

## **REVIEWER FACT SHEET – Franklin Boulevard Class IV Protected Bikeway**

Save California Streets – Award Application

Efficient and Sustainable Road Maintenance, Construction and Reconstruction Projects

### **Project Information**

- **Agency** – Cities of Sacramento & Elk Grove
- **Contractor** – Valley Slurry Seal International
- **Construction Cost** - \$1,000,000 (including RMRA funds)
- **Project Manager** – Amber Castle-Keane (City of Sacramento)

### **Executive Summary**

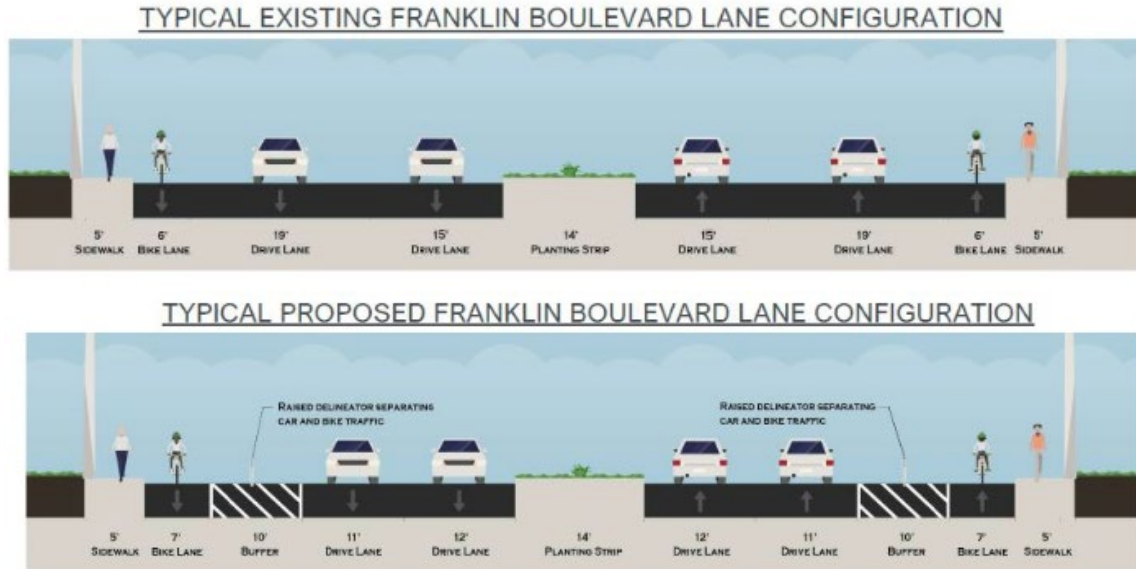
The City of Sacramento and the City of Elk Grove teamed up on the Franklin Boulevard Class IV Protected Bikeway Project to implement bicycle and pedestrian safety improvements along the Franklin Boulevard Corridor while also performing much needed pavement maintenance. Franklin Boulevard functions as a commuter route and is the only continuous roadway connecting the City of Elk Grove to Sacramento's urban core between Interstate 5 and Highway 99, an overall distance of 11.5 miles. Franklin Boulevard has 4 lanes of vehicular traffic, and carries 25,000 cars per day at speeds of around 45 mph. Although there were existing Class II bike lanes along Franklin Boulevard, the high vehicular speeds and volumes act as a deterrent for cycling along the corridor. In the existing condition, the corridor provided an extensive paved width for vehicles. The outside vehicular lanes were 19', and that width encouraged speeding, and passing in the bike lane during the routine morning traffic back-ups. This resulted in collisions and created an uncomfortable condition for bicyclists.

The City of Sacramento initially proposed to construct one-way Class IV protected bikeways in both directions of Franklin Boulevard between Cosumnes River Boulevard and the southern City limits near Francesca Street. The City of Elk Grove supported Sacramento's goals to improve bicycling on Franklin Boulevard and obtained SB1 funding as part of Caltrans' I-5 improvements through the Congested Corridors program, to extend the pavement maintenance and bikeways from the City line south to Big Horn Boulevard. For efficiency in design and delivery, the cities agreed to have the City of Sacramento design and construct both segments as one project. With this project the two agencies pooled available pavement maintenance funding to provide a multi-modal safety and operational improvement along with increased pavement life on a critical regional corridor. The Franklin Boulevard Class IV Protected Bikeway project extend pavement life, brings low-stress bicycle connectivity between the South Sacramento and Elk Grove communities, calms traffic, and creates a wider buffer between moving vehicles and pedestrians.

The new protected bikeways provide access to the Franklin Boulevard light rail station, the Laguna Creek Bicycle Trail network, and benefit a nearby Elk Grove elementary school. A separate City of Sacramento project extended the protected bikeway further from Cosumnes River Boulevard to Mack Road where it ties to the buffered bike lanes on Mack Road. This will create nearly 3 miles of protected bikeways on Franklin Boulevard between Elk Grove and Sacramento, and with the City's planned future protected bikeways on the northern limits of Franklin Boulevard, and the County of Sacramento's past streetscape

improvements in the middle segment, Franklin Boulevard has the potential to transition from being a route that bicyclists avoided, to a major bicycling corridor.

### Existing and Proposed Corridor Cross Sections:



### Award Scoring Criteria

- **The entry directly improves the preservation, safety, access to, and overall quality of the local street and road system (up to 5 points)**

This project achieved several goals for the Cities of Elk Grove and Sacramento. The application of slurry seal throughout the corridor will increase the pavement life on a key regional commute corridor. The successful repurposing of the existing paved width to provide the same number of vehicular lanes while also providing separated and buffered bicycle and pedestrian facilities increases the safety and comfort of all modes of travel. Lastly, the cooperative use of regional transportation and resurfacing funds between jurisdictions was a success story in stretching scarce funds to provide the greatest public benefit.

- **The entry is innovative and unique (up to 5 points)**

There were several features of this project delivery that were unique and innovative:

- The implementation of buffered bike lanes with raised channelizers to deter vehicles from entering the buffer zone provides additional safety beyond typical bike lane installations
- The use of green bike lanes in conflict locations clearly designate bicycle areas and provide heightened awareness for vehicles and bicycles approaching a point of potential conflict.
- The funding and project agreement between the Cities of Elk Grove and Sacramento was an innovative approach to maximize the benefit from each agency's available funds. By executing a project agreement this project included a single design, bidding, and

construction effort greatly increasing the efficiency with which these improvements were delivered.

- **The entry provides a model for others to follow (i.e. it is replicable) (up to 5 points)**  
This project models some important best practices that could benefit other agencies. These include:
  - Working with regional partners to look for opportunities to collaborate on regionally significant corridors. This can provide a more efficient project delivery as well as benefits on construction costs that come with economy of scale.
- **The entry's positive outcomes are continuing/sustainable (up to 5 points)**  
The proposed corridor improvements have been well received by the community. The increase in the accessibility of bike facilities for novice riders is intended to have lasting increases on ridership. Additionally, this strategy of repurposing extra paved width during pavement maintenance activities will be applied to future projects in the City and on the Franklin Boulevard corridor to further improve mobility and connectivity for all modes.
- **The cost-effectiveness of the program/project (up to 5 points)**  
This project was tremendously efficient. The benefits provided included significant operational and safety improvements with construction costs largely consistent with typical pavement maintenance operations. Improved pavement conditions were an additional benefit. Additionally, the collaborative effort between the cities of Elk Grove and Sacramento increased the project cost effectiveness.
- **The entry has positive effects on the environment (up to 5 points)**  
This project upgraded signal detection along the corridor which will increase the efficiency of commute traffic which utilizes this corridor. Additionally, the project has made the corridor much more accessible for even novice riders which will increase both recreational and commute bicycle use and further reduce vehicle miles in the region.
- **The entry demonstrates effective collaboration and partnerships ( 1 point)**  
This project was a great example of two partner agencies identifying a project on a major corridor that benefits the traveling public in the region. It was tremendous out of the box thinking from both that identified the opportunity to pool funding resources and delegate project efforts to one agency for efficient delivery.
- **The extent to which the results and benefits are publicly verifiable, measurable, replicable, and useful to other cities and counties (1 point)**  
All it takes is a before and after ride of this corridor. If you're in a vehicle you will notice the improved signal operations and pavement quality. If you are a pedestrian, you will immediately notice the additional buffer space between yourself and the motorized vehicles.

The partnering arrangement should be a useful and replicable approach for other agencies. Coordinating programmed maintenance with adjacent counties/cities can identify opportunities for larger regional corridor improvements and can result in reduced construction and project delivery costs.

- **The extent technology is involved in innovative ways in the program/project (1 point)**

Technologically speaking each signal controller along the corridor was upgraded to the latest technology in use in the City. This included video bike detection throughout. Another important innovation on this project was the cross-sectional treatment of the roadway with buffered space for added safety and the use of colored pavement treatments to improve visibility and vehicle awareness of bicycles.

- **The extent to which the program/project advances the League and CSAC's priorities and goals for the local street and road system preservation (1 point)**

This project advances several of the goals set forth in the CSAC Transportation and Public Works platform. This project made improvement to pavement condition while also implementing multi-modal improvements to make the roadway accessible to all users. Additionally this project followed the model from CSAC of a regional approach to transportation investment with the partnership between Elk Grove and Sacramento.

- **Please identify if your project nomination was funded by RMRA funds**

City of Elk Grove had \$200,000 of SB1 funding toward the collaborative portion of the project. \$130,000 of RMRA funding was used for Construction of this project.

### **Additional Information**

- Please see our contractor's drone footage of this exciting project! - <https://youtu.be/dnkv6uF1W6w>
- Public Information Website <https://www.cityofsacramento.org/Public-Works/Engineering-Services/Projects/Current-Projects/Franklin-Boulevard-Corridor-Improvements>