

RESOLUTION NO. 2025-096

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE AMENDING THE BICYCLE, PEDESTRIAN, AND TRAILS MASTER PLAN

WHEREAS, on May 12, 2021, the City Council adopted the Bicycle, Pedestrian, and Trails Master Plan (BPTMP); and

WHEREAS, the BPTMP provides the plans, standards, and process for development and maintenance of bicycle, pedestrian, and trail improvements throughout the City of Elk Grove (City), including establishing maps and a project list of recommended improvements; and

WHEREAS, the Active Transportation Fee Program funds active transportation facilities, such as those recommended in the BPTMP, through development impact fees; and

WHEREAS, amendments to the BPTMP and Active Transportation Fee Program are necessary to accurately identify certain developer-delivered facilities; and

WHEREAS, the City desires that trails and bikeways be safe and attractive for all users, and the design of entries to these facilities is important in achieving this goal.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove hereby finds that no further environmental review is required pursuant to State CEQA Guidelines Sections 15162 based upon the following finding:

The proposed revisions to the BPTMP support implementation of the General Plan, which was considered through the General Plan Updated Environmental Impact Report (EIR) (SCH No. 2017062058). That document provides a programmatic review of the potential impacts associated with implementation of the overall General Plan. The EIR is comprised of a Draft EIR (Draft EIR) and Final EIR (Final EIR). The Final EIR was released for public review on January 4, 2019 and certified by the City Council on February 27, 2019.

The proposed amendments to the BPTMP are internally consistent with and implement the goals and policies of the General Plan by providing the plans, standards, and process for development and maintenance of bicycle, pedestrian, and trail improvements throughout the City of Elk Grove. Furthermore, CEQA review for the individual construction projects identified in the BPTMP, including those in the amended BPTMP map and project list, will be completed prior to the commitment of funding for their construction.

State CEQA Guidelines Section 15162 provides that no further review is required under CEQA when there are no substantial changes in the Project, there are no substantial changes with respect to the circumstances under which the Project is undertaken, and there is no new information of substantial importance, which was not known and could not have been known at the time of certification of the General Plan EIR. The proposed revisions to the BPTMP are consistent with the analysis presented in the General Plan EIR and, pursuant to State CEQA Guidelines Section 15162, no subsequent analysis is required. Updates to the BPTMP are called for in General Plan Implementation Action Number 4.2.

Therefore, there are no substantial changes in the Project, with respect to the circumstances under which the Project is undertaken, and there is no new information of substantial importance, which was not known and could not have been known at the time of certification of the EIR, and no further environmental review is required.

AND BE IT FURTHER RESOLVED that Figures 12, 13, 14, and 15 of the Bicycle, Pedestrian, and Trails Master Plan are amended to appear as provided in Exhibit A, attached hereto and incorporated by reference;

AND, BE IT FURTHER RESOLVED that Appendix A (Design Protocols) of the Bicycle, Pedestrian, and Trails Master Plan is amended to appear as provided in Exhibit B, attached hereto and incorporated by reference.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 28th day of May 2025




BOBBIE SINGH-ALLEN, MAYOR of the
CITY OF ELK GROVE

ATTEST:

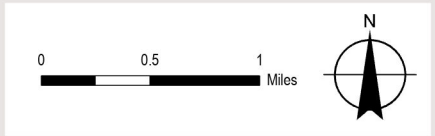
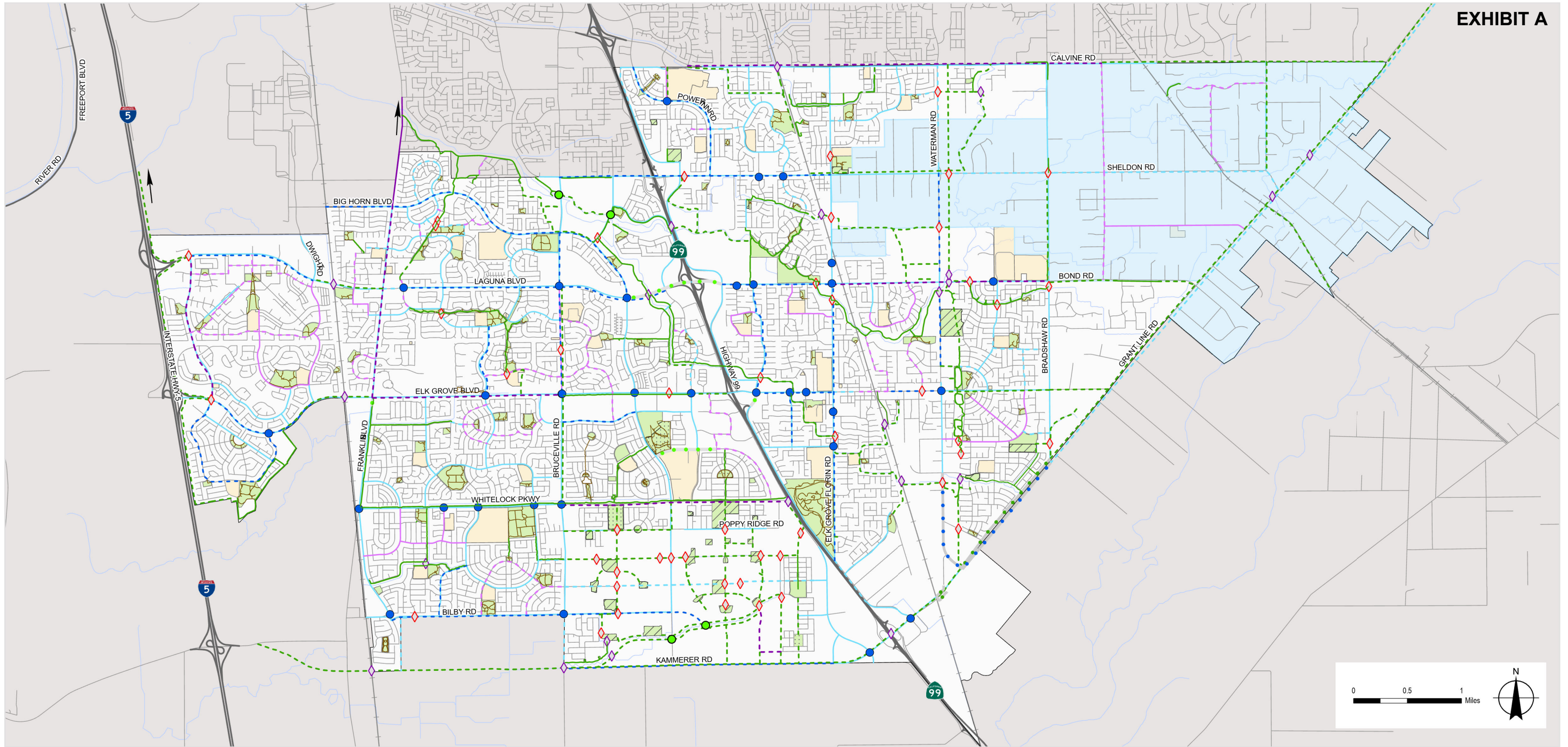


JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:



JONATHAN P. HOBBS,
CITY ATTORNEY



Existing and Proposed Bicycle Network

Legend

Proposed Bicycle Facilities

- Proposed Class I Multi-Use Path
- Proposed Class II Bicycle Lane
- Proposed Class II Buffered Bicycle Lane
- Proposed Class III Bicycle Route
- Proposed Class IV Bikeway
- Proposed Class II Green Painted Bicycle Lane

In Progress Bicycle Facilities

- Class I Multi-Use Path (In Progress)
- Class II Bicycle Lane (In Progress)

Existing Bicycle Facilities

- Existing Class I Multi-Use Path
- Existing Class II Bicycle Lane
- Existing Class III Bicycle Route
- Existing Class IV Bikeway

Proposed Crossing Improvements

- ◆ Proposed At-Grade Class I Bikeway Crossing
- ◆ Proposed Grade-Separated Class I Bikeway Crossing
- Proposed Bicycle Specific Approach/Crossing Improvement
- Proposed Grade Separated Class I Bikeway Undercrossing (Concrete)

Boundaries

- Park
- Proposed Park
- In Progress Park
- Schools
- Rural Policy Area
- City Boundary

- Roads
- Highways
- Railroads
- Creeks

Disclaimer: The map layout has an inherent flexibility and is meant to guide the final configuration of bicycle, pedestrian and trail facilities through the approval of subsequent tentative maps. Final determination of location for proposed facilities will be done in consultation with City engineering to ensure best fit.

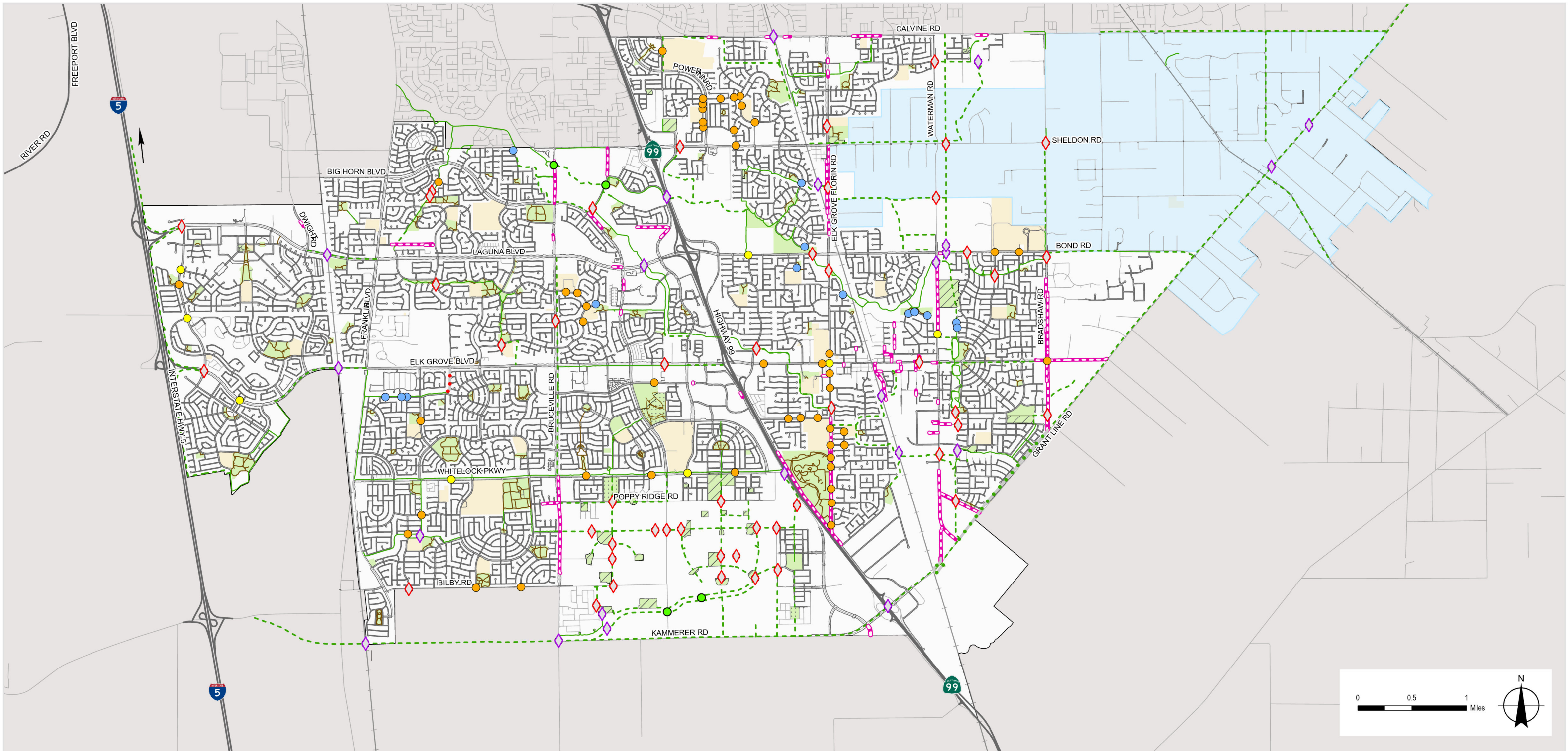
At-grade crossings at existing or planned signalized roadway intersections are not shown for clarity. Trails through parks are also not shown for clarity, but can be seen in figures 13 and 14.



FIGURE 12

T:\US\Roseville\Projects\56111207446\GIS\Maps\Deliverables\Elk_Grove_BPTMP\Elk_Grove_BPTMP.aprx
Print date: 16 May 2025 - 14:25

Data source: Created by: klobose



Existing and Proposed Pedestrian Network

Legend

Proposed Pedestrian Facilities

- Proposed Sidewalk
- Proposed Class I Multi-Use Path
- Proposed At-Grade Class I Bikeway Crossing
- Proposed Grade-Separated Class I Bikeway Crossing
- Proposed Pedestrian-Specific Crossing Improvement
- Proposed Curb Ramp Improvement
- Proposed Other Crossing Improvement
- Proposed Grade Separated Class I Bikeway Undercrossing (Concrete)

Existing Pedestrian Facilities

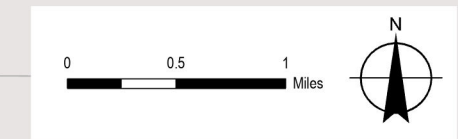
- Existing Sidewalk
- Existing Class I Multi-Use Path
- Existing Park Trail

In Progress Pedestrian Facilities

- Class I Multi-Use Path
- Pedestrian/Jogging Trail

Boundaries

- Park
- Proposed Park
- In Progress Park
- Schools
- Rural Policy Area
- City Boundary
- Roads
- Highways
- Railroads
- Creeks



Disclaimer: The map layout has an inherent flexibility and is meant to guide the final configuration of bicycle, pedestrian and trail facilities through the approval of subsequent tentative maps. Final determination of location for proposed facilities will be done in consultation with City engineering to ensure best fit.

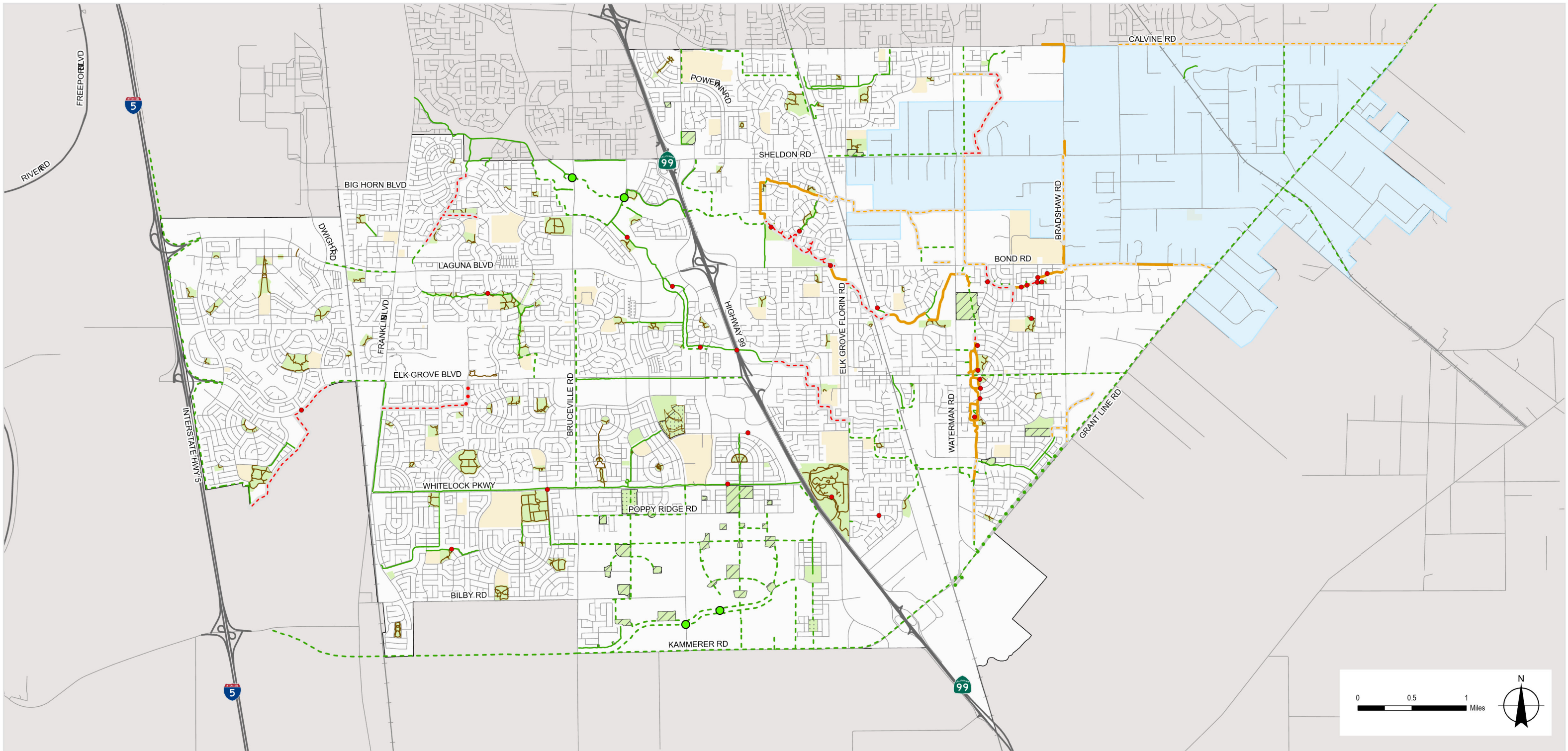
At-grade crossings at existing or planned signalized roadway intersections are not shown for clarity.



FIGURE 13

T:\US\Roseville\Projects\5611120\446\GIS\Map\Deliverables\Elk_Grove_BPTMP\Elk_Grove_BPTMP.aprx
Print date: 14 May 2025 - 10:53

Data source: Created by: klubose



Existing and Proposed Trail Network

Legend

Proposed Trail Facilities

- - - Trail Improvement
- - - Proposed Equestrian Trail
- - - Proposed Class I Multi-Use Path
- Proposed Trail Improvement Spot Location
- Proposed Grade Separated Class I Bikeway Undercrossing (Concrete)

Existing Trail Facilities

- Existing Off-Street Trail
- Existing Park Trail
- Existing Equestrian Trail
- Class I Multi-Use Path
- Pedestrian/Jogging Trail

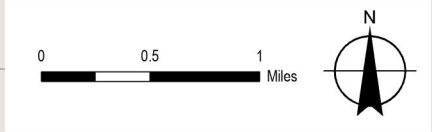
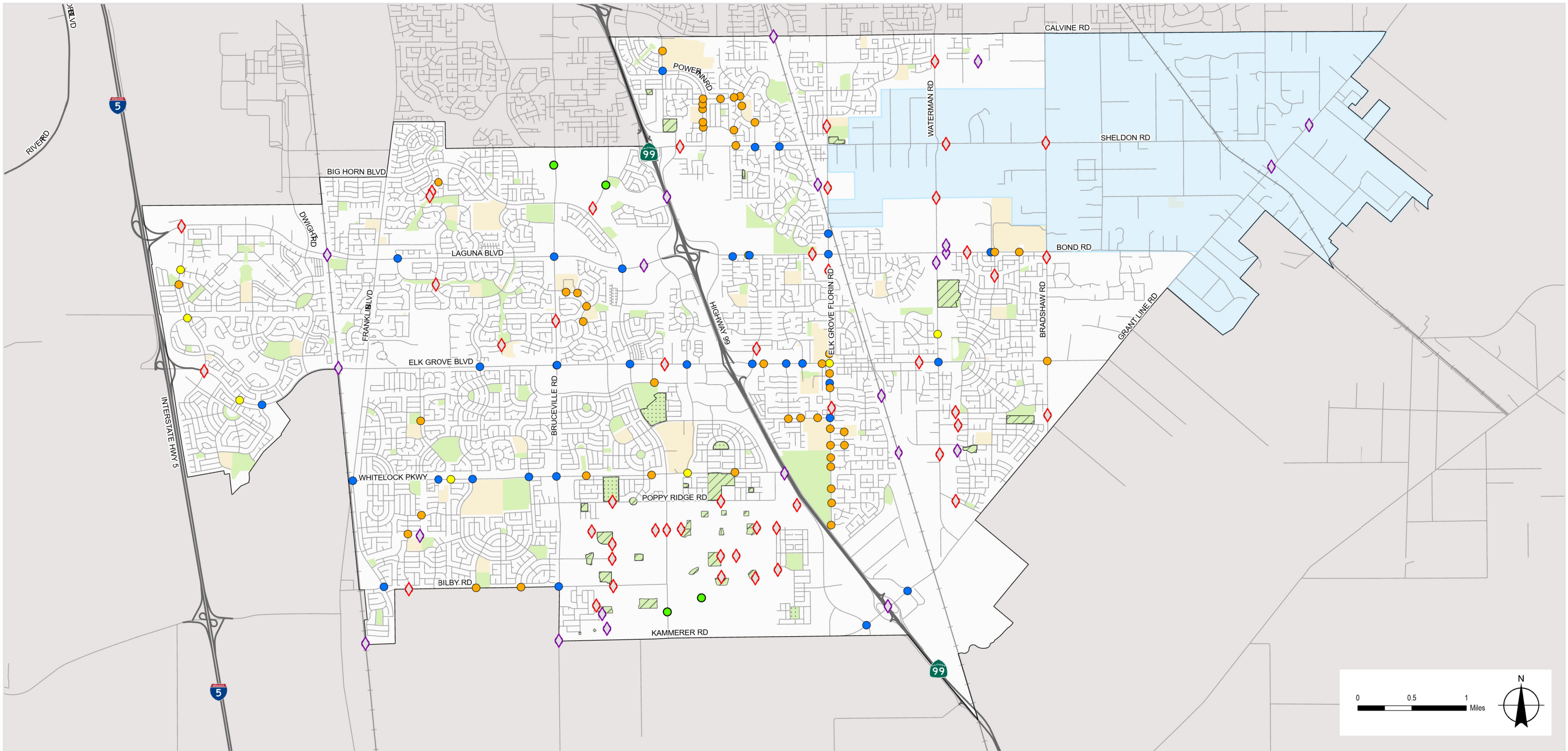
Boundaries

- Park
- Proposed Park
- In Progress Park
- Schools
- Rural Policy Area
- City Boundary
- Roads
- Highways
- Railroads
- Creeks

Disclaimer: The map layout has an inherent flexibility and is meant to guide the final configuration of bicycle, pedestrian and trail facilities through the approval of subsequent tentative maps. Final determination of location for proposed facilities will be done in consultation with City engineering to ensure best fit.



FIGURE 14



Proposed Crossing Improvements

Legend

Proposed Crossing Improvements

- Pedestrian-Specific Crossing Improvement
- Bicycle-Specific Approach/Crossing Improvement
- Other Crossing Improvement
- Proposed Grade Separated Class I Bikeway Undercrossing (Concrete)

- ◆ Proposed At-Grade Class I Bikeway Crossing
- ◆ Proposed Grade-Separated Class I Bikeway Crossing

Boundaries

- Park
- Proposed Park
- In Progress Park
- Schools
- Rural Policy Area
- City Boundary
- Roads
- Highways
- Railroads
- Creeks

Disclaimer: The map layout has an inherent flexibility and is meant to guide the final configuration of bicycle, pedestrian and trail facilities through the approval of subsequent tentative maps. Final determination of location for proposed facilities will be done in consultation with City engineering to ensure best fit.



Exhibit B
Revisions to Appendix A (Design Protocols)
Of the Bicycle, Pedestrian, and Trails Master Plan

A new section, “Trail and Bikeway Safety Features” is added under “Bicycle Design Protocols”, beginning on page 11 of Appendix A of the Bicycle, Pedestrian, and Trails Master Plan as follows:

TRAIL AND BIKEWAY SAFETY FEATURES

The City Engineer may direct the use of barriers (e.g., bollards, curbs, barricades) or other safety and security treatments deemed necessary by the City Engineer for public safety to restrict access to a trail or bikeway from unintended usage. Such barriers should not reduce the usability of, or access to, the facility by intended users.

The subsection “Trail Entrance Barriers” within the section “Trail Signage and Markings” in “Multi-Use Trail Design Protocols”, beginning on page 30 of Appendix A of the Bicycle, Pedestrian and Trails Master Plan is retitled and revised to read as follows:

TRAIL AND BIKEWAY ENTRANCE IDENTIFICATION

Entrance identification (e.g., landscaping, signage) shall be used at entrances to define the trail or bikeway area and as a deterrent to unauthorized vehicles. The use of identification should not pose a safety hazard to trail users. The spacing of entrance features shall be wide enough to permit the passage of wheelchairs, bicycle-towed trailers, and adult tricycles. Care shall be taken to mark and ensure the visibility of entrance identification consistent with City Standards.

The subsection “Crossing Treatments” within the section “Trail Crossings” in “Multi-Use Trail Design Protocols”, on page 34 of Appendix A of the Bicycle, Pedestrian and Trails Master Plan is revised to read as follows:

CROSSING TREATMENTS

Trail crossings shall be designed to make right of way assignment clear, through signs and pavement markings, and to slow and organize trail users as they cross. Crossing treatments must also indicate to drivers that unauthorized vehicles are prohibited on the trail. Geometric changes, low plantings, signs, pavement markings (i.e., “Road Ahead” or “Slow”), and other forms of identification approved by the City Engineer may be used for crossing treatments. Minor crossings (driveways and low-volume streets) shall, at a minimum, feature signs and markings. At uncontrolled locations, such as mid-block crossings, high-visibility treatments like flashing beacons, pedestrian signals, and/or high-visibility crosswalks and signage may be used to increase awareness of the crossing.

CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2025-096

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss
CITY OF ELK GROVE)

I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on May 28, 2025 by the following vote:

AYES: COUNCILMEMBERS: Singh-Allen, Robles, Brewer, Spease, Suen

NOES: COUNCILMEMBERS: None

ABSTAIN: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None



Jason Lindgren, City Clerk
City of Elk Grove, California