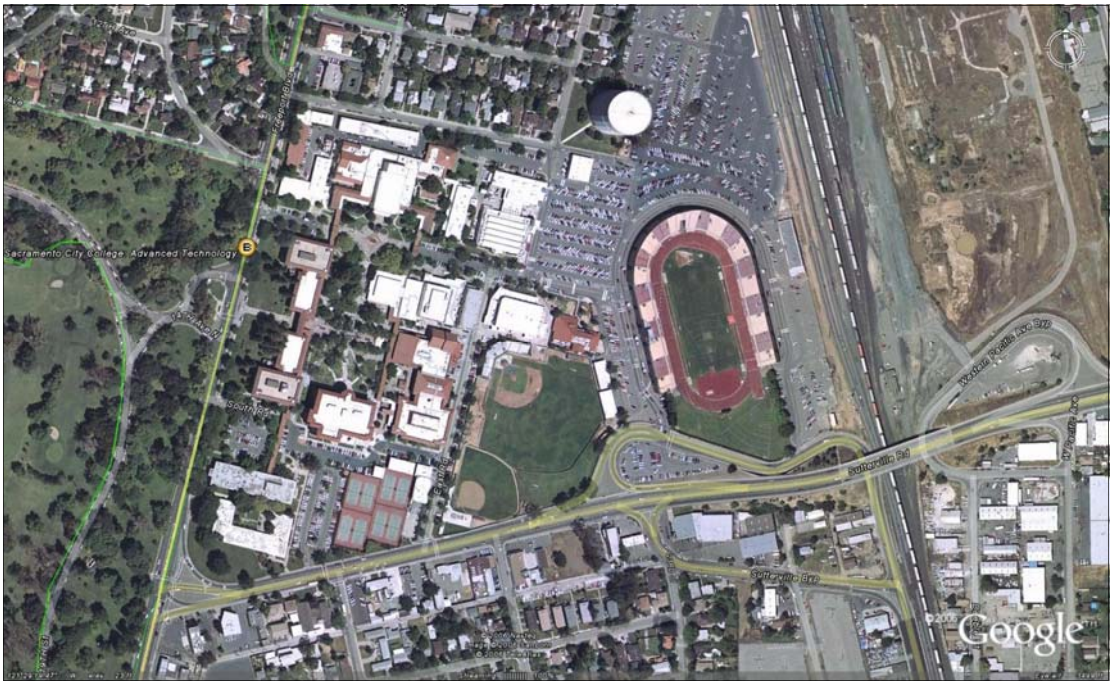
Los Rios Transportation Connections

Chapter 5 – Sacramento City College

Findings and Recommendations

Aerial View of Sacramento City College



Introduction

Sacramento City College was the first college built in the Los Rios Community College system. Older neighborhoods around the campus have a grid street network with sidewalks along most streets. College buildings are located close to the roads, inviting students and community members to enter the campus. With three bus routes and Light Rail serving the campus, students have used transit in increasing numbers.

Improvements along Freeport Boulevard and Sutterville Road would encourage more walking[1] and bicycling to campus. Sidewalks and bicycle lanes can be completed as well as intersection and crossing improvements. Safe, convenient crossings of major barriers such as Highway 99, the rail adjacent to campus, and the Sacramento River would make the campus more accessible to cyclists and pedestrians. Bringing sidewalks, signage, and traffic signals into compliance with the Americans with Disabilities Act (ADA) as well as State and City disability access requirements[2] will make Sacramento City College more accessible to students with disabilities. Existing bus and light rail service to the campus are assets that can be promoted. The successful transportation information program that was in place during construction of the parking garage could be reinstituted with additional information on walking and bicycling.

Background

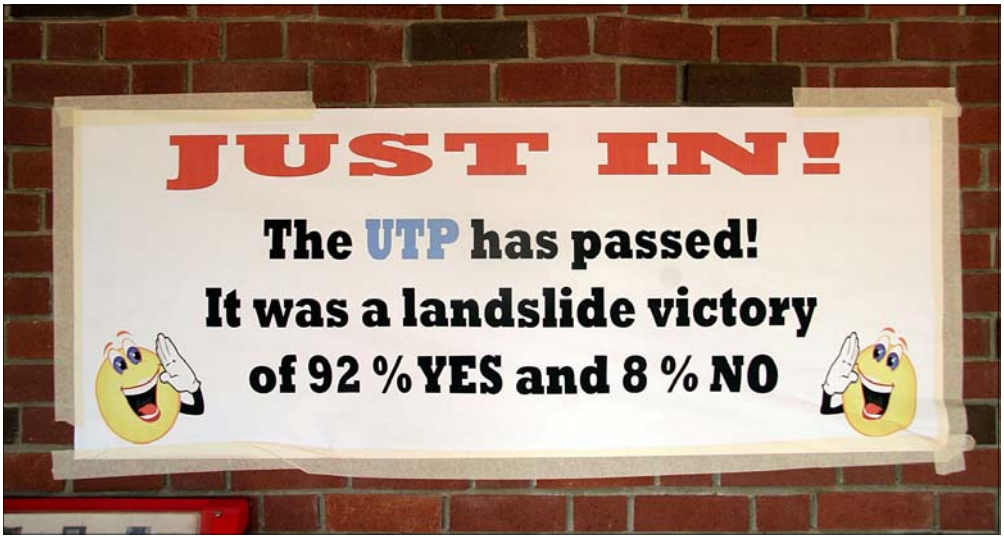
Sacramento City College, founded in 1916, opened at its current location, about three miles south of downtown Sacramento, in 1926. The College campus is bounded by Freeport Boulevard to the west, Sutterville Road to the south, and the rail tracks of both Sacramento Regional Transit and Union Pacific to the east. The campus is set between the Land Park and Curtis Park neighborhoods of mostly older single-family homes. William Land Park, a 167-acre regional park, is immediately west of the campus. The 90-acre Union Pacific Rail Yards are east of the campus. Union Pacific continues operation of north/south rail mainlines and a switch area of 11 tracks. In 2003, 72 of these acres were purchased for a mixed-use retail, commercial and residential infill project called Curtis Park Village. [3]

In addition to the main campus, Sacramento City College has outreach centers in Davis, downtown Sacramento, and West Sacramento. In Fall 2006, enrollment was 22,734 students. In Fall 2007, there was a 9.1% increase in enrollment to 25,320. [4]

[1] Walking includes pedestrians with disabilities whether using wheelchairs, walkers, canes, or other assistive devices.
[2] The California Code of Regulations, Title 24 and the City of Sacramento Improvement Standards.
[3] Curtis Park Village: Project Description June 28, 2007
[4] Victoria Rosario, Los Rios Community College District, February 2008.

Campus Institutions and Transportation

Sacramento City College has a shared governance structure that includes the College Administration, the Academic Senate, and the Classified Senate. The Administration in collaboration with the Faculty Senate and the Classified Senate have created joint committees to deal with academic and administrative issues including the Campus Development Committee and its Bicycling Subcommittee. Students participate at the College and District levels including electing a Student Trustee to the Board of Trustees, and through student organizations including the Associated Student Government, and the Inter-Club Council. The Environmental Awareness Club facilitated student input to this plan by inviting the Los Rios Transportation Connections Project to participate in Earth Day at Sacramento City College. The Los Rios student body voted to add a transit fee to student fees, so that every student's Access Card is a Universal Transit Pass.



UTP = "Universal Transit Pass"

Transportation issues are dealt with administratively by the College's Department of Administrative Services. The Vice President for Administrative Services and the Director of Administrative Services are responsible for assuring smooth operation of campus facilities, including transportation issues, maintenance of walkways, and parking operations. The College's Public Information Office is responsible for transportation information such as directions to campus on the College's website. Transportation issues related to students with disabilities are informed by the Disabled Students Programs and Services Department as well as applicable codes and regulations.

Sacramento City College Transportation Findings

Travel Behavior

Several factors influence each student's choice of transportation, including:

- distance between home, workplace, and school
- quality of pedestrian and bicycle infrastructure, and of transit service
- class schedules and work schedules
- knowledge of benefits and costs of various transportation options
- attitudes, beliefs, and perceptions of safety

Travel behavior statistics reflect how people prefer to travel, and also the quality of available alternatives.

"How do you currently get to Sacramento City College?"

CATEGORY	Always	Sometimes	Never
Walk	6.5%	7.6%	85.9%
Bicycle	5.3%	9.6%	85.1%
Light Rail	17.2%	16.2%	66.7%
Bus	14.6%	16.7%	68.8%
Drive Alone	66.1%	15.7%	18.2%
Carpool	7.1%	20.2%	72.7%
Dropped Off	3.1%	42.3%	54.6%
Other	2.0%	6.0%	92.0%
Total	121.9%*		

*Note: Respondents could select multiple responses.
Source: Los Rios Transportation Connections Survey 2007

Although most students drive to campus, a high percentage of students routinely commute by walking, bicycling, or transit. According to a 2007 Los Rios Community College District survey conducted to provide input to this plan, over 17% always take Light Rail, nearly 15% always take the bus, and nearly 12% always walk or bicycle.

More than 20% of the students use more than one mode each day as can be seen in the table above. Some students walk to the bus, and then ride the bus. Others are dropped off and then take Light Rail to campus. Student responses regarding ways that they "Sometimes" get to Sacramento City College show that rather than relying on a single commute mode, many individual students use different modes at different times, piecing together a combination of modes to meet their transportation needs.

Each new term brings new students to Sacramento City College. Students and faculty have different schedules each semester and different schedules on different days of the week.

Transportation Information

The Sacramento City College website link, "Directions to Campus", features driving directions, but also provides a link titled "Parking and Transportation". Scrolling down reveals links to information on transit and bicycle parking. An announcement that UTP (Universal Transit Passes) are available is posted on the College's main webpage about two weeks before the start of each semester including a link to information on picking up Student Access Cards and UTP stickers.

The College had a successful marketing campaign to increase transit ridership, walking and bicycling before the new parking structure was completed.[5] This information was not incorporated into the College's ongoing transportation information, and the campaign ended with completion of the parking structure.

For Spring 2008, improvements to the College website have begun with edits to transit information, and a more direct link to bicycling information. The transit information now begins, "You can take Regional Transit bus and light rail directly to the City College Station" and points out that, *"… you can arrive on campus, take a class, take light rail downtown for lunch, to run errands, or take a class at our Downtown Center, and come back for more classes on the main campus without having to worry about finding another parking space or paying for parking near the Downtown Center."* Information on driving to transit is still included, *"no matter where you live, you can drive to the nearest Regional Transit light rail station park-and-ride lot and take light rail to the college"*. No directions for walking, bicycling or passenger loading areas were found on the website. However, the College plans to add directions to a new passenger loading area. The bicycle locker location is shown on the campus map, but bicycle rack locations are not shown.

Traffic Levels and Street Conditions

Freeport Boulevard and Sutterville Roads carry significant amounts of traffic. The most recent data for Freeport Boulevard indicates between 21,017 and 28,701 ADT (Average Daily Traffic). Sutterville Road has between 20,396 and 30,349 ADT.

[5] Gayle Pitman, Professor, Sacramento City College explained the success of the College's transportation marketing program at the April 27, 2007 Los Rios Transportation Connections Workshop.

Street Characteristics in the Vicinity of Sacramento City College

Street Name	# of travel lanes	Posted speed limit	Sidewalks or walkways?	Bike lanes?	Average Daily Traffic[6]	Other Geography features
Freeport*	4 lanes	30	Segment missing Segments blocked by utility poles	Segments missing	21,017 28,701	Many segments offer parking on both sides
Sutterville	4	35	Narrow sidewalks	Segments missing	20,396 30,349	None
Sutterville Overpass	4 (14ft)	NA	Narrow sidewalks	No		Ramps facilitate speeding at intersections near overpass.
24th Street	4	40	Segments missing	Segments missing	7,716	None

*Recent changes to Freeport Boulevard north of the campus, may change traffic patterns.

Pedestrian Access to Sacramento City College

Of the four Los Rios colleges, Sacramento City College has the highest proportion of students walking to campus. Additional pedestrian improvements can build on the existing sidewalk and street connections.

Freeport Boulevard: Most of Freeport Boulevard has sidewalks, but sidewalks are missing from the segment of Freeport Boulevard along William Land Park, directly across from the College campus.

South of campus, on the east side of Freeport Boulevard, utility poles in the middle of narrow sidewalks impede pedestrians. Although curb cuts have been added at the corners, a combination of utility poles and steeply sloped driveways relegate wheel chair users to the street.

Curb cut with utility pole blocking sidewalk on Freeport Boulevard and 15th Avenue

[6] Traffic counts on City of Sacramento streets are available at http://www.cityofsacramento.org/transportation/traffic/

Heavy traffic combined with gaps in bicycle lanes result in cyclists competing with pedestrians for space on Freeport's narrow sidewalks. The City of Sacramento has recently completed projects that improve bicycle, and therefore pedestrian, access north of 4th Avenue. However, in the vicinity of the College, inadequate on-street accommodations for cyclists continue to create a problem for pedestrians.

24th Street: Along the west side of the rail tracks, 24th Street is another route for those walking south from the campus. 24th Street has wide curb lanes and little traffic, but lacks bicycle lanes and sidewalks in many segments.

Streets to the west of the campus: Neighborhood streets provide a choice of routes to pedestrians approaching campus from adjacent neighborhoods to the west. However, most streets through William Land Park lack sidewalks.

Streets without sidewalks in William Land Park

Sutterville Road: Walking is challenging for pedestrians coming from the east along Sutterville Road. The Sutterville overpass across the Union Pacific and Sacramento Regional Transit rail tracks is a small hill for pedestrians on an otherwise flat route. Ramps and right turn lanes have inadequate pedestrian crossings. Lack of on-street bicycle lanes leads to bicycles sharing narrow sidewalks with pedestrians. A utility pole blocks the sidewalk on the north side of Sutterville at 22nd Street. Sutterville Road also provides the only nearby crossing of Highway 99, which is just over a half mile east of campus.

Pedestrian Entrances to Campus

Sacramento City College's Master Plan has a strong pedestrian focus with objectives to "*Protect pedestrian pathways from the sun and rain wherever possible through the use of tree canopies, trellises, overhangs, etc."* and "*Provide directional signage located in suitable and timely places to direct visitors, employees and delivery to appropriate buildings and entrances* …"[7] The College is working to implement changes to support these objectives.

Sacramento City College's campus is inviting to pedestrians approaching from Freeport Boulevard, with 12th Avenue also offering pedestrian access along the north side of the block.

[7] Sacramento City College Master Plan for Student Success, p. 4-5

Primary motor vehicle entrances on the south side of campus present a less welcoming face to pedestrians. Crossing Sutterville Road is the first challenge, followed by finding a pedestrian route in the midst of several automotive entrances. Those who park in the College's South Lot can either take the Sac City Shuttle or use deficient pedestrian routes. Many pedestrians coming from the south use East Road to access the campus. East Road has a sidewalk along it's entire length on the east side, and from Library Road north on the west side.

With City College Light Rail Station and the campus core on opposite sides of Hughes Stadium, Light Rail service to campus is not obvious. Wayfinding is needed between the campus core and the City College Station. The pedestrian route goes around the historic Hughes Stadium, and then across the primary campus vehicular road. Temporary wayfinding signage lacks destinations, such as "City College Light Rail Station".

Temporary wayfinding signage lacks destinations.

Sacramento City College is creating a pedestrian/bicycle mall that will provide a more inviting, although still indirect, gateway for pedestrians coming from Light Rail, from the parking structure, and from the south. Sacramento City College plans *"the relocation of parking areas in the heart of campus, better suited as pedestrian space."*[8]

Walkway lacks curb cut

While many accessible routes are available, one walkway in the vicinity of the parking garage and Light Rail station invites pedestrians, but meets a vertical curb without a curb cut.

Pedestrians are notorious for seeking the most direct route to their destination. Coming from the Light Rail Station and parking garage, pedestrians have been fanning out from through parking lots on their way to the College. A new pedestrian route was striped along the northern edge of the adjacent parking lot before January 2008 classes began. It provides another pedestrian connection between Hughes Stadium and the parking structure and the campus core.

Striped walkway provides a pedestrian route

[8] Sacramento City College Master Plan for Student Success, p. 3-5

The City of Sacramento is currently investigating options for crossing the Light Rail and Union Pacific Rail tracks at Sacramento City College. This would provide a pedestrian/ bicycle connection between the planned Curtis Park Village and the City College Light Rail Station.

Pedestrian Drop Off/Pick Up

Survey results indicate that over 40% of Sacramento City College students are sometimes dropped off. In the absence of convenient drop-off/pick-up locations, students may drive rather than be dropped off, thereby increasing the demand for parking places. Convenient drop-off/pick-up locations support walking or taking transit for the other leg of a student's round trip to campus. On-campus drop-off/pick-up has caused problems as evidenced by a sign reading, "NO DROPOFFS".

Sign reading "No Dropoffs"

A new passenger loading area has just been added on the south side of the Business Building. Directions to this passenger loading area will be added to the website, maps, and signage to apprise commuters of this passenger loading zone, and to encourage safe, convenient traffic flow. On-street parking lanes in William Land Park and in the streets adjacent to the campus provide opportunities for off-campus drop-off/pick-up.

Pedestrian and Bicycle Safety and Security

Some of the newer College buildings have blank walls facing pedestrian routes. Entry ways and windows that overlook pedestrian routes would provide a more secure pedestrian environment. The Facilities Component of the Master Plan recommends, *"Wherever possible place indoor activity nodes and common spaces adjacent to outdoor open spaces and pathways, and arrange windows and glass doors to increase observations.*" [9]


Building without windows provide no "eyes" to watch over pedestrians.

By following its Master Plan, the College will eventually provide more windows and entrances overlooking pedestrian routes as buildings are remodeled and replaced.

[9] Sacramento City College Master Plan for Student Success, p. 4-6

Bicycle Access to Sacramento City College

The Sacramento Area Bicycle Advocates (SABA) review of bicycle access to the College from within a two mile radius identified many barriers to bicycling as well as improvements that would support increased bicycling to the College. Additionally, SABA has provided several program and organizational recommendations that would support increased bicycling to the College.[10]

Bicycle access from the north

The City of Sacramento has recently undertaken two major projects to improve bicycling conditions. The most direct route to the College from the north is via 19th Street/Freeport Boulevard to campus, and via Freeport Boulevard/21st Street away from the campus. 19th and 21st Streets, north of Broadway, were converted from one-way, three-lane to one-way, two-lane streets, with bicycle lanes added to both sides. Freeport Boulevard and 21st Street, south of Broadway to 4th Avenue, were restored to two-way traffic. Freeport Boulevard is a designated bicycle route and 21st Street has bicycle lanes.

Freeport Boulevard, between 4th Avenue and the campus, has four lanes, heavy traffic, and restricted-hour on-street parking in some sections. This stretch is dangerous for cyclists, especially at peak hours, and lacks continuous bicycle lanes. Some cyclists use the sidewalks, competing for space with pedestrians rather than with cars. Adjacent to Sacramento City College, bicycle lanes were removed from a segment of Freeport Boulevard to create a left turn lane into William Land Park, a popular student parking area. Since completion of the College parking structure, use of William Land Park for student parking is discouraged, and a two-hour time limit is strictly enforced. Freeport Boulevard, with traffic levels at about 21,000 vehicles/day, is a potential candidate for a "road diet" reducing four lanes to two through lanes and a middle lane, similar to the 21st Street segment to the north.

Riverside Boulevard and Land Park Drive have bicycle lanes and offer quieter, shadier alternative access routes from the north. A large locked gate between the College's North Lot, and 7th Avenue blocks pedestrian and bicycle access.[11] Neighborhood streets provide access from a small area immediately north and west of the College.

Bicycle access to the south

Freeport Boulevard has bicycle lanes from just south of the College to Meadowview Road. Northbound cyclists approaching the campus on Freeport Boulevard, encounter free right turn lanes and high traffic volumes where Sutterville Road meets Freeport Boulevard just south of the College campus. Between the campus and Fruitridge Road, some sections of Freeport Boulevard have landscaped medians with small trees,

[10] Details of SABA's findings and recommendations are provided in Appendix F to this Plan (and at SABA's website: www.sacbike.org).
[11] Safe Routes to Transit: Bicycle Access to Light Rail in Sacramento, pp. 45-46

and a few sections have newly planted trees near the sidewalks. The on-street parking is lightly used as most commercial businesses provide ample off-street parking. Between Fruitridge Road and Florin Road, Freeport Boulevard is barren and freeway-like as it passes Sacramento Executive Airport and the Bing Maloney Golf Course. There are no curbs, gutters or sidewalks south of Blair Avenue. This segment is unfriendly to cyclists due to high speeds and a lack of shade.

Freeport Boulevard looking south with unused on-street parking

24th Street offers another option. Heading south from campus, cyclists can reach 24th Street through the Light Rail station or via the main automotive exit by way of bicycle routes on 23rd Street and 22nd Avenue. South of the College, 24th Street has very wide curb lanes, but no bicycle lanes. 24th Street appears overbuilt for its 7,716 ADT with four lanes of through traffic in most sections plus a median two-way turn lane between Fruitridge and Florin.

Further west, Del Rio Road and South Land Park Drive provide less direct, but more pleasant, bicycle access through residential neighborhoods.

Bicycle access from the west

The Sacramento River prevents direct access from West Sacramento, portions of which are less than a mile and a half from campus. A bicycle trail, lying between the Sacramento River and Interstate 5, runs from Downtown to about 1/2 mile south of Sutterville Road. The trail connection with Sutterville Road is poorly designed and unmarked. Sutterville Road connects with Interstate 5 and with Riverside Boulevard via ramps that are difficult for cyclists to cross because of high motor vehicle speeds.

Northern Intersection of Freeport Boulevard with Sutterville Road

West of Land Park Drive, Sutterville Road is unfriendly to cyclists with four lanes, no parking and no bicycle lanes. From Land Park Drive to Freeport Boulevard, Sutterville Road has bicycle lanes and virtually unused on-street parking. William Land Park is located immediately west of the campus; Cyclists coming from the west can access the campus via 14th Avenue or Sutterville Road. The intersection of Sutterville Road and Freeport Boulevard is unfriendly to cyclists because of free right turn lanes and high traffic volumes.

Bicycle access to the east

Immediately to the east, both north and south of the College, the Union Pacific Railroad and Sacramento Regional Transit Light Rail tracks block access. Sutterville Road currently provides the only direct access, and is not bicycle friendly with steep grades on the overpass, no bicycle lanes, and ramps in place of orthogonal, grid intersections. Further east, Highway 99 is a barrier to bicyclists. Crossings of Highway 99 are rare with no nearby alternatives to the Sutterville Road/12th Avenue/Highway 99 interchange which has high traffic volumes and no bicycle lanes.

Sutterville Road/12th Avenue/Highway 99 interchange looking west. Room for bicycle lanes?

Campus access and bicycle parking

A jarring speed bump, more suitable for a parking lot than a driveway is located on the main entryway into the campus from Sutterville Road. The campus is compact, which allows cyclists to park their bicycles once in a central location and walk between other destinations on campus. No signed bicycle restricted zones or dismount zones were noted.

Nearly 40 bicycle lockers are available for rent through the Business Office for $18 each, plus a $10 refundable key deposit, per semester. The cost of renting a bicycle locker is only slightly less than the $30 cost of a semester parking permit for a car. Secure bicycle parking is important for attracting users with high quality bicycles, which are needed for longer commutes. "Faculty and staff are eligible to check out small clothing lockers as well as students enrolled in physical activity classes. Showers are available." [12]

On a September 2007 weekday with classes in session, 116 bicycles were parked at the 284 bicycle rack spaces that were counted, mostly at the north end of the quad and also dispersed through the campus. A few bicycles were locked to poles and railings. Bicycle racks are "wheelbender" or "comb" racks. The racks are heavily used, some to overcapacity. The "comb" or old schoolyard-style racks were being used in their most functional manner, though not as designed and as a result accommodated far fewer bicycles.

Bicycles parked wisely, but not as designed, at comb rack in Sacramento City College's pedestrian/bicycle mall.

[12] Robert Martinelli, Vice President for Administrative Services, Sacramento City College

A pedestrian/bicycle mall, being built in phases in conjunction with adjacent building remodels and construction, temporarily displaced some bicycle parking. New bicycle racks are planned as part of the mall which will strengthen pedestrian and bicycle connections to the Light Rail station and to the south.

View of Hughes Stadium from completed portion of pedestrian/bicycle mall

Transit Access to Sacramento City College

Having partnered with Sacramento Regional Transit in locating a Light Rail station on campus, Sacramento City College has the highest transit ridership of the four Los Rios colleges with 17% arriving by Light Rail and nearly 15% by bus.

The on-campus City College Light Rail Station, with service every 15 minutes, is east of Hughes Stadium. The campus is also served by Regional Transit Bus Routes 62, 63, and 83, with Routes 251 and 252 running once or twice a day, and operating only part of the year. Route 62 provides bus service every 30 minutes until about 10:30 p.m.

Los Rios students voted to assess themselves a fee for a Universal Transit Pass. All Sacramento City College students are entitled to ride Sacramento Regional Transit busses and Light Rail at no additional charge for the entire semester.

Those students who don't take transit to the College cite many reasons – the length of time it takes, lack of knowledge about routes and schedules, lack of transit near their home or workplace, their need to go to multiple destinations (child care, employment), and concern about safety and transit reliability.

Sacramento Regional Transit Service to Sacramento City College

Route	First & Last Service* Headways (time between arrivals)	To and From	Service includes	Sat & Sun service?
Light Rail – Blue Line	5:00 a.m. – midnight (15 min weekdays)	Watt/I-80 Station to Meadowview Station	Florin, Fruitridge, Broadway, 16th Street, 8th & O, Arden Del Paso	Yes -- Morning service reduced
62 - Freeport	6:00 a.m. – 10:30 p.m. (30 min each direction)	Rushriver to Downtown	Freeport & Fruitridge, City College at Freeport & 14th Av, 21st & Broadway, J & 4th	Sat 7:45 a.m. – 9:48 p.m. 1 hr. each direction No Sun. service
63 - 24th Street – Hogan	6:00 a.m. – 6:00 p.m. (1 hr. to 1½ hrs. each direction)	Meadowview Station to 16th Street Station	21st & Florin, 47th Ave. Station, City College Station, Broadway Station, 16th Street Station	No
83 – 14th Avenue	6:30 a.m. – 6:30 p.m. (30-45 min each direction)	City College Station to Power Inn Station	14th Ave. & Stockton, 14th Ave. & 65th	No

**Approximate starting & ending time for routes*

Reasons Students Give for Not Taking Transit

Takes too much time	46.2%
Too far to walk to transit stops	21.2%
Don't know routes or schedules	20.5%
Don't feel safe	16.7%
Transit stops too far from workplace	13.6%
Not reliable	13.6%
Too expensive	7.6%
Too much to carry	7.6%
Child care responsibilities	4.5%

Source: Los Rios Community College District Survey 2007

Automobile Parking Issues

Limited on-campus parking and long standing problems with College commuters parking in William Land Park and in adjacent neighborhoods have been issues at Sacramento City College. Parking was in even shorter supply in Fall 2006, while the new parking structure was under construction. In January 2007, the 1,964 space parking garage opened. With the opening of the parking structure, a two-hour time limit was instituted for parking in William Land Park, and the time limit is heavily enforced. Spring 2007 brought reports that parking was consistently available and Sacramento City College closed its South Lot. On the first day of the Fall 2007 semester, the South Lot was re-opened and shuttle service provided, because all other student parking had filled. The South Lot, although nearby, has poor pedestrian connections with the rest of the campus from its location south of Sutterville Road.

Sacramento City College and all the Los Rios campuses offer free automobile parking to employees. Student parking permits are $30 per semester. Daily permits are $1.

Sacramento City College Recommendations

The above schematic illustrates some of the main infrastructure recommendations of the Plan for pedestrian and bicycle improvements on Freeport Boulevard and Sutterville Road with better bicycle and pedestrian accommodation on the railroad over-crossing and better pedestrian and bicycle crossings on both roads. Strengthening pedestrian connections to the Light Rail Station and supporting a future pedestrian-bicycle overcrossing at the Light Rail Station are recommended as well.

Sacramento City College Recommendations

This plan makes modest recommendations to improve pedestrian access by improving street crossings, adding sidewalks along the edge of William Land Park, and moving utility poles that block sidewalks. Enhancements to the College's connection with the on-campus Light Rail station are also suggested. While this plan is limited to the main campus, similar assessments of physical infrastructure and information for Sacramento City College's Outreach Centers are suggested.

Bicycling is the mode with the greatest challenges at Sacramento City College. Even so, many students and faculty bicycle to campus. While the bicycle linkages near the campus have deficiencies, the College is in the vicinity of good bicycling routes connecting to the older parts of Sacramento. Many students and faculty indicated that they would consider bicycling if there were better connections between the campus and the bicycle lane network. The College's bicycle racks are in need of replacement and upgrading. Changes to Freeport Boulevard and to Sutterville Road are critical to improve cycling connections to the larger bicycle network.

Campus Institutional Recommendations:

Sacramento City College has a wealth of knowledge, expertise and concern about the many issues related to transportation connections such as student access, health, environmental quality, transportation sustainability, and global warming. Engaging the College's talents and expertise can accelerate cultural and physical environmental changes toward increased support for multi-modal transportation connections. To engage the College's talents, the College can:

Define responsibilities for transportation issues: Assign responsibility for overseeing multi-modal transportation issues. Include transportation as a topic of concern by the Campus Development Committee with regular reports of problems and progress in improving access for pedestrian, bicyclists and transit users. Designate and empower staff to implement, initiate, and advocate for needed improvements.

Initiate transportation advisory committees that provide regular input to the College's governance structures and outside agencies on the problems that need to be addressed to improve access. Encourage the formation of user groups that provide support to campus commuters in dealing with issues related to their particular mode.

Establish a communication network for transportation issues and information including, the campus, the District, and inter-agency communications. Collaboration with transportation and transit professionals from neighboring entities and agencies will be helpful.

Assess Progress: The College, its committees and user groups can perform annual or semi-annual assessments of the multi-modal transportation environment. This can be done by walkability, bikability and transit audits with progress acknowledged and critical problems prioritized for action. Additionally, annual travel surveys can assess changing travel patterns. Before and after surveys or other data collection can assess the impact of transportation improvements as they are implemented.

Participate on transportation and planning bodies: The College can designate representatives to participate in transportation and planning efforts to provide input related to specific modes in the vicinity of Sacramento City College. Current planning efforts include:

- Sacramento Regional Transit's updates of its Transit Master Plan, Short Range Transit Plan, ADA/Paratransit Plan, and
- City of Sacramento's General Plan Update, and Roadway Programming Guide

In addition, the College can be represented on:

- SACOG's Bicycle Pedestrian Advisory Committee
- Sacramento Transportation Management Association (TMA)[13]

Work with transportation and utility agencies on transportation improvements: Work with the City of Sacramento Department of Transportation on plans to upgrade sidewalks, and bicycle lanes. Work with SMUD (Sacramento Municipal Utility District) to relocate utility poles that block sidewalks. Work with Caltrans to improve pedestrian and bicycle access across freeways. Work with Sacramento Regional Transit to coordinate routes and schedule to maximize campus ridership.

Update Campus Master Plan, facilities plans and related studies: Incorporate consideration of multi-modal access when the Sacramento City College Master Plan is updated. Integrate all modes of transportation into any new facilities plans. Encourage public involvement and support by making Sacramento City College's Master Plans and facility plans conveniently available, for example, through links on the College's home webpage.

Incorporate into campus life and programs: Where appropriate incorporate multi-modal transportation issues into classes, and into student and employee programs. For example:

- Offer bicycling as a P.E. activity class, perhaps including the League of American Bicyclists Road I skills curriculum.
- Suggest a transit marketing campaign as a project for a marketing class.

[13] The Sacramento Transportation Management Association is a network of public and private employers coordinating transportation management efforts. The TMA provides technical assistance and support such as guaranteed rides home for employees who commute by alternate modes.

- Facilitate the formation of user groups that provide support to campus commuters in dealing with issues related to their particular mode.

Provide transportation information on all modes: As noted in the next section.

Transportation Information Recommendations

During the construction of the new parking structure, Sacramento City College had an exemplary informational campaign that emphasized transit service to the campus. Sacramento City College's demonstrated ability to provide commute information can become part of routine operations by designating personnel to take on this responsibility. By consistently providing information on all modes, confidence to walk, bicycle or use transit is increased. Routinely providing directions for all modes, even where facilities are limited or missing, provides the information needed to make wise commute choices.

Include all modes (walking, bicycling, transit, driving, and passenger loading areas) whenever "Directions to Campus" are provided on the College's website, class schedules, event flyers, etc.

Establish a contact person as a source for transportation information for event flyers, class schedules, the College's website, etc. By including contact information in the directions to campus, the person responsible for coordinating transportation information can be reached with questions, updates, etc.

Include transit information with course enrollment materials to help students plan transit compatible schedules. Consider adding a transit link to online enrollment, and partner with transit providers in developing specially adapted online trip planners.

Provide transportation information that can be accessed by people with disabilities. Examples include placing signs where they can be read by a person in a wheelchair, and website information in a format accessible to the visually impaired.

Implement targeted informational campaigns at key times:

- Inform incoming students of transportation options. A pilot program to encourage making one's first trip to campus by transit, bicycle, etc. is an option.
- Near the end of a semester, prepare for the coming semester by reminding the campus community of beginning of semester parking issues, and provide information on transit, bicycling, etc.
- Let potential students know of commute options via transit, bicycle or foot, so that lack of a car does not unnecessarily discourage them from pursuing an education.

Pedestrian Campus Access Recommendations

Add shade where possible and provide enhanced wayfinding for all pedestrian gateways and pedestrian routes through campus.

Pedestrian access from the east side of campus:

- Continue to improve the recently striped pedestrian path that provides a route from the Light Rail Station and parking garage to the center of campus.
- Plan pedestrian oriented campus growth toward the Light Rail Station.[14]
- Study pedestrian travel patterns between the Light Rail Station, parking structure and campus buildings for physical infrastructure planning.
- Add historical information about Hughes Stadium, built in 1928, where it will be seen by those passing the stadium on their way to and from the Light Rail station. Hughes Stadium can be a useful landmark for wayfinding.
- Install a bicycle-pedestrian bypass of the automobile gate between the parking lot and 7th Avenue. Mark a bicycle route and provide a pedestrian path. Both those using a gate at 7th Avenue, and those parking in the adjacent lot will benefit.

Pedestrian access from the south side of campus:

- Add signage and wayfinding for pedestrians and bicyclists approaching the Sutterville Road side of campus and strengthen access routes from the south side of campus. Pedestrian improvements are also needed for those parking south of Sutterville in the South Lot. Use both design and wayfinding signage to draw pedestrians and cyclists to appropriate paths.
- Monitor the driveway connecting the parking structure with Sutterville Road to determine if the driveway width can be reduced to calm traffic, enhance pedestrian safety and make more room for bicyclists. Possibilities include narrowing the lanes, or reducing the number of lanes.

Passenger loading zones and amenities:

- Monitor the need for additional passenger loading zones. If there is a need for additional passenger loading zones, explore partnering with Sacramento Regional Transit to provide passenger loading that serves both the Light Rail station and the campus, or with the City of Sacramento to provide on-street passenger loading zones convenient to the campus.
- Monitor the need for amenities such as benches and shelter. Encourage pedestrian, transit, and bicycle commuting by having lockers available to reduce the number of books and supplies that students and adjunct faculty must carry. Monitor the demand for available lockers.
- Monitor the need for additional passenger loading zones. If there is a need for additional passenger loading zones, explore partnering with Sacramento Regional Transit to provide passenger loading that serve both the light rail station and the campus, or with the City of Sacramento to provide on-street passenger loading zones convenient to the campus.

[14] Safe Routes to Transit: Bicycle Access to Light Rail in Sacramento Prepared for Sacramento Area Council of Governments, August 2006, p. 50, and SACOG's website at http://www.sacog.org/publications/SR2T%20Final%20Report%20August%202006.pdf

Bicycle Program Recommendations

The Bicycle Subcommittee of the Campus Development Committee recommendations have been incorporated into Sacramento City College's Master Plan including:

> *"Improve bicycle access from street routes to bicycle parking areas by providing specific bicycle paths and entrances to the campus. Collaborate with the City of Sacramento to create safe bicycle paths and improve existing bicycle paths on Sutterville Road and Freeport Boulevard. Establish specific bicycle paths and riding areas within the campus. Develop a clear bike path between the Light Rail station and the campus. Identify clearly where bicycle commuters are permitted to ride on campus and where bicycle riding is prohibited. Provide clear signage throughout the campus regarding bicycle paths, entryways, and parking."* [15]

- Develop a timetable for implementing the above recommendations. Continue oversight of recommendation implementation by the Bicycling Subcommittee of the Campus Development Committee
- Support continued involvement of student groups demonstrated by the participation of the Associated Student Government, and the Environmental Awareness Club in bicycling surveys and in "Bike to Work/School" events.
- Support formation of a campus Bicycle Users Group and/or listserv.
- Participate in local and regional bicycle planning to insure that bicycle access to the College is appropriately addressed.
- Consider establishing a bicycle registration program. Potential benefits include: increasing recovery of stolen bicycles, discouraging bicycle theft, identifying of owners of recovered or improperly parked bicycles, and disseminating information on bicycling resources, regulations, and skills training. Bicycle registration fees could provide support for the bicycle registration program, funding to assign staff part-time bicycle coordinator responsibilities, or support for other campus bicycling resources.

Information and Education: Use the College website, printed literature, maps, signage, etc. to provide bicycle information. Create a bicycle route map of the surrounding area, showing connections between the campus and nearby bicycle routes; include campus bicycle entrances, bicycle racks and lockers. Literature and links to information can include— online bicycle maps, information on campus bicycle regulations, bicycle laws, combining bicycling with transit, and on- and off-campus bicycling support groups, such as Bicycle Users Groups, listservs, Sacramento Area Bicycle Advocates, etc.

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[15]. Bicycling Experience addition to Sacramento City College Master Plan for Student Success, p. 4-4

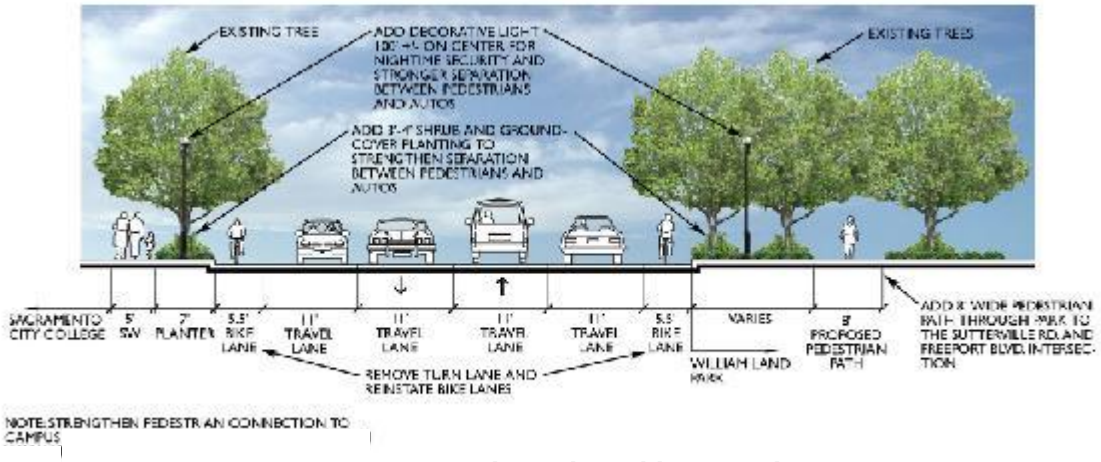
Bicycle Access, Racks and Lockers: Change speed bump into speed hump on main campus entrance driveway. Continue replacement of campus bicycle racks throughout the campus, in front of key destinations such as the bookstore, the cafeteria, and lecture halls with inverted-U or other recommended racks as shown in the Association of Pedestrian and Bicycle Professional Bicycle Parking Guidelines. The pedestrian/ bicycle mall, currently under construction, will include replacement of bicycle racks in the mall area. Monitor the need for bicycle racks and lockers, additional shower and clothing locker access, and add as needed. Consider installing on-demand lockers.

Roadway Improvement Recommendations

Freeport Boulevard

EXISTING CONDITION EAST SIDE OF STREET

EXISTING CONDITION WEST SIDE OF STREET



Freeport Boulevard Looking South

Pedestrian Recommendations:

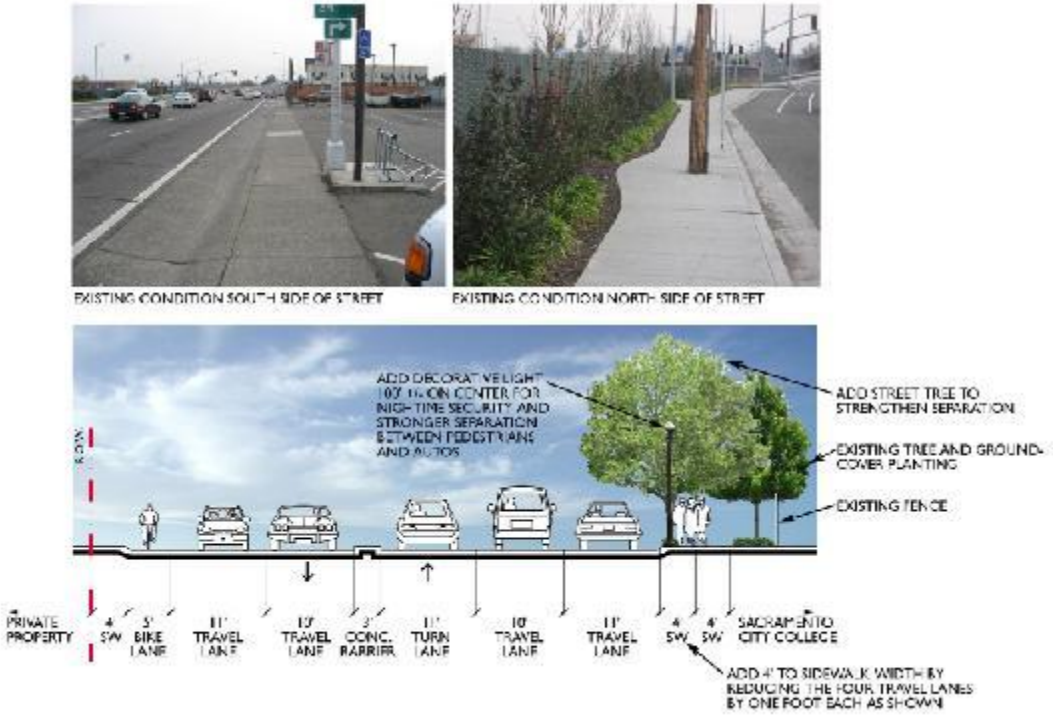
- Provide a separated sidewalk along the edge of William Land Park.
- South of the College campus, improve the sidewalk on the east side of Freeport Boulevard to provide good access for all pedestrians by moving utility poles and by correcting the slope of driveways crossing the sidewalk.

Bicycle Recommendations:
Provide continuous bicycle lanes on both sides of Freeport Boulevard from the bicycle lanes on 21st Street south past the College. Convert existing roadway space to bicycle lanes along Freeport by applying some of the following options to segments of Freeport Boulevard.

- reducing the four lanes to one lane each direction with a middle turn lane, or
- by removing on-street parking, or
- by removing the left turn pocket that was added to facilitate parking access to William Land Park.

If sufficient road space remains after adding bicycle lanes, create a bicycle left turn pocket on southbound Freeport Boulevard at 14th Avenue using the existing painted median.

Sutterville Road



Sutterville Road Looking West

Pedestrian recommendations:

- Widen narrow sidewalks next to the College. *See diagram above.*
- Add sidewalks to Sutterville Road west of Freeport Boulevard next to William Land Park.
- Move the utility pole that blocks the sidewalk on the north side of Sutterville at 22nd Street.

Bicycle recommendations:
Provide continuous bicycle lanes on both sides Sutterville Road near the College by

- Striping Class II bicycle lanes on Sutterville Road from Freeport Boulevard to the Sutterville Road over-crossing. *Recommended although not illustrated in diagram on preceding page*.
- Re-stripe the Sutterville Road over-crossing with two 11-foot travel lanes and a 6-foot Class II bicycle lane in each direction.
- Re-stripe Sutterville Road with Class II bicycle lanes east of over-crossing as far east as possible.
- Add share lane pavement markings on Sutterville Road between Interstate 5 and South Land Park Drive.

Intersection recommendations:

- Improve the intersections of Sutterville Road with Freeport Boulevard for pedestrians and bicyclists.
- Reduce curb radii of right turn lanes in and out of the main entrance, East Road, and the staff parking lot to reduce motorist speeds.
- Provide pedestrian and bicycle friendly crossings for Sutterville Road intersections between Freeport Boulevard and West Curtis Drive, that currently have high-speed diverges.
- Consider "bicycle boxes" with early green for bicyclists for eastbound Sutterville Road at the Freeport Boulevard intersection and for Sutterville Road at the South Land Park Drive/Del Rio Road intersection.

Barrier Crossing Recommendations

Rail crossing recommendations: The City of Sacramento is considering a bicycle/ pedestrian crossing of the heavy and Light Rail tracks to connect the campus and Light Rail Station with neighborhoods to the east. Long ADA-compliant ramps or elevators would be needed for any overcrossing. It is possible these new ramps could be aligned parallel to the tracks and connect to the existing Sutterville Road overcrossing. Such a configuration would aid station access for the neighborhoods south of Sutterville and east of the tracks.

Freeway crossing recommendations: Reconfigure the Sutterville Road/12th Avenue/ Highway 99 interchange to add bicycle lanes and reduce 12th Avenue to four lanes total, including dedicated left turn lanes. Improve the bicycle/pedestrian crossing of westbound Sutterville across the Interstate 5 southbound exit lane.

River crossing recommendations: Consider neighborhood scale bridge(s) over the Sacramento River with inviting pedestrian and bicycle facilities, and transit access at the west end of Sutterville Road and/or at Broadway to connect to West Sacramento.

Additional Roadway Recommendations

- Improve entry/exit to the William Land Park bikeway at Sutterville Road just west of Freeport Boulevard where the gate is usually ajar and locked.
- Consider allowing two-way bicycle riding on one-way streets in William Land Park.
- Complete planned bikeways on Franklin Boulevard between Fruitridge and Sutterville Roads, on 26th Avenue between Franklin Boulevard and 24th Street, and on East Pacific Arlington and 21st Avenues.
- Prohibit parking that blocks entry, improve entry opening, pave path through gravel area, and add signage to the Sacramento River trail access at Sutterville Road.
- Place directional signage leading to the 27th Avenue/35th Street overcrossing of Highway 99.
- Smooth/repave large bumps on Sutterville Road near Interstate 5 overpass (both directions).
- Trim overhead foliage on Sutterville Road just east of Interstate 5.

24th Street Recommendations:

- Add sidewalks 24th Street to provide a better pedestrian route to campus from sidewalks.
- Close the gap in Class II bicycle lanes on 24th Street by designating bicycle lanes on 24th Street from 22nd Avenue to the Sutterville Road on-ramp.

12th Avenue Recommendations:

- Restore missing bicycle lane pavement marking on 12th Avenue west of Martin Luther King, Jr. Boulevard.
- Designate, as a bicycle route, the portion of 12th Avenue that intersects with Freeport Boulevard north of the College.

Street Tree Canopy and Landscaping:

- Adjacent to the southwest corner of the College, add landscaping or other aesthetic improvements to the traffic islands at the intersection of Freeport Boulevard and Sutterville Road.
- Plant shade trees in William Land Park along Freeport Boulevard and Sutterville Road that will shade sidewalks and roadway edges.
- Remove parking lanes on Freeport from Sutterville Road to Blair and replace with planting strip.
- Encourage private property owners to plant trees to shade their parking lots, sidewalks and street edge.

Transit Recommendations

Sacramento City College is in the enviable position of having an on campus Light Rail station and as a result has achieved high transit ridership levels. Opportunity may exist to raise these levels even further with greater information on routes and schedules.

Lack of knowledge of transit routes and schedules was given as a reason for not taking transit by 20% of students. Additionally approximately 7% of students responded that transit is too expensive. The Student Access cards of Sacramento City College students are a transit pass, for which the students have already paid. Some students may be in need of the information that they have, in fact, already paid for transit, and will incur no additional expense by using it.

Provide information and education: Transit information on the College's website and elsewhere can be expanded more quickly and at lower cost than many other recommended changes:

- List the transit routes that serve Sacramento City College in addition to providing a link to Sacramento Regional Transit.
- Provide transit route brochures in convenient locations on campus.
- Provide information about UTP (Universal Transit Pass) stickers for Student Access Cards.
- Provide information on the health benefits of walking.
- Provide wayfinding directions between transit stops and a central point on campus where a campus map is posted.
- List the transit routes serving the Downtown Center, including the closest transit stops, and walking directions from the transit stops to the Downtown Center.
- In addition to the link "Parking for People with Disabilities" add a link to "Transit for People with Disabilities" including Paratransit, Inc. Provide information on ADA accessible routes to transit stops, campus entrances and on-campus routes.

Light Rail Station Recommendations:

- Provide shelter, seating with tables and lighting in the station area to facilitate student study while waiting for transit.
- Complete the planned bicycle/pedestrian mall that will improve pedestrian and bicycle connections with the City College Light Rail Station and with the south side of the campus.
- Provide enhanced wayfinding between the campus core and the Light Rail Station.