YUBA COUNTY
BICYCLE AND PEDESTRIAN MOBILITY PLAN
FINAL REPORT | 2024

ACKNOWLEDGEMENTS

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INTRODUCTION

Executive Summary

The County of Yuba has prepared this Bicycle and Pedestrian Mobility Plan (Mobility Plan) to be a comprehensive planning document for bicycle and pedestrian improvements within the unincorporated County area. The Mobility Plan provides long-term identification of improvements for active transportation systems within Yuba County. The Bicycle and Pedestrian Mobility Plan encompasses the communities of Plumas Lake, Linda, West Linda, and Olivehurst. Aligned with similar goals and objectives of the Sacramento Area Council of Governments (SACOG) and California Streets and Highways Code Section 891.2, this plan aims to provide an accessible, safe, convenient, and connected active transportation system.

The County will use the Mobility Plan to prioritize projects ahead of funding opportunities including State and Federal grants.

Scope

The Mobility Plan, funded by Caltrans, was developed to provide Yuba County with a guide to improve the safety and accessibility of transportation systems throughout the community. The Mobility Plan focused on the unincorporated county areas. Building upon the foundation of the County's Bikeway Master Plan Update (2012), the Mobility Plan will identify challenges and set the stage for future improvements and incorporate pedestrian needs.

Yuba County Study Area

In response to the growing communities, the Mobility Plan has been developed with a focus on developing additional, connected, and safer active transportation systems.

The study area for the Mobility Plan is in a diverse region within the unincorporated County area. From a population census conducted in 2020 by the Census Bureau, fewer than 50,000 residents occupy these communities. The communities identified contain a mixture of both suburban and rural developments. The County of Yuba tailored this Mobility Plan to capture all the challenges and opportunities identified for unincorporated County communities. The Mobility Plan recognizes the unique characteristics and transportation needs of these communities and examined opportunities for improving bicycling and walking activities. By understanding these communities, the Yuba County Mobility Plan aims to optimize and enhance the overall quality of life for residents.

Purpose/Objective

The objective of the Bicycle and Pedestrian Mobility Plan is to create a framework to identify and plan active transportation systems within these communities and align needs with funding opportunities. This plan will analyze and address the needs of pedestrians and bicyclists. With a long-term vision in mind, the Mobility Plan

aims to improve the safety of all users on the road and to create a healthier and more sustainable lifestyle. By strategically mapping out sidewalks and bike paths, a more detailed approach can be utilized to supplement a connected network that enhances the connectivity of these communities. With this approach, the Mobility Plan will create an accessible transportation facility that aligns with the evolving needs of the residents.

EXISTING CONDITIONS AND ANALYSIS

Existing Conditions Investigation

The active transportation opportunities and infrastructure in the communities of Linda, West Linda, Olivehurst, and Plumas Lake were analyzed using Geographic Information Systems (GIS) database alongside in-person bicycle and walking audits. This database offers insights into existing pedestrian and cyclist infrastructure, as well as the locations of schools, parks, and other essential amenities. The locations of schools, parks, and essential amenities were utilized to gauge surrounding bicycle and pedestrian activity. The analysis revealed a noticeable absence of pedestrian and bicycle facilities across all communities within the database.

In these rural communities, limited development over time has resulted in fragmented infrastructure planning. Unlike urban areas with more centralized planning and resources, rural communities often struggle to prioritize and adequately fund infrastructure projects. These limitations stem from the narrow right of way (ROW), which restricts available space for implementing bicycle and pedestrian infrastructure.

Furthermore, the dispersed nature of these communities presents a challenge for connectivity. With residential areas, schools, parks, and commercial areas scattered across the landscape, creating a cohesive network of pedestrians and bicycle facilities becomes complex. The absence of these facilities further emphasizes this issue, as cyclists and pedestrians must contend with vehicles on the road.

Limited funding and resources also play a significant role in the incomplete infrastructure. With the communities being within the unincorporated County area, fewer financial resources are presented for infrastructure projects. As a result, development and maintenance of facilities may be of lower priority to other pressing needs.

Additionally, historical development patterns may contribute to the challenges faced by these communities. Older neighborhoods, particularly in Linda, West Linda, and Olivehurst, often lack sidewalks altogether, reflecting outdated planning practices. This absence of basic pedestrian infrastructure creates significant barriers for residents, making it challenging to access essential services and amenities on foot. In contrast, the newer development of Plumas Lake offers a striking comparison. With the benefit of more contemporary planning principles, Plumas Lake boasts a more comprehensive network of sidewalks and bike lanes.

Analysis of Regional Mobility Plans

The Mobility Plan is supported in its findings and recommendations in existing adopted plans. The plans included in the research and summary can be found below.

Yuba County Bikeway Master Plan (2012)

The Yuba County Bikeway Master Plan was last updated in 2012 to reflect current plans for growth. The Bikeway Master Plan follows the previous plan made in 1995 with an updated inventory of existing bikeways, a revised map of proposed bikeways, and enhanced recommendations for support facilities. The Mobility Plan will use this as the foundation towards creating a plan that will include pedestrians.

Yuba County General Plan

This plan addresses the issues of discontinuity and the absence of sidewalks in Linda and Olivehurst. It emphasizes the need for development to support both bicycling and pedestrian activities, aiming to enhance accessibility and connectivity within the community. Moreover, the plan highlights the importance of incorporating recreational and natural open spaces into the development of these networks. Within the plan is a diagram of proposed and existing bicycle and pedestrians travel ways.

Regional Bicycle, Pedestrian, and Trails Master Plan (SACOG 2015)

The Sacramento Area Council of Governments conducted their 6th master plan, which envisions a complete transportation system that supports healthy living and active communities. Of their 9 goals laid out in the plan,

Their goals include:

- Increase and improve bicycle and pedestrian access and mobility for residents and visitors of all ages and abilities.
- Improve and maintain the quality and operation of bikeway and walkway networks.
- Increase the number of high-quality support facilities to complement the bicycle and walkway networks.
- Increase education, encouragement and awareness programs about bicycle and pedestrian travel.
- Increase the number of bicycle and pedestrian trips.
- Create a comprehensive regional bicycling and walking network within and between communities with strong current and future demand.
- Increase collaboration among stakeholders throughout the region to seek funding and implement bicycle and pedestrian projects, programs, and related efforts.
- Improve bicycle and pedestrian safety.
- Increase collection of bicycle and pedestrian related data.

Bicycle Infrastructure

The current state of bicycle infrastructure across the communities of Plumas Lake, Linda, West Linda, and Olivehurst presents many challenges. Though all communities have some existing bicycle and pedestrian facilities, they are disconnected between developed areas within each community and to other communities. Linda and West Linda face the most significant challenges with subpar infrastructure and safety for cyclists. Alternately, Plumas Lake has benefited from recent development endeavors, providing acceptable bike lanes and infrastructure. In Olivehurst, the conditions vary, with segments of the communities providing adequate infrastructure whereas other road segments pose more of a challenge.

In Linda and West Linda, the absence of designated bike lanes and shared roadways presents many challenges for cyclists. The existing bicycle facilities contain primarily Class II Bike Lanes as well as limited Class I Bike Paths in the area. The Class II Bike Lanes in Linda are located near major arterials such as Linda Avenue, Arboga Road, North Beale Road, etc. Class I Bike Paths appear less frequently and only appear to the south of Yuba Community College and alongside Rupert Avenue. The lack of existing bike lane connectivity can be seen in figure one. What is most noteworthy is the lack of infrastructure that connects the nearby schools to residential areas. The figure also displays the challenge of connecting West Linda and Linda together due to the presence of State Route 70. With the limited availability of bike racks, it heavily discourages cyclists from utilizing the existing infrastructure. The lack of infrastructure compromises safety, especially when considering the limited connectivity between residential areas, schools, parks, and commercial centers.

Olivehurst presents a mixed condition, with road segments providing adequate bike infrastructure, whereas others are presented with none. The bicycle infrastructure in Olivehurst consists of Class II Bike Lanes and Class III Bike Routes. Figure two displays the existing bicycle facilities within Olivehurst, and compared to Linda, the conditions are more favorable. The Class II Bike Lanes are located near major arterials whereas the Class III Bike Route is located along 11th Avenue. The Class III Bike Route helps connect the community however there can be more improvements made to improve mobility. With bike racks located around the community and a designated bike locker, Olivehurst is in the right direction for promoting bicycle activity.

In contrast, Plumas Lake displays favorable bike conditions, due to recent development projects. Figure three displays the existing bike facilities in Plumas Lake and the conditions show a favorable outlook in terms of connectivity and accessibility. Key locations such as parks and schools are accessible by biking. With the existing Class II Bike Lane located throughout River Oaks Boulevard, Plumas Lake is in the right direction in terms of promoting bicycle activity.

Pedestrian Infrastructure

The pedestrian infrastructure within the unincorporated areas is similar to the bicycle network in being disconnected and segmented. There are instances of unsafe intersections, gaps in sidewalk, sidewalk missing in neighborhoods adjacent to schools throughout the study area.

The existing pedestrian infrastructure in Linda and West Linda is scattered. The disjointed nature of the existing sidewalks creates the difficulty of walking from place to place. This is especially noticeable when reviewing locations of key destinations of schools and parks. Referencing the elementary school district boundary, accessibility to the nearby schools can be challenging. Edgewater Elementary has a more favorable condition, however the nearby four other schools encounter a major challenge.

The existing pedestrian infrastructure in Olivehurst is limited in terms of accessibility and mobility. The sidewalks are commendable as they provide access to all key locations of schools and parks, however what is most noteworthy is the disjointed nature. Entering a residential area of Olivehurst will result in the issue of not having any sidewalks. The development of northern Olivehurst has more facilities, however there can be more improvements made in the surrounding area.

With the recent development of Plumas Lake, existing pedestrian infrastructure is more favorable as compared to Linda and Olivehurst. Key locations such as parks and schools are presented with sidewalks. With sidewalks connecting the community together, Plumas Lake is in the right direction in terms of promoting pedestrian activity.

Recent/On-Going Projects

The County has taken a significant step towards enhancing its transportation infrastructure by securing and allocating over $95 million towards active transportation and complete streets projects. This investment signals a strong commitment to creating safer and more accessible routes for pedestrians, cyclists, and motorists alike. By prioritizing active transportation, such as biking and walking, the County aims to reduce congestion, promote healthier lifestyles, and foster a more sustainable environment.

This section describes the recent and on-going projects the County has begun coordinating to increase active transportation by diligently pursuing funding. These funds will be utilized to improve sidewalks, bike lanes, crosswalks, and other amenities, enhancing the overall quality of life for residents and visitors to the County of Yuba. This Mobility Plan will serve as a useful tool to justify seeking additional active transportation funding opportunities with the identification of new potential projects further in the report.

<u>Yuba County – Olivehurst Roadway Climate Resiliency Project</u>

Length: 4.7 Miles

Cost: $48,500,000

Status: In Design

The proposed "Olivehurst Roadway Climate Resiliency Project" will construct active transportation infrastructure along thirteen heavily traveled road segments within the unincorporated community of Olivehurst. These roadways primarily serve residential lots with driveway access points. The infrastructure improvements for this project will include bicycle routes, sidewalks with curb and gutter, crosswalks, ADA ramps, pavement delineation, signs, lights, drainage improvements, and pavement rehabilitation.

The thirteen road segments are made up of local residential roads which will utilize shared-use Class III Bike Routes, curb and gutter, and sidewalks. As part of the implementation of the Class III Bike Routes, the on-street parking will be removed. Removal of the parking will improve the safety of the cyclists as well as improve the visibility of pedestrians.

West Linda Comprehensive Safe Routes to School Project

Length: 3.3 Miles

Cost: $26,500,000

Status: In Design

The proposed "Safe Routes to School" project will construct active transportation infrastructure along seven road segments within the unincorporated community of West Linda. The infrastructure will include bicycle lanes, shared use bicycle routes, sidewalks with curb and gutter, crosswalks, ADA compliant curb ramps, pavement delineation, rapid-flashing beacons, drainage improvements, and pavement rehabilitation.

The seven road segments are made up of four major collector roads and three local roads. The major collector roads are Alicia Avenue, Grand Avenue, Arboga Road, and Feather River Boulevard. The local roads are Cottonwood Avenue, Jay Street, and Vine Avenue. The major collectors are being designed and constructed with Class II Bike Lanes, curb and gutter, and sidewalks. Arboga Road and Feather River Boulevard will have striped buffering between the travel lanes and bike lanes for greater separation between vehicles and cyclists. The lower speed local roads are designed with shared-use Class III Bike Routes, curb and gutter, and sidewalks.

Garden Avenue Safe Route to School Project

Length: 0.5 Miles

Cost: $2,300,000

Status: In Construction

The unincorporated community of West Linda is an evolved community, meaning that development occurred over decades on a piece-meal basis. For this reason, the community lacks connected sidewalks and bicycle lanes as well as drainage system infrastructure. This Safe Route to School project will provide these much-needed facilities along Garden Avenue between Riverside Drive and Feather River Boulevard in the community of West Linda. Garden Avenue is a two-lane road with no curb, gutter, sidewalk, or bike lanes. Open roadside ditches, power poles, mailboxes, and fences force pedestrians and bicyclists into the travel lane. Project scope includes construction funding for 5,840 feet of Class II Bike Lanes and sidewalks, new crosswalks, striping, ADA compliant ramps, plus curbs and gutters. This section of Garden Avenue serves a disadvantaged, residential neighborhood and provides access to students attending Cedar Lane Elementary School.

The primary benefit is the connection to an evolving pedestrian and bicycling grid that allows residents access to a local elementary schools, businesses, parks, and transit facilities. The project closes a gap between this residential neighborhood and both Cedar Lane and Feather River Boulevard. Cedar Lane and Feather River Boulevard currently have on-going projects to construct new Class II Bike Lanes, Class III Bike Routes, and sidewalks. The project will not only provide safe bicycle and pedestrian access to Cedar Lane Elementary, but also to transit facilities and the commercial section of West Linda. Benefits include promoting active transportation like walking and bicycling, decreasing vehicle speeds, decreasing the number of motorized vehicle trips and vehicle miles traveled, increasing the number and safety of bicycle and pedestrian trips, improving air quality, and improving public health.

North Beale Road Complete Streets / Safety Project – Phase III

Length: 0.5 Miles

Cost: $7,700,000

Status: In Design

The Third Phase of the North Beale Road Complete Streets / Safety Project will primarily consist of constructing raised medians, left-turn lanes, sidewalks, paved bicycle lanes, curbs, gutters, storm drains, plus thermoplastic centerline and edge-line striping. Also included in the third Phase will be a new traffic signal at Linda Avenue with high-visibility crosswalks and protected pedestrian phases, new streetlights for improved visibility at night, improvements to adjoining driveways and intersections, an asphalt overlay, and continuation of the Class II Bike Lane facility along North Beale Road.

The third phase of the North Beale Road Complete Streets / Safety Project spans approximately 2,500 feet from the western intersection with Linda Avenue (approximately 800 hundred feet east of Woodland Drive) to the eastern intersection with Linda Avenue (approximately 375 feet east of College View Drive). The primary project benefit is a reduction in both injury and non-injury accidents by implementing a separation between motorized and non-motorized traffic, which will also encourage active transportation along this section of roadway.

Feather River Boulevard – State of Good Repair Project

Length: 0.3 Miles

Cost: $1,700,000

Status: In Construction

Located in the unincorporated community of West Linda, on Feather River Boulevard, from Garden Avenue to Alicia Avenue, this project includes streetscape improvements, such as sidewalk gap closure (on southeast side of Feather River Boulevard), new sidewalks (on northwest side of Feather River Boulevard), new Class II Bike Lanes, new high-visibility crosswalks, and storm drain improvements. Also included are striping and signage improvements, new curbs and gutters and ADA compliant curb ramps, new LED street lights, and improved transit stops with new shelters and benches for a safer and more comfortable pedestrian experience.

Fleming Way – Safe Routes to Schools Project

Length: 0.5 Miles

Cost: $4,900,000

Status: In Design

This Safe Routes to Schools project, adjacent to both Ella Elementary School and Yuba Gardens Intermediate School in the community of Olivehurst, includes the entire section of Fleming Way between Seventh Avenue and Eleventh Avenue. Fleming Way is a two-lane, residential street lacking any existing curbs, gutters, sidewalks, or bike lanes. Open roadside ditches, power poles, mailboxes, parked vehicles, trees, and fences force pedestrians and bicyclists into the traveled lanes with motorized traffic. Funding includes construction for 5,300 linear feet of sidewalks and Class III Bike Routes, new high-visibility crosswalks, new striping and signage, ADA compliant curb ramps, plus curbs and gutters.

Goldfields Parkway

Length: 0.6 Miles

Status: In Progress

The Yuba County General Plan's transportation section identifies the need to establish a multi-lane, north-south route southeast of the City of Marysville. The County is developing this new north-south transportation route to accommodate future planned residential development in the Linda and Hammonton-Smartsville areas, along with other anticipated future growth. This future growth will generate increased traffic demands that the County anticipates will exceed the capacity of State Route 70 through the City of Marysville.

The County has already purchased ROW for a portion of Goldfields Parkway through the unincorporated areas of Linda and constructed a segment of arterial roadway between Erle Road and North Beale Road. This project is for the construction of the next segment of arterial roadway between North Beale Road and Hammonton-Smartsville Road. This section, approximately 0.59 miles in length, will allow truck traffic from gravel extraction operations along Hammonton-Smartsville Road to avoid driving through the populated areas of Linda, instead allowing trucks to travel south to Erle Road and to State Route 70.

LINDA - EXISTING BICYCLE FACILITIES

Garden Avenue Safe Route to School Project
Estimated Cost: $3,500,000
Description: This is a Safe Route to School project that will provide these much needed facilities along Garden Avenue between Riverside Drive and Feather River Boulevard in the community of West Linda. Garden Avenue is a two-lane road with no curb, gutter, sidewalk, or bike lanes. Open roadside ditches, power poles, mailboxes, and fences force pedestrians and bicyclists into the travel lane. Project scope includes PAED, PS&E, and construction funding for 5,840 feet of Class II bicycle lanes and sidewalks, new crosswalks, striping, ADA compliant ramps, plus curbs and gutters

Feather River Boulevard – State of Good Repair Project
Estimated Cost: $3,750,000
Description: In the unincorporated community of West Linda, on Feather River Boulevard, from Garden Avenue to Alicia Avenue: Streetscape improvements, including sidewalk gap closure (on southeast side of Feather River Boulevard), new sidewalks (on northwest side of Feather River Boulevard), new Class II bicycle lanes, new crosswalks, storm drains, striping, signage, curbs, gutters, ADA compliant ramps, LED street lights, and improved transit stops with new shelters and benches. Project also includes design elements/treatments to preserve and extend the life of the existing facility, including dig-outs of failed pavement areas, a leveling course, pavement fabric, and a 2" asphalt overlay.

North Beale Road Complete Streets / Safety Project
Estimated Cost: $7,711,500
Description: The Third Phase of the North Beale Road Complete Streets/Safety Project will primarily consist of constructing raised medians, left-turn lanes, sidewalks, paved bicycle lanes, curbs, gutters, storm drains, plus thermoplastic centerline and edge-line striping. Also included in the third Phase will be a new traffic signal at Linda Avenue, drainage improvements, new streetlights, improvements to adjoining driveways and intersections, and an asphalt overlay.

West Linda Comprehensive Safe Routes to School Project
Estimated Cost: $26,500,000
Description: The proposed "Safe Routes to School" project will construct active transportation infrastructure along seven road segments in the community of West Linda, creating an active transportation grid serving the entire community. The project targets heavily used roads with no sidewalk or bike lanes. Roadside ditches, power poles, mailboxes, and fences force pedestrians and bicyclists into the travel lane. Project scope includes PAED, PS&E, and construction funding for over 35,600 linear feet of sidewalks, 22,076 linear feet of Class II bike lanes, 8,070 feet of Class III bike routes, crosswalks, striping, ADA compliant ramps, plus curbs, gutters, and storm drains. These roadways serve disadvantaged, residential neighborhoods and provide access to students attending Cedar Lane Elementary and New Life Christian Schools.

Goldfields Parkway
Description: The County needs this new north-south transportation route in order to accommodate future planned residential development in the Linda and Hammonton Smartsville areas, along with other future growth. This future growth will generate increased traffic demands that the County anticipates will exceed the capacity of State Route 70 through the City of Marysville.
Goldfields Parkway has already undergone a review process with Caltrans, referred to as a Project Study Report (PSR), to determine the logistics of tying in Goldfields Parkway with existing State Routes. The ultimate termination of the Goldfields Parkway at State Route 20 near Plantz Road will serve as an arterial link for the unincorporated areas of southeast Yuba County, allowing traffic to bypass the City of Marysville using existing State highways and County Roads. Goldfields Parkway has the potential to extend north in the future to connect existing County roads, thereby creating County road alternatives for traffic that would otherwise run through the City of Marysville on State Routes. The County has already purchased right of way for a portion of Goldfields Parkway through the unincorporated areas of Linda and constructed a segment of arterial roadway between Erle Road and North Beale Road. This project is for the construction of the next segment of arterial roadway between North Beale Road and Hammonton-Smartsville Road. This section, approximately 0.59 miles in length, will allow truck traffic from gravel extraction operations along Hammonton-Smartsville Road to avoid driving through the populated areas of Linda, instead allowing trucks to travel south to Erle Road and ultimately to State Route 70.

LEGEND
- Recent/Ongoing Projects
- Existing Class II Bike Lane
- Existing Class I Bike Path
- Existing Unclassified Path
- School
- Bike Lockers
- Bike Rack
- Railroad Tracks

Marysville, E 10th St, Simpson Ln, Hammonton-Smartsville Rd, Linda Elementary, Dunning Ave, Linda Ave, Alberta Ave, Griffith Ave, N Beale Rd, Garden Ave, Cedar Lane Elementary, Alicia Ave, Kay St, Jay St, Riverside Dr, Avondale Ave, Park Ave, Rupert Ave, Park Cir, Yuba Community College, Goldfields Pkwy, Edgewater Elementary, Edgewater Cir, Riverbank Dr, Erle Rd, Grand Ave, Cottonwood Ave, Arboga Rd, Feather River Blvd, Pasado Rd, Furneaux Rd, Second Ave, Olivehurst Ave, 70

0 0.25 0.5 1 Miles

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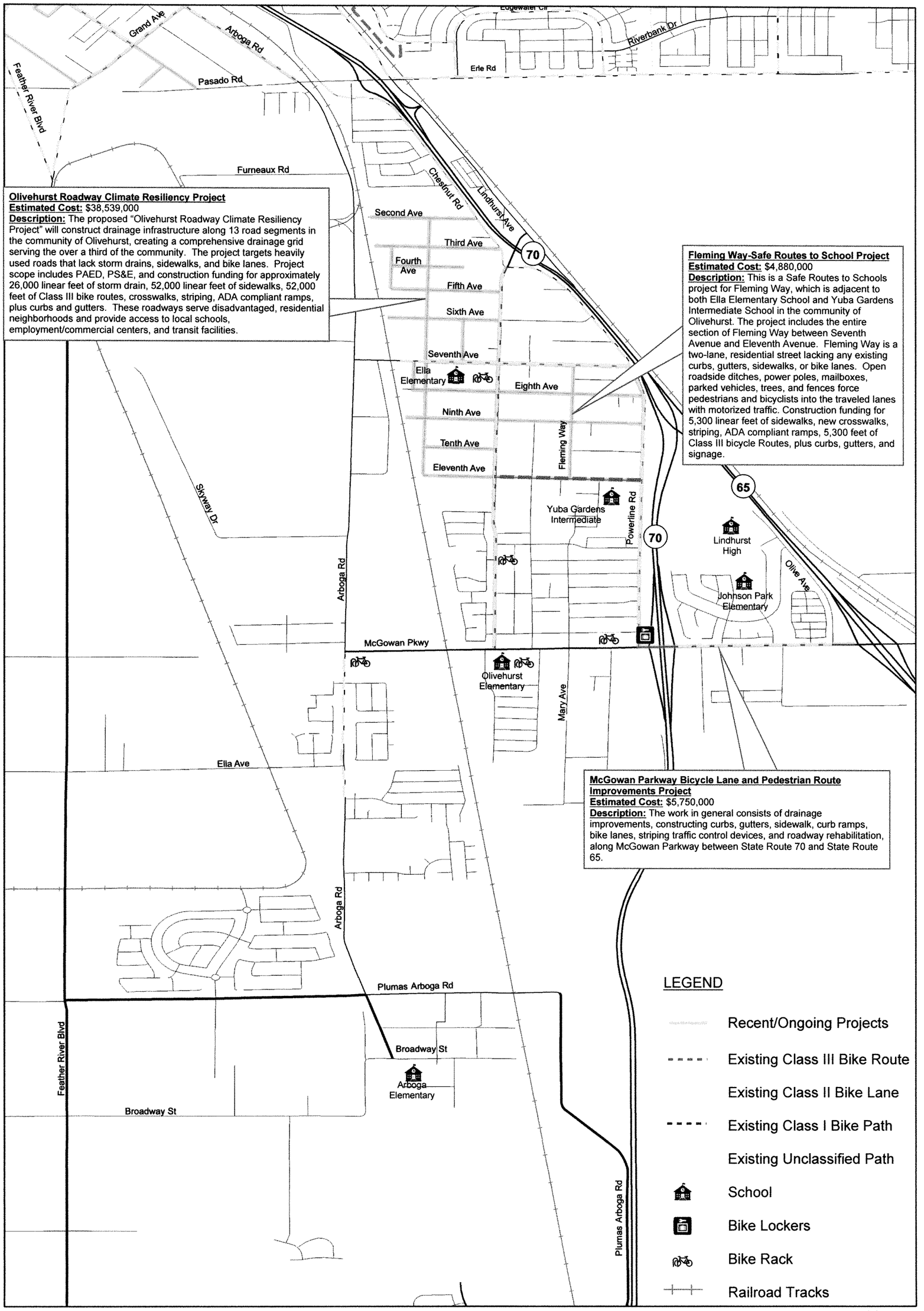
FIGURE 1: LINDA - EXISTING BICYCLE FACILITIES

OLIVEHURST - EXISTING BICYCLE FACILITIES



Olivehurst Roadway Climate Resiliency Project
Estimated Cost: $38,539,000
Description: The proposed "Olivehurst Roadway Climate Resiliency Project" will construct drainage infrastructure along 13 road segments in the community of Olivehurst, creating a comprehensive drainage grid serving the over a third of the community. The project targets heavily used roads that lack storm drains, sidewalks, and bike lanes. Project scope includes PAED, PS&E, and construction funding for approximately 26,000 linear feet of storm drain, 52,000 linear feet of sidewalks, 52,000 feet of Class III bike routes, crosswalks, striping, ADA compliant ramps, plus curbs and gutters. These roadways serve disadvantaged, residential neighborhoods and provide access to local schools, employment/commercial centers, and transit facilities.

Fleming Way-Safe Routes to School Project
Estimated Cost: $4,880,000
Description: This is a Safe Routes to Schools project for Fleming Way, which is adjacent to both Ella Elementary School and Yuba Gardens Intermediate School in the community of Olivehurst. The project includes the entire section of Fleming Way between Seventh Avenue and Eleventh Avenue. Fleming Way is a two-lane, residential street lacking any existing curbs, gutters, sidewalks, or bike lanes. Open roadside ditches, power poles, mailboxes, parked vehicles, trees, and fences force pedestrians and bicyclists into the traveled lanes with motorized traffic. Construction funding for 5,300 linear feet of sidewalks, new crosswalks, striping, ADA compliant ramps, 5,300 feet of Class III bicycle Routes, plus curbs, gutters, and signage.

McGowan Parkway Bicycle Lane and Pedestrian Route Improvements Project
Estimated Cost: $5,750,000
Description: The work in general consists of drainage improvements, constructing curbs, gutters, sidewalk, curb ramps, bike lanes, striping traffic control devices, and roadway rehabilitation, along McGowan Parkway between State Route 70 and State Route 65.

FIGURE 2: OLIVEHURST - EXISTING BICYCLE FACILITIES

PLUMAS LAKE - EXISTING BICYCLE FACILITIES

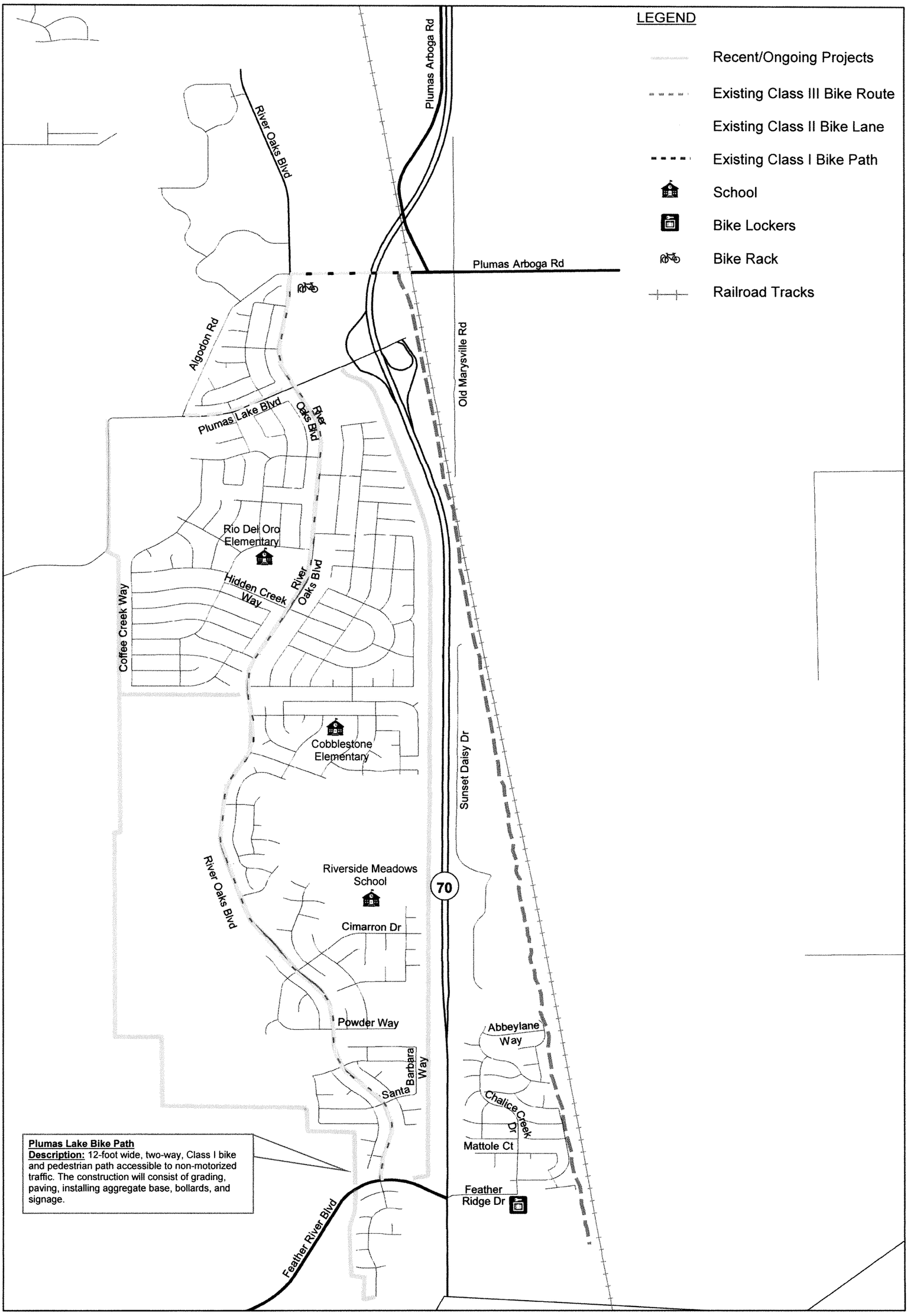


FIGURE 3: PLUMAS LAKE - EXISTING BICYCLE FACILITIES

VISION AND GOALS

The following vison and goals build upon the foundation of the Yuba County's Bikeway Master Plan Update (2012). The vision for the Mobility Plan is to establish a comprehensive transportation network that fosters active and healthy lifestyles. This vision aims to provide residents of the unincorporated county areas with an accessible, safe, convenient, and connected transportation system, where walking and biking are promoted as viable and preferred modes of transportation.

Goal: Safety

Bicycling and walking conditions will be safer within the community.

The residents of Linda, Olivehurst, and Plumas Lake face a distinct safety issue when traveling by bike or foot. Areas where pedestrian and bicycle infrastructure are nonexistent pose a major problem in terms of safety. Areas where existing infrastructure are present, can be improved to better create a safe environment. The roads in these communities were primarily designed for motor vehicles, featuring high speeds and wide crossings that pose difficulties for bicyclists and pedestrians.

The Mobility Plan seeks to improve the safety of these communities by introducing bicycle facilities and pedestrian sidewalks in protected spaces. Existing infrastructure can be used as a foundation towards the improvements of the community. The plan serves to reduce accidents and conflicts for all users of the roads.

Goal: Mobility

Key destinations will be more accessible through a well-connected and convenient network.

To attract the residents of these communities to utilize transportation networks, it is essential that the Mobility Plan offers comfortable and convenient routes to key destinations. Key destinations such as schools, parks, and business districts will be the main factor in improving mobility.

The Mobility plan aims to improve the mobility within the community by creating an accessible network that connects throughout the community, including bikeways, pathways, sidewalks, and other trails. Existing infrastructure lay as the foundation to build upon and improve.

Goal: Lifestyle

Residents will participate in active lifestyles and recreational activities that will enhance public health and concurrently reduce greenhouse gas emissions.

Our daily environments, encompassing where we reside, study, work, and engage in recreational activities, impact our well-being. The design and improvement of bicycle and pedestrian friendly infrastructure will enhance the overall health and quality of life for the communities. Walking and bicycling emerge as accessible means to incorporate daily physical activity while also promoting positive mental and physical health. The concurrent reduction in driving not only lessens greenhouse gas emissions but is also accessible to everyone.

The Mobility Plan is geared towards enabling residents to easily access key destinations without a heavy reliance on vehicles. Not only will healthier transportation options become more convenient, but it would also foster a community that makes health-conscious transportation decisions.

PUBLIC OUTREACH AND COMMUNITY ENGAGEMENT

Surveys

To gather feedback from the community, a survey was developed and made available online in both English and Spanish. Hard copies of the survey were also brought along during public meetings and workshops. The survey consisted of 14 questions that captured insights on the various aspects of walking and bicycling activity. A total of 85 responses were recorded. The questions asked in the survey are listed below.

1. Age and ethnicity (optional)?
2. What town or community do you live in?
3. How often do you walk in or around your community?
4. How often do you bicycle in or around your community?
5. What destinations do you currently bicycle or walk to?
6. What is the purpose of the trips you take on a bike?
7. What is the purpose of the trips you take by walking?
8. How far (estimate in miles) do you typically walk?
9. How far (estimate in miles) do you typically bike?
10. What roads or intersections do you feel are unsafe for walking or bicycling?
11. Are there any specific barriers to accessing public transit that you encounter when walking or biking?
12. What destinations would you bicycle or walk to if there was a bike path or sidewalk?
13. Where would a multi-use path (bike/pedestrian path) or sidewalk make it more convenient to bike or walk to the locations you mentioned in the previous question?
14. Where would you like to see bicycle parking (bike racks or lockers?)


BICYCLE AND PEDESTRIAN MOBILITY PLAN

Yuba County

Yuba County is developing a Bicycle and Pedestrian Mobility Plan and would like your input.

The County and Dokken Engineering will be leading a community workshop on Wednesday, December 6th from 5:30-7:00 p.m. at the Yuba County Library to prioritize bicycle and pedestrian projects. Your input is essential in creating a responsive bicycle and pedestrian network.

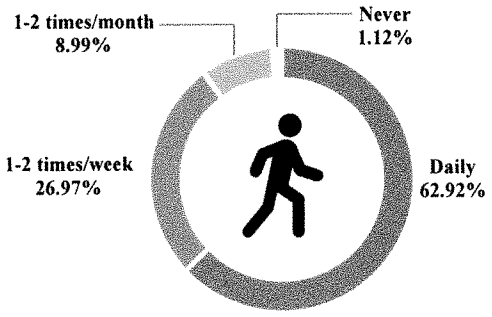
We hope to see you there!

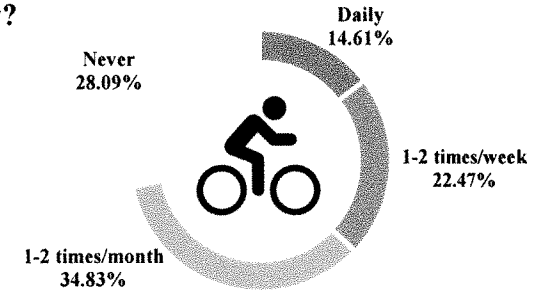
Please take the bike and pedestrian survey by scanning the QR code below.

Public Outreach Flyer

The online survey was closed on January 31, 2024. The results from the surveys were analyzed and used for the development of the Mobility Plan. A complete list of survey results can be found in Appendix B.

How Often Do You Walk in or Around Your Community?





How Often Do You Bike in or Around Your Community?

Public Meetings and Workshops

Marysville Joint Unified School District Town Hall Meeting

A Town Hall meeting was conducted on November 2, 2023, to present the mobility plan and to obtain input from the community. This was the first public engagement meeting that was held and a total of 17 community members attended. This meeting primarily focused on the input of Linda community members. A poster containing the area surrounding Linda was brought to the meeting. Participants of the meeting were allowed to draw out specific areas where they would like to see infrastructure.

Lindhurst High School

On November 30, 2023, another similar event occurred in conjunction with as basketball tournament held at Lindhurst High School. At the event, poster boards of the area surrounding Linda were brought and discussed. Over 30 participants stopped to discuss the Mobility Plan and over 50 handouts were distributed. A survey was attached to the handouts that were distributed.

Yuba County Library

On December 6, 2023, a stakeholder meeting was conducted at the Yuba County Library and was held to inform people about the Mobility Plan. Within this meeting, the Mobility Plan, the timeline, and community feedback was discussed. Additional information was also presented, including TIMS data (Bicycle and Pedestrian Collisions) and the 2012 Yuba County Bikeway Master Plan. Large maps of the area surrounding Linda, Olivehurst, and Plumas Lake was displayed. Within the maps included existing conditions as well as proposed projects. Participants were encouraged to mark anywhere on the map where they would like to see specific infrastructure.

Stakeholder Meeting on December 6, 2023

This workshop was successful and insightful. Over 25 community members attended and provided input that would benefit the community. Refer to Appendix A for the workshop maps.

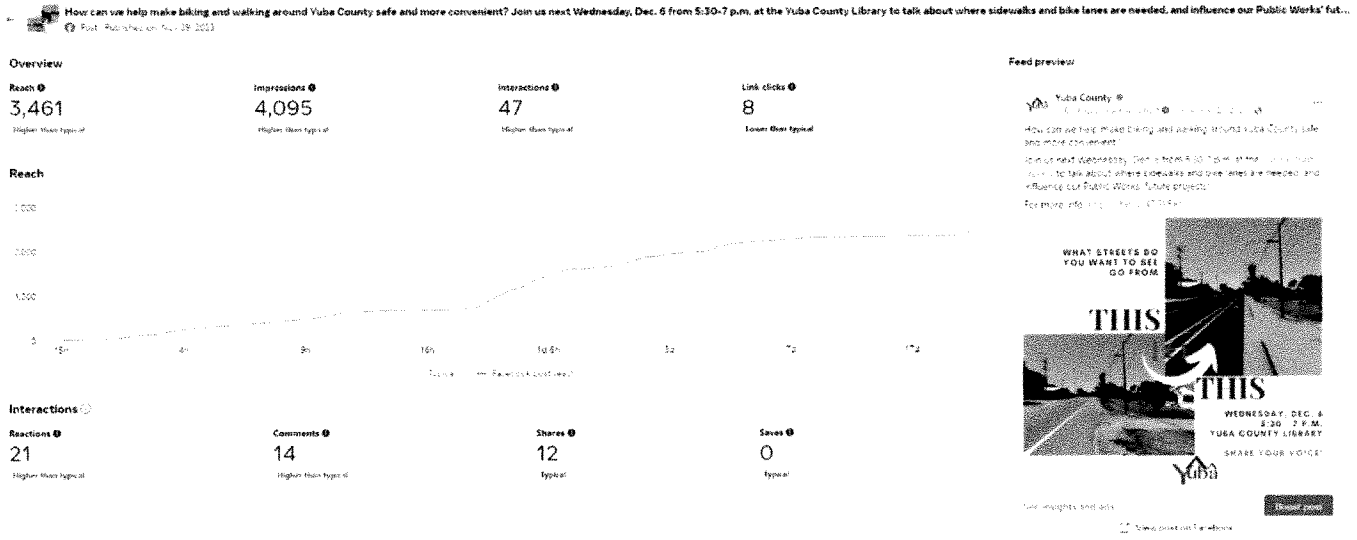
Stakeholder Meeting on December 6, 2023

Yuba County Probation "Successful Connections" Event

On January 18, 2024, a meeting at the Yuba County Probation "Successful Connections" event was held. This event was conducted to engage with a diverse and underrepresented population. By participating in this event, the purpose was to reach individuals who may benefit from improved bicycling and pedestrian infrastructure.

Social Media Engagement

Yuba County Residents were updated on the Mobility Plan through various social media posts such as Facebook and Instagram. Posts were made available on the official Yuba County Account starting from early November 2023 to early January 2023. A total of 9 posts were made through the various social media platforms with many posts receiving a higher than typical number of impressions. From the social media posts, community members were able to stay updated regarding the mobility plan. Community members were also able to complete surveys and provide feedback.



Social Media Post Made on Facebook (Nov. 2023)

Identification of Key Concerns and Priorities

From the meetings, events and the surveys, participants were able to voice out concerns and priorities related to pedestrian and bicycle infrastructure. These insights provided valuable information for the development of the Mobility Plan and highlighted key areas where improvements are needed to improve the transportation network. Provided below is a list of key concerns and priorities that were raised. Refer to Appendix B for more details regarding community inputs.

Request for Bike Routes and Sidewalks Around the Community:

The importance of safe routes to schools were emphasized through all channels of feedback. Survey responses and community workshops provided feedback concerning how unsafe they feel when traveling to/from school. This was especially concerning around elementary schools where students heavily rely on walking or biking as a mode of transportation. Specific locations listed by the participants include the areas surrounding Linda Elementary and Arboga Elementary.

Improvements to Existing Infrastructure:

Concerns were raised regarding the current existing infrastructure. Participants of these events discussed the dwindling infrastructure as well as the lack of maintenance being performed. One of the primary issues identified was the dwindling condition of existing infrastructure, including sidewalks and bike lanes. Participants voices concerns about uneven sidewalks, potholes, overgrown vegetation, poor lighting, etc.

Pedestrian Friendly Public Transit:

Participants voiced their concern regarding the lack of pedestrian friendly public transit locations. The bus stop on N Beale Avenue was a top concern by community members. Challenges such as limited seating, inadequate shelter, and insufficient lighting are presented, further discouraging public transportation.

SAFETY AUDITS

The safety audit conducted as part of the Mobility Plan employed a comprehensive methodology to assess and enhance safety across the diverse communities of Linda, West Linda, Olivehurst, and Plumas Lake. The safety audit aimed to identify potential hazards, improve existing conditions, and create a safer transportation environment for pedestrians, cyclists, and other road users of the road. Safety Audits were utilized to gather a reliable understanding of current conditions. The safety audits were conducted near key destinations of schools, parks, and business districts. A notable feature of this audit was the utilization of two different audit forms—one tailored for walking and the other for bicycling. The different forms help identify the unique considerations and challenges associated with each mode of transportation.

Safety audits were conducted in January 2024 for the communities of Linda, West Linda, Olivehurst, and Plumas Lake. Information and data were collected from the times 9:30AM to 3:30PM. A wide range of weather occurred during the safety audits. The weather conditions ranged from rainy, windy, and sunny. With a range of factors affecting the safety audits, a wide variety of data was collected.

It is essential to note that while the audits were comprehensive, not all road segments within the communities were evaluated. This acknowledgment emphasizes the need for ongoing assessments and targeted audits that encompasses the entirety of the community's walkable infrastructure.

The safety audits were performed in the following road segments for both walking and cycling:

Linda

- Simpson Ln
- Dunning Ave
- Linda Ave
- N Beale Rd
- Griffith Ave
- Erle Rd
- Goldfields Pkwy
- Edgewater Circle
- River Bank Dr
- Rupert Ave
- Grove Ave
- Maywood Dr
- Fernwood Dr
- Oakwood Dr
- Avondale Ave
- Lindhurst Ave
- Garden Ave
- Alicia Ave
- Feather River Rd
- Riverside Dr
- Grand Ave
- Arboga Rd
- Pasado Rd

Olivehurst

- 7th Ave
- Olivehurst Ave
- 11th Ave
- Arboga Rd
- Powerline Rd
- Evelyn Dr
- Lever Ave
- Olive Ave
- McGowan Pkwy
- Maplehurst St
- Links Pkwy
- Wheeler Ranch Rd
- Broadway Rd
- Algodon Rd
- Soldiers Ranch Wy
- Broad Acre Wy
- Wilcox Ranch Rd
- Bridgeport Wy

Plumas Lake

- Zanes Dr
- Hidden Creek Way
- River Oaks Blvd
- Hidden Creek Way
- Knights Ferry Dr
- Sundance Dr
- Leighton Grove Dr
- Belvedere Way
- Kensington Dr
- Minories Dr
- Cimarron Dr
- Rio Grande Dr
- Santa Barbara Way
- Monterey Way
- Feather River Blvd
- Abbeylane Way
- Sugarstick Dr
- Chalice Creek Dr
- Feather Ridge Dr

Methodology

The auditors traversed the communities using both walking and bicycling audit forms, tailoring their assessment for the specific needs of pedestrians and cyclists. The safety audits conducted utilized AARP Bike and Walk Audit Tool Kit. The AARP Audit Tool Kit was created for the use of anyone concerned about the safety of a street, neighborhood, or community. The audit forms are an activity in which participants can observe and evaluate a location to identify and document how to safely traverse a street, navigate an intersection, and get from Point A to B and C.

The subjective nature of certain safety criteria was addressed using a scale on both walking and bicycling audit forms. Questions probing subjective experiences like "Did you feel safe?" and "How would you rate the surface quality?" were included. Auditors assessed the walkability or bikeability of roads, considering perceived conditions and individual perspectives.

In addition to responding to subjective prompts, the audit process also involved tracking pedestrian counts as part of a comprehensive evaluation of road conditions. Within the counts, the age group and destinations were determined. This process allowed for further analysis of how the road segments are utilized.

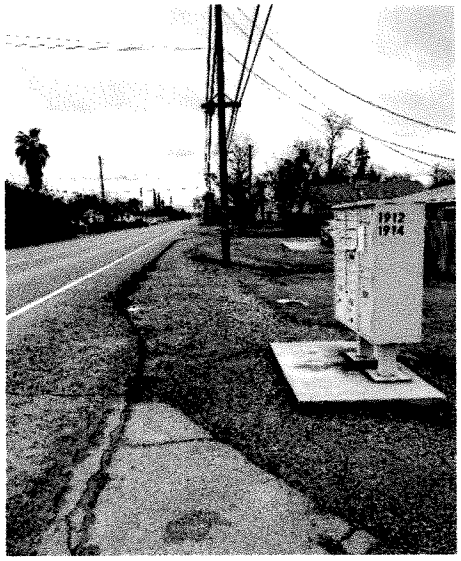
Another key aspect of the safety audits was the rating system that was employed to effectively assess the walkability and bikability of the community. The rating system was utilized to evaluate the level of safety and the quality of the surface conditions. Under the perceived conditions of the auditor, this allowed for a suitable understanding of the overall suitability for pedestrian and cyclist use.

Furthermore, the rating system enabled auditors to assign scores to roads based on their walkability or bikability, allowing for a more nuanced understanding of their overall suitability for pedestrian and cyclist use. The rating mechanism facilitated the identification of areas requiring improvement and helped prioritize interventions to enhance safety and accessibility. By utilizing the rating system, evidence-based decisions can be used in the development of the Mobility Plan.

By employing both audit forms with subjective questions and a rating system, the safety audit not only recognized the distinct needs of pedestrians and cyclists but also facilitated a tailored approach to the mobility plan. This ensured that the resulting recommendations addressed the specific safety concerns and preferences of both walking and bicycling in the communities of Linda, West Linda, Olivehurst, and Plumas Lake.

Summary of Results

The safety audits conducted across the diverse communities of Linda, West Linda, Olivehurst, and Plumas Lake aimed to assess and enhance safety conditions for pedestrians and cyclists. The dual-form approach, with distinct audit forms for walking and bicycling, provided a deeper understanding of the unique challenges and needs of each mode of transportation.


Mailbox access in Linda

Walkability Findings

The walkability safety audits conducted in the communities of Linda, West Linda, Olivehurst, and Plumas Lake have provided results that vary from one to another. The collected data reflects a mix of positive indicators as well as areas that require improvement.

In Linda and West Linda, the safety audits described the urgent need for walkability improvements within the residential areas of Linda and West Linda. A notable concern is the scarcity of sidewalks, particularly in residential zones, where residents, including students, are required to walk along the side of the road. The lack of pedestrian pathways not only compromises safety but also presents challenges in accessing essential community locations, such as schools and parks. Residents of these communities are also presented with the daily challenge of accessing their mailbox. With the limited pedestrian pathways, accessing the community mailbox becomes an issue.


Discontinued sidewalk in Olivehurst

A notable challenge identified during safety audits in the community of Olivehurst pertains to the discontinuity of sidewalks, particularly impacting the safety of students. The presence of sidewalks in certain segments is commendable; however, the frequent interruptions in their continuity pose a significant issue for students navigating their routes to and from school.

Plumas Lake's safety audit demonstrated strengths in well-marked crosswalks, continuous sidewalks, and pedestrian amenities. Nevertheless, the safety audits suggest an improvement towards lighting, especially during nighttime hours, to elevate overall pedestrian safety.

A common issue across all audited areas was the lack of appeal and maintenance of the transportation facilities. Sidewalks were found to be poorly maintained, lacking amenities such as seating and trash disposal, and suffering from limited visibility due to inadequate lighting. Moreover, the absence of separation between sidewalks and bike lanes by a median presented safety concern, as auditors reported feeling unsafe due to drivers driving too close and at excessive speeds.


Public Transportation access near Yuba College

Public Park in Olivehurst

Additionally, the audits highlighted a lack of access to public transportation, particularly near essential destinations like parks or schools. Where public transportation was available, public transportation access points were often poorly maintained and felt unsafe, lacking shelters, and situated in inconvenient or hazardous locations. The absence of amenities such as restrooms and drinking fountains, as well as poorly maintained landscaping, further detracted from the appeal and functionality of the bike lanes and sidewalks. Refer to Appendix E for the worksheets regarding walkability audits.

Bikeability Findings

The safety audits conducted in the communities of Linda, Olivehurst, and Plumas Lake uncovered crucial insights that might otherwise have gone unnoticed. The bikeability audits revealed significant safety concerns, particularly in Linda. On roads like Erle Road, cyclists face dangerous conditions as they share space with large trucks traveling at high speeds. The absence of a buffer or median to separate the bikes from traffic leaves cyclists vulnerable to dangerous scenarios. The auditors also struggled with the lack of bike racks. Without designated areas to securely store or lock bikes, the auditors faced difficulties when attempting to visit key locations. The lack of infrastructure heavily discourages cycling as a viable mode of transportation.

Unattended Bike in Linda

While Plumas Lake and Olivehurst exhibit better conditions in comparison to Linda, the safety audits conducted with these communities still revealed significant concerns. Similar to what occurred in Linda, auditors reported feeling unsafe when biking on the side of the road in both Olivehurst and Plumas Lake. Despite not facing the extreme conditions of Linda, cyclists still encountered challenges due to the lack of infrastructure and safety measures. Additionally, the auditors revealed a lack of essential public amenities, such as bike racks, trash cans, and seating areas. Where public amenities are located, maintenance did not occur frequently. The absence of these amenities not only detracts from the overall appeal and functionality of pedestrian and cyclist infrastructure but also diminishes the overall quality of the community. Refer to Appendix D for the worksheets regarding bikeability audits.

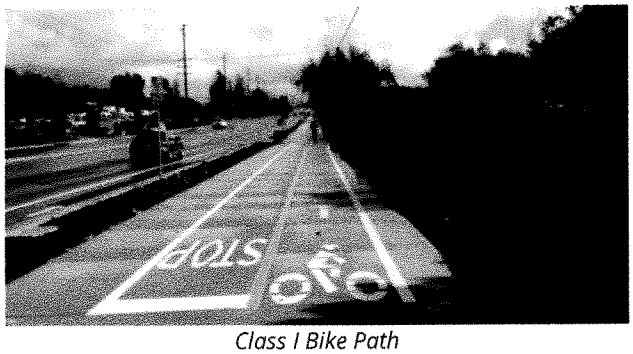
RECOMMENDATIONS

This section of the Mobility Plan identifies typically available bicycle and pedestrian facilities by type as commonly available and designed for transportation and public works projects. Commonly recommended safety measures are presented in a table with descriptions and photo examples of each safety measure. A detailed description of the ranking criteria and weighting factors used to help prioritize recommended projects is included next. The list of recommended projects, as prioritized (high, medium, or low) via the ranking criteria, is included along with a summary of recommended facilities by type and project location. Finally, exhibits for Linda, Olivehurst, and Plumas Lake are provided to illustrate the proposed bicycle and facility locations as identified on the list of recommended projects.

Types of Bike Facilities

Class I Bike Path:

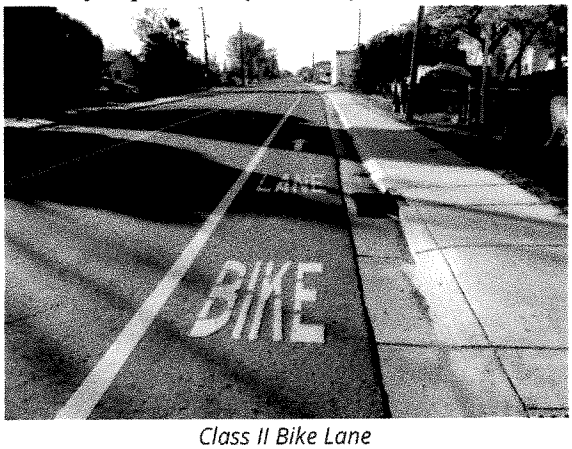
Fully separated bike paths that are physically separated from the roadway and intended for the exclusive use of bicycles and pedestrians.



Class I Bike Path
Glendale, CA

Class II Bike Lanes:

Striped and designated lanes on roadways specifically for bicycles. They may be marked with a solid white line.



Class II Bike Lane

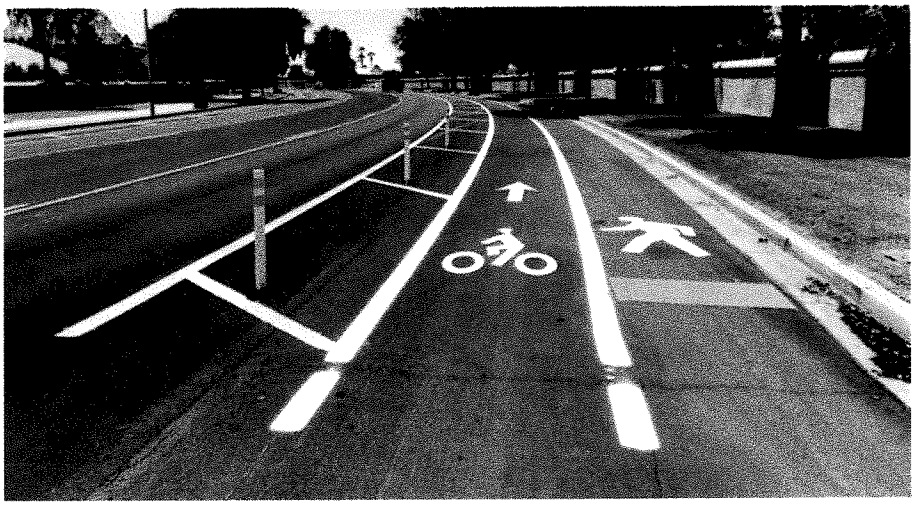
Class III Bike Route:

Shared roadways where bicycles share the road with motor vehicles. These routes are indicated by signage and pavement markings.

Class III Bike Route

Class IV Protected Bike Lanes:

Also known as a separated bike lane or cycle track, is a dedicated lane physically separated from motor vehicle traffic by a barrier or buffer. These facilities enhance the level of safety and comfort for cyclists, encouraging more people to choose biking as a mode of transportation.



Class IV Protected Bike Lane

Types of Pedestrian Facilities

Sidewalks:

Sidewalks are paved paths or walkways alongside roads and streets that are for pedestrian use. They typically run parallel to the roadway, separated by a curb or physical barrier. Sidewalks provide a safe and designated space for pedestrians to walk, run, or engage in other non-vehicular activities, separate from vehicular traffic.

Crosswalks:

A crosswalk is a designated area on a road or street, typically marked with painted lines or other indicators, where pedestrians can safely cross from one side to the other. Crosswalks are essential elements of urban and suburban infrastructure, providing safe passage for pedestrians across roadways, especially in areas where vehicular traffic is prevalent. The example photo below depicts high-visibility continental style crosswalk markings.

Pedestrian Refuge:

A designated area or island in the middle of a roadway where pedestrians can stop and wait when crossing a multi-lane street. These refuges provide a haven for pedestrians, especially in situations where a crosswalk spans multiple lanes of traffic.

Curb Extensions:

A traffic calming and pedestrian safety measure implemented at intersections. This feature involves extending the sidewalk or pavement into the roadway at corners, reducing crossing distances for pedestrians, enhancing safety, and slowing down traffic. Curb extensions also improve visibility at intersections, making it easier for both pedestrians and drivers to navigate. They promote accessibility, often incorporating ramps for mobility access. The design and implementation of curb extensions vary based on local guidelines, and they may feature additional elements such as crosswalk markings, pedestrian signals, and landscaping to create a more pedestrian-friendly environment.

Safety Measures

Safety Measure	Description	Example
Pedestrian Signals	Install well-marked crosswalks at intersections with pedestrian signals to ensure safe crossing for pedestrians. Timed signals can allow sufficient time for crossing.	
Roadway Markings	Use clear and visible road markings for bike lanes, pedestrian crossings, and shared spaces to guide both cyclists and pedestrians.	
Visibility Enhancements	Improve visibility with proper street lighting, especially at crosswalks and intersections, to enhance the visibility of pedestrians and cyclists.	

Traffic Calming	Introduce traffic calming measures, such as speed bumps and roundabouts to reduce vehicle speeds and enhance safety for pedestrians and cyclists.	
Accessibility Measures	Ensure that infrastructure is designed to be accessible to people of all abilities, including those with mobility devices. Implement curb ramps, truncated domes, and other accessibility features.	
Bike Lockers/Bike Racks	Provide locations to safely secure bicycles to prevent theft, shelter bicycles from weather, and deter vandalism. Bike lockers/bike racks can be implemented near county owned facilities.	

Public Transit Shelter	Provide amenities near public transit stops to provide pedestrians from weather and encourage public transit usage.	
Safety Audits	Conduct regular safety audits of walking and cycling infrastructure to identify potential hazards and address them promptly.	
Enforcement of Traffic Laws	Collaborate with law enforcement to ensure the enforcement of traffic laws, especially those related to speeding, yielding to pedestrians, and respecting bike lanes.	

Ranking Criteria

Projects were evaluated based on the criteria described below. Each criterion had a weighing factor to further prioritize future projects. 69 road segments were evaluated, and 14 projects were chosen based on the evaluation performed. Each criterion was further broken down to provide a more accurate need of the communities.

- Safety: Safety was evaluated by determining the number of collisions that occurred on each road segment. Collision data was further broken down by fatal and non-fatal injuries to distribute the weighting factor. Bicycle and Pedestrian collision data were obtained from the Transportation Injury Mapping System (TIMS) data sets of reported collisions in the surrounding area from 2018 through 2022. Safety was further analyzed by determining the amount of crossing conflicts that occurred in each road segment. Crossing conflicts are counted when a pedestrian/bicyclist must cross a road, excluding driveways.
- Connectivity: Connectivity was evaluated by identifying gaps and assessing the continuity within each road segment. Existing facilities and proposed/planned projects were examined to determine if any disparities existed among them. Priority was given to areas lacking in facilities or experiencing gaps in connectivity, with further emphasis placed on road segments with proposed/planned projects nearby. Barrier to key attractions were further analyzed to determine the accessibility and connectivity relative to the difficulty of the designation. Additionally, road segments were identified based on their regional connectivity and accessibility.
- Attractors: This criterion focused on identifying existing landmarks likely to create attraction of community members to travel along the road segments. Key attractors include schools and parks located within ¼ mile radius of each road segment. Further analysis was conducted of the surrounding road segments to gauge the potential influence on traffic counts. Areas surrounding evaluated road segments were broken down into residential and commercial areas. Additionally, public transportation routes were located to determine whether community members would utilize the proposed facilities to arrive at their destination.
- Community Interest/Demand: Community interest and demand involved an examination of existing conditions surrounding each road segment. Factors such as roadway classification (e.g., major arterial, minor arterial, major collector) and vehicular traffic volume were considered in assigning a score. Additionally, feedback from community workshop events and survey responses were incorporated to further give a rating.
- Walkability/Bikeability: Walkability and bikeability assessments encompassed multiple categories to ensure a comprehensive rating. For bikeability, the presence of existing bike facilities was examined to distinguish between the several types of existing bicycle infrastructure. Additionally, the availability of nearby bike storages/racks was considered. Opportunities to upgrade the existing bike facilities were also taken into consideration when allocating a rating. Regarding pedestrian walkability, ratings primarily depended on the scoring matrix derived from the safety audits that were conducted. This matrix provided insights into the various aspects of the safety audits to receive a comprehensive evaluation.
- Available Right of Way (ROW): In assessing available ROW, the analysis focused on the spatial capacity within each road segment. For each road segment, the potential impact of proposed projects was examined to determine if private parcels were impacted. Utilizing a rough estimate of the length and width of a

proposed project allowed a score to be given depending on whether the proposed projects would encroach upon private property. Notably, adjacent parcels occupied by Caltrans, UPPR, and school districts were identified and incorporated into the criteria to ascertain any potential implications. Road segments that maintained a distance from private parcels and were not adjacent to the mentioned parcel owners received a higher rating.

- Cost: A rough cost estimate was performed for each road segment evaluated. Each road segment was evaluated to determine the pedestrian/bicycle facilities that may implemented within the road. Lower cost estimates for pedestrian and bicycle facilities were given a higher score.
- Benefits Towards Disadvantaged Community: This criterion was evaluated by utilizing various sources to collect data regarding Senate Bill 535 and CalEnviroScreen 4.0. Senate Bill 535 was utilized to determine any areas where disadvantaged communities are located. CalEnviroScreen 4.0 identifies communities that are burdened by multiple sources of pollution. Road segments located in disadvantaged communities were given a higher score.

Category	Weighting Factor
Safety	20
Connectivity	15
Attractors	15
Community Interest/Demand	15
Walkability/Bikeability	10
Feasibility	10
Cost	10
Benefits Disadvantaged Community	5

Table 1: Ranking Criteria

Refer to Appendix G for the complete scoring matrix.

Recommended Projects

Priority	Street Name	Begin	End	Length (Miles)	Cost	Description
High	*Lindhurst Ave	N Beale Rd	Olivehurst Ave	1.86	$5,509,000	Sidewalk & Class IV added to west side
High	*Hammonton Smartsville Rd	Avondale Ave	Goldfields Pkwy	2.44	$8,823,000	Class II & III added & Sidewalk added
High	*Dunning Ave	Hammonton Smartsville Rd	Linda Ave	0.54	$1,174,000	Sidewalk added on both sides
High	*Simpson Ln	Hammonton Smartsville Rd	E 10th St	1.71	$7,054,000	Class IV, Class II and Sidewalk on segment of south side
High	*Arboga Rd	Erle Rd	McGowan Pkwy	2.52	$9,500,000	Class IV added
High	*Arboga Rd	Plumas Arboga Rd	Broadway St	0.29	$1,635,000	Class III & Sidewalk added to east side
High	*McGowan Pkwy	SR-70	Arboga Rd	1.03	$4,194,000	Class II & Sidewalk added on both sides
Medium	Grove Ave	Hammonton Smartsville Rd	Cobblestone Dr	0.58	$1,824,000	Class III & 4' Sidewalk added on both sides
Medium	Linda Ave	Hammonton Smartsville Rd	N Beale Rd	0.70	$1,572,000	Sidewalk added on both sides
Medium	Pasado Rd	Alicia Ave	Arboga Rd	0.42	$806,000	Sidewalk added on both sides
Medium	Broadway St	Arboga Rd	4th St	0.15	*Cost included with Arboga Rd Project	Class II & Sidewalk added on both sides
Medium	Olive Ave	Olive Ct	McGowan Pkwy	0.52	$1,231,000	Multi – use path
Low	*Levee Rd	Simpson Ln	Silver Creek Cir	17.00	$35,743,000	Multi – use path
Low	*Abandoned Railroad	Feather River Blvd	Feather River Blvd	4.05	$8,809,000	Multi – use path
Low	Erle Rd	Edgewater Cir	Alicia Ave	0.65	$1,148,000	Sidewalk added to north side

Low	[1]Feather River Blvd (Linda)	N Beale Rd	Garden Ave	0.24	$3,405,000	Class II and SW added to north side
Low	[1]Olivehurst Ave	Chestnut Rd	Lindhurst Ave	0.16	$2,100,000	Class II added to west side
Low	Feather River Blvd (Plumas Lake)	Plumas Lake Bike Path	River Oaks Blvd	0.10	$59,000	Class II added to north side
* Refer to Appendix H for project details. [1] Recommended project involves over/under crossing. Coordination with Caltrans will be required.						

Table 2: Recommended Projects

Multi – Use Path (Class I)

Levee Road

Length: 17.0 Miles

Proposed Improvements: Class I Multi – Use Path

Description: The proposed Levee Road Multi-Use Trail aims to transform the current Levee Rd into a 17-mile Class I Multi-Use Trail, spanning from Simpson Ln in Linda to Silver Cir in Plumas Lake. This extensive Multi-Use Trail will enhance connectivity across the entire Yuba County valley region, fostering recreational opportunities.

Estimated Cost: $35,742,500

Levee Path located in Yuba County

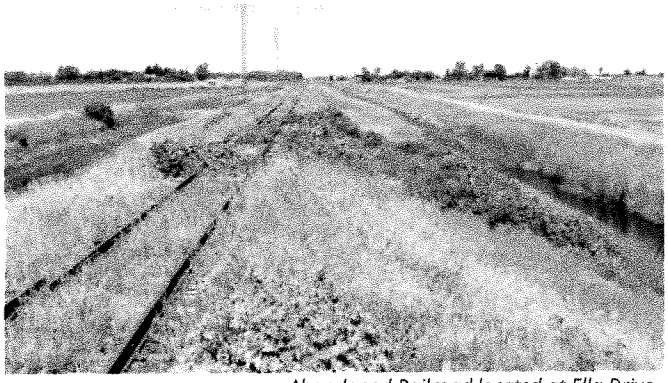
Abandoned Railroad

Length: 4.05 Miles

Proposed Improvements: Class I Multi – Use Path

Description: The proposed Multi-Use Trail aims to transform the abandoned railroad corridor into a 4-mile Class I Multi-Use Trail, spanning from Feather River Blvd in Linda down to Feather River Blvd in Olivehurst just Southeast of Ella Ave. This Multi-Use Trail will enhance bicycle and pedestrian connectivity and foster recreational opportunities.

Estimated Cost: $8,808,750



Abandoned Railroad located at Ella Drive

Olive Ave

Length: 0.52 Miles

Proposed Improvements: Class I Multi – Use Path

Description: The proposed Olive Avenue Multi-Use path aims to provide access to Lindhurst High School and Johnson Park Elementary. This Multi-Use Path is spanning from Olive Court to McGowan Parkway.

Estimated Cost: $1,231,050

Class II Bike Lanes

Class II Bike Lanes play a crucial role in bridging existing networks and enhancing connectivity within the county. The recommended implementation of a Class II Bike Lane along Simpson Lane facilitates the connection between Marysville and Linda, while the proposed lane on Hammonton Smartsville Road further expands this network, linking it to Simpson Lane.

Class II Bike Lanes recommended in the Mobility Plan include:

- Hammonton Smartsville Road
- Simpson Lane
- McGowan Parkway
- Grove Avenue
- Broadway Street
- Feather River Blvd
- Olivehurst Avenue

Class III Bike Routes

Class III Bike Routes are a cost-effective approach in improving the safety and accessibility of bicyclists. The recommended routes are

strategically recommended to cater to areas with lower demand for bicycle travel and roadways characterized by low traffic volume. By prioritizing connectivity, the proposed network of Class III Bike Routes aims to bridge gaps and facilitate seamless access for cyclists, particularly in rural areas where homes are often situated at a distance from schools and parks.

Class III Bike Routes recommended in the Mobility Plan include:

- Hammonton Smartsville Road
- Grove Avenue

Class IV Protected Bike Lanes

Class IV Protected Bike Lanes are bikeways that are physically separated from motor traffic and sidewalks and are typically recommended on higher speed and/or higher volume roadways. Class IV bike lanes combine the user experience of a separated path with the on-street infrastructure of a conventional bike lane. The separation may be in the form of posts, parked cars, or a combination of both. Other horizontal and vertical separators can include railing or planters.

Class IV Protected Bike Lanes recommended in the Mobility Plan include:

- Simpson Lane
- Lindhurst Ave
- Arboga Rd

Pedestrian Facilities

The recommended pedestrian facilities help connect and improve existing pedestrian facilities, enhancing connectivity and accessibility throughout the surrounding areas. By strategically identifying and addressing gaps in sidewalks, particularly where sidewalks are starting and ending in inaccessible locations, the recommended facilities aim to seamlessly integrate the facilities, promoting safe and convenient pedestrian movement.

Pedestrian facilities recommended in the Mobility Plan include:

- Lindhurst Avenue
- Hammonton Smartsville Road
- Dunning Avenue
- McGowan Parkway
- Grove Avenue
- Linda Avenue
- Erle Rd
- Pasado Road
- Broadway Street

LINDA - RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES (WITH EXISTING)

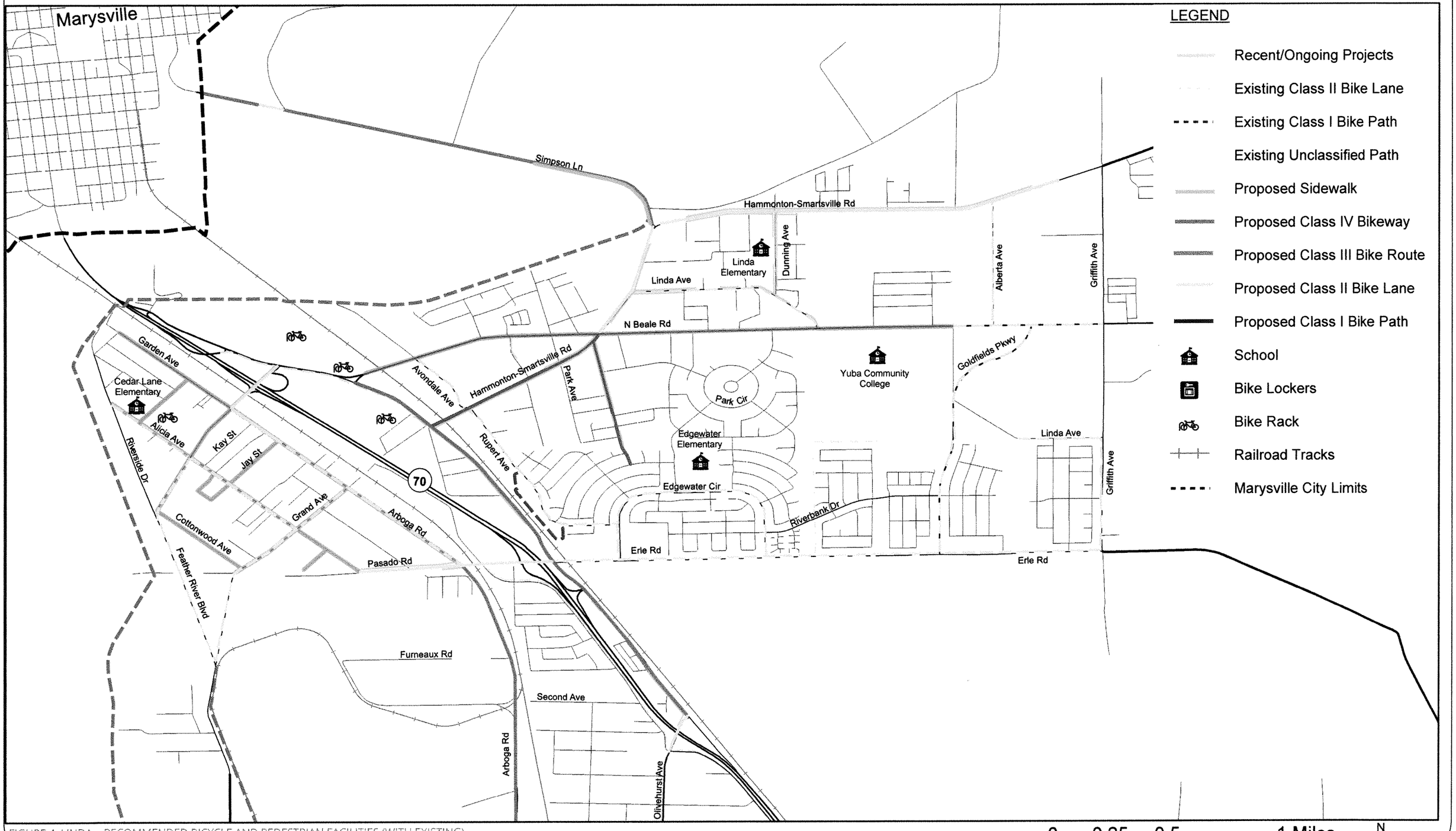


FIGURE 4: LINDA – RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES (WITH EXISTING)

OLIVEHURST - RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES (WITH EXISTING)

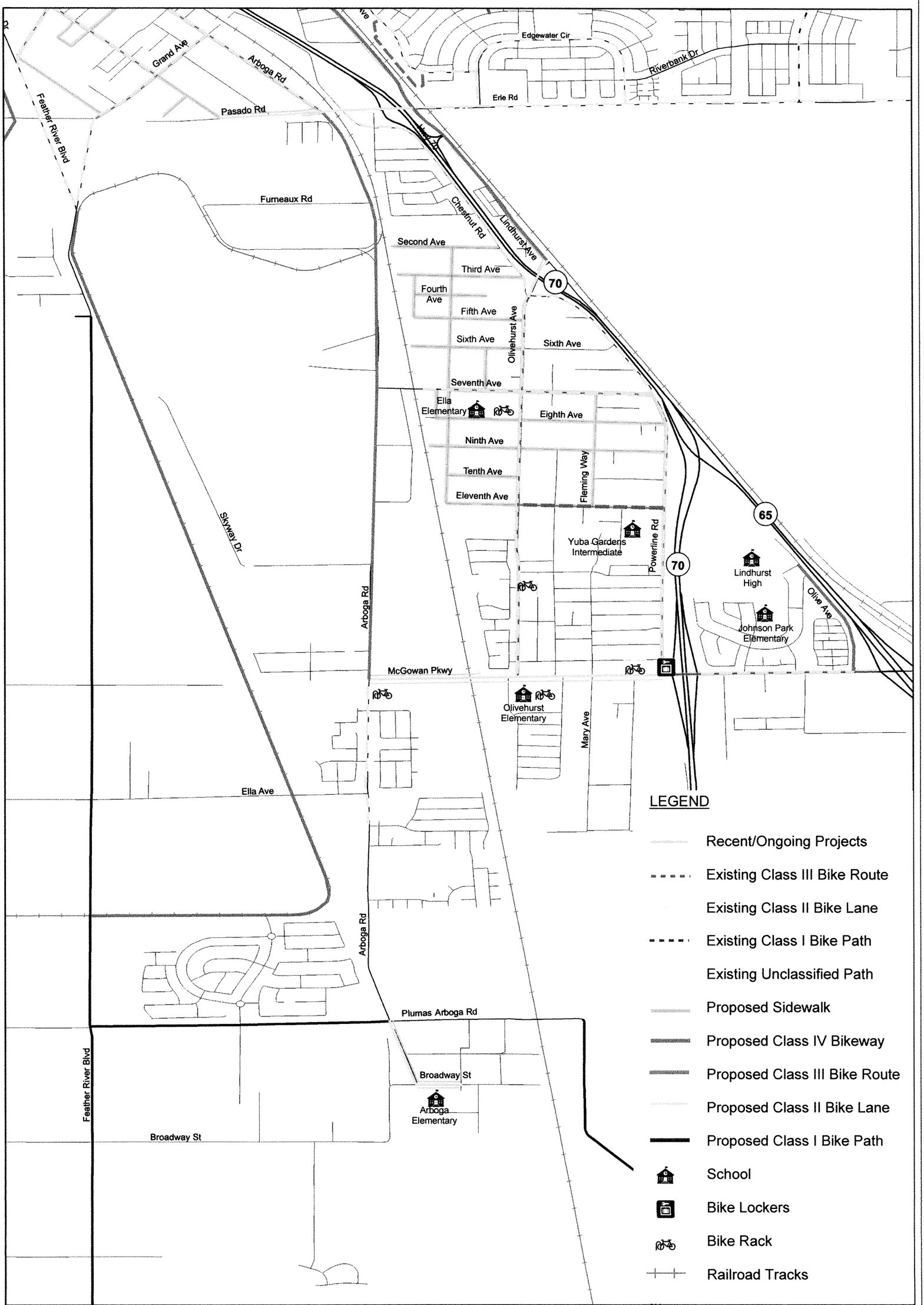


FIGURE 5: OLIVEHURST - RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES (WITH EXISTING)

PLUMAS LAKE - RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES (WITH EXISTING)

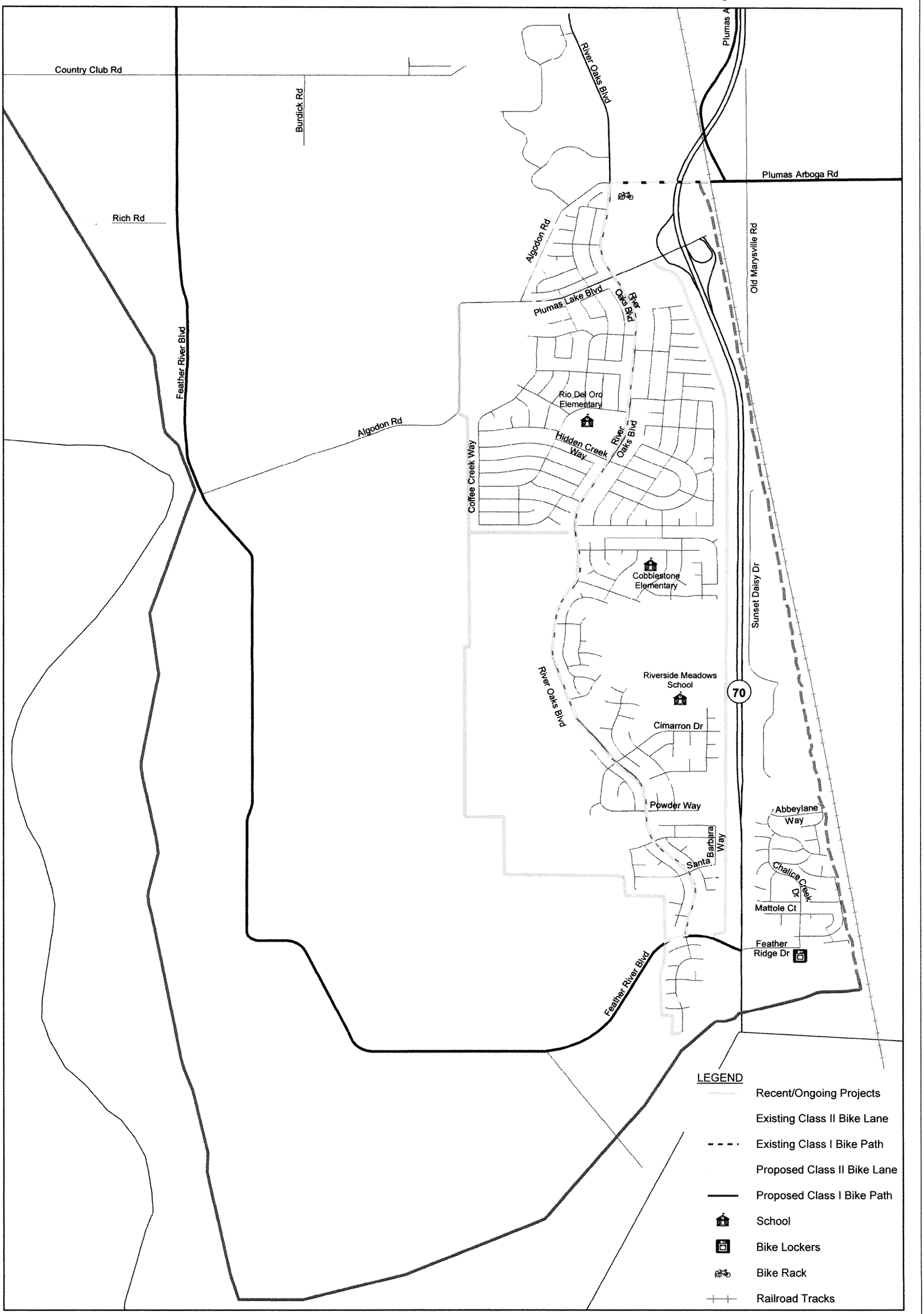


FIGURE 6: PLUMAS LAKE - RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES (WITH EXISTING)

SUPPORT PROGRAMS

Incorporating support programs is essential for promoting safe, efficient, and sustainable transportation systems within communities. These support programs can encompass various initiatives aimed at enhancing education, safety, enforcement, and monitoring of transportation facilities. These programs are not specific but are examples of what can be offered.

Key support programs that can be incorporated into the mobility plan include:

Education and Safety Training Programs

Implementing education and safety training programs aimed at promoting safe transportation practices among residents, commuters, and school children. These programs can include initiatives such as bike safety workshops, pedestrian safety training sessions, and driver education courses focused on sharing the road with cyclists and pedestrians. This may also include involving educational materials, organizing school-based programs, and promoting active transportation options such as walking and biking to school. By increasing awareness and understanding of transportation rules and safety guidelines, these programs can help reduce accidents, injuries, and fatalities on the roads.

Safe Routes to School
Marin County

Bike Lane Blocked by Parked Car

Enforcement of Rules and Regulations

Strengthening enforcement of transportation rules and regulations to ensure compliance and accountability among road users. This may involve increasing police patrols and enforcement efforts focused on traffic violations, particularly those related to speeding, distracted driving, impeding bike lanes, and failure to yield to pedestrians and cyclists. By enforcing traffic laws consistently and effectively, communities can create safer and more orderly transportation environments for all users.

Monitoring And Evaluation

Implementing comprehensive monitoring and evaluation programs to assess the performance, usage, and safety of transportation facilities within communities. This may involve conducting regular

inspections, traffic studies, and safety audits to identify areas of improvement and prioritize infrastructure investments. Additionally, collecting and analyzing data on transportation metrics such as traffic volume, travel times, and crash rates can provide valuable insights for improving transportation systems and addressing emerging challenges.

Regular maintenance of mobility facilities is especially crucial in areas near locations that serve residents, such as schools, parks, and community centers. These areas often experience higher foot traffic, particularly from vulnerable populations like children, the elderly, and people with disabilities. Ensuring that sidewalks are well-maintained, crossings are visible and accessible, and lighting is adequate not only enhances safety but also fosters a welcoming environment for community members of all ages and abilities. Maintenance near these vital locations demonstrates a commitment to prioritizing the well-being and convenience of residents, encouraging active lifestyles, and fostering community engagement.

Trail Access Blocked Off

Wayfinding Signage

Wayfinding signage serves the crucial purpose of providing clear and concise guidance to individuals navigating through an area, aiding them in reaching their destinations efficiently and safely. Its primary function lies in orientation, helping people understand their current location within a larger area and providing directional information to guide them towards their intended destination.

By implementing a comprehensive wayfinding signage program as part of the mobility plan for an unincorporated county area, local authorities can effectively support and organize bike traffic, improving safety, accessibility, and overall mobility for cyclists within the community.

Wayfinding Signage
San Francisco, CA

IMPLEMENTATION STRATEGY

Cost Estimates

The table below presents the costs per mile assumptions used in calculations to determine approximate project construction cost estimates. All values are presented in 2024 dollars, with variations for future cost estimates. The estimates were developed based on recent construction bid results in this area of California, providing a basis for construction costs. It is important that costs for a particular project be determined as part of the project implementation process as future costs may vary due to inflation, market conditions, and other factors.

The cost estimates provided below encompass various construction elements, including asphalt concrete pavement for roadways, Portland cement concrete for sidewalks and curb ramps, striping, pavement markings, slurry seals, signage, and envisioned drainage infrastructure. It is essential to highlight that several factors for each roadway segment will need to be incorporated before constructing sidewalks and bike lanes. Factors such as available ROW, regular road rehabilitation and overlays, driveway conforms, relocation of private property features such as mailboxes and fences, as well as design, inspection, and other contract administration expenses will heavily impact final costs. These factors will also vary from project to project and feel the effects of the economy of scale bidding whereby larger projects tend to have lower unit costs.

While improvements to drainage infrastructure may not initially be viewed as essential to active transportation projects. Drainage system improvements are necessary where existing roadside ditches within public ROW prohibit widening as the options to widen the roadway are to either pipe impacted areas with improved drainage infrastructure or acquire more ROW to maintain roadside ditches. The average costs of recently implemented complete streets projects within the County average $7M per centerline mile (i.e., both sides of roadway) and include widening pavement for bike lanes, adding curb/gutter/sidewalk, and drainage system improvements.

The estimates provided have been rounded up to the nearest $1,000 for ease of planning and financial decision-making. It is imperative for stakeholders to understand the comprehensive nature of project costs and the various elements contributing to the final expenditure.

Facility Type	Cost Per Mile (2024)
Class I	$1,450,000
Class II	$404,000
Class III[1]	$219,000
Class IV	$1,300,000
Sidewalk (6')	$739,000
Curb and Gutter	$417,000
Drainage	VARIES
1. Pavement markings, signage, and slurry seal of the entire roadway is accounted for.	

Table 3: Cost Estimates Per Mile

Funding and Resources

Funding Source Applicability								
Source Type	Funding Source	Bicycle Projects				Pedestrian Projects	Other Projects	Planning and Programs
		Class I	Class II	Class III	Class IV			
State	California Safe Routes to School (SR2S)	✓	✓	✓	✓	✓	✓	✓
	Caltrans Active Transportation Program (ATP) – Cycle 7 (State/Federal)	✓	✓	✓	✓	✓	✓	✓
	Sustainable Communities Competitive	✓	✓	✓	✓	✓	✓	✓
	California Office of Traffic Safety (OTS)							✓
Federal	Highway Safety Improvement Program (HSIP	✓	✓	✓	✓	✓	✓	✓
	Recreational Trails Program	✓			✓			✓
	Land and Water Conservation Fund (LWCF)	✓			✓			✓
	Rivers, Trails, and Conservation Assistance Program	✓			✓			✓
	Federal Safe Routes to School (SRTS)	✓	✓	✓	✓	✓	✓	✓
	Reconnecting Communities and Neighborhoods Grant Program	✓	✓	✓	✓	✓	✓	✓
	Neighborhood Access and Equity Grant Program	✓	✓	✓	✓	✓	✓	
	Rails to Trails	✓			✓			✓
	Safe Streets and Roads for All (SS4A)	✓	✓	✓	✓	✓	✓	
Regional and Local	SACOG Regional Active Transportation Program	✓	✓	✓	✓	✓	✓	✓
	Yuba County Community Development Block Grants (CDBG)					✓	✓	✓

Table 4: Funding Source Applicability

Funding and Resources

This section provides an overview of the funding and resources available for infrastructure improvement projects, particularly those aimed at enhancing pedestrian and bicycle facilities. It covers various funding sources such as government grants, funding programs, and private sector partnerships. Despite their limited availability, there are significant investments made by federal, state, and local agencies in transportation, with only a fraction directed towards cyclist-related development. Awareness of these funds is vital to avoid missed opportunities, as municipalities often face intense competition for bikeway funding. Successful implementation of bicycle programs and facilities nationwide relies on coordination among multiple funding sources, including regional and local options specific to areas like Yuba County. Below are potential funding programs contributing to both bicycle and pedestrian planning and infrastructure improvement projects.

State Programs

California Safe Routes to School (SR2S): SR2S focuses on improving safety for students walking and biking to school through infrastructure improvements, educational programs, and community partnerships.

Caltrans Active Transportation Program (ATP) – Cycle 7: ATP funds projects aimed at improving active transportation options such as walking and biking, including infrastructure improvements near schools and safe routes to school programs.

California Office of Traffic Safety (OTS) Grants: OTS provides grants for projects and programs that enhance traffic safety, reduce traffic-related injuries and fatalities, and promote safe transportation practices.

Neighborhood Access and Equity Grant Program: This program aims to improve access to transportation options, including walking, biking, and public transit, in underserved neighborhoods to promote equity and accessibility.

Federal Programs

Sustainable Communities Competitive Program: This program supports projects promoting sustainable land use and transportation, including transit-oriented development, mixed-use neighborhoods, and infrastructure enhancements for walking, biking, and public transit. Its goals include reducing greenhouse gas emissions, improving air quality, enhancing affordable housing access, and fostering resilient communities.

Highway Safety Improvement Program (HSIP): This program focuses on improving safety on public roads through various measures such as intersection improvements, roadway lighting, and traffic calming techniques.

Recreational Trails Program (RTP): RTP provides funding for the development and maintenance of recreational trails for non-motorized activities such as hiking, biking, and horseback riding.

Rails to Trails Program: This program converts unused or abandoned railway corridors into multi-use trails for recreational and transportation purposes, promoting active lifestyles and alternative transportation options.

Community Development Block Grants (CDBG): CDBG provides funding to local governments for a wide range of community development projects, including infrastructure improvements, affordable housing, and economic development initiatives.

Federal Safe Routes to School: Similar to SR2S, this federal program provides funding for projects that improve safety and encourage walking and biking to school for students.

Reconnecting Communities and Neighborhoods Grant Program: This program supports projects that reconnect communities and neighborhoods by removing barriers such as highways or infrastructure that divide communities.

Safe Streets and Roads for All: This initiative focuses on creating safer streets and roads for all users, including pedestrians, cyclists, motorists, and public transit users, through infrastructure improvements and safety education programs.

Regional and Local Funding

SACOG Regional Active Transportation Program (RATP): The Sacramento Area Council of Governments (SACOG) Regional Active Transportation Program (RATP) focuses on funding projects that enhance active transportation options such as walking, biking, and rolling in the Sacramento region. This program supports infrastructure improvements, safety enhancements, and accessibility upgrades to promote sustainable and healthy transportation choices. Projects funded under RATP aim to create safer streets, improve connectivity, and encourage active lifestyles for residents across the SACOG region.

Yuba County Community Development Block Grants (CDBG): These grants, if available, can be used for a variety of community development projects, including infrastructure improvements that benefit pedestrians and cyclists.

Local Impact Fees: Developers and new construction projects may be required to pay impact fees that can be used to fund bike and pedestrian infrastructure improvements in the local area.

Public-Private Partnerships: Collaborations with private entities, businesses, or non-profit organizations can also provide funding opportunities for bike and pedestrian facility projects through sponsorships, donations, or joint ventures.

Table 6 displays the applicability of different funding sources to the proposed projects and programs outlined in this plan.

APPENDICES

APPENDIX A: OUTREACH REPORT

APPENDIX B: SURVEY RESULTS

APPENDIX C: AUDIT MAPS

APPENDIX D: BIKEABILITY AUDITS FORMS

APPENDIX E: WALKABILITY AUDITS FORMS

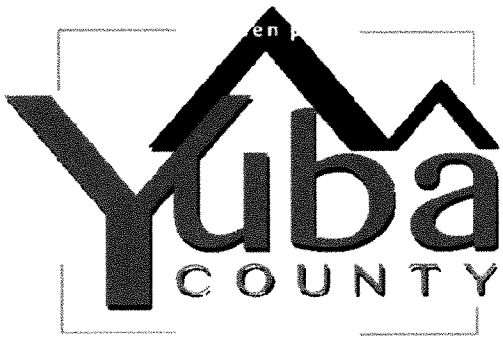
APPENDIX F: PEDESTRIAN AND BICYCLE CRASH DATA

APPENDIX G: SCORING MATRIX

APPENDIX H: FACT SHEETS

APPENDIX A:

OUTREACH REPORT



Bicycle & Pedestrian Mobility Plan

OUTREACH REPORT

PREPARED BY: DOKKEN ENGINEERING | MAY 2024

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Contents

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Yuba County Mobility Plan Outreach

A public outreach plan was developed in October 2023 to inform and acquire input from community members and stakeholders about the Bicycle & Pedestrian Mobility Plan. Public outreach was designed to help identify strengths and weaknesses of the local bicycle/pedestrian infrastructure, identify where people would like to see improvements, and prioritize projects. Information was broadcasted through the County's website, social media, and emails and input was received via a community survey, several pop-up outreach events, and three community workshops.

Public Outreach Activities

Community input was obtained through community workshops (one Town Hall and two community workshops); two pop-up events (basketball tournament at Lindhurst High School and info station at the Yuba County "Successful Connections" event); and an online survey available in both English and Spanish along with hard copies at events.

Town Hall Meeting and Community Workshops

November 2, 2023

Yuba County and Dokken Engineering connected with Marysville Joint Unified School District (MJUSD) staff to attend the MJUSD Town Hall Meeting at Linda Elementary School to present the Mobility Plan and obtain input using comment cards and maps where participants could draw where they wanted specific infrastructure. A Spanish translator was present during the meeting. 17 community members attended, below is a summary of input.

- People drew lines on the maps to request bike routes and sidewalks along the streets leading to and from Linda Elementary.
- A few people stated that the bus stop on N Beale Avenue could be more pedestrian-friendly.
- Sidewalks along Alpine Way and Park Avenue leading to N Beale Road and on Shasta and Linda Avenue were requested.
- Bike lanes on N Beale Road, Grove Avenue, Hammonton Smartsville Road, and Park Avenue were requested.
- Highway 70 pedestrian overcrossing over to connect Powerline Road to Lindhurst High School.

December 6, 2023

A community workshop at the Yuba County Library was held in the evening to inform people about the Mobility Plan, the timeline, and obtain feedback through comment cards, surveys, and input on different area maps (large maps of Linda, Olivehurst, and Plumas Lake). Yuba County and Dokken staff provided an overview of the 2012 Bikeway Master Plan, presented a TIMS data (bike and ped collisions) map and a demonstration of the Street Story tool.

25 community members attended, below is a summary of the meeting.

- Suggestion to overlay the Mobility Plan maps over Safe Routes to School (SRTS) grid.
- Bike path along Broadway Street to and from Arboga Elementary.
- Dedicated bike lane along Simpson Lane and along Highway 70 into Marysville.

- Comment that the pedestrian path under Highway 70 bridge is "dark, dirty, and sketchy."
- Bike routes down Feather River Blvd. and Arboga Road heading south from West Linda.
- Bike routes out of Plumas Lake along Plumas Arboga Road heading east toward Hwy 65, Ranch Road, and S Beale Road.
- Pave levees for bike paths.
- Create bike/ped routes into and out of Wheatland to various destinations.
- Dedicated bike path along Simpson Lane.
- Bike routes to connect Yuba College to Beale AFB and add lighting for night use.

Figure 1: Community Workshop on December 6th

April 9, 2024

Dokken Engineering held a Wrap-up Community Workshop at Yuba County Health and Human Services office at 5730 Packard Avenue to present results of the draft planning effort and solicit additional comments. Conversations were held about specific projects shown on the exhibit boards provided and additional locations of concern from the attendees.

Pop-up Events

November 30, 2023

Dokken staff attended the basketball tournament at Lindhurst High School with maps and a small flyer/handout. Conversations were had about the maps and details about the Bicycle & Pedestrian Mobility Plan. People received a handout about the Mobility Plan that included a QR code to the online survey. Over thirty people stopped to discuss the plan and over fifty handouts were distributed to attendees who lived in Yuba County.

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January 18, 2024

Yuba County Public Works and Dokken coordinated with Yuba County Health and Human Services to have a station at the Yuba County Probation "Successful Connections" event. Successful Connections is a collaboration with Yuba County Probation, Sutter County Probation, and the California Department of Corrections and Rehabilitation to provide a "one stop shop" of various community services. Approximately one hundred people attended and Dokken staff was able to have a conversation with over thirty people who lived in Yuba County about the Mobility Plan, maps, where people currently walk or ride a bike, and where they would like to see bicycle or pedestrian infrastructure.

Input on the map included the following.

- Bike route and sidewalk on Simpson Lane from Hammonton Smartsville Road heading north over the Yuba River.
- Bike route on N Beale Road from Yuba College to Walmart and continuing north on Hwy 70 over the Yuba River.
- Sidewalks along Feather River Blvd from Hwy 70 heading south toward Grand Avenue.
- Sidewalk on Griffin Avenue and Goldfields Parkway from Linda Ave to N Beale Road.

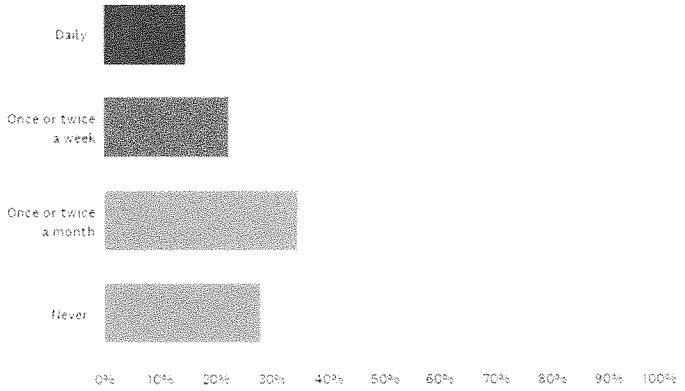
Community Survey

A survey was available online in English and Spanish and hard copies were distributed at outreach events. The survey included fourteen questions about demographics, bicycling and walking habits, and desired bicycle and pedestrian amenities or experiences.

89 survey responses were received. Below is a synopsis of the results with several selected questions and results displayed.

- 39% of respondents were age 18-39; 54% were 40-64; and 7% were 65 or older.
- 69% of respondents were white; 17% were Latino; 4% were Black; 4% were Asian; 1% were Native Hawaiian or other Pacific Islander; and 5% another race.

Q4 How often do you bicycle in or around your community?



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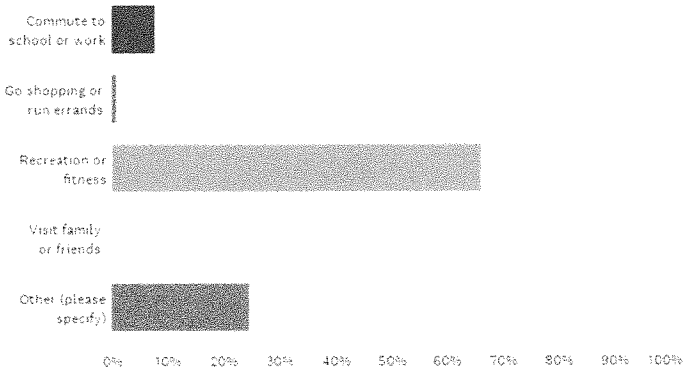
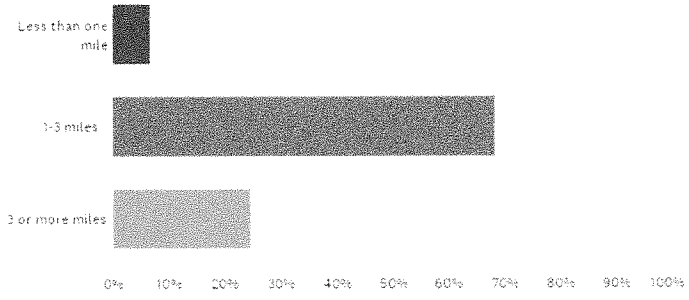
Q6 What is the purpose of the trips you take on a bicycle?



Q8 How far (estimate in miles) do you typically walk?



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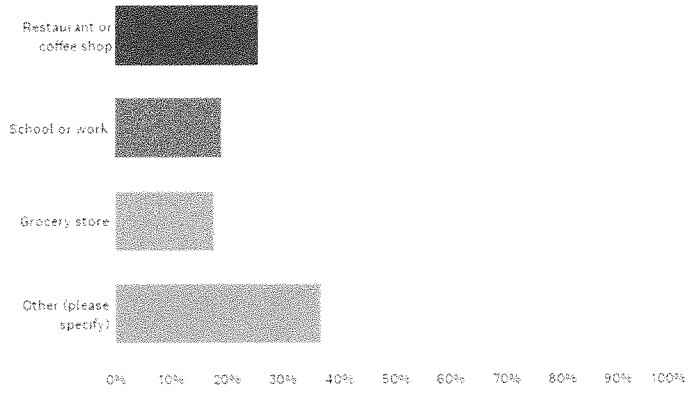
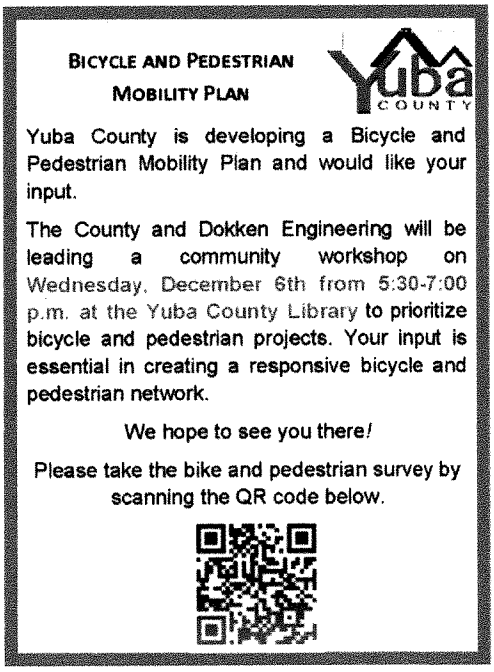
Q12 What destinations would you bicycle or walk to if there was a bike path or sidewalk?



Outreach Strategies

Multiple means for communication were used to inform the public and stakeholders about the Bicycle & Pedestrian Mobility Plan. These included the following.

- Information posted on the Yuba County Community Development > Public Works website.
- Social media posts to Facebook, Instagram, and X announcing the community survey and public outreach events.
- Email announcements to a list of community-based organizations, and stakeholders weeks before the event, a day before, and the day-of.
- Earned media through the Appeal-Democrat, "Yuba County Explores Bike Mobility Plan" by Michaela Harris, December 7, 2023.
- Mobility Plan handouts announcing public meetings with a survey QR code.
- Outreach event flyers used for social media, website, and emails (see appendix for example).



BICYCLE AND PEDESTRIAN MOBILITY PLAN

Yuba County

Yuba County is developing a Bicycle and Pedestrian Mobility Plan and would like your input.

The County and Dokken Engineering will be leading a community workshop on Wednesday, December 6th from 5:30-7:00 p.m. at the Yuba County Library to prioritize bicycle and pedestrian projects. Your input is essential in creating a responsive bicycle and pedestrian network.

We hope to see you there!

Please take the bike and pedestrian survey by scanning the QR code below.

Summary and Conclusions

Over the course of six month from November 2023 to April 2024, Yuba County has directly engaged with over 200 community members through the outreach activities abovementioned and far more via bike and walk audits, the County's website, and social media engagement. Public outreach was an essential element of the Mobility Plan and strengthened other key pieces of the plan. Community input helped inform existing conditions, a vision for bicycle and pedestrian infrastructure, safety audits, and where to make investments in the future. Yuba County feels it was successful in obtaining meaningful input that honors the community's participation.

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Appendix

Sample Outreach Flyer

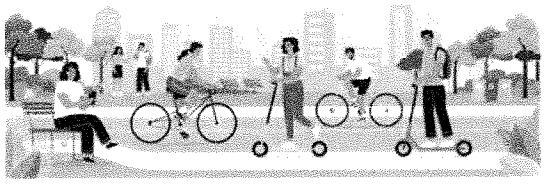
Bicycle and Pedestrian Mobility Plan

Yuba County is developing a Bicycle and Pedestrian Mobility Plan. The Mobility Plan will identify and prioritize active transportation improvements in the County to make bicycling and walking more convenient and safe.

Yuba County and Dokken Engineering is seeking public input to ensure the plan is responsive to community needs and is creating multiple ways for public input.

The County and Dokken will be leading a workshop to present the plan and obtain feedback. Participants will have the chance to review maps, types of bicycle and pedestrian projects, and provide comments on bike and pedestrian improvements. We hope to see you there!

- **Bicycle and Pedestrian Mobility Plan Community Workshop**
- **Yuba County Library - 303 2nd Street, Marysville**
- **Wednesday, December 6th from 5:30-7:00pm**



Please RSVP for the workshop by emailing Chris Aguirre at caguirre@dokkenengineering.com

The Mobility Plan Community Survey is available at the QR code below.

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Sample Outreach Email

Sent on December 5, 2023 with Event Flyer PDF attachment

Subject: Yuba County Mobility Plan - public mtg 12/6 at 5:30pm

Greetings all,

This is a friendly reminder that we will have the **Yuba County Bicycle & Pedestrian Mobility Plan** meeting tomorrow, **Wednesday, December 6th from 5:30-7:00pm at the Yuba County Library (303 2nd Street in Marysville).**
We look forward to your participation and input. Please RSVP to this email if you would like to attend and visit
https://www.yuba.org/departments/community_development/public_works/documents.php for more information and to take the on-line public survey.

Thank you,

Chris Aguirre-
Public Outreach Director
DOKKEN ENGINEERING
Cell: 916.420.7444
www.dokkenengineering.com

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Example Map Instructions

These instructions were included on large (36" x 48") maps of communities in Yuba County that included Linda, Olivehurst, and Plumas Lake.

Bicycle and Pedestrian Mobility Plan

Draw a green line for a desired bike route or multi-use path location

Draw a blue line for a desired sidewalk location

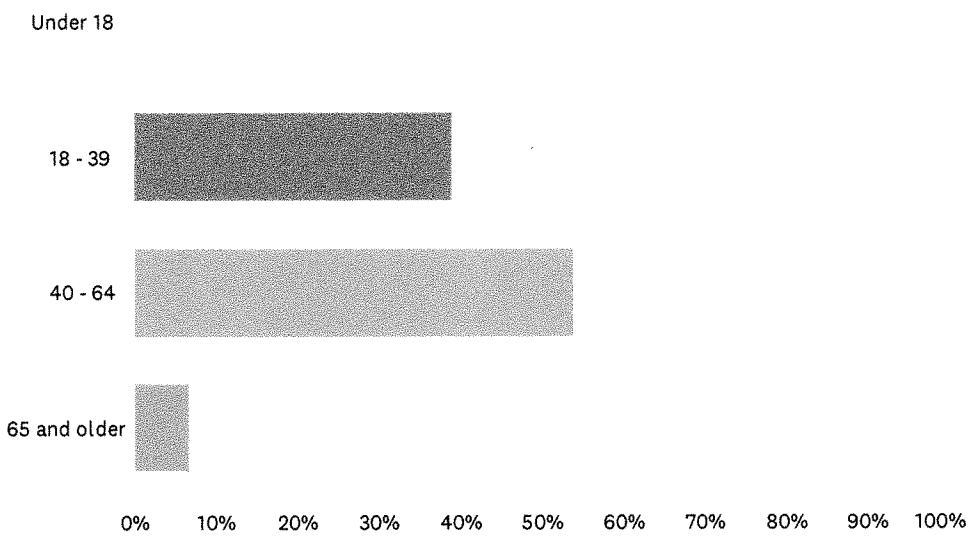
Draw a red dot for specific locations that are not bicycle or pedestrian friendly

Draw a green dot for specific location you would like a bicycle rack

APPENDIX B:
SURVEY RESULTS

Q1 What is your age? (optional)

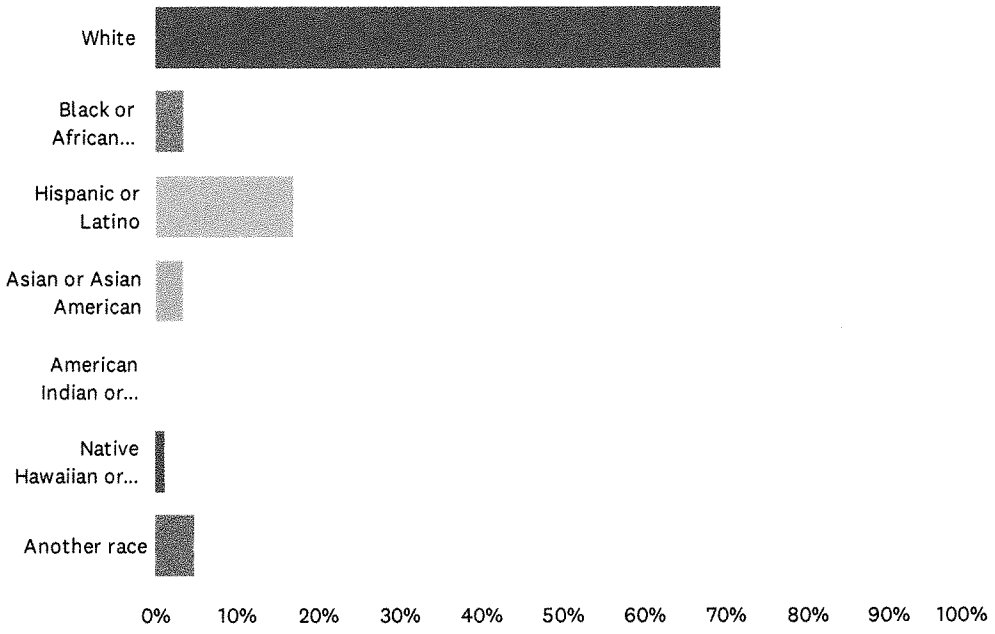
Answered: 87 Skipped: 2



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18 - 39	39.08%	34
40 - 64	54.02%	47
65 and older	6.90%	6
TOTAL		87

Q2 What is your race or ethnicity? (optional)

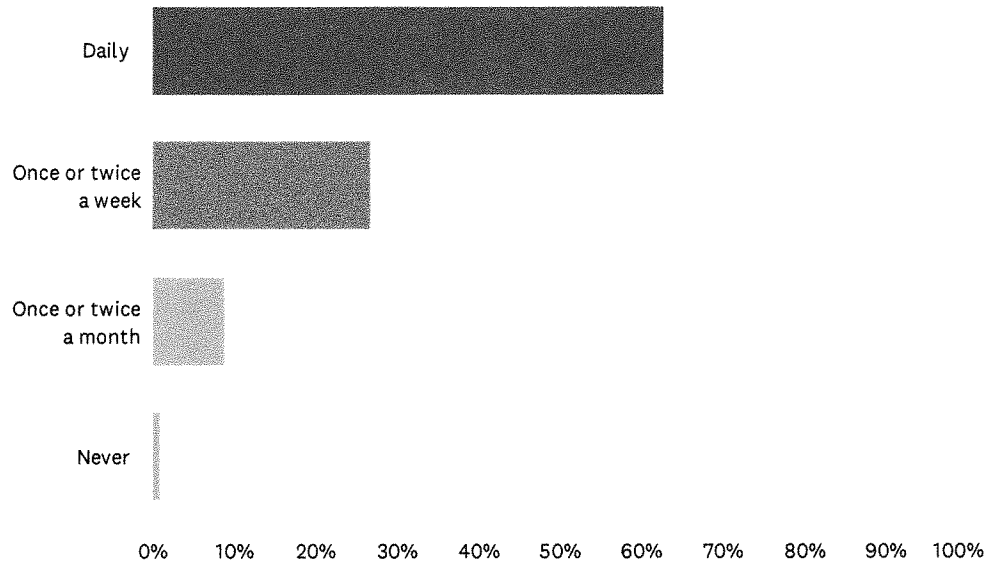
Answered: 82 Skipped: 7



ANSWER CHOICES	RESPONSES	
White	69.51%	57
Black or African American	3.66%	3
Hispanic or Latino	17.07%	14
Asian or Asian American	3.66%	3
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	1.22%	1
Another race	4.88%	4
TOTAL		82

Q3 How often do you walk in or around your community?

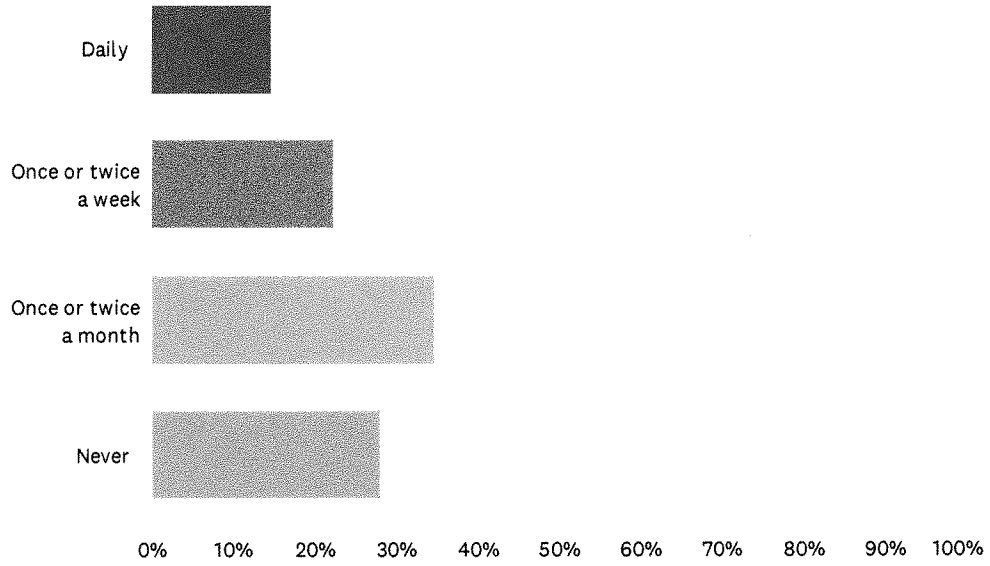
Answered: 89 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	62.92%	56
Once or twice a week	26.97%	24
Once or twice a month	8.99%	8
Never	1.12%	1
TOTAL		89

Q4 How often do you bicycle in or around your community?

Answered: 89 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	14.61%	13
Once or twice a week	22.47%	20
Once or twice a month	34.83%	31
Never	28.09%	25
TOTAL		89

Q5 What destinations do you currently bicycle or walk to?

Answered: 76 Skipped: 13

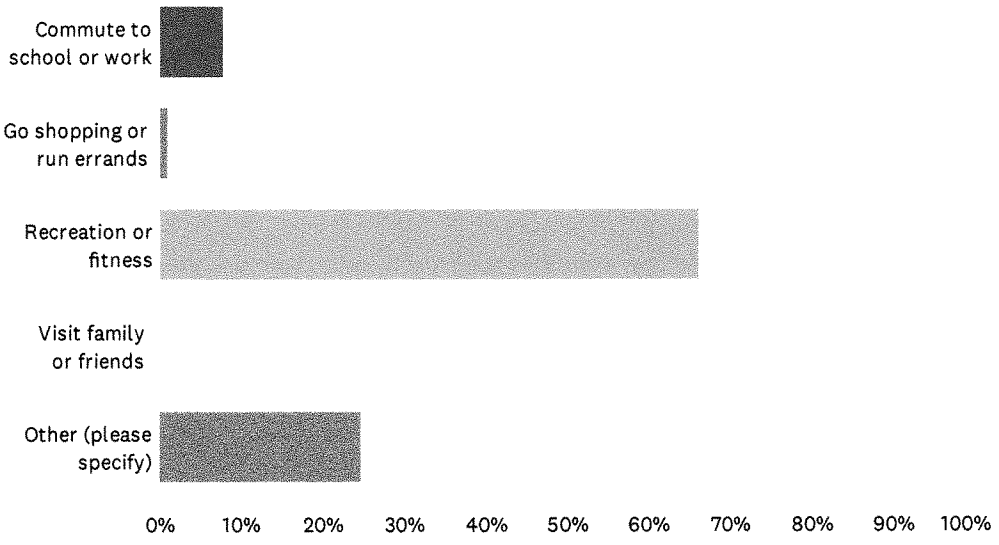
#	RESPONSES	DATE
1	Around the HHSD building and on the levy near my home in Marysville	1/29/2024 2:03 PM
2	Bike trail and beyond	1/29/2024 9:12 AM
3	Schools, neighborhood	1/24/2024 3:07 PM
4	The bike trail next to me place where I live.	1/24/2024 2:20 PM
5	Edgewater POW/MIA	1/24/2024 1:33 PM
6	Between E 22nd Street and Lindhurst, Marysville	1/24/2024 12:53 PM
7	My neighborhood but sidewalks are small	1/24/2024 12:35 PM
8	I do not do this within my community because there are not designated roads/sidewalks in my neighborhood.	1/24/2024 11:19 AM
9	I walk along the levee with my dog several days a week.	1/24/2024 11:11 AM
10	Arboga rd to mcgowan to plumas lake	1/24/2024 11:03 AM
11	Walk around my workplace for exercise.	1/24/2024 10:52 AM
12	Around my work.	1/24/2024 10:47 AM
13	8th. Avenue olivehurst to Ella School	1/24/2024 7:23 AM
14	Just around for exercise	1/23/2024 7:29 PM
15	Just around Edgewater	1/21/2024 11:43 PM
16	Around Plumas Lake only. I would like to go farther on my bike but roads can be a little scary.	1/21/2024 11:54 AM
17	Just touring the neighborhood	1/20/2024 8:07 PM
18	The park or just around the neighborhood with no destination in particular	1/20/2024 7:20 PM
19	Around the neighborhood	1/20/2024 2:09 PM
20	home, store, park and just ride/walk for fun.	1/20/2024 11:19 AM
21	Walgreens (plumas Lake), and for exercise	1/19/2024 9:53 PM
22	olivehurst mcgowan parkway	1/19/2024 6:29 PM
23	Park, trail, residential	1/19/2024 5:59 PM
24	Just in my neighborhood because there are no roads that are safe to venture out to.	1/19/2024 5:31 PM
25	Around Riveroaks and Riverside Meadows	1/19/2024 4:54 PM
26	Bike on loop including Bear River Habitat Trail and River Oaks Blvd.	1/19/2024 2:01 PM
27	No destinations - just a couple miles of walking for exercise.	1/19/2024 1:50 PM
28	We walk around the neighborhood, to the parks, to Walgreens/gas stations, etc. Generally we only bike to the habitat trail	1/19/2024 1:34 PM
29	health and human services, 5730 Packard Avenue	1/18/2024 8:58 AM
30	Everywhere. I do not own a vehicle and there are no sidewalks unfortunately	1/16/2024 10:29 AM
31	Around Edgewater	1/12/2024 10:01 AM

32	Cobblestone area in Plumas Lake.	1/11/2024 10:52 AM
33	Along chalice creek, Plumas lake neighborhoods, and walking trail.	1/10/2024 5:39 PM
34	Walk my dog every morning around Rio Del Oro or up and back to Walgreens on River Oaks	1/10/2024 5:28 PM
35	Just within the Edgewater neighborhood.	1/10/2024 4:57 PM
36	Put a speed bump in at Chalice Creek and Danforth	1/10/2024 11:45 AM
37	Home	1/10/2024 10:56 AM
38	Around the neighborhood, to feather river east park, the trail	1/10/2024 10:54 AM
39	Trails around community	1/10/2024 10:45 AM
40	Chalice Creek up to the park. The "new" bike trail.	1/10/2024 10:40 AM
41	Random walks.	1/10/2024 10:35 AM
42	Within wheeler ranch	12/10/2023 7:27 PM
43	Wheeler Ranch parks, Arboga	12/10/2023 1:17 PM
44	The bike path but would like more paths and to connect the current paths.	12/10/2023 5:42 AM
45	My cargo bicycle is my only transportation. I take it everywhere.	12/9/2023 11:49 PM
46	Hardware store, post office, stores	12/9/2023 4:56 PM
47	School, store	12/9/2023 4:53 PM
48	Convenience store	12/9/2023 4:51 PM
49	Historic district Lake shopping area	12/9/2023 4:49 PM
50	Chinatown	12/9/2023 4:44 PM
51	Work - East Marysville to Downtown	12/9/2023 4:42 PM
52	On street and overpass	12/8/2023 7:07 AM
53	Parks , plumas lake area	12/7/2023 10:28 PM
54	Just around the neighborhood.	12/7/2023 8:43 PM
55	Local neighborhoods	12/7/2023 5:35 PM
56	All around Plumas Lake including the Bear River Habitat Trail.	12/7/2023 5:05 PM
57	The mailbox and the park (eastside)	12/7/2023 2:17 PM
58	The east side trail	12/7/2023 11:55 AM
59	Live in the country. Walk for pleasure and exercise and to exercise horses.	12/7/2023 11:44 AM
60	Wheeler ranch	12/7/2023 10:19 AM
61	Star bend, or walk the road up to the levee on rich rd	12/7/2023 10:04 AM
62	Arboga elementary school from wheeler ranch	12/7/2023 9:44 AM
63	Plumas Lake and Star Bend. A couple of times from Plumas Lake to Beale AFB.	12/7/2023 8:58 AM
64	No destination just riding and running or walking.	12/7/2023 8:05 AM
65	Circle South Plumas Lake including Bear River Trail on bicycle.	12/7/2023 7:58 AM
66	Only within my neighborhood development, because the county roads around us aren't even wide enough for bicycles to ride along the edge safely.	12/7/2023 7:45 AM
67	Arboga elementary	12/7/2023 7:45 AM
68	The new walking path across form the from the fire station; which needs a cross walk to be safe to get to the trailhead (starting point) IMO.	12/7/2023 7:31 AM

69	Ride or walk around the neighborhood	12/6/2023 3:35 PM
70	Work, coneniece stores, grocery stores, pharmacy.	12/5/2023 10:37 PM
71	Bike paths around town to surrounding towns	12/5/2023 7:30 PM
72	Usually for recreation and fitness, sometimes to the store or surrounding area to enjoy the rural areas and get in a "hike" without having to go outside the county.	12/5/2023 2:36 PM
73	I run in Marysville, typically from my house on North Beale & Wood Lane, out to Edgewater to utilize their sidewalks and then run back home. Griffith between North Beale and Linda Ave has no sidewalk. I share the road with cars walking, running and biking. Goldfields has a shoulder but traffic travels faster than is safe for conditions so I usually stay off of Goldfields. I'll ride my bike from home to the gym in Marysville, to work in Marysville and to bike rides originating in Marysville and Yuba City, also like to head into the hills on my bike.	12/5/2023 1:58 PM
74	Local park, or just in the nwighborhood	12/2/2023 3:45 PM
75	Lake Francis, the Oregon House Post Office, local Oregon House markets, gas stations, and restaurants.	11/30/2023 3:50 PM
76	Around the neighborhood	11/20/2023 9:54 AM

Q6 What is the purpose of the trips you take on a bicycle?

Answered: 89 Skipped: 0



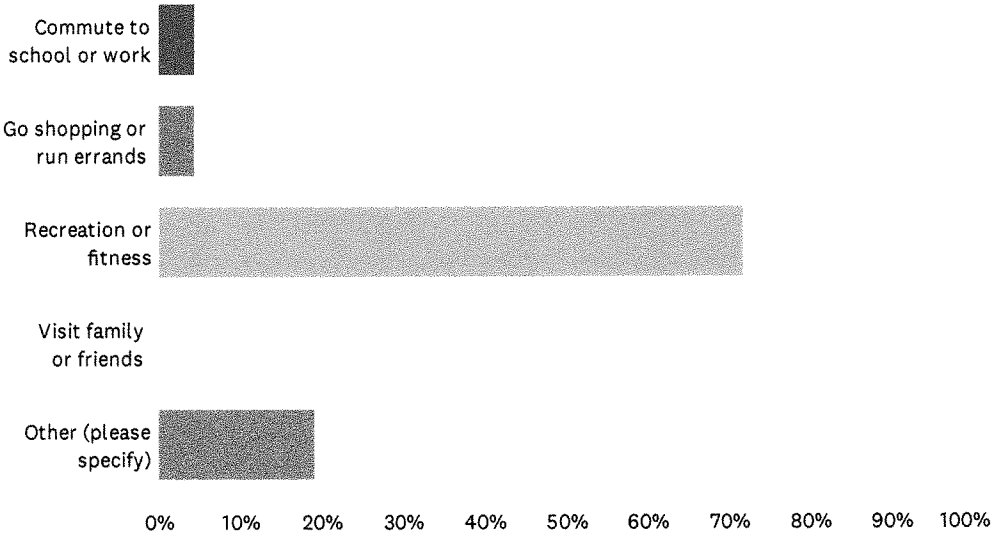
ANSWER CHOICES	RESPONSES	
Commute to school or work	7.87%	7
Go shopping or run errands	1.12%	1
Recreation or fitness	66.29%	59
Visit family or friends	0.00%	0
Other (please specify)	24.72%	22
TOTAL		89

#	OTHER (PLEASE SPECIFY)	DATE
1	Daily Life Activities	1/24/2024 12:53 PM
2	Recreation/exercise but I have to travel in my car to get to a safe location to do this.	1/24/2024 11:19 AM
3	N/A I don't own a bicycle.	1/24/2024 11:11 AM
4	Do not bicycle	1/24/2024 10:52 AM
5	No trips taken	1/24/2024 10:47 AM
6	Exercise and for fun	1/20/2024 2:09 PM
7	all of the above	1/20/2024 11:19 AM
8	i do not bike	1/18/2024 8:58 AM
9	Multiple reasons	1/16/2024 10:29 AM
10	I don't ride a bicycle in fear of getting hit by a vehicle.	1/11/2024 10:52 AM
11	Don't bike	1/10/2024 5:28 PM

12	Put a speed bump in at Chalice Creek and Danforth	1/10/2024 11:45 AM
13	None	1/10/2024 10:40 AM
14	All of the above	12/9/2023 11:49 PM
15	All of the above except commute	12/9/2023 4:56 PM
16	Commute to school or work and Go shopping or run errands	12/9/2023 4:53 PM
17	N/A	12/9/2023 4:51 PM
18	Transportation for me	12/9/2023 4:49 PM
19	N/A	12/9/2023 4:44 PM
20	Limited options for bicycle	12/7/2023 9:52 AM
21	All of the above.	12/5/2023 10:37 PM
22	Both to go shopping, run errands, and for recreation.	11/30/2023 3:50 PM

Q7 What is the purpose of the trips you take by walking?

Answered: 89 Skipped: 0



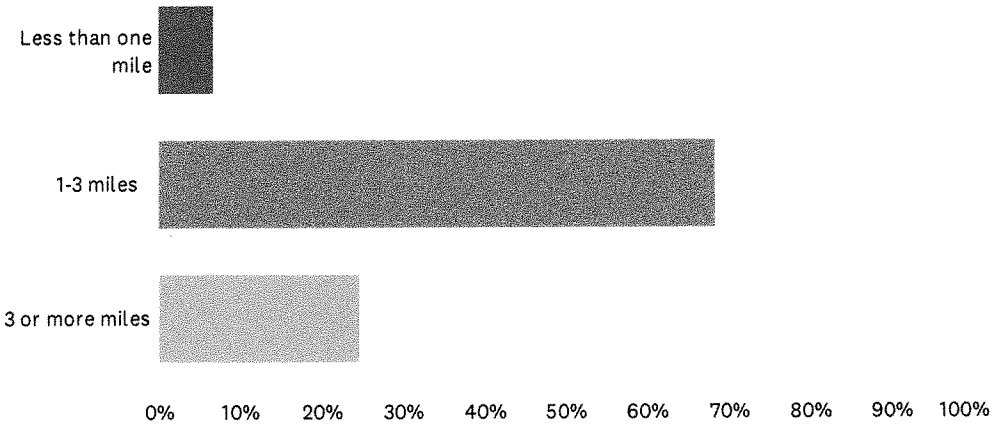
ANSWER CHOICES	RESPONSES	
Commute to school or work	4.49%	4
Go shopping or run errands	4.49%	4
Recreation or fitness	71.91%	64
Visit family or friends	0.00%	0
Other (please specify)	19.10%	17
TOTAL		89

#	OTHER (PLEASE SPECIFY)	DATE
1	Running	1/29/2024 9:12 AM
2	Daily Life Activities	1/24/2024 12:53 PM
3	walk dog	1/24/2024 12:35 PM
4	Recreation/exercise but I have to travel in my car to get to a safe location to do this.	1/24/2024 11:19 AM
5	Walking my dog.	1/24/2024 11:11 AM
6	I walk my dog	1/20/2024 2:09 PM
7	All of the above.	1/19/2024 5:31 PM
8	Multiple reasons	1/16/2024 10:29 AM
9	Walk dog	1/10/2024 5:28 PM
10	Put a speed bump in at Chalice creek and Danforth	1/10/2024 11:45 AM
11	All of the above except commute	12/9/2023 4:56 PM

12	Same answer as #6	12/9/2023 4:53 PM
13	All of the above except commute to school or work	12/9/2023 4:49 PM
14	Pick up grandkids from school.	12/7/2023 5:05 PM
15	Walk the dog	12/7/2023 9:52 AM
16	Walk the dogs and exercise	12/6/2023 3:35 PM
17	For shopping and running errands, for recreation, and for visiting friends.	11/30/2023 3:50 PM

Q8 How far (estimate in miles) do you typically walk?

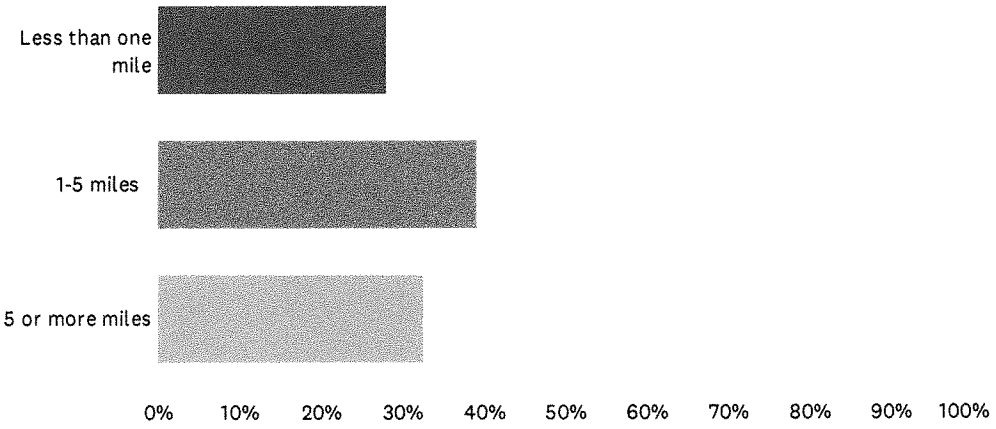
Answered: 89 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than one mile	6.74%	6
1-3 miles	68.54%	61
3 or more miles	24.72%	22
TOTAL		89

Q9 How far (estimate in miles) do you typically bike?

Answered: 89 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than one mile	28.09%	25
1-5 miles	39.33%	35
5 or more miles	32.58%	29
TOTAL		89

Q10 What roads or intersections do you feel are unsafe for walking or bicycling?

Answered: 74 Skipped: 15

#	RESPONSES	DATE
1	east 26th to jack slough rd. no sidewalk or anywhere to walk on the path to get to levy or from levy.	1/29/2024 2:03 PM
2	River oak bvd and all cross roads especially Zane's and hidden creek	1/29/2024 9:12 AM
3	McDevitt Road in Wheatland	1/24/2024 3:07 PM
4	My neighborhood.	1/24/2024 2:20 PM
5	North Beale Rd and Riverbank	1/24/2024 1:33 PM
6	Highway 20 going from Marysville (by the dump) to downtown Marysville	1/24/2024 12:53 PM
7	Colusa hwy, Live Oak Blvd (yuba city), Olivehurst Avenue, Powerline Road in Olivehurst	1/24/2024 12:35 PM
8	Around Ellis Lake. Almost hit a homeless person that was walking on the road (at night) with his cart, because there were no sidewalks for him to utilize.	1/24/2024 11:52 AM
9	Plumas Arboga, Feather River, Broadway, and Arboga Roads.	1/24/2024 11:19 AM
10	I do not typically walk along East 22nd street, Ramirez, Covillaud, and Sampson because of the drivers on the road.	1/24/2024 11:11 AM
11	arboga rd, mcgowan (towards arboga)	1/24/2024 11:03 AM
12	North Beale Road	1/24/2024 10:47 AM
13	8th avenue Olivehurst Because there are no sidewalks and there is little public lighting.	1/24/2024 7:23 AM
14	The overpass - no sidewalk past the gas station on the south side (PL Blvd), riding bikes or running from river oaks to the bike path along plumas arboga, on the east side- the roads next to the rail road tracks need some type of sidewalk (most roads on the east could use pedestrian access), outside riverside meadows school the crosswalks need flashing lights, flashing crosswalk lights anywhere crossing river oaks to a park (Zanes, hidden creek for sure).	1/23/2024 7:29 PM
15	Riverbank/gold fields parkway to cross, goldfield parkway/erle, erle/edgewater circle (east) and erle/edgewater circle (west)	1/21/2024 11:43 PM
16	In Plumas Lake they're pretty safe.	1/21/2024 11:54 AM
17	Arboga Road &Feather River boulevard, or Plumas Arboga Road - hardly any shoulder & you have to share the road with a lot of traffic	1/20/2024 8:07 PM
18	I feel pretty safe everywhere except when I leave my neighborhood. Anywhere that's just long stretches of road	1/20/2024 7:20 PM
19	anywhere without an improved sidewalk/bikelane	1/20/2024 11:19 AM
20	River oaks blvd	1/20/2024 7:17 AM
21	All	1/20/2024 2:51 AM
22	Plumas Arborga Rd, Feather River Blvd, Algodon Rd	1/19/2024 9:53 PM
23	Feather River, Plumas Arboga, Arboga	1/19/2024 5:31 PM
24	Riveroaks has several areas where the sidewalk is right up against the street, people take the turns too quickly.	1/19/2024 4:54 PM

25	Algodon at the bridge over the creek east of River Oaks. Bridge is too narrow for walking/biking with cars on the road.	1/19/2024 2:01 PM
26	Roads with no side walks	1/19/2024 1:50 PM
27	River Oaks and Broad Acres - people speed too fast, none or not enough enough designated crosswalks	1/19/2024 1:34 PM
28	Packard avenue and lind hurst avenue	1/18/2024 8:58 AM
29	Hammonton-Smartville Road seriously needs sidewalks and lighting. There are small children that walk with their parents to school, such as my own 4 year old and her dad and I	1/16/2024 10:29 AM
30	Riverbank Dr there is not enough lighting and Griffith Ave/Linda Ave, the sidewalks just end and leave you having to go into the street.	1/12/2024 10:01 AM
31	All of them, unfortunately. I fear for the children and cross guards when they cross the intersection. Too many drivers not stopping at stop signs. A lot of kids have been hit or nearly hit over the years.	1/11/2024 10:52 AM
32	Charlice creek and any steets on the Eastside Plumas lake due to speeding and running stop signs	1/10/2024 5:39 PM
33	Table Mountain and Bidwell Bar, Zane's and River Oaks, Hidden Creek and River Oaks	1/10/2024 5:28 PM
34	I would like to be able to bike from my home in Edgewater, safely all the way down Goldfields toward North Beale and get to the college and over to Linda Elementary school via sidewalks.	1/10/2024 4:57 PM
35	Danforth and ALL others!! Put a speed bump in at Chalice creek and Danforth	1/10/2024 11:45 AM
36	Chalice Creek and feather Ridge	1/10/2024 10:56 AM
37	Chalice creek intersections due to cars speeding and blowing through stop signs	1/10/2024 10:54 AM
38	Chalice Creek on Eastside. There are curves people display excess speeds all day long. Stop signs are not obeyed. People have no regard to pedestrians on the street. Needs some type of speed humps or speed tables to slow these residents down. We have had petitions signed but haven't been taken seriously only by the CHP. It's not if but when will a terrible accident happen. I guess the YC will look at it as a problem when there is a law suit and an injured or fatality.	1/10/2024 10:45 AM
39	Chalice Creek and Danforth. Chalice Creek and Cavanaugh Ct. Chalice Creek and Feather River. Too many blind curves, people/semi trucks parked on the street and a majority of cars run every Stop sign.	1/10/2024 10:40 AM
40	Chalice Creek, has blind curves. People drive at a high rate of speed. Plenty of cross walks are hidden and dangerous to cross.	1/10/2024 10:35 AM
41	Arboga road, broadway	12/10/2023 7:27 PM
42	Arboga and Plumas-Arboga	12/10/2023 1:17 PM
43	Algadon	12/10/2023 5:42 AM
44	Uncontrolled	12/9/2023 11:49 PM
45	Camp Far West, Wheatland Road	12/9/2023 4:56 PM
46	Wheatland Road, Camp Far West Road	12/9/2023 4:53 PM
47	Arboga Rad and Broadway near Arboga Elementary	12/9/2023 4:51 PM
48	Most of them Note: the streets are not nicely paved to ride bikes to get to a path that's nice	12/9/2023 4:49 PM
49	9th and D Street	12/9/2023 4:44 PM
50	Crossing 70 or 20 in Marysville	12/9/2023 4:42 PM
51	Neighborhood without sidewalks and overpass	12/8/2023 7:07 AM
52	Crossing the street from the fire station to the new path.	12/7/2023 8:43 PM
53	Bridge on Algodon east of the new apartments. Too narrow for cars, trucks and bike lanes.	12/7/2023 5:05 PM

54	I've seen young students cross the highway to get home. If an exit is not available in the northern section of the development is not viable, I'd like to see a pedestrian crossing.	12/7/2023 2:17 PM
55	The Eastside bike path at night due to poor lighting. But there needs to be a bike bridge from the west side to the east side so kids can ride their bikes to school.	12/7/2023 11:55 AM
56	Highways near me.	12/7/2023 11:44 AM
57	Arboga rd from Plumas arboga rd to broadway the up to arboga school	12/7/2023 10:19 AM
58	Arboga rd, feather river blvd, Plumas Arboga, algodon rd	12/7/2023 10:16 AM
59	Feather river blvd, algodon	12/7/2023 10:04 AM
60	Plumas Arboga and Broadway due to the lack of bike lanes and sidewalks	12/7/2023 9:44 AM
61	Ostrom Road!	12/7/2023 8:58 AM
62	All roads without a developed bike lane.	12/7/2023 8:05 AM
63	Wheeler Ranch to Arboga School!	12/7/2023 8:03 AM
64	No safe cycling paths to go further South or North!	12/7/2023 7:58 AM
65	All the roads around our development, Plumas Arboga Rd, Arboga Rd, Feather River Bldg...either don't have completed sidewalks or bike lanes	12/7/2023 7:45 AM
66	From the entrance of wheeler ranch to arboga elementary	12/7/2023 7:45 AM
67	River Oaks Blvd from Walgreens to South Plumas Lake	12/7/2023 7:31 AM
68	Spenceville Rd. I would love to bicycle into Wheatland but the road is very narrow with little or no shoulder and the traffic is high speed making a bicycle trip very dangerous.	12/6/2023 3:35 PM
69	MostFolsom Blvd.	12/5/2023 10:37 PM
70	1. B Street and Plumas. Lighting is not great and the roads are quite rough to ride and run on. 2. The bike lane that disappears from Sutter Street merging onto Bridge Street going West. Cars are going wrecklessly fast and tons of debris in the bike lane. 3. Grey Ave and Clark Ave bike lane is nice to have but a lot of broken glass. 4. Stabler and Queens are good ones to ride down. 5. The 10ths street bridge (Marysville Side) has two awful breaks in the sidewalk that are dangerous to cyclists and walkers.	12/5/2023 7:30 PM
71	I feel a lot of roads in Linda/olivehurst. Also education vehicles and bicycle users of sharing the road.	12/5/2023 2:36 PM
72	North Beale Rd (bike lanes are covered in debris) Hammonton-Smartsville - there is a lack of a shoulder for a couple miles from the valley to halfway up the first climb. The E Street Bridge is sketchy for pedestrians and cyclists as vehicular traffic is not separated. All bike lanes in Yuba County could use a regular street sweeping schedule. When a cyclist gets a flat tire due to glass, metal and other debris, it creates an unsafe situation for the cyclist, even more so for female cyclists. Downtown Marysville is full of streets with huge potholes. 6th Street, A Street, etc Simpson Lane is a great access road to Marysville but shoulders are covered in debris and there is alot of uneven pavement in the shoulders.	12/5/2023 1:58 PM
73	Goldfields and Riverbank, Linda Ave., Dunning , Goldfields after the sidewalk ends, Erle Rd both on Olivehurst,	12/2/2023 3:45 PM
74	Marysville Road, Texas Hill Road, and Rices-Texas Hill Road.	11/30/2023 3:50 PM

Q11 Are there any specific barriers to accessing public transit that you encounter when walking or bicycling?

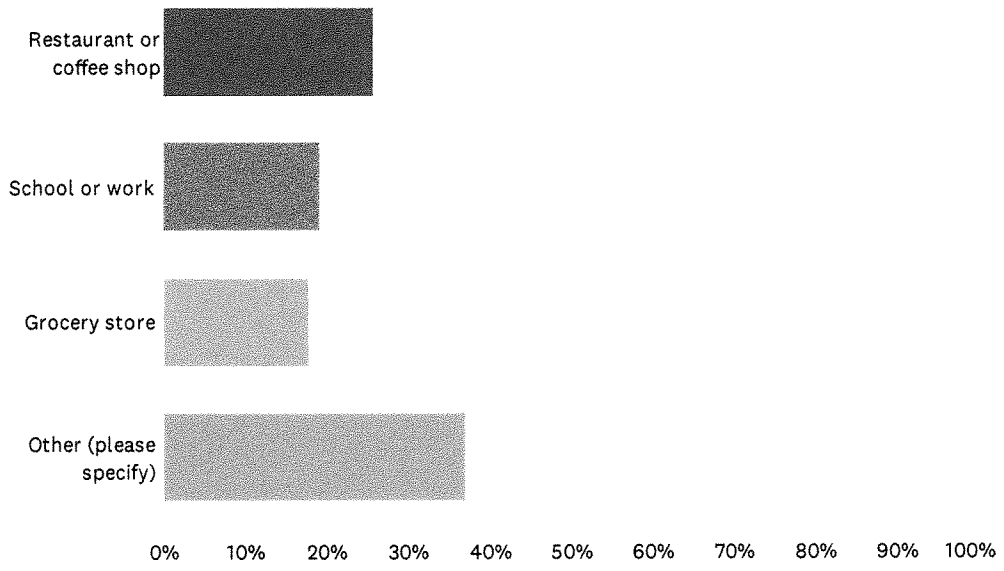
Answered: 57 Skipped: 32

#	RESPONSES	DATE
1	no	1/29/2024 2:03 PM
2	No	1/29/2024 9:12 AM
3	No	1/24/2024 3:07 PM
4	The safety of the bike trail.	1/24/2024 2:20 PM
5	The bus system in this county is horrible. They do not run late enough and there are not enough bus stops in Edgewater. It should not take two hours to get to Yuba City on the bus. Also, the bus system should at least run until 10 or 11pm at night like Sacramento and Bay Area. This is a high low income area and people may not not be able to afford cars and gas.	1/24/2024 1:33 PM
6	No	1/24/2024 12:35 PM
7	There are no sidewalks and the side of the road are slanted in gravel so you MUST stay on the road to walk or ride a bicycle. Drivers do not use caution to drive in the other lane to pass you even though there's no oncoming traffic.	1/24/2024 11:19 AM
8	Not that I am aware of, but I don't ride public transportation in our area.	1/24/2024 11:11 AM
9	I don't use it.	1/21/2024 11:54 AM
10	no because there are no public transportation options in lower Yuba county unless you want to park & ride to Sacramento	1/20/2024 8:07 PM
11	I guess it's pretty impossible to get to the nearest bus stop by walking or biking. It's a real trek and I don't think there's any dedicated area for bikes or pedestrians. The cars are dangerous.	1/20/2024 7:20 PM
12	Yes. There aren't any sidewalks once you leave the neighborhood.	1/20/2024 2:09 PM
13	Few crosswalks, few sidewalks, few bike lanes.	1/20/2024 11:19 AM
14	Safe roads with bicycle lanes or long bike paths, see American River Parkway bike path	1/19/2024 9:53 PM
15	I would ride to east marysville	1/19/2024 5:59 PM
16	No public transit in Plumas Lake to utilize.	1/19/2024 5:31 PM
17	What public transit?	1/19/2024 2:01 PM
18	Construction sites	1/19/2024 1:50 PM
19	None	1/19/2024 1:34 PM
20	lack of crosswalks, sidewalks and bike lanes	1/18/2024 8:58 AM
21	There are not enough sidewalks or bus stops.	1/16/2024 10:29 AM
22	No	1/12/2024 10:01 AM
23	No	1/10/2024 5:28 PM
24	Goldfields bike lane is too narrow. No sidewalks near the school.	1/10/2024 4:57 PM
25	Put a speed bump in at Chalice creek and Danforth	1/10/2024 11:45 AM
26	No	1/10/2024 10:56 AM
27	Not really	1/10/2024 10:45 AM

28	No	1/10/2024 10:35 AM
29	Lack of side walk	12/10/2023 7:27 PM
30	No sidewalks on Plumas Arboga, Arboga	12/10/2023 1:17 PM
31	Public transit doesn't accommodate my cargo bicycle	12/9/2023 11:49 PM
32	No shoulders	12/9/2023 4:56 PM
33	No shoulder/sidewalk	12/9/2023 4:53 PM
34	There is no public transit in Plumas Lake	12/9/2023 4:51 PM
35	the traffic	12/9/2023 4:49 PM
36	N/A	12/9/2023 4:44 PM
37	None	12/9/2023 4:42 PM
38	No sidewalks	12/8/2023 7:07 AM
39	From Plumas Lake to casino and concert amphitheater.	12/7/2023 10:28 PM
40	No	12/7/2023 8:43 PM
41	Not at this time	12/7/2023 2:17 PM
42	Is there public transportation in Plumas lake?	12/7/2023 11:55 AM
43	No public transport available where I live.	12/7/2023 11:44 AM
44	No sidewalk or bike lane	12/7/2023 10:19 AM
45	What public transit? It doesn't go through where I live	12/7/2023 10:04 AM
46	No bike lanes	12/7/2023 9:52 AM
47	NA	12/7/2023 9:44 AM
48	No	12/7/2023 8:05 AM
49	NA	12/7/2023 7:58 AM
50	The bus stops would be way too far to walk to or to bike to from our location	12/7/2023 7:45 AM
51	Cars.	12/7/2023 7:31 AM
52	No public transit in my rural area	12/6/2023 3:35 PM
53	No	12/5/2023 10:37 PM
54	Riding up onto the 10th street bridge isn't the easiest/safest to get on to.	12/5/2023 7:30 PM
55	N/A	12/5/2023 1:58 PM
56	No	12/2/2023 3:45 PM
57	Very limited bus service in this area, as well as limited bus schedule/times.	11/30/2023 3:50 PM

Q12 What destinations would you bicycle or walk to if there was a bike path or sidewalk?

Answered: 89 Skipped: 0



ANSWER CHOICES	RESPONSES	
Restaurant or coffee shop	25.84%	23
School or work	19.10%	17
Grocery store	17.98%	16
Other (please specify)	37.08%	33
TOTAL		89

#	OTHER (PLEASE SPECIFY)	DATE
1	recreation bike rides	1/29/2024 2:03 PM
2	Just for a walk with kids to the nearest nice and clean park.	1/24/2024 2:20 PM
3	Different Community Services	1/24/2024 12:53 PM
4	All of the above. Including parks	1/24/2024 11:52 AM
5	If Plumas Lake/Olivehurst becomes more developed, I would bike to all locations.	1/24/2024 11:19 AM
6	hardly any retail options in lower Yuba County	1/20/2024 8:07 PM
7	All of the above. There needs to be more stuff to do in my area	1/20/2024 7:20 PM
8	all of the above	1/19/2024 9:53 PM
9	All of the above. It would also be nice to bike down to the rest of Plumas Lake safely.	1/19/2024 5:31 PM
10	Casino	1/19/2024 2:01 PM

11	Everywhere	1/16/2024 10:29 AM
12	We already have sidewalks and I walk for health and to visit friends	1/11/2024 10:52 AM
13	N/A	1/10/2024 5:28 PM
14	Put a speed bump in at chalice creek and Danforth	1/10/2024 11:45 AM
15	Different areas of Plumas lake	1/10/2024 10:54 AM
16	All	12/9/2023 11:49 PM
17	All of the above	12/9/2023 4:56 PM
18	all of the above	12/9/2023 4:53 PM
19	No answer	12/9/2023 4:51 PM
20	All of the above, recreation areas (ballpark river bottoms)	12/9/2023 4:49 PM
21	Around levee in Marysville	12/9/2023 4:42 PM
22	Entertainment zone, casino and amphitheater	12/7/2023 10:28 PM
23	Any local businesses or parks	12/7/2023 5:35 PM
24	All of the above	12/7/2023 2:17 PM
25	Recreational	12/7/2023 11:55 AM
26	Shopping, sightseeing.	12/7/2023 11:44 AM
27	Costco, or visit family in South Plumas Lake	12/7/2023 10:04 AM
28	Beale AFB.	12/7/2023 8:58 AM
29	Lots of places	12/5/2023 10:37 PM
30	All of the Above	12/5/2023 7:30 PM
31	I'll ride regardless, but it would be great to encourage other cyclists with expanded safe options	12/5/2023 1:58 PM
32	School, /work, grocery store	12/2/2023 3:45 PM
33	All three of these.	11/30/2023 3:50 PM

Q13 Where would a multi-use path (bike/pedestrian path) or sidewalk make it more convenient to bike or walk to the locations you mentioned in the previous question?

Answered: 63 Skipped: 26

#	RESPONSES	DATE
1	n/a	1/24/2024 2:20 PM
2	All places mentioned.	1/24/2024 12:35 PM
3	Ellis Lake	1/24/2024 11:52 AM
4	There are a lot of beautiful orchards and sunrises to see along Feather River Blvd. Arboga Road would be a good option too since the speed limit is slower.	1/24/2024 11:19 AM
5	East Marysville where I live there are some paths to walk on but it would be nice to add more to other areas.	1/24/2024 11:11 AM
6	Sidewalk	1/24/2024 7:23 AM
7	Plumas lake Blvd toward the orchards and new housing	1/23/2024 7:29 PM
8	Marysville and Yuba City and surrounding communities	1/21/2024 11:54 AM
9	Feather River Boulevard needs a safe bike lane	1/20/2024 8:07 PM
10	Not sure honestly	1/20/2024 7:20 PM
11	Grocery store.	1/20/2024 2:09 PM
12	From Memorial Park west down Mcgowen pkwy to Arboga rd. Mcgowen pkwy south to Plumas/Arboga rd. New housing developments but no sidewalks to school?	1/20/2024 11:19 AM
13	Plumas lake	1/20/2024 7:17 AM
14	Everywhere	1/19/2024 9:53 PM
15	From east plumas lake to east marysville and to the brick house	1/19/2024 5:59 PM
16	Yes it would. Arboga, Plumas Arboga and Feather River	1/19/2024 5:31 PM
17	Yes	1/19/2024 5:21 PM
18	Not direct, but please make sure all paths are wider than the bare minimum. Take a visit to Elk Grove with their planned communities, you'll see having a foot wider sidewalk makes a huge difference in safety and comfort. Would also cut down on dog confrontation issues if there were more space.	1/19/2024 4:54 PM
19	Major improvements to Plumas Arboga Road and 40 Mile Road. Non existent now.	1/19/2024 2:01 PM
20	Connect the entire neighborhood with safe walking path	1/19/2024 1:34 PM
21	around health and human services	1/18/2024 8:58 AM
22	Hammonton-Smartville Rd	1/16/2024 10:29 AM
23	Behind the Edgewater neighborhood backing up to Yuba college where all there is is fields.	1/12/2024 10:01 AM
24	No idea	1/10/2024 5:28 PM
25	I wish I could ride my bike from Edgewater to dowtown Marysville. If the bike lane at simpson lane was wider, protected, or made into a long nice walking/biking path that would be really nice.	1/10/2024 4:57 PM
26	Put a speed bump in at chalice creek and Danforth	1/10/2024 11:45 AM

27	Not sure	1/10/2024 10:56 AM
28	Through Arboga	1/10/2024 10:45 AM
29	Arboga road to Broadway, children could safely ride bikes to school	12/10/2023 7:27 PM
30	Arboga and plumas arboga	12/10/2023 1:17 PM
31	Bike path to Marysville and wheatland.	12/10/2023 5:42 AM
32	Protected cycling path would allow me to travel to surrounding communities. For example: it is currently quite dangerous to travel from Marysville, to Linda & Olivehurst just across the river.	12/9/2023 11:49 PM
33	Camp Far West Road, Wheatland Road	12/9/2023 4:56 PM
34	In front of stores/destinations	12/9/2023 4:53 PM
35	old train trestle	12/9/2023 4:49 PM
36	?	12/9/2023 4:44 PM
37	Ped/bike bridge across 70 by railroad and/or ped/bike tunnel connection east Marysville to downtown	12/9/2023 4:42 PM
38	Neighborhood and streets with bike lanes	12/8/2023 7:07 AM
39	Same	12/7/2023 10:28 PM
40	Somewhere away from traffic that connects north to south.	12/7/2023 8:43 PM
41	Something connecting north Plumas to south Plumas would be awesome	12/7/2023 5:35 PM
42	Need a bike/pedestrian bridge from the East Side of Plumas Lake to the West Side of Highway 70 for access to the schools.	12/7/2023 5:05 PM
43	Connection to the schools	12/7/2023 2:17 PM
44	The side walks and path are fine just need lighting and markings	12/7/2023 11:55 AM
45	Along the railroad tracks.	12/7/2023 11:44 AM
46	Arboga rd from Plumas arboga rd to broadway the up to arboga school	12/7/2023 10:19 AM
47	Arboga rd, feather river blvd, Plumas Arboga, algodon rd	12/7/2023 10:16 AM
48	On feather river blvd. People have gotten killed on that road trying to bike on it. I've had neighbors bailing down into the ditch to avoid collision. I live on that road and see people walking or biking on it at least weekly despite how dangerous it is. If I want to walk literally anywhere I have to walk on it to some degree. It is unavoidable.	12/7/2023 10:04 AM
49	Schools	12/7/2023 9:52 AM
50	Plumas Arboga and Broadway would make travel to and from the Arboga Elementary school much safer and easier	12/7/2023 9:44 AM
51	Between Plumas Lake and Beale AFB along Algodon, Forty Mile Road there is a paved shoulder, but not wide enough for safe walking and bike riding. On Ostrom there is NO shoulders. Since California is "leading" the way on conserving fuel and energy, adding a safe bike lane from Plumas Lake to Beale, past the Hard Rock, would induce more bike riding and walking. It might also save a life.	12/7/2023 8:58 AM
52	Any mani roadways leading from Plumas Lake to other communities around us. Even to get into Marysville and Yuba City.	12/7/2023 8:05 AM
53	I would like to see Bike paths on top of the levies. Extend Bear River Trail farther in both North and South Directions.	12/7/2023 7:58 AM
54	Would love to see a countywide connected bike path, that goes between multiple cities such as Plumas Lake Olivehurst Marysville into Yuba City.	12/7/2023 7:45 AM
55	Absolutely	12/7/2023 7:45 AM
56	Trail from south to north end of Plumas lake connecting to the trail by fire station.	12/7/2023 7:31 AM

57	Spenceville Road between Camp Far West and Wheatland	12/6/2023 3:35 PM
58	Everywhere.	12/5/2023 10:37 PM
59	The 10th street bridge would be great. 5th street bridge is awesome to ride across when its clean.	12/5/2023 7:30 PM
60	Anywhere where there are schools and recreational areas.	12/5/2023 2:36 PM
61	Clean up/repave Marysville levee system. Any opportunity to pave old railroad lines.	12/5/2023 1:58 PM
62	Goldfield to N. Beale rd Linda to Dunning	12/2/2023 3:45 PM
63	Along marysville road.	11/30/2023 3:50 PM

Q14 Where would you like to see bicycle parking (bike racks or lockers)?

Answered: 60 Skipped: 29

#	RESPONSES	DATE
1	In different places to be able to leave my bicycle safe and clean.	1/24/2024 2:20 PM
2	Both Bike Racks and Lockers, due to thief.	1/24/2024 12:53 PM
3	Undecided	1/24/2024 12:35 PM
4	All parks. Schools. Ellis lake. Downtown Marysville. Soccer Fields.	1/24/2024 11:52 AM
5	Bike racks near any recreational areas so people have the option to walk (i.e. ride bike to Ellis Lake but be able to lock it so you can walk around the lake). If Plumas Lake becomes more developed with stores and restaurants, bike racks would also be great.	1/24/2024 11:19 AM
6	I would say at parks and local restaurants.	1/24/2024 11:11 AM
7	grocery stores	1/24/2024 11:03 AM
8	Close to Ella school and yuba gardens , bike racks is more convenient for our community	1/24/2024 7:23 AM
9	Near clusters of restaurant or shops	1/21/2024 11:54 AM
10	Most retail parking lots could use a security bike locker	1/20/2024 8:07 PM
11	Near or at the parks, and at any shopping area or community area that may be built in the future	1/20/2024 7:20 PM
12	Everywhere	1/20/2024 2:09 PM
13	Outside parks/govt buildings/stores	1/20/2024 11:19 AM
14	Plumas lake	1/20/2024 7:17 AM
15	At the locations above	1/19/2024 9:53 PM
16	Gas stations	1/19/2024 5:59 PM
17	Power Mart (Arboga/McGowen) Walgreens (River Oak/Plumas Lake) Walmart or Costco (on Feather River in Linda)	1/19/2024 5:31 PM
18	Anywhere with commercial should always have some bike racks.	1/19/2024 4:54 PM
19	At the train station in Plumas Lake when it comes.	1/19/2024 2:01 PM
20	Near the gas stations/walgreens	1/19/2024 1:34 PM
21	n/a	1/18/2024 8:58 AM
22	Closer to the stores, we don't have many of them out here	1/16/2024 10:29 AM
23	N/a	1/12/2024 10:01 AM
24	Eufey Park, Veterans Park. Actually, at every single park.	1/11/2024 10:52 AM
25	Parks	1/10/2024 5:28 PM
26	The park at the end of simpson lane might be a good spot.	1/10/2024 4:57 PM
27	Put a speed bump in at chalice creek and Danforth	1/10/2024 11:45 AM
28	Where ever we end up getting a dtore or coffee shop or strip mall	1/10/2024 10:45 AM
29	Outside the new gas stations. More at the park.	1/10/2024 10:40 AM
30	At the school	12/10/2023 7:27 PM

31	When you get storea In PL.	12/10/2023 5:42 AM
32	Out in FRONT of all shopping/restaurants.	12/9/2023 11:49 PM
33	Wheatland (County) bus stops - both school and transit Wheatland stores, parks	12/9/2023 4:56 PM
34	City Hall, Big Al's, Main Street	12/9/2023 4:53 PM
35	Lafe/Maybe river bottom One in downtown	12/9/2023 4:49 PM
36	Restaurants/coffee shops	12/9/2023 4:44 PM
37	Government center, hospital	12/9/2023 4:42 PM
38	Parks and stores	12/8/2023 7:07 AM
39	Same casino and amphitheater	12/7/2023 10:28 PM
40	Parks and shops.	12/7/2023 8:43 PM
41	Near local businesses	12/7/2023 5:35 PM
42	At the parks	12/7/2023 2:17 PM
43	No where	12/7/2023 11:55 AM
44	Downtown areas.	12/7/2023 11:44 AM
45	At school	12/7/2023 10:19 AM
46	Nature trail, river, parks	12/7/2023 10:16 AM
47	Schools	12/7/2023 9:52 AM
48	Arboga Elementary School	12/7/2023 9:44 AM
49	At park and rides and at more businesses.	12/7/2023 8:58 AM
50	By any store front for racks and lockers at park and rides.	12/7/2023 8:05 AM
51	I want to see the benches on Bear River trail fixed. I have asked both Gary Bradford and the County Public works to get this small project done with no results. (Wood was Stolen like almost two years ago)	12/7/2023 7:58 AM
52	Near strip malls or bigger stores	12/7/2023 7:45 AM
53	Arboga elementary	12/7/2023 7:45 AM
54	Not sure.	12/7/2023 7:31 AM
55	Shops in Wheatland, perhaps on Front Street Park	12/6/2023 3:35 PM
56	All destinations	12/5/2023 10:37 PM
57	New Earth/Bel Air area, Plumas Street, D street Marysville, InShape area (bike lockers, bike racks are not safe from theft).	12/5/2023 7:30 PM
58	Parks and other recreational areas. County facilities.	12/5/2023 2:36 PM
59	N/A for me	12/5/2023 1:58 PM
60	Near major transit hubs , Walmart/Costco area	12/2/2023 3:45 PM

Yuba Area Bike Advocates
817 6th Street
Marysville, CA 95901

Phone: 530-845-3123
Email: Yaba95901@gmail.com
Website: https://m.facebook.com/p/Yuba-Area-Bicycle-Advocates-YABA-100068414622373/

Dokken Engineering
110 Blue Ravine Rd #200,
Folsom, CA 95630
ATTN: Chris Aguirre
Public Outreach Director

April 10, 2024

On behalf of the Yuba Area Bike Advocates (YABA) and its members, we would like to thank Dokken Engineering for their efforts in hosting the *Yuba County Bicycle and Pedestrian Mobility Plan* public meetings in our community.

YABA has very specific recommendations we believe are critical path issues for future design and planning of active transportation facilities and connectivity. Our members are professional engineers, environmental planners, and active transportation specialists in multimodal transportation. We endorse the use of National Association of City Transportation Officials (NACTO) publications [i]. YABA does not support any shared facilities on any roadway with a vehicle speed limit set at 35mph or higher due to the fatal speed threshold for high probable death of a bike/ped user. [ii]

Connectivity to Essential services for disadvantaged [iii] communities should be the highest priority.

Priority Bicycle and Ped infrastructure is needed in the disadvantaged communities of Linda and Olivehurst. Linda and Olivehurst are divided by SR70 and Union Pacific railroads and cut off by the Yuba River from the county seat of Marysville. Linda and Olivehurst have the highest amount of bike/ped traffic along with a higher-than-average collision rate between active transportation and vehicle users of the entire county combined. This is due to the high number of residents who utilize active transportation modes on a daily basis due to economic status and other socioeconomic factors.

- *Linda and Olivehurst residents have to travel to Marysville to access the regions' largest medical arts district and Level 2 trauma center, employment services, welfare and TANF services, county One Stop services, the Superior Court of California, probation services, sheriff's office, child support services and the County government offices.*

- *Residents of West Linda and Olivehurst must cross over SR70 to access essential services such as child protective services, mental health, veteran's assistance, public health clinics, Yuba Community College, Yuba/Sutter Transit hubs, and major retail.*

A Mobility Plan Designed for Developers

The growing development of Linda, both East and West makes it imperative to properly and adequately identify bike lane classification and DESIGN for developers. Otherwise, developers exploit omissions in *the bike/ped plan to do the* ***absolute minimum*** *(typically Class 2 and 3 lane striping consisting of one limit line or sharrows) to avoid paying for infrastructure development. YABA recommends the county require developers and other engineers to follow the county Mobility Plan Design Standards spelled out in the NACTO publications when following the minimum design standards*:

- along major arterial roads where the speed differentials are ***greater than 35mph*** (known as the "fatal impact delta") between bike/ped and vehicle traffic as measured by the average 85th Percentile Rule [iv] of actual vehicle speed (not speed limit) on any given roadway, minus the average bicycle speed/pedestrian speed: ***Class IV separated bike lanes with delineators (minimum)***
- along *major collector streets* where the average vehicle speed differential is under the *35mph threshold*: Class 2 4'-5' bike lanes located *inside* a designated street parking lane-as-buffer, or 4' striped bike lane outside the street parking zone with an additional 3' (minimum legal standards [v]) outside clear zone (traffic delineation cones optional)
- along streets with an average vehicle speed differential of *less than 30 mph*: Class 2 bike lanes with the minimum 3' striped buffer (minimum legal standard).

Highest Priority Routes

- The only two routes to Marysville from Linda/Olivehurst are ***Simpson Lane and the Highway 70 Bridge at E Street***. Both lack adequate or NO bike/ped facilities and see daily bike/ped traffic. The facilities are unsafe, unprotected, and poorly designed for bicycle and pedestrian use on these high-speed vehicle access routes. *Continuous Class IV bike and ped facility recommended (*see above)*
- Priority connectivity infrastructure is needed in the unincorporated community of West Linda/Olivehurst at *Arboga Rd between Feather River Blvd. and Erle Rd., Olivehurst Ave./Lindhurst Ave., Erle Rd/Lindhurst Ave. and Feather River Blvd/N. Beale Rd.* - the only true East/West access points across SR70 to the East Linda services *(*see above)*.
- Priority safety infrastructure is needed throughout Linda/Olivehurst due to higher-than-average collision rates between vehicles and active transportation users. *Class II bike and ped facilities with minimum legal buffers are recommended (*see above)*

Sincerely,

Ben Deal, Chair
Michael Ferrini, Co-Chair
Mike Mahler, Outreach & Education Manager

Copy:

Yuba County Board of Supervisors, ALL
Yuba County, CDSA Director, Mike Lee and staff
City of Marysville, City Council Members
City of Marysville Mayor, Chris Branscum
Blue Zones Project, Marni Sanders

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[i] *https://nacto.org/publications/#design-guides-design-guidance*

[ii] *(Tefft, B.C. (2011) Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.).*

[iii] *YABA strongly believes there is a **legal obligation** by the county to spend funds obtained under SB535, or any other disadvantaged funding stream, in those disadvantaged communities for those highest priority needs under the county Bicycle and Pedestrian Mobility Plan. All other unincorporated areas not identified by the CalEPA Deputy Secretary for Environmental Justice under the CalEPA EnviroScreen 4.0 should **not** receive priority funding.*

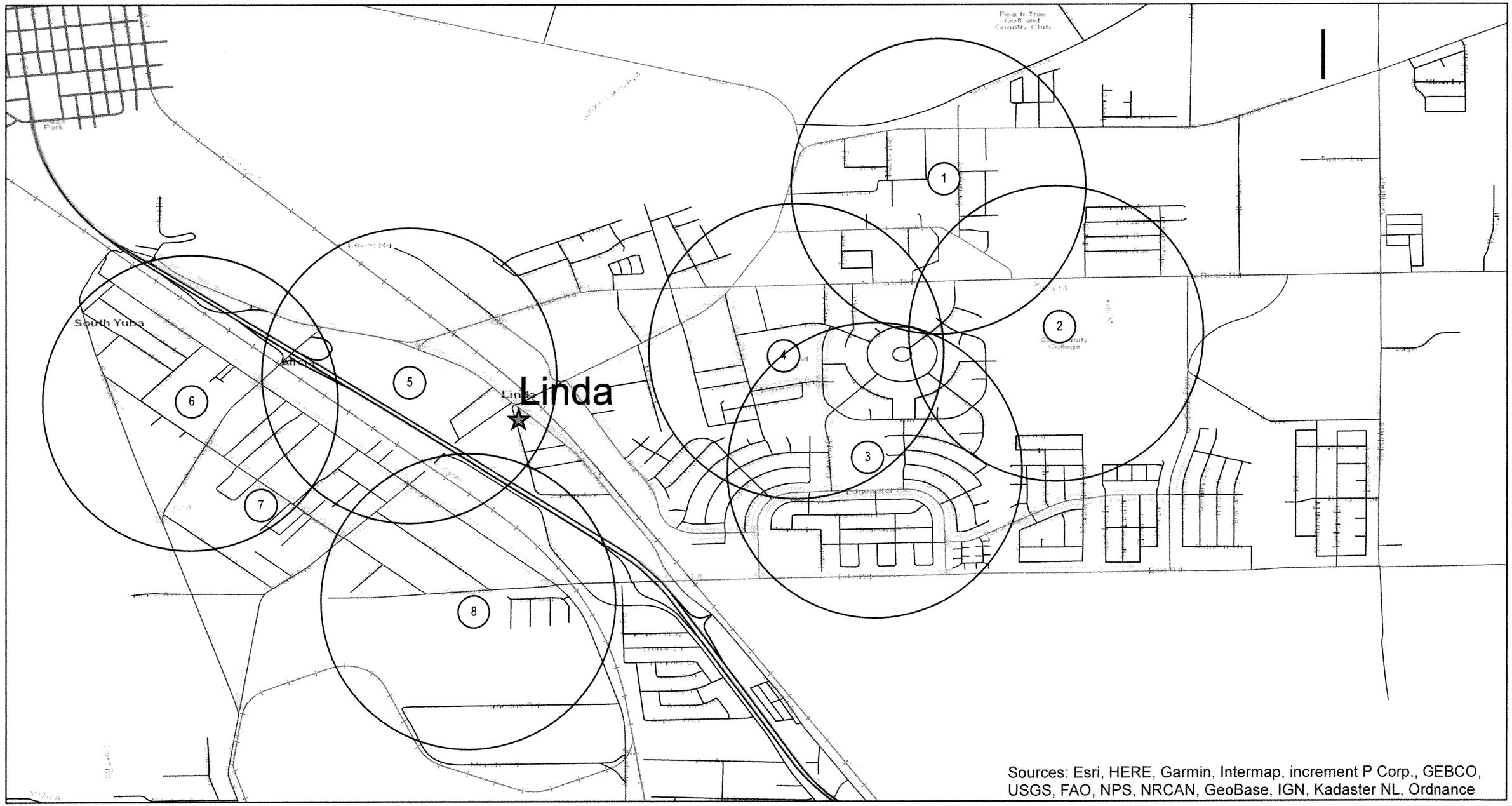
[iv] *NACTO https://nacto.org/publication/city-limits/the-need/designed-to-fail/#:~:text=When%20it%20comes%20to%20safety,current%20human%20behavior%2C%20not%20safety.*

CALTRANS (UC Berkley SafeTREC Study performed 2023 by Fehr & Peers) https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/ca234007finalreportasafesystemapproachtospeedlimitsetting2023816a11y.pdf

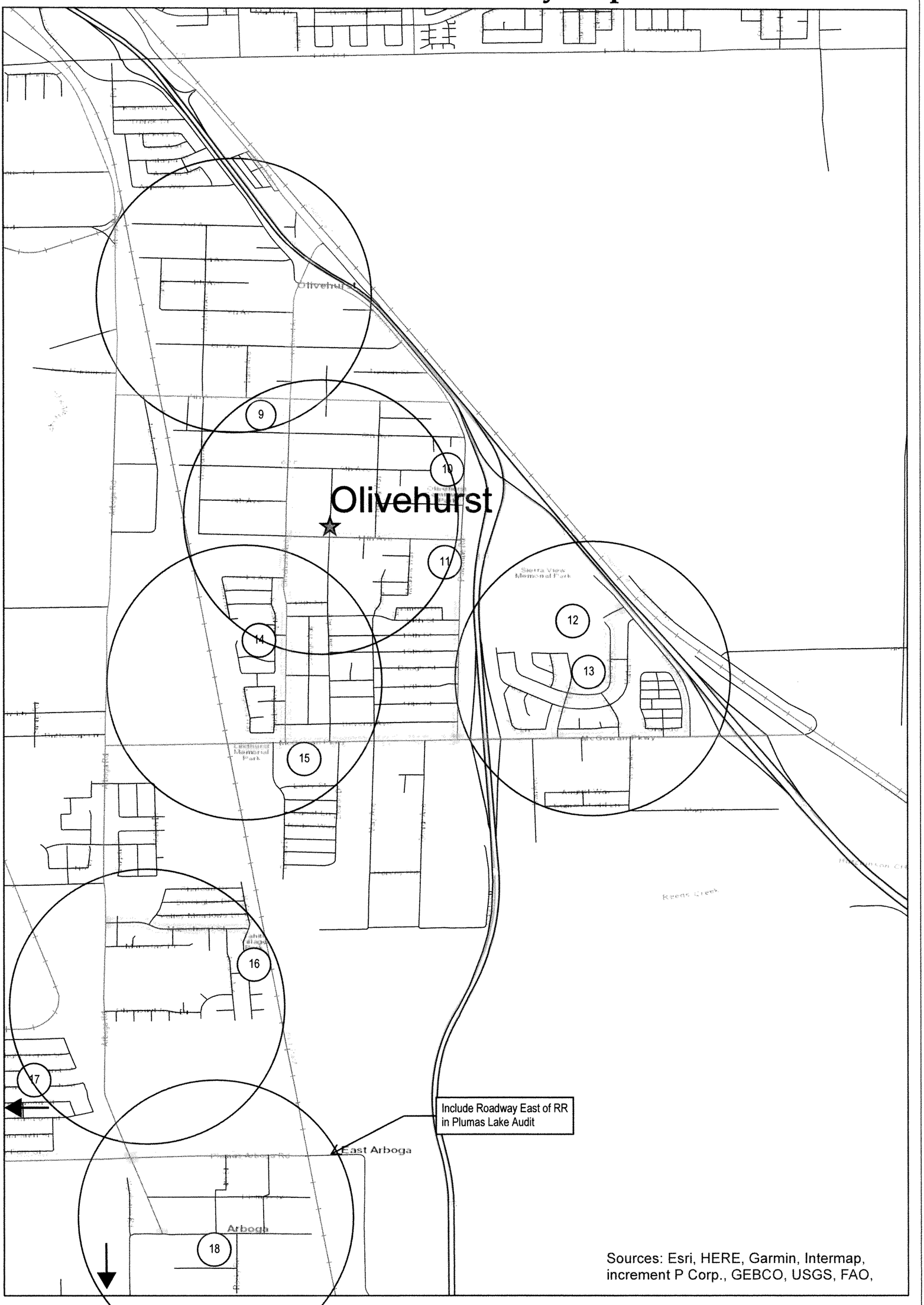
[v] *California Vehicle Code (CVC) section 21760*

APPENDIX C:
AUDIT MAPS

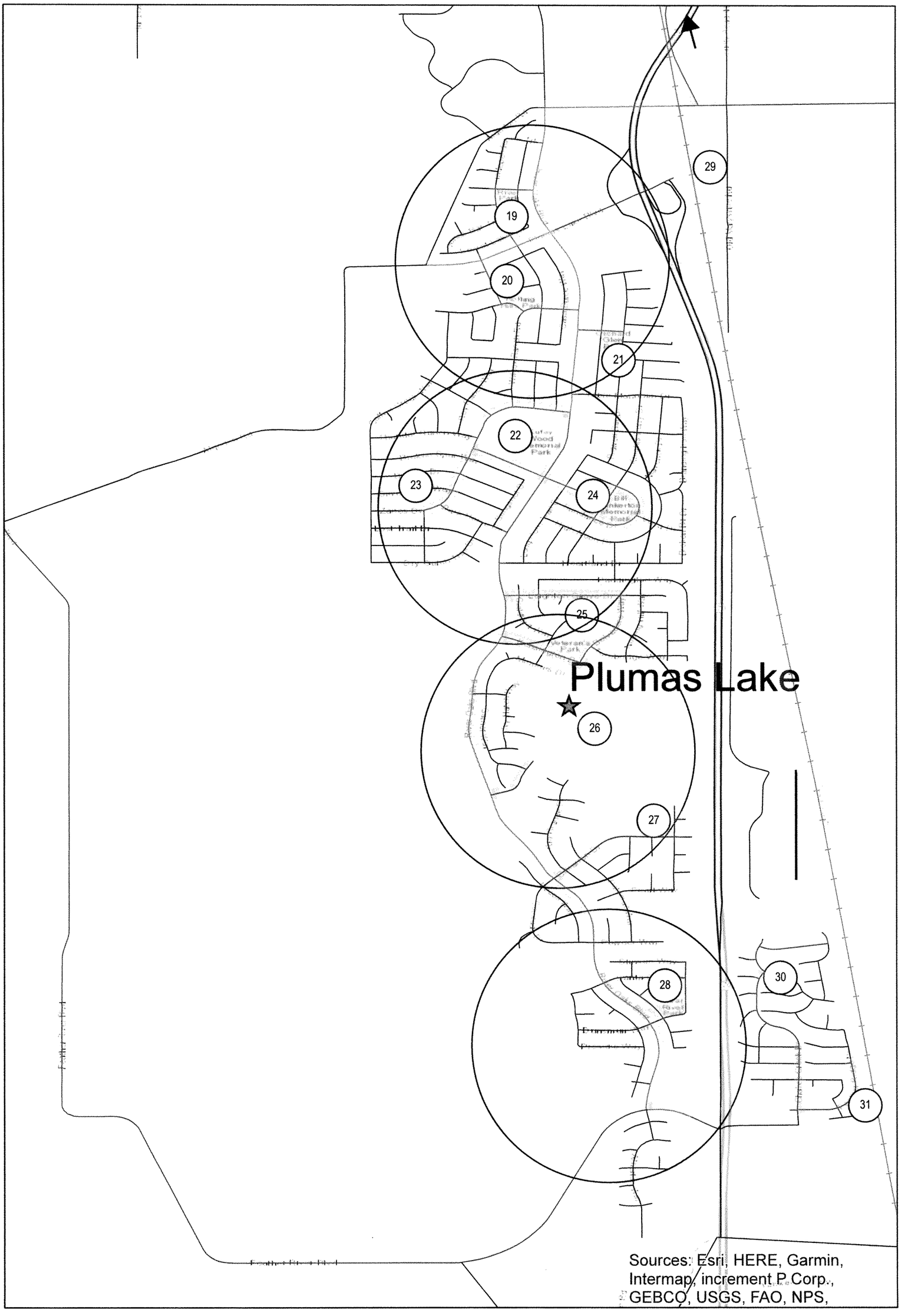
Linda Roadway Map



Olivehurst Roadway Map

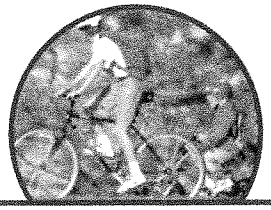


Plumas Lake - Existing and Proposed Active Transportation Facilities



APPENDIX D:
BIKEABILITY AUDIT FORMS

Go for a ride and use this checklist to rate your neighborhood's bikeability.



How bikeable is your community?

Location of bike ride (be specific): _____

Rating Scale: 1 awful; 2 many problems; 3 some problems; 4 good; 5 very good; 6 excellent

1. Did you have a place to bicycle safely?

a) On the road, sharing the road with motor vehicles?

☐ Yes ☐ Some problems (please note locations):

- ☐ No space for bicyclists to ride
- ☐ Bicycle lane or paved shoulder disappeared
- ☐ Heavy and/or fast-moving traffic
- ☐ Too many trucks or buses
- ☐ No space for bicyclists on bridges or in tunnels
- ☐ Poorly lighted roadways

Other problems: _____

_____

b) On an off-road path or trail, where motor vehicles were not allowed?

☐ Yes ☐ Some problems:

- ☐ Path ended abruptly
- ☐ Path didn't go where I wanted to go
- ☐ Path intersected with roads that were difficult to cross
- ☐ Path was crowded
- ☐ Path was unsafe because of sharp turns or dangerous downhills
- ☐ Path was uncomfortable because of too many hills
- ☐ Path was poorly lighted

Other problems: _____

_____

Overall "Safe Place To Ride" Rating: (circle one)

1 2 3 4 5 6

2. How was the surface that you rode on?

☐ Good ☐ Some problems, the road or path had:

- ☐ Potholes
- ☐ Cracked or broken pavement
- ☐ Debris (e.g. broken glass, sand, gravel, etc.)
- ☐ Dangerous drain grates, utility covers, or metal plates
- ☐ Uneven surface or gaps
- ☐ Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings)
- ☐ Bumpy or angled railroad tracks
- ☐ Rumble strips
- ☐ Other problems: _____

_____

Overall Surface Rating: (circle one)

1 2 3 4 5 6

3. How were the intersections you rode through?

☐ Good ☐ Some problems:

- ☐ Had to wait too long to cross intersection
- ☐ Couldn't see crossing traffic
- ☐ Signal didn't give me enough time to cross the road
- ☐ Signal didn't change for a bicycle
- ☐ Unsure where or how to ride through intersection

Other problems: _____

_____

Overall Intersection Rating: (circle one)

1 2 3 4 5 6

Continue the checklist on the next page...

4. Did drivers behave well?

☐ Yes ☐ Some problems, drivers:

- ☐ Drove too fast
- ☐ Passed me too close
- ☐ Did not signal
- ☐ Harassed me
- ☐ Cut me off
- ☐ Ran red lights or stop sign

Other problems: _____

_____

Overall Driver Rating: (circle one)

1 2 3 4 5 6

5. Was it easy for you to use your bike?

☐ Yes ☐ Some problems:

- ☐ No maps, signs, or road markings to help me find my way
- ☐ No safe or secure place to leave my bicycle at my destination
- ☐ No way to take my bicycle with me on the bus or train
- ☐ Scary dogs
- ☐ Hard to find a direct route I liked
- ☐ Route was too hilly

Other problems: _____

_____

Overall Ease of Use Rating: (circle one)

1 2 3 4 5 6

6. What did you do to make your ride safer?

Your behavior contributes to the bikeability of your community. Check all that apply:

- ☐ Wore a bicycle helmet
- ☐ Obeyed traffic signal and signs
- ☐ Rode in a straight line (didn't weave)
- ☐ Signaled my turns
- ☐ Rode with (not against) traffic
- ☐ Used lights, if riding at night
- ☐ Wore reflective and/or retroreflective materials and bright clothing
- ☐ Was courteous to other travelers (motorist, skaters, pedestrians, etc.)

7. Tell us a little about yourself.

In good weather months, about how many days a month do you ride your bike?

- ☐ Never
- ☐ Occasionally (one or two)
- ☐ Frequently (5-10)
- ☐ Most (more than 15)
- ☐ Every day

Which of these phrases best describes you?

- ☐ An advanced, confident rider who is comfortable riding in most traffic situations
- ☐ An intermediate rider who is not really comfortable riding in most traffic situations
- ☐ A beginner rider who prefers to stick to the bike path or trail

How does your community rate? Add up your ratings and decide.

(Questions 6 and 7 do not contribute to your community's score)

1. _____
2. _____
3. _____
4. _____
5. _____

Total _____

26-30	Celebrate! You live in a bicycle-friendly community.
21-25	Your community is pretty good, but there's always room for improvement.
16-20	Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements.
11-15	Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away.
5-10	Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.

Did you find something that needs to be changed?

On the next page, you'll find suggestions for improving the bikeability of your community based on the problems you identified. Take a look at both the short- and long-term solutions and commit to seeing at least one of each through to the end. If you don't, then who will?

During your bike ride, how did you feel physically? Could you go as far or as fast as you wanted to? Were you short of breath, tired, or were your muscles sore? The next page also has some suggestions to improve the enjoyment of your ride.

Bicycling, whether for transportation or recreation, is a great way to get 30 minutes of physical activity into your day. Riding, just like any other activity, should be something you enjoy doing. The more you enjoy it, the more likely you'll stick with it. Choose routes that match your skill level and physical activities. If a route is too long or hilly, find a new one. Start slowly and work up to your potential.

Make a Map

Use Plotted Maps for Note Taking

- Use a mapping website to capture and print a bird's-eye-view image of the bike audit area or draw a simple map of the location in the space below.
- Label the streets, paths and/or trails and note any key features, such as stores, schools, sidewalks, bike lanes, etc.
- Take photographs and/or video of the area so others can see the challenges and strengths of the audit location. Match and mark the images on the map.
- Indicate any other problem spots (e.g., a bike lane that abruptly ends) or opportunities (e.g., a good location for bike rack).

Who's Bicycling — and Why?

Community Name: _____

Location/Street Name(s): _____ **Weather/Temperature:** _____

Audit Date: _____ **Start Time:** _____ AM | PM **End Time:** _____ AM | PM

WHO'S BICYCLING? Use your best guess to determine each person's age group.	**NUMBER OF PEOPLE** Use tally marks (𝍸) to count the number of people observed.
Children (e.g., elementary school students)	
Teens	
Adults	
Older Adults	
WHERE?	
Riding in the street	
Riding on the sidewalk	
Riding on a bike lane or path	
HOW?	
Riding in the same direction as traffic	
Riding in the opposite direction of traffic	
Riding with child passengers	
Riding with packages/cargo	
DESTINATIONS NEAR OR CONNECTED TO THIS ROUTE	
Schools/childcare	
Grocery stores	
Retail and restaurants	
Fitness and recreation	
Professional offices (including health care facilities)	
Public transit	
Other/unknown	

ALSO, WHO'S NOT BIKING? Do the observed cyclists represent the demographic composition of the neighborhood? If not, which members of the community appear to be missing? Why might that be? (Use a notebook or the back of this worksheet to record these answers and observations.)

Visit ***AARP.org/BikeAudit*** to download, print, copy and/or share additional worksheets.
The ***AARP Bike Audit Tool Kit*** was created with the League of American Bicyclists (***BikeLeague.org***).

Streets and Crossings RIDING AUDIT (ON-BIKE)

Community Name: _____

Starting Location: _____ **Ending Location:** _____

Route Description: _____ **Mileage:** _____

Audit Date: _____ **Start Time:** _____ AM | PM **End Time:** _____ AM | PM

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** Yes ☐ No ☐

Number of vehicle lanes: _____ **The street is:** one-way ☐ | two-way ☐

If more than one lane: The roadway has a median ☐ | a pedestrian island ☐

Does the street have a sidewalk? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

Is a sidewalk needed? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

Does the street have a bike lane? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

Is a bike lane needed? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

If yes, describe the existing bike lane(s) and any needed improvements. If no, describe the desired bike lanes(s) and note whether the location has a vehicle lane, shoulder or other space that could become a bike lane. For both, include details such as the type and number of bike lanes, direction(s), length from start to finish, etc. (See page 12 of the ***AARP Bike Audit Tool Kit*** for reference.)

YES | NO | OTHER **Skip any statements that don't apply.**

THE STREET ...

☐ ☐ ☐ 1. Has traffic lights and/or stop signs at intersections and crossings
☐ ☐ ☐ 2. Has traffic lights and/or stop signs that are clearly visible to drivers and other roadway users
☐ ☐ ☐ 3. Has dedicated traffic lights for bicyclists
☐ ☐ ☐ 4. Allows motorists to make a right turn on red
☐ ☐ ☐ 5. Has crosswalks
☐ ☐ ☐ 6. The crosswalks are well marked and clearly visible to drivers and pedestrians
☐ ☐ ☐ 7. Has signage alerting drivers to the presence of pedestrians
☐ ☐ ☐ 8. Has signage alerting drivers to the presence of bicyclists
☐ ☐ ☐ 9. Has signage and road markings that help users navigate
☐ ☐ ☐ 10. Has a crossing signal (if yes, complete the next section)

THE CROSSING SIGNALS ...

☐ ☐ ☐ 1. Are working
☐ ☐ ☐ 2. Have a mechanism that allows users to stop the vehicle traffic
☐ ☐ ☐ 3. Are placed in appropriate locations (if not, make note of where more are needed)
☐ ☐ ☐ 4. Provide audible as well as visual prompts
☐ ☐ ☐ 5. Provide enough time to walk or ride a bicycle from one side of the street to the other (indicate the amount of time: _____ minutes _____ seconds)
☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians/ cyclists must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

THE RIDING SURFACE ...

☐ ☐ ☐ 1. Is good or adequate
☐ ☐ ☐ 2. Has potholes, cracks, gaps or uneven spots
☐ ☐ ☐ 3. Has debris (trash, broken glass, etc.)
☐ ☐ ☐ 4. Has dangerous obstructions (drain gates, utility covers, metal plates, rumble strips, etc.)
☐ ☐ ☐ 5. Is very slippery when wet

NOTES OR OTHER OBSERVATIONS *Use the back of this worksheet.*

Visit ***AARP.org/BikeAudit*** to download, print, copy and/or share additional worksheets.

The ***AARP Bike Audit Tool Kit*** was created with the League of American Bicyclists (***BikeLeague.org***).

Street, Path or Trail Safety and Appeal

Community Name: _____

Location/Street Name(s): _____

Audit Date: _____ **Start Time:** _____ **AM | PM** **End Time:** _____ **AM | PM**

YES | NO | OTHER **Skip any statements that don't apply.**

THE LOCATION HAS ...

☐ ☐ ☐ 1. Places to sit
☐ ☐ ☐ 2. Shade trees
☐ ☐ ☐ 3. Awnings, outdoor umbrellas or similar shelter from rain and other weather conditions
☐ ☐ ☐ 4. Grass and landscaping — if yes, the greenery is well maintained ☐ | not well maintained ☐
☐ ☐ ☐ 5. Drinking fountain(s) — if yes, they are working and clean ☐ | not working and/or clean ☐
☐ ☐ ☐ 6. Public restrooms — if yes, they are clean and safe ☐ | not clean and/or safe ☐
☐ ☐ ☐ 7. Trash receptacles — if yes, they are regularly emptied ☐ | they are not regularly emptied ☐
☐ ☐ ☐ 8. Informative signage
☐ ☐ ☐ 9. Well-placed signage
☐ ☐ ☐ 10. A bike "fix-it" station
☐ ☐ ☐ 11. Secure parking for bikes
☐ ☐ ☐ 12. Streetscape features (art, signage, etc.) that are representative of/suitable for the community
☐ ☐ ☐ 13. Pedestrian-scaled lighting
☐ ☐ ☐ 14. A sensible speed limit — if yes, the drivers are obeying the speed limit ☐ | are not obeying the speed limit ☐
☐ ☐ ☐ 15. Well-maintained buildings and/or homes
☐ ☐ ☐ 16. Emergency call buttons or kiosks

PERSONAL IMPRESSIONS

☐ ☐ ☐ 1. The location/street is safe and appealing
☐ ☐ ☐ 2. The location/street is a safe and appealing travel route
☐ ☐ ☐ 3. The location/street appears to be safe for users of all ages, abilities, demographics, etc.
☐ ☐ ☐ 4. The location/street appears to be safe for pedestrians and cyclists during the day
☐ ☐ ☐ 5. The location/street appears to be safe for pedestrians and cyclists after dark
☐ ☐ ☐ 6. Pedestrians and cyclists appear to be safe from crime, harassment and other threats
☐ ☐ ☐ 7. Pedestrians and cyclists appear to be safe from moving vehicles
☐ ☐ ☐ 8. Drivers appear to be following the traffic rules and are respectful of cyclist safety

NOTES OR OTHER OBSERVATIONS

_____

_____

_____

_____

_____

_____

_____

Visit ***AARP.org/BikeAudit*** to download, print, copy and/or share additional worksheets.
The ***AARP Bike Audit Tool Kit*** was created with the League of American Bicyclists (***BikeLeague.org***).

AARP

Bicycle Parking

As Needed at Key Locations

Community Name: _____

Location/Street Name(s): _____

Location Type (school, shopping district, business location, other): _____

Audit Date: _____ **Start Time:** _____ **AM | PM** **End Time:** _____ **AM | PM**

Reason for auditing the location: _____

YES | NO | OTHER **Skip any statements that don't apply.**

EXISTING BIKE PARKING

1. Number of bike racks at the location or along the route: _____
2. Specific location(s) of the racks: _____

_____

_____

3. Are the racks in a logical/optimal location? Yes ☐ No ☐
4. Number of bikes that can be accommodated by the racks: _____
5. Type of racks: (inverted U, wave, etc.) _____
6. Are the racks secure (bolted to the ground, inside of a locked gate, indoors, etc.)? ☐ Yes ☐ No
7. Can the racks accommodate various bike sizes? (cargo bikes, adaptive cycles, etc.)? ☐ Yes ☐ No
8. Is the rack on public property? ☐ Yes ☐ No
9. Does the rack meet the demands of the location? ☐ Yes ☐ No
10. Other suggestions to improve racks or location (lighting, signage, ramps, etc.) _____

_____

_____

POTENTIAL BIKE PARKING LOCATIONS

1. Location(s) in need of bike racks: _____

_____

2. Why? _____

_____

3. Recommended style of bike racks: _____

_____

_____

Select a style that will fit the space and accommodate a variety of bike types and sizes. Visit BikeLeague.org *for guidance and* APBP.org *to download* Essentials of Bike Parking, a publication by the Association of Pedestrian & Bicycle Professionals.

4. Maximum number of bikes likely to require rack space at one time: _____

If the location is on private property, you will need to work with the property owner to purchase and install a bike rack. If on public property, you will need to work with the local government.

NOTES OR OTHER OBSERVATIONS *Use the back of this worksheet.*

Visit ***AARP.org/BikeAudit*** to download, print, copy and/or share additional worksheets.
The ***AARP Bike Audit Tool Kit*** was created with the League of American Bicyclists (***BikeLeague.org***).

APPENDIX E:
WALKABILITY AUDIT FORMS

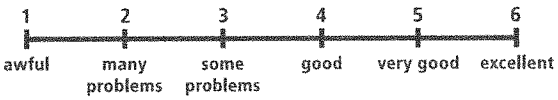
Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Location of walk _____

_____

Rating Scale:



1. Did you have room to walk?

☐ Yes ☐ Some problems:

- ☐ Sidewalks or paths started and stopped
- ☐ Sidewalks were broken or cracked
- ☐ Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
- ☐ No sidewalks, paths, or shoulders
- ☐ Too much traffic
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one) _____

1 2 3 4 5 6 _____

2. Was it easy to cross streets?

☐ Yes ☐ Some problems:

- ☐ Road was too wide
- ☐ Traffic signals made us wait too long or did not give us enough time to cross
- ☐ Needed striped crosswalks or traffic signals
- ☐ Parked cars blocked our view of traffic
- ☐ Trees or plants blocked our view of traffic
- ☐ Needed curb ramps or ramps needed repair
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one) _____

1 2 3 4 5 6 _____

3. Did drivers behave well?

☐ Yes ☐ Some problems: Drivers...

- ☐ Backed out of driveways without looking
- ☐ Did not yield to people crossing the street
- ☐ Turned into people crossing the street
- ☐ Drove too fast
- ☐ Sped up to make it through traffic lights or drove through traffic lights?
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one) _____

1 2 3 4 5 6 _____

4. Was it easy to follow safety rules? Could you and your child...

☐ Yes ☐ No Cross at crosswalks or where you could see and be seen by drivers?

☐ Yes ☐ No Stop and look left, right and then left again before crossing streets?

☐ Yes ☐ No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?

☐ Yes ☐ No Cross with the light?

Locations of problems: _____

Rating: (circle one) _____

1 2 3 4 5 6 _____

5. Was your walk pleasant?

☐ Yes ☐ Some unpleasant things:

- ☐ Needed more grass, flowers, or trees
- ☐ Scary dogs
- ☐ Scary people
- ☐ Not well lighted
- ☐ Dirty, lots of litter or trash
- ☐ Dirty air due to automobile exhaust
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one) _____

1 2 3 4 5 6 _____

How does your neighborhood stack up? Add up your ratings and decide.

1. _____
2. _____
3. _____
4. _____
5. _____

Total _____

26-30	Celebrate! You have a great neighborhood for walking.
21-25	Celebrate a little. Your neighborhood is pretty good.
16-20	Okay, but it needs work.
11-15	It needs lots of work. You deserve better than that.
5-10	It's a disaster for walking!

Now that you've identified the problems, go to the next page to find out how to fix them.

Make a Map

Use Plotted Maps for Note Taking

- Use a mapping website to capture and print a bird's-eye-view image of the walk audit area or draw a simple map of the location in the space below.
- Label the streets and make note of any key features, such as stores, schools and (if they exist) sidewalks.
- Take photographs and/or video of the area so others can see the challenges and strengths of the audit location. Match and mark the images on the map.
- Indicate any other problem spots or areas of opportunity (e.g., a bus stop with no seating or shelter).

Who's Using the Street — and Why?

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

Use hash marks (𝍸) for counting the number of people observed. (Yes, some will likely be counted more than once.)
Use your best guess to determine each person's age range and reason for walking.

WHO'S WALKING?	**NUMBER OF PEOPLE**
Young children (e.g. elementary school students)	
Teens	
Adults	
Older Adults	
HOW:	
While pushing a baby stroller and/or walking with a child or children	
While using a mobility aid (i.e., a wheelchair, cane, walker)	
While riding a bicycle, scooter, skateboard or other mobility device	
POSSIBLE REASONS:	
Traveling to/from school	
Waiting for and/or heading to public transit	
Commuting to/from work	
Shopping and/or getting something to eat	
Walking/running for fitness	
Walking a dog	
Walking to a park or outdoor public space	
Just out for a walk	
Other/unknown	

ALSO, WHO'S NOT WALKING? Do the observed pedestrians represent the demographic composition of the neighborhood? If not, which segments of the population appear to be missing? Why might that be the case? (Use a notebook or the back of this worksheet to record these answers and observations.)

Sidewalks

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

If more than one lane: Does the roadway have ☐ a median and/or ☐ pedestrian island?

The street has:
☐ no sidewalk
☐ partial sidewalks
☐ no sidewalk but needs one
☐ a sidewalk on one side of the street
☐ no sidewalk but needs two
☐ sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

THE SIDEWALK:

☐ ☐ ☐ 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
☐ ☐ ☐ 2. Is surfaced with a material that is smooth and consistent (concrete or asphalt rather than bricks)
☐ ☐ ☐ 3. Is in good condition, without cracks or raised blocks
☐ ☐ ☐ 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
☐ ☐ ☐ 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
☐ ☐ ☐ 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
☐ ☐ ☐ 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
☐ ☐ ☐ 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
☐ ☐ ☐ 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever the sidewalk is interrupted by a street

NOTES OR OTHER OBSERVATIONS:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Walkability of the area, based on the findings above: ☐ **Great** ☐ **Acceptable** ☐ **Mixed** ☐ **Poor**

Streets and Crossings

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

YES | NO | OTHER Skip any statements that don't apply

THE STREET:

☐ ☐ ☐ 1. Has traffic lights and/or stop signs at intersections and crossings
☐ ☐ ☐ 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
☐ ☐ ☐ 3. Has crosswalks
☐ ☐ ☐ 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
☐ ☐ ☐ 5. Has signage alerting drivers to the presence of pedestrians
☐ ☐ ☐ 6. Has a designated bicycle lane
☐ ☐ ☐ 7. Has a pedestrian crossing signal, also called a beacon. (If yes, complete the next section.)

THE PEDESTRIAN CROSSING SIGNALS:

☐ ☐ ☐ 1. Are working
☐ ☐ ☐ 2. Have a push-to-walk functionality, meaning pedestrians can stop vehicle traffic
☐ ☐ ☐ 3. Have audible prompts for people with vision impairment
☐ ☐ ☐ 4. Are placed in appropriate locations (if not, make note of where more are needed)
☐ ☐ ☐ 5. Provide enough time to cross (indicate the amount of time provided: _____ minutes _____ seconds)
☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

NOTES OR OTHER OBSERVATIONS:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Walkability of the area, based on the findings above: ☐ **Great** ☐ **Acceptable** ☐ **Mixed** ☐ **Poor**

Street Safety and Appeal

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

YES | NO | OTHER Skip any statements that don't apply

THE LOCATION HAS:

☐ ☐ ☐ 1. Places to sit
☐ ☐ ☐ 2. Shade trees
☐ ☐ ☐ 3. Grass, flowers and landscaping (if yes, is the greenery well maintained? _____)
☐ ☐ ☐ 4. Awnings, outdoor umbrellas or other shelter from rain and other weather conditions
☐ ☐ ☐ 5. Drinking fountains (if yes, are they working and clean? _____)
☐ ☐ ☐ 6. Public restrooms (if yes, are they clean and safe? _____)
☐ ☐ ☐ 7. A transit or bus shelter (if yes, is there seating? _____)
☐ ☐ ☐ 8. Trash receptacles (if yes, so they appear to be regularly emptied?)
☐ ☐ ☐ 9. Buildings and/or homes that are well-maintained
☐ ☐ ☐ 10. Informative signage
☐ ☐ ☐ 11. Well-placed signage
☐ ☐ ☐ 12. Streetscape features (art, signage, etc.) that are representative of/suitable for the community
☐ ☐ ☐ 13. Pedestrian-scaled lighting
☐ ☐ ☐ 14. A posted speed limit that seems suitable (if yes, does it appear that drivers are obeying the limit? _____)

IMPRESSIONS:

☐ ☐ ☐ 1. The location/street is a safe and appealing destination
☐ ☐ ☐ 2. The location/street is a safe and appealing travel route
☐ ☐ ☐ 3. The location/street appears to be safe for users of all ages, abilities, races, income levels, etc.
☐ ☐ ☐ 4. The location/street appears to be safe for pedestrians during both the day and night
☐ ☐ ☐ 5. Pedestrians appear to be safe from moving vehicles
☐ ☐ ☐ 6. Pedestrians appear to be safe from crime, harassment or similar threats

For "No" or "Other" answers, use the space below or on the back of this worksheet to briefly explain the response.

NOTES OR OTHER OBSERVATIONS:

_____

_____

_____

Walkability of the area, based on the findings above: ☐ **Great** ☐ **Acceptable** ☐ **Mixed** ☐ **Poor**

Public Transit Access

As Needed at Key Locations

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

YES | NO | OTHER Skip any statements that don't apply

IMPRESSIONS:

☐ ☐ ☐ 1. Pedestrians can safely access and depart from the transit stop or station

☐ ☐ ☐ 2. The transit stop or station is in a useful location

☐ ☐ ☐ 3. The transit stop or station protects waiting passengers from moving vehicles

☐ ☐ ☐ 4. The transit stop or station has suitable seating for waiting passengers

☐ ☐ ☐ 5. The transit stop or station features shelter from (check all that apply) ☐rain ☐sun ☐heat ☐cold ☐wind

☐ ☐ ☐ 6. The transit stop or station is clean and well-maintained

☐ ☐ ☐ 7. The transit stop or station is well lighted

☐ ☐ ☐ 8. The transit stop or station has useful amenities (if yes, describe what they are)

☐ ☐ ☐ 9. The transit stop or station feels safe from crime

☐ ☐ ☐ 10. I would feel safe and comfortable waiting in this location

NOTES OR OTHER OBSERVATIONS:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Walkability of the area, based on the findings above: ☐**Great** ☐**Acceptable** ☐**Mixed** ☐**Poor**

Summary

Record the score totals for each observation type

- Record the total number of yes responses for the category
- Record the total number of no responses for the category
- Record the one-word rating for the category

This information — as well as all notes, photographs, videos and observation discussions — will be helpful for writing a short report and/or preparing a PowerPoint presentation.

Community Name: _____

Street/Intersection Observed: _____ **and** _____

Audit Date: _____

WORKSHEET	YES RESPONSES	NO RESPONSES	RATING Great | Acceptable | Mixed | Poor
Sidewalks, Streets and Crossings (Single-Location Audit)			
Sidewalks, Streets and Crossings (Walking Audit)			
Sidewalks			
Streets and Crossings			
Street Safety and Appeal			
Public Transit Access			

NOTES OR OTHER OBSERVATIONS:

_____

_____

_____

_____

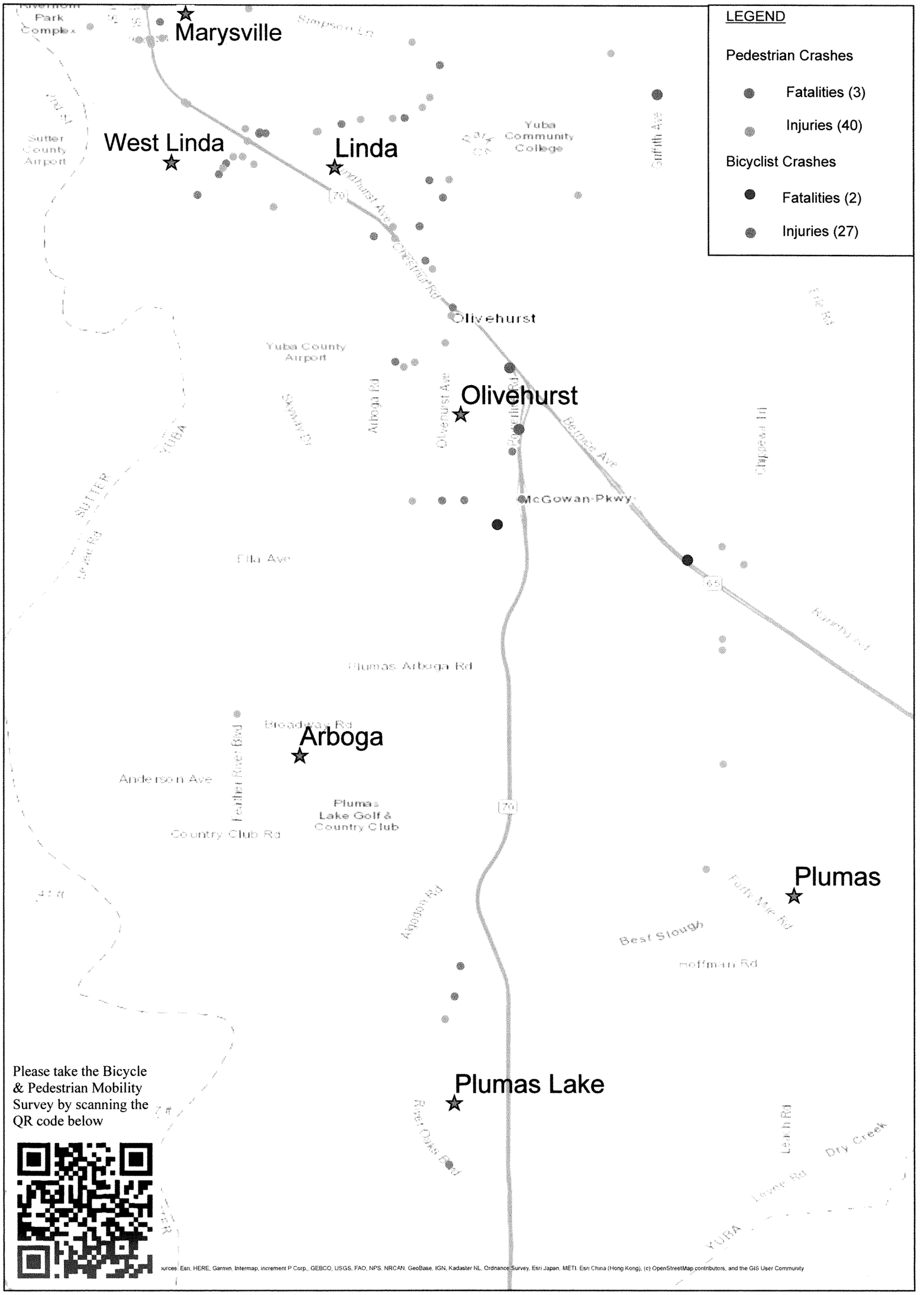
_____

_____

_____

APPENDIX F:
PEDESTRIAN AND BICYCLE CRASH DATA

Yuba County - Crash Data (2020-2023)



APPENDIX G:
SCORING MATRIX

Pedestrian Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Linda						
		ROADS	Simpson Lane	Hammonton Smartsville Rd	Dunning Ave	Linda Ave	N Beale Rd	Griffith Ave	Erle Rd
		SEGMENT LENGTH (mi)	1.31	2.59	0.36	0.69	3.51	1.18	1.86
CATEGORY	WEIGHTING FACTOR	CRITERIA							
SAFETY	6.67	Reported Collisons pedestrian	0.75	1.00	0.00	0.00	1.00	0.00	0.50
	6.67	Reported Collisons pedestrian (Fatality)	0.00	1.00	0.00	0.00	1.00	1.00	0.00
	6.67	Crossings (Conflicts Density)	0.50	0.75	0.75	0.50	1.00	0.75	0.75
		Weighted Sub-total =	8.33	18.33	5.00	3.33	20.00	11.67	8.33
CONNECTIVITY	2	Gaps	0.50	0.50	1.00	1.00	0.00	0.50	0.00
	1.5	Future Pedestrian Facilities	0.00	0.00	0.00	1.00	1.00	0.00	0.00
	1.5	Continuity/Uniformity	1.00	1.00	0.50	1.00	0.50	1.00	0.00
	5	Barriers	1.00	0.00	0.00	0.00	0.00	0.00	0.00
	5	Regional Connectivity	1.00	1.00	0.00	0.00	1.00	0.00	1.00
		Weighted Sub-total =	12.50	7.50	2.75	5.00	7.25	2.50	5.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.00	0.50	0.50	0.50	1.00	0.00	0.00
	3.75	Residential Area	0.00	1.00	1.00	1.00	1.00	0.50	0.50
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.50	0.00	0.00
	3.75	Transit Area	0.00	1.00	0.00	0.00	1.00	1.00	1.00
		Weighted Sub-total =	0.00	9.38	5.63	5.63	13.13	5.63	5.63
COMMUNITY INTEREST/DEMAND	5.00	Road Type	1.00	0.75	0.75	0.75	0.50	0.75	0.75
	5.00	Traffic Volume	1.00	0.75	0.50	0.50	1.00	0.50	0.75
	5.00	Community Interest	1.00	1.00	1.00	1.00	1.00	0.50	1.00
		Weighted Sub-total =	15.00	12.50	11.25	11.25	12.50	8.75	12.50
WALKABILITY	10.00	Audit Scoring Matrix	1.00	1.00	0.75	0.75	0.00	0.50	0.00
		Weighted Sub-total =	10.00	10.00	7.50	7.50	0.00	5.00	0.00
AVAILABLE ROW	6.67	Space	1.00	1.00	0.50	0.50	1.00	0.50	1.00
	3.33	ROW Ownership	1.00	1.00	0.00	1.00	0.00	1.00	0.00
		Weighted Sub-total =	6.67	6.67	3.33	3.33	6.67	3.33	6.67
COST	10.00	Roadway Recommendation Cost							
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.75	0.75	0.75	0.75	0.75	0.75	0.75
	1.00	Socioeconomic	0.00	0.50	0.50	0.00	0.50	0.00	0.50
		Weighted Sub-total =	3.00	3.50		3.00	3.50	3.00	3.50
	100.00	Weighted Total Score =	55.50	67.88	35.46	39.04	63.04	39.88	41.63

Pedestrian Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Linda						
		ROADS	Goldsfield Pkwy	Edgewater Circle	River Bank Dr	Rupert Ave	Grove Ave	Maywood Dr	Fernwood Dr
		SEGMENT LENGTH (mi)	1.13	0.98	0.63	0.80	0.33	0.19	0.29
CATEGORY	WEIGHTING FACTOR	CRITERIA							
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.00	0.00	0.00	0.50	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	0.50	0.50	0.50	0.00	0.00	0.00
		Weighted Sub-total =	0.00	3.33	3.33	3.33	3.33	0.00	0.00
CONNECTIVITY	2	Gaps	0.50	0.00	0.00	0.00	1.00	0.00	0.00
	1.5	Future Pedestrian Facilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.5	Continuity/Uniformity	1.00	0.00	1.00	0.00	0.50	0.00	0.00
	5	Barriers	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5	Regional Connectivity	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.50	0.00	1.50	0.00	2.75	0.00	0.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.00	0.50	0.00	0.00	0.50	0.50	0.50
	3.75	Residential Area	0.50	1.00	1.00	0.50	1.00	1.00	1.00
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	1.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	1.88	9.38	3.75	1.88	5.63	5.63	5.63
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.50	0.75	0.75	0.75	0.00	0.00	0.00
	5.00	Traffic Volume	0.75	0.75	0.00	0.50	0.50	0.00	0.00
	5.00	Community Interest	1.00	1.00	0.50	0.00	0.50	0.00	0.00
		Weighted Sub-total =	11.25	12.50	6.25	6.25	5.00	0.00	0.00
WALKABILITY	10.00	Audit Scoring Matrix	0.75	0.00	0.00	0.00	1.00	0.00	0.50
		Weighted Sub-total =	7.50	0.00	0.00	0.00	10.00	0.00	5.00
AVAILABLE ROW	6.67	Space	0.50	0.50	0.50	0.00	0.00	0.00	0.00
	3.33	ROW Ownership	0.00	1.00	1.00	1.00	1.00	1.00	1.00
		Weighted Sub-total =	3.33	3.33	3.33	0.00	0.00	0.00	0.00
COST	10.00	Roadway Recommendation Cost							
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.50	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	28.46	30.54	20.17	13.46	28.71	7.63	12.63

Pedestrian Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Linda						
		ROADS	Oakwood Dr	Avondale Ave	Lindhurst Ave	Garden Ave	Alica Ave	Feather River Blvd	Riverside Dr
		SEGMENT LENGTH (mi)	0.28	0.30	1.07	0.56	0.48	1.31	0.71
CATEGORY	WEIGHTING FACTOR	CRITERIA							
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.00	0.75	0.75	0.00	1.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	0.00	0.50	0.00	0.75	0.50	0.50
		Weighted Sub-total =	0.00	0.00	8.33	5.00	5.00	10.00	3.33
CONNECTIVITY	2	Gaps	0.00	1.00	0.50	1.00	1.00	0.50	1.00
	1.5	Future Pedestrian Facilities	0.00	0.00	0.00	1.00	1.00	1.00	1.00
	1.5	Continuity/Uniformity	0.00	1.00	0.50	1.00	1.00	1.00	1.00
	5	Barriers	0.00	0.00	1.00	0.00	0.00	0.00	0.00
	5	Regional Connectivity	0.00	0.00	1.00	0.00	0.00	1.00	1.00
		Weighted Sub-total =	0.00	3.50	11.75	5.00	5.00	9.00	10.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	0.00	0.50	0.50	0.50	1.00	0.50
	3.75	Residential Area	1.00	0.00	0.00	1.00	1.00	0.50	1.00
	3.75	Commercial Area	0.00	0.00	1.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	1.00	0.00	1.00	1.00	0.00
		Weighted Sub-total =	5.63	0.00	9.38	5.63	9.38	9.38	5.63
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.00	0.75	0.75	0.75	0.75	0.75	0.75
	5.00	Traffic Volume	0.00	0.50	0.75	0.00	0.50	0.75	0.00
	5.00	Community Interest	0.00	0.00	0.50	0.00	0.00	1.00	0.00
		Weighted Sub-total =	0.00	6.25	10.00	3.75	6.25	12.50	3.75
WALKABILITY	10.00	Audit Scoring Matrix	0.00	0.75	1.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	7.50	10.00	0.00	0.00	0.00	0.00
AVAILABLE ROW	6.67	Space	0.00	0.50	1.00	0.00	0.50	1.00	0.00
	3.33	ROW Ownership	0.00	1.00	1.00	1.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	3.33	6.67	0.00	3.33	6.67	0.00
COST	10.00	Roadway Recommendation Cost							
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.75	0.75	1.00	1.00	1.00	1.00
	1.00	Socioeconomic	0.00	1.00	0.50	1.00	1.00	1.00	1.00
		Weighted Sub-total =	2.00	4.00	3.50	5.00	5.00	5.00	5.00
	100.00	Weighted Total Score =	7.63	24.58	59.63	24.38	33.96	52.54	27.71

Pedestrian Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Linda		
		ROADS	Grand Ave	Arboga Rd	Pasado Rd
		SEGMENT LENGTH (mi)	0.93	1.04	0.46
CATEGORY	WEIGHTING FACTOR	CRITERIA			
SAFETY	6.67	Reported Collisons pedestrian	0.50	0.75	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.50	0.50	0.00
		Weighted Sub-total =	6.67	8.33	0.00
CONNECTIVITY	2	Gaps	1.00	0.50	1.00
	1.5	Future Pedestrian Facilities	1.00	1.00	1.00
	1.5	Continuity/Uniformity	1.00	1.00	0.50
	5	Barriers	0.00	0.00	0.00
	5	Regional Connectivity	0.00	1.00	0.00
		Weighted Sub-total =	5.00	9.00	4.25
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	1.00	0.50
	3.75	Residential Area	1.00	1.00	0.50
	3.75	Commercial Area	0.00	0.00	0.00
	3.75	Transit Area	1.00	1.00	1.00
		Weighted Sub-total =	9.38	11.25	7.50
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.75	0.75	0.75
	5.00	Traffic Volume	0.00	0.75	0.50
	5.00	Community Interest	0.00	1.00	0.00
		Weighted Sub-total =	3.75	12.50	6.25
WALKABILITY	10.00	Audit Scoring Matrix	0.00	0.00	0.75
		Weighted Sub-total =	0.00	0.00	7.50
AVAILABLE ROW	6.67	Space	0.50	0.00	0.50
	3.33	ROW Ownership	1.00	1.00	1.00
		Weighted Sub-total =	3.33	0.00	3.33
COST	10.00	Roadway Recommendation Cost			
		Weighted Sub-total =	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	1.00	1.00	1.00
	1.00	Socioeconomic	1.00	1.00	1.00
		Weighted Sub-total =	5.00	5.00	5.00
	100.00	Weighted Total Score =	33.13	46.08	33.83

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Olivehurst							
		ROADS	Lindhurst Ave	Olivehurst Ave	Powerline Rd	7th Ave	Arboga Rd	11th Ave	McGowan Pkwy	Olive Ave
		SEGMENT LENGTH (mi)	0.82	1.83	1.86	0.94	4.32	0.48	1.89	0.65
CATEGORY	WEIGHTING FACTOR	CRITERIA								
SAFETY	6.67	Reported Collisons pedestrian	0.75	1.00	0.75	1.00	0.75	0.00	0.75	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	1.00	1.00	0.75	1.00	0.50	1.00	0.00
		Weighted Sub-total =	5.00	13.33	18.33	11.67	11.67	3.33	11.67	0.00
CONNECTIVITY	2	Gaps	1.00	0.00	0.50	1.00	0.50	0.00	0.50	1.00
	1.5	Future Pedestrian Facilities	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
	1.5	Continuity/Uniformity	0.50	0.00	0.00	0.00	1.00	0.00	1.00	0.00
	5	Barriers	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
	5	Regional Connectivity	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
		Weighted Sub-total =	7.75	10.00	2.50	13.50	7.50	1.50	12.50	3.50
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.00	1.00	1.00	0.50	0.00	1.00	1.00	0.50
	3.75	Residential Area	0.00	0.50	0.00	0.50	0.00	1.00	0.50	0.50
	3.75	Commercial Area	1.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
		Weighted Sub-total =	3.75	9.38	9.38	3.75	0.00	7.50	9.38	3.75
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.75	0.50	0.75	0.75	0.75	0.75	0.50	0.00
	5.00	Traffic Volume	0.75	0.75	0.50	0.50	0.75	0.00	0.75	0.50
	5.00	Community Interest	0.50	0.00	0.50	0.00	1.00	0.00	1.00	0.00
		Weighted Sub-total =	10.00	6.25	8.75	6.25	12.50	3.75	11.25	2.50
WALKABILITY	10.00	Audit Scoring Matrix	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
		Weighted Sub-total =	10.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00
AVAILABLE ROW	6.67	Space	1.00	0.50	1.00	0.00	1.00	0.00	0.50	0.00
	3.33	ROW Ownership	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00
		Weighted Sub-total =	6.67	3.33	6.67	0.00	6.67	0.00	3.33	0.00
COST	10.00	Roadway Recommendation Cost								
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.75	0.75	0.75	0.75	0.75	0.75	0.50	0.75
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00
		Weighted Sub-total =	3.00	3.00	3.00	3.00	3.50	3.00	2.00	3.00
	100.00	Weighted Total Score =	46.17	45.29	48.63	38.17	41.83	19.08	50.13	22.75

Pedestrian Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Olivehurst							
		ROADS	Olive Ct	Lever Ave	Evelyn Dr	Maplehurst Ave	Links Pkwy	Wheeler Ranch Dr	Plumas Arboga Rd	Broadway St
		SEGMENT LENGTH (mi)	0.07	0.36	0.17	0.40	0.57	0.67	3.79	0.41
CATEGORY	WEIGHTING FACTOR	CRITERIA								
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.00	0.00	0.00	0.00	0.50	1.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.50
		Weighted Sub-total =	0.00	0.00	0.00	3.33	3.33	3.33	6.67	3.33
CONNECTIVITY	2	Gaps	1.00	0.00	0.00	0.00	0.00	0.00	0.50	1.00
	1.5	Future Pedestrian Facilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.5	Continuity/Uniformity	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
	5	Barriers	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
	5	Regional Connectivity	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
		Weighted Sub-total =	2.00	0.00	0.00	0.00	0.00	0.00	12.50	3.50
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	0.50	0.50	0.00	0.50	0.50	0.50	0.50
	3.75	Residential Area	1.00	0.50	1.00	1.00	1.00	1.00	0.00	0.00
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	5.63	3.75	9.38	3.75	5.63	5.63	1.88	1.88
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00
	5.00	Traffic Volume	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00
	5.00	Community Interest	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
		Weighted Sub-total =	0.00	0.00	0.00	2.50	0.00	5.00	11.25	5.00
WALKABILITY	10.00	Audit Scoring Matrix	1.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50
		Weighted Sub-total =	10.00	0.00	0.00	0.00	0.00	0.00	5.00	5.00
AVAILABLE ROW	6.67	Space	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50
	3.33	ROW Ownership	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	3.33	3.33
COST	10.00	Roadway Recommendation Cost								
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.75	0.75	0.75	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	3.00	3.00	3.00	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	20.63	6.75	12.38	11.58	10.96	15.96	42.63	24.04

Pedestrian Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Plumas Lake							
		ROADS	Algodon Rd	River Oaks Blvd	Plumas Lake Blvd	Independence Trail	Missouri Bar Trail	Soldiers Ranch Wy	Broad Acres Wy	Wilcox Ranch Rd
		SEGMENT LENGTH (mi)	0.34	3.53	0.34	0.20	0.10	0.15	0.07	0.14
CATEGORY	WEIGHTING FACTOR	CRITERIA								
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	11.67	0.00	0.00	0.00	0.00	0.00	0.00
CONNECTIVITY	2	Gaps	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
	1.5	Future Pedestrian Facilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.5	Continuity/Uniformity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5	Barriers	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
	5	Regional Connectivity	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	12.00	10.00	2.00	0.00	0.00	0.00	0.00	0.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	1.00	0.50	0.50	0.50	0.00	0.50	0.00
	3.75	Residential Area	0.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	1.88	5.63	5.63	5.63	5.63	3.75	5.63	3.75
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.75	0.50	0.75	0.00	0.00	0.00	0.00	0.00
	5.00	Traffic Volume	0.50	0.75	0.75	0.00	0.00	0.00	0.00	0.00
	5.00	Community Interest	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	11.25	6.25	12.50	0.00	0.00	0.00	0.00	0.00
WALKABILITY	10.00	Audit Scoring Matrix	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	10.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AVAILABLE ROW	6.67	Space	0.00	1.00	0.50	0.00	0.00	0.00	0.00	0.00
	3.33	ROW Ownership	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
		Weighted Sub-total =	0.00	6.67	3.33	0.00	0.00	0.00	0.00	0.00
COST	10.00	Roadway Recommendation Cost								
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	37.13	42.21	25.46	7.63	7.63	5.75	7.63	5.75

Pedestrian Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Plumas Lake							
		ROADS	Bridgeport Wy	Zanes Dr	Hidden Creek Wy	Knights Ferry Dr	Sundance Dr	Leighton Grove Dr	Belvedere Wy	Kensington Dr
		SEGMENT LENGTH (mi)	0.12	0.58	0.39	0.12	0.25	0.41	0.26	0.22
CATEGORY	WEIGHTING FACTOR	CRITERIA								
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	0.75	0.00	0.00	0.00	0.50	0.00	0.00
		Weighted Sub-total =	0.00	5.00	0.00	0.00	0.00	3.33	0.00	0.00
CONNECTIVITY	2	Gaps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.5	Future Pedestrian Facilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.5	Continuity/Uniformity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5	Barriers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5	Regional Connectivity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	1.00	1.00	0.50	0.50	0.50	0.50	0.50
	3.75	Residential Area	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	5.63	7.50	7.50	5.63	5.63	5.63	5.63	5.63
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5.00	Traffic Volume	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5.00	Community Interest	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	5.00	5.00	0.00	0.00	0.00	0.00	0.00
WALKABILITY	10.00	Audit Scoring Matrix	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AVAILABLE ROW	6.67	Space	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.33	ROW Ownership	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COST	10.00	Roadway Recommendation Cost								
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	7.63	19.50	14.50	7.63	7.63	10.96	7.63	7.63

Pedestrian Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Plumas Lake							
		ROADS	Minories Dr	Cimarron Dr	Rio Grande Dr	Santa Barbara Way	Monterey Wy	Feather River Blvd	Plumas Arboga Rd	Bear River Habitat Trail
		SEGMENT LENGTH (mi)	0.36	0.36	0.10	0.18	0.23	0.18	2.38	5.76
CATEGORY	WEIGHTING FACTOR	CRITERIA								
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.50	0.50	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	3.33	3.33	0.00	0.00	0.00	6.67	6.67	0.00
CONNECTIVITY	2	Gaps	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.5	Future Pedestrian Facilities	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
	1.5	Continuity/Uniformity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5	Barriers	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
	5	Regional Connectivity	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
		Weighted Sub-total =	0.00	12.00	0.00	0.00	0.00	11.50	5.00	10.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	0.50	0.00	0.50	0.50	0.50	0.00	1.00
	3.75	Residential Area	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.50
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	5.63	1.88	0.00	5.63	5.63	1.88	0.00	5.63
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00
	5.00	Traffic Volume	0.00	0.00	0.00	0.00	0.00	0.50	0.75	0.00
	5.00	Community Interest	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	11.25	12.50	0.00
WALKABILITY	10.00	Audit Scoring Matrix	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00
AVAILABLE ROW	6.67	Space	0.00	0.00	0.00	0.00	0.00	0.00	0.50	1.00
	3.33	ROW Ownership	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	3.33	6.67
COST	10.00	Roadway Recommendation Cost								
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	10.96	19.21	2.00	7.63	7.63	33.29	34.50	24.29

Pedestrian Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Plumas Lake				
		ROADS	Abbeylane Way	Sugarstick Dr	Chalice Creek Dr	Feather Ridge Dr	Maggie Ct/Haskins Wy
		SEGMENT LENGTH (mi)	0.18	0.09	0.51	0.17	0.19
CATEGORY	WEIGHTING FACTOR	CRITERIA					
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.00	0.00	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	0.00	0.50	0.00	0.00
		Weighted Sub-total =	0.00	0.00	3.33	0.00	0.00
CONNECTIVITY	2	Gaps	0.00	0.00	0.00	1.00	1.00
	1.5	Future Pedestrian Facilities	0.00	0.00	0.00	0.00	0.00
	1.5	Continuity/Uniformity	0.00	0.00	0.00	0.00	1.00
	5	Barriers	0.00	0.00	0.00	1.00	1.00
	5	Regional Connectivity	0.00	0.00	0.00	1.00	1.00
		Weighted Sub-total =	0.00	0.00	0.00	12.00	13.50
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.00	0.00	0.50	0.50	0.00
	3.75	Residential Area	1.00	1.00	1.00	0.50	1.00
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	1.00	1.00	0.00
		Weighted Sub-total =	3.75	3.75	9.38	7.50	3.75
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.00	0.00	0.00	0.00	0.00
	5.00	Traffic Volume	0.00	0.00	0.00	0.00	0.00
	5.00	Community Interest	0.00	0.00	1.00	0.50	1.00
		Weighted Sub-total =	0.00	0.00	5.00	2.50	5.00
WALKABILITY	10.00	Audit Scoring Matrix	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00
AVAILABLE ROW	6.67	Space	0.00	0.00	0.00	0.00	1.00
	3.33	ROW Ownership	1.00	1.00	1.00	1.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	6.67
COST	10.00	Roadway Recommendation Cost					
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	5.75	5.75	19.71	24.00	30.92

Bicycle Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Linda						
		ROADS	Simpson Lane	Hammonton Smartsville Rd	Dunning Ave	Linda Ave	N Beale Rd	Griffith Ave	Erle Rd
		EXISTING BIKE FACILITY	-			-	2	2	2
		SEGMENT LENGTH (mi)	1.31	2.59	0.36	0.69	3.51	1.18	1.86
CATEGORY	WEIGHTING FACTOR	CRITERIA							
SAFETY	6.67	Reported Collisons pedestrian	0.50	1.00	0.00	0.00	1.00	0.00	0.75
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.50	0.75	0.00	0.00	1.00	0.00	0.75
		Weighted Sub-total =	6.67	11.67	0.00	0.00	13.33	0.00	10.00
CONNECTIVITY	2.00	Gaps	0.00	0.50	1.00	0.00	0.00	0.50	0.00
	1.00	Future Bicycle Facilities	0.00	0.00	0.00	1.00	1.00	0.00	0.00
	1.00	Continuity/Uniformity	0.50	0.00	0.50	0.00	0.00	1.00	0.00
	1.00	Parallel Networks	0.00	0.00	1.00	0.00	0.00	0.00	0.00
	5.00	Barriers	1.00	0.00	0.00	0.00	0.00	0.00	0.00
	5.00	Regional Connectivity	1.00	1.00	0.00	0.00	1.00	0.00	1.00
		Weighted Sub-total =	10.50	6.00	3.50	1.00	6.00	2.00	5.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.00	0.50	0.50	0.50	1.00	0.00	0.00
	3.75	Residential Area	0.00	1.00	1.00	1.00	1.00	0.50	0.50
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.50	0.00	0.00
	3.75	Transit Area	0.00	1.00	0.00	0.00	1.00	1.00	1.00
		Weighted Sub-total =	0.00	9.38	5.63	5.63	13.13	5.63	5.63
COMMUNITY INTEREST/DEMAND	5.00	Road Type	1.00	0.75	0.75	0.75	0.50	0.75	0.75
	5.00	Traffic Volume	1.00	0.75	0.50	0.50	1.00	0.50	0.75
	5.00	Community Interest	1.00	1.00	1.00	1.00	1.00	0.50	1.00
		Weighted Sub-total =	15.00	12.50	11.25	11.25	12.50	8.75	12.50
BIKEABILITY	2.00	Audit Scoring Matrix	1.00	0.75	0.00	0.50	0.00	0.75	0.00
	2.00	Existing Bike Facility	0.00	0.50	1.00	0.00	0.00	0.00	0.00
	2.00	Facility Type	0.50	0.50	1.00	0.50	0.50	0.50	0.50
	2.00	Bike Storage Count	0.00	0.00	0.00	0.00	1.00	0.00	0.00
	2.00	Opportunity	0.50	1.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	4.00	5.50	4.00	2.00	3.00	2.50	1.00
AVAILABLE ROW	6.67	Space	1.00	0.50	0.00	0.00	1.00	0.00	1.00
	3.33	ROW Ownership	1.00	1.00	0.00	1.00	0.00	1.00	0.00
		Weighted Sub-total =	6.67	3.33	0.00	0.00	6.67	0.00	6.67
COST	10.00	Roadway Recommendation Cost							
Weighted Sub-total =			0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.75	0.75	0.75	0.75	0.75	0.75	0.75
	1.00	Socioeconomic	0.00	0.50	0.00	0.00	0.50	0.00	0.50
		Weighted Sub-total =	3.00	3.50	3.00	3.00	3.50	3.00	3.50
	100.00	Weighted Total Score =	45.83	64.38	38.63	34.13	70.63	30.63	56.79

Bicycle Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Linda						
		ROADS	Goldsfields Pkwy	Edgewater Circle	River Bank Dr	Rupert Ave	Grove Ave	Maywood Dr	Fernwood Dr
		EXISTING BIKE FACILITY	2	2	2	2	-	-	-
		SEGMENT LENGTH (mi)	1.13	0.98	0.63	0.80	0.33	0.19	0.29
CATEGORY	WEIGHTING FACTOR	CRITERIA							
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.50	0.00	0.00	0.00	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	0.50	0.50	0.50	0.00	0.00	0.00
		Weighted Sub-total =	0.00	6.67	3.33	3.33	0.00	0.00	0.00
CONNECTIVITY	2.00	Gaps	0.00	0.00	0.00	0.00	1.00	1.00	1.00
	1.00	Future Bicycle Facilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.00	Continuity/Uniformity	0.50	0.00	0.00	0.50	0.00	0.00	0.00
	1.00	Parallel Networks	0.00	0.00	0.00	0.00	1.00	1.00	1.00
	5.00	Barriers	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5.00	Regional Connectivity	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	0.50	0.00	0.00	0.50	3.00	3.00	3.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.00	0.50	0.00	0.00	0.50	0.50	0.50
	3.75	Residential Area	0.50	1.00	1.00	0.50	1.00	1.00	1.00
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	1.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	1.88	9.38	3.75	1.88	5.63	5.63	5.63
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.50	0.75	0.75	0.75	0.00	0.00	0.00
	5.00	Traffic Volume	0.75	0.75	0.00	0.50	0.50	0.00	0.00
	5.00	Community Interest	1.00	1.00	0.50	0.00	0.50	0.00	0.00
		Weighted Sub-total =	11.25	12.50	6.25	6.25	5.00	0.00	0.00
BIKEABILITY	2.00	Audit Scoring Matrix	0.00	0.00	0.00	0.00	0.75	0.50	0.75
	2.00	Existing Bike Facility	0.00	0.00	0.00	0.00	1.00	1.00	1.00
	2.00	Facility Type	0.50	0.50	0.50	0.50	1.00	1.00	1.00
	2.00	Bike Storage Count	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2.00	Opportunity	0.00	0.00	0.00	0.00	0.50	0.00	0.00
		Weighted Sub-total =	1.00	1.00	1.00	1.00	0.50	5.00	5.50
AVAILABLE ROW	6.67	Space	0.50	1.00	1.00	1.00	0.00	0.00	0.00
	3.33	ROW Ownership	0.00	1.00	1.00	1.00	1.00	1.00	1.00
		Weighted Sub-total =	3.33	6.67	6.67	6.67	0.00	0.00	0.00
COST	10.00	Roadway Recommendation Cost							
Weighted Sub-total =			0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.50	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	31.21	50.71	29.25	27.88	21.13	15.63	16.13

Bicycle Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Linda						
		ROADS	Oakwood Dr	Avondale Ave	Lindhurst Ave	Garden Ave	Alicia Ave	Feather River Blvd	Riverside Dr
		EXISTING BIKE FACILITY	-	2	2	-	-	2	-
		SEGMENT LENGTH (mi)	0.28	0.30	1.07	0.56	0.48	1.31	0.71
CATEGORY	WEIGHTING FACTOR	CRITERIA							
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.00	0.50	0.00	0.00	0.75	0.50
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	0.00	0.50	0.00	0.75	0.00	0.00
		Weighted Sub-total =	0.00	0.00	6.67	0.00	5.00	5.00	3.33
CONNECTIVITY	2.00	Gaps	1.00	0.00	0.00	0.00	0.00	0.00	1.00
	1.00	Future Bicycle Facilities	0.00	0.00	0.00	1.00	1.00	1.00	1.00
	1.00	Continuity/Uniformity	0.50	0.50	0.00	1.00	0.50	0.00	0.50
	1.00	Parallel Networks	1.00	0.00	0.00	1.00	1.00	0.00	1.00
	5.00	Barriers	0.00	0.00	1.00	0.00	0.00	0.00	0.00
	5.00	Regional Connectivity	0.00	0.00	1.00	0.00	0.00	1.00	1.00
		Weighted Sub-total =	3.50	0.50	10.00	3.00	2.50	6.00	9.50
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	0.00	0.50	0.50	0.50	1.00	0.50
	3.75	Residential Area	1.00	0.00	0.00	1.00	1.00	0.50	1.00
	3.75	Commercial Area	0.00	0.00	1.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	1.00	0.00	1.00	1.00	0.00
		Weighted Sub-total =	5.63	0.00	9.38	5.63	9.38	9.38	5.63
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.00	0.75	0.75	0.75	0.75	0.75	0.75
	5.00	Traffic Volume	0.00	0.50	0.75	0.00	0.50	0.75	0.00
	5.00	Community Interest	0.00	0.00	0.50	0.00	0.00	1.00	0.00
		Weighted Sub-total =	0.00	6.25	10.00	3.75	6.25	12.50	3.75
BIKEABILITY	2.00	Audit Scoring Matrix	0.00	0.00	0.75	0.00	0.00	0.00	0.00
	2.00	Existing Bike Facility	1.00	0.00	0.00	1.00	1.00	0.00	1.00
	2.00	Facility Type	1.00	0.50	0.50	1.00	1.00	0.50	1.00
	2.00	Bike Storage Count	0.00	0.00	0.00	0.00	1.00	0.00	0.00
	2.00	Opportunity	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	4.00	1.00	2.50	4.00	6.00	1.00	4.00
AVAILABLE ROW	6.67	Space	0.00	0.50	1.00	0.00	0.00	0.50	0.00
	3.33	ROW Ownership	0.00	1.00	1.00	1.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	3.33	6.67	0.00	0.00	3.33	0.00
COST	10.00	Roadway Recommendation Cost							
Weighted Sub-total =			0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.75	0.75	1.00	1.00	1.00	1.00
	1.00	Socioeconomic	0.00	1.00	0.50	1.00	1.00	1.00	1.00
		Weighted Sub-total =	2.00	4.00	3.50	5.00	5.00	5.00	5.00
	100.00	Weighted Total Score =	15.13	21.33	58.71	25.13	40.38	54.71	34.96

Bicycle Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Linda		
		ROADS	Grand Ave	Arboga Rd	Pasado Rd
		EXISTING BIKE FACILITY	-	2	2
		SEGMENT LENGTH (mi)	0.93	1.04	0.46
CATEGORY	WEIGHTING FACTOR	CRITERIA			
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.50	0.50	0.00
		Weighted Sub-total =	3.33	3.33	0.00
CONNECTIVITY	2.00	Gaps	0.00	0.50	0.00
	1.00	Future Bicycle Facilities	1.00	1.00	1.00
	1.00	Continuity/Uniformity	0.50	0.00	0.00
	1.00	Parallel Networks	1.00	0.00	0.00
	5.00	Barriers	0.00	0.00	0.00
	5.00	Regional Connectivity	0.00	1.00	0.00
		Weighted Sub-total =	2.50	7.00	1.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	1.00	0.50
	3.75	Residential Area	1.00	1.00	0.50
	3.75	Commercial Area	0.00	0.00	0.00
	3.75	Transit Area	1.00	1.00	1.00
		Weighted Sub-total =	9.38	11.25	7.50
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.75	0.75	0.75
	5.00	Traffic Volume	0.00	0.75	0.50
	5.00	Community Interest	0.00	1.00	0.00
		Weighted Sub-total =	3.75	12.50	6.25
BIKEABILITY	2.00	Audit Scoring Matrix	0.00	0.00	0.50
	2.00	Existing Bike Facility	1.00	0.00	0.00
	2.00	Facility Type	1.00	0.50	0.50
	2.00	Bike Storage Count	0.00	1.00	0.00
	2.00	Opportunity	0.00	0.00	0.00
		Weighted Sub-total =	4.00	3.00	2.00
AVAILABLE ROW	6.67	Space	0.00	0.00	0.00
	3.33	ROW Ownership	1.00	1.00	1.00
		Weighted Sub-total =	0.00	0.00	0.00
COST	10.00	Roadway Recommendation Cost			
Weighted Sub-total =			0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	1.00	1.00	1.00
	1.00	Socioeconomic	1.00	1.00	1.00
		Weighted Sub-total =	5.00	5.00	5.00
	100.00	Weighted Total Score =	31.71	54.58	28.00

Pedestrian Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Olivehurst							
		ROADS	Lindhurst Ave	Olivehurst Ave	Powerline Rd	7th Ave	Arboga Rd	11th Ave	McGowan Pkwy	Olive Ave
		EXISTING BIKE FACILITY	2	2	2	2&3	2	3	2	2
		SEGMENT LENGTH (mi)	0.82	1.83	1.85	0.94	4.32	0.48	1.88	0.65
CATEGORY	WEIGHTING FACTOR	CRITERIA								
SAFETY	6.67	Reported Collisons pedestrian	0.50	0.75	0.50	0.50	0.00	0.00	0.75	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00
		Weighted Sub-total =	3.33	11.67	3.33	3.33	6.67	0.00	18.33	0.00
CONNECTIVITY	2.00	Gaps	1.00	0.00	0.00	0.00	0.50	0.00	0.50	1.00
	1.00	Future Bicycle Facilities	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
	1.00	Continuity/Uniformity	0.00	0.50	1.00	1.00	1.00	1.00	0.00	0.00
	1.00	Parallel Networks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5.00	Barriers	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
	5.00	Regional Connectivity	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
		Weighted Sub-total =	7.00	10.50	2.00	12.00	7.00	2.00	11.00	3.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.00	1.00	1.00	0.50	0.00	1.00	1.00	0.50
	3.75	Residential Area	0.00	0.50	0.00	0.50	0.00	1.00	0.50	0.50
	3.75	Commercial Area	1.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
		Weighted Sub-total =	3.75	9.38	9.38	3.75	0.00	7.50	9.38	3.75
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.75	0.50	0.75	0.75	0.75	0.75	0.50	0.00
	5.00	Traffic Volume	0.75	0.75	0.50	0.50	0.75	0.00	0.75	0.50
	5.00	Community Interest	0.50	0.00	0.50	0.00	1.00	0.00	1.00	0.00
		Weighted Sub-total =	10.00	6.25	8.75	6.25	12.50	3.75	11.25	2.50
BIKEABILITY	2.00	Audit Scoring Matrix	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.50
	2.00	Existing Bike Facility	0.00	0.50	0.00	0.00	0.50	0.00	0.50	0.00
	2.00	Facility Type	0.50	0.50	0.50	0.75	0.50	0.75	0.50	0.50
	2.00	Bike Storage Count	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
	2.00	Opportunity	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50
		Weighted Sub-total =	4.50	4.00	3.00	3.50	5.00	1.50	4.00	3.00
AVAILABLE ROW	6.67	Space	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.50
	3.33	ROW Ownership	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00
		Weighted Sub-total =	3.33	0.00	3.33	0.00	0.00	0.00	0.00	3.33
COST	10.00	Roadway Recommendation Cost								
Weighted Sub-total =			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.75	0.75	0.75	0.75	0.75	0.75	0.50	0.75
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00
		Weighted Sub-total =	3.00	3.00	3.00	3.00	3.50	3.00	2.00	3.00
	100.00	Weighted Total Score =	44.92	51.04	41.54	38.08	47.17	21.50	67.21	21.08

Bicycle Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Olivehurst							
		ROADS	Olive Ct	Lever Ave	Evelyn Dr	Maplehurst Ave	Links Pkwy	Wheeler Ranch Dr	Plumas Arboga Rd	Broadway St
		EXISTING BIKE FACILITY	-	-	-	-	2	2	2	2
		SEGMENT LENGTH (mi)	0.07	0.36	0.17	0.40	0.57	0.67	3.79	0.41
CATEGORY	WEIGHTING FACTOR	CRITERIA								
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	3.33	3.33	0.00	0.00	0.00
CONNECTIVITY	2.00	Gaps	1.00	1.00	1.00	1.00	0.00	0.00	0.50	1.00
	1.00	Future Bicycle Facilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.00	Continuity/Uniformity	0.00	0.00	0.50	0.50	0.00	0.50	0.00	1.00
	1.00	Parallel Networks	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
	5.00	Barriers	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
	5.00	Regional Connectivity	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
		Weighted Sub-total =	3.00	3.00	3.50	3.50	0.00	0.50	11.00	3.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	0.50	0.50	0.00	0.50	0.50	0.50	0.50
	3.75	Residential Area	1.00	0.50	1.00	1.00	1.00	1.00	0.00	0.00
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	5.63	3.75	9.38	3.75	5.63	5.63	1.88	1.88
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00
	5.00	Traffic Volume	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00
	5.00	Community Interest	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
		Weighted Sub-total =	0.00	0.00	0.00	2.50	0.00	5.00	11.25	5.00
BIKEABILITY	2.00	Audit Scoring Matrix	0.50	0.50	0.50	0.00	0.00	0.00	0.50	0.50
	2.00	Existing Bike Facility	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
	2.00	Facility Type	1.00	1.00	1.00	1.00	0.50	0.50	0.50	0.50
	2.00	Bike Storage Count	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2.00	Opportunity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50
		Weighted Sub-total =	5.00	5.00	5.00	4.00	1.00	1.00	2.00	3.00
AVAILABLE ROW	6.67	Space	0.00	0.00	0.00	0.00	0.50	0.50	0.50	0.00
	3.33	ROW Ownership	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	3.33	3.33	3.33	0.00
COST	10.00	Roadway Recommendation Cost								
Weighted Sub-total =			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.75	0.75	0.75	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	3.00	3.00	3.00	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	16.63	14.75	20.88	21.58	15.29	22.46	42.71	19.88

Bicycle Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Plumas Lake							
		ROADS	Algodon Rd	River Oaks Blvd	Plumas Lake Blvd	Independence Trail	Missouri Bar Trail	Soldiers Ranch Wy	Broad Acres Wy	Wilcox Ranch Rd
		EXISTING BIKE FACILITY	2	2	2	-	-	-	-	-
		SEGMENT LENGTH (mi)	0.34	3.53	0.34	0.20	0.10	0.15	0.07	0.14
CATEGORY	WEIGHTING FACTOR	CRITERIA								
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	10.00	0.00	0.00	0.00	0.00	0.00	0.00
CONNECTIVITY	2.00	Gaps	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
	1.00	Future Bicycle Facilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.00	Continuity/Uniformity	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50
	1.00	Parallel Networks	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
	5.00	Barriers	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
	5.00	Regional Connectivity	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	12.00	10.00	0.50	0.00	2.00	3.00	2.00	2.50
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	1.00	0.50	0.50	0.50	0.00	0.50	0.00
	3.75	Residential Area	0.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	1.88	5.63	5.63	5.63	5.63	3.75	5.63	3.75
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.75	0.50	0.75	0.00	0.00	0.00	0.00	0.00
	5.00	Traffic Volume	0.50	0.75	0.75	0.00	0.00	0.00	0.00	0.00
	5.00	Community Interest	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	11.25	6.25	12.50	0.00	0.00	0.00	0.00	0.00
BIKEABILITY	2.00	Audit Scoring Matrix	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2.00	Existing Bike Facility	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
	2.00	Facility Type	0.50	0.50	0.50	1.00	1.00	1.00	1.00	1.00
	2.00	Bike Storage Count	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
	2.00	Opportunity	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	3.50	3.00	3.00	2.00	2.00	4.00	4.00	4.00
AVAILABLE ROW	6.67	Space	0.00	1.00	0.50	0.00	0.00	0.00	0.00	0.00
	3.33	ROW Ownership	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
		Weighted Sub-total =	0.00	6.67	3.33	0.00	0.00	0.00	0.00	0.00
COST	10.00	Roadway Recommendation Cost								
Weighted Sub-total =			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	41.88	49.79	39.46	9.63	11.63	12.75	13.63	12.25

Bicycle Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Plumas Lake							
		ROADS	Bridgeport Wy	Zanes Dr	Hidden Creek Wy	Knights Ferry Dr	Sundance Dr	Leighton Grove Dr	Belvedere Wy	Kensington Dr
		EXISTING BIKE FACILITY	-	-	-	-	-	-	-	-
		SEGMENT LENGTH (mi)	0.12	0.58	0.18	0.12	0.25	0.41	0.26	0.22
CATEGORY	WEIGHTING FACTOR	CRITERIA								
SAFETY	6.67	Reported Collisons pedestrian	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	0.75	0.00	0.00	0.00	0.50	0.00	0.00
		Weighted Sub-total =	3.33	5.00	0.00	0.00	0.00	3.33	0.00	0.00
CONNECTIVITY	2.00	Gaps	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	Future Bicycle Facilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.00	Continuity/Uniformity	0.50	0.50	0.50	0.00	0.00	0.50	0.00	0.50
	1.00	Parallel Networks	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	5.00	Barriers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5.00	Regional Connectivity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	3.50	3.50	3.50	3.00	3.00	3.50	3.00	3.50
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	1.00	1.00	0.50	0.50	0.50	0.50	0.50
	3.75	Residential Area	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	5.63	7.50	7.50	5.63	5.63	5.63	5.63	5.63
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5.00	Traffic Volume	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5.00	Community Interest	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	5.00	5.00	0.00	0.00	0.00	0.00	0.00
BIKEABILITY	2.00	Audit Scoring Matrix	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2.00	Existing Bike Facility	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	2.00	Facility Type	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	2.00	Bike Storage Count	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2.00	Opportunity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
AVAILABLE ROW	6.67	Space	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.33	ROW Ownership	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COST	10.00	Roadway Recommendation Cost								
Weighted Sub-total =			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	18.46	32.00	27.00	14.63	14.63	18.46	14.63	15.13

Bicycle Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Plumas Lake							
		ROADS	Minories Dr	Cimarron Dr	Rio Grande Dr	Santa Barbara Way	Monterey Wy	Feather River Blvd	Plumas Arboga Rd	Bear River Habitat Trail
		EXISTING BIKE FACILITY	-	-	-	-	-	?	-	I
		SEGMENT LENGTH (mi)	0.36	0.36	0.10	0.18	0.23	0.18	2.38	5.76
CATEGORY	WEIGHTING FACTOR	CRITERIA								
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.50	0.00	0.00	0.00	0.75	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.50	0.50	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	3.33	6.67	0.00	0.00	0.00	5.00	0.00	0.00
CONNECTIVITY	2.00	Gaps	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
	1.00	Future Bicycle Facilities	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
	1.00	Continuity/Uniformity	0.50	0.50	0.50	0.50	0.00	1.00	0.00	0.00
	1.00	Parallel Networks	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
	5.00	Barriers	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
	5.00	Regional Connectivity	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
		Weighted Sub-total =	3.50	13.50	3.50	3.50	2.00	14.00	6.00	11.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.50	0.50	0.00	0.50	0.50	0.50	0.00	1.00
	3.75	Residential Area	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.50
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	5.63	1.88	0.00	5.63	5.63	1.88	0.00	5.63
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00
	5.00	Traffic Volume	0.00	0.00	0.00	0.00	0.00	0.50	0.75	0.00
	5.00	Community Interest	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00
		Weighted Sub-total =	0.00	5.00	0.00	0.00	0.00	11.25	12.50	0.00
BIKEABILITY	2.00	Audit Scoring Matrix	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00
	2.00	Existing Bike Facility	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
	2.00	Facility Type	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.00
	2.00	Bike Storage Count	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2.00	Opportunity	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
		Weighted Sub-total =	4.00	6.00	4.00	4.00	4.00	3.00	2.00	0.00
AVAILABLE ROW	6.67	Space	0.00	0.00	0.00	0.00	0.00	0.50	0.00	1.00
	3.33	ROW Ownership	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00	3.33	0.00	6.67
COST	10.00	Roadway Recommendation Cost								
Weighted Sub-total =			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	18.46	40.04	9.50	15.13	13.63	51.71	35.00	25.29

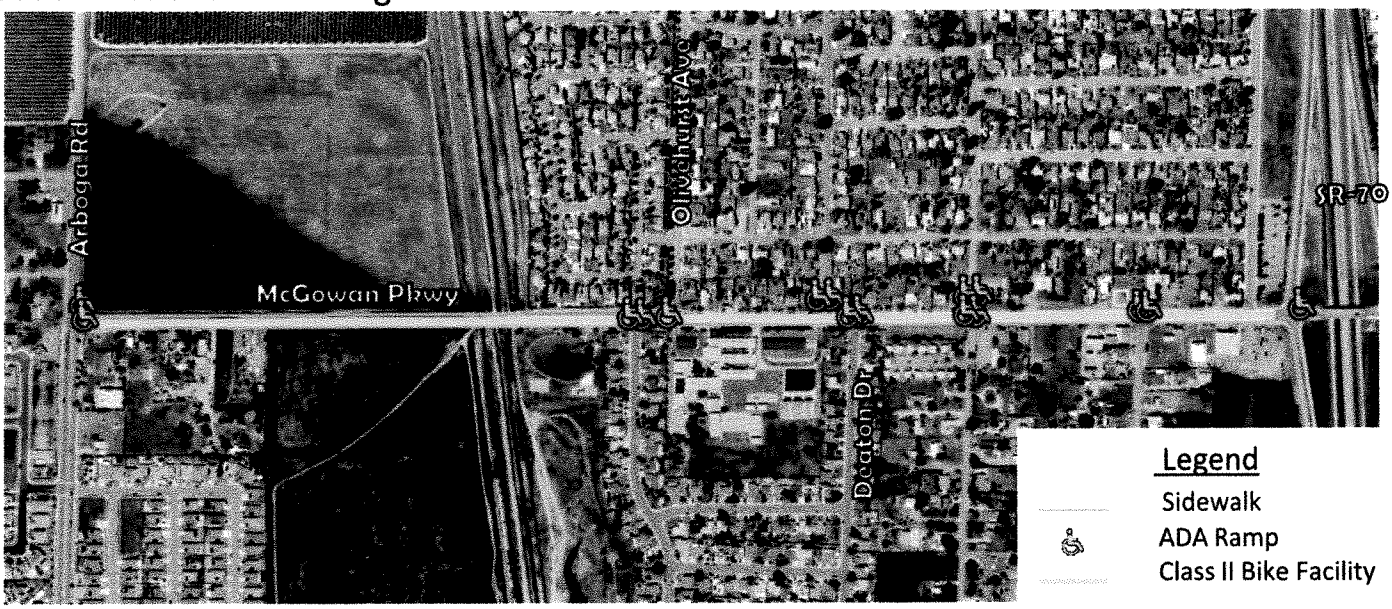
Bicycle Facility Scoring Matrix

YUBA COUNTY BICYCLE AND PEDESTRIAN MOBILITY PLAN		COMMUNITY	Plumas Lake				
		ROADS	Abbeylane Way	Sugarstick Dr	Chalice Creek Dr	Feather Ridge Dr	Maggie Ct/Haskins Wy
		EXISTING BIKE FACILITY	-	-	-	-	-
		SEGMENT LENGTH (mi)	0.18	0.09	0.51	0.17	0.19
CATEGORY	WEIGHTING FACTOR	CRITERIA					
SAFETY	6.67	Reported Collisons pedestrian	0.00	0.00	0.00	0.00	0.00
	6.67	Reported Collisons pedestrian (Fatality)	0.00	0.00	0.00	0.00	0.00
	6.67	Crossings (Conflicts Density)	0.00	0.00	0.50	0.00	0.00
		Weighted Sub-total =	0.00	0.00	3.33	0.00	0.00
CONNECTIVITY	2.00	Gaps	1.00	1.00	1.00	1.00	1.00
	1.00	Future Bicycle Facilities	0.00	0.00	0.00	0.00	0.00
	1.00	Continuity/Uniformity	0.00	0.00	0.00	0.00	1.00
	1.00	Parallel Networks	1.00	1.00	1.00	1.00	1.00
	5.00	Barriers	0.00	0.00	0.00	1.00	1.00
	5.00	Regional Connectivity	0.00	0.00	0.00	1.00	1.00
		Weighted Sub-total =	3.00	3.00	3.00	13.00	14.00
ATTRACTORS	3.75	Key Landmarks (schools and parks)	0.00	0.00	0.50	0.50	0.00
	3.75	Residential Area	1.00	1.00	1.00	0.50	1.00
	3.75	Commercial Area	0.00	0.00	0.00	0.00	0.00
	3.75	Transit Area	0.00	0.00	1.00	1.00	0.00
		Weighted Sub-total =	3.75	3.75	9.38	7.50	3.75
COMMUNITY INTEREST/DEMAND	5.00	Road Type	0.00	0.00	0.00	0.00	0.00
	5.00	Traffic Volume	0.00	0.00	0.00	0.00	0.00
	5.00	Community Interest	0.00	0.00	1.00	0.50	1.00
		Weighted Sub-total =	0.00	0.00	5.00	2.50	5.00
BIKEABILITY	2.00	Audit Scoring Matrix	0.00	0.00	0.00	0.00	0.00
	2.00	Existing Bike Facility	1.00	1.00	1.00	1.00	1.00
	2.00	Facility Type	1.00	1.00	1.00	1.00	1.00
	2.00	Bike Storage Count	0.00	0.00	0.00	0.00	0.00
	2.00	Opportunity	0.00	0.00	0.00	0.00	1.00
		Weighted Sub-total =	4.00	4.00	4.00	4.00	6.00
AVAILABLE ROW	6.67	Space	0.00	0.00	0.00	0.00	0.00
	3.33	ROW Ownership	1.00	1.00	1.00	1.00	0.00
		Weighted Sub-total =	0.00	0.00	0.00	0.00	0.00
COST	10.00	Roadway Recommendation Cost					
Weighted Sub-total =			0.00	0.00	0.00	0.00	0.00
BENEFITS DISADVANTAGED COMMUNITY	4.00	CalEnviro Screen 4.0 Score	0.50	0.50	0.50	0.50	0.50
	1.00	Socioeconomic	0.00	0.00	0.00	0.00	0.00
		Weighted Sub-total =	2.00	2.00	2.00	2.00	2.00
	100.00	Weighted Total Score =	12.75	12.75	31.71	31.50	35.75

APPENDIX H:
FACT SHEETS

Project Description:

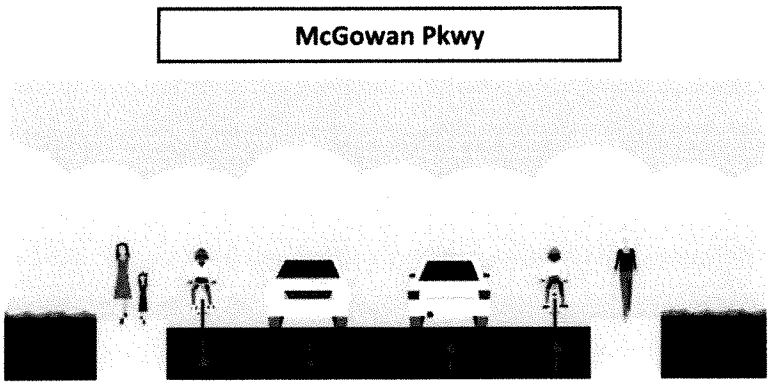
The McGowan Pkwy Improvements will extend approximately 1 mile from Arboga Rd to SR-70. The improvements will include sidewalk improvements with curb & gutter on both sides of the road, an at-grade railroad crossing West of Olivehurst Ave, ADA ramps at 9 intersections, and a Class II bike facility. These improvements will allow cyclists and pedestrians to safely navigate to and from portions of the Olivehurst community Southwest of the crossing.



Plan

N

Typical Cross-Section:



Cost:

Item	Description	Quantity	Units	Unit Price	Total
1	Sidewalk (6')	0.93	MI	$ 739,000.00	$ 687,270.00
2	C&G	0.93	MI	$ 417,000.00	$ 387,810.00
3	Curb Ramp	18	EA	$ 10,000.00	$ 180,000.00
4	Bike Facility (Class II)	2.06	MI	$ 404,000.00	$ 832,240.00
5	At-Grade Railroad Crossing	1	LS	$ 500,000.00	$ 500,000.00
6	Drainage	1	LS	$ 305,000.00	$ 305,000.00
				SUBTOTAL ITEMS 1 - 6	$ 2,892,320.00
				CONTINGENCIES (25%)	$ 723,080.00
				SOFT COSTS (20%)	$ 578,464.00
				TOTAL ITEMS 1 - 6	**$ 4,193,864.00**

YUBA COUNTY BIKEWAY AND PEDESTRIAN MOBILITY PLAN

McGowan Pkwy

YUBA COUNTY PUBLIC WORKS

DOKKEN ENGINEERING

Project Description:

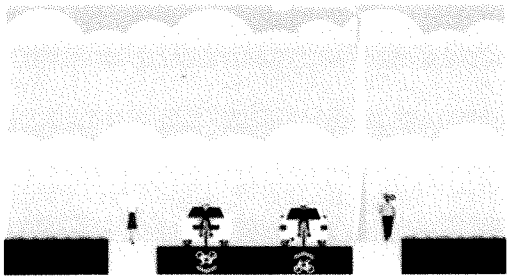
The Hammonton Smartsville Rd and Lowe Ave Improvements will cover approximately 4.3 miles, from Lindhurst Ave to just East of Alberta Ave. Key enhancements include 6-foot sidewalks with curb & gutter along sections of both sides of the road, ADA ramps at fifteen intersections, a combination of Class II and Class II bike facilities with upgraded pavement sections, drainage improvements throughout and an at-grade railroad crossing east of Lindhurst Ave. These upgrades aim to ensure uninterrupted pedestrian and bicycle access throughout the segment, including connectivity to the recent street improvements on North Beale Rd.

Plan

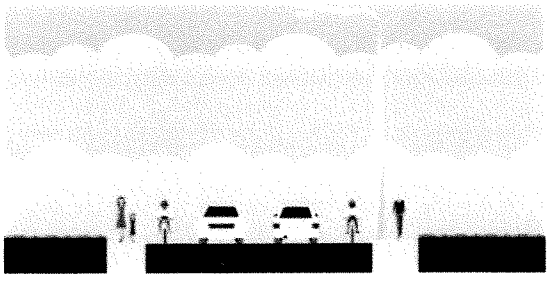
Typical Cross-Sections:

Hammonton Smartsville Rd

Lindhurst Ave– N Beale Rd



N Beale Rd – Hammonton Smartsville Rd



Cost:

Item	Description	Quantity	Units	Unit Price	Total
1	Sidewalk (6')	2.62	MI	$ 739,000.00	$ 1,936,180.00
2	C&G	2.62	MI	$ 417,000.00	$ 1,092,540.00
3	Curb Ramp	35	EA	$ 10,000.00	$ 350,000.00
4	Bike Facility (Class II)	3.8	MI	$ 404,000.00	$ 1,535,200.00
5	Bike Facility (Class III)	0.69	MI	$ 219,000.00	$ 151,110.00
6	At-Grade Railroad Crossing	1	LS	$ 500,000.00	$ 500,000.00
7	Drainage	1	LS	$ 520,000.00	$ 520,000.00
				SUBTOTAL ITEMS 1 - 7	$ 6,085,030.00
				CONTINGENCIES (25%)	$ 1,521,257.50
				SOFT COSTS (20%)	$ 1,217,006.00
				TOTAL ITEMS 1 - 7	**$ 8,823,293.50**

YUBA COUNTY BIKEWAY AND PEDESTRIAN MOBILITY PLAN

Hammonton Smartsville Rd

YUBA COUNTY PUBLIC WORKS

DOKKEN ENGINEERING

Project Description:

The Dunning Ave Improvements will cover approximately 0.5 miles, from Hammonton Smartsville Rd down to Linda Ave. Key enhancements include 6-foot sidewalks with curb & gutter along segments of both sides of the road, as well as ADA ramps at eight intersections and drainage improvements. These upgrades aim to ensure an uninterrupted pedestrian facility throughout the segment for Linda Elementary students.

Plan

Legend

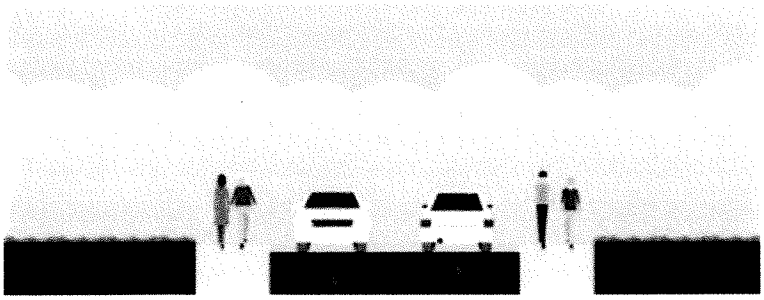
Sidewalk

ADA Ramp

N

Typical Cross-Section:

Dunning Ave



Cost:

Item	Description	Quantity	Units	Unit Price	Total
1	Sidewalk (6')	0.54	MI	$ 739,000.00	$ 399,060.00
2	C&G	0.54	MI	$ 417,000.00	$ 225,180.00
3	Curb Ramp	12	EA	$ 10,000.00	$ 120,000.00
4	Bike Facility	0	MI	$ -	$ -
5	Drainage	1	LS	$ 65,000.00	$ 65,000.00
				SUBTOTAL ITEMS 1 - 5	$ 809,240.00
				CONTINGENCIES (25%)	$ 202,310.00
				SOFT COSTS (20%)	$ 161,848.00
				TOTAL ITEMS 1 - 5	**$ 1,173,398.00**

YUBA COUNTY BIKEWAY AND PEDESTRIAN MOBILITY PLAN

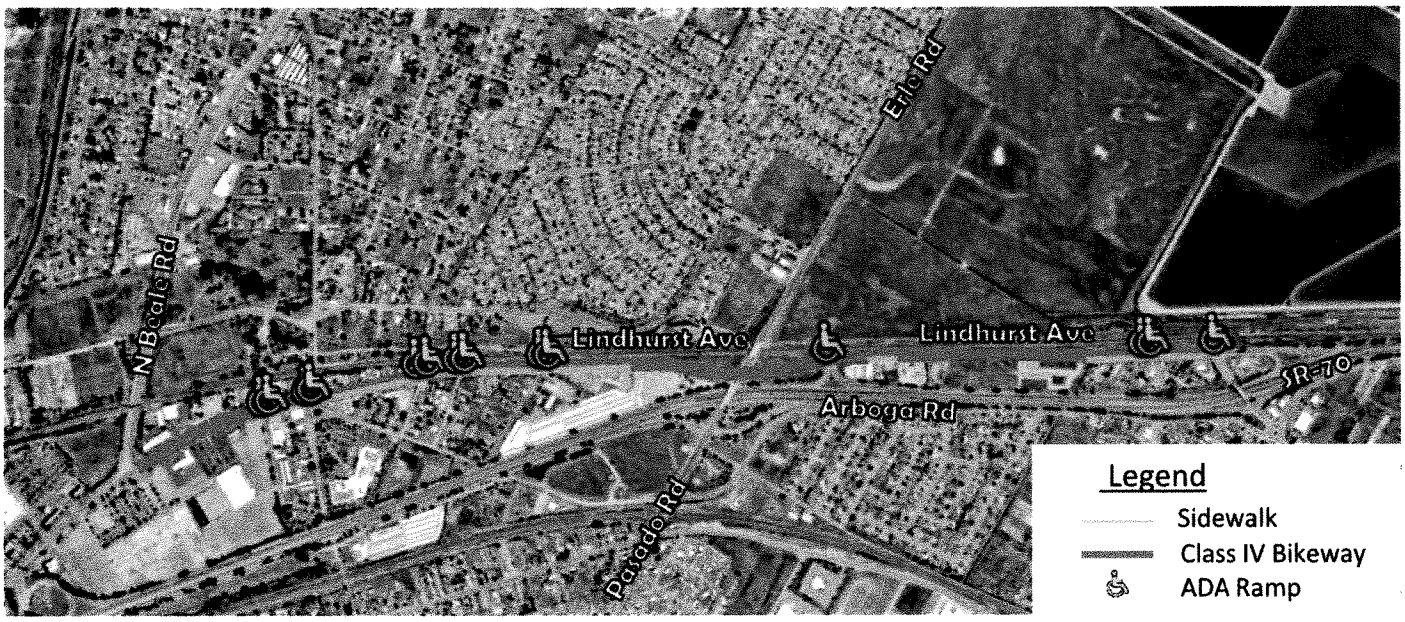
Dunning Ave

YUBA COUNTY PUBLIC WORKS

DOKKEN ENGINEERING

Project Description:

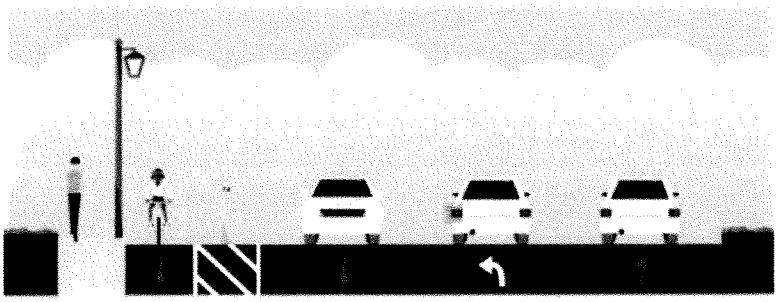
The Lindhurst Ave Improvements will cover approximately 1.86 miles, from N Beale Rd to Olivehurst Ave. Key enhancements include 1 mile of 6-foot sidewalks with curb & gutter along the west side of the road, as well as ADA ramps at eight intersections and drainage improvements. A Class IV bikeway will also be added to the west side of the road consisting of a 6' buffer with flexible delineator posts. These upgrades aim to ensure uninterrupted pedestrian and bicyclist access throughout the segment, including connectivity between the Linda and Olivehurst communities.



Plan

Typical Cross-Section:

Lindhurst Ave



Cost:

Item	Description	Quantity	Units	Unit Price	Total
1	Sidewalk (6')	1	MI	$ 739,000.00	$ 739,000.00
2	C&G	1	MI	$ 417,000.00	$ 417,000.00
3	Curb Ramp	14	EA	$ 10,000.00	$ 140,000.00
4	Bike Facility (Class IV)	1.86	MI	$ 1,300,000.00	$ 2,418,000.00
5	Drainage	1	LS	$ 85,000.00	$ 85,000.00
				SUBTOTAL ITEMS 1 - 5	$ 3,799,000.00
				CONTINGENCIES (25%)	$ 949,750.00
				SOFT COSTS (20%)	$ 759,800.00
				TOTAL ITEMS 1 - 5	**$ 5,508,550.00**

YUBA COUNTY BIKEWAY AND PEDESTRIAN MOBILITY PLAN

Lindhurst Ave

YUBA COUNTY PUBLIC WORKS

DOKKEN ENGINEERING

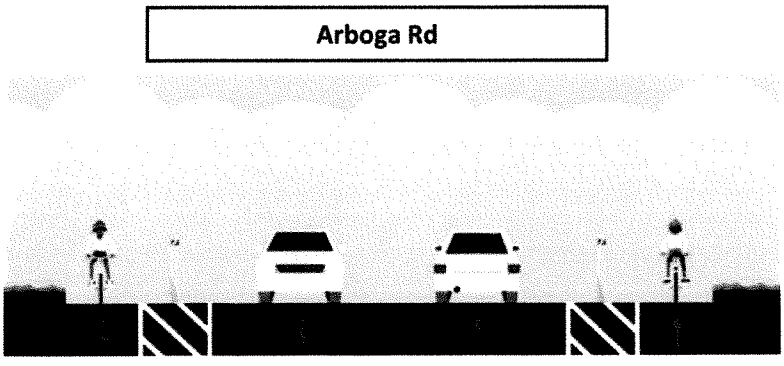
Project Description:

The Arboga Rd (North) Improvements will cover approximately 2.5 miles, from Erle Rd to McGowan Pkwy. The improvements to this roadway segment will include a Class IV bikeway on the both sides of the road consisting of a 6' buffer with flexible delineator posts. This bikeway will provide connectivity for cyclists between the Linda and Olivehurst communities.

Plan

N

Typical Cross-Section:



Cost:

Item	Description	Quantity	Units	Unit Price	Total
1	Sidewalk (6')	0	MI	$ 739,000.00	$ -
2	C&G	0	MI	$ 417,000.00	$ -
3	Curb Ramp	0	EA	$ 10,000.00	$ -
4	Bike Facility (Class IV)	5.04	MI	$ 1,300,000.00	$ 6,552,000.00
5	At-Grade Railroad Crossing	0	EA	$ -	$ -
				SUBTOTAL ITEMS 1 - 5	$ 6,552,000.00
				CONTINGENCIES (25%)	$ 1,638,000.00
				SOFT COSTS (20%)	$ 1,310,400.00
				TOTAL ITEMS 1 - 5	**$ 9,500,400.00**

YUBA COUNTY BIKEWAY AND PEDESTRIAN MOBILITY PLAN

Arboga Rd (North)

YUBA COUNTY PUBLIC WORKS

DOKKEN ENGINEERING

Project Description:

The Simpson Ln Improvements will cover approximately 1.7 miles, from Hammonton Smartsville Rd to Marysville City Limits. Key enhancements include a Class IV bikeway on both sides of the road consisting of a 6' buffer with flexible delineator posts. The Class IV bikeway will begin from Hammonton Smartsville Rd to the bridge over the Yuba River. A Class II bike facility will span the entire bridge and the Class IV bikeway will continue towards Marysville City Limits. Other enhancements include a 5-foot sidewalk with curb & gutter along the southside portion of the road. These upgrades aim to improve access for cyclists and pedestrians throughout the segment, including connectivity between Linda and Marysville.

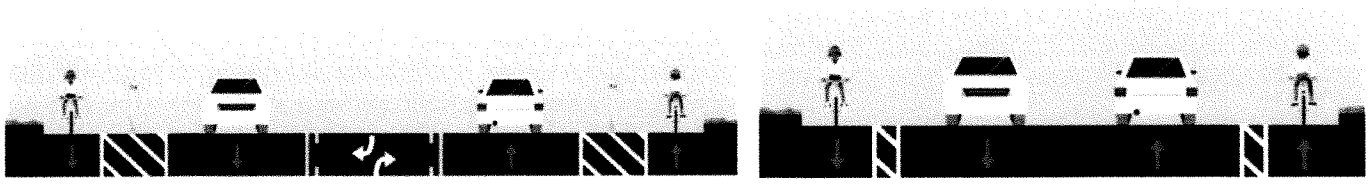
Typical Cross-Section:

Plan

Simpson Ln

Hammonton Smartsville Rd – Marysville City Limits

Yuba River Bridge



Cost:

Item	Description	Quantity	Units	Unit Price	Total
1	Sidewalk (6')	0.5	MI	$ 739,000.00	$ 369,500.00
2	C&G	0.5	MI	$ 417,000.00	$ 208,500.00
3	Curb Ramp	2	EA	$ 10,000.00	$ 20,000.00
3	Bike Facility (Class II)	0.2	MI	$ 404,000.00	$ 80,800.00
4	Bike Facility (Class IV)	3.22	MI	$ 1,300,000.00	$ 4,186,000.00
				SUBTOTAL ITEMS 1 -4	$ 4,864,800.00
				CONTINGENCIES (25%)	$ 1,216,200.00
				SOFT COSTS (20%)	$ 972,960.00
				TOTAL ITEMS 1 - 4	**$ 7,053,960.00**

YUBA COUNTY BIKEWAY AND PEDESTRIAN MOBILITY PLAN

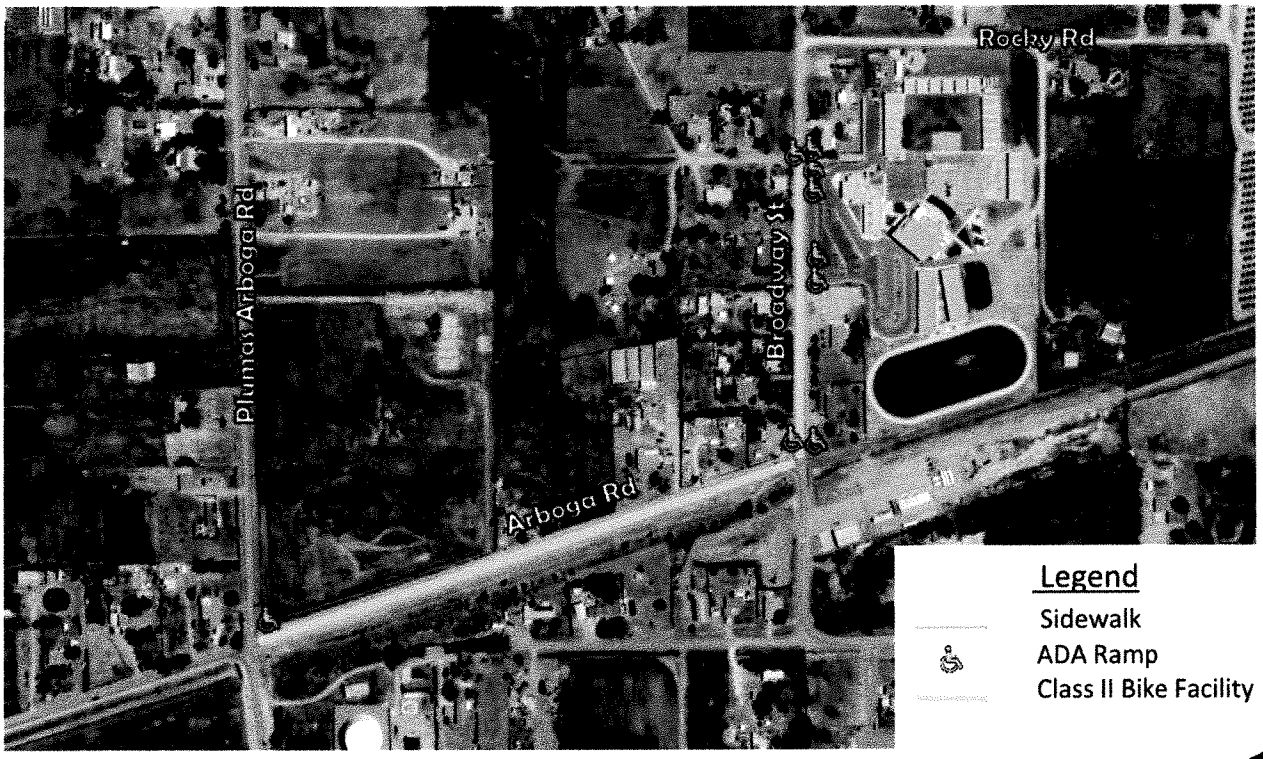
Simpson Ln

YUBA COUNTY PUBLIC WORKS

DOKKEN ENGINEERING

Project Description:

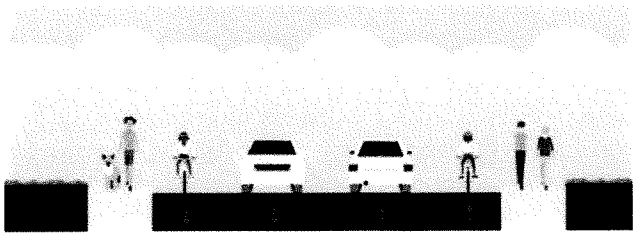
The Arboga Rd (South) and Broadway St Improvements will cover approximately 0.5 miles, from Plumas Arboga Rd to Broadway St along Arboga Rd, and from Arboga Rd to 4th St along Broadway St. Key enhancements include a Class II bike facility, 6-foot sidewalks with curb & gutter along segments of the roads, as well as ADA ramps at four intersections. These upgrades aim to ensure uninterrupted pedestrian and cyclist access throughout the segments, including connectivity to Arboga Elementary School and the community NE of the segment near Wheeler Ranch Park.



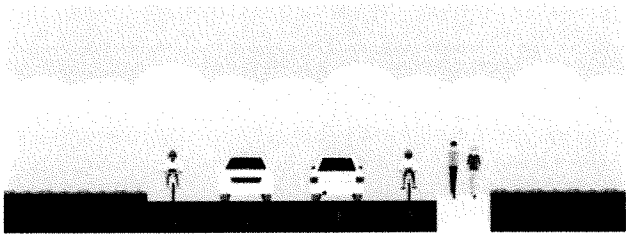
Plan

Typical Cross-Sections:

Broadway St



Arboga Rd



Cost:

Item	Description	Quantity	Units	Unit Price	Total
1	Sidewalk (6')	0.59	MI	$ 739,000.00	$ 436,010.00
2	C&G	0.59	MI	$ 417,000.00	$ 246,030.00
3	Curb Ramp	9	EA	$ 10,000.00	$ 90,000.00
4	Bike Facility (Class II)	0.88	MI	$ 404,000.00	$ 355,520.00
				SUBTOTAL ITEMS 1 - 4	$ 1,127,560.00
				CONTINGENCIES (25%)	$ 281,890.00
				SOFT COSTS (20%)	$ 225,512.00
				TOTAL ITEMS 1 - 4	**$ 1,634,962.00**

YUBA COUNTY BIKEWAY AND PEDESTRIAN MOBILITY PLAN

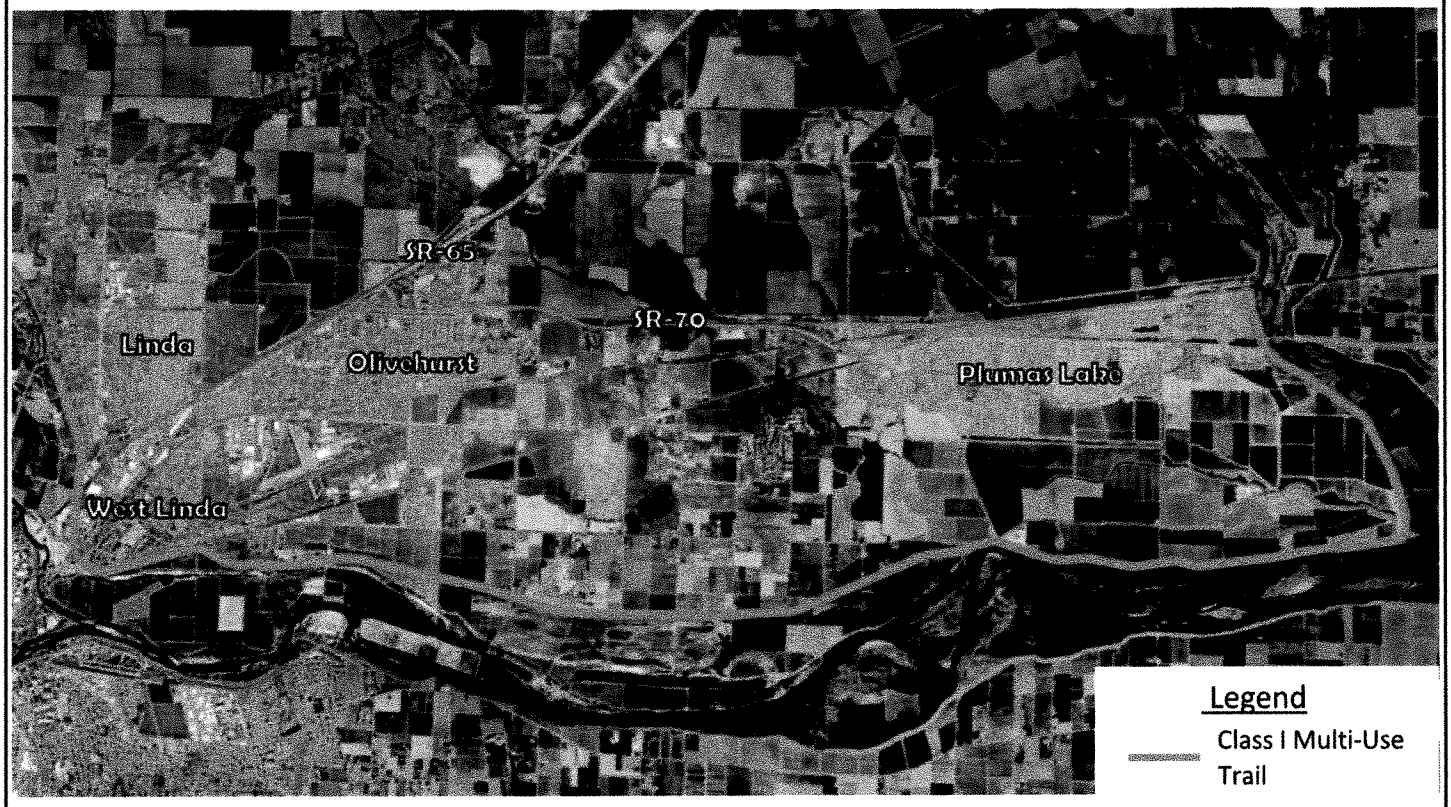
Arboga Rd (South)

YUBA COUNTY PUBLIC WORKS

DOKKEN ENGINEERING

Project Description:

The proposed Levee Road Multi-Use Trail aims to transform the current Levee Rd into a 17-mile Class I Multi-Use Trail, spanning from Simpson Ln in Linda to Silver Cir in Plumas Lake. This extensive Multi-Use Trail will enhance connectivity across the entire Yuba County valley region, fostering recreational opportunities.

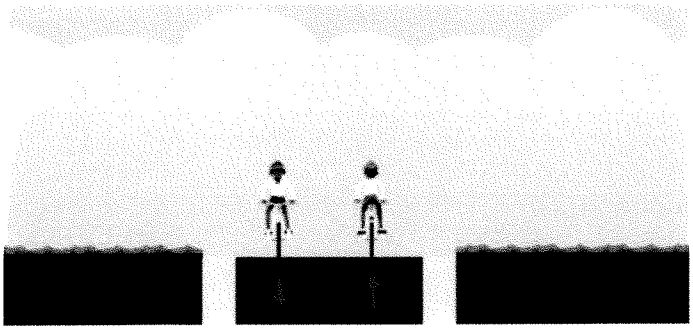


Plan

N

Typical Cross-Section:

Levee Rd Class I Multi-Use Trail



Cost:

Item	Description	Quantity	Units	Unit Price	Total
1	Sidewalk (6')	0	MI	$ 739,000.00	$ -
2	C&G	0	MI	$ 417,000.00	$ -
3	Curb Ramp	0	EA	$ 10,000.00	$ -
4	Bike Facility (Class I)	17	MI	$ 1,450,000.00	$ 24,650,000.00
5	At-Grade Railroad Crossing	0	EA	$ -	$ -
				SUBTOTAL ITEMS 1 - 5	$ 24,650,000.00
				CONTINGENCIES (25%)	$ 6,162,500.00
				SOFT COSTS (20%)	$ 4,930,000.00
				TOTAL ITEMS 1 - 5	**$ 35,742,500.00**

YUBA COUNTY BIKEWAY AND PEDESTRIAN MOBILITY PLAN

Levee Road

YUBA COUNTY PUBLIC WORKS

DOKKEN ENGINEERING

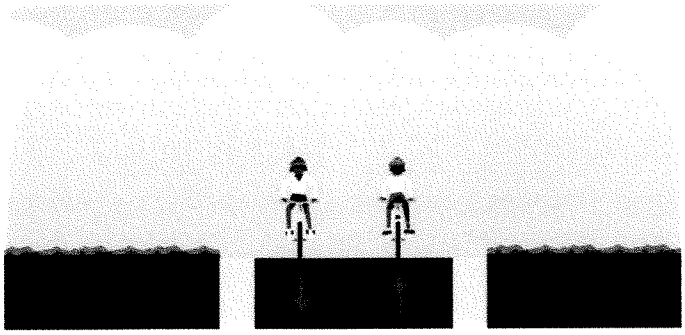
Project Description:

The proposed Multi-Use Trail aims to transform the abandoned railroad corridor into a 4-mile Class I Multi-Use Trail, spanning from Feather River Blvd in Linda down to Feather River Blvd in Olivehurst just Southeast of Ella Ave. This Multi-Use Trail will enhance bicycle and pedestrian connectivity and foster recreational opportunities.

Plan

Typical Cross-Section:

Abandoned Railroad – Class I Multi-Use Trail



Cost:

Item	Description	Quantity	Units	Unit Price	Total
1	Sidewalk (6')	0	MI	$ 739,000.00	$ -
2	C&G	0	MI	$ 417,000.00	$ -
3	Curb Ramp	0	EA	$ 10,000.00	$ -
4	Bike Facility (Class I)	4.05	MI	$ 1,450,000.00	$ 5,872,500.00
5	Rails to Trails Conversion Costs	4.05	MI	$ 50,000.00	$ 202,500.00
				SUBTOTAL ITEMS 1 - 5	$ 6,075,000.00
				CONTINGENCIES (25%)	$ 1,518,750.00
				SOFT COSTS (20%)	$ 1,215,000.00
				TOTAL ITEMS 1 - 5	**$ 8,808,750.00**

YUBA COUNTY BIKEWAY AND PEDESTRIAN MOBILITY PLAN

Abandoned Railroad

YUBA COUNTY PUBLIC WORKS

DOKKEN ENGINEERING