High	$4,550
Sacramento St between Lincoln Way and Auburn Folsom Rd	Class III Bike Route	0.23	High	$3,640
Sacramento St between Auburn Folsom Rd and Pacific Ave	Class II Bike Lane	0.33	Medium	$12,300
Sawyer St/Placer St between Chamberlain Ave and Grass Valley Hwy (SR 49)	Class III Bike Route	0.27	Medium	$4,370
Shirland Tract Rd between Maidu Dr and Rosemary Dr	Class II Buffered Bike Lane	0.27	Low	$14,300
Shirland Tract Rd between Rosemary Dr and City Boundary	Class III Bike Route	0.19	Low	$3,040
Shirland Tract Rd Connector between Humbug Way and Shirland Tract Rd	Class I Shared Use Path	0.03	Low	$34,800
Shockley Rd between City Boundary and Auburn Ravine Rd	Class III Bike Route	0.23	Low	$3,670
Skyridge Dr between Sacramento St and Riverview Dr	Class III Bike Route	0.32	Low	$5,130
Stadium Way between Finley St and Agard St	Class III Bike Route	0.22	Medium	$3,600
Walsh St between West of Byron St and High St	Class III Bike Route	0.26	High	$4,230

APPENDIX E: SHARED STREET NEIGHBORHOODS AND CONTEXT-SENSITIVE ENHANCEMENTS

Oak Ridge Neighborhood

Narrow, inconsistently unmarked travel lanes, infrequent sidewalk presence, low intra-neighborhood connectivity. Luther Road is a high-speed arterial intersecting with Oak Ridge Way, a residential collector. Limited side-street stop control intersections. No signals. Paved collectors and newer roads with unpaved local residential lanes. 25 MPH.

Recommended Streets:

- Oak Ridge Way

Enhancement	*Local Context*
Shared-Use Path	Install decomposed granite or other non-permanent surface along shoulder of one side of roadway to establish shared-use path as sidewalk substitute.
Chicane	Install horizontal deflection points to encourage drivers to slow down around curb extensions that alternate from one side of the road to the other, forming S-shaped features, reducing the length of uninterrupted travel lane and operating speeds.
Choker	Use horizontal curb extensions midblock on either side of the roadway to create a choker, reducing the roadway width to accommodate a single vehicle at a time
Edge Lane Roads (ELR)	Road consisting of a single center lane which supports two-way motor vehicle travel and an edge lane on either side, preferentially reserved for one-way use by vulnerable road users. Successful where total vehicle volume is at or below 3,000 vehicles per day and the 95th percentile speed is at or below 25 mph.

Fulweiler/Nevada Neighborhood

Narrow, inconsistently unmarked travel lanes, infrequent sidewalk presence, medium/high intra-neighborhood connectivity. Bound by SR 49, I-80, cemetery, and commercial development. Some multi-family housing and small businesses reside in area. Limited side-street stop control intersections. No signals. Paved collectors and newer roads with unpaved local residential lanes. 25 MPH

Recommended Streets:

- Chamberlain Avenue
- Sawyer Street
- Placer Street

Enhancement	*Local Context*
Shared-Use Path	Install decomposed granite or other non-permanent surface along shoulder of one side of roadway to establish shared-use path as sidewalk substitute.
Chicane	Install horizontal deflection points to force drivers to slow around curb extensions that alternate from one side of the road to the other, forming S-shaped features, reducing the length of uninterrupted travel lane and operating speeds.
Choker	Chokers are curb extensions placed midblock that form a horizontal deflection, reducing the roadway width to accommodate a single vehicle in either direction at a time.
Edge Lane Roads	Road consisting of a single center lane which supports two-way motor vehicle travel and an edge lane on either side, preferentially reserved for one-way use by vulnerable road users. Successful where total vehicle volume is at or below 3,000 vehicles per day and the 95th percentile speed is at or below 25 mph.

Cedar/Andrews Neighborhood

Narrow, inconsistently unmarked travel lanes, no sidewalks, low intra neighborhood connectivity. Limited side-street stop control intersections. No signals. Paved collectors and newer roads with unpaved local residential lanes. 25 MPH

Recommended Streets:

- Andrews Street
- Cedar Street

Enhancement	*Local Context*
Shared-Use Path	Install decomposed granite or other non-permanent surface along shoulder of one side of roadway to establish shared-use path as sidewalk substitute.
Chicane	Install horizontal deflection points to force drivers to slow around curb extensions that alternate from one side of the road to the other, forming S-shaped features, reducing the length of uninterrupted travel lane and operating speeds.
Lane Narrowing	Lane narrowing reduces the width of the marked vehicle lanes to encourage motorists to travel at slower speeds. Lane narrowing can also help reallocate existing roadway space to other road users.
Choker	Chokers are curb extensions placed midblock that form a horizontal deflection, reducing the roadway width to accommodate a single vehicle in either direction at a time.
Edge Lane Roads	Road consisting of a single center lane which supports two-way motor vehicle travel and an edge lane on either side, preferentially reserved for one-way use by vulnerable road users. Successful where total vehicle volume is at or below 3,000 vehicles per day and the 95th percentile speed is at or below 25 mph.

Fairgrounds West Neighborhood

Narrow, inconsistently unmarked travel lanes, limited sidewalks, high intra neighborhood connectivity. Limited side street-and all-way stop control intersections. No signals. Fully paved roads. Collector and local roads. Parks, sports fields, and preschool facilities. 25 MPH

Recommended Streets:

- Racetrack Street
- Recreation Drive
- Brewery Lane

Enhancement	*Local Context*
Shared-Use Path	Install decomposed granite or other non-permanent surface along shoulder of one side of roadway to establish shared-use path as sidewalk substitute.
Chicane	Install horizontal deflection points to force drivers to slow around curb extensions that alternate from one side of the road to the other, forming S-shaped features, reducing the length of uninterrupted travel lane and operating speeds.
Lane Narrowing	Lane narrowing reduces the width of the marked vehicle lanes to encourage motorists to travel at slower speeds. Lane narrowing can also help reallocate existing roadway space to other road users.
Choker	Chokers are curb extensions placed midblock that form a horizontal deflection, reducing the roadway width to accommodate a single vehicle in either direction at a time.
Edge Lane Roads	Road consisting of a single center lane which supports two-way motor vehicle travel and an edge lane on either side, preferentially reserved for one-way use by vulnerable road users. Successful where total vehicle volume is at or below 3,000 vehicles per day and the 95th percentile speed is at or below 25 mph.

Alta Vista Neighborhood

Inconsistently unmarked travel lanes, limited sidewalks, low intra-neighborhood connectivity. Limited side-street and all-way stop control intersections. No signals. Fully paved roads. Collector and local roads. Placer High School nearby. Bifurcated by UPRR tracks. 25 MPH

Recommended Streets:

- Foresthill Avenue
- Aeolia Drive
- Electric Street
- Oak Street

Enhancement	*Local Context*
Shared-Use Path	Install decomposed granite or other non-permanent surface along shoulder of one side of roadway to establish shared-use path as sidewalk substitute.
Chicane	Install horizontal deflection points to force drivers to slow around curb extensions that alternate from one side of the road to the other, forming S-shaped features, reducing the length of uninterrupted travel lane and operating speeds.
Lane Narrowing	Lane narrowing reduces the width of the marked vehicle lanes to encourage motorists to travel at slower speeds. Lane narrowing can also help reallocate existing roadway space to other road users.
Choker	Chokers are curb extensions placed midblock that form a horizontal deflection, reducing the roadway width to accommodate a single vehicle in either direction at a time.
Edge Lane Roads	Road consisting of a single center lane which supports two-way motor vehicle travel and an edge lane on either side, preferentially reserved for one-way use by vulnerable road users. Successful where total vehicle volume is at or below 3,000 vehicles per day and the 95th percentile speed is at or below 25 mph.
Curb Extension	Install at intersections to slow driver's speed during turns by decreasing turning radius and reduce crossing width.

Robie Point Neighborhood

Mostly standard residential width roads, inconsistently unmarked travel lanes, limited sidewalks, high intra-neighborhood connectivity. Limited side-street and all-way stop control intersections. No signals. Fully paved roads. Collector and local roads. Placer High School nearby. Bifurcated by UPRR tracks. 25 MPH

Recommended Streets:

- Lubeck Road/Marvin Way
- Brook Road
- Robie Drive
- Virginia Street
- Gold Street

Enhancement	*Local Context*
Shared-Use Path	Install decomposed granite or other non-permanent surface along shoulder of one side of roadway to establish shared-use path as sidewalk substitute.
Chicane	Install horizontal deflection points to force drivers to slow around curb extensions that alternate from one side of the road to the other, forming S-shaped features, reducing the length of uninterrupted travel lane and operating speeds.
Lane Narrowing	Lane narrowing reduces the width of the marked vehicle lanes to encourage motorists to travel at slower speeds. Lane narrowing can also help reallocate existing roadway space to other road users.
Choker	Chokers are curb extensions placed midblock that form a horizontal deflection, reducing the roadway width to accommodate a single vehicle in either direction at a time.
Edge Lane Roads	Road consisting of a single center lane which supports two-way motor vehicle travel and an edge lane on either side, preferentially reserved for one-way use by vulnerable road users. Successful where total vehicle volume is at or below 3,000 vehicles per day and the 95th percentile speed is at or below 25 mph.
Curb Extension	Install at intersections to slow driver's speed during turns by decreasing turning radius and reduce crossing width.

Downtown East Neighborhood

Mostly standard residential width roads, inconsistently unmarked travel lanes, limited sidewalks, high intra-neighborhood connectivity. Limited side-street and all-way stop control intersections. No signals. Fully paved roads. Collector and local roads. Placer High School nearby. Bifurcated by UPRR tracks. 25 MPH

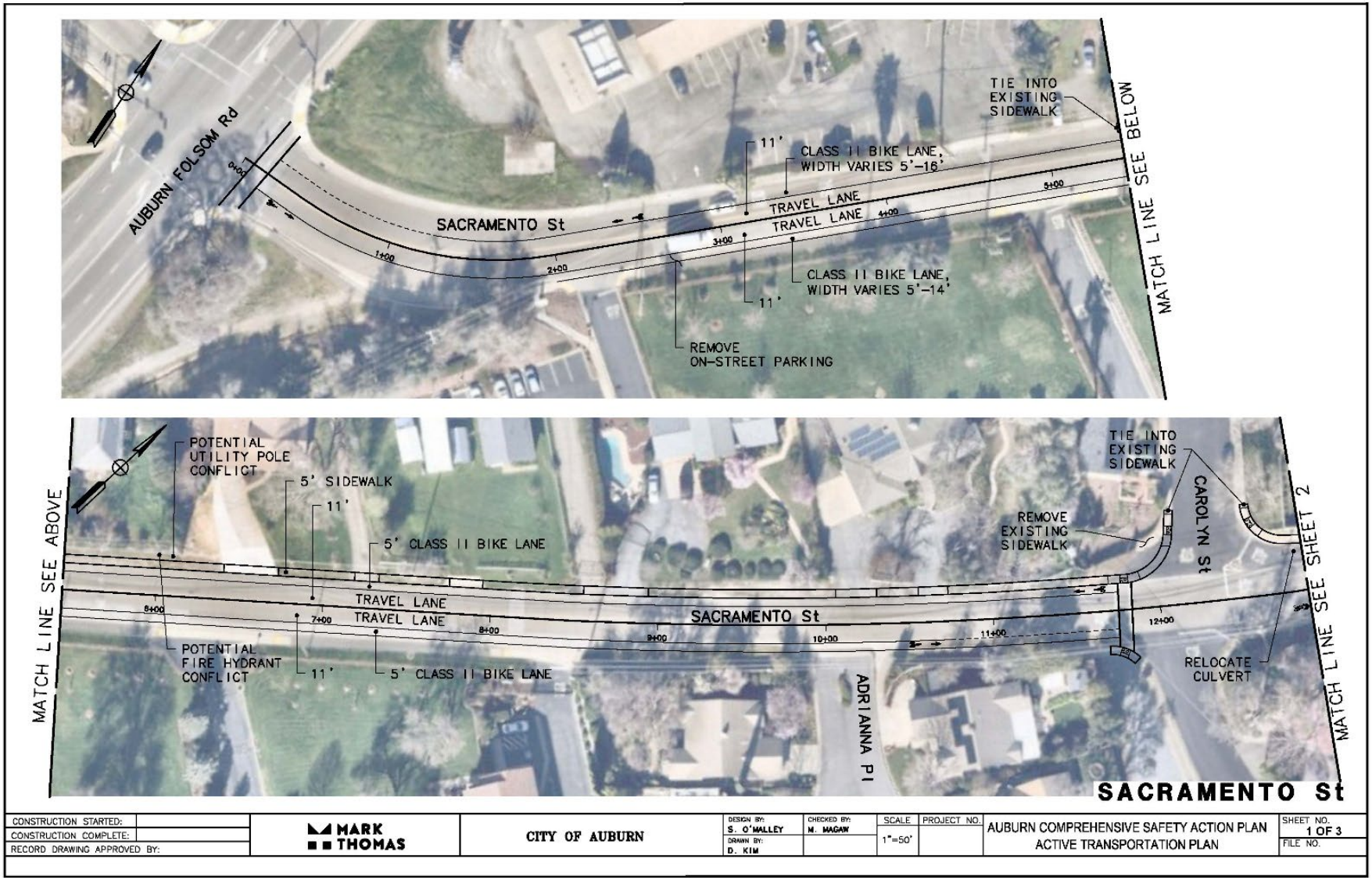
Recommended Streets:

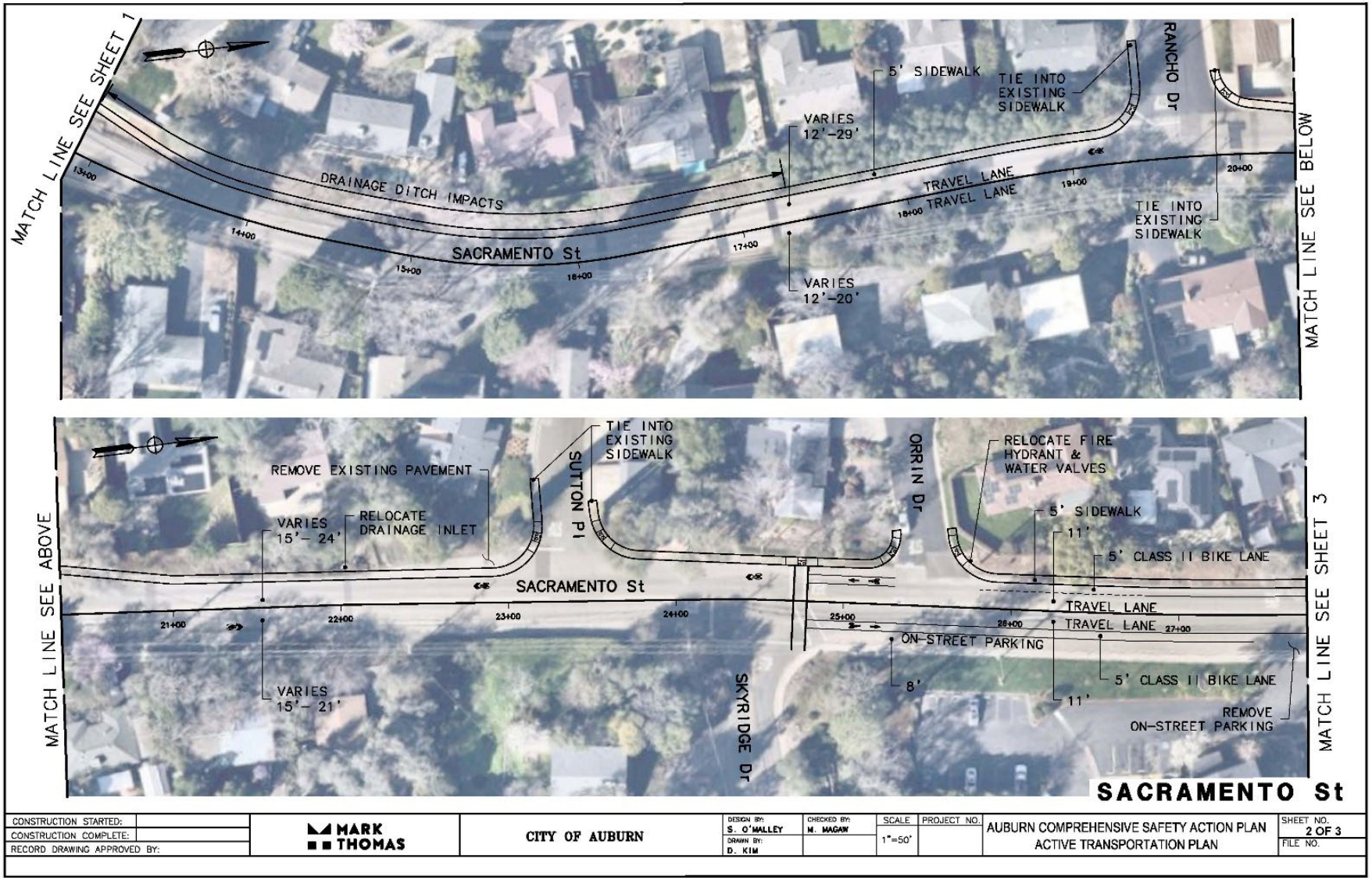
- Linden Avenue
- California Street
- Boardman Street

Enhancement	*Local Context*
Shared-Use Path	Install decomposed granite or other non-permanent surface along shoulder of one side of roadway to establish shared-use path as sidewalk substitute.
Chicane	Install horizontal deflection points to force drivers to slow around curb extensions that alternate from one side of the road to the other, forming S-shaped features, reducing the length of uninterrupted travel lane and operating speeds.
Lane Narrowing	Lane narrowing reduces the width of the marked vehicle lanes to encourage motorists to travel at slower speeds. Lane narrowing can also help reallocate existing roadway space to other road users.
Choker	Chokers are curb extensions placed midblock that form a horizontal deflection, reducing the roadway width to accommodate a single vehicle in either direction at a time.
Edge Lane Roads	Road consisting of a single center lane which supports two-way motor vehicle travel and an edge lane on either side, preferentially reserved for one-way use by vulnerable road users. Successful where total vehicle volume is at or below 3,000 vehicles per day and the 95th percentile speed is at or below 25 mph.
Curb Extension	Install at intersections to slow driver's speed during turns by decreasing turning radius and reduce crossing width.
Two-Way to One-Way Conversions	Converting two-way streets to one-way generally results in fewer crashes involving pedestrians because there are fewer turning movements. When converting from a two-lane, two-way street to a one-lane, one-way street, the removed travel lane could also be repurposed to support active transportation, such as providing a parking protected Class IV bikeway or wider sidewalks. However, one-way streets tend to encourage higher motor vehicle speeds, and intersections involving one-way streets may be more confusing for some roadway users, especially non-local residents and child pedestrians. To address potential increased vehicle speeds, traffic calming strategies such as lane narrowing, curb extensions, chicanes, or chokers should be considered utilizing the available space afforded by the removed travel lane. Source: http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=23

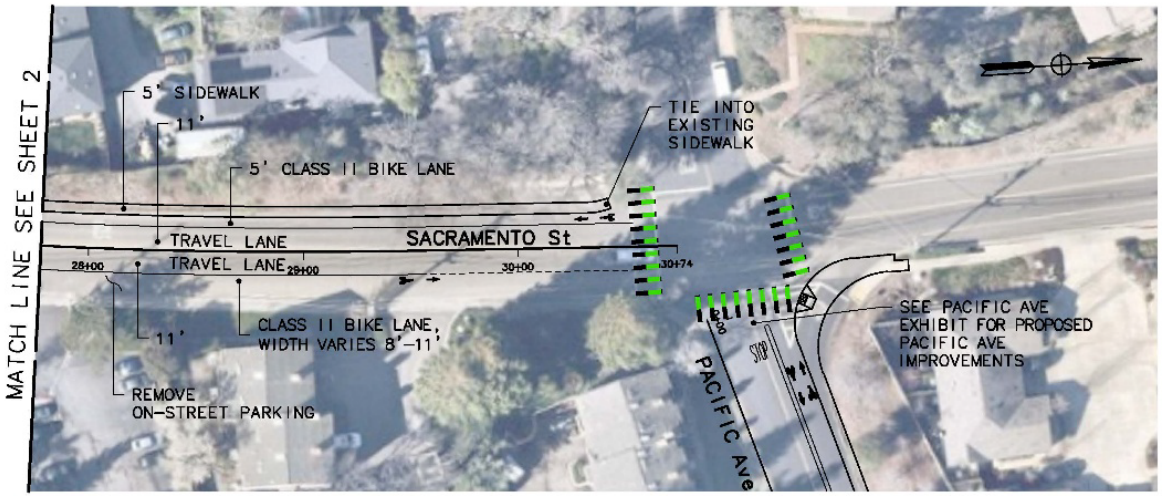
APPENDIX F: ACTIVE TRANSPORTATION PRIORITY PROJECT PLANNING LEVEL CONCEPTS

ATP Priority Project: Sacramento Street





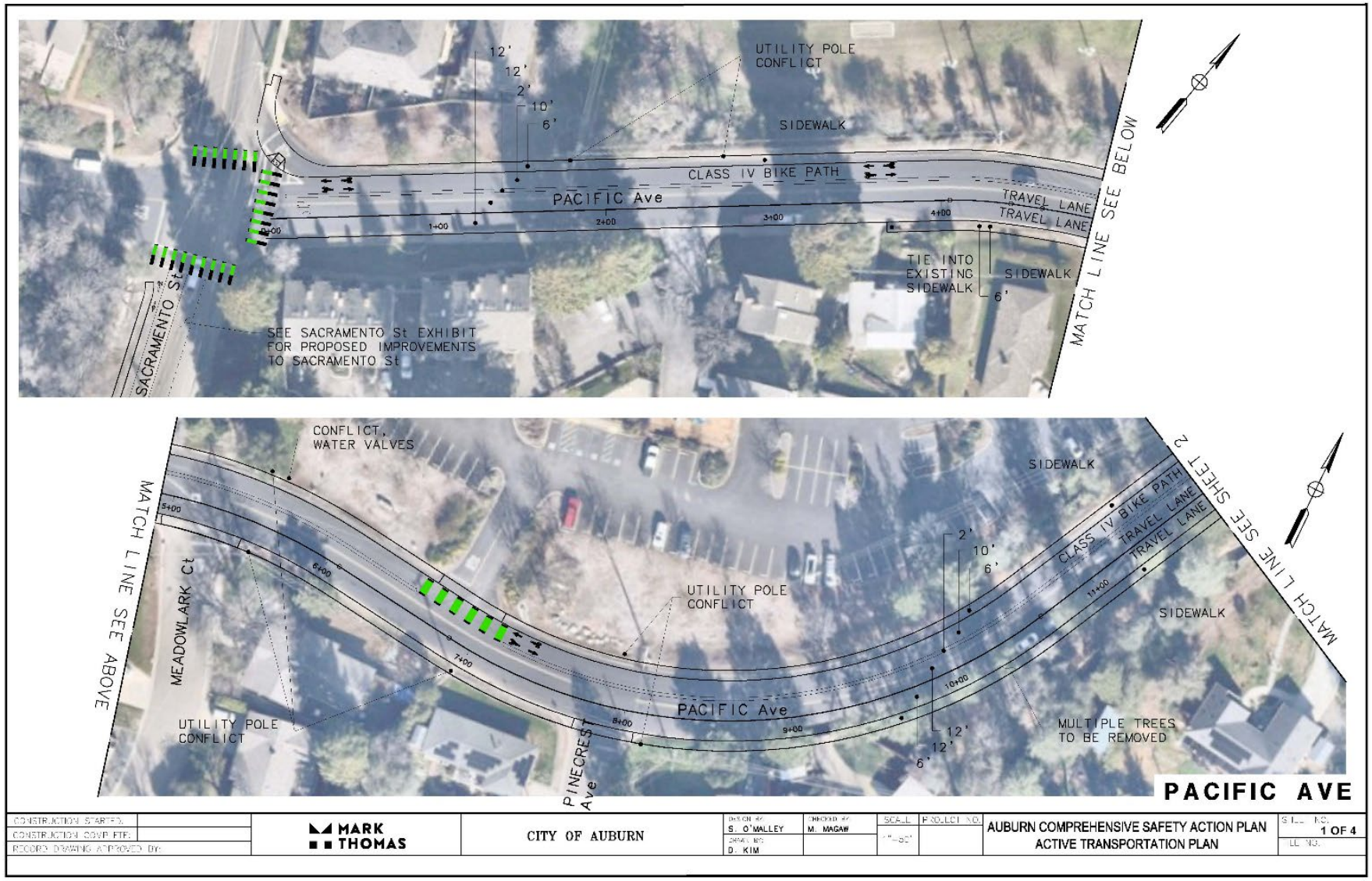
CONSTRUCTION STARTED:	MARK THOMAS	CITY OF AUBURN	DESIGN BY: S. O'MALLEY	CHECKED BY: M. MAGAW	SCALE: 1"=50'	PROJECT NO.	AUBURN COMPREHENSIVE SAFETY ACTION PLAN ACTIVE TRANSPORTATION PLAN
CONSTRUCTION COMPLETE:			DRAWN BY: D. KIM				SHEET NO. 2 OF 3 FILE NO.
RECORD DRAWING APPROVED BY:							



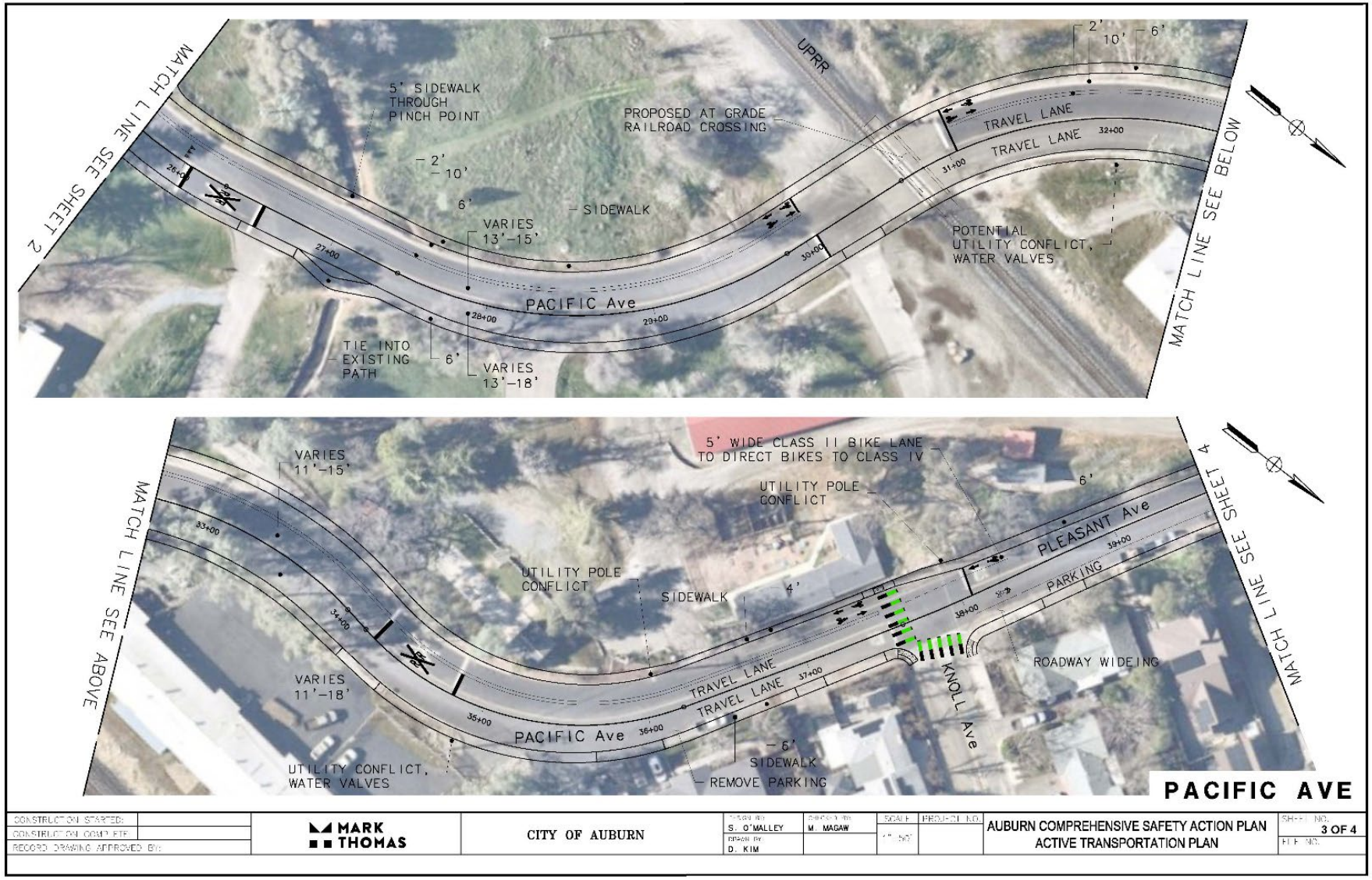
SACRAMENTO St

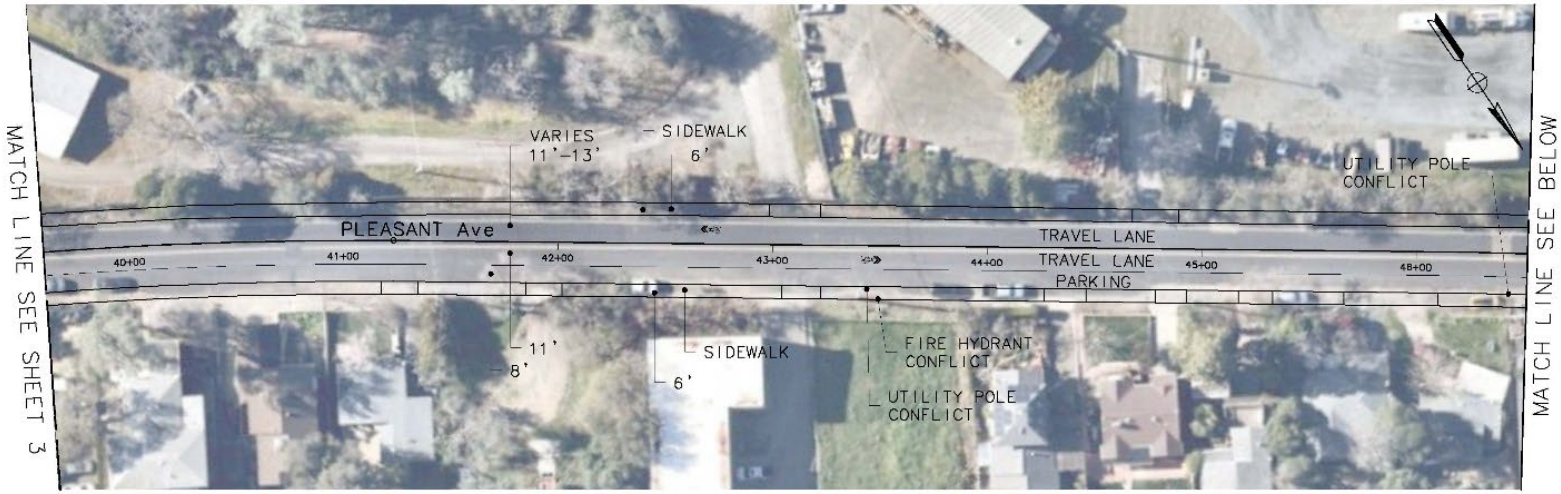
CONSTRUCTION STARTED:	MARK THOMAS	CITY OF AUBURN	DESIGN BY: S. O'MALLEY	CHECKED BY: M. MAGAW	SCALE: 1"=50'	PROJECT NO.	AUBURN COMPREHENSIVE SAFETY ACTION PLAN ACTIVE TRANSPORTATION PLAN	SHEET NO. 3 OF 3
CONSTRUCTION COMPLETE:			DRAWN BY: D. KIM					FILE NO.
RECORD DRAWING APPROVED BY:								

ATP Priority Project: Pacific Avenue




MATCH LINE SEE SHEET 1
CONFLICT, RELOCATE UTILITY POLE
STEEP GRADING
PROPOSED IMPROVEMENTS CAN BE ACCOMODATED UTILIZING EXISTING BRIDGE WIDTH
11'
11'
2'
10'
6'
SIDEWALK
CLASS IV BIKE PATH
TRAVEL LANE
TRAVEL LANE
PACIFIC Ave
12+00
13+00
14+00
15+00
16+00
17+00
18+00
SIDEWALK
6'
MATCH LINE SEE BELOW
PORTLAND Ave
PLEASANT Ave
SIDEWALK WIDTH REDUCED TO 5' OVER BRIDGE
MATCH LINE SEE ABOVE
SIDEWALK
CLASS IV BIKE PATH
TRAVEL LANE
TRAVEL LANE
PACIFIC Ave
19+00
20+00
21+00
22+00
23+00
24+00
25+00
5' SIDEWALK THROUGH PINCH POINT
12'
12'
6'
SIDEWALK
12'SIDEWALK
TIE INTO EXISTING SIDEWALK BIKE RAMP
MATCH LINE SEE SHEET 3
LEGEND
RRFB
PACIFIC AVE
CONSTRUCTION STARTED:
CONSTRUCTION COMPLETED:
RECORD DRAWING APPROVED BY:
MARK THOMAS
CITY OF AUBURN
DESIGNED BY: S. O'MALLEY
DRAWN BY: D. KIM
CHECKED BY: M. MAGAW
SCALE: 1"=50'
PROJECT NO.:
AUBURN COMPREHENSIVE SAFETY ACTION PLAN
ACTIVE TRANSPORTATION PLAN
SHEET NO: 2 OF 4
I.D. NO.:


MATCH LINE SEE SHEET 2
5' SIDEWALK THROUGH PINCH POINT
PROPOSED AT GRADE RAILROAD CROSSING
UPRR
2'
10'
6'
TRAVEL LANE
TRAVEL LANE
32+00
31+00
MATCH LINE SEE BELOW
SIDEWALK
VARIES 13'–15'
POTENTIAL UTILITY CONFLICT, WATER VALVES
27+00
30+00
PACIFIC Ave
28+00
29+00
TIE INTO EXISTING PATH
6'
VARIES 13'–18'
5' WIDE CLASS II BIKE LANE TO DIRECT BIKES TO CLASS IV
VARIES 11'–15'
UTILITY POLE CONFLICT
6'
PLEASANT Ave
39+00
MATCH LINE SEE ABOVE
33+00
UTILITY POLE CONFLICT
SIDEWALK
4'
PARKING
38+00
34+00
MATCH LINE SEE SHEET 4
ROADWAY WIDEING
VARIES 11'–18'
TRAVEL LANE
TRAVEL LANE
37+00
35+00
PACIFIC Ave
36+00
KNOLL Ave
6'
SIDEWALK
REMOVE PARKING
UTILITY CONFLICT, WATER VALVES
PACIFIC AVE
CONSTRUCTION STARTED:
CONSTRUCTION COMPLETE:
RECORD DRAWING APPROVED BY:
MARK THOMAS
CITY OF AUBURN
DESIGNED BY: S. O'MALLEY
DRAWN BY: M. MAGAW
CHECKED BY: D. KIM
SCALE:
PROJECT NO.
AUBURN COMPREHENSIVE SAFETY ACTION PLAN
ACTIVE TRANSPORTATION PLAN
SHEET NO. 3 OF 4
FILE NO.



PACIFIC AVE

CONSTRUCTION STARTED:	MARK THOMAS	CITY OF AUBURN	DESIGN BY: S. O'MALLEY	CHECKED BY: M. MAGAW	SCALE:	PROJECT NO.	AUBURN COMPREHENSIVE SAFETY ACTION PLAN ACTIVE TRANSPORTATION PLAN
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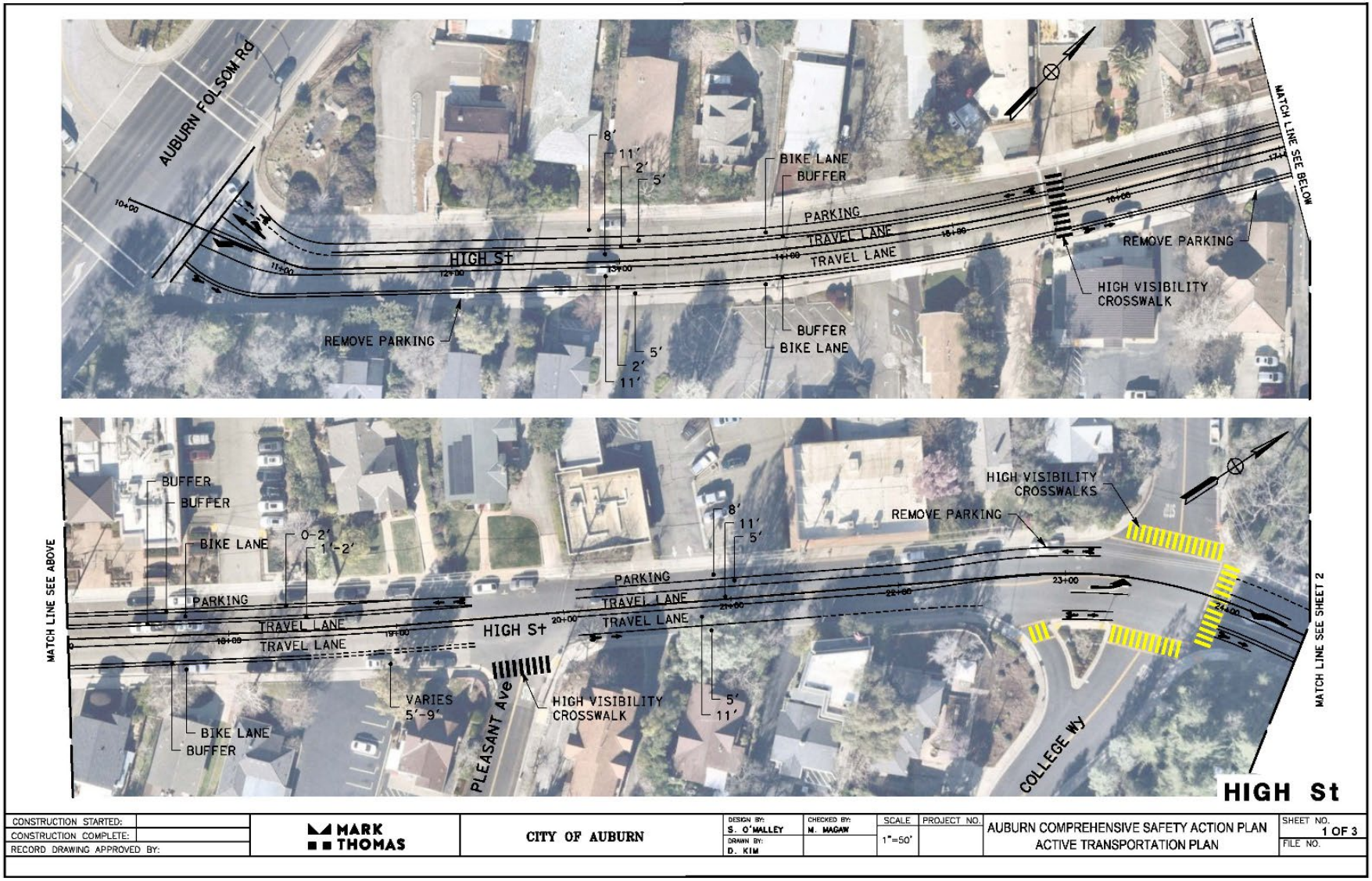
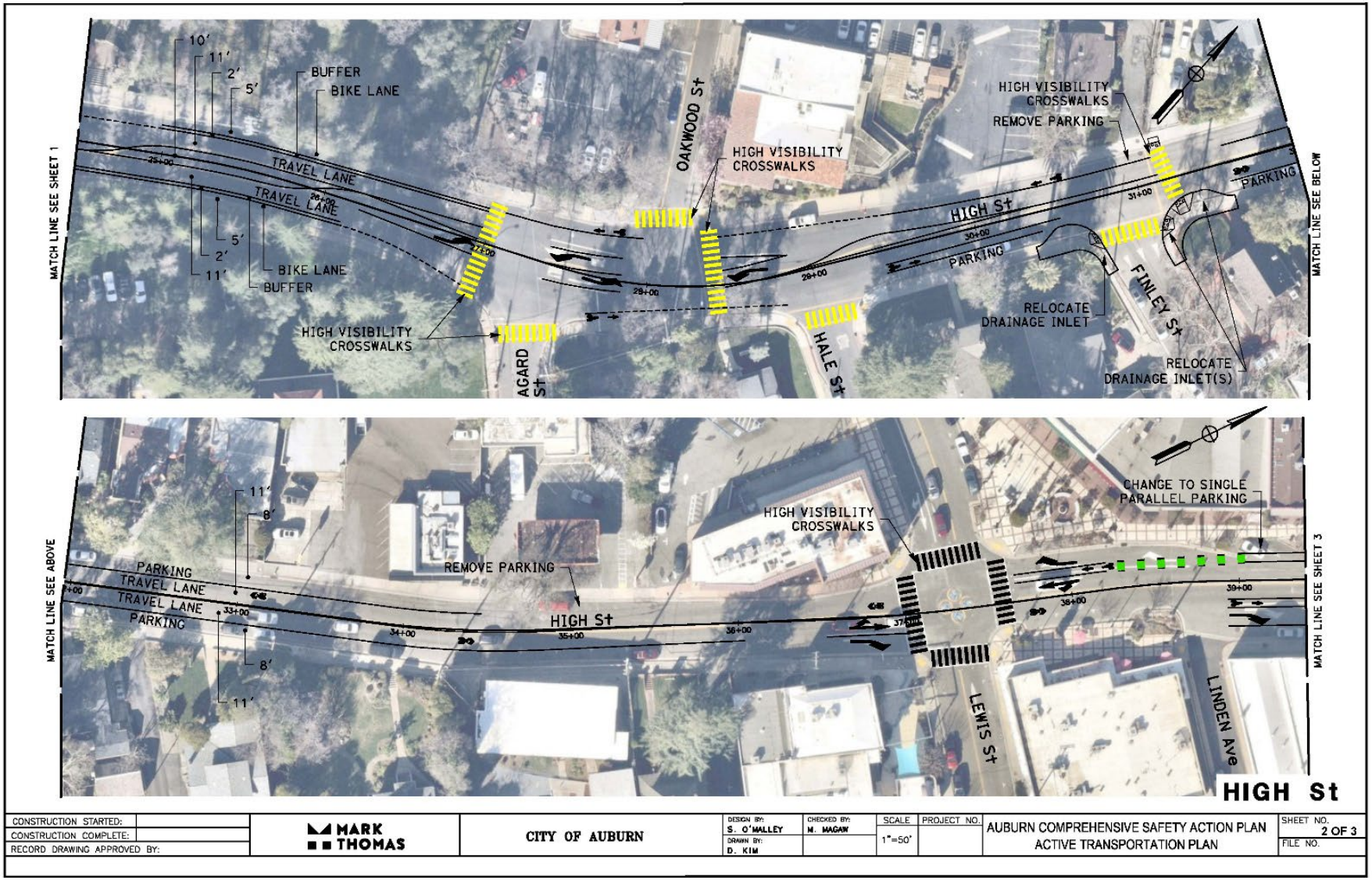
RECORD DRAWING APPROVED BY:							FILE NO.

ATP Priority Project: High Street





CONSTRUCTION STARTED:	MARK THOMAS	CITY OF AUBURN	DESIGN BY: S. O'MALLEY	CHECKED BY: M. MAGAW	SCALE: 1"=50'	PROJECT NO.	AUBURN COMPREHENSIVE SAFETY ACTION PLAN ACTIVE TRANSPORTATION PLAN	SHEET NO. 2 OF 3
CONSTRUCTION COMPLETE:			DRAWN BY: D. KIM					FILE NO.
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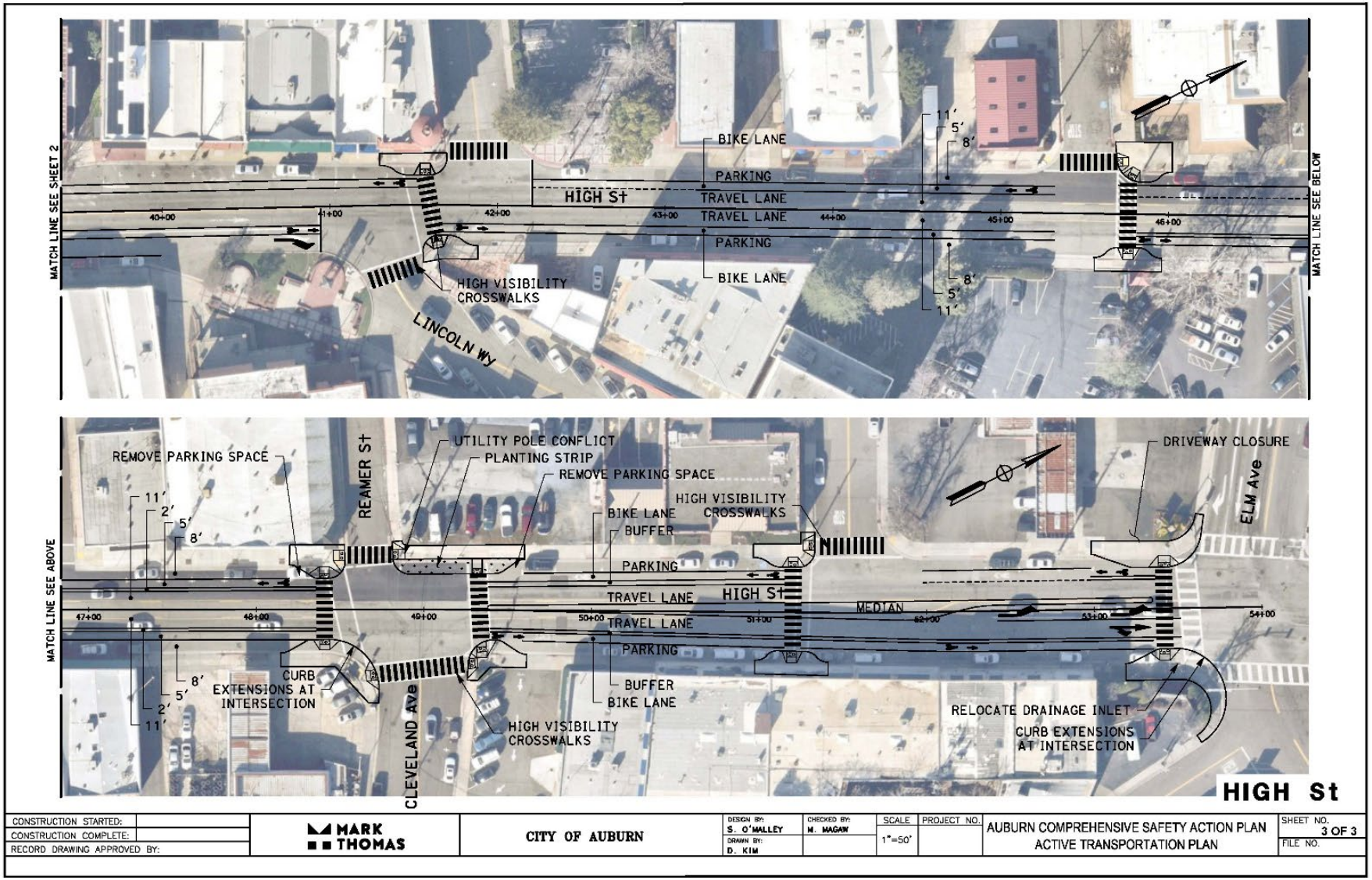
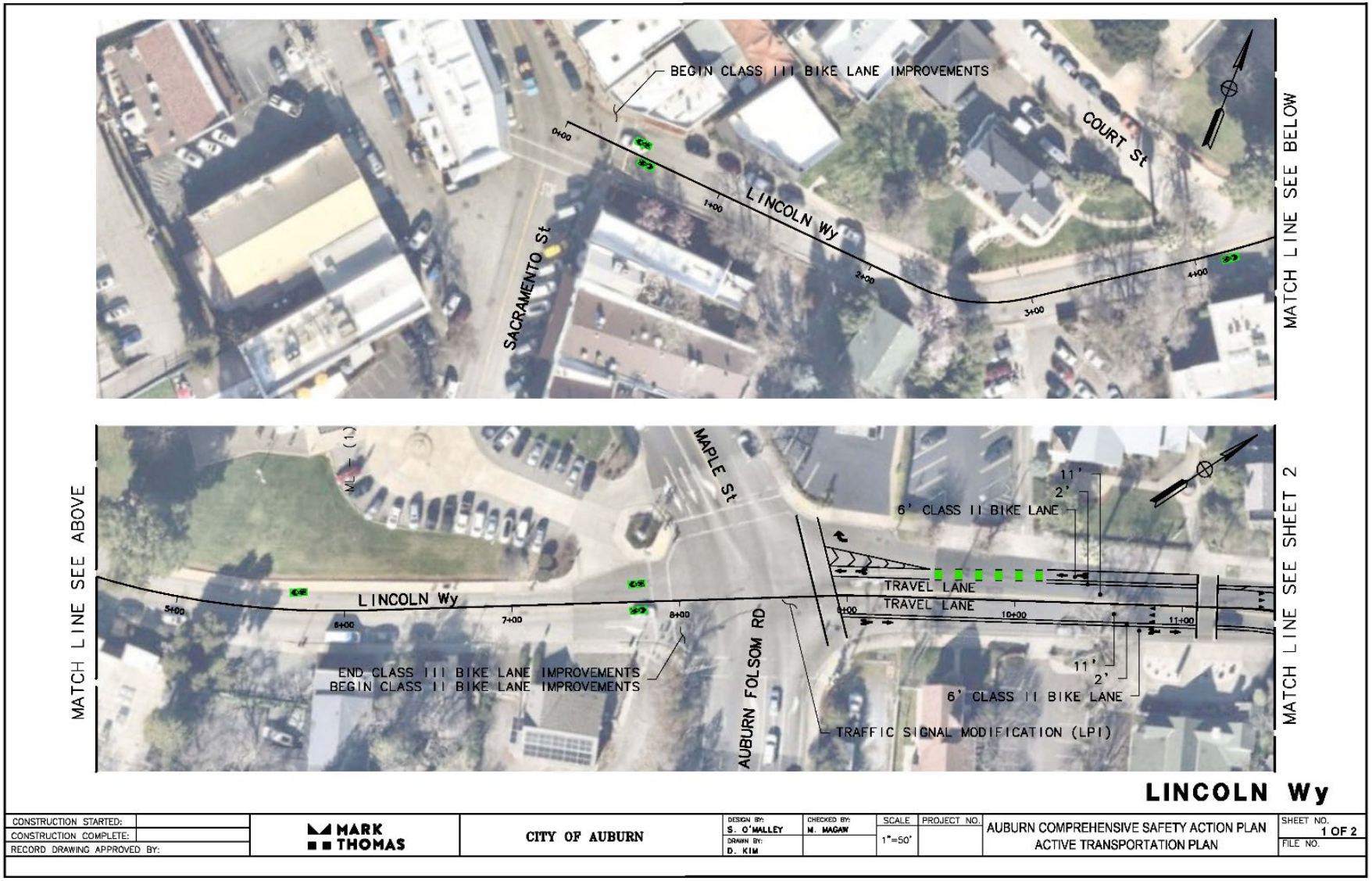
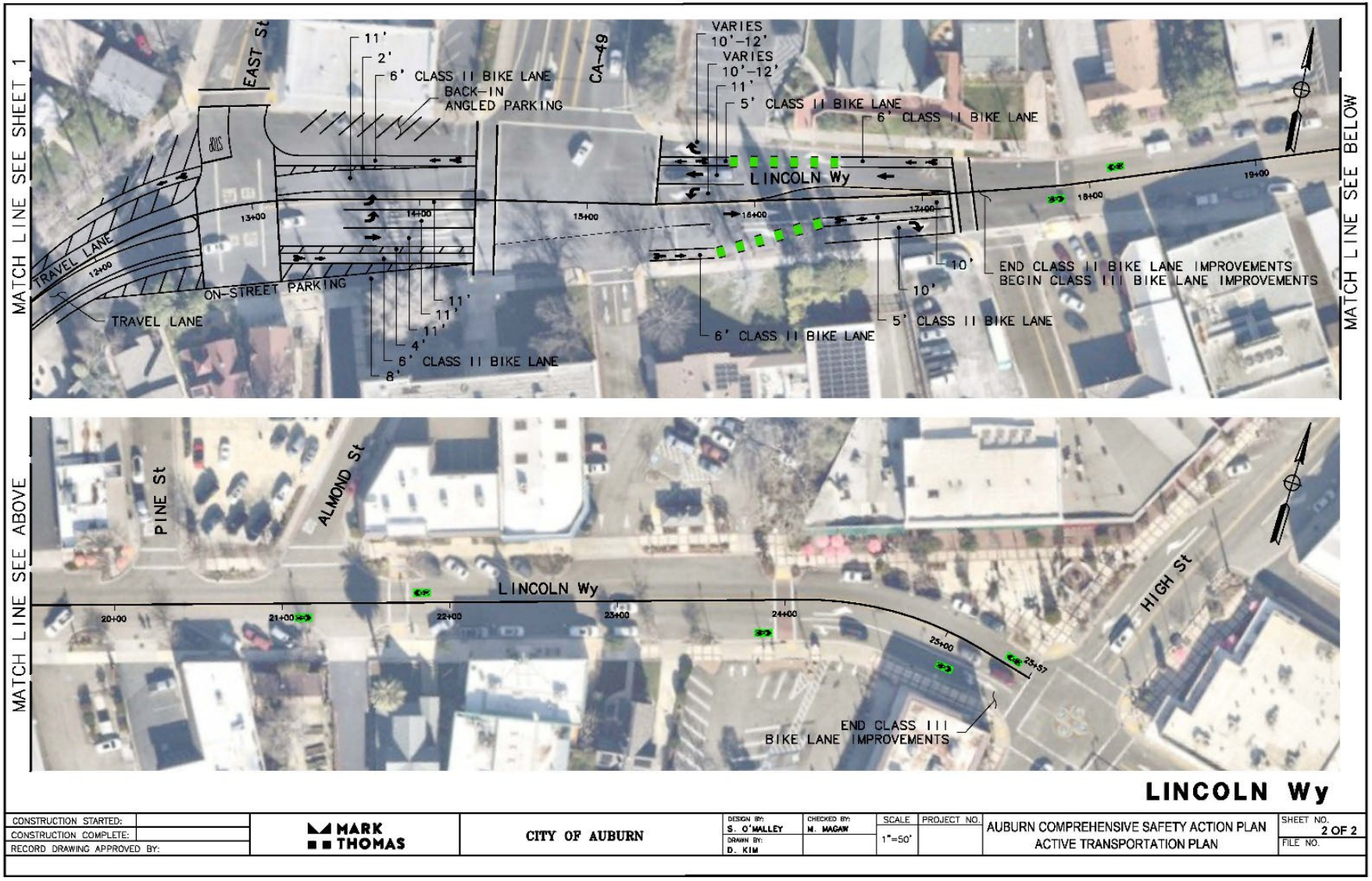

MATCH LINE SEE SHEET 2
HIGH St
BIKE LANE
PARKING
TRAVEL LANE
TRAVEL LANE
PARKING
BIKE LANE
11'
5'
8'
HIGH VISIBILITY CROSSWALKS
LINCOLN Wy
MATCH LINE SEE BELOW
40+00
41+00
42+00
43+00
44+00
45+00
46+00
MATCH LINE SEE ABOVE
REMOVE PARKING SPACE
REAMER St
UTILITY POLE CONFLICT
PLANTING STRIP
REMOVE PARKING SPACE
HIGH VISIBILITY CROSSWALKS
BIKE LANE
BUFFER
PARKING
TRAVEL LANE
HIGH St
TRAVEL LANE
PARKING
BUFFER
BIKE LANE
MEDIAN
DRIVEWAY CLOSURE
ELM Ave
CURB EXTENSIONS AT INTERSECTION
CLEVELAND Ave
HIGH VISIBILITY CROSSWALKS
RELOCATE DRAINAGE INLET
CURB EXTENSIONS AT INTERSECTION
47+00
48+00
49+00
50+00
51+00
52+00
53+00
54+00
HIGH St
CONSTRUCTION STARTED:
CONSTRUCTION COMPLETE:
RECORD DRAWING APPROVED BY:
MARK THOMAS
CITY OF AUBURN
DESIGN BY: S. O'MALLEY
DRAWN BY: D. KIM
CHECKED BY: M. MAGAW
SCALE: 1"=50'
PROJECT NO.
AUBURN COMPREHENSIVE SAFETY ACTION PLAN
ACTIVE TRANSPORTATION PLAN
SHEET NO. 3 OF 3
FILE NO.

ATP Priority Project: Lincoln Way




MATCH LINE SEE SHEET 1
EAST St
11'
2'
6' CLASS II BIKE LANE
BACK-IN
ANGLED PARKING
CA-49
VARIES
10'-12'
VARIES
10'-12'
11'
5' CLASS II BIKE LANE
6' CLASS II BIKE LANE
LINCOLN Wy
13+00
14+00
15+00
16+00
17+00
18+00
19+00
TRAVEL LANE
12+00
ON-STREET PARKING
TRAVEL LANE
11'
11'
11'
4'
6' CLASS II BIKE LANE
8'
6' CLASS II BIKE LANE
10'
10'
5' CLASS II BIKE LANE
END CLASS II BIKE LANE IMPROVEMENTS
BEGIN CLASS III BIKE LANE IMPROVEMENTS
MATCH LINE SEE BELOW
MATCH LINE SEE ABOVE
PINE St
ALMOND St
LINCOLN Wy
20+00
21+00
22+00
23+00
24+00
25+00
25+57
HIGH St
END CLASS III
BIKE LANE IMPROVEMENTS
LINCOLN Wy
CONSTRUCTION STARTED:
CONSTRUCTION COMPLETE:
RECORD DRAWING APPROVED BY:
MARK THOMAS
CITY OF AUBURN
DESIGN BY: S. O'MALLEY
DRAWN BY: D. KIM
CHECKED BY: M. MAGAW
SCALE: 1"=50'
PROJECT NO.
AUBURN COMPREHENSIVE SAFETY ACTION PLAN
ACTIVE TRANSPORTATION PLAN
SHEET NO. 2 OF 2
FILE NO.

ATP Priority Project: Elm Avenue