CITY OF LINCOLN
2026 REGULAR MEETING - CITY COUNCIL / LINCOLN REDEVELOPMENT SUCCESSOR AGENCY / LINCOLN PUBLIC FINANCING AUTHORITY
January 13, 2026

AS A COURTESY, PLEASE TURN OFF ALL CELL PHONES & ELECTRONIC DEVICES DURING THE MEETING

-COUNCIL MEETING AGENDA-

6:00 PM

Mayor Richard Pearl

Mayor Pro Tem Whitney Eklund **Councilmember Holly Andreatta**
Councilmember Ben Brown **Councilmember John Reedy**

City Hall (Extremely Limited Seating Capacity)
3rd Floor Council Chambers
600 Sixth Street
Lincoln, CA 95648

or attend via

ZOOM
register by using this link:
https://us06web.zoom.us/webinar/register/WN_BuE0s3EcQD-zsbFvqlr9eQ

or participate by calling US: +1 (669) 900-6833
use ID #867 6709 0429
and use *9 to raise hand to speak

EXECUTIVE TEAM

Sean Scully, City Manager	Kristine Mollenkopf, City Attorney
Nita Wracker, Asst. City Manager / Finance Director	Matt Alves, Police Chief
Jennifer Brown, Chief Innovation & Tech. Officer	Vin Cay, City Engineer
Erin Frye, Econ. Dev. & Communication Specialist	Kathryn Hunt, Library Services Director
Hope Ithurburn, City Clerk	Matthew Medill, Public Works Director
Veronica Rodriguez, Human Resources Director	Anthony Mejia, Fire Chief

MISSION STATEMENT: To provide the highest level of service responsive to our community's expectations and to enhance the quality of life and economic vitality.

THE FOLLOWING INFORMATION IS PROVIDED TO ASSIST WITH PUBLIC PARTICIPATION:

Americans with Disabilities Act (ADA): In compliance with the ADA, if you need special assistance to participate in this meeting or other services in conjunction with this meeting, please contact the City Clerk's Office at (916) 434-2490. The meeting room is wheelchair accessible and disabled parking is available. Notification at least 48 hours prior to the meeting or time when services are needed will assist City staff in assuring reasonable arrangements can be made to provide accessibility to the meeting or service.

Agenda Availability: The main posting location of the City Council Agenda pursuant to the Brown Act, Government Code § 54954.2(a) is on the public kiosk outside the entrance of City Hall, 600 6th Street, Lincoln, California. City Council Agenda Packets are available for review at the City Clerk's Office, 600 6th Street, Lincoln, California, and "Live and Archived" meetings, minutes and videos are available on the City's website at www.Lincolnca.gov. City Council Meetings are televised live 6:00PM on Cable channel 18.

Public Input: Persons wishing to address the City Council are asked to voluntarily complete and submit a speaker card to City staff. Speaker cards are available near the entrance of the meeting location. Persons wishing to address the City Council on an item appearing on this agenda will be called upon at the appropriate time during the item's consideration. Persons wishing to address the City Council on an item not appearing on the agenda will be called upon during "Public Comment on Non-Agenda Items." In either case, please stand to be recognized by the Mayor when your name is called. Please note: comments from the audience without coming to the podium may be disregarded or ruled out of order. All speakers' time will be limited to three (3) minutes, unless extended by the Mayor. All comments or questions should be addressed to the Mayor and in most cases, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda, but may engage in brief discussion, provide direction to City staff, or schedule items for future meetings.

Special Meeting Public Input: Only issues listed on a special meeting agenda may be addressed pursuant to the Brown Act's regulation of Special Meetings.

Consent Agenda: All matters on the Consent Agenda are considered routine business and will be enacted by one motion. There will be no separate discussion of these items unless a member of the City Council requests a specific item be removed from the Consent Agenda for separate action. Any items removed will be considered after the remainder of the Consent Agenda.

Judicial Review: Pursuant to applicable laws and regulations, including without limitation, California Government Code § 65009 and/or California Public Resources Code § 21177, if you wish to challenge in court any of the decisions made by the City Council, including any action regarding planning, zoning or environmental decisions, you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.

CLOSED SESSION - 5:00pm

Conference with Labor Negotiator Pursuant to Government Code Section 54957.6, City Designated Representative: Veronica Rodriguez, Organization: Lincoln Professional Firefighters Association

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT ON CLOSED SESSION *In person only.

GENERAL SESSION - 6:00pm

INSPIRATION OR INVOCATION

4. CALL TO ORDER

5. ROLL CALL

6. PLEDGE OF ALLEGIANCE

7. REPORT FROM CLOSED SESSION (if any)

8. AGENDA MODIFICATIONS

9. PRESENTATIONS

10. PUBLIC COMMENT ON NON-AGENDA ITEMS WITHIN THE SUBJECT MATTER JURISDICTION OF THE COUNCIL ****All speakers' time will be limited to three (3) minutes, unless extended by the Mayor. All comments or questions should be addressed to the Mayor and in most cases, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda, but may engage in brief discussion, provide direction to City staff, or schedule items for future meetings.***

11. CONSENT

11.A Approval of Meeting Minutes of the December 9, 2025 Regular City Council Meeting. (Hope Ithurburn)

11.B Adopt a Resolution Approving the City Council Appointments to the City of Lincoln Boards, Commissions, and Committees and the External Joint Power Agencies Regional Boards, Commissions, and Committees and Receive the Local Appointment List as required by California Government Code 54970, Maddy Act. (Hope Ithurburn)

11.C Adopt a Resolution Authorizing the City Manager to Execute a Task Order Amendment No. 1 with Kimley-Horn for Engineering Services related to the Traffic Signal Analysis & Implementation Project (CIP 692). (Roland Neufeld)

11.D Adopt a Resolution Approving the Annual Report for the Fiscal Year Ending June 30, 2025, and Making Findings as Required by the Mitigation Fee Act. (Nita Wracker)

11.E Adopt a Resolution for Approving the Improvement Plans and Technical Specifications, and Authorizing the Engineering Department to Proceed With Bidding the Project for Construction for the Water Rehabilitation FY 23/24 (CIP 654). (Jacob Groeser)

11.F Adopt A Resolution Authorizing the City Manager to Execute a Task Order for Professional Services With R.E.Y Engineers, Inc. In The Amount Of $336,163 For the Design of K St, O St, P St & 5th St Water Rehabilitation Capital Improvement Project (CIP 713). (Jonnelyn Espartero)

11.G Adopt a Resolution Authorizing the City Manager to Execute a Task Order with DKS Associates for Professional Engineering Services in the Amount of $125,000 for the Bikeways Master Plan 2026 Update Project. (Jonnelyn Espartero)

11.H Adopt a Resolution Approving the Recognized Obligation Payment Schedule (ROPS) Pursuant to Health and Safety Code Section 34177(I) for the Period of July 1, 2026 through June 30, 2027. (Nita Wracker)

12. PUBLIC HEARINGS

12.A Waive Full Reading and Introduce an Ordinance by Title Only, Regulating Electric Mobility Devices and further finding the Ordinance is exempt from environmental review under the California Environmental Quality Act. (Kristine Mollenkopf)

12.B Waive Full Reading and Introduce an Ordinance by Title Only, Repealing Chapter 5.40 of the Municipal Code, entitled "Fortune Telling and Occult Arts". (Kristine Mollenkopf)

13. GENERAL BUSINESS

14. CITY MANAGER REPORTS

15. COUNCIL INITIATED BUSINESS

16. COMMITTEE REPORTS

17. INFORMATION ITEMS

18. ADJOURNMENT

NOTE: *Materials related to an item on this Agenda submitted to the Council/Redevelopment Successor Agency after distribution of the agenda packet are available for public inspection in the City Clerk's office at 600 Sixth Street, Lincoln, CA during normal business hours. Such documents are also available on the City of Lincoln's website at https://www.lincolnca.gov/ subject to staff's availability to post the documents before the meeting.*

In compliance with the American with Disabilities Act, the City will provide special assistance for disabled members of the public. The meeting room is wheelchair accessible and disabled parking is available. If you have a disability and need a disability-related modification or accommodation to participate in the meeting, please contact the City Clerk's Office at (916) 434-2490. As a courtesy, please make every effort to inform the Clerk of your needs at least 24 hours prior to the meeting so the City may make reasonable arrangements to ensure accessibility to this meeting.

Pursuant to applicable laws and regulations, including without limitation, California Government Code Section 65009 and/or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (including any action regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.

Levine Act Provisions -- The Levine Act requires a party (or the party's agent(s)) to a proceeding before the City of Lincoln that involves any action or consideration to their contract, license, permit, or other entitlement for use, to disclose any campaign contribution made to City elected or appointed officer totaling more than $500 within the 12 months before the City decision. This includes contributions to Councilmembers, Planning Commissioners and members of other City boards and commissions.

STAFF REPORT

SUBJECT:	Conference with Labor Negotiator Pursuant to Government Code Section 54957.6, City Designated Representative: Veronica Rodriguez, Organization: Lincoln Professional Firefighters Association
SUBMITTED BY:	City Clerk
DEPARTMENT:	Human Resources
DATE:	January 13, 2026

STAFF REPORT

Item Number 11.A

SUBJECT: Approval of Meeting Minutes of the December 9, 2025 Regular City Council Meeting. (Hope Ithurburn)

SUBMITTED BY: City Clerk

DEPARTMENT: City Manager's Office

DATE: January 13, 2026

BACKGROUND/INTRODUCTION:

ATTACHMENTS:
DRAFT - MEETING MINUTES, 12.9.25.docx

MINUTES
CITY OF LINCOLN CITY COUNCIL,
PUBLIC FINANCE AUTHORITY
and REDEVELOPMENT SUCCESSOR AGENCY
Regular Meeting
December 9, 2025

GENERAL SESSION

The meeting was conducted in person at City Hall, 600 6th Street, Lincoln, CA, and virtually on Zoom with a Live Stream on the City of Lincoln YouTube Channel and WAVE Channel 18.

1. **CALL TO ORDER** by Mayor Andreatta at 6:18 PM.

2. **ROLL CALL:** Councilmembers present: Mayor Holly Andreatta
Ben Brown
Whitney Eklund
Richard Pearl
John Reedy

3. **REPORT FROM CLOSED SESSION (if any)** – none.

4. **PLEDGE OF ALLEGIANCE** – led by Will Foote.

5. **SUCCESSION OF MAYOR AND VICE MAYOR/OATHS OF OFFICE**

Mayor Andreatta provided comments and expressed gratitude

Mayor Pro Tem Brown provided comments. Mayor Andreatta opened the discussion to public comment with there being no public comment.

Mayor Pro Tem Brown motioned to appoint Richard Pearl as Mayor for 2026, motion was seconded by Mayor Andreatta. Passed by the following roll call vote:

Ayes: Andreatta, Brown, Eklund, Pearl, Reedy
Noes: None
Absent: None
Abstain: None

Councilmember Reedy motioned to appoint Whitney Eklund Mayor Pro Tem for 2026, motion was seconded by Mayor Andreatta. Passed by the following roll call vote:

Ayes: Andreatta, Brown, Eklund, Pearl, Reedy
Noes: None
Absent: None
Abstain: None

City Manager Scully expressed gratitude to outgoing Mayor Andretta and presented a gift with a commemorative video was presented in honor of Mayor Andreatta. Mayor Andreatta expressed gratitude to her family, fellow elected officials, the community, and staff.

Mayor Pearl expressed gratitude to his family and sentiments of looking forward to a successful year with Mayor Pro Tem Eklund providing comments expressing gratitude to the former Mayor and also looking forward to a successful year and team.

6. **AGENDA MODIFICATIONS –** None.

7. PRESENTATIONS

7.A Update from Western Placer Unified School District (WPUSD) Superintendent Kerrie Callahan.

Superintendent Kerrie Callahan with WPUSD presented to Council with a brief discussion following. Mayor Pearl opened the discussion regarding the agenda item with no public comment.

8. PUBLIC COMMENT ON NON-AGENDA ITEMS WITHIN THE SUBJECT MATTER JURISDICTION OF THE COUNCIL

The following provided public comment:

Fran Neves, Lincoln resident
Stan Nader, Lincoln resident
Jason Daggett, Lincoln resident

Staff responded to comments. Seeing no further public comments, Mayor Pearl closed public comment.

9. CONSENT

Mayor Pearl asked if any members of the City Council or staff would like to pull any items from the consent agenda; none were pulled.

9.A **Approval of Meeting Minutes** of November 18, 2025, Regular City Council meeting.

9.B Adopt **RESOLUTION 2025-175** Authorizing the City Manager to Execute a 5-year Contract for Services with Azteca Systems, LLC, Cityworks for Software for Public Works for a Total Amount Not-to-Exceed $667,200.

9.C Adopt **RESOLUTION 2025-176** Accepting the Summary Vacation of Landscape Easement, Ferrari Pavilion Parcel Map and the Frontage Improvement Plans (Ferrari Pavilion Project).

9.D Adopt **RESOLUTION 2025-177** Authorizing the City Manager to Enter into a Three-Year Contract with Foothill Vegetation Management for Trail Maintenance Services Ending June 30, 2028, in an Amount not to Exceed $361,446.

9.E Filing of Fiscal Year 2025-26 Annual Reports for the City's Maintenance Community Facilities Districts.

9.F Adopt **RESOLUTION 2025-178** Accepting the Twelve Bridges Village 3A Subdivision Improvements as Complete and Authorize the City Clerk to File the Notice of Completion with the Placer County Recorder.

9.G Adopt **RESOLUTION 2025-179** Accepting the Twelve Bridges Village 3B Subdivision Improvements as Complete and Authorize the City Clerk to File the Notice of Completion with the Placer County Recorder.

9.H Adopt **RESOLUTION 2025-180** Accepting the Magnolia Village Subdivision Improvements as Complete and Authorize the City Clerk to File the Notice of Completion with the Placer County Recorder.

9.I Adopt **RESOLUTION 2025-181** Accepting the Fuel Farm Pollution Control System Project (CIP 486) as Complete and Authorize the City Clerk to File the Notice of Completion with the Placer County Recorder.

9.J Adopt **RESOLUTION 2025-182** Authorizing the City Manager to Execute Task Order Amendment No. 1 with R.E.Y. Engineers Inc. in the Amount of $48,323 for the Brentford Circle Trail Crossings Project.

Seeing no public comments, Mayor Pearl called for a motion of approval for the items. Councilmember Reedy motioned to approve, motion was seconded by Councilmember Andreatta. Passed by the following voice vote:

Ayes: Andreatta, Brown, Eklund, Pearl, Reedy
Noes: None
Absent: None
Abstain: None

10. PUBLIC HEARINGS – None.

11. GENERAL BUSINESS

11.A Adopt **RESOLUTION 2025-183** (with revisions noted by Council) Allocating Remaining ARPA Funds to the Downtown Lincoln Association (DLA) to Support Downtown Beautification Efforts.

City Manager Scully made the presentation to council. Mayor Pearl opened the discussion regarding the agenda item. The following provided public comment:

Randy, Downtown Lincoln Association

11.B Adopt **RESOLUTION 2025-184** (with revisions noted by Council) Allocating Remaining ARPA Funds to the Placer County Conservation Program (PCCP) Valley Land Conversion Fees and Authorizing the City Manager to Execute an MOU.

City Manager Scully made the presentation to council. Mayor Pearl opened the discussion regarding the agenda item. There was no public comment.

Seeing no further public comments, Mayor Pearl called for a motion of approval for both Agenda Item 11.A and 11.B. Councilmember Andreatta motioned to approve, motion was seconded by Councilmember Brown. Passed by the following voice vote:

Ayes: Andreatta, Brown, Eklund, Pearl, Reedy
Noes: None
Absent: None
Abstain: None

11.C Adopt **RESOLUTION 2025-185** (with typographical corrections as noted) Approving New Street Intersection Names of Five (5) Unnamed Existing Driveways along Lincoln Boulevard, Sterling Parkway, and E. Joiner Parkway as Recommended by the Theme and Naming Committee (TANC).

Nita Wracker presented to Council. Mayor Pearl opened the discussion regarding the agenda item. There was no public comments.

Seeing no public comment, Mayor Pearl called for a motion of approval of the agenda item. Councilmember Andreatta motioned to approve, motion was seconded by Councilmember Reedy. Passed by the following voice vote:

Ayes: Andreatta, Brown, Eklund, Pearl, Reedy
Noes: None
Absent: None
Abstain: None

12. CITY MANAGER REPORTS

City Manager Scully announced upcoming City Hall holiday closures, recognized the retirements of Firefighter Cory Leighty and Firefighter Norm Kent, provided an update on upcoming agenda items to be presented to Council as well as the Water Master Plan. Manager Scully also promoted the upcoming skate park ribbon cutting event and wished all Happy Holidays!

13. COUNCIL INITIATED BUSINESS

Councilmember Reedy requested Council review the Lincoln Municipal Code in relation to the City's various committees focusing on the composition and other operational procedures and standardize as appropriate.

14. **COMMITTEE REPORTS**

Andreatta reported on a recently attended Sacramento Area Council of Governments (SACOG) committee meeting. Mayor Pro Tem Eklund commented on the recent Christmas parade, reported on an upcoming Local Area Formation Commission (LAFCO) board meeting, and an upcoming City Economic Development Committee (EDC) meeting. Mayor Pearl reported on an upcoming City Airport committee meeting. Councilmember Brown reported on a recently attended Placer County Flood Control District board meeting.

15. INFORMATION ITEMS

Councilmember Andreatta expressed gratitude to Scott Boynton and staff for their efforts in redesigning the Christmas Parade float and commented on the festive Christmas Tree Lighting

event and promoted the upcoming Chabad Jewish Center of Lincoln's grand opening event. Councilmember Andreatta and Mayor Pro Tem Eklund respond to earlier public comments regarding commercial tenants.

After comments from Council, a video of the recent Christmas parade and Tree Lighting event was played.

16. **ADJOURNMENT**

Mayor Pearl adjourned the meeting at 7:48pm.

Respectfully submitted by Hope Ithurburn, City Clerk

_____
Hope Ithurburn, City Clerk

STAFF REPORT

Item Number 11.B

SUBJECT: Adopt a Resolution Approving the City Council Appointments to the City of Lincoln Boards, Commissions, and Committees and the External Joint Power Agencies Regional Boards, Commissions, and Committees and Receive the Local Appointment List as required by California Government Code 54970, Maddy Act. (Hope Ithurburn)

SUBMITTED BY: City Clerk

DEPARTMENT: City Manager's Office

DATE: January 13, 2026

STAFF RECOMMENDATION:

Staff recommends that the City Council adopt a resolution approving the City Council appointments to the City of Lincoln boards, commissions, and committees and the external joint power agencies, regional boards, and committees and receiving Local Appointment List as required by California Government Code 54970, Maddy Act.

BACKGROUND/INTRODUCTION:

Each December the City of Lincoln Mayor rotates and the incoming Mayor creates a list of City and regional appointments for Councilmembers. The action before the City Council is to approve the recommendations made by City Council for City Committees and by Mayor Pearl for Regional Boards, Commissions, and Committees.

Additionally, Government Code Section 54970, known as the Maddy Act, requires the City Council to annually, by December 31st of each year, prepare a list of all regular and ongoing boards, commissions and committees, which are appointed by the City Council of the City of Lincoln, with the name of the incumbent appointee, the date of the appointment, the date the term expires and the necessary qualifications of the positions.

The Maddy Act also requires this list to be posted at the public library and be available to members of the public.

ATTACHMENTS:

RESO - List of appointments, 2026.docx

2026 - List of Regional Appointments.docx

List of Appointments, REVISED 11.20.2025.docx

RESOLUTION 2026-XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN MAKING CHANGES TO THE APPOINTMENTS OF VARIOUS INTERNAL AND EXTERNAL JOINT POWER AGENCIES,
BOARDS, COMMISSIONS AND COMMITTEES, STANDING COMMITTEES AND AD HOC COMMITTEES

NOW THEREFORE BE IT RESOLVED:

Section 1. The Mayor of the City of Lincoln, with the consent of the City Council of the City of Lincoln does hereby appoint the individuals named in Exhibit A, attached hereto and incorporated herein by this reference, to various City of Lincoln committees as well as external joint power agencies, regional boards/committees, standing and ad hoc committees.

Section 2. The Mayor of the City of Lincoln, with the consent of the City Council of the City of Lincoln does hereby direct staff to post the Local Appointments List in compliance with Government Code Section 54970, the Maddy Act.

PASSED AND ADOPTED this 13th day of January, 2026 by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTAIN: Councilmembers:

_____
Richard Pearl, Mayor

ATTEST:

_____
Hope Ithurburn, City Clerk

CITY COUNCIL
2026 Regional/City Board, Commission, and Committee Assignments

REGIONAL Board/Commission/Committee	Appointment	Stipend
Air Pollution Control District (Placer County)	Richard Pearl (Mayor) Whitney Eklund **(Alt)**	None
Borders Committee (Lincoln/Rocklin/Roseville)*	Richard Pearl (Mayor)	None
City Select Committee*	Richard Pearl (Mayor)	None
Economic Development Board (Placer County)	John Reedy Whitney Eklund **(Alt)**	None
Flood Control & Water Conservation District Board (Placer County)	Ben Brown Richard Pearl (Mayor) **(Alt)**	$100/meeting
Greater Sacramento Economic Council*	Holly Andreatta STAFF **(Alt)**	None
Lincoln–Sewer Maintenance District 1 Wastewater Authority (LiSWA)	Holly Andreatta John Reedy Richard Pearl (Mayor) **(Alt)**	None
Lincoln Titan 1-A Missile Restoration Advisory Board	Richard Pearl (Mayor)	
Local Area Formation Commission (LAFCO)	Whitney Eklund	$150/meeting
Municipal Advisory Council (MAC) – Lincoln (Placer County)	Holly Andreatta Whitney Eklund **(Alt)**	None
Municipal Advisory Council (MAC) – Sheridan (Placer County)	Holly Andreatta Whitney Eklund **(Alt)**	None
Nevada Irrigation District (NID)	John Reedy STAFF **(Alt)**	None
Pioneer Community Energy	Richard Pearl (Mayor) John Reedy **(Alt)**	None
Placer Conservation Authority	John Reedy Richard Pearl (Mayor) **(Alt)**	None
Placer County Transportation Planning Agency/South Placer Regional Transportation Authority	Ben Brown Holly Andreatta **(Alt)**	$100/meeting
Placer Mosquito Vector Control District	Peter Gilbert	$100/meeting

* = Mayoral Appointment
UPDATED 1.13.2026

CITY COUNCIL
2026 Regional/City Board, Commission, and Committee Assignments

Placer County Water Agency (PCWA)	Richard Pearl (Mayor) Whitney Eklund	None
Regional Water Authority Board	Whitney Eklund STAFF **(Alt)**	None
Sacramento Area Council of Governments (SACOG)	Holly Andreatta Ben Brown **(Alt)**	$100/meeting
Western Placer Waste Management Authority Board	John Reedy Whitney Eklund **(Alt)**	$100/meeting

CITY Board/Commission/Committee	Appointment
Airport Committee	Richard Pearl (Mayor) Whitney Eklund
Economic Development Committee	Whitney Eklund John Reedy
Library Advisory Board	Richard Pearl (Mayor) Whitney Eklund
Parks & Recreation Committee	John Reedy Holly Andreatta **(Alt)**

* = Mayoral Appointment
UPDATED 1.13.2026

City of Lincoln

CITY OF LINCOLN: LOCAL APPOINTMENTS & ELIGIBILITY LIST
(Govt. Code Section 54972)

Airport Committee (5 members)	Appointment Date:	Term:	Term Expires:
Richard Pearl, Councilmember	1/14/2025		
Whitney Eklund, Councilmember	1/14/2025		
Sean Scully, City Manager			
Byron Maynard	02/09/2021	1st - eligible	12/2026
VACANT			12/2026
Lisa McArdle	01/24/2023	1st - eligible	12/2026
Bob Cooperrider	1/14/2025	1st - eligible	12/2028
Clara Ellis	3/25/2025	1st eligible	12/2028
Economic Development Committee (9 members)	**Appointment Date:**	**Term:**	**Term Expires:**
Whitney Eklund, Councilmember	1/14/2025	N/A	N/A
John Reedy, Councilmember	1/14/2025	N/A	N/A
Sean Scully, City Manager	January, 2022	N/A	N/A
Erin Frye, Economic Development /Communications Specialist	N/A	N/A	N/A
Faraz Mahmood	01/14/2025	1st – eligible	12/2028
Andrea Faria	01/14/2025	1st - eligible	12/2028
VACANT			12/2028
VACANT			12/2028
Jason Price	02/12/2019	2nd - eligible	12/2026
David Riccitiello	04/26/2022	2nd - eligible	12/2026
Melanie Borchardt	01/24/2023	1st - eligible	12/2026
Joann Hilton, Chair	01/24/2023	1st - eligible	12/2026
VACANT			12/2026

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Fiscal & Investments Oversight Committee (7 members)	Appointment Date:	Term:	Term Expires:
Greg Kevin, City Treasurer	1/14/2025	1st - eligible	12/2028
Kim Tucker-Knotts	1/14/2025	1st - eligible	12/2028
Clark Osterhout	1/14/2025	1st - eligible	12/2028
Ron Dolinsek	04/26/2022	2nd – eligible	12/2028
Mary Wilshire	01/24/2023	1st - eligible	12/2026
Lisa Jackson	1/14/2025	2nd - eligible	12/2028
George Sittner	5/14/2024	1st - eligible	12/2026
Library Advisory Board (6 members)	**Appointment Date:**	**Term:**	**Term Expires:**
Richard Pearl, Councilmember	1/14/2025	N/A	N/A
Whitney Eklund, Councilmember	1/14/2025	N/A	N/A
Joanne Schumacher	1/14/2025	2nd - eligible	12/2028
Lynn Snyder	1/14/2025	2nd - eligible	12/2028
David Villegas	1/14/2025	1st - eligible	12/2028
Gloria Pilotti-Irey	02/12/2019	2nd - eligible	12/2026
Neil Cochran	01/24/2023	1st - eligible	12/2026
Jeff Serpa	01/24/2023	1st - eligible	12/2026
Library Advisory Committee (15 members)	**Appointment Date:**	**Term:**	**Term Expires:**
Joanne Schumacher	1/14/2025	2nd - eligible	12/2028
Lynne Snyder	1/14/2025	2nd - eligible	12/2028
David Villegas	1/14/2025	1st - eligible	12/2028
Gloria Pilotti-Irey	02/12/2019	2nd - eligible	12/2026
Neil Cochran	01/24/2023	1st - eligible	12/2026
Jeff Serpa	01/24/2023	1st - eligible	12/2026
George Dykstra, WPUSD	01/2023	N/A	N/A
Jason Price, WPUSD	01/2023	N/A	N/A
Jennifer Hladun, WPUSD	10/2021	N/A	N/A
Diane Mahan, WPUSD	10/2021	N/A	N/A
Heather Pierce, WPUSD	2022	N/A	N/A
Carolyn Norman, Sierra College	2022	N/A	N/A
Barbara Vineyard, Sierra College	2007	N/A	N/A

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Vacant, Sierra College	N/A	N/A	N/A
Vacant, Sierra College	N/A	N/A	N/A
Vacant, Sierra College	N/A	N/A	N/A
Parks & Recreation Committee (9 members)	**Appointment Date:**	**Term:**	**Term Expires:**
John Reedy (Councilmember, non-voting)	1/14/2025	N/A	N/A
Holly Andreatta (Mayor, non-voting – alternate)	1/14/2025	N/A	N/A
Joel Slaughter	1/14/2025	2nd - eligible	12/2028
Steven Ernst	01/14/2025	2nd - eligible	12/2028
Matt Lundgren	01/14/2025	2nd - eligible	12/2028
Tawny Dotson	1/14/2025	1st - eligible	12/2028
Joey Zaokopny	1/14/2025	1st - eligible	12/2028
Dave Fear	06/13/2017	3rd - eligible	12/2026
David Villegas	1/14/2025	1st – eligible	12/2026
John Pineschi	01/24/2023	1st – eligible	12/2026
Amy Ridgway	01/24/2023	1st – eligible	12/2026
Planning Commission (7 members)	**Appointment Date:**	**Term:**	**Term Expires:**
Peter Gilbert	1/14/2025	2nd – eligible	12/2028
Michele Hutchinson	1/14/2025	3rd - eligible	12/2026
Timothy Jackson	3/25/2025	1st - eligible	12/2028
Eric Johnson	01/10/2023	3rd - eligible	12/2026
Nathan Herzog	1/14/2025	1st – eligible	12/2028
Jerry Johnson	01/14/2025	2nd – eligible	12/2028
Tony Manning	1/14/2025	1st – eligible	12/2026

REVISED 11/20/2025

STAFF REPORT

Item Number 11.C

SUBJECT:

Adopt a Resolution Authorizing the City Manager to Execute a Task Order Amendment No. 1 with Kimley-Horn for Engineering Services related to the Traffic Signal Analysis & Implementation Project (CIP 692). (Roland Neufeld)

SUBMITTED BY: Roland Neufeld

DEPARTMENT: Engineering

DATE: January 13, 2026

STAFF RECOMMENDATION:

Adopt a resolution authorizing the City Manager to execute Task Order Amendment No. 1 with Kimley-Horn and Associates, Inc. in the amount of $20,000 for professional engineering services for the Traffic Signal Analysis & Implementation Project. The total revised Task Order would equal $217,000.

BACKGROUND/INTRODUCTION:

The Fiscal Year 2025/26 budget includes $800,000 for engineering services related to the Traffic Signal Analysis & Implementation Project, CIP 692.

The Public Facilities Element has identified the following intersections as City funded projects that will be upgraded to signalized intersections in order to maintain an acceptable level of service: East Avenue/7th Street, East Avenue/12th Street, East Avenue/10th Street, 12th Street/McCourtney Road, Ferrari Ranch Road/Caledon Circle (west), Ferrari Ranch Road/Sorrento Parkway, Nicolaus Road/Lakeside Drive, and McBean Park Drive/D Street.

The Traffic Signal Analysis & Implementation Project will provide the necessary traffic analysis to determine if traffic signals are, or will soon be, warranted at the aforementioned intersections. The traffic analysis will also compare the pros and cons of installing traffic signal control versus roundabout control at the eight listed intersections, as outlined in the project description. The findings of the traffic analysis will inform a prioritization list for design and construction. The final design for the highest priority location(s) will be accomplished under a separate contract in the future.

On August 26, 2025 City Council awarded a Task Order to Kimley-Horn & Associates, Inc. in the amount of $197,000 for the necessary engineering services.

FINDINGS/ANALYSIS:

Staff have since received concerns from several residents about traffic delays during peak hours at the intersection of Nicolaus Road and Nelson Lane/Aviation Boulevard. Additionally, a new commercial development application has been submitted to the City for review at the intersection of Nelson Lane and State Route 65 that could potentially have a significant impact on traffic flow at the nearby intersection of Nicolaus Road and Nelson Lane/Aviation Boulevard. As such, staff determined that it would be prudent to include the Nicolaus Road and Nelson Lane/Aviation Boulevard intersection in the Traffic Signal Analysis project.

Staff requested a scope and fee from Kimley-Horn for the additional engineering services required to add the additional intersection to the project.

A Task-Order amendment for the additional engineering services was provided by Kimley-Horn in the amount of $20,000, which was determined to be acceptable given the nature of the work required. Task Order Amendment No. 1 can be found in Attachment A.

ENVIRONMENTAL REVIEW:

The Task Order with Kimley-Horn only includes scope to analyze and rank potential future projects and therefore is not subject to environmental regulations. A future Task Order for project specific engineering design will include scope to comply with any required environmental elements needed for the project.

LEVINE ACT COMPLIANCE:

The Levine Act requires a party (or the party's agent(s)) to a proceeding before the City of Lincoln that involves any action or consideration to their contract, license, permit, or other entitlement for use, to disclose any campaign contribution made to City elected or appointed officer totaling more than $250 within the 12 months before the City decision.

This matter does not implicate the disclosure requirements of the Levine Act.

FISCAL IMPACT:

The project is an approved Capital Improvement Project for the biennium fiscal year 2025/26, funded from the Transportation Public Facilities Element (PFE) Fund.

The project is funded as follows:

Fund 2400 - Transportation PFE Fund	$800,000
Total Project Funding	**$800,000**

Project Expenses are as follows:

Engineering Task Order (Kimley-Horn)	($197,000)
Task Order Amendment No. 1 (Kimley-Horn)	($20,000)
Total Project Expenses	**($217,000)**

ATTACHMENTS:

Attachemnt A - Task Order Amendment No. 1.pdf

Attachment_B_-_Resolution__1_ (1).doc

AMENDMENT NO. 1
TO
TASK ORDER Dated 8/26/2025
WITH
Kimley-Horn & Associates, Inc.

The Task Order dated **August 26, 2025**, with **Kimley-Horn & Associates, Inc.** for **engineering design of the Traffic Signal Analysis & Implementation Project (CIP 692)** (the "Contract"), is hereby amended as follows (the "Amendment"):

1. The term shall **remain the same**
2. Compensation for services shall **be increased by $20,000. The total contract amount, as amended, shall not exceed $217,000.**
3. Except as specifically stated in this Amendment, the Contract shall remain unchanged and in full force and effect.

The amended scope of work includes **data gathering for and analysis of the Nicolaus Road intersection with Nelson Lane/Aviation Boulevard,** and more particularly described in Exhibit A, attached to this Amendment. Executed this 13th day of January 2026 by:

CITY OF LINCOLN,
a municipal corporation

Approved by:

_____
Sean Scully, City Manager

_____
Dated

ATTEST _____
Hope Ithurburn, City Clerk

Dated:_____

CONTRACTOR,

By: _____ Digitally signed by Matthew D. Weir, PE (CA PE No C70216), Senior Vice President Date: 2025.12.08 10:51:58 -08'00'

_____
Print Name
Title: _____
Email:_____
Dated:_____

APPROVED AS TO FORM

_____
Kristine Mollenkopf, City Attorney

Dated:_____

City Accountability:

Department responsible for contract:
Engineering

Staff responsible for contract:
Roland Neufeld

ATTACHMENTS:

- ☐ CONTRACT FOR SERVICES (*signed by Consultant/Contractor*)
- ☐ Current Insurance Certificate *(applicable to the contract)*
- ☐ Detailed Scope of Work & Specifications, including hourly rates, etc.
- ☐ **Amount:** $20,000 & **Account/Fund: CIP692-804-80070-2400.**
- ☐ Current City Business License (required if working in Lincoln)
- ☐ Copies of Quotes

Kimley»Horn

December 5, 2025

Roland Neufeld
Senior Engineer
City of Lincoln
600 Sixth Street
Lincoln, California 95648

Re: Task Order No. 117 (Amendment No. 1) – Intersection Evaluation and Prioritization
Scope of Services and Fee Proposal
On-Call Traffic Engineering Services

Dear Roland:

Kimley-Horn and Associates, Inc. (Kimley-Horn) is pleased to submit this task order amendment to the City of Lincoln (City) to add an additional intersection to our intersection evaluation and prioritization study. Our Project Understanding, Scope of Services, Schedule, and Fee Proposal are as follows.

Project Understanding

Kimley-Horn understands that the City desires to add an additional intersection to our previously authorized intersection evaluation and prioritization study per *Project 692 – Traffic Signal Analysis & Implementation* as specified in the City's Fiscal Years 2025-27 Budget.

Scope of Services

We will incorporate the following intersection (existing traffic control) into the previously authorized intersection evaluation and prioritization Scope of Services:

- Nelson Lane/Aviation Boulevard @ Nicolaus Road (AWSC)

This intersection will be fully incorporated in the screening, concept development, and prioritization efforts as noted in the original Task Order.

Schedule

Kimley-Horn will provide our services as noted in the Scope of Services as expeditiously as practicable to meet the mutually agreed upon schedule.

Fee and Billing

Kimley-Horn will provide the above Scope of Services on a labor fee plus expense basis not to exceed $20,000, bringing the total Task Order budget to $217,000. Labor fee will be billed according to our then-current rates. Direct reimbursable expenses such as express delivery services, fees, and other direct expenses will be billed at 1.10 times cost. An allocation charge of 5.0 percent will be added to the labor fee to cover certain other expenses as to these tasks such as telecommunications, in-house reproduction, postage, supplies, project related computer time, and local mileage. Administrative time related to the project may be billed hourly. All permitting, application, and similar project fees will be paid directly by the City.

If you concur with all of the foregoing and wish to direct us to proceed with the services, please provide written Notice to Proceed. Fees and times stated in this Agreement are valid for thirty (30) days after the date of this letter.

We appreciate the opportunity to provide these services to you. Please contact me at (916) 859-3617 or matt.weir@kimley-horn.com if you have any questions or require additional information.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Matthew D. Weir, PE, TE, PTOE, RSP[1]
Senior Vice President
PE No. C70216 & TR2424

RESOLUTION 2026 - XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN AUTHORIZING THE CITY MANAGER TO EXECUTE TASK ORDER AMENDMENT NO. 1 WITH KIMLEY-HORN & ASSOCIATES, INC. FOR ENGINEERING SERVICES FOR THE TRAFFIC SIGNAL ANALYSIS & IMPLEMENTATION PROJECT (CIP 692) IN THE AMOUNT OF $20,000

WHEREAS, the Fiscal Year 2025/26 Budget includes $800,000 for CIP 692: Traffic Signal Analysis & Implementation Project; and

WHEREAS, the project is funded by Fund 2400: Transportation PFE funds; and

WHEREAS, eight intersections as described in the City of Lincoln Public Facilities Element (PFE) are anticipated to require conversion to traffic signal control and are to be funded by the City: East Avenue/7th Street, East Avenue/12th Street, East Avenue/10th Street, 12th Street/McCourtney Road, Ferrari Ranch Road/Caledon Circle (west), Ferrari Ranch Road/Sorrento Parkway, Nicolaus Road/Lakeside Drive, and McBean Park Drive/D Street; and

WHEREAS, the Traffic Signal Analysis & Implementation Project will provide the necessary traffic analysis to determine if traffic signals are, or will soon be, warranted at the eight intersections; and

WHEREAS, the project will also compare the benefits of a traffic signal against the benefits of a roundabout at the eight listed intersections; and

WHEREAS, the findings of the analysis will inform a prioritization list for design and construction; and

WHEREAS, the final engineering design of the highest priority location(s) will be accomplished under a separate contract at a later time; and

WHEREAS, on August 26, 2025 City Council awarded a Task Order to Kimley-Horn and Associates, Inc. in the amount of $197,000 to provide the required engineering analysis under their traffic engineering on-call contract with the City of Lincoln; and

WHEREAS, staff have since received concerns from several residents about traffic delays during peak hours at the intersection of Nicolaus Road and Nelson Lane/Aviation Boulevard; and

WHEREAS, a new commercial development application has been submitted to the City for review at the intersection of Nelson Lane and State Route 65 that could potentially impact traffic flow at the nearby intersection of Nicolaus Road and Nelson Lane/Aviation Boulevard; and

WHEREAS, staff determined that it would be prudent to include the Nicolaus Road and Nelson Lane/Aviation Boulevard intersection in the Traffic Signal Analysis project; and

WHEREAS, staff requested a scope and fee from Kimley-Horn to add the additional intersection to the project; and

WHEREAS, a Task-Order amendment for the additional engineering services was provided by Kimley-Horn in the amount of $20,000, which was determined to be acceptable given the nature of the work required.

NOW THEREFORE BE IT RESOLVED:

Section 1. That the City Council of the City of Lincoln authorizes the City Manager to execute Task Order Amendment No. 1 with Kimley-Horn & Associates, Inc. in the amount of $20,000 for the Traffic Signal Analysis & Implementation Project.

PASSED AND ADOPTED this 13th day of January, 2026 by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTAIN: Councilmembers:

_____

Richard Pearl, Mayor

ATTEST:

_____
Hope Ithurburn, City Clerk

STAFF REPORT

Item Number 11.D

SUBJECT: Adopt a Resolution Approving the Annual Report for the Fiscal Year Ending June 30, 2025, and Making Findings as Required by the Mitigation Fee Act. (Nita Wracker)

SUBMITTED BY: Sonja Dillree

DEPARTMENT: Finance

DATE: January 13, 2026

STAFF RECOMMENDATION:
Staff recommends the Council review and approves as required by AB 1600 the City's reporting of Development Impact Fees (known as PFE Fees) collections, expenditures and anticipated expenditures as set forth in the annual report prepared by NBS Consulting in collaboration with the Finance Department for the fiscal year ended June 30, 2025.

BACKGROUND/INTRODUCTION:
In California, State legislation sets certain legal and procedural parameters for the charging of public facilities fees ("PFEs"), also commonly referred to in communities as development impact fees ("PFEs"). This legislation was passed as AB1600 by the California Legislature and is now codified as California Government Code §§ 66000 through 66008 (commonly referred to as the "Mitigation Fee Act"). This law went into effect on January 1,1989, and was intended to create transparency in the collection, retention and use of development impact fees.

For each separate account or fund established, the local agency is required, within 180 days after the last day of each fiscal year, to make available to the public certain information for the fiscal year. The annual report requirements are set forth on page 1, section 1.1 of the attached report.

Per Section 6606(b)(2), the annual report must be reviewed by the City Council at its next regularly scheduled meeting, but not less than 15 days after the statements are made public. This meeting is the next regularly scheduled meeting of the Council. Section 66013(d) has similar requirements for capacity charges, requiring disclosure of certain information within 180 days after the close of each fiscal year. Those reporting requirements are set forth on page 2, section 1.1 of the NBS report.

FINDINGS/ANALYSIS:
The annual report contains the information required in Section 66000 et seq. including a list of the City's impact fee funds, current fee schedule, financial summary report, expenditures on each improvement, etc.

ATTACHMENTS:
Final 1.13.26.pdf

Resolution.docx

CITY COUNCIL REPORT

SUBJECT: A Resolution Approving the Annual Report for the Fiscal Year Ending June 30, 2025, and Making Findings as Required by the Mitigation Fee Act.

SUBMITTED BY: Nita Wracker, Assistant City Manager

DEPARTMENT: Finance

DATE: January 13, 2026

STRATEGIC RELEVANCE: Necessary Administrative Action

STAFF RECOMMENDATION:
Staff recommends the Council review and approve as required by AB 1600 the City's reporting of Development Impact Fees (known as PFE Fees) collections, expenditures and anticipated expenditures as set forth in the annual report prepared by NBS Consulting in collaboration with the Finance Department for the fiscal year ended June 30, 2025.

BACKGROUND / INTRODUCTION:
In California, State legislation sets certain legal and procedural parameters for the charging of public facilities fees ("PFEs"), also commonly referred to in communities as development impact fees ("PFEs"). This legislation was passed as AB1600 by the California Legislature and is now codified as California Government Code §§ 66000 through 66008 (commonly referred to as the "Mitigation Fee Act"). This law went into effect on January 1, 1989, and was intended to create transparency in the collection, retention and use of development impact fees.

For each separate account or fund established, the local agency is required, within 180 days after the last day of each fiscal year, to make available to the public certain information for the fiscal year. The annual report requirements are set forth on page 1, section 1.1 of the attached report. Per Section 6606(b)(2), the annual report must be reviewed by the City Council at its next regularly scheduled meeting, but not less than 15 days after the statements are made public. This meeting is the next regularly scheduled meeting of the Council.

Section 66013(d) has similar requirements for capacity charges, requiring disclosure of certain information within 180 days after the close of each fiscal year. Those reporting requirements are set forth on page 2, section 1.1 of the NBS report.

FINDINGS / ANALYSIS:
The annual report contains the information required in Section 66000 et seq. including a list of the City's impact fee funds, current fee schedule, financial summary report, expenditures on each improvement, etc.

POLICY COMPLIANCE:
This reporting complies with the requirements of State law, specifically, the Mitigation Fee Act, Government Code §§ 66000 through 66008.

ENVIRONMENTAL REVIEW:
N/A

LEVINE ACT COMPLIANCE
The Levine Act requires a party (or the party's agent(s)) to a proceeding before the City of Lincoln that involves any action or consideration to their contract, license, permit, or other entitlement for use, to disclose any campaign contribution made to City elected or appointed officer totaling more than $250 within the 12 months before the City decision.

This matter does not implicate the disclosure requirements of the Levine Act.

CONCLUSION:
In conclusion, staff recommends the Council review and approve the City's reporting of PFE collections, expenditures and anticipated expenditures as set forth in the annual and five-year report prepared by NBS Consulting in collaboration with the Finance Department for the fiscal year ending June 30, 2025.

ALTERNATIVES:
1. Decline to adopt the resolution; or
2. Provide staff with additional direction.

FISCAL IMPACT:
N/A

REPORT ACCOUNTABILITY:
This Staff Report has been reviewed by the City Attorney for legal sufficiency and by the City Manager for content.

The Finance Department has reviewed this staff report and certifies budgeted funds are available, unless a budget amendment is being requested as part of this action item.

ATTACHMENTS:

Resolution
Annual Development Impact Fee Report – Fiscal Year Ended June 30, 2025

RESOLUTION 2026 - ###

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING THE ANNUAL REPORT FOR THE FISCAL YEAR ENDING JUNE 30, 2025, AND MAKING FINDINGS AS REQUIRED BY THE MITIGATION FEE ACT.

WHEREAS, the City of Lincoln's Municipal Code requires new development to bear the cost of its increased demand/effect on municipal services and facilities so as not to create a greater burden on existing residents; and

WHEREAS, the City of Lincoln has imposed and collected development impact fees based upon several adopted nexus reports completed in accordance with Government Code § 66000, et seq.; and

WHEREAS, Section 66006(b)(2) of the Government Code requires the City to review the information concerning local agency improvement fees made available to the public at a regularly scheduled meeting.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lincoln has reviewed and approves the Annual Development Impact Fee Report for the Fiscal Year ended June 30, 2025.

PASSED AND ADOPTED this 13TH day of January, 2026 by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

_____
Richard Pearl, Mayor

ATTEST:

_____
Hope Ithurburn, City Clerk

CITY OF LINCOLN

Annual Development Impact Fee Report

Fiscal Year Ended June 30, 2025

December 17, 2025

City of Lincoln

City Officials

Holly Andreatta, Mayor, District 1

Ben Brown, Mayor Pro Tem. District 2

John Reedy, Council Member, District 3

Richard Pearl, Council Member, District 4

Whitney Eklund, Council Member, District 5

Officers

Gregory E. Kevin, City Treasurer

Administrative Team

Sean Scully, City Manager

Nita Wracker, Assistant City Manager / Finance Director

Kristine Mollenkopf, City Attorney

Ruthann Codina, Finance Manager

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Attachment 1 - Public Facility Element Fees schedule in effect between July 1, 2024, and August 31, 2024

Attachment 2 - Public Facility Element Fees schedule in effect between September 1, 2024, and June 30, 2025

1. DEVELOPMENT IMPACT FEE REPORT

The California Mitigation Fee Act (Government Code Sections 66000 et seq.) mandates procedures for administration of impact fee programs, including collection and accounting, reporting, and refunds. Regarding reporting requirements, the Mitigation Fee Act requires annual reporting for each impact fee fund, and a separate five-year reporting process. This report meets the requirements described in 1.1 Annual Report, below. A combined Annual and Five-Year Report was completed in 2022 and will next be provided in 2027.

1.1 Annual Report

Section 66006 (b) (1) requires that once each year, within 180 days of the close of the fiscal year, the local agency must make available to the public the following information for each separate account established to receive impact fee revenues:

1. A brief description of the type of fee in the account or fund; *(report section 2)*
2. The amount of the fee; *(report section 2 and attachment)*
3. The beginning and ending balance of the account or fund; *(report section 3)*
4. The amount of the fees collected and interest earned; *(report section 3)*
5. Identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees; *(report section 4)*
6. Identification of the approximate date by which the construction of a public improvement will commence, if the City determines sufficient funds have been collected to complete financing of an incomplete public improvement; An identification of each public improvement identified in a previous report and whether construction began on the approximate date noted in the previous report. For a project identified for which construction did not commence by the approximate date provided in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction; *(report section 4)*
7. A description of each interfund transfer or loan made from the account or fund, including interest rates, repayment dates, and a description of the improvement on which the transfer or loan will be expended; *(report section 5)*
8. The amount of any refunds or allocations made pursuant to Section 66001, paragraphs (e) and (f); *(report section 6)*

The annual report must be reviewed by the City Council at its next regularly scheduled public meeting, but not less than 15 days after the statements are made public, per Section 66006 (b) (2).

Section 66013(d) has similar requirements for utility capacity charges in that, within 180 days after the close of each fiscal year, the local agency must make available to the public the following information:

1. A description of the charges deposited in the fund; *(report section 2)*
2. The beginning and ending balance of the fund and the interest earned from investment of moneys in the fund; *(report section 3)*
3. The amount of charges collected in that fiscal year; *(report section 3)*
4. An identification of:
    a. Each public improvement on which charges were expended and the amount of expenditure for each improvement, including the percentage of the total cost of the public improvement that was funded with those charges if more than one source of funding was used; *(report section 4)*
    b. Each public improvement on which charges were expended that was completed during that fiscal year; *(see report section 4)*
    c. Each public improvement that is anticipated to be undertaken in the following fiscal year; *(report section 4)*
5. A description of each interfund transfer or loan made from the capital facilities fund, including the public improvement on which the transferred or loaned charges are or will be expended and, in the case of an interfund loan, the date on which the loan will be repaid and the rate of interest that the fund will receive on the loan; *(report section 5)*

1.2 Five-Year Report

Prior to 1996, The Mitigation Fee Act required that a local agency collecting impact fees was required to expend or commit impact fee revenue within five years or make findings to justify a continued need for the money, otherwise those funds had to be refunded. SB 1693, adopted in 1996 as an amendment to the Mitigation Fee Act, changed that requirement in material ways.

Now, Section 66001 (d) requires that, for the fifth fiscal year following the first deposit of any impact fee revenue into an account or fund as required by Section 66006 (b), and every five years thereafter, the local agency shall make all of the following findings for any fee revenue that remains unexpended, whether committed or uncommitted:

1. Identify the purpose to which the fee will be put;
2. Demonstrate the reasonable relationship between the fee and the purpose for which it is charged;
3. Identify all sources and amounts of funding anticipated to complete financing of incomplete improvements for which impact fees are to be used;
4. Designate the approximate dates on which the funding necessary to complete financing of those improvements will be deposited into the appropriate account or fund.

Those findings are to be made in conjunction with the annual reports discussed above. If such findings are not made as required by Section 66001, the local agency could be required to refund the moneys in the account or fund, per Section 66001 (d).

Once the agency determines that sufficient funds have been collected to complete financing on incomplete improvements for which impact fee revenue is to be used, it must, within 180 days of that determination, identify an approximate date by which construction of the public improvement will be commenced (Section 66001 (e)). If the agency fails to comply with that requirement, it must refund impact fee revenue in the account according to procedures specified in Section 66001 (d).

2. CURRENT IMPACT FEES

Development impact fees in the City of Lincoln are called Public Facility Element Fees ("PFE Fees"). These fees are one-time charges levied on new development in Lincoln to fund various infrastructure, facilities, vehicles, and equipment needed to serve new development.

2.1 Types of Impact Fees and Impact Fee Funds

The fees documented in the body of this Annual Development Impact Fee Report include the following fees listed below. The revenue and expenditures for each PFE Fee type is tracked by the City in a separate fund.

Table 1. Impact Fees and Impact Fee Funds

Fund No.	Fee Name	Purpose and Use of the Fee
2150	Park In-Lieu	Park in-lieu fees, tracked in Fund 2150, are enacted per the City's Code of Ordinances, Chapter 17.32 Park Dedication and Fees. Park in-lieu fees are governed by the Quimby Act (CA State GC 66477), not the Mitigation Fee Act, and are not subject to the same standards of reporting as Lincoln's other PFE fees. Though park in-lieu fees are not governed by the Mitigation Fee Act, the city has decided to report on these fees in a similar manner to PFE fees for transparency purposes.
2400	Transportation	The purpose of the transportation fee is to fund transportation facilities costs attributable to the impact from new development. The transportation fee will be used to fund the construction of transportation-related facilities identified by the City as necessary to serve new development. A summary of facilities is available in Table A-10 of Appendix A, and greater detail in Table B-1 of Appendix B, to the August 15, 2022, Nexus Study Report.
2410	Police	The purpose of the police fee is to fund the fair-share portion of police facilities, vehicles, and equipment costs attributable to the impact from new development. The police fee will be used to fund the purchase or construction of police station facilities, vehicles, and equipment identified by the City to serve new development. These facilities are identified in Table A-28 of Appendix A to the 2022 to the August 15, 2022, Nexus Study Report.
2420	Fire	The purpose of the fire fee is to fund fire facilities costs attributable to the impact from new development. The fire fee will be used to fund the fair share portion of fire stations, fire vehicles and equipment for development in Areas Nos. 1 and 2. These facilities are identified in Tables A-25 and A-26 of Appendix A to the August 15, 2022, Nexus Study Report.
2430	Administration	The purpose of the administration facilities fee is to fund City administration facilities costs attributable to the impact from new development. The administration facilities fee will be used to fund the construction of administration building space that has been identified by the City to serve new development. This facility is presented in Table A-30 of Appendix A to the August 15, 2022, Nexus Study Report.

Fund No.	Fee Name	Purpose and Use of the Fee
2440	Library	The purpose of the library fee is to fund library facilities costs attributable to the impact from new development in PFE Area No. 2. The library fee will be used to fund the construction of library facilities that have been identified by the City to serve new development. These facilities are presented in Table A-32 of Appendix A to the August 15, 2022, Nexus Study Report.
2460	Park and Recreation	The purpose of the parks and recreation fee is to fund park and recreation facilities attributable to the impact from new development. The parks and recreation fee will be used to fund the construction of park and recreation facilities that have been identified by the City to serve new development. These park and recreation facilities are identified in Tables A-36, A-38, and A-42 of Appendix A to the August 15, 2022 Nexus Study Report.
2470	Drainage	The purpose of the drainage fee is to fund drainage facilities that are attributable to the impact from new development. The drainage fee will be used to fund the construction of drainage facilities identified by the City as necessary to serve new development. These facilities are identified in Table B-5 of Appendix B to the August 15, 2022, Nexus Study Report.
2900	Oak Tree	Oak Tree Mitigation fees, tracked in Fund 2900, are fees imposed by the City when development does not comply with the City's design guidelines for the preservation of oak trees. Though not development impact fees governed by the Mitigation Fee Act, the City has decided to report on these fees in a similar manner to PFE fees.
7150	Water	The purpose of the water fee is to fund water facilities that are attributable to the impact from new development in the City by build-out of the General Plan area. The water fee will be used to fund construction of water facilities that have been identified by the City as necessary to serve new development. These facilities are summarized in detail in Table B-4 of Appendix B to the August 15, 2022, Nexus Study Report.
7250	Wastewater	The purpose of the wastewater fee is to fund wastewater collection, non-potable water, and wastewater treatment facilities that are attributable to the impact from new development. The wastewater fee will be used to fund the fair share portion of the cost of constructing wastewater collection, non-potable water, and treatment facilities that have been identified by the City as necessary to serve new development. These facilities are identified specifically in Tables B-2 and B-3 of Appendix B and in Appendix D to the August 15, 2022, Nexus Study Report.
7350	Solid Waste	The purpose of the solid waste fee is to fund solid waste vehicles and equipment costs attributable to the impact from new development. The solid waste fee will be used to fund the purchase of solid waste vehicles as identified by the City to serve new development. These items are identified in Table A-34 of Appendix A to the August 15, 2022, Nexus Study Report.

2.2 Current Fee Schedule

During Fiscal Year 2022-23, the Lincoln City Council adopted Resolution 2022-241 on October 25, 2022, which included a revised Public Facility Element Fee Program Nexus Study Report (August 15, 2022), as well as a phased in approach to update fees to the full amount identified in the Nexus Study Report. On May 23, 2023, City Council adopted Resolution 2023-093, which included updated PFE fees that were in effect from July 1, 2024, through August 31, 2024. On June 11, 2024, City Council adopted Resolution 2024-124, which included updated PFE fees that were in effect from July 1, 2024, through August 31, 2024.

- Attachment 1 to this report includes the PFE fee amounts in effect between July 1, 2024, and August 31, 2024
- Attachment 2 to this report includes the PFE fee amounts in effect between September 1, 2024, and June 30, 2025

3. FINANCIAL SUMMARY REPORT

The following provides the required financial summary for each PFE fund, to include the beginning and ending balance, amount of fees and/or charges collected, and interest earned for the Fiscal Year End June 30, 2025. Figures shown in the table below are unaudited as of the date of this report.

Table 2. Financial Summary Fiscal Year 2025

Fund No. Description	2150 Park In-Lieu	2400 Transportation	2410 Police	2420 Fire	2430 Administration	2440 Library	2460 Parks
Fees	9,408	1,715,298	348,453	270,971	404,017	102,891	979,329
Interest	28,479	694,892	63,631	19,170	90,128	14,912	268,966
Fund Balance, Beginning of the Year[1]	1,112,961	18,566,018	2,314,737	(916,964)	3,286,670	597,257	10,167,221
Fund Balance, End of the Year[1]	1,143,978	32,791,212	2,249,925	(629,812)	3,761,439	597,758	9,111,996

[1] Beginning & Ending Fund Balance is reported per financial reports provided by the City's Finance Department

Fund No. Description	2470 Drainage	2900 Oak Tree	7150 Water	7250 Wastewater	7350 Solid Waste
Fees	549,610	75,750	1,034,948	611,842	263,707
Interest	71,326	11,525	340,437	102,288	84,533
Fund Balance, Beginning of the Year[1]	1,363,779	421,533	12,679,526	3,580,470	3,627,170
Fund Balance, End of the Year[1]	1,950,994	481,812	13,791,493	2,018,663	2,561,827

[1] Beginning & Ending Fund Balance is reported per financial reports provided by the City's Finance Department

4. PUBLIC IMPROVEMENTS

This section of the Annual Report identifies each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the percentage of the cost of the public improvement that was funded with fees.

Table 3. Public Improvements Fiscal Year 2025

								PFE Fees				
Fund	Fund Name	CIP #	Project Name	Project Start	Project Finish	Project Phase	Total Project Funding	Total Impact Fee Funded Amount	% Impact Fee Funded	Total Prior Year Impact Fee Expenditures	FY 2025 Impact Fee Expenditures	Impact Fee Funding Remaining
2400	Transportation	329	East Joiner Pkwy Widening	2018/19	2024/25	Completed	$ 8,044,741	$ 8,044,741	100%	$ 8,041,211	$ 3,530	$ -
2400	Transportation	644	Ferrari Ranch Rd Improvements	2023/24	2025/26	Active	$ 10,628,000	$ 10,000,000	94%	$ 133,423	$ 331,826	$ 9,534,751
2400	Transportation	682	E. Joiner & Del Webb Blvd Impr.	2022/23	2026/27	Active	$ 6,374,085	$ 6,374,085	100%	$ -	$ 227,737	$ 6,146,348
2400	Transportation	613	Moore Rd Class 1 Trail	2022/23	2025/26	Active	$ 1,215,000	$ 1,215,000	100%	$ 166,993	$ 8,970	$ 1,039,037
2410	Police	622	PD IT Room Expansion	2022/23	2025/26	Active	$ 963,095	$ 963,095	100%	$ 411,826	$ 420,258	$ 131,011
2410	Police	626	PD Parking Lot Expansion	2021/22	2026/27	Active	$ 755,000	$ 755,000	100%	$ 39,196	$ 105,929	$ 609,875
2430	Admin	632	City Hall Reorganization Project	2022/23	2025/26	On Hold	$ 725,000	$ 725,000	100%	$ 60,341	$ 89,827	$ 574,832
2440	Library	n/a	Library Collections	2007/08	on-going	Active	$ 4,402,985	$ 4,402,985	100%	$ 1,432,268	$ 66,140	$ 2,904,577
2440	Library	669	Library HVAC Controls Upgrade	2023/24	2024/25	Completed	$ 200,000	$ 200,000	100%	$ 178,771	$ 7,525	$ 13,704
2440	Library	668	Library Book Lockers	2024/25	2025/26	Active	$ 55,000	$ 55,000	100%	$ -	$ 41,329	$ 13,671
2460	Parks	461	Aitken Park Ph3	2019/20	2024/25	Completed	$ 2,300,000	$ 2,012,236	87%	$ 1,128,027	$ -	$ 884,209
2150	Parks	464	Aldo Pineschi Jr Park	2020/21	2027/28	Active	$ 6,002,125	$ 1,000,000	17%	$ -	$ -	$ 1,000,000
2460	Parks	464	Aldo Pineschi Jr Park	2020/21	2027/28	Active		$ 3,991,481	67%	$ -	$ 387,900	$ 3,603,581
2460	Parks	466	Jimenez Park lot paving	2020/21	2024/25	Completed	$ 385,300	$ 205,000	53%	$ 160,452	$ 38,718	$ 5,830
2460	Parks	467	Jimenez Ph3 - soccer	2020/21	2024/25	Completed	$ 3,441,790	$ 3,051,070	89%	$ 765,641	$ 1,049,259	$ 1,236,169
2460	Parks	497	Bella Breeze Master Plan	2021/22	2027/28	Active	$ 1,838,300	$ 1,838,300	100%	$ 606,135	$ 532,321	$ 699,844
2460	Parks	637	Community Center Park	2023/24	2027/28	Active	$ 2,750,000	$ 2,750,000	100%	$ 85,490	$ 294,515	$ 2,369,995
2460	Parks	686	Fitness Court Healthy Cities Grant	2024/25	2024/25	Completed	$ 213,038	$ 213,038	100%	$ -	$ 213,038	$ -
2470	Drainage	181	Lakeview Farms Storage Ph 1	2022/23	2026/27	Active	$ 1,173,000	$ 1,173,000	100%	$ -	$ 1,123	$ 1,171,877
7150	Water	n/a	Meters and MXUs for new construction	on-going	on-going	Active	$ 1,700,524	$ 1,700,524	100%	$ 1,432,268	$ 268,256	$ -
7250	Wastewater	478	East Joiner Pump Station Improvements	2023/24	2025/26	Active	$ 1,827,705	$ 1,775,000	97%	$ -	$ 1,152,219	$ 622,781
7250	Wastewater	657	Q St Sewer Lift Station Rehab Design	2024/25	2025/26	Active	$ 585,000	$ 585,000	100%	$ -	$ 115,776	$ 469,224
7350	Solid Waste	618	Cardboard Recycling Facility	2024/25	2024/25	Completed	$ 828,005	$ 828,005	100%	$ -	$ 828,005	$ -
7350	Solid Waste	V417	Street Sweeper	2024/25	2024/25	Completed	$ 425,927	$ 425,927	100%	$ -	$ 425,927	$ -
7350	Solid Waste	V418	Flat-bed Truck	2024/25	2024/25	Completed	$ 143,497	$ 143,497	100%	$ -	$ 143,497	$ -
TOTAL							**$ 56,977,117**	**$ 54,426,984**		**$ 14,642,044**	**$ 6,753,625**	**$ 33,031,315**

The Mitigation Fee Act also requires annual identification of the approximate date by which the construction of a public improvement will commence, if the City determines sufficient funds have been collected to complete financing of an incomplete public improvement. Other than the projects listed in the table above, the City has not identified any public improvements that have sufficient funds as of June 30, 2025, to complete the financing on incomplete public improvements.

Government Section 66013(d) has similar requirements for water and wastewater capacity charges to identify each public improvement that is anticipated to be undertaken in the following fiscal year. For Funds 7150 and 7250, the following are a list of public improvements anticipated to be undertaken in Fiscal Year 2025/26 in addition to those projects shown as “Active” in the table on the previous page.

Water PFE Fund 7150:

- CIP 654 Water Distribution Rehab - Work began on this project in FY 2023/24, however, non-PFE funds were used.

5. INTERFUND LOANS

The Mitigation Fee Act requires a description of each interfund transfer or loan made from the account or fund, including interest rates, repayment dates, and a description of the improvement on which the transfer or loan will be expended.

There were no new interfund transfers or loans made between impact fee funds in Fiscal Year 2025. The following table summarizes all active interfund loans to and/or from the City's impact fee funds.

Table 4. Interfund Loans Fiscal Year 2025

Date of Loan	Maturity Date	Purpose of Loan	Original Advance	Lender	Borrower	Fiscal Year 2025 Payment/ Transfer	Balance 06/30/2025	Interest Rate [1]
06/30/18	06/30/28	Completion of Regional Retention Facility CIP 181	$ 1,856,200	7350 Solid Waste Non-Ops	2470 PFE Drainage	$ 170,313	$ 356,394	0.62%
07/01/16	04/01/38	Refi. Original loan, add additonal funds required to construct Fire# 33 and #34	$ 5,300,000	2250 PCWA WCC	2420 Fire PFE	$ 116,031	$ 1,394,039	0.34%
06/30/18	06/30/28	Regional Retention Facility	$ 1,010,000	2400 Transportation	2470 Drainage	$ 172,016	$ 359,958	0.62%

[1] Interest Rates are Average and/or Fixed 5-year LAIF rate

6. REFUNDS

The refunding requirements for both the Mitigation Fee Act and the Quimby Act are summarized as follows:

Refunds under the Mitigation Fee Act: If the City determines that sufficient funds have been collected to complete financing on incomplete improvements for which impact fee revenue is to be used, it must, within 180 days of that determination, identify an approximate date by which construction of the public improvement will be commenced (Government Code Section 66001 (e)). If the agency fails to comply with that requirement, it must refund impact fee revenue in the account according to procedures specified in Section 66001 (d).

As discussed in Section 4 of this report, in Fiscal Year 2024-25 no such determination has been made regarding sufficient funds collected to complete incomplete improvements. Therefore, no refunds were made or required.

Disclaimer: In preparing this report and any analysis and findings included herein, NBS has relied on several principal assumptions and considerations regarding financial matters, conditions and events that occurred or may occur in the future. This information and assumptions, including the City's budgets, financial reports, capital project data, and other information were provided by sources we believe to be reliable; however, NBS has not independently verified such information and assumptions. While we believe NBS' use of such information and assumptions is reasonable for the purpose of this report, some assumptions will invariably not materialize as stated herein and may vary due to unanticipated events and circumstances.

ATTACHMENT 1

Public Facility Element Fees schedule in effect between July 1, 2024, and August 31, 2024

PFE Fee Table per EDU Effective July 1, 2024 - August 31, 2024

		8/1/2023
Transportation	Area 1	$ 4,675.49
	Area 2	$ 4,061.61
Wastewater	Area 1	$ 10,481.90
	Area 2	$ 10,942.15
Water	Area 1	$ 3,041.90
	Area 2	$ 2,113.81
Drainage	Area 1 North	$ 2,402.47
	Area 1 South	$ 1,045.75
	Area 2	$ 822.60
Fire	Area 1	$ 611.42
	Area 2	$ 670.87
Police	Area 1	$ 766.82
	Area 2	$ 853.03
Administration	Area 1	$ 1,030.91
	Area 2	$ 1,030.91
Library	Area 1	$ -
	Area 2	$ 515.19
Solid Waste	Area 1	$ 691.75
	Area 2	$ 674.51
Parks and Trail	Area 1	$ 4,788.68
	Area 2	$ -
Neighborhood Park	Area 1	$ -
	Area 2	$ 3,902.02
Regional Park	Area 1	$ -
	Area 2	$ 1,798.59
Trail	Area 1	$ -
	Area 2	$ 249.96
Recreation	Area 1	$ 263.16
	Area 2	$ 287.16

Resolution 2023-093

ATTACHMENT 2

Public Facility Element Fees schedule in effect between September 1, 2024, and June 30, 2025

PFE Fee Table per EDU Effective September 1, 2024 - June 30, 2025

		9/2/2024
Transportation	Area 1	$ 5,670.94
	Area 2	$ 4,464.26
Wastewater	Area 1	$ 11,394.80
	Area 2	$ 12,299.30
Water	Area 1	$ 3,075.48
	Area 2	$ 2,137.14
Drainage	Area 1 North	$ 2,984.66
	Area 1 South	$ 1,057.29
	Area 2	$ 831.67
Fire	Area 1	$ 662.75
	Area 2	$ 779.66
Police	Area 1	$ 775.28
	Area 2	$ 862.45
Administration	Area 1	$ 1,086.57
	Area 2	$ 1,086.57
Library	Area 1	$ -
	Area 2	$ 1,013.19
Solid Waste	Area 1	$ 699.39
	Area 2	$ 681.96
Parks and Trail	Area 1	$ 5,364.06
	Area 2	$ -
Neighborhood Park	Area 1	$ -
	Area 2	$ 3,945.09
Regional Park	Area 1	$ -
	Area 2	$ 2,878.24
Trail	Area 1	$ -
	Area 2	$ 491.56
Recreation	Area 1	$ 517.54
	Area 2	$ 564.71

Resolution 2024-124

RESOLUTION 2026 - ###

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING THE ANNUAL REPORT FOR THE FISCAL YEAR ENDING JUNE 30, 2025, AND MAKING FINDINGS AS REQUIRED BY THE MITIGATION FEE ACT.

WHEREAS, the City of Lincoln's Municipal Code requires new development to bear the cost of its increased demand/effect on municipal services and facilities so as not to create a greater burden on existing residents; and

WHEREAS, the City of Lincoln has imposed and collected development impact fees based upon several adopted nexus reports completed in accordance with Government Code § 66000, et seq.; and

WHEREAS, Section 66006(b)(2) of the Government Code requires the City to review the information concerning local agency improvement fees made available to the public at a regularly scheduled meeting.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lincoln has reviewed and approves the Annual Development Impact Fee Report for the Fiscal Year ended June 30, 2025.

PASSED AND ADOPTED this 13TH day of January, 2026 by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

_____
Richard Pearl, Mayor

ATTEST:

_____
Hope Ithurburn, City Clerk

STAFF REPORT

Item Number 11.E

SUBJECT: Adopt a Resolution for Approving the Improvement Plans and Technical Specifications, and Authorizing the Engineering Department to Proceed With Bidding the Project for Construction for the Water Rehabilitation FY 23/24 (CIP 654). (Jacob Groeser)

SUBMITTED BY: Jacob Groeser

DEPARTMENT: Engineering

DATE: January 13, 2026

STAFF RECOMMENDATION:

Staff recommends City Council adopt a resolution approving the improvement plans and technical specifications, and authorizing the Engineering Department to proceed with bidding the project for construction for the Water Rehabilitation FY 23/24 (CIP 654).

BACKGROUND/INTRODUCTION:

The Fiscal Year 2025/26 budget includes CIP 654 – Water Rehabilitation FY 23/24. The water rehabilitation component of this project will replace the deteriorating water infrastructure in 4th Street from R Street to J Street, L Street from 3rd Street to 5th Street, 3rd Street from L Street to J Street, and Stephanie Court. M Street from 3rd Street to 5th Street has been designed and will be included as a bid alternative to award if the construction budget allows.

On May 14, 2024, City Council authorized a Task Order with REY Engineers, Inc. for professional engineering services for design of the Water Rehabilitation FY 23/24 Project

The engineer's estimate for the construction of the improvements is $5,200,000 (including a 10% contingency). The plans and specifications may be subject to minor technical revisions for clarification as approved by the City Engineer prior to, and during the advertisement period that do not affect the size, scope or intent of the project. A partial set of Improvement Plans is included as Attachment A. A complete set of Improvement Plans and Specifications can be made available for viewing upon request.

Coastland will provide construction management and inspection services through the City's on-call services contract.

FINDINGS/ANALYSIS:

The project is currently programmed with the following milestone schedule:

The project is currently programmed with the following milestone schedule:

- Advertise for Construction: January 2026 – February 2026
- Award Contract for Construction: March 2026
- Construction Period: April 2026 – February 2027

ENVIRONMENTAL REVIEW:

The proposed project qualifies for a categorical/statutory exemption under section 15302(c) – Replacement of Existing Utilities and thereby is exempt from further environmental review under the California Environmental Quality Act Guidelines. This project will not lead to an increase in the capacity of the existing water distribution system.

FISCAL IMPACT:

The project is funded in Fiscal Year 2025/26 Fund 7100 and Fund 7150.

Budgeted

Fund 7110	$2,750,000
Fund 7115	$2,750,000
Total Budgeted	**$5,500,000**

Estimated Project Costs

Fund 7110/7115	
Design (R.E.Y.)	$ 519,679
Construction Management & Inspection (Coastland)	$ 250,000
Construction (Engineer's Estimate)	$ 5,200,000
Total Estimated Costs	**$ 5,969,679**

Based on the engineer's estimate, a budget augmentation will be needed; however, the exact amount will not be known until receiving bids and knowing the actual construction contract cost of the lowest responsive bidder.

ATTACHMENTS:

Water Rehab FY 23-24 PS&E.DOC3.Attachment A.2026January13.jgroeser.pdf

Resolution.docx

CITY OF LINCOLN, CALIFORNIA
ENGINEERING DEPARTMENT
PROJECT PLANS FOR:

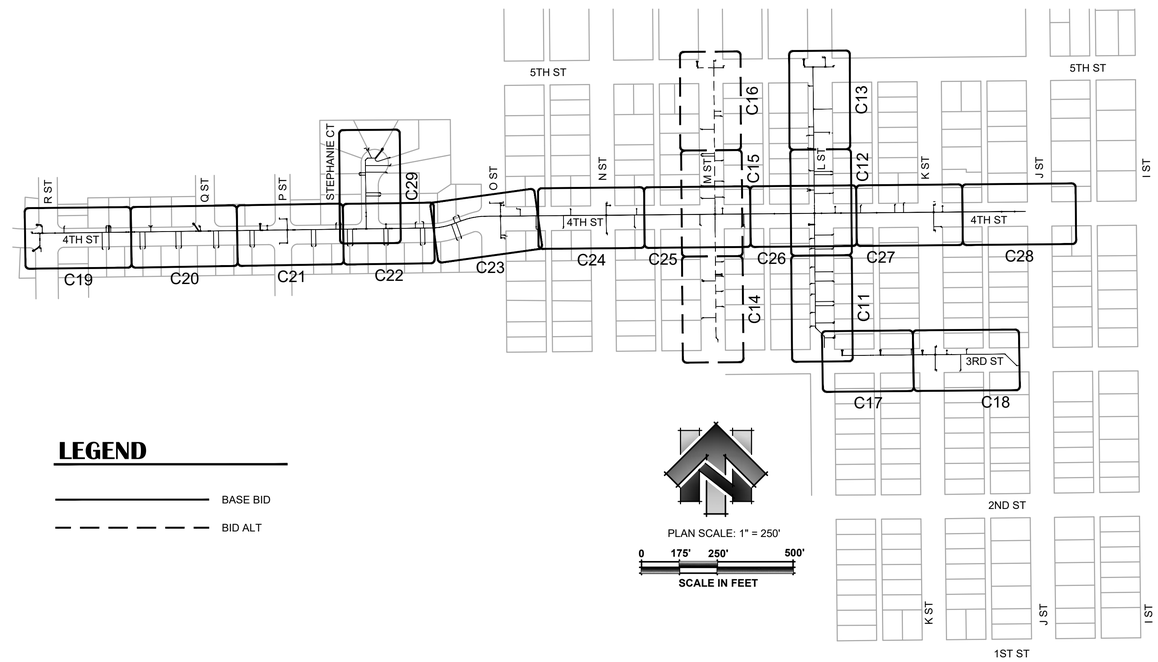
LINCOLN WATER DISTRIBUTION REHAB FY 23/24

CIP #654

R.E.Y. PROJECT No. 5175.3010

SHEET INDEX

C01 TITLE SHEET
C02 NOTES
C03 DETAILS
C04 CONNECTION DETAILS
C05 CONNECTION DETAILS
C06 DEMOLITION PLAN - L ST
C07 DEMOLITION PLAN - M ST (BID ALT)
C08 DEMOLITION PLAN - 3RD ST & STEPHANIE CT
C09 DEMOLITION PLAN - 4TH ST 1+00 TO 17+25
C10 DEMOLITION PLAN - 4TH ST 17+50 TO 34+75
C11 PLAN & PROFILE - L ST STA 1+00 TO 4+50
C12 PLAN & PROFILE - L ST STA 4+50 TO 8+00
C13 PLAN & PROFILE - L ST STA 8+00 TO 11+25
C14 PLAN & PROFILE - M ST (BID ALT) STA 1+00 TO 4+50
C15 PLAN & PROFILE - M ST (BID ALT) STA 4+50 TO 8+00
C16 PLAN & PROFILE - M ST (BID ALT) STA 8+00 TO 11+15
C17 PLAN & PROFILE - 3RD ST STA 1+00 TO 4+00
C18 PLAN & PROFILE - 3RD ST STA 4+00 TO 7+60
C19 PLAN & PROFILE - 4TH ST STA 1+00 TO 4+50
C20 PLAN & PROFILE - 4TH ST STA 4+50 TO 8+00
C21 PLAN & PROFILE - 4TH ST STA 8+00 TO 11+50
C22 PLAN & PROFILE - 4TH ST STA 11+50 TO 14+50
C23 PLAN & PROFILE - 4TH ST STA 14+50 TO 18+00
C24 PLAN & PROFILE - 4TH ST STA 18+00 TO 21+50
C25 PLAN & PROFILE - 4TH ST STA 21+50 TO 25+00
C26 PLAN & PROFILE - 4TH ST STA 25+00 TO 28+50
C27 PLAN & PROFILE - 4TH ST STA 28+50 TO 32+00
C28 PLAN & PROFILE - 4TH ST STA 32+00 TO 35+00
C29 PLAN & PROFILE - STEPHANIE CT



LEGEND

BASE BID
BID ALT

LEGEND

SCALED FOR CLARITY

- 8"W — WATER PIPE AND SIZE
- 8"W — BID ALT WATER PIPE AND SIZE
- VALVE
- HORIZONTAL BEND
- TEE
- CROSS
- VERTICAL BEND
- WATER SERVICE LINE
- # — WATER SERVICE TYPE (SEE SHEET C03)
- #* — WATER SERVICE TYPE (SEE SHEET C03) SERVICE TO BE WET-TAPPED
- FIRE HYDRANT ASSEMBLY & LATERAL
- 2" — 2" BLOW-OFF VALVE (PER CITY STD DWG W-7)
- 1" — 1" ARV (PER CITY STD DWG W-8)
- WSS — WATER SAMPLING STATION
- A — CONNECT TO (E)WATER SYSTEM LOCATION W/CORRESPONDING LETTER DESIGNATION
- # — POTHOLE LOCATION & NUMBER
- 12"SS — SS — (E)SANITARY SEWER PIPE & SIZE
- SD — 60"SD — (E)STORM DRAIN PIPE & SIZE
- 6"W — W — (E)WATER PIPE & SIZE
- GAS — (E)GAS
- OHE — (E)OVERHEAD ELECTRIC
- E — (E)UNDERGROUND ELECTRIC
- OHT — (E)OVERHEAD TELEPHONE
- ABN — (E)ABANDONED WATERLINE
- FO — (E)UNDERGROUND FIBER OPTIC
- C — (E)UNDERGROUND COMM
- (E)PUE
- (E)PROPERTY LINE
- (E)RIGHT OF WAY
- S — (E)SANITARY SEWER MANHOLE
- CO — (E)SANITARY SEWER CLEANOUT
- D — (E)STORM DRAIN MANHOLE
- (E)STORM DRAIN INLET
- (E)WATER METER BOX
- (E)FIRE HYDRANT
- (E)WATER VALVE
- (E)GAS VALVE
- (E)STREET LIGHT
- (E)UTILITY POLE
- (E)GUY ANCHOR
- (E)ELECTRIC BOX
- (E)TELEVISION BOX
- (E)TELEPHONE BOX
- (E)TREE
- MAIL — (E)MAILBOX
- (E)SURVEY MONUMENT
- (E)CONCRETE
- (E)FENCE

GENERAL NOTES:

OWNER OF RECORD

CITY OF LINCOLN
600 SIXTH STREET
LINCOLN, CALIFORNIA 95648
916-434-2400

BENCH MARK

ELEV. 134.988 FT

DESCRIPTION

⅝" REBAR WITH PLASTIC CAP STAMPED "WOOD RODGERS LS5854" AT CENTERLINE INTERSECTION OF FIRST ST., DOUGLAS DR., & CHAMBERS DR., LINCOLN. STATION 110 OF THE CITY OF LINCOLN G.P.S. CONTROL NETWORK (R.O.S. 3069 BK 20 PG 159).

BASIS OF BEARING

THE BASIS OF BEARINGS FOR THIS SURVEY IS DEFINED BY THE 1992(EPOCH 1991.35) ADJUSTMENT OF THE CA HPGN NAD83 AS SHOWN ON THE CITY OF LINCOLN G.P.S. CONTROL NETWORK (R.O.S. 3069 BK 20 PG 159).

UTILITY REPRESENTATIVES

UTILITY	REPRESENTATIVE	TELEPHONE
GAS PG & E	KRISTOPHER OLSTAD	(530) 889-3134
ELECTRICITY PG & E	KRISTOPHER OLSTAD	(530) 889-3134
TELEPHONE AT&T	LEE NIETO	(916) 409-1370
WATER CITY OF LINCOLN	PUBLIC WORKS DEPT	(916) 434-2450
SEWER CITY OF LINCOLN	PUBLIC WORKS DEPT	(916) 434-2450
DRAINAGE CITY OF LINCOLN	PUBLIC WORKS DEPT	(916) 434-2450
U.S.A. U.S.A.		(800) 624-2444
FIRE FIRE DEPARTMENT		(916) 645-4040
CABLE TV WAVE BROADBAND	BOBBY HOLMES	(916) 919-2708
COMMUNICATION CONSOLIDATED COMMUNICATIONS	WENDY DAPORE	(916) 786-1218

ABBREVIATIONS

AB	AGGREGATE BASE	MIN	MINIMUM
ABN	ABANDON	(N)	NEW
AC	ASPHALT CONCRETE	NTS	NOT TO SCALE
ACP	ASBESTOS CEMENT PIPE	PCC	PORTLAND CEMENT CONCRETE
ALT	ALTERNATIVE	PH	POTHOLE
ARV	AIR RELEASE VALVE	PL	PROPERTY LINE
AVE	AVENUE	PP	POWER POLE
BLDG	BUILDING	(P)	PROPOSED
BO	BLOW-OFF	PUE	PUBLIC UTILITY EASEMENT
BOW	BACK OF WALK	PVC	POLYVINYL CHLORIDE
BOV	BLOW-OFF VALVE	R/W	RIGHT OF WAY
BTFLY	BUTTERFLY	S=	SLOPE
COMM	COMMUNICATION	SVC	SERVICE
CIP	CAST IRON PIPE	SD	STORM DRAIN
CMP	CORRUGATED METAL PIPE	SS	SANITARY SEWER
CL	CENTERLINE	SSCO	SANITARY SEWER CLEANOUT
DI	DRAINAGE INLET	ST	STREET
DIA	DIAMETER	STA	STATION
DWG	DRAWING	STD	STANDARD
ELEC	ELECTRIC	STL	STEEL
ELEV	ELEVATION	TBC	TOP BACK OF CURB
EP	EDGE OF PAVEMENT	TBW	TOP BACK OF SIDEWALK
(E)	EXISTING	TELE	TELEPHONE
FDC	FIRE DEPARTMENT CONNECTION	TYP	TYPICAL
FG	FINISH GRADE	VCP	VITRIFIED CLAY PIPE
FH	FIRE HYDRANT ASSEMBLY	W	WATER
FL	FLOW LINE	WH/AP	WHERE APPLICABLE
FS	FIRE SERVICE	WM	WATER METER
INTX	INTERSECTION	WS	WATER SERVICE
JT	JOINT TRENCH		(1" UNLESS NOTED OTHERWISE)
LF	LINEAR FOOT	WSS	WATER SAMPLING STATION
MAX	MAXIMUM	WTR	WATER
MH	MANHOLE	XING	CROSSING

RECORD DRAWING CERTIFICATE:

THIS SET OF PLANS, HAVING BEEN REVIEWED BY ME, REFLECT ALL APPROVED REVISIONS TO THE PROJECT KNOWN TO ME, AND ALL FIELD DEVIATIONS TO THE PLANNED IMPROVEMENTS BY THE CONSTRUCTION CONTRACTOR, AS REPORTED TO ME AS OF _____. IT DOES NOT REPRESENT FIELD VERIFICATION OF PLANNED IMPROVEMENTS BY ME.

CARLYE BUCHHOLZ, P.E., P.L.S. DATE

VIN CAY, P.E., CITY ENGINEER DATE

DESIGNED UNDER THE DIRECTION OF

CARLYE BUCHHOLZ, P.E., P.L.S. DATE

APPROVED BY CITY OF LINCOLN

VIN CAY, P.E., CITY ENGINEER DATE

NO.	REVISION DESCRIPTION	CHECKED BY	DATE

90% SUBMITTAL
NOT FOR CONSTRUCTION

DRAWING SCALE
HOR. SCALE: AS NOTED
VERT. SCALE: N.T.S.

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
905 Sutter Street Suite 200 Folsom CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
TITLE SHEET
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMNA
DESIGNER: AB
REVIEWER: CB

PROJECT NO. 5175.3010
SHEET NO. C01 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 TITLE.dwg Dec 16, 2025 – 8:52am, nazevedo

GENERAL NOTES

1. WATER LINE DEFLECTION SHALL BE ACCOMPLISHED PER MANUFACTURER'S RECOMMENDATIONS AND PER CITY OF LINCOLN REQUIREMENTS.

2. ALL D.I.P. WATER LINE JOINTS SHALL BE BONDED WITH INSULATED COPPER CABLE. ALSO TEST STATIONS SHALL BE INSTALLED PER CORROSION ENGINEER'S RECOMMENDATIONS AND AS APPROVED PER CITY ENGINEER. CONTRACTOR TO OBTAIN CORROSION ENGINEER'S REPORT FOR DETAILED RECOMMENDATIONS AND SPECIFICATIONS.

3. THE CITY REQUIRES SUBMITTALS BE MADE TO THE CITY ENGINEER FOR APPROVAL OF ALL MATERIALS TO BE USED IN THE PROJECT PRIOR TO CONSTRUCTION.

4. THE CITY REQUIRES ENCROACHMENT PERMITS FOR ALL CONSTRUCTION DONE IN THE RIGHT OF WAY INCLUDING, BUT NOT LIMITED TO, THE CONSTRUCTION OF WATER, SEWER, STORM DRAIN, STREET IMPROVEMENTS, AND DRY UTILITY CROSSINGS. THE ENCROACHMENT PERMITS SHALL BE ON FILE WITH THE CITY PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN NECESSARY ENCROACHMENT PERMITS FOR THE PROJECT, AND BE IN RECEIPT OF SUCH PERMITS AND APPROVED PLANS PRIOR TO BEGINNING OF CONSTRUCTION.

5. THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT SITE SECURITY MEASURES TO THE SATISFACTION OF THE CITY OF LINCOLN POLICE DEPARTMENT.

6. ALL CONSTRUCTION EQUIPMENT AND STATIONARY NOISE SOURCES ARE REQUIRED TO HAVE EFFECTIVE MANUFACTURER INSTALLED MUFFLERS.

7. LOCATE EQUIPMENT WARM-UP AREAS, WATER TANKS, AND EQUIPMENT STORAGE AS FAR FROM EXISTING RESIDENCES AS FEASIBLE.

8. IN ACCORDANCE WITH THE CITY'S NOISE ORDINANCE, THE HOURS OF PROJECT CONSTRUCTION SHALL BE:
   7:00 AM TO 7:00 PM (MONDAY THRU FRIDAY)
   8:00 AM TO 5:00 PM (SATURDAY, SUNDAY & HOLIDAYS)
   SATURDAY, SUNDAY & HOLIDAY WORK REQUIRES WRITTEN REQUEST TO CITY ENGINEER 72 HOURS PRIOR TO DESIRED CONSTRUCTION.

9. ALL EXISTING UTILITIES NOT SHOWN TO BE ABANDONED SHALL BE PROTECTED IN PLACE.

10. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES AT CRITICAL CROSSINGS AS SHOWN ON PLANS PRIOR TO START OF CONSTRUCTION.

11. WATER LINES SHALL HAVE 42" MINIMUM COVER TO FINISHED GRADE EXCEPT AT LOCATIONS WHERE PROPOSED WATER PIPE CONNECTS TO EXISTING SYSTEM.

12. WATER SERVICE LINES SHALL HAVE 36" MINIMUM COVER TO FINISHED GRADE.

13. PIPE LENGTHS SHOWN ON PLANS ARE 2D LENGTHS. PIPE LABELS IN PROFILE ONLY REFLECT PIPES ILLUSTRATED IN THE PROFILE.

14. MINIMUM DISTANCE BETWEEN WATER SERVICE SADDLES SHALL BE PER WATERLINE MANUFACTURES'S SPECIFICATION.

15. HORIZONTAL SEPARATION BETWEEN SANITARY SEWER LATERALS AND WATER LATERALS SHALL NOT BE LESS THAN 10 FEET PER CALIFORNIA WATERWORKS STANDARDS, CHAPTER 16, ARTICLE 4, SECTION 64572 AND PER GUIDANCE MEMO NO. 2003-02: GUIDANCE CRITERIA FOR THE SEPARATION OF WATER MAINS AND NON-POTABLE PIPELINES FROM CALIFORNIA DEPARTMENT OF HEALTH SERVICES, DATED DECEMBER 14, 2017.

16. ASBESTOS CEMENT PIPE SHALL BE REMOVED, TRANSPORTED, AND DISPOSED OF OFF-SITE IN A SAFE AND LEGAL MANNER BY AUTHORIZED AND REGISTERED PERSONNEL. IF THE CONTRACTOR IS NOT AUTHORIZED TO HANDLE ASBESTOS CEMENT PIPE, HE/SHE SHALL MAKE ARRANGEMENTS WITH AN AUTHORIZED AND REGISTERED COMPANY FOR HANDLING ASBESTOS CEMENT PIPE. THE CONTRACTOR SHALL BACKFILL AND COMPACT THE TRENCH AS REQUIRED IMMEDIATELY AFTER COMPLETING REMOVAL OF THE ASBESTOS CEMENT PIPE TO THE SUBGRADE LEVEL TO MINIMIZE HAZARDOUS CONDITIONS.

CONSTRUCTION STAKING

1. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING MONUMENTS AND OTHER SURVEY MARKERS. ANY SURVEY MONUMENTS OR MARKERS DESTROYED DURING CONSTRUCTION SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

2. NO FINAL ACCEPTANCE OF THE CONSTRUCTION SHALL BE ISSUED UNTIL THE SURVEY MONUMENTS ARE IN PLACE AND THE POST-CONSTRUCTION CERTIFICATION FURNISHED TO THE CITY ENGINEER'S OFFICE.

ENGINEER'S NOTES

1. PRIOR TO ANY CORRECTIVE ACTION BY THE CONTRACTOR, WHICH IS NECESSARY DUE TO ALLEGED DESIGN OR STAKING ERROR, THE CONTRACTOR SHALL NOTIFY THE SURVEYOR FOR RE-STAKING AND VERIFICATION OF PREVIOUS STAKING.

CITY STANDARD NOTES

1. THE CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THE CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD THE CITY AND THE CONSULTING ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE CONSULTING DESIGN PROFESSIONAL.

2. ALL MATERIALS, METHODS AND WORKMANSHIP SHALL CONFORM TO THE LATEST VERSION OF THE CITY OF LINCOLN PUBLIC FACILITIES IMPROVEMENT STANDARDS, ADOPTED LATEST EDITION OF STATE OF CALIFORNIA DEPT. OF TRANSPORTATION SPECIFICATIONS AND STANDARD PLANS (RANK SHALL BE ABOVE LISTED ORDER WHERE DISCREPANCIES EXIST). ALL WORK IS SUBJECT TO THE APPROVAL OF CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE. CERTIFICATION FOR CONFORMANCE WITH CITY SPECIFICATIONS WILL BE REQUIRED FOR ALL MATERIALS USED ON THE PROJECT UNLESS SPECIFICALLY WAIVED BY THE CITY ENGINEER.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE CITY OF LINCOLN PUBLIC WORKS 48-HOURS PRIOR TO COMMENCING WORK AND 24-HOURS PRIOR TO RESUMPTION AFTER INTERRUPTION.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL CURRENTLY APPLICABLE SAFETY LAWS OF ANY JURISDICTIONAL BODIES. FOR INFORMATION, PLEASE CONTACT THE STATE INDUSTRIAL SAFETY DEPARTMENT (916-455-5818).

5. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO SEE THAT ALL SUBCONTRACTORS AND SUPPLIERS HAVE CURRENT CITY BUSINESS LICENSES. THE WORK WILL NOT BE ACCEPTED FOR COMPLETION UNTIL SUBMITTAL OF A COMPLETE LIST WITH LICENSE NUMBERS TO THE CITY ENGINEER.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF EXISTING PUBLIC AND PRIVATE IMPROVEMENTS WITHIN AND ADJACENT TO THE WORK AREA AND SHALL ADEQUATELY BARRICADE PROJECT TO KEEP THE SITE PARTIALLY OPEN TO THE GENERAL PUBLIC. ANY DAMAGE TO CITY OR PRIVATE IMPROVEMENTS SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR TO CURRENT CITY OF LINCOLN STANDARDS AT THE CONTRACTORS EXPENSE.

7. THE CONTRACTOR SHALL MAKE A GOOD FAITH EFFORT TO RETAIN AND USE LOCAL VENDORS, SUPPLIERS, SUBCONTRACTOR AND LABOR, PROVIDED SAME ARE COMPETITIVE.

8. ALL CONTRACTORS USING TEMPORARY "HAUL AWAY" TYPE CONTAINERS OR TEMPORARY SANITARY FACILITIES SHALL BE RESPONSIBLE FOR THE BUSINESS LICENSES FOR USE OF SUBJECT FACILITIES. WHEN EMPTIED DELIVER TO WESTERN PLACER WASTE MANAGEMENT RECYCLING CENTER.

9. THE TYPES, LOCATIONS, SIZES. AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE IMPROVEMENT PLANS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZE, LOCATION, AND DEPTH OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE CONSULTING ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND FACILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT SHOWN ON THESE PLANS. IF NO ELEVATION IS SHOWN IN THE PLANS THE CONTRACTOR SHALL ASSUME THE ELEVATION TO BE UNKNOWN.

   IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY LOCATION AND DEPTH OF UNDERGROUND UTILITIES. THIS VERIFICATION SHALL BE COORDINATED BY THE CONTRACTOR WITH APPROPRIATE UTILITY COMPANY. CALL USA NORTH FOR UTILITY LOCATION QUESTIONS AT LEAST 48 WORKING HOURS BEFORE DIGGING BY PHONE AT 811.

10. THE CONTRACTOR IS TO EXPOSE THE END OF WATER MAINS, SEWER, AND STORM DRAIN LINES AND EXISTING GRAVITY LINES FOR THE SURVEYOR TO VERIFY LOCATION AND DEPTH OF FACILITIES PRIOR TO CONNECTION OF PROPOSED UTILITY. ALL COST FOR SUCH EXCAVATION SHALL BE INCLUDED IN PRICE FOR VARIOUS ITEMS OF WORK.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPORTING ALL CONFLICTS, ERRORS, OMISSIONS, ETC. TO THE CONSULTING ENGINEER IMMEDIATELY UPON DISCOVERY. IF SO DIRECTED BY THE ENGINEER OR CITY ENGINEER, THE CONTRACTOR SHALL STOP WORK UNTIL MITIGATIONS CAN BE MADE, ANY COSTS INCURRED RESULTING FROM THE CONTRACTOR'S FAILURE TO STOP WORK AS DIRECTED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

12. THE CONTRACTOR SHALL AT ALL TIMES COORDINATE HIS WORK WITH THAT OF OTHERS ON THE SITE. THE CONTRACTOR SHALL HAVE A RESPONSIBLE PARTY, WHO SHALL HAVE THE AUTHORITY TO REPRESENT AND ACT FOR THE CONTRACTOR, ON THE JOB SITE DURING ALL WORKING HOURS.

13. THE CONTRACTOR SHALL DELIVER ALL CONSTRUCTION RELATED REFUSE COLLECTED IN DEBRIS BOXES TO THE WESTERN PLACER WASTE MANAGEMENT AUTHORITY MATERIAL RECOVER FACILITY.

14. THE CITY OF LINCOLN IS A MEMBER OF THE UNDERGROUND SERVICE ALERT (U.S.A.) ONE CALL SYSTEM. THE CONTRACTORS SHALL NOTIFY THE U.S.A. CENTER 48 WORKING HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK BY CALLING 1-800-642-2444.

15. THE CONTRACTOR SHALL MARK IN WHITE PAINT ALL AREAS TO BE EXCAVATED PRIOR TO CONTACTING U.S.A. ANY AREAS NOT MARKED WILL NOT BE SUBJECT TO U.S.A., AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM EXCAVATION.

16. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEERING DIVISION OR INSPECTOR A COPY OF THE COMPANY'S ANNUAL CAL/OSHA TRENCHING PERMIT AND A COPY OF THE COMPANY'S LETTER INFORMING CAL/OSHA OF THE TIME OF TRENCHING IS COMMENCING AND THE LOCATION OF THE WORK PRIOR TO EXCAVATION OF TRENCHES 5' OR DEEPER.

17. THE CONTRACTOR SHALL BE ADVISED THAT THE OPERATION OF ANY EQUIPMENT WHICH IS 86 DBA LMAX AT 50 FEET FROM THE JOB SITE IS PROHIBITED BETWEEN THE HOURS OF 7:00 P.M. TO 7:00 A.M. MONDAY THROUGH FRIDAY AND BETWEEN THE HOURS OF 5:00 P.M. ON SATURDAY TO 8:00 A.M. ON SUNDAY, IN ACCORDANCE WITH THE CITY'S NOISE ORDINANCE.

18. CONSTRUCTION SHALL STOP IF CULTURAL RESOURCES ARE SUSPECTED. IT IS POSSIBLE THAT PREVIOUS ACTIVITIES HAVE OBSCURED SURFACE EVIDENCE OF CULTURAL RESOURCES. IF SIGNS OF AN ARCHEOLOGICAL SITE, SUCH AS ANY UNUSUAL AMOUNTS OF STONE, BONE. OR SHELL ARE UNCOVERED DURING GRADING OR OTHER CONSTRUCTION ACTIVITIES, WORK SHALL BE HALTED WITHIN 100 FEET OF THE FIND AND THE CONTRACTOR SHALL NOTIFY THE CITY OF LINCOLN. A QUALIFIED ARCHEOLOGIST SHALL BE CONSULTED FOR AN ON-SITE EVALUATION. ADDITIONAL MITIGATION MAY BE REQUIRED BY THE ARCHEOLOGIST.

19. THIS PROJECT IS SUBJECT TO POST-GROUND DISTURBANCE SITE VISIT FROM A REPRESENTATIVE OF THE UNITED AUBURN INDIAN COMMUNITY OF THE AUBURN RANCHERIA. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER A MINIMUM OF FOUR (4) WORKING DAYS BEFORE TRENCH EXCAVATION IS TO BEGIN.

20. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS/MATERIALS LIST AND CONSTRUCTION METHODS TO CITY FOR REVIEW IN ADVANCE OF CONSTRUCTION. THESE SHOP DRAWINGS SHALL INCLUDE ALL APPURTENANCES, STRUCTURE, HORIZONTAL AND VERTICAL ALIGNMENT CHANGES AND PIPE ENDS.

21. CERTIFICATION FOR CONFORMANCE WITH THE LATEST VERSION OF THE CITY OF LINCOLN SPECIFICATIONS WILL BE REQUIRED OF ALL MATERIAL USED ON THE PROJECT UNLESS SPECIFICALLY WAIVED BY THE ENGINEER.

22. A SOILS ENGINEER SHALL BE ENGAGED BY THE CITY TO CERTIFY THAT THE VARIOUS ITEMS OF COMPACTION COMPLY WITH THE SPECIFICATIONS AND THAT SPECIAL WORK REQUIRED HAS BEEN DONE SATISFACTORILY.

23. THE CONTRACTOR SHALL USE A WATER TRUCK WHEN REQUIRED TO MAINTAIN ADEQUATE DUST CONTROL.

24. INTERMEDIATE TRENCH BACKFILL SHALL BE IN MAXIMUM LIFTS OF 8" AND SHALL HAVE A MINIMUM RELATIVE COMPACTION OF 95%. COMPACTION SHALL BE BY MECHANICAL MEANS.

25. CONTRACTOR TO VERIFY AND PROTECT ALL EXISTING PRIVATE IRRIGATION SYSTEMS IN PLACE. IF DAMAGE OCCURS DURING CONSTRUCTION THE CONTRACTOR SHALL REPLACE AND RECONSTRUCT TO THE SATISFACTION OF THE PROPERTY OWNER(S) AND THE CITY ENGINEER. ALL REPAIR EXPENSES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

26. ALL EXISTING FEATURES (MANHOLES, CLEANOUTS, MONUMENTS, STRIPING PAVEMENT MARKINGS, ETC.) SHALL BE REFERENCED BY THE CONTRACTOR. EXISTING UTILITIES SHALL BE REFERENCED AND COVERED PRIOR TO CONSTRUCTION.

SEWER

1. ALL SANITARY SEWER CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS, BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS, AND BE IN ACCORDANCE WITH THE LATEST VERSION OF THE CITY OF LINCOLN PUBLIC FACILITIES IMPROVEMENT STANDARDS. PIPE ALTERNATIVES FOR MAINS AND SERVICES SHALL BE PER THE SPECIAL PROVISIONS.

2. EXISTING SEWER FACILITIES SHALL BE EXPOSED AND INVERTS VERIFIED PRIOR TO PLACEMENT OF PROPOSED PIPE.

3. A VACUUM TEST SHALL BE DONE AFTER ASSEMBLY OF THE MANHOLE, BUT PRIOR TO BACKFILL. ALL LIFT HOLES SHALL BE FILLED WITH NON-SHRINK GROUT. ALL PIPES ENTERING THE MANHOLE SHALL BE PLUGGED TAKING CARE TO SECURELY BRACE THE PLUGS FROM BEING DRAWN INTO THE MANHOLE. THE TEST HEAD SHALL BE PLACED INSIDE THE TOP OF THE CONE SECTION AND THE SEAL INFLATED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. A VACUUM OF 10" OF MERCURY (APPROXIMATELY 5PSI) SHALL BE DRAWN AND THE VACUUM PUMP SHUT OFF. WITH THE VALVES CLOSED, THE TIME SHALL BE MEASURED FOR THE VACUUM TO DROP TO 9". ACCEPTABLE TIMES ARE: 60+ SECONDS FOR 48" MANHOLES, 75+ SECONDS FOR 60" MANHOLES, 90+ SECONDS FOR 72" MANHOLES, AND 120+ SECONDS FOR 84" MANHOLES. IF THE MANHOLE FAILS THE INITIAL TEST, NECESSARY REPAIRS SHALL BE MADE WITH A NON-SHRINK GROUT WHILE THE VACUUM IS STILL BEING DRAWN. RETESTING SHALL PROCEED UNTIL A SATISFACTORY TEST IS OBTAINED. THE CONTRACTOR IS TO PERFORM THE TEST AND SUPPLY ALL TEST EQUIPMENT.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE TELEVISING OF ALL SEWER MAINS PRIOR TO ACCEPTANCE OF THE SEWER BY THE CITY. A 72 HOUR NOTIFICATION MUST BE GIVEN TO THE ENGINEERING DIVISION PRIOR TO THE TELEVISING OF THE SEWER SYSTEM. ALL SEWER VIDEO TAPES/DATA ARE TO BE SUPPLIED TO THE CITY.

5. SEWER MANHOLE RIM ELEVATIONS SHOWN ON THE PLANS ARE APPROXIMATE. RIMS ARE TO BE INSTALLED FLUSH WITH THE EXISTING ADJACENT PAVEMENT.

6. REMOVAL OF EXISTING SANITARY SEWER MAINS, LATERALS, MANHOLES, AND INSTALLATION OF NEW MAINS AND LATERALS SHALL BE DONE IN SUCH A WAY THAT SEWER SERVICES ARE NOT INTERRUPTED FOR MORE THAN TWO HOURS TO ANY PROPERTY OR USER. IF THE SYSTEM IS INTERRUPTED FOR MORE THAN TWO HOURS, THE CONTRACTOR SHALL PROVIDE A BY-PASS SYSTEM.

7. SEWER LATERALS SHALL BE CONSTRUCTED PER THE LATEST VERSION OF THE CITY OF LINCOLN PUBLIC WORKS STANDARD DETAILS SS-11 AND SS-12.

WATER

1. INSPECTION OF THE POTABLE WATER SUPPLY SYSTEM SHALL BE AS FOLLOWS:
   a. THE ENGINEERING DEPARTMENT WILL INSPECT ALL POTABLE WATER SUPPLY.

2. ALL WATER FACILITIES INCLUDING BUT NOT LIMITED TO LINES, SERVICE BOXES, VALVES, AND ALL MISCELLANEOUS APPURTENANCES SHALL CONFORM TO THE LATEST VERSION OF THE CITY OF LINCOLN PUBLIC FACILITIES IMPROVEMENT STANDARDS AND SHALL MEET THE "LEAD-FREE" REQUIREMENTS AS DICTATED BY SECTION 1417 OF THE FEDERAL SAFE DRINKING WATER ACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION, REQUIREMENTS, AND DRAWINGS NECESSARY TO BID AND COMPLETE THE WORK SHOWN ON THESE PLANS, PER THE MANUFACTURER'S SPECIFICATIONS.
   PIPE ALTERNATIVES SHALL BE:
   a. POLYVINYL CHLORIDE PIPE (PUBLIC): AWWA-C900 (DR-14) FOR PIPE SIZES 4" TO 16"
   b. DUCTILE IRON PIPE (PUBLIC): DUCTILE IRON PIPE 16" AND SMALLER SHALL BE AWWA-C151/A21.51 W/ PRESSURE RATING OF 350 PSI AND SHALL HAVE AN INTERIOR MORTAR COATING IN ACCORDANCE WITH AWWA STANDARDS C-104/A21.4.

3. ONLY CITY STAFF IS AUTHORIZED TO OPERATE CITY VALVES. NOTIFY ENGINEERING DEPARTMENT 72 WORKING HOURS PRIOR TO NEEDING VALVES OPENED OR CLOSED. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING AFFECTED CUSTOMERS 72 HOURS BEFORE SHUT OFF.

4. FIRE HYDRANTS SHALL BE CLOW #2060 OR EQUAL APPROVED BY THE CITY ENGINEER. ALL HYDRANTS SHALL BE INSTALLED PER CITY STD W-11 UNLESS OTHERWISE NOTED ON THESE PLANS. LATERALS SHALL BE DUCTILE IRON PER CITY STANDARDS.

5. ALL RUNS OF NONMETALLIC WATER MAINS SHALL HAVE A NO. 10 GAUGE SOLID INSULATED SOFT-DRAWN COPPER WIRE PLACED OVER THE TOP OF THE PIPE. THE WIRE SHALL BE STUBBED UP INSIDE EACH VALVE BOX AND DEAD END ASSEMBLY. ANY SPLICES SHALL BE SOLDERED OR USE WIRE NUT CONNECTIONS.

6. AT UTILITY CROSSINGS, MAINTAIN A MINIMUM 12-INCH CLEARANCE BETWEEN WATER LINES AND ALL OTHER FACILITIES. ALL SEWER/WATER CROSSINGS INCLUDING SERVICES, SHALL CONFORM TO STATE HEALTH DEPARTMENT REQUIREMENTS, CITY STD. SS-10, AND SPECIAL PROVISIONS.

7. ALL VALVES SHALL BE FLANGED TO TEES AND/OR CROSSES. ALL MAINLINE VALVES 16-INCH AND LARGER SHALL BE BUTTERFLY VALVES. WHERE VALVE NUT IS GREATER THAN 30-INCH BELOW FINISHED GRADE, A VALVE OPERATING EXTENSION SHALL BE REQUIRED PER CITY STD. W-9.

8. THE CONTRACTOR SHALL NOT TAKE WATER FROM A HYDRANT WITHOUT FIRST OBTAINING A WATER METER BY APPLYING TO THE WATER UTILITY BILLING SECTION AT THE CITY HALL. THE CONTRACTOR SHALL NOTIFY THE CITY AT (916-434-3233) 24-WORKING HOURS IN ADVANCE FOR INSTALLATION. A LOCATION MAP OF THE HYDRANT BEING USED SHALL BE SUBMITTED TO THE CITY.

9. WATER METER BOXES AND COVERS SUBJECT TO TRAFFIC SHALL BE TRAFFIC RATED REINFORCED CONCRETE TYPE H-20 OR APPROVED EQUAL.

10. ALL VALVES AND G-5 BOXES (EXISTING AND NEW) SHALL BE ADJUSTED TO GRADE AND SHALL HAVE SUITABLE PERMANENT MARKERS WHICH CANNOT BE COVERED UP.

11. ALL SINGLE WATER SERVICES LESS THAN 45' LONG SHALL BE 1" TYPE K COPPER WITH POLYETHYLENE COATING, COMPRESSION FITTINGS, OR AS NOTED. ALL DUAL WATER SERVICES AND SINGLE SERVICES 45' AND LONGER SHALL BE 1-1/2" TYPE K COPPER WITH POLYETHYLENE COATING, COMPRESSION FITTINGS, OR AS NOTED.

12. ALL FITTINGS SHALL HAVE RESTRAINED JOINTS. ALL BENDS 45° OR GREATER SHALL HAVE BOTH RESTRAINED JOINTS AND THRUST BLOCKS.

13. FOR THRUST BLOCK DETAILS, SEE CITY STD. W-6 & W-6A.

14. CONTRACTOR SHALL NOTIFY CITY AT LEAST 72 WORKING HOURS PRIOR TO DISINFECTION OF WATERLINE SYSTEM, WITHOUT EXCEPTIONS.

15. ALL FITTINGS TO BE POLYETHYLENE WRAPPED PER CITY SPECIFICATIONS.

16. DISINFECTION AND WATER QUALITY SAMPLING WILL BE PERFORMED BY A QUALIFIED AND LICENSED FIRM ON BEHALF OF CONTRACTOR. CITY WILL REVIEW AND APPROVE TEST RESULTS PRIOR TO CONNECTION WITH THE EXISTING WATER SYSTEM.

17. WATER SERVICE SADDLES SHALL BE CC THREAD; JONES J996, MUELLER 13000 SERIES, A.Y. MCDONALD 3805 C900, OR APPROVED EQUAL.

18. CORPORATION STOPS SHALL BE CC THREAD X COMPRESSION: JONES E-1937SG, MUELLER B 25008, A.Y. MCDONALD 74000 SERIES, OR APPROVED EQUAL. INSULATION REQUIRED WITH POLYETHYLENE COATED COPPER SERVICES.

19. ALL MATERIALS IN CONNECTION WITH THE WATER SYSTEM MUST BE MADE IN THE UNITED STATES OF AMERICA.

20. WATER MAIN CONNECTIONS ARE NOT ALLOWED WHEN AMBIENT TEMPERATURES EXCEED 100 DEGREE FAHRENHEIT.

21. WATER SHUTDOWNS ARE NOT ALLOWED IF THE OUTDOOR TEMPERATURE IS FORECASTED TO BE EQUAL OR GREATER THAN 100 DEGREES FAHRENHEIT.

22. CONSECUTIVE DAYS OF WATER SHUTDOWNS ARE NOT ALLOWED.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: AS NOTED
VERT. SCALE: N.T.S.

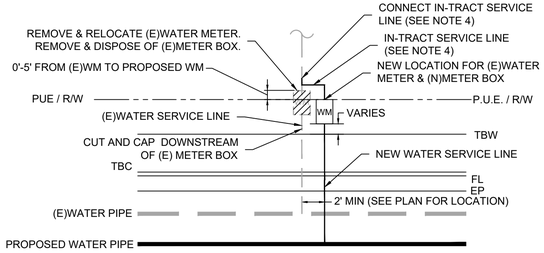
R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
905 Sutter Street, Suite 200, Folsom, CA 95630
P (916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
NOTES
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMNA
DESIGNER: AB
REVIEWER: CB

PROJECT NO. 5175.3010
SHEET NO. C02 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 TITLE.dwg Dec 16, 2025 – 8:52am, nazevedo



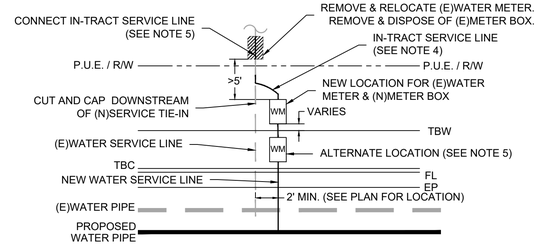
NOTES

1. EXISTING METERS & TRANSMITTER UNITS ARE TO BE RELOCATED AS SHOWN ON THE PLANS. NO NEW METERS ARE PROPOSED WITH THIS PROJECT.
2. NEW METER BOXES SHALL BE INSTALLED.
3. SERVICE LINE SHALL BE 1 INCH UNLESS OTHERWISE NOTED ON PLAN & PROFILE SHEETS. CONNECT NEW SERVICE LINE TO EXISTING METER WITH JONES E-128H OR APPROVED EQUAL ADAPTER.
4. REPLACE PRIVATE WATER SERVICE LINE BEHIND THE (N)METER BOX, AS SHOWN. CONTRACTOR TO MATCH SIZE AND MATERIAL OF EXISTING IN-TRACT SERVICE LINE.
5. SEE GENERAL WS NOTES, BELOW, FOR ADDITIONAL NOTES.

WATER SERVICE LINE TYPE 1

N.T.S.

1



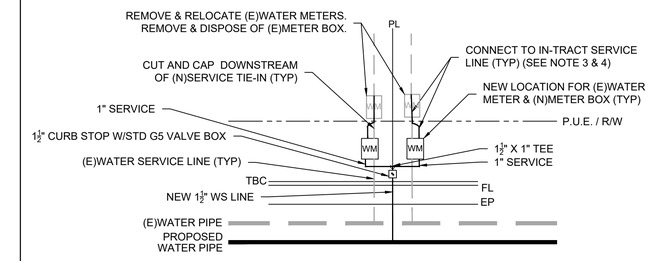
NOTES

1. USE TYPE 2 IN CASES WHERE PROPOSED METER IS INSTALLED MORE THAN 5' IN FRONT OF OR BEHIND THE EXISTING METER.
2. EXISTING METERS & TRANSMITTER UNITS ARE TO BE RELOCATED AS SHOWN ON THE PLANS. NO NEW METERS ARE PROPOSED WITH THIS PROJECT AS THE RECENTLY COMPLETED AMI METER REPLACEMENT PROJECT INSTALLED NEW METERS AND TRANSMITTER UNITS AS NECESSARY.
3. NEW METER BOXES SHALL BE INSTALLED.
4. SERVICE LINE SHALL BE 1 INCH UNLESS OTHERWISE NOTED ON PLAN & PROFILE SHEETS. CONNECT NEW SERVICE LINE TO EXISTING METER WITH JONES E-128H OR APPROVED EQUAL ADAPTER.
5. REPLACE PRIVATE WATER SERVICE LINE THROUGH THE REMOVAL OF (E)METER BOX AND BEHIND THE (N)METER BOX, AS SHOWN. MATCH SIZE AND MATERIAL OF EXISTING IN-TRACT SERVICE LINE. CONNECT TO (E)IN-TRACT SERVICE LINE WITH APPROPRIATE ADAPTER BASED ON SIZE AND MATERIAL.
6. WHERE (E)WM IS LOCATED WITHIN (E)CONCRETE DRIVEWAY, WM IS TO BE RELOCATED WITHIN (E)CONCRETE DRIVEWAY AND WITHIN PUBLIC R/W AS SHOWN ON PLANS.
7. SEE GENERAL WS NOTES, BELOW, FOR ADDITIONAL NOTES.

WATER SERVICE LINE TYPE 2

N.T.S.

2



NOTES

1. EXISTING METERS & TRANSMITTER UNITS ARE TO BE RELOCATED AS SHOWN ON THE PLANS. NO NEW WATER METERS ARE PROPOSED WITH THIS PROJECT.
2. NEW METER BOXES SHALL BE INSTALLED
3. WATER SERVICE LINE SHALL BE 1 ½ INCH FROM PIPE TO THE 1 ½ INCH x 1 INCH TEE SHOWN ABOVE. 1 INCH SERVICE LINE SHALL BE INSTALLED FROM TEE, THROUGH METERS, AND CONNECT TO EXISTING SERVICE LINES.
4. REPLACE PRIVATE WATER SERVICE LINE THROUGH THE REMOVAL OF (E)METER BOX. MATCH SIZE AND MATERIAL OF EXISTING IN-TRACT SERVICE LINE. CONNECT TO (E)IN-TRACT SERVICE LINE WITH APPROPRIATE ADAPTER BASED ON SIZE AND MATERIAL.
5. SEE GENERAL WS NOTES, BELOW, FOR ADDITIONAL NOTES.

WATER SERVICE LINE TYPE 3

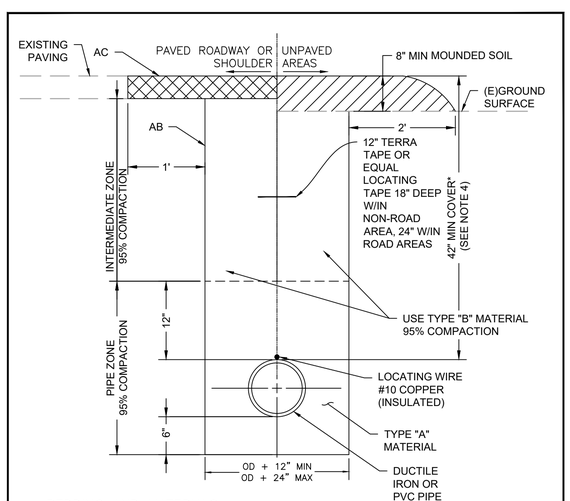
N.T.S.

3

GENERAL NOTES APPLICABLE TO WATER SERVICE DETAILS 1-3 (ABOVE)

WS1. SERVICE LINE AND COUPLINGS PER CITY STD. DTL. W-5.
WS2. SEE CITY STD. DTL. W-5 FOR OTHER REQUIREMENTS.
WS3. SERVICE SADDLE CONNECTION TO PIPE PER CITY STD. DTL. W-3.
WS4. SAWCUT (E)SIDEWALK, (E)CURB AND (E)GUTTER @ JOINT AND REPLACE IN KIND.
WS5. REPLACE (E)LANDSCAPE IN AREA OF DISTURBANCE IN KIND.
WS6. P.U.E., CURB, GUTTER, AND SIDEWALK ONLY PRESENT IN SELECT LOCATIONS AS SHOWN ON PLANS.
WS7. THE PREFERRED NEW LOCATION OF THE METER BOX IS ONE FOOT BEHIND TBW.
IF NO SW EXISTS, PLACE METER BOX FIVE FEET BEHIND TBC. IF THESE PARAMETERS CANNOT BE ACHIEVED, METER BOX LOCATION SHALL BE APPROVED BY CITY ENGINEER.

GENERAL WS NOTES



BEDDING AND MATERIALS

TYPE "A" MATERIAL: ⅜" MINUS IMPORTED SCREENED SAND WITH MIN. SAND EQUIVALENT OF 50 PER CALTEST 217-G ALL GRADATIONS TO BE APPROVED BY CITY PRIOR TO CONTRUCTION.

TYPE "B" MATERIAL: CLASS 2 AGGREGATE BASE PER CALSPECS.

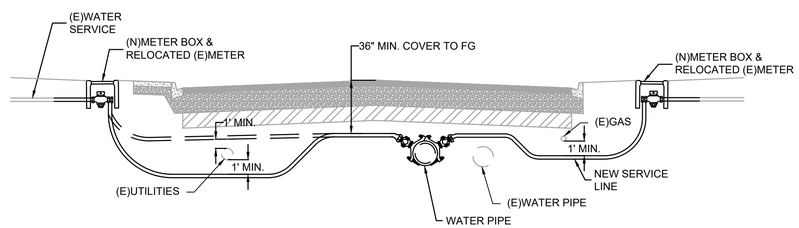
NOTES

1. CREEK CROSSING OR SHALLOW TRENCH SHALL REQUIRE SPECIAL PIPE – PER APPROVAL OF CITY ENGINEER
2. BEDDING FOR OTHER APPROVED PIPE TO BE APPROVED BY CITY ENGINEER AND PER ASTM C-12.
3. SHOVEL SLIDING TO BE USED ALONG WITH MECHANICAL (VIBRATORY) AT 8" MAXIMUM LIFTS.
4. 42" MIN COVER EXCEPT AT LOCATIONS WHERE PROPOSED WATER PIPE CONNECTS TO EXISTING SYSTEM. EXISTING SYSTEM MAY HAVE LESS COVER.

MODIFIED WATER TRENCH DETAIL W-1

NOT TO SCALE

4

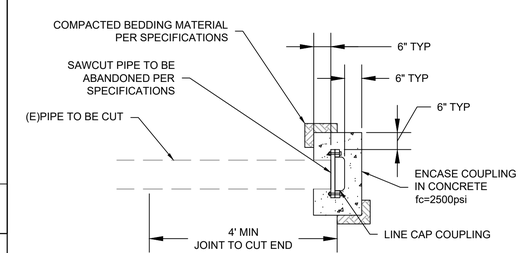


TYPICAL WATER SERVICE LINE INSTALLATION

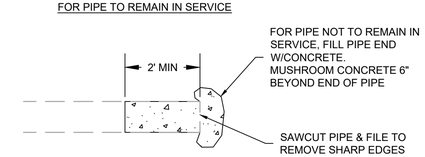
N.T.S.

NOTE: 1' VERTICAL SEPARATION SHALL BE MAINTAINED BETWEEN SERVICE LINES AND (E)UTILITIES.

5



FOR PIPE TO REMAIN IN SERVICE



FOR PIPE TO BE ABANDONED

CUT AND CAP

N.T.S.

6

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: AS NOTED
VERT. SCALE: N.T.S.

R.E.Y. ENGINEERS, Inc.
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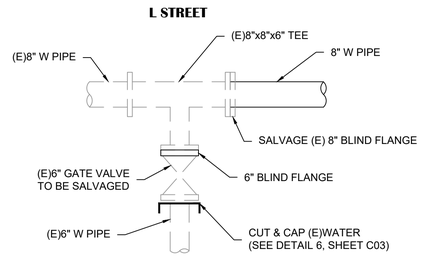
905 Sutter Street, Suite 200, Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
DETAILS
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMVA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010
SHEET NO. C03 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 DETAILS.dwg Dec 16, 2025 – 8:53am, nazevedo

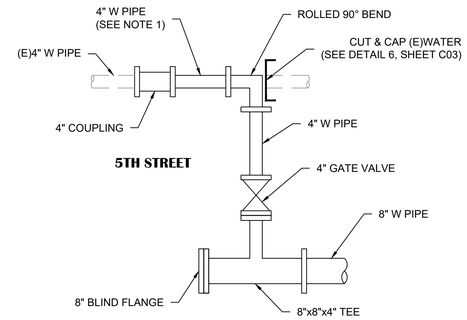


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. CONTRACTOR TO PROVIDE THRUST BLOCK PER CITY STANDARD DETAIL W-6A AT BLIND FLANGE.

CONNECT TO EXISTING WATER SYSTEM - LOCATION A
N.T.S.

A

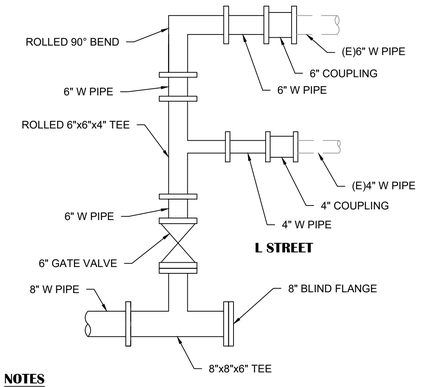


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. THE MIRRORED VERSION OF THIS CONNECTION DETAIL APPLIES TO THE CONNECT TO (E)W SYSTEM EAST OF 5TH STREET.
3. CONNECTION TO (E)W SYSTEM ON M STREET IS A BID ALTERNATIVE CONNECTIVE. BUILD ONLY IF BID ALTERNATIVE IS SELECTED.

CONNECT TO EXISTING WATER SYSTEM - LOCATION B
N.T.S.

B

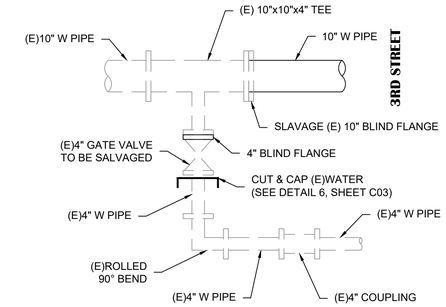


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.

CONNECT TO EXISTING WATER SYSTEM - LOCATION C
N.T.S.

C

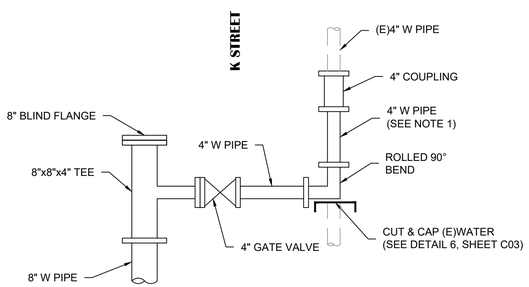


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. CONTRACTOR TO PROVIDE THRUST BLOCK PER CITY STANDARD DETAIL W-6A AT BLIND FLANGE.

CONNECT TO EXISTING WATER SYSTEM - LOCATION D
N.T.S.

D

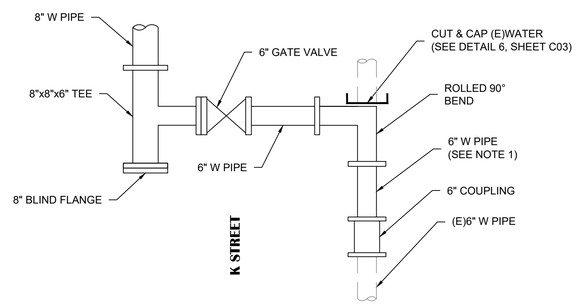


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.

CONNECT TO EXISTING WATER SYSTEM - LOCATION E
N.T.S.

E

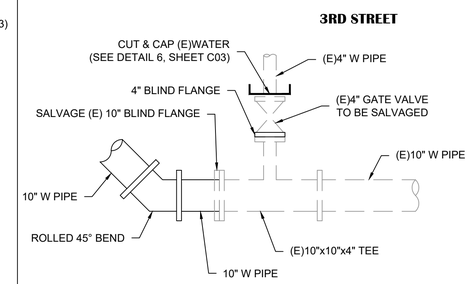


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.

CONNECT TO EXISTING WATER SYSTEM - LOCATION F
N.T.S.

F

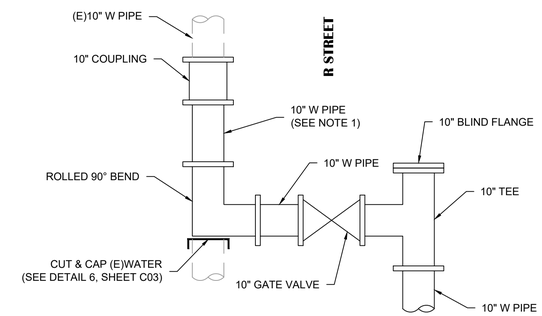


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. CONTRACTOR TO PROVIDE THRUST BLOCK PER CITY STANDARD DETAIL W-6A AT BLIND FLANGE.

CONNECT TO EXISTING WATER SYSTEM - LOCATION G
N.T.S.

G

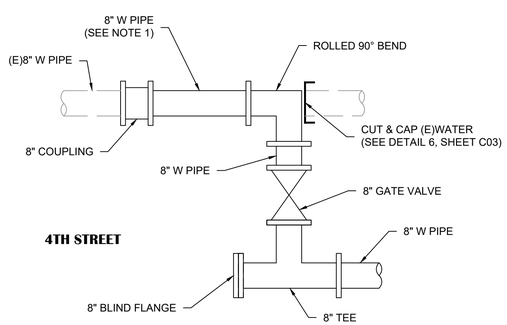


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. THE ROTATED VERSION OF THIS CONNECTION DETAIL APPLIES TO THE CONNECT TO (E)W SYSTEM SOUTH OF 4TH STREET.

CONNECT TO EXISTING WATER SYSTEM - LOCATION H
N.T.S.

H

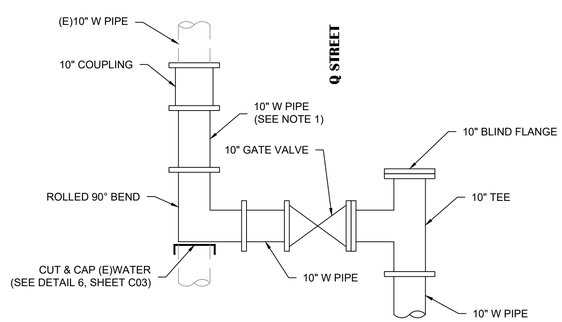


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.

CONNECT TO EXISTING WATER SYSTEM - LOCATION J
N.T.S.

J

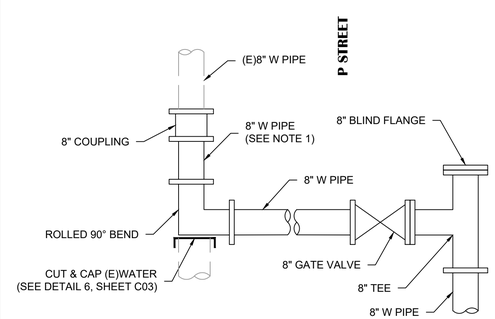


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.

CONNECT TO EXISTING WATER SYSTEM - LOCATION K
N.T.S.

K

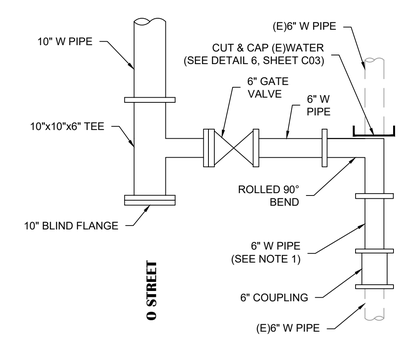


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. THE MIRRORED VERSION OF THIS CONNECTION DETAIL APPLIES TO THE CONNECT TO (E)W SYSTEM SOUTH OF 4TH STREET.

CONNECT TO EXISTING WATER SYSTEM - LOCATION L
N.T.S.

L



NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.

CONNECT TO EXISTING WATER SYSTEM - LOCATION M
N.T.S.

M

NO.	REVISION	DESCRIPTION	CHECKED BY	DATE

90% SUBMITTAL
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DRAWING SCALE
HOR. SCALE: AS NOTED
VERT. SCALE: N.T.S.

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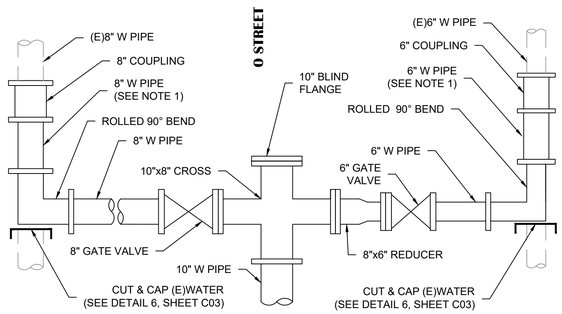
IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
CONNECTION DETAILS
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMNA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO.
5175.3010
SHEET NO. C04 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 DETAILS.dwg Dec 16, 2025 – 8:53am, nazevedo

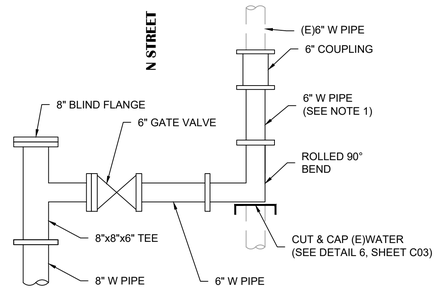


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.

CONNECT TO EXISTING WATER SYSTEM - LOCATION N
N.T.S.

N

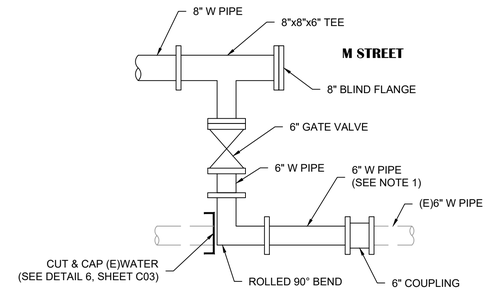


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. THE MIRRORED VERSION OF THIS CONNECTION DETAIL APPLIES TO THE CONNECT TO (E)W SYSTEM SOUTH OF 4TH STREET.

CONNECT TO EXISTING WATER SYSTEM - LOCATION O
N.T.S.

O



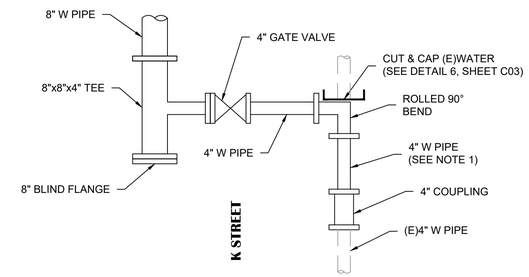
BASE BID DETAIL
BUILD ONLY IF BID ALTERNATIVE IS NOT SELECTED

NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. THE MIRRORED VERSION OF THIS CONNECTION DETAIL MAY APPLY PER PLAN CONFIGURATION.

CONNECT TO EXISTING WATER SYSTEM - LOCATION P
N.T.S.

P

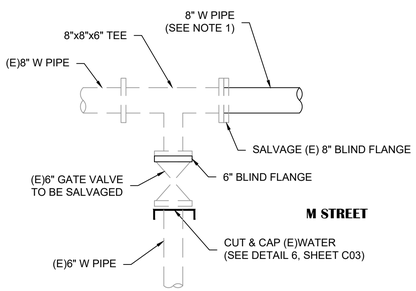


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. THE MIRRORED VERSION OF THIS CONNECTION DETAIL APPLIES TO THE CONNECT TO (E)W SYSTEM NORTH OF 4TH STREET.

CONNECT TO EXISTING WATER SYSTEM - LOCATION R
N.T.S.

R



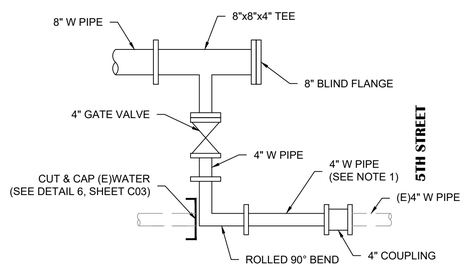
BID ALTERNATIVE DETAIL
BUILD ONLY IF BID ALTERNATIVE IS SELECTED

NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. CONTRACTOR TO PROVIDE THRUST BLOCK PER CITY STANDARD DETAIL W-6A AT BLIND FLANGE.

CONNECT TO EXISTING WATER SYSTEM - LOCATION T
N.T.S.

T



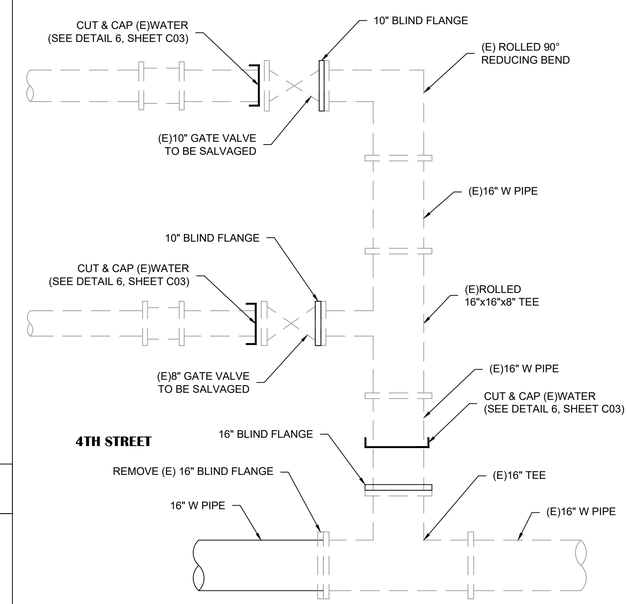
BID ALTERNATIVE DETAIL
BUILD ONLY IF BID ALTERNATIVE IS SELECTED

NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.

CONNECT TO EXISTING WATER SYSTEM - LOCATION U
N.T.S.

U

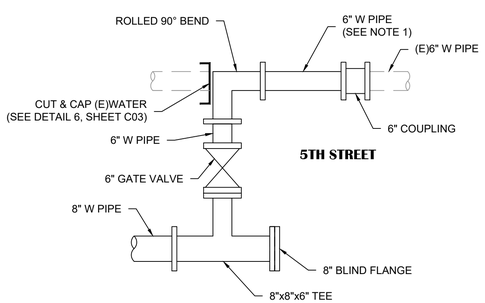


NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.
2. CONTRACTOR TO PROVIDE THRUST BLOCK PER CITY STANDARD DETAIL W-6A AT BLIND FLANGE.

CONNECT TO EXISTING WATER SYSTEM - LOCATION S
N.T.S.

S



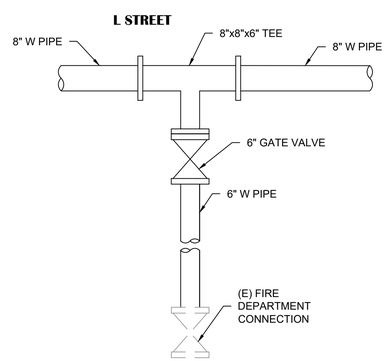
BID ALTERNATIVE DETAIL
BUILD ONLY IF BID ALTERNATIVE IS SELECTED

NOTES

1. INSTALL VERTICAL BEND TO MATCH (E)W PIPE CONNECTION ELEVATION, IF NECESSARY.

CONNECT TO EXISTING WATER SYSTEM - LOCATION V
N.T.S.

V



CONNECT TO EXISTING FIRE SERVICE - LOCATION Z
N.T.S.

Z

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: AS NOTED
VERT. SCALE: N.T.S.

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IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
CONNECTION DETAILS
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMNA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO.
5175.3010
SHEET NO. **C05** OF **C29**

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 DETAILS.dwg Dec 16, 2025 – 8:53am, nazevedo

PLAN SCALE:

0 15' 30' 60'

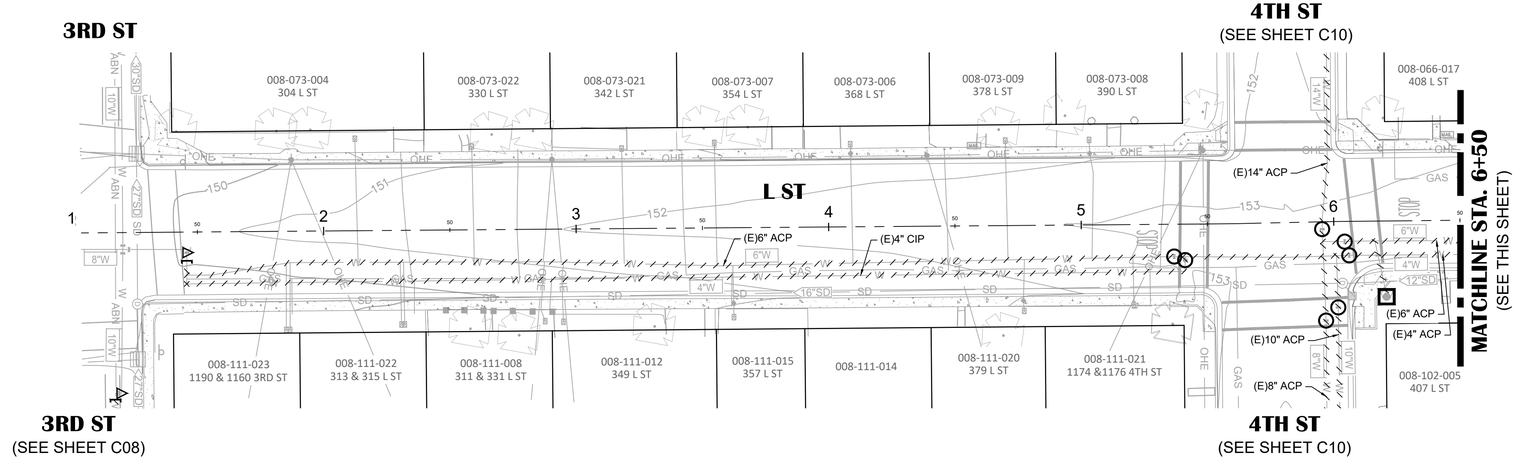
SCALE IN FEET

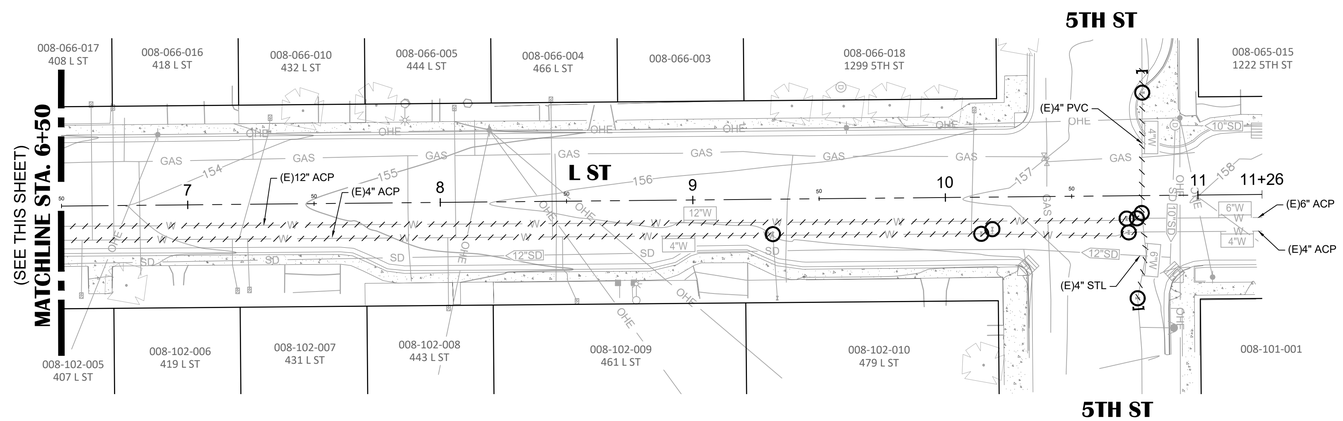
LEGEND

SYMBOLS ENLARGED FOR CLARITY

- ABANDON (E)WATERLINE IN-PLACE
- ABANDON (E)APPURTENANCE
- SALVAGE (E)VALVE
- CUT AND CAP (E)WATERLINE (SEE DETAIL 6 ON SHEET C03)
- PROTECT IN PLACE (E)WATER VALVE
- ABANDON (E)FIRE HYDRANT (SEE NOTES 3 & 8, THIS SHEET)
- PROTECT IN PLACE (E)FIRE HYDRANT

1. WATER LINES ARE SHOWN SCHEMATICALLY. CONTRACTOR TO POTHOLE EXISTING WATERLINES TO CONFIRM EXACT SIZE, MATERIAL, DEPTH AND LOCATION OF WHERE ABANDONMENT WILL OCCUR.
2. WATER METERS SHOWN ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED. REFER TO WATER SERVICE LOCATIONS ON PLAN AND PROFILE SHEETS FOR SPECIFICS REGARDING SERVICE SIZE AND LOCATION. ANY CHANGES TO METER LOCATION AND/OR SIZE SHALL HAVE WRITTEN APPROVAL BY THE ENGINEER.
3. EXISTING WATER PIPE, WATER SERVICES AND FIRE HYDRANTS ARE TO REMAIN IN SERVICE WHILE NEW SERVICES, WATER PIPES AND FIRE HYDRANTS ARE INSTALLED. CONTRACTOR SHALL SUBMIT A CONNECTION AND ABANDONMENT PLAN TO THE CITY FOR APPROVAL PRIOR TO ANY SYSTEM OUTAGES OR CONNECTIONS. CONTRACTOR SHALL COORDINATE CROSS OVERS TO NEW SYSTEM WITH CITY AND MINIMIZE OUTAGE DURATIONS.
4. EXISTING WATER SYSTEM TO BE PROTECTED IN-PLACE UNTIL PROPOSED SYSTEM IS PUT INTO SERVICE.
5. A MINIMUM OF 2 CONNECTIONS TO EXISTING SYSTEM ARE REQUIRED PRIOR TO ANY SERVICE OR FIRE HYDRANT CROSS OVERS.
6. EMPTY METER/UTILITY BOXES SHALL BE REMOVED AND SITE RESTORED TO MATCH ADJACENT. CONTRACTOR SHALL CONFIRM WITH CITY REPRESENTATIVE BEFORE REMOVING.
7. ALL EXISTING METERED WATER SERVICE LINES TO BE ABANDONED SHALL BE CUT AND CAPPED PER DETAILS 1-3 ON SHEET C03.
8. DEMOLISH, DISMANTLE AND REMOVE THE FIRE HYDRANT DOWN TO THE BURIED HYDRANT ELBOW. CAP (E)FIRE HYDRANT ELBOW PER DETAIL 6 ON SHEET C03.





NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1" = 30'
VERT. SCALE: N.T.S.

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
905 Sutter Street, Suite 200, Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
DEMOLITION PLAN - L ST
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMNA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010
SHEET NO. C06 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 DEMO.dwg Dec 16, 2025 – 8:53am, nazevedo

PLAN SCALE:

0 15' 30' 60'

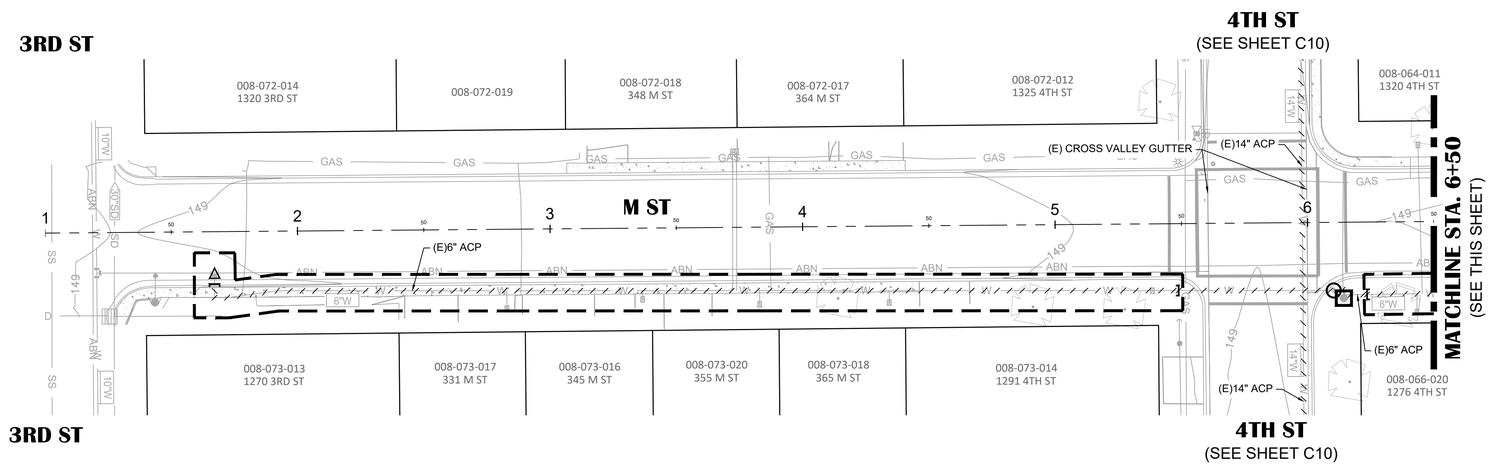
SCALE IN FEET

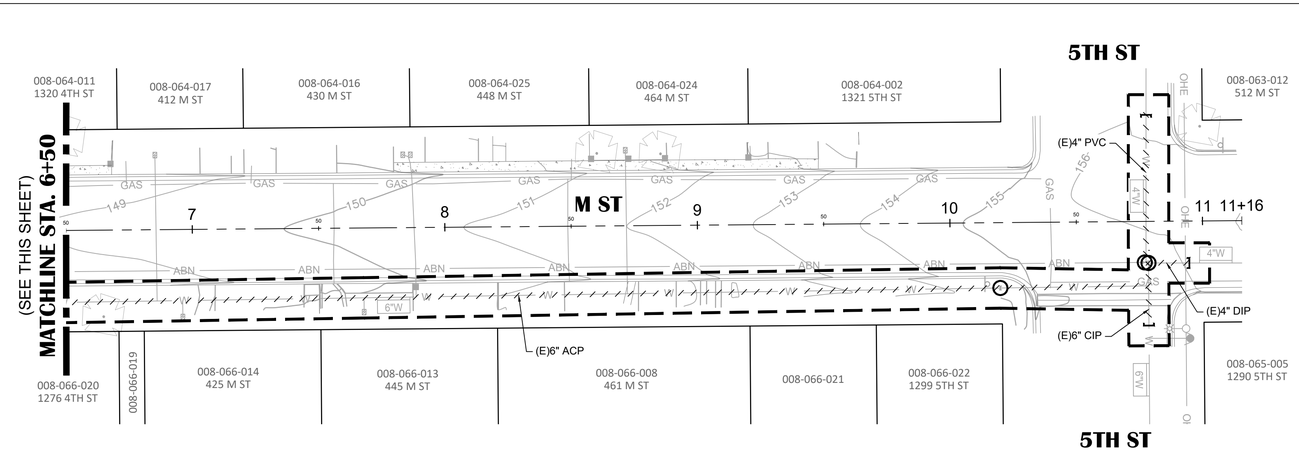
LEGEND

SYMBOLS ENLARGED FOR CLARITY

- ABANDON (E)WATERLINE IN-PLACE
- ABANDON (E)APPURTENANCE
- SALVAGE (E)VALVE
- CUT AND CAP (E)WATERLINE (SEE DETAIL 6 ON SHEET C03)
- PROTECT IN PLACE (E)WATER VALVE
- ABANDON (E)FIRE HYDRANT (SEE NOTES 3 & 8, THIS SHEET)
- PROTECT IN PLACE (E)FIRE HYDRANT
- BID ALTERNATIVE BOUNDARY (SEE NOTE 9, THIS SHEET)

1. WATER LINES ARE SHOWN SCHEMATICALLY. CONTRACTOR TO POTHOLE EXISTING WATERLINES TO CONFIRM EXACT SIZE, MATERIAL, DEPTH AND LOCATION OF WHERE ABANDONMENT WILL OCCUR.
2. WATER METERS SHOWN ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED. REFER TO WATER SERVICE LOCATIONS ON PLAN AND PROFILE SHEETS FOR SPECIFICS REGARDING SERVICE SIZE AND LOCATION. ANY CHANGES TO METER LOCATION AND/OR SIZE SHALL HAVE WRITTEN APPROVAL BY THE ENGINEER.
3. EXISTING WATER PIPE, WATER SERVICES AND FIRE HYDRANTS ARE TO REMAIN IN SERVICE WHILE NEW SERVICES, WATER PIPES AND FIRE HYDRANTS ARE INSTALLED. CONTRACTOR SHALL SUBMIT A CONNECTION AND ABANDONMENT PLAN TO THE CITY FOR APPROVAL PRIOR TO ANY SYSTEM OUTAGES OR CONNECTIONS. CONTRACTOR SHALL COORDINATE CROSS OVERS TO NEW SYSTEM WITH CITY AND MINIMIZE OUTAGE DURATIONS.
4. EXISTING WATER SYSTEM TO BE PROTECTED IN-PLACE UNTIL PROPOSED SYSTEM IS PUT INTO SERVICE.
5. A MINIMUM OF 2 CONNECTIONS TO EXISTING SYSTEM ARE REQUIRED PRIOR TO ANY SERVICE OR FIRE HYDRANT CROSS OVERS.
6. EMPTY METER/UTILITY BOXES SHALL BE REMOVED AND SITE RESTORED TO MATCH ADJACENT. CONTRACTOR SHALL CONFIRM WITH CITY REPRESENTATIVE BEFORE REMOVING.
7. ALL EXISTING METERED WATER SERVICE LINES TO BE ABANDONED SHALL BE CUT AND CAPPED PER DETAILS 1-3 ON SHEET C03.
8. DEMOLISH, DISMANTLE AND REMOVE THE FIRE HYDRANT DOWN TO THE BURIED HYDRANT ELBOW. CAP (E)FIRE HYDRANT ELBOW PER DETAIL 6 ON SHEET C03.
9. IMPROVEMENTS WITHIN THE BID ALTERNATIVE BOUNDARY WILL BE DEMOLISHED ONLY IF THE BID ALTERNATIVE IS SELECTED.





NO.	REVISION	DESCRIPTION	CHECKED BY	DATE
		90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE

HOR. SCALE: 1' = 30'

VERT. SCALE: N.T.S.

R.E.Y. ENGINEERS, Inc.
Civil Engineering/ Land Surveying/ Remote Sensing
905 Sutter Street, Suite 200, Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:

Lincoln Water Distribution Rehab FY 23/24

CIP #654

DEMOLITION PLAN - M ST (BID ALT)

CITY OF LINCOLN

CALIFORNIA

DRAWING INFO

DATE: 12-16-2025

DRAFTER: SMNA

DESIGNER: AB

REVIEWER: CB

R.E.Y. PROJECT NO. **5175.3010**

SHEET NO. **C07** OF **C29**

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 DEMO.dwg Dec 16, 2025 – 8:53am, nazevedo

PLAN SCALE:

0 15' 30' 60'

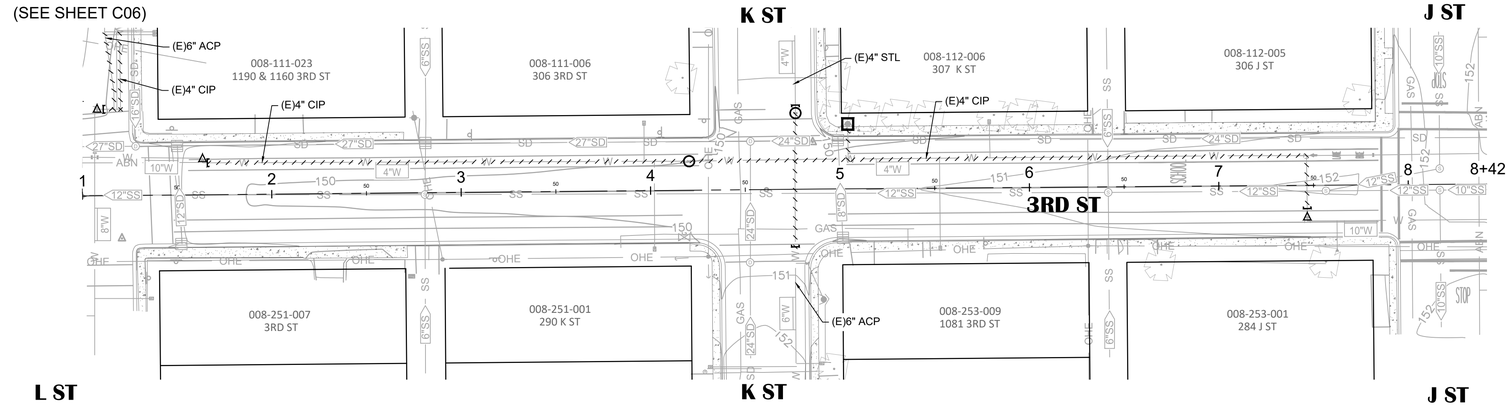
SCALE IN FEET

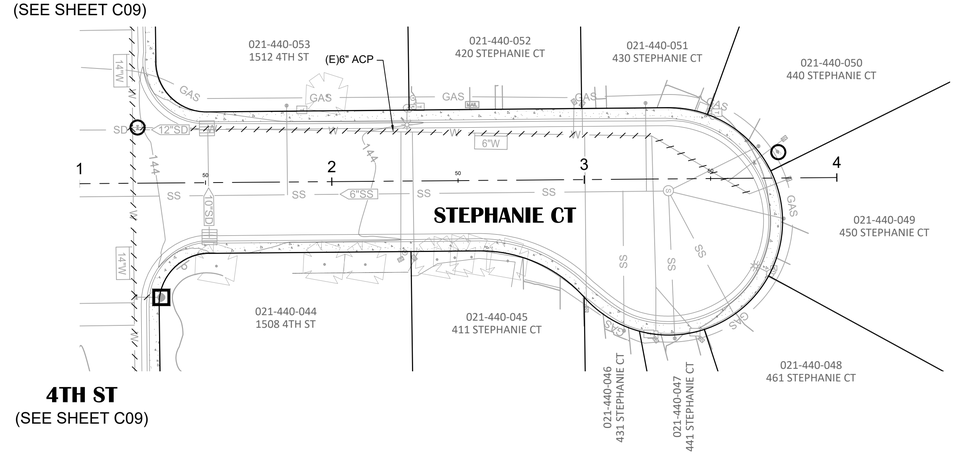
LEGEND

SYMBOLS ENLARGED FOR CLARITY

- ABANDON (E)WATERLINE IN-PLACE
- ABANDON (E)APPURTENANCE
- SALVAGE (E)VALVE
- CUT AND CAP (E)WATERLINE (SEE DETAIL 6 ON SHEET C03)
- PROTECT IN PLACE (E)WATER VALVE
- ABANDON (E)FIRE HYDRANT (SEE NOTES 3 & 8, THIS SHEET)
- PROTECT IN PLACE (E)FIRE HYDRANT

1. WATER LINES ARE SHOWN SCHEMATICALLY. CONTRACTOR TO POTHOLE EXISTING WATERLINES TO CONFIRM EXACT SIZE, MATERIAL, DEPTH AND LOCATION OF WHERE ABANDONMENT WILL OCCUR.
2. WATER METERS SHOWN ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED. REFER TO WATER SERVICE LOCATIONS ON PLAN AND PROFILE SHEETS FOR SPECIFICS REGARDING SERVICE SIZE AND LOCATION. ANY CHANGES TO METER LOCATION AND/OR SIZE SHALL HAVE WRITTEN APPROVAL BY THE ENGINEER.
3. EXISTING WATER PIPE, WATER SERVICES AND FIRE HYDRANTS ARE TO REMAIN IN SERVICE WHILE NEW SERVICES, WATER PIPES AND FIRE HYDRANTS ARE INSTALLED. CONTRACTOR SHALL SUBMIT A CONNECTION AND ABANDONMENT PLAN TO THE CITY FOR APPROVAL PRIOR TO ANY SYSTEM OUTAGES OR CONNECTIONS. CONTRACTOR SHALL COORDINATE CROSS OVERS TO NEW SYSTEM WITH CITY AND MINIMIZE OUTAGE DURATIONS.
4. EXISTING WATER SYSTEM TO BE PROTECTED IN-PLACE UNTIL PROPOSED SYSTEM IS PUT INTO SERVICE.
5. A MINIMUM OF 2 CONNECTIONS TO EXISTING SYSTEM ARE REQUIRED PRIOR TO ANY SERVICE OR FIRE HYDRANT CROSS OVERS.
6. EMPTY METER/UTILITY BOXES SHALL BE REMOVED AND SITE RESTORED TO MATCH ADJACENT. CONTRACTOR SHALL CONFIRM WITH CITY REPRESENTATIVE BEFORE REMOVING.
7. ALL EXISTING METERED WATER SERVICE LINES TO BE ABANDONED SHALL BE CUT AND CAPPED PER DETAILS 1-3 ON SHEET C03.
8. DEMOLISH, DISMANTLE AND REMOVE THE FIRE HYDRANT DOWN TO THE BURIED HYDRANT ELBOW. CAP (E)FIRE HYDRANT ELBOW PER DETAIL 6 ON SHEET C03.





NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE

HOR. SCALE: 1' = 30'

VERT. SCALE: N.T.S.

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IMPROVEMENT PLANS FOR:

Lincoln Water Distribution Rehab FY 23/24

CIP #654

DEMOLITION PLAN - 3RD ST & STEPHANIE CT

CITY OF LINCOLN CALIFORNIA

DRAWING INFO

DATE: 12-16-2025
DRAFTER: SMNA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010

SHEET NO. C08 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 DEMO.dwg Dec 16, 2025 – 8:53am, nazevedo

PLAN SCALE:

0 15' 30' 60'

SCALE IN FEET

LEGEND

SYMBOLS ENLARGED FOR CLARITY

- ABANDON (E)WATERLINE IN-PLACE
- ABANDON (E)APPURTENANCE
- SALVAGE (E)VALVE
- CUT AND CAP (E)WATERLINE (SEE DETAIL 6 ON SHEET C03)
- PROTECT IN PLACE (E)WATER VALVE
- ABANDON (E)FIRE HYDRANT (SEE NOTES 3 & 8, THIS SHEET)
- PROTECT IN PLACE (E)FIRE HYDRANT

1. WATER LINES ARE SHOWN SCHEMATICALLY. CONTRACTOR TO POTHOLE EXISTING WATERLINES TO CONFIRM EXACT SIZE, MATERIAL, DEPTH AND LOCATION OF WHERE ABANDONMENT WILL OCCUR.
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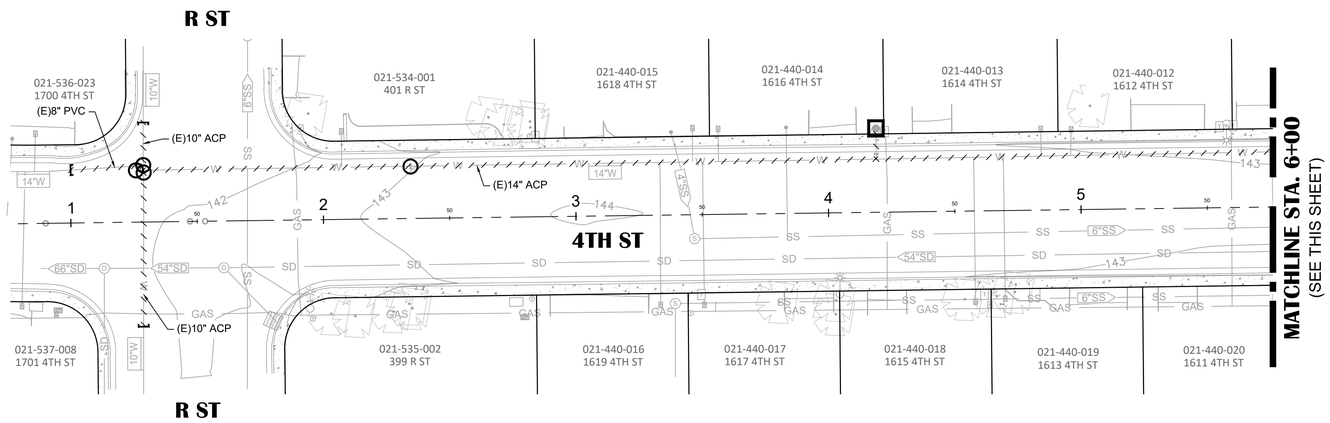
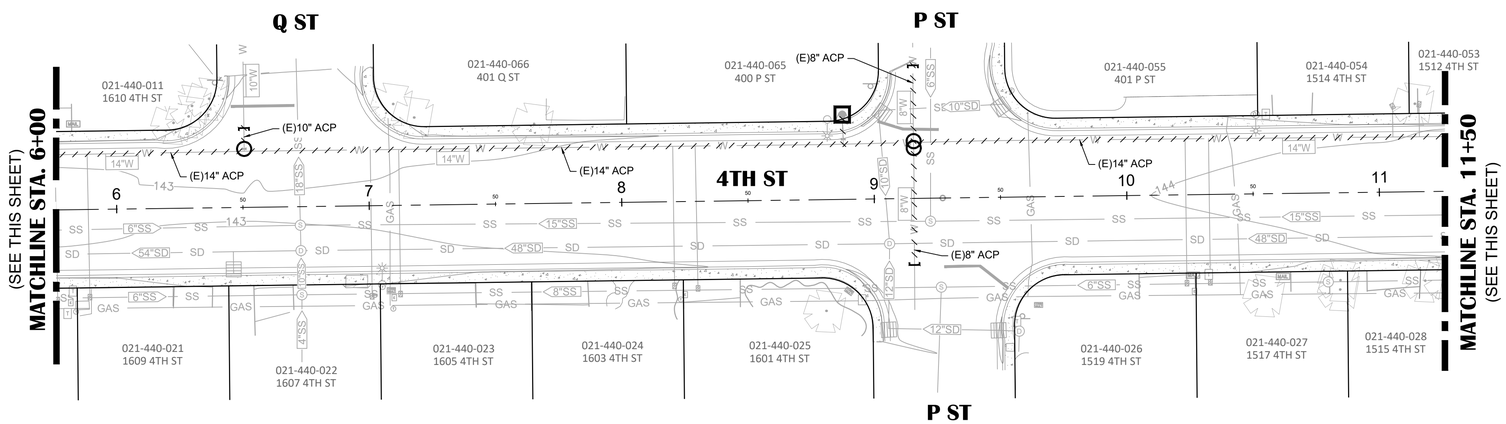
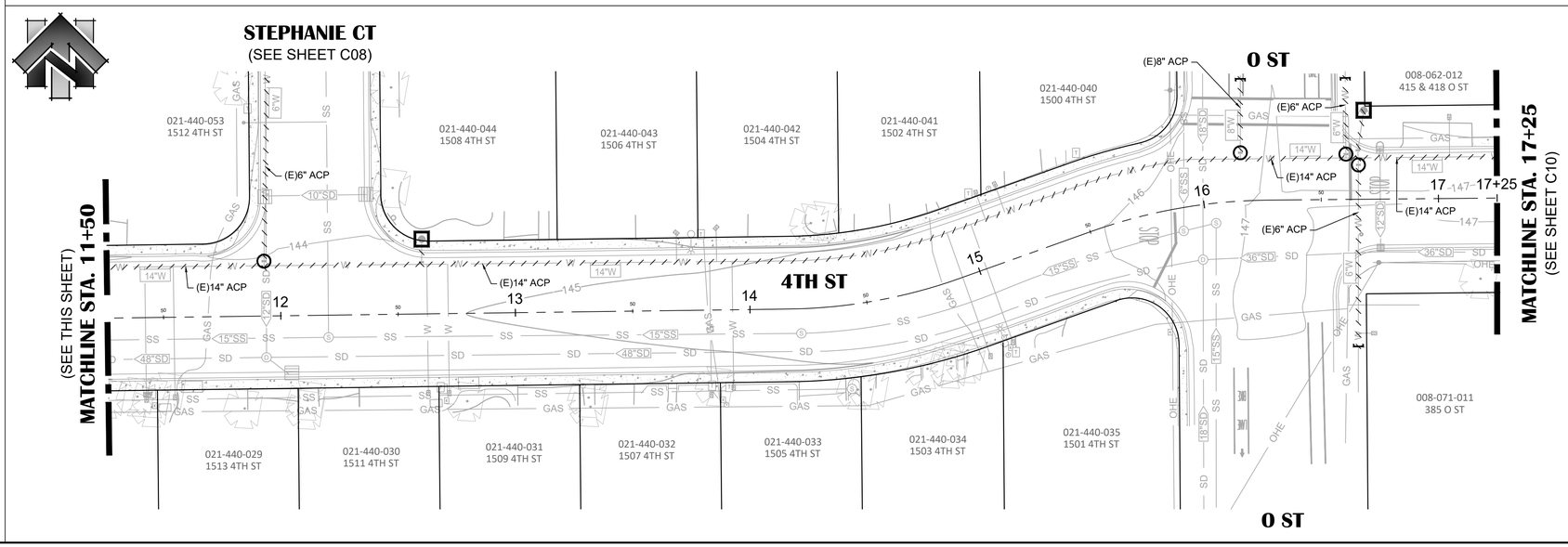
8. DEMOLISH, DISMANTLE AND REMOVE THE FIRE HYDRANT DOWN TO THE BURIED HYDRANT ELBOW. CAP (E)FIRE HYDRANT ELBOW PER DETAIL 6 ON SHEET C03.







NO.	REVISION	DESCRIPTION	CHECKED BY	DATE
		90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE

HOR. SCALE: 1" = 30'
VERT. SCALE: N.T.S.

R.E.Y. ENGINEERS, Inc.
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905 Sutter Street, Suite 200, Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
DEMOLITION PLAN - 4TH ST 1+00 TO 17+25
CITY OF LINCOLN CALIFORNIA

DRAWING INFO

DATE: 12-16-2025
DRAFTER: SMA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010

SHEET NO. C09 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 DEMO.dwg Dec 16, 2025 – 8:53am, nazevedo

PLAN SCALE:

0 15' 30' 60'

SCALE IN FEET

LEGEND

SYMBOLS ENLARGED FOR CLARITY

- ABANDON (E)WATERLINE IN-PLACE
- ABANDON (E)APPURTENANCE
- SALVAGE (E)VALVE
- CUT AND CAP (E)WATERLINE (SEE DETAIL 6 ON SHEET C03)
- PROTECT IN PLACE (E)WATER VALVE
- ABANDON (E)FIRE HYDRANT (SEE NOTES 3 & 8, THIS SHEET)
- PROTECT IN PLACE (E)FIRE HYDRANT
- BID ALTERNATIVE BOUNDARY (SEE NOTE 9, THIS SHEET)

1. WATER LINES ARE SHOWN SCHEMATICALLY. CONTRACTOR TO POTHOLE EXISTING WATERLINES TO CONFIRM EXACT SIZE, MATERIAL, DEPTH AND LOCATION OF WHERE ABANDONMENT WILL OCCUR.
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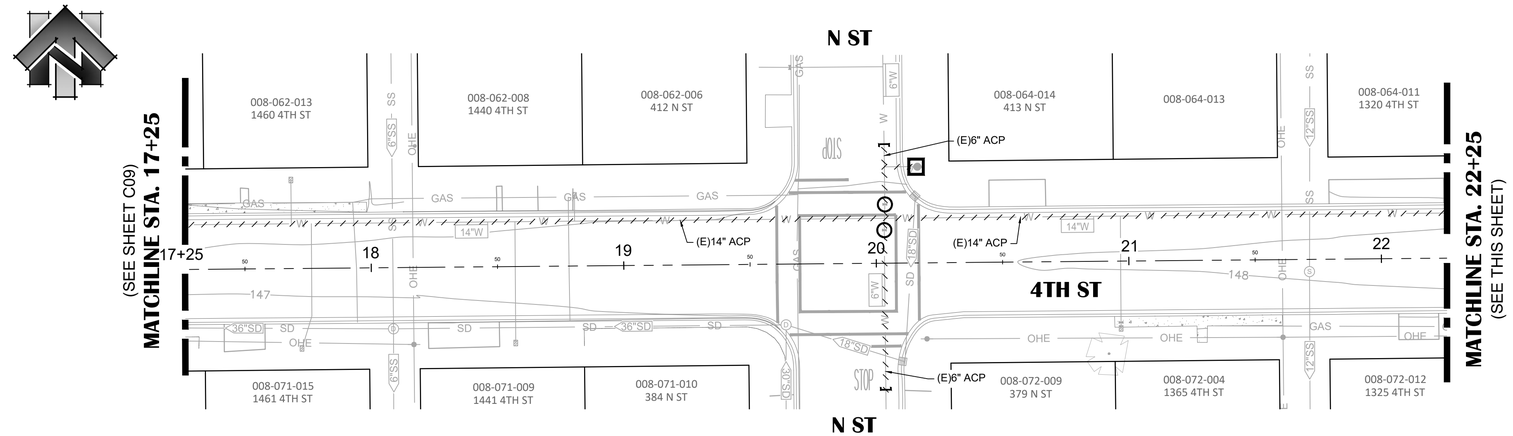
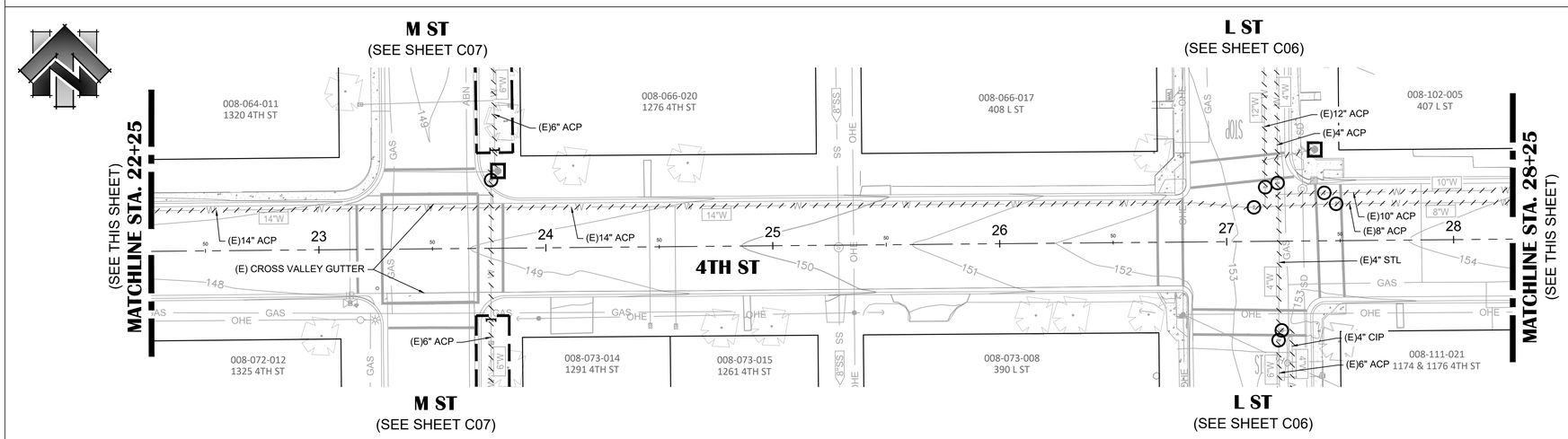
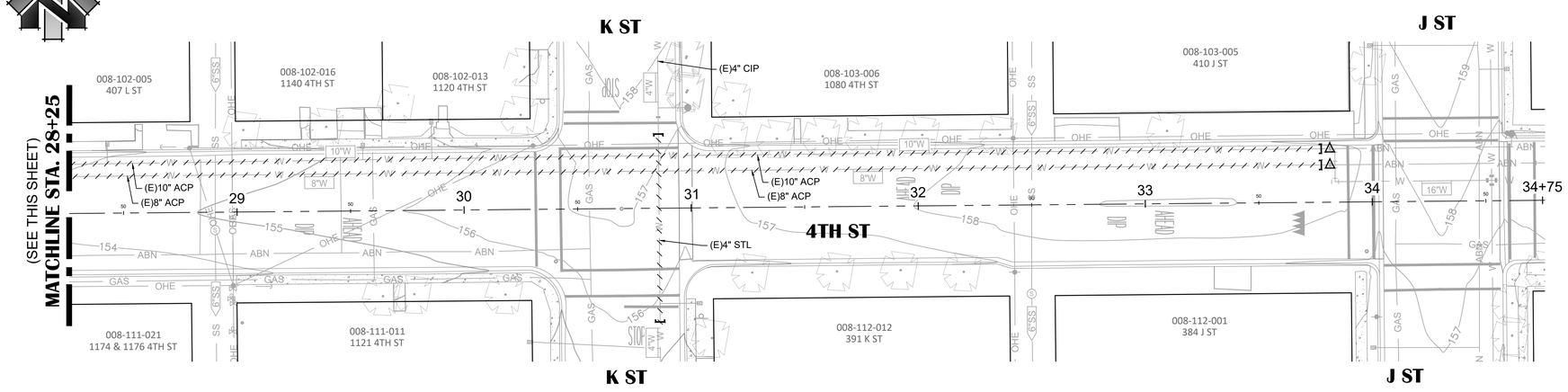
8. DEMOLISH, DISMANTLE AND REMOVE THE FIRE HYDRANT DOWN TO THE BURIED HYDRANT ELBOW. CAP (E)FIRE HYDRANT ELBOW PER DETAIL 6 ON SHEET C03.
9. IMPROVEMENTS WITHIN THE BID ALTERNATIVE BOUNDARY WILL BE DEMOLISHED ONLY IF THE BID ALTERNATIVE IS SELECTED.







NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE

HOR. SCALE: 1" = 30'

VERT. SCALE: N.T.S.

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905 Sutter Street Suite 200 Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:

Lincoln Water Distribution Rehab FY 23/24

CIP #654

DEMOLITION PLAN - 4TH ST 17+50 TO 34+75

CITY OF LINCOLN CALIFORNIA

DRAWING INFO

DATE: 12-16-2025

DRAFTER: SMNA

DESIGNER: AB

REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010

SHEET NO. C10 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 DEMO.dwg Dec 16, 2025 – 8:53am, nazevedo

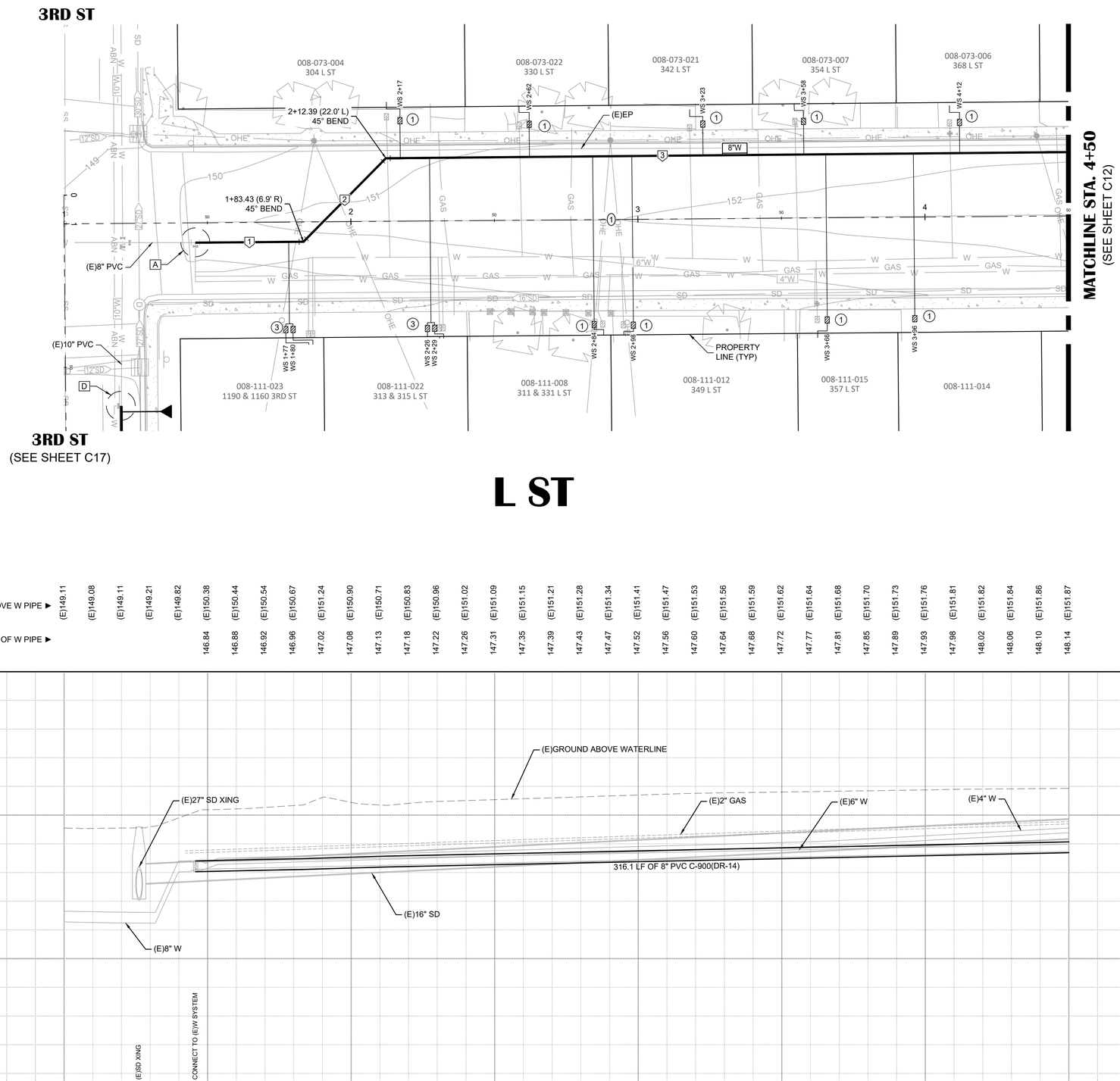
PLAN SCALE:
0 10' 20' 40'
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N0° 27' 17"W	350.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N0° 29' 41"W	37.61'	8"
2	N45° 21' 26"W	40.90'	8"
3	N0° 30' 44"W	237.61'	8"



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

SHEET LEGEND:

SEE SHEET C01 FOR FULL LEGEND.

- WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.J LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

CONSTRUCTION NOTES:

A **CONNECT TO (E)W SYSTEM TYPE 2 - A**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL A, SHEET C04.

D **CONNECT TO (E)W SYSTEM TYPE 2 - D**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL D, SHEET C04.

SHEET NOTES:

1. SEE SHEET C17 FOR 3RD ST IMPROVEMENTS.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1' = 20'
VERT. SCALE: 1" = 4'

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
9225 Sutter Street, Suite 200, Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - L ST STA 1+00 TO 4+50
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMM
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010
SHEET NO. C11 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P – L ST.dwg Dec 16, 2025 – 8:54am, nazevedo

PLAN SCALE:
0 10' 20' 40'
SCALE IN FEET

℄ LINE DATA

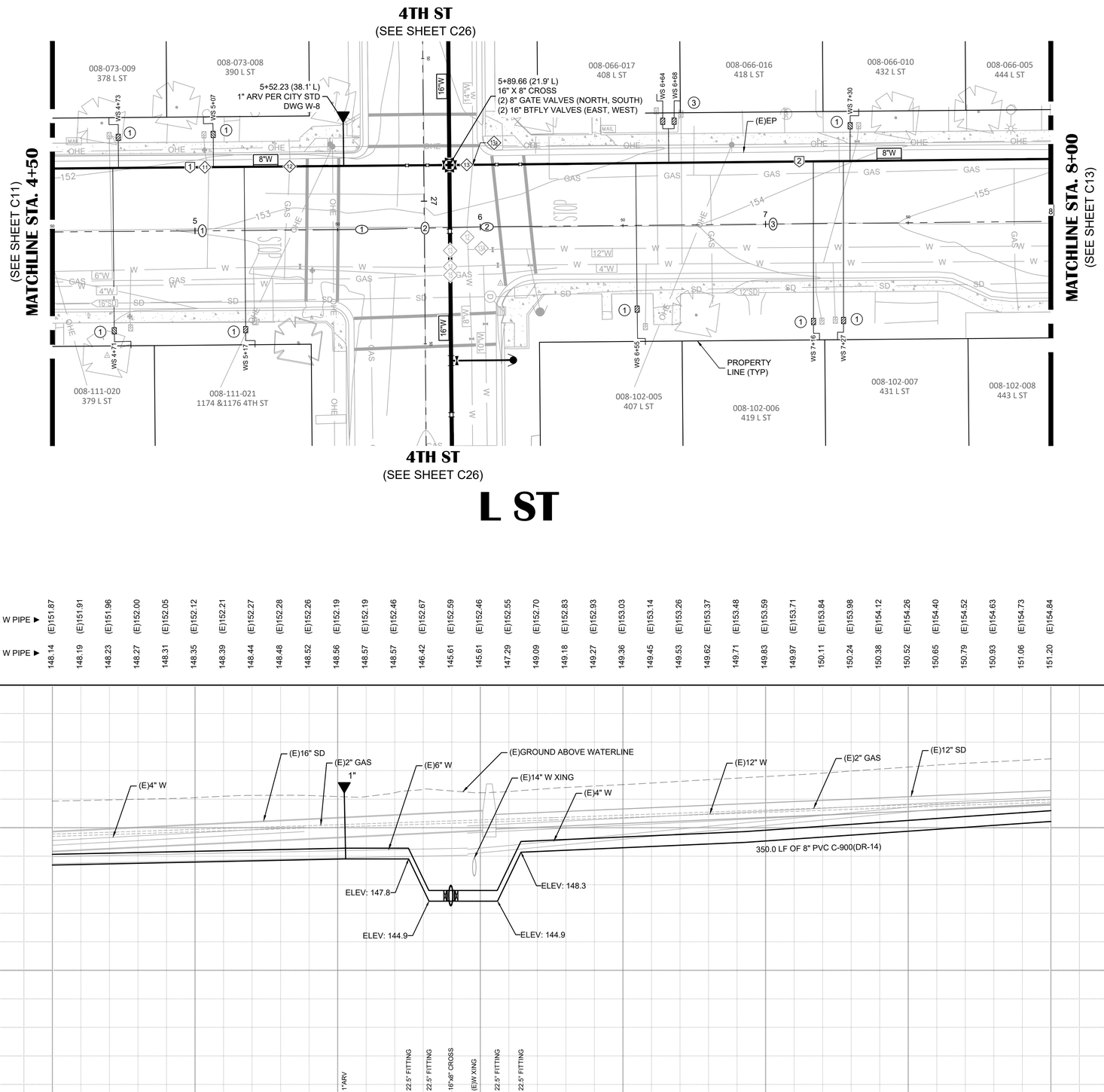
#	BEARING	LENGTH
1	N0° 27' 17"W	105.09'
2	N1° 13' 27"W	37.67'
3	N0° 33' 18"W	194.69'

℄ CURVE DATA

#	LENGTH	RADIUS	DELTA
1	6.71'	500.00'	0°46'10"
2	5.84'	500.00'	0°40'08"

POTABLE WATER PIPE LINE DATA

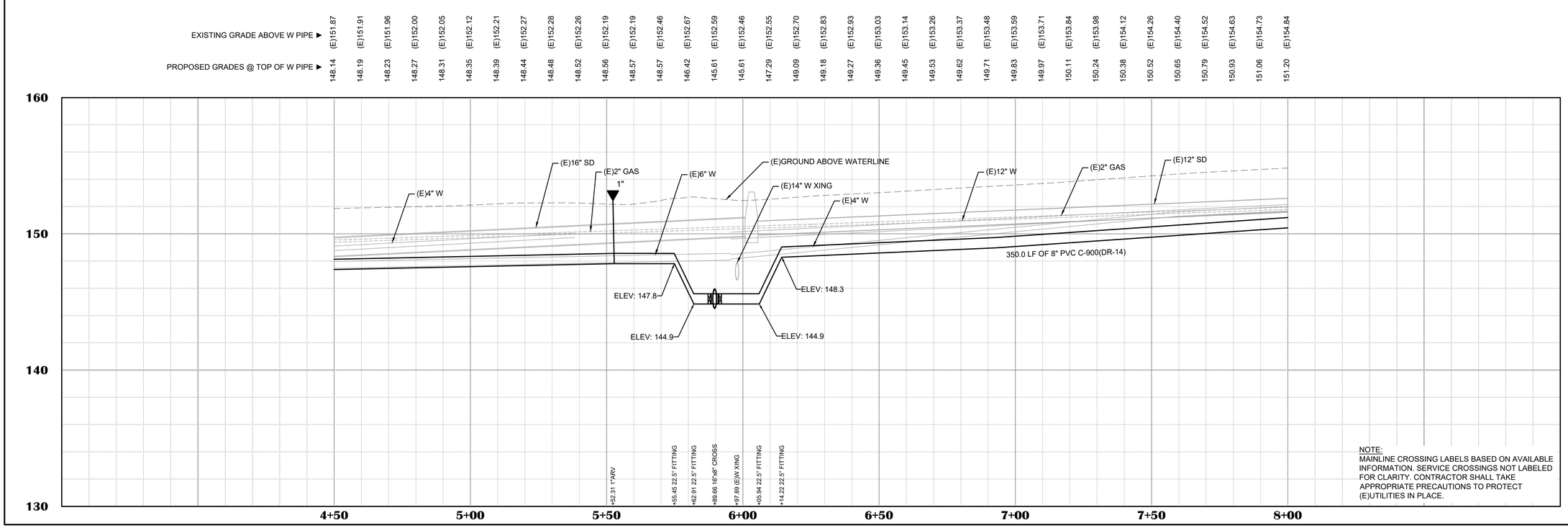
#	BEARING	LENGTH	SIZE
1	N0° 30' 44"W	139.40'	8"
2	N0° 34' 23"W	210.60'	8"



SHEET LEGEND:
SEE SHEET C01 FOR FULL LEGEND.

- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.J LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

SHEET NOTES:
1. SEE SHEET C26 FOR 4TH ST IMPROVEMENTS



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1' = 20'
VERT. SCALE: 1" = 4'

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IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - L ST STA 4+50 TO 8+00
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMW
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO.
5175.3010
SHEET NO. C12 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P – L ST.dwg Dec 16, 2025 – 8:54am, nazevedo

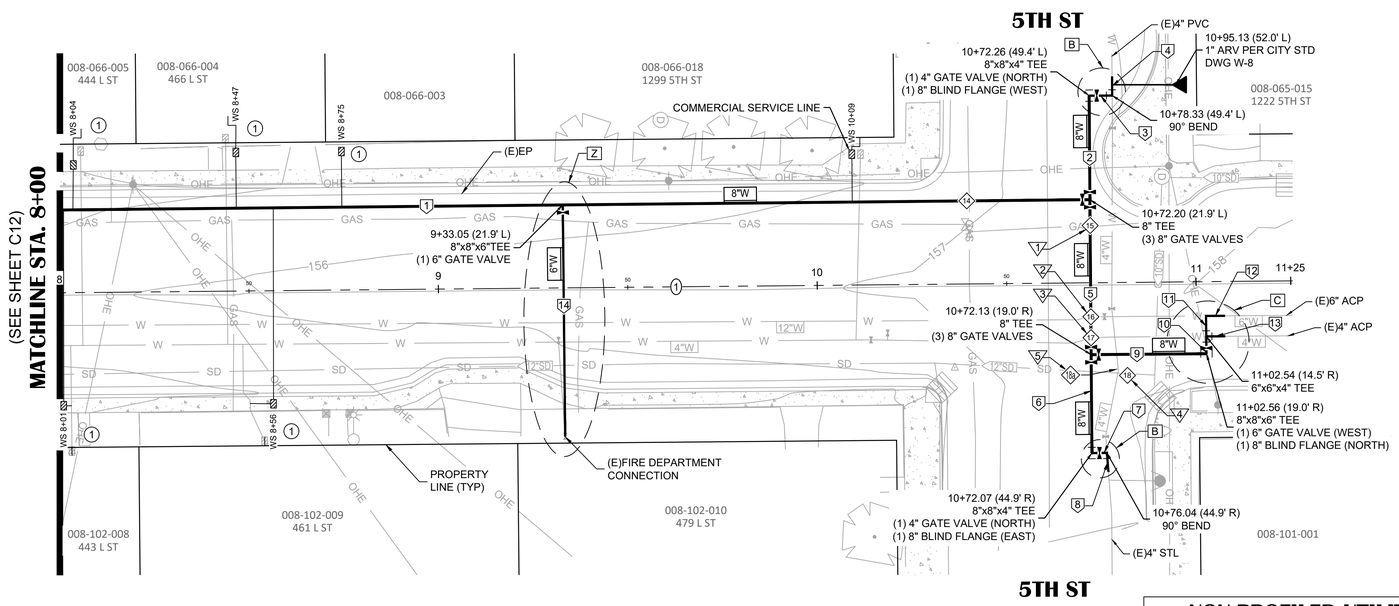
PLAN SCALE:
0 10' 20' 40'
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N0° 33' 18"W	325.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N0° 34' 23"W	272.20'	8"
2	S89° 33' 20"W	27.44'	8"
3	N0° 23' 31"W	6.08'	6"
4	S89° 35' 14"W	5.00'	6"
5	N89° 33' 21"E	44.79'	8"
6	N89° 33' 21"E	22.08'	8"
7	N0° 37' 27"W	3.96'	6"
8	N85° 30' 54"E	5.00'	6"
9	N0° 27' 05"W	30.43'	8"
10	S89° 11' 57"W	4.58'	6"
11	S89° 22' 33"W	5.40'	6"
12	N0° 24' 37"W	5.00'	6"
13	N0° 24' 37"W	5.00'	4"
14	N89° 25' 37"E	61.09'	6"



L ST

NON-PROFILED UTILITY XING DATA

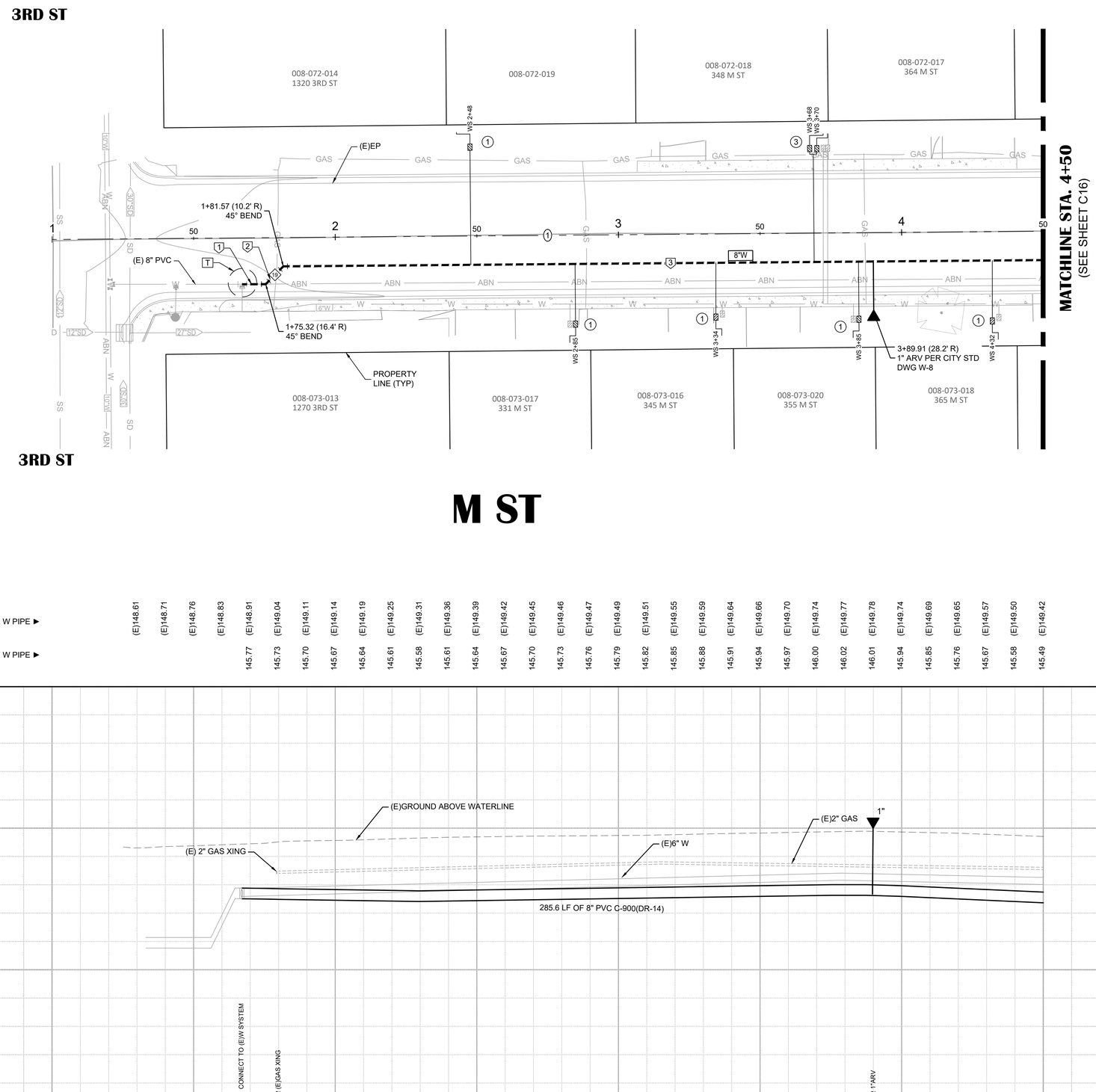
#	STATION	OFFSET	UTILITY	BOTTOM OF UTILITY PIPE ELEV	TOP OF WATER PIPE ELEV
1	10+72.19	15.1' L	(E)GAS	155.37	152.3
2	10+72.14	9.0' R	(E)W	153.27	152.3
3	10+72.13	14.5' R	(E)W	153.46	152.3
4	10+72.11	25.4' R	(E)SD	154.26	152.3
5	10+79.26	22.9' R	(E)W	153.46	152.3

| | | |

PLAN SCALE:
0 10' 20' 40'
SCALE IN FEET

℄ LINE DATA		
#	BEARING	LENGTH
1	N0° 28' 45"W	350.00'

POTABLE WATER PIPE LINE DATA			
#	BEARING	LENGTH	SIZE
1	N0° 09' 45"W	8.31'	8"
2	N45° 26' 35"W	8.83'	8"
3	N0° 28' 29"W	268.43'	8"



SHEET LEGEND:
SEE SHEET C01 FOR FULL LEGEND.

- WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.J LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- 8"W — BID ALTERNATIVE WATER PIPE AND SIZE (SEE SHEET NOTE 1)

CONSTRUCTION NOTES:

T **CONNECT TO (E)W SYSTEM TYPE 2 - T**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL T, SHEET C05.

SHEET NOTES:

1. ALL SERVICE LINES & APPURTENANCES, FITTINGS, VALVES, AND FIRE HYDRANT ASSEMBLIES, TEES, & LATERALS CONNECTED TO THE BID ALTERNATIVE WATERLINE WILL BE INSTALLED ONLY IF THE BID ALTERNATIVE IS SELECTED, OR AS SPECIFIED OTHERWISE PER PLAN.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
905 Sutter Street, Suite 200, Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - M ST (BID ALT) STA 1+00 TO 4+50
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMNA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010
SHEET NO. C14 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P – M ST.dwg Dec 16, 2025 – 8:54am, nazevedo

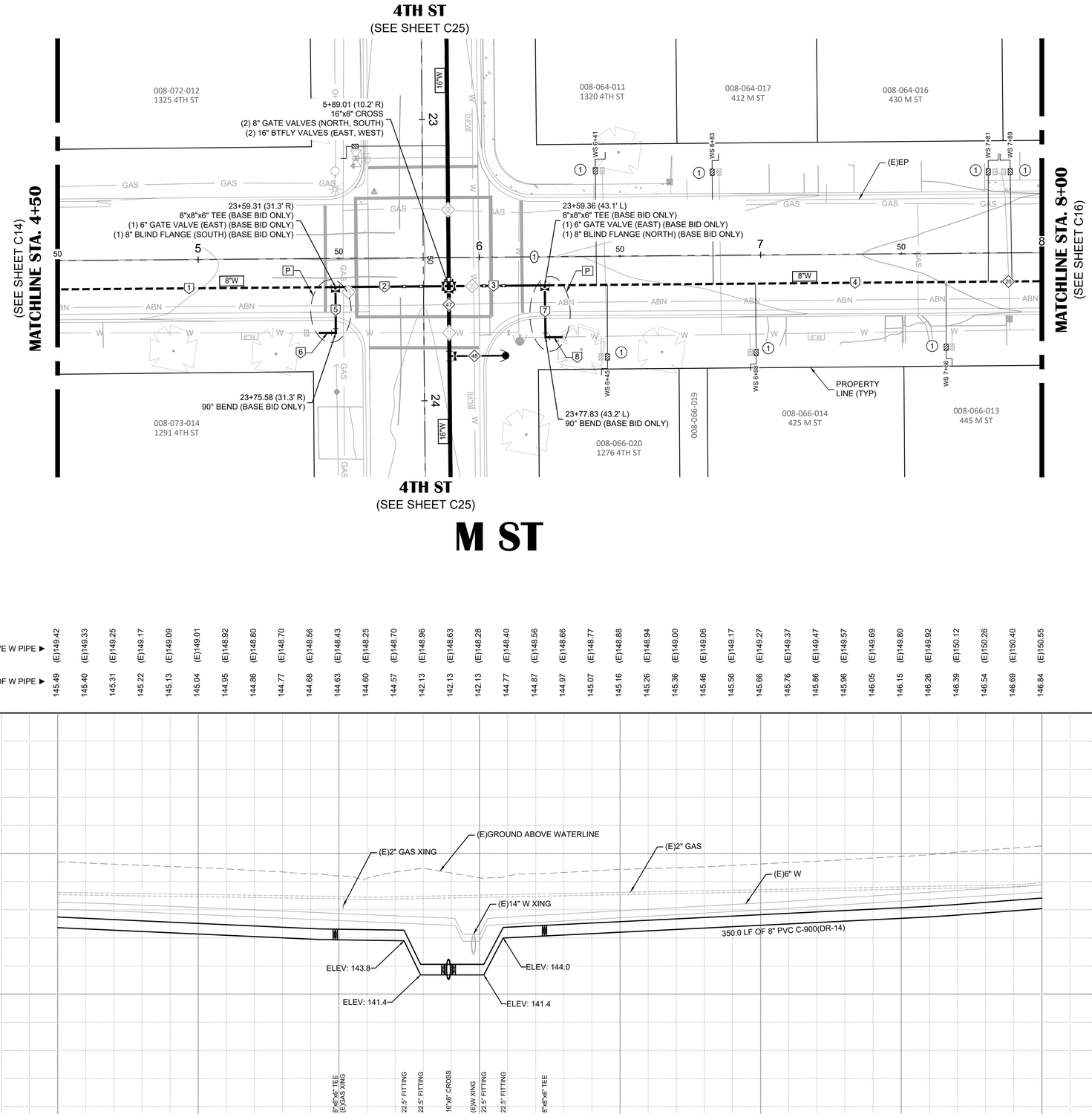
PLAN SCALE:
0 10' 20' 40'
SCALE IN FEET

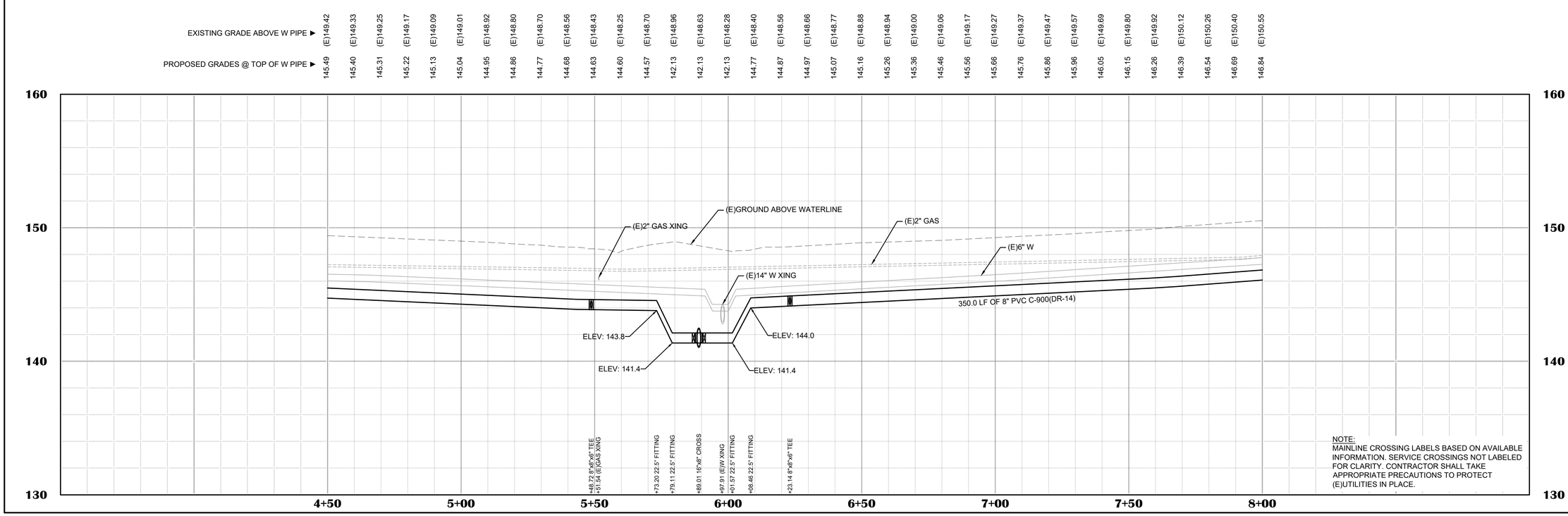
℄ LINE DATA

#	BEARING	LENGTH
1	N0° 28' 45"W	350.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N0° 28' 29"W	93.27'	8"
2	N0° 28' 04"W	45.73'	8"
3	N0° 29' 39"W	34.13'	8"
4	N0° 28' 45"W	176.86'	8"
5	N89° 31' 56"E	16.27'	6"
6	S0° 00' 00"E	5.99'	6"
7	N89° 07' 01"E	18.47'	6"
8	N0° 26' 28"W	6.00'	6"





SHEET LEGEND:
SEE SHEET C01 FOR FULL LEGEND.

- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.J LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- 8"W — BID ALTERNATIVE WATER PIPE AND SIZE (SEE SHEET NOTE 2)

CONSTRUCTION NOTES:

P **CONNECT TO (E)W SYSTEM TYPE 1 - P**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL P, SHEET C05.

SHEET NOTES:
1. SEE SHEET C25 FOR 4TH ST IMPROVEMENTS.
2. ALL SERVICE LINES & APPURTENANCES, FITTINGS, VALVES, AND FIRE HYDRANT ASSEMBLIES, TEES, & LATERALS CONNECTED TO THE BID ALTERNATIVE WATERLINE WILL BE INSTALLED ONLY IF THE BID ALTERNATIVE IS SELECTED, OR AS SPECIFIED OTHERWISE PER PLAN.
3. IF THE BID ALTERNATIVE IS SELECTED, (BASE BID ONLY) ITEMS SHALL BE DELETED FROM THE SCOPE OF WORK.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'

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(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - M ST (BID ALT) STA 4+50 TO 8+00
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMDA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010
SHEET NO. C15 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P – M ST.dwg Dec 16, 2025 – 8:54am, nazevedo

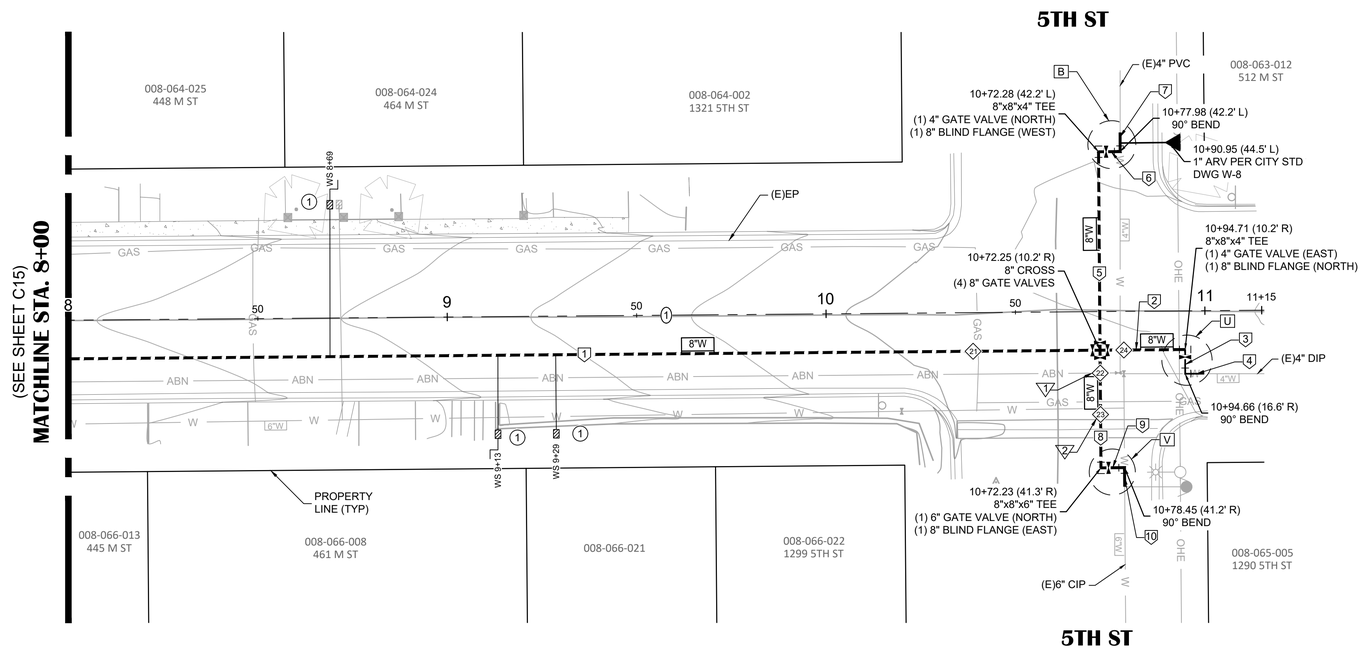
PLAN SCALE:
0 10' 20' 40'
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N0° 28' 45"W	315.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N0° 28' 45"W	272.25'	8"
2	N0° 28' 51"W	22.47'	8"
3	N90° 00' 00"E	6.40'	4"
4	N0° 00' 16"W	5.00'	4"
5	S89° 33' 21"W	52.39'	8"
6	N0° 27' 56"W	5.70'	4"
7	N90° 00' 00"W	5.00'	4"
8	N89° 33' 21"E	31.05'	8"
9	N0° 34' 13"W	6.22'	6"
10	N89° 31' 53"E	5.00'	6"



SHEET LEGEND:
SEE SHEET C01 FOR FULL LEGEND.

- WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.I LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- 8"W — BID ALTERNATIVE WATER PIPE AND SIZE (SEE SHEET NOTE 1)

CONSTRUCTION NOTES:

B **CONNECT TO (E)W SYSTEM TYPE 1 - B**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL B, SHEET C04.

U **CONNECT TO (E)W SYSTEM TYPE 1 - U**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL E, SHEET C05.

V **CONNECT TO (E)W SYSTEM TYPE 1 - V**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL U, SHEET C05.

SHEET NOTES:

1. ALL SERVICE LINES & APPURTENANCES, FITTINGS, VALVES, AND FIRE HYDRANT ASSEMBLIES, TEES, & LATERALS CONNECTED TO THE BID ALTERNATIVE WATERLINE WILL BE INSTALLED ONLY IF THE BID ALTERNATIVE IS SELECTED, OR AS SPECIFIED OTHERWISE PER PLAN.

NON-PROFILED UTILITY XING DATA

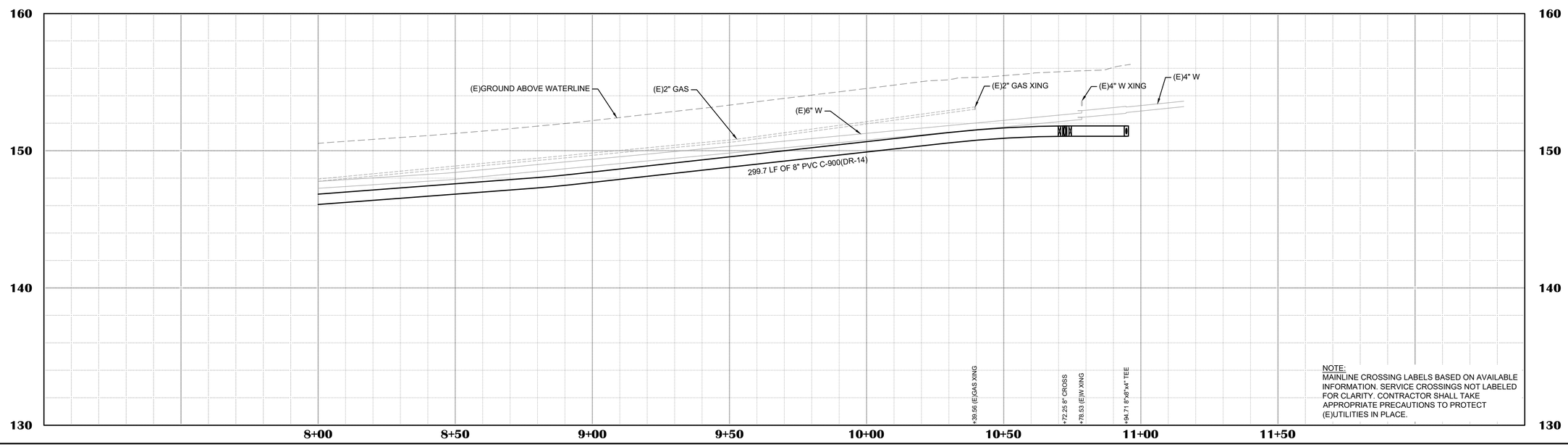
#	STATION	OFFSET	UTILITY	BOTTOM OF UTILITY PIPE ELEV	TOP OF WATER PIPE ELEV
1	10+72.24	16.2' R	DRY	N/A	151.50
2	10+72.24	25.7' R	(E)W	152.11	151.50

	8+00	8+50	9+00	9+50	10+00	10+50	11+00	11+50
EXISTING GRADE ABOVE W PIPE ►	(E)150.55	(E)150.69	(E)150.83	(E)150.97	(E)151.11	(E)151.27	(E)151.43	(E)151.61
PROPOSED GRADES @ TOP OF W PIPE ►	146.84	146.99	147.14	147.30	147.45	147.60	147.75	147.90

	8+00	8+50	9+00	9+50	10+00	10+50	11+00	11+50
EXISTING GRADE ABOVE W PIPE ►	(E)151.80	(E)151.99	(E)152.20	(E)152.43	(E)152.65	(E)152.87	(E)153.09	(E)153.33
PROPOSED GRADES @ TOP OF W PIPE ►	148.05	148.24	148.45	148.68	148.90	149.12	149.34	149.56

	8+00	8+50	9+00	9+50	10+00	10+50	11+00	11+50
EXISTING GRADE ABOVE W PIPE ►	(E)153.58	(E)153.82	(E)154.06	(E)154.30	(E)154.54	(E)154.79	(E)155.04	(E)155.18
PROPOSED GRADES @ TOP OF W PIPE ►	149.78	150.00	150.22	150.45	150.67	150.89	151.11	151.33

	8+00	8+50	9+00	9+50	10+00	10+50	11+00	11+50
EXISTING GRADE ABOVE W PIPE ►	(E)155.35	(E)155.48	(E)155.63	(E)155.76	(E)155.84	(E)156.08		
PROPOSED GRADES @ TOP OF W PIPE ►	151.52	151.67	151.76	151.81	151.81	151.81		



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'

R.E.Y. ENGINEERS, Inc.
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(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - M ST (BID ALT) STA 8+00 TO 11+15
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMNA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010
SHEET NO. C16 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P – M ST.dwg Dec 16, 2025 – 8:55am, nazevedo

PLAN SCALE:

0 10' 20' 40'

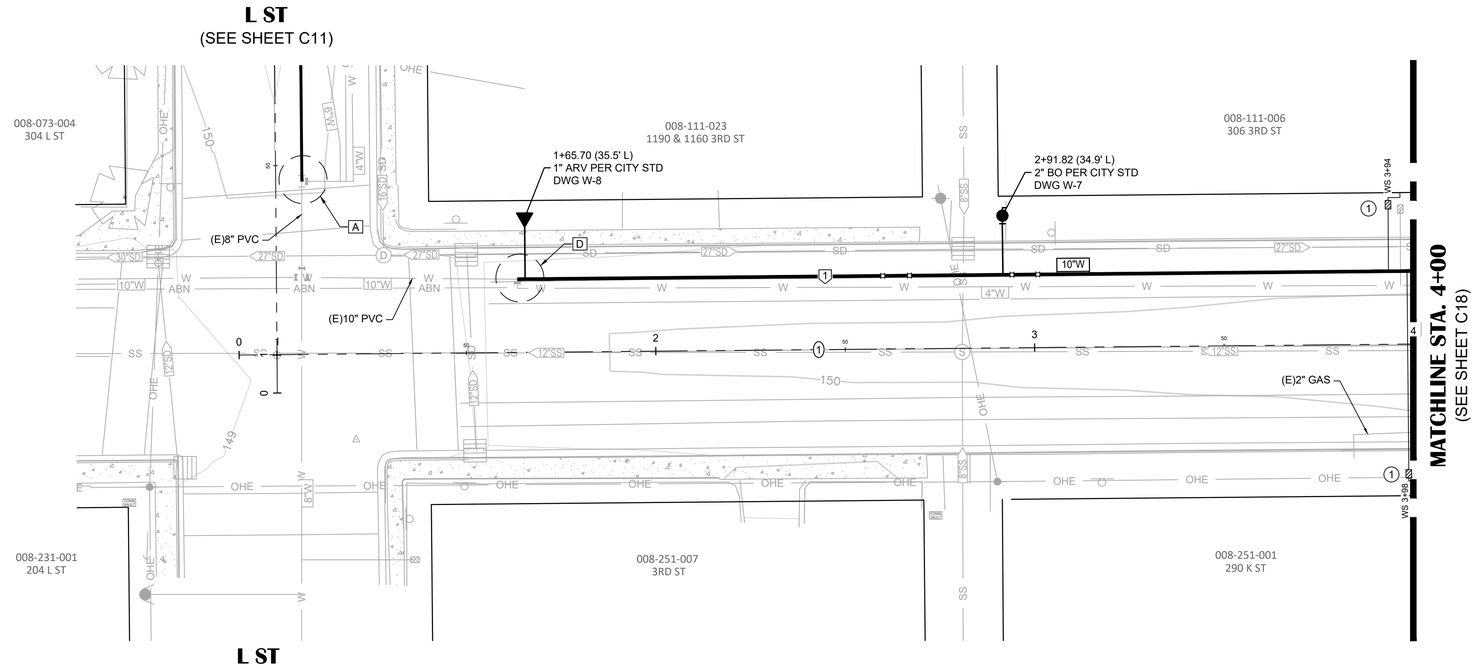
SCALE IN FEET

℄ LINE DATA

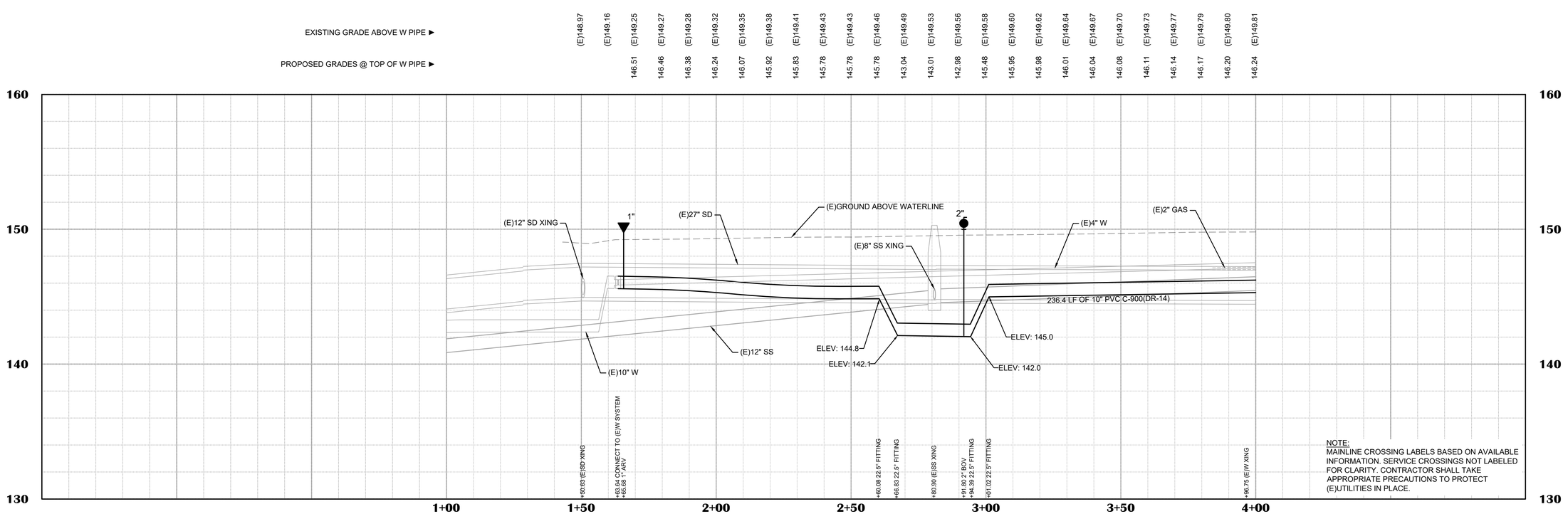
#	BEARING	LENGTH
1	N89° 27' 47"E	300.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N89° 28' 33"E	236.36'	10"



3RD ST



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

SHEET LEGEND:
SEE SHEET C01 FOR FULL LEGEND.

- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- (◇) POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

CONSTRUCTION NOTES:

A **CONNECT TO (E)W SYSTEM TYPE 2 - A**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL A, SHEET C04.

D **CONNECT TO (E)W SYSTEM TYPE 2 - D**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL D, SHEET C04.

SHEET NOTES:
1. SEE SHEET C11 FOR L ST IMPROVEMENTS.

NO.	REVISION	DESCRIPTION	CHECKED BY	DATE
		90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'

R.E.Y. ENGINEERS, Inc.
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IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - 3RD ST STA 1+00 TO 4+00
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMW
DESIGNER: AB
REVIEWER: OB

R.E.Y. PROJECT NO. 5175.3010
SHEET NO. C17 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P – 3RD ST.dwg Dec 16, 2025 – 8:55am, nazevedo

PLAN SCALE:

0 10' 20' 40'

SCALE IN FEET

℄ LINE DATA

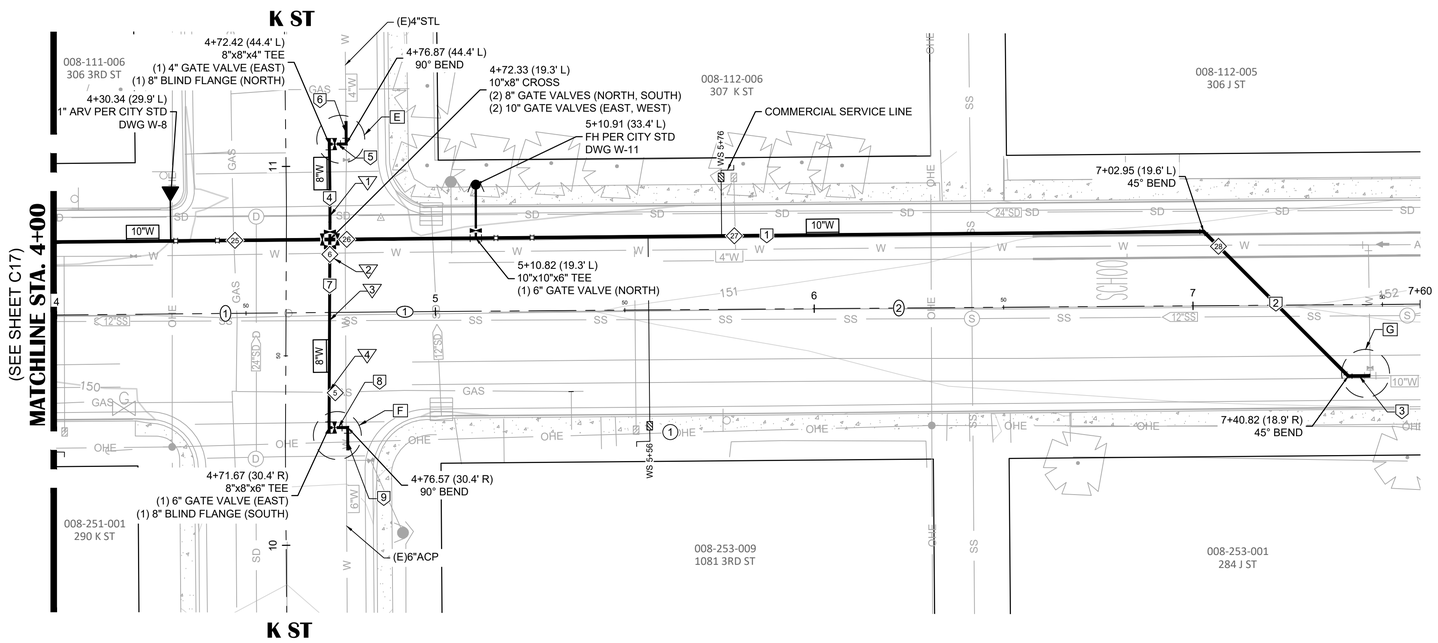
#	BEARING	LENGTH
1	N89° 27' 47"E	89.17'
2	N89° 34' 07"E	265.31'

℄ CURVE DATA

#	LENGTH	RADIUS	DELTA
1	5.52'	3000.00'	0°06'20"

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N89° 28' 33"E	302.98'	10"
2	S45° 00' 00"E	53.97'	10"
3	N89° 10' 36"E	5.82'	10"
4	N0° 20' 42"W	25.17'	8"
5	N89° 27' 17"E	4.45'	8"
6	N0° 26' 28"W	6.00'	8"
7	S0° 13' 53"W	49.64'	8"
8	N89° 44' 37"E	4.90'	8"
9	S0° 15' 23"E	6.00'	8"



3RD ST

SHEET LEGEND:

SEE SHEET C01 FOR FULL LEGEND.

- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- (#) POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

CONSTRUCTION NOTES:

E **CONNECT TO (E)W SYSTEM TYPE 1 - E**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL E, SHEET C04.

F **CONNECT TO (E)W SYSTEM TYPE 1 - F**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL F, SHEET C04.

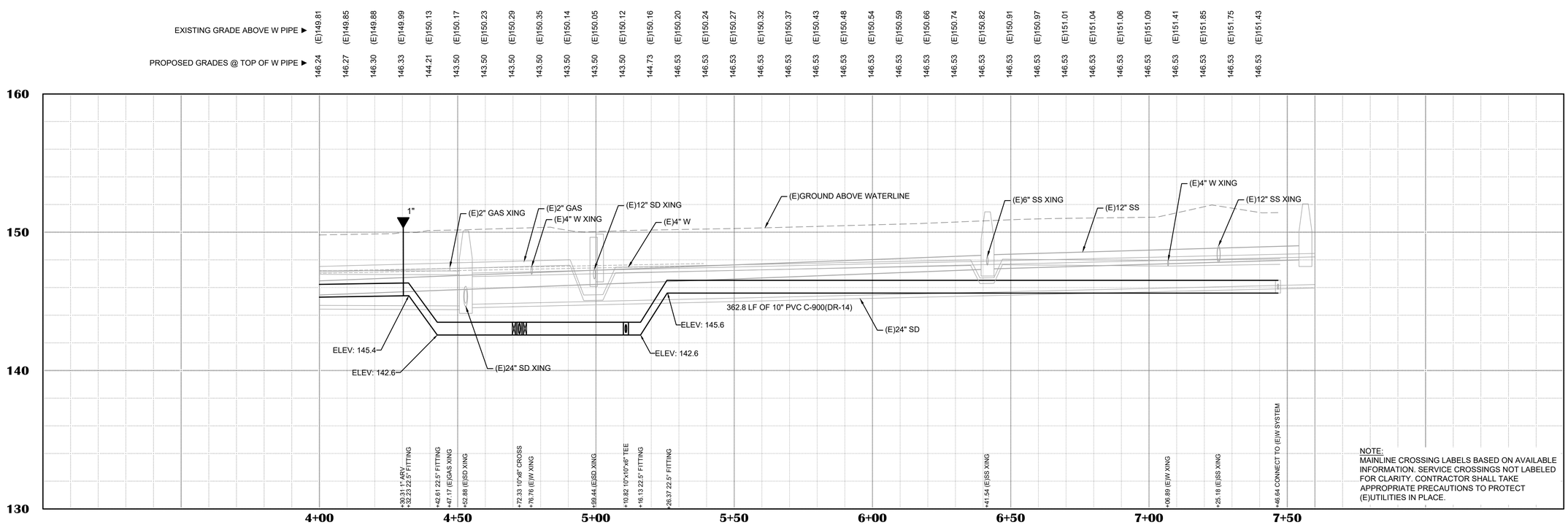
G **CONNECT TO (E)W SYSTEM TYPE 2 - G**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL G, SHEET C04.

SHEET NOTES:

1. (E)UTILITY PIPE WAS NOT POTHOLED AT OR ADJACENT TO THIS CROSSING LOCATION. CONTRACTOR TO VERIFY ELEVATION PRIOR TO CROSSING AND SHALL MAINTAIN 1' MINIMUM VERTICAL CLEARANCE BETWEEN CROSSING PIPES.

NON-PROFILED UTILITY XING DATA

#	STATION	OFFSET	UTILITY	BOTTOM OF UTILITY PIPE ELEV	TOP OF WATER PIPE ELEV
1	4+72.35	25.5' L	(E)SD	SEE SHEET NOTE 1	143.50
2	4+72.28	15.3' L	(E)W	147.67	143.50
3	4+72.34	2.1' R	(E)SS	SEE SHEET NOTE 1	143.50
4	4+71.78	20.7'R	(E)GAS	147.32	143.50



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

NO.	REVISION	DESCRIPTION	CHECKED BY	DATE
		90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'

R.E.Y. ENGINEERS, Inc.
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(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - 3RD ST STA 4+00 TO 7+60
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMN/A
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010

SHEET NO. C18 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P – 3RD ST.dwg Dec 16, 2025 – 8:55am, nazevedo

PLAN SCALE:

0 10' 20' 40'

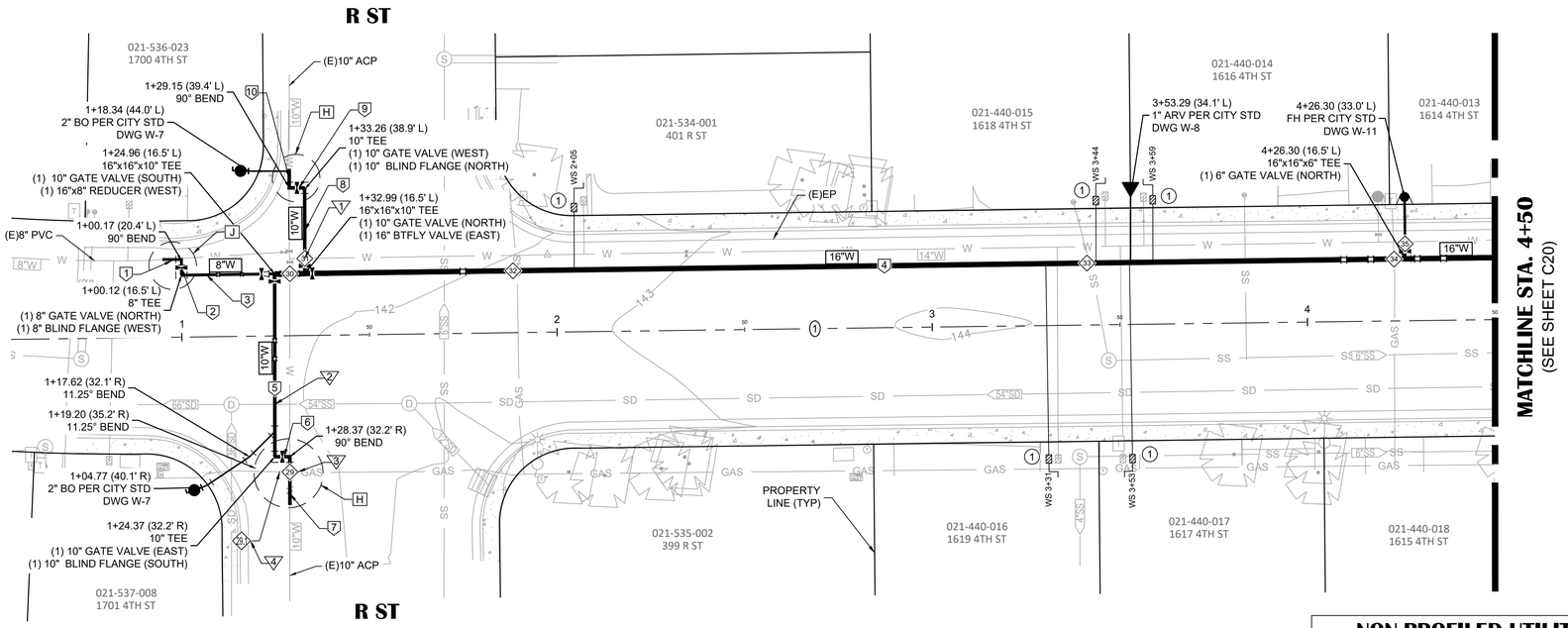
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	S89° 14' 03"W	350.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	S89° 54' 07"E	5.00'	8"
2	S0° 00' 00"E	3.86'	8"
3	N89° 14' 03"E	24.84'	8"
4	N89° 14' 03"E	325.04'	16"
5	S0° 04' 37"E	48.69'	10"
6	N89° 55' 23"E	4.00'	10"
7	S0° 00' 00"E	12.83'	10"
8	N0° 04' 37"W	22.83'	10"
9	N89° 45' 15"W	4.11'	10"
10	N0° 00' 00"E	5.00'	10"



4TH ST

SHEET LEGEND:

SEE SHEET C01 FOR FULL LEGEND.

- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H,J,J LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

CONSTRUCTION NOTES:

H **CONNECT TO (E)W SYSTEM TYPE 1 - H**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL H, SHEET C04.

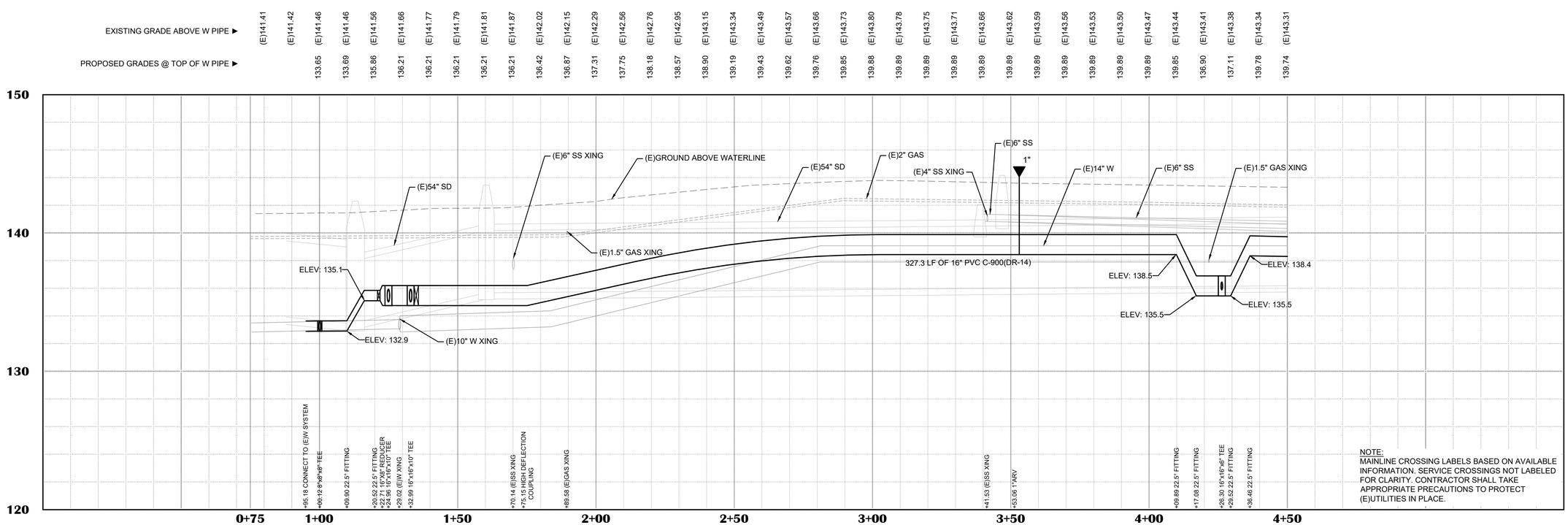
J **CONNECT TO (E)W SYSTEM TYPE 1 - J**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL J, SHEET C04.

SHEET NOTES:

1. (E)UTILITY PIPE WAS NOT POTHOLED AT OR ADJACENT TO THIS CROSSING LOCATION. CONTRACTOR TO VERIFY ELEVATION PRIOR TO CROSSING AND SHALL MAINTAIN 1' MINIMUM VERTICAL CLEARANCE BETWEEN CROSSING PIPES.

NON-PROFILED UTILITY XING DATA

#	STATION	OFFSET	UTILITY	BOTTOM OF UTILITY PIPE ELEV	TOP OF WATER PIPE ELEV
1	1+33.04	20.5' L	DRY	N/A	135.93
2	1+24.54	18.2' R	(E)SD	SEE SHEET NOTE 1	132.10
3	1+28.32	36.3' R	(E)ELEC	137.79	132.10
4	1+25.60	36.2' R	(E)COMM	138.89	132.10



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'

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IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - 4TH ST STA 1+00 TO 4+50
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010

SHEET NO. C19 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P– 4TH ST.dwg Dec 16, 2025 – 8:55am, nazevedo

PLAN SCALE:

0 10' 20' 40'

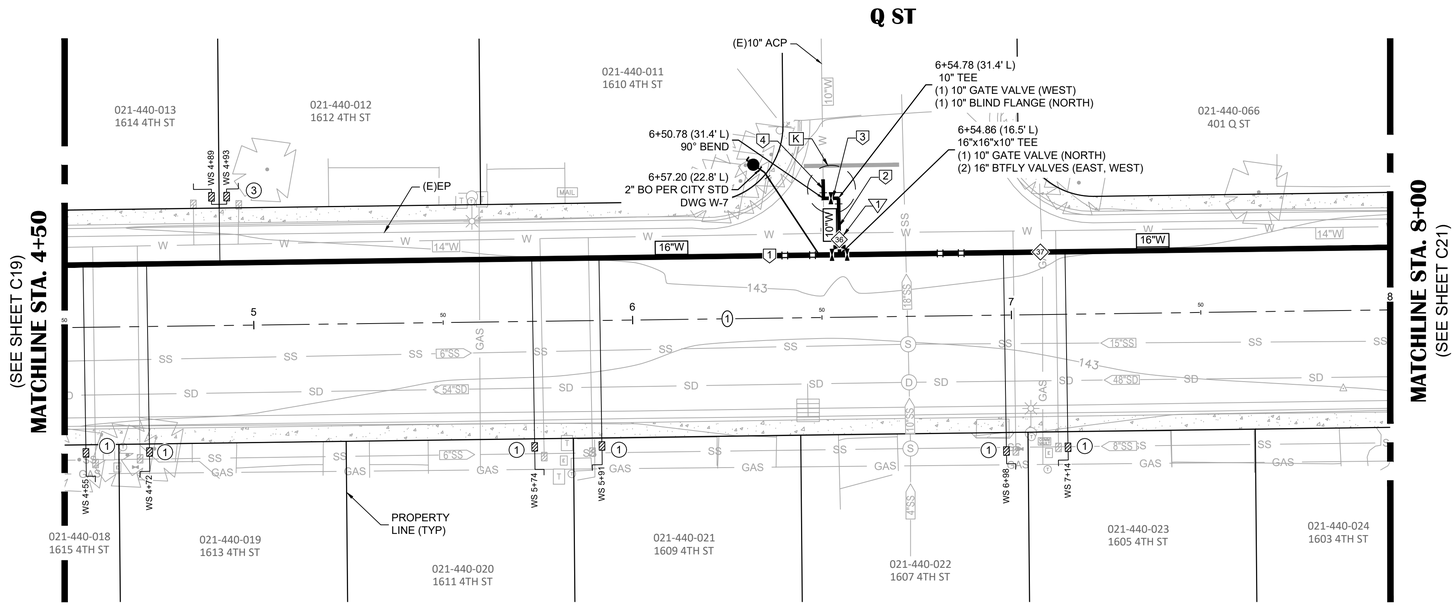
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N89° 14' 03"E	350.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N89° 14' 03"E	350.00'	16"
2	N1° 04' 26"W	14.92'	10"
3	S89° 14' 03"W	4.00'	10"
4	N0° 45' 57"W	5.00'	10"



4TH ST

NON-PROFILED UTILITY XING DATA

#	STATION	OFFSET	UTILITY	BOTTOM OF UTILITY PIPE ELEV	TOP OF WATER PIPE ELEV
1	6+54.84	20.5' L	(E)W	136.12	135.20

| | | |

PLAN SCALE:

0 10' 20' 40'

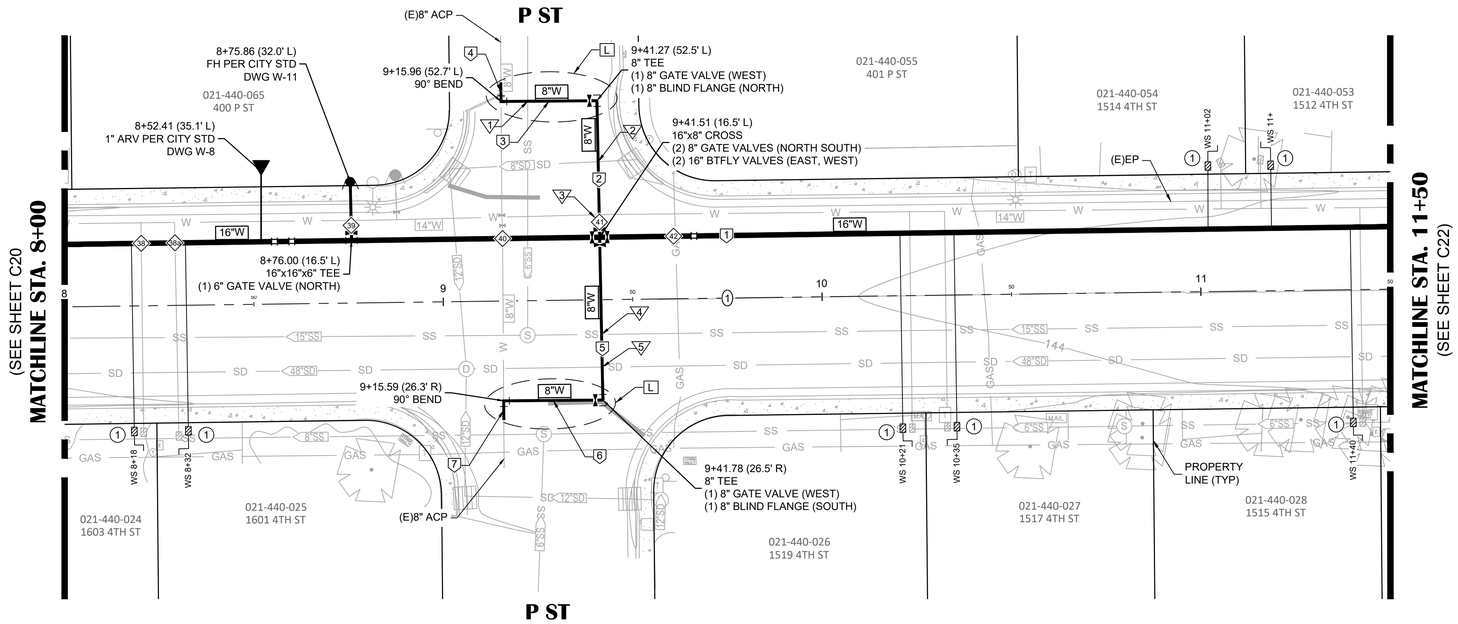
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N89° 14' 03"E	350.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N89° 14' 03"E	350.00'	16"
2	N1° 08' 02"W	36.04'	8"
3	S89° 32' 58"W	25.32'	8"
4	N0° 23' 31"W	5.00'	8"
5	S1° 08' 02"E	42.98'	8"
6	S89° 33' 05"W	26.19'	8"
7	S0° 23' 31"E	5.00'	8"



4TH ST

SHEET LEGEND:

SEE SHEET C01 FOR FULL LEGEND.

- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.J LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

CONSTRUCTION NOTES:

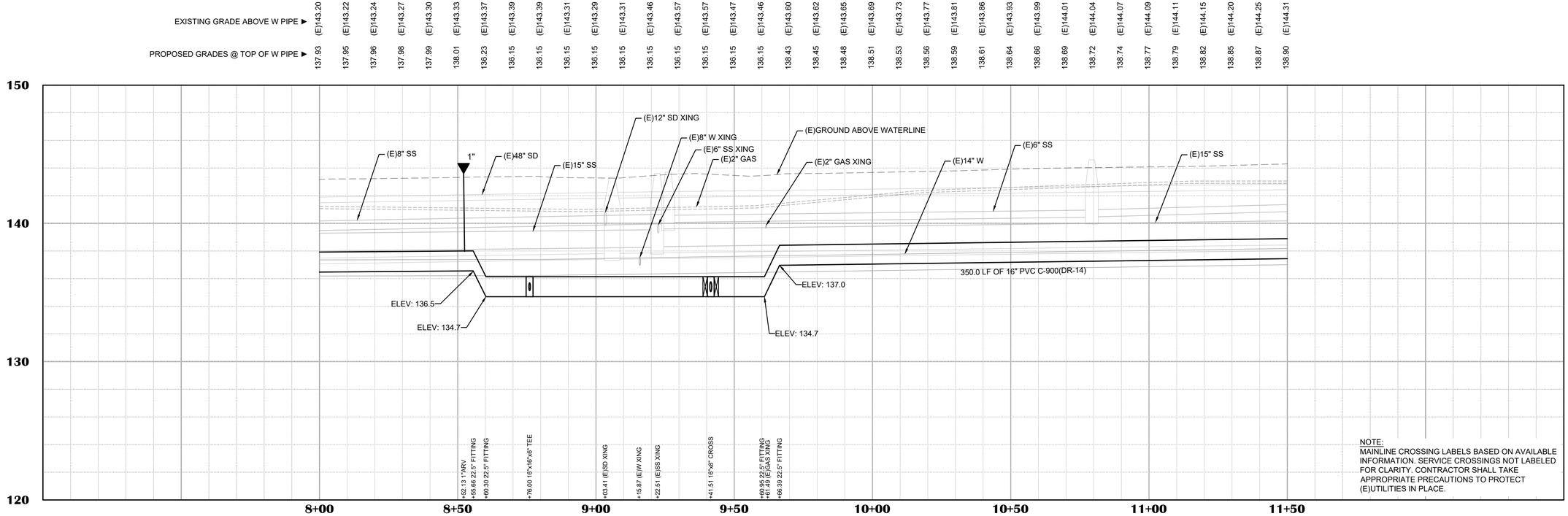
L **CONNECT TO (E)W SYSTEM TYPE 1 - L**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL L, SHEET C04.

SHEET NOTES:

1. (E)UTILITY PIPE WAS NOT POTHOLED AT OR ADJACENT TO THIS CROSSING LOCATION. CONTRACTOR TO VERIFY ELEVATION PRIOR TO CROSSING AND SHALL MAINTAIN 1' MINIMUM VERTICAL CLEARANCE BETWEEN CROSSING PIPES.

NON-PROFILED UTILITY XING DATA

#	STATION	OFFSET	UTILITY	BOTTOM OF UTILITY PIPE ELEV	TOP OF WATER PIPE ELEV
1	9+22.99	52.6' L	(E)SS	SEE SHEET NOTE 1	135.80
2	9+41.38	36.4' L	(E)SD	SEE SHEET NOTE 1	135.80
3	9+41.48	20.5' L	(E)W	136.40	135.80
4	9+41.67	9.1' R	(E)SS	SEE SHEET NOTE 1	135.80
5	9+41.73	17.8' R	(E)SD	SEE SHEET NOTE 1	135.80



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

NO.	REVISION	DESCRIPTION	CHECKED BY	DATE
		90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
905 Sutter Street Suite 200 Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - 4TH ST STA 8+00 TO 11+50
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMNA
DESIGNER: AB
REVIEWER: GB

R.E.Y. PROJECT NO. 5175.3010

SHEET NO. C21 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P– 4TH ST.dwg Dec 16, 2025 – 8:56am, nazevedo

PLAN SCALE:

0 10' 20' 40'

SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N89° 14' 03"E	266.85'

℄ CURVE DATA

#	LENGTH	RADIUS	DELTA
1	33.15'	225.00'	8°26'29"

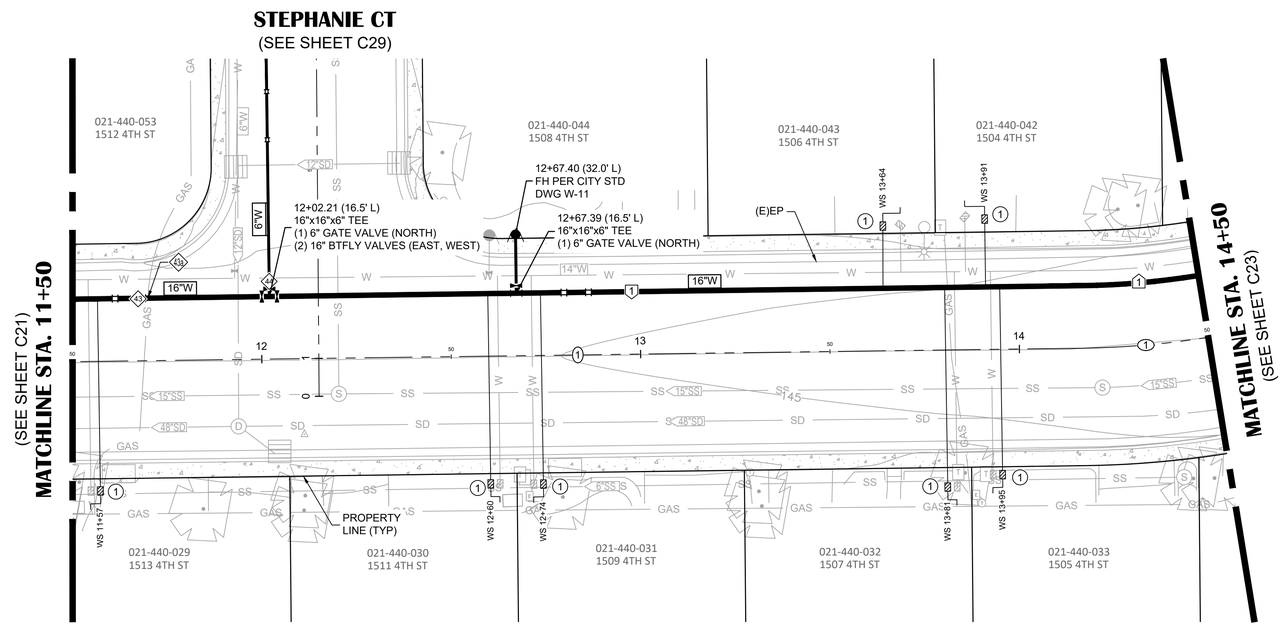
POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N89° 14' 03"E	266.85'	16"

POTABLE WATER PIPE CURVE DATA

#	LENGTH	RADIUS	DELTA	SIZE
1	30.73'	208.50'*	8°26'40"	16"

* PROVIDE HIGH DEFLECTION COUPLINGS AS NEEDED TO APPROXIMATE THE RADIUS



4TH ST

| | | |

PLAN SCALE:

0 10' 20' 40'

SCALE IN FEET

℄ LINE DATA

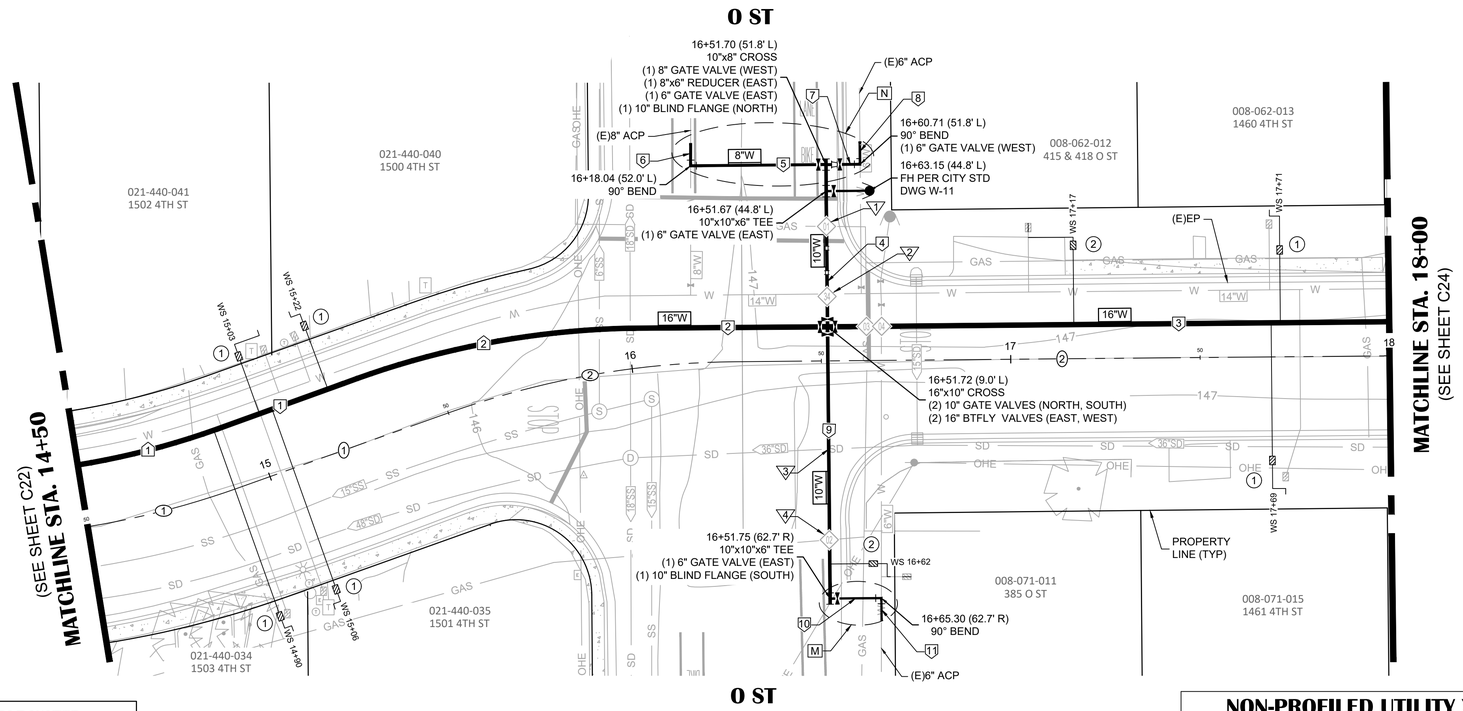
#	BEARING	LENGTH
1	N70° 21' 32"E	59.41'
2	N89° 29' 05"E	172.84'

℄ CURVE DATA

#	LENGTH	RADIUS	DELTA
1	40.97'	225.00'	10°26'02"
2	76.78'	230.00'	19°07'32"

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N70° 10' 29"E	35.54'	16"
2	N89° 35' 04"E	52.45'	16"
3	N89° 29' 05"E	148.33'	16"
4	N0° 32' 31"W	42.82'	10"
5	S89° 29' 39"W	35.75'	8"
6	N0° 19' 35"E	5.95'	8"
7	N89° 29' 00"E	9.01'	6"
8	N0° 23' 19"W	6.00'	6"
9	S0° 32' 31"E	71.72'	10"
10	N89° 29' 05"E	13.55'	6"
11	S0° 21' 35"E	6.00'	6"



POTABLE WATER PIPE CURVE DATA

#	LENGTH	RADIUS	DELTA	SIZE
1	37.96'	208.50'*	10°25'51"	16"
2	77.06'	226.96'*	19°27'19"	16"

* PROVIDE HIGH DEFLECTION COUPLINGS AS NEEDED TO APPROXIMATE THE RADIUS

NON-PROFILED UTILITY XING DATA

#	STATION	OFFSET	UTILITY	BOTTOM OF UTILITY PIPE ELEV	TOP OF WATER PIPE ELEV
1	16+51.71	35.5' L	(E)GAS	142.13	141.13
2	16+51.71	17.5' L	(E)W	140.96	139.85
3	16+51.73	23.3' R	(E)SD	SEE SHEET NOTE 1	139.85
4	16+51.67	47.2' R	(E)GAS	143.32	139.85

| | | |

PLAN SCALE:

0 10' 20' 40'

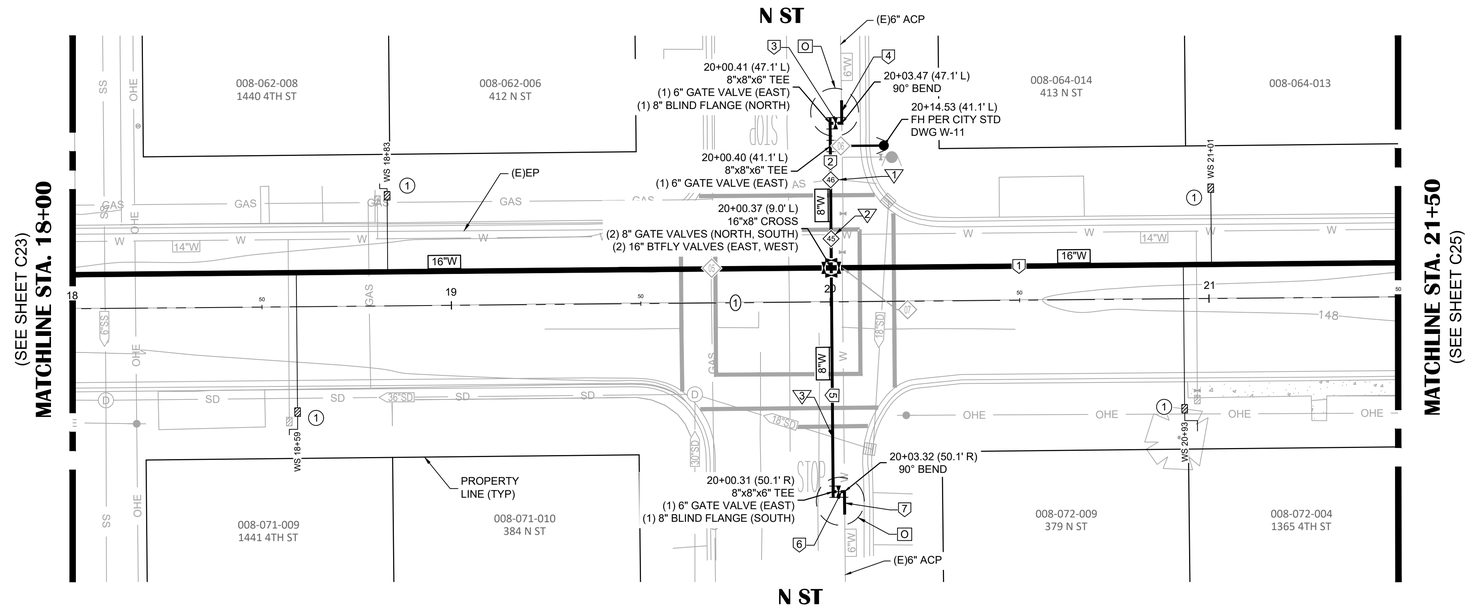
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N89° 29' 05"E	350.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N89° 29' 05"E	350.00'	16"
2	N0° 27' 42"W	38.15'	8"
3	N89° 27' 18"E	3.06'	6"
4	N0° 24' 59"W	6.00'	6"
5	S0° 27' 42"E	59.09'	8"
6	N89° 28' 53"E	3.00'	6"
7	S0° 26' 14"E	6.00'	6"



4TH ST

NON-PROFILED UTILITY XING DATA

#	STATION	OFFSET	UTILITY	BOTTOM OF UTILITY PIPE ELEV	TOP OF WATER PIPE ELEV
1	20+00.57	31.0' L	(E)GAS	145.15	139.76
2	20+00.38	16.7' L	DRY	N/A	139.76
3	20+00.33	35.7' R	(E)SD	SEE SHEET NOTE 1	139.76

SHEET LEGEND:

SEE SHEET C01 FOR FULL LEGEND.

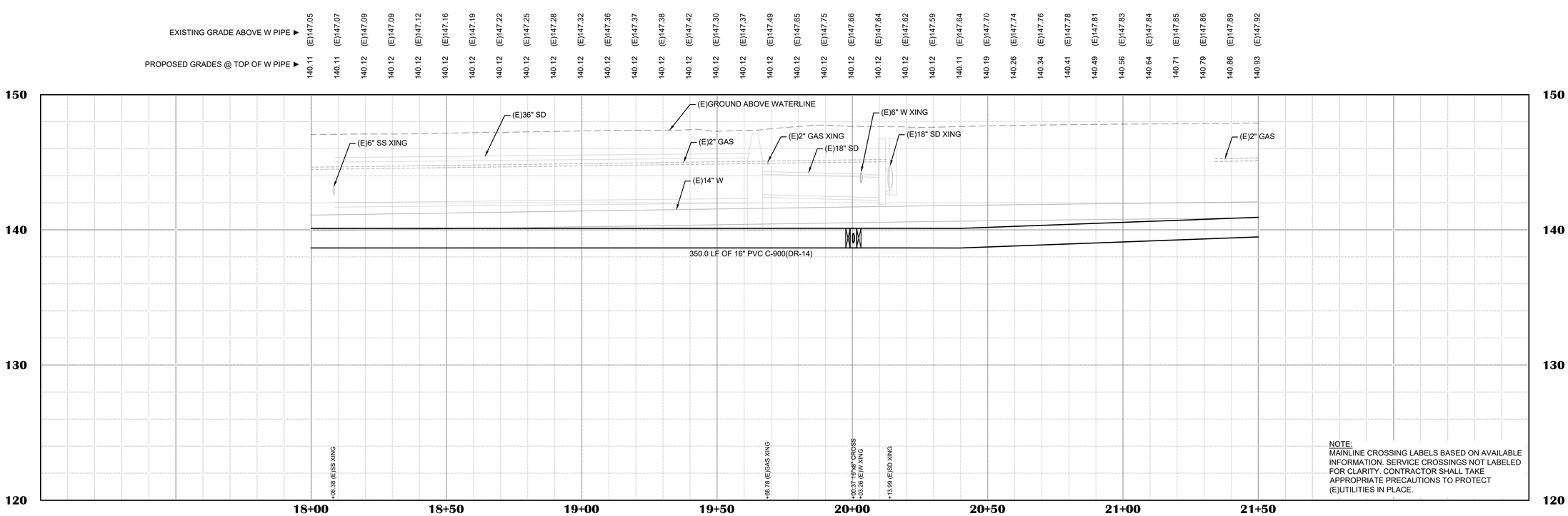
- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.J LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

CONSTRUCTION NOTES:

(O) **CONNECT TO (E)W SYSTEM TYPE 1 - O**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL O, SHEET C05.

SHEET NOTES:

1. (E)UTILITY PIPE WAS NOT POTHOLED AT OR ADJACENT TO THIS CROSSING LOCATION. CONTRACTOR TO VERIFY ELEVATION PRIOR TO CROSSING AND SHALL MAINTAIN 1' MINIMUM VERTICAL CLEARANCE BETWEEN CROSSING PIPES.



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
9225 Sutter Street, Suite 200, Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - 4TH ST STA 18+00 TO 21+50
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMW
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010
SHEET NO. C24 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P– 4TH ST.dwg Dec 16, 2025 – 8:56am, nazevedo

PLAN SCALE:

0 10' 20' 40'

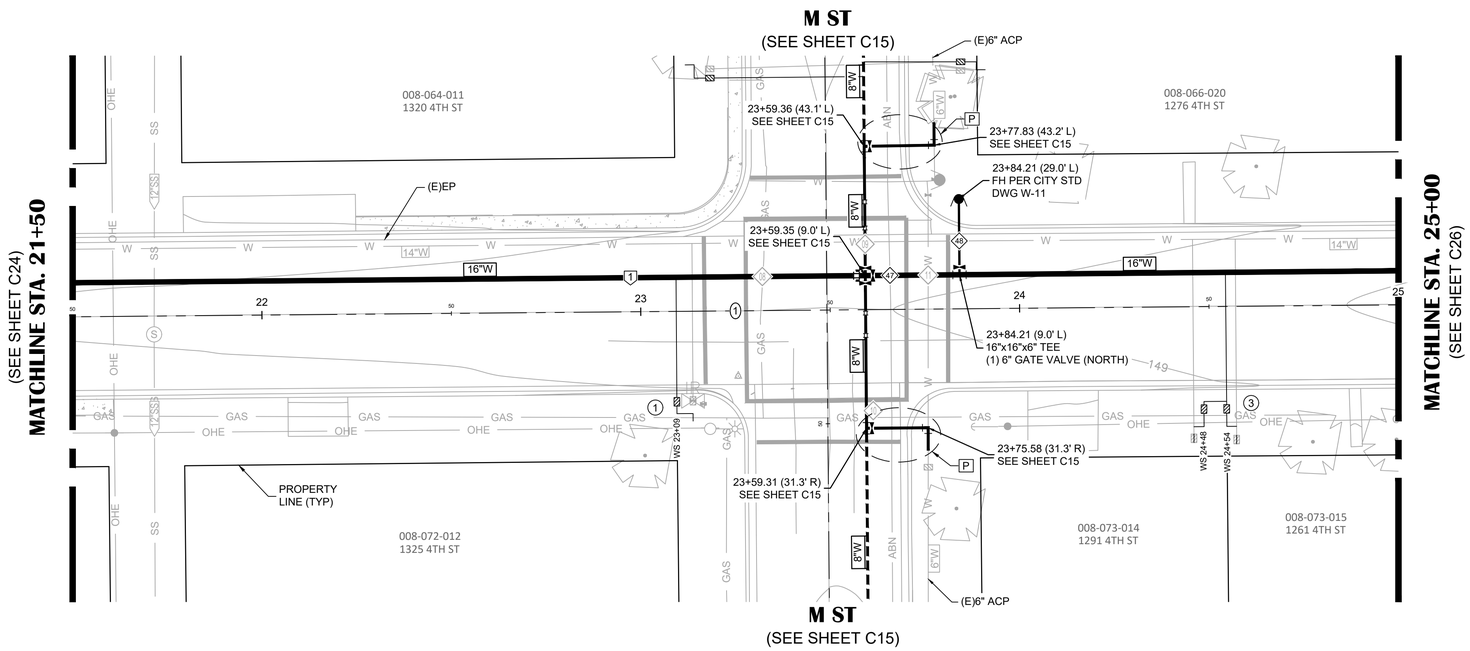
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N89° 29' 05"E	350.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N89° 29' 05"E	350.00'	16"



SHEET LEGEND:

SEE SHEET C01 FOR FULL LEGEND.

- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.I LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- 8"W — BID ALTERNATIVE WATER PIPE AND SIZE (SEE SHEET NOTE 2)

CONSTRUCTION NOTES:

P **CONNECT TO (E)W SYSTEM - P**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL P, SHEET C05.

SHEET NOTES:

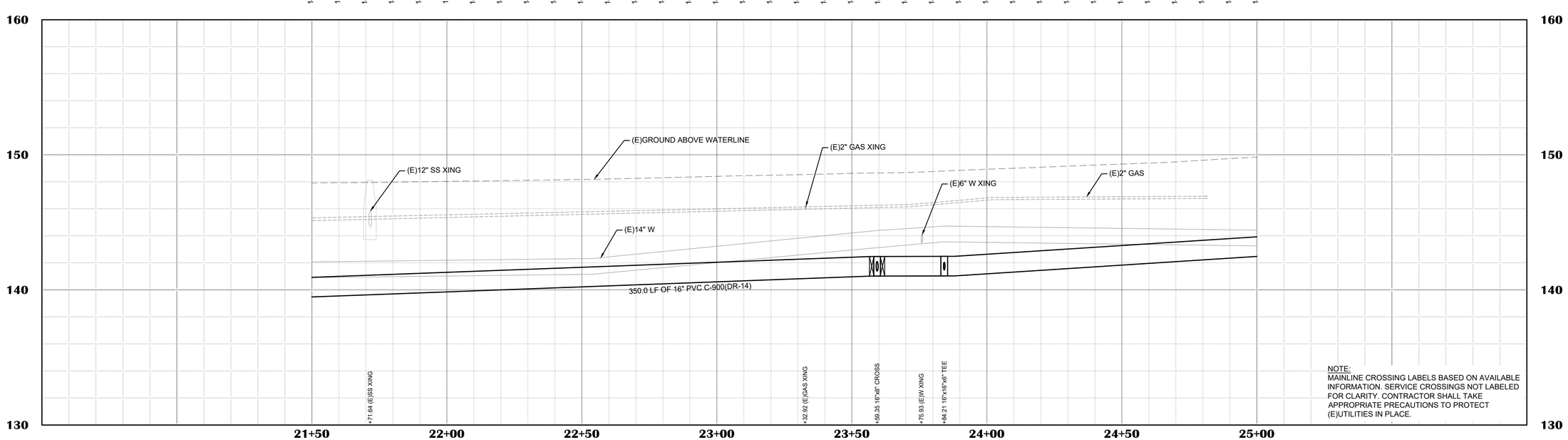
1. SEE SHEET C15 FOR M ST IMPROVEMENTS.
2. ALL SERVICE LINES & APPURTENANCES, FITTINGS, VALVES, AND FIRE HYDRANT ASSEMBLIES, TEES, & LATERALS CONNECTED TO THE BID ALTERNATIVE WATERLINE WILL BE INSTALLED ONLY IF THE BID ALTERNATIVE IS SELECTED, OR AS SPECIFIED OTHERWISE PER PLAN.

4TH ST

EXISTING GRADE ABOVE W PIPE ►

PROPOSED GRADES @ TOP OF W PIPE ►

(E)147.92	140.93
(E)147.94	141.01
(E)147.95	141.08
(E)147.97	141.16
(E)148.01	141.23
(E)148.04	141.31
(E)148.06	141.38
(E)148.09	141.46
(E)148.12	141.53
(E)148.15	141.60
(E)148.18	141.68
(E)148.22	141.75
(E)148.26	141.83
(E)148.30	141.90
(E)148.36	141.98
(E)148.41	142.05
(E)148.46	142.13
(E)148.49	142.20
(E)148.53	142.28
(E)148.58	142.35
(E)148.64	142.42
(E)148.66	142.48
(E)148.69	142.48
(E)148.77	142.49
(E)148.86	142.52
(E)148.94	142.64
(E)149.01	142.77
(E)149.08	142.90
(E)149.16	143.03
(E)149.24	143.16
(E)149.32	143.29
(E)149.39	143.42
(E)149.48	143.55
(E)149.60	143.67
(E)149.72	143.80
(E)149.83	143.93



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
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(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - 4TH ST STA 21+50 TO 25+00
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMVA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010
SHEET NO. C25 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P– 4TH ST.dwg Dec 16, 2025 – 8:56am, nazevedo

PLAN SCALE:

0 10' 20' 40'

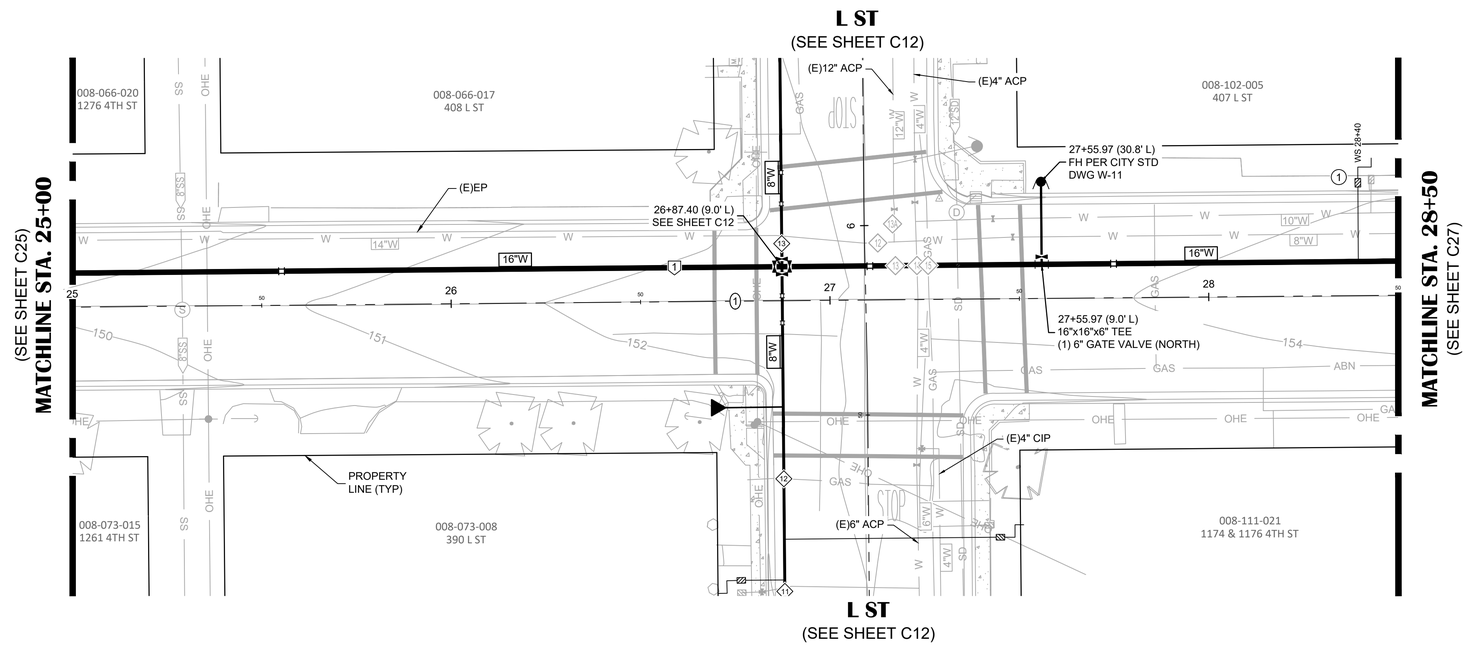
SCALE IN FEET

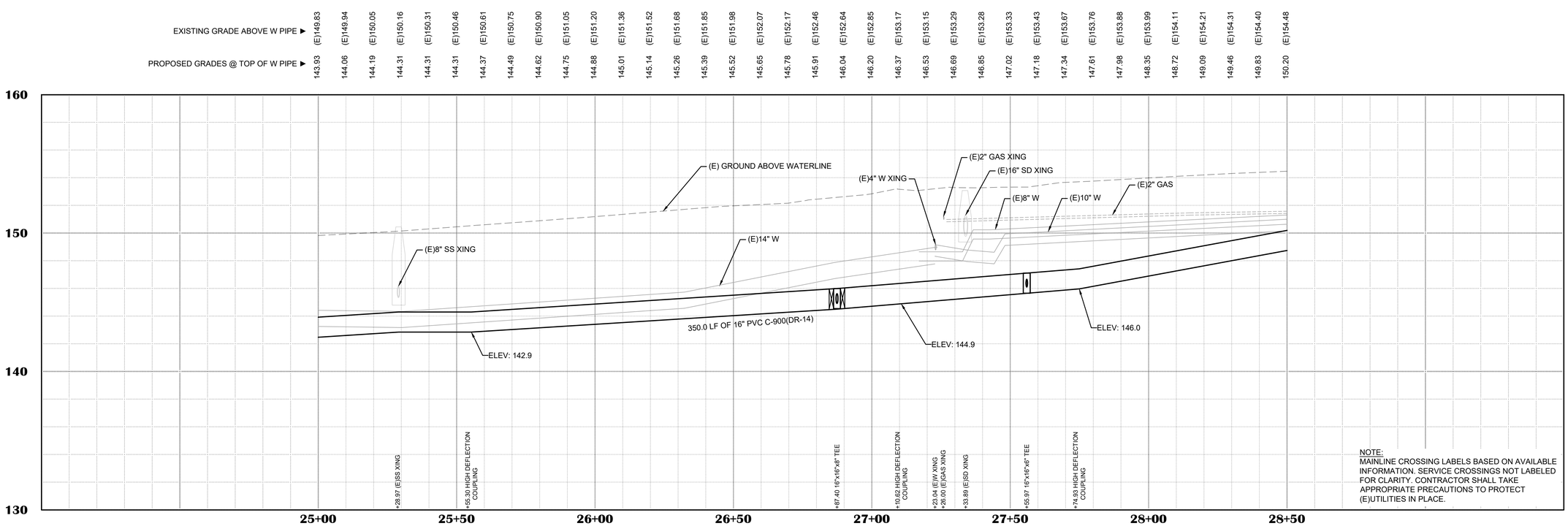
℄ LINE DATA

#	BEARING	LENGTH
1	N89° 29' 05"E	350.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N89° 29' 05"E	350.00'	16"





NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

SHEET LEGEND:
SEE SHEET C01 FOR FULL LEGEND.

- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.J LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

SHEET NOTES:
1. SEE SHEET C12 FOR L ST IMPROVEMENTS.

NO.	REVISION	DESCRIPTION	CHECKED BY	DATE

90% SUBMITTAL
NOT FOR CONSTRUCTION

DRAWING SCALE
HOR. SCALE: 1' = 20'
VERT. SCALE: 1" = 4'

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
9222 Sutter Street, Suite 200, Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - 4TH ST STA 25+00 TO 28+50
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMW
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO.
5175.3010
SHEET NO. C26 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P– 4TH ST.dwg Dec 16, 2025 – 8:57am, nazevedo

PLAN SCALE:

0 10' 20' 40'

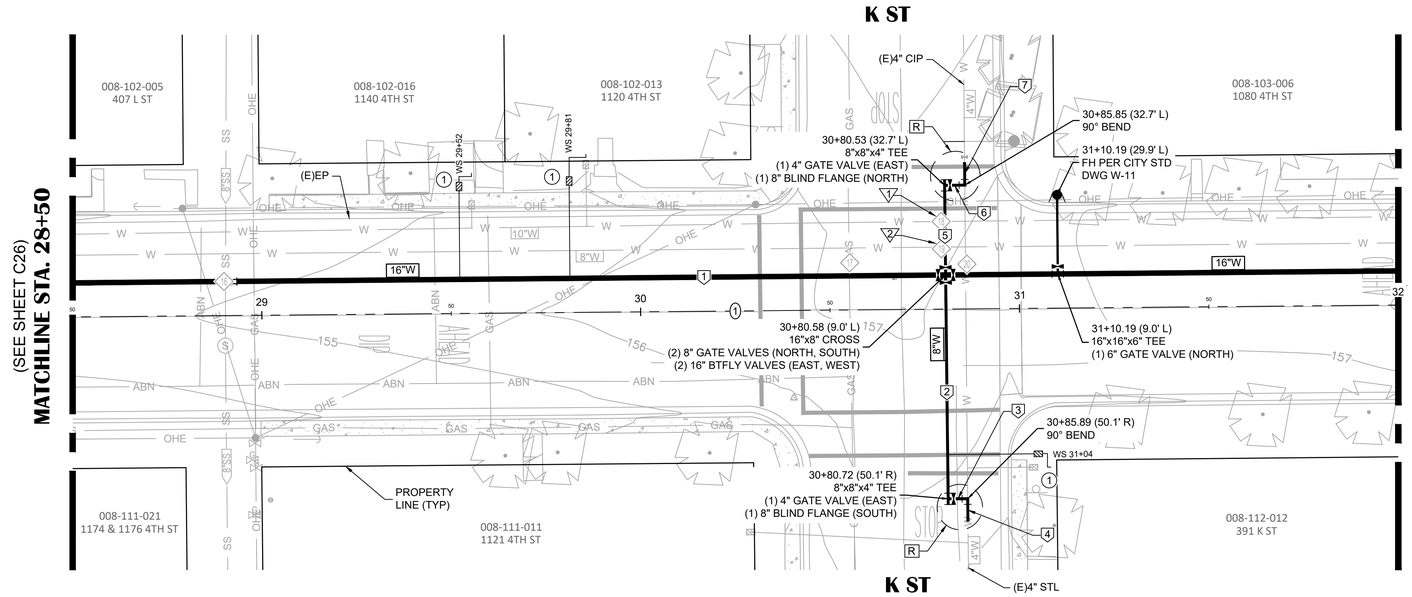
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N89° 29' 05"E	350.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N89° 29' 05"E	350.00'	16"
2	S0° 39' 06"E	59.08'	8"
3	N89° 27' 10"E	5.17'	4"
4	S0° 26' 14"E	6.00'	4"
5	N0° 39' 06"W	23.68'	8"
6	N89° 27' 17"E	5.32'	6"
7	N0° 26' 28"W	6.00'	6"



4TH ST

NON-PROFILED UTILITY XING DATA

#	STATION	OFFSET	UTILITY	BOTTOM OF UTILITY PIPE ELEV	TOP OF WATER PIPE ELEV
1	30+80.55	23.1' L	(E)W	152.90	152.03
2	30+80.57	16.4' L	(E)W	152.26	152.03

SHEET LEGEND:

SEE SHEET C01 FOR FULL LEGEND.

- WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.J LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

CONSTRUCTION NOTES:

R **CONNECT TO (E)W SYSTEM TYPE 1 - R**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL R, SHEET C05.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: AS NOTED
VERT. SCALE: N.T.S.

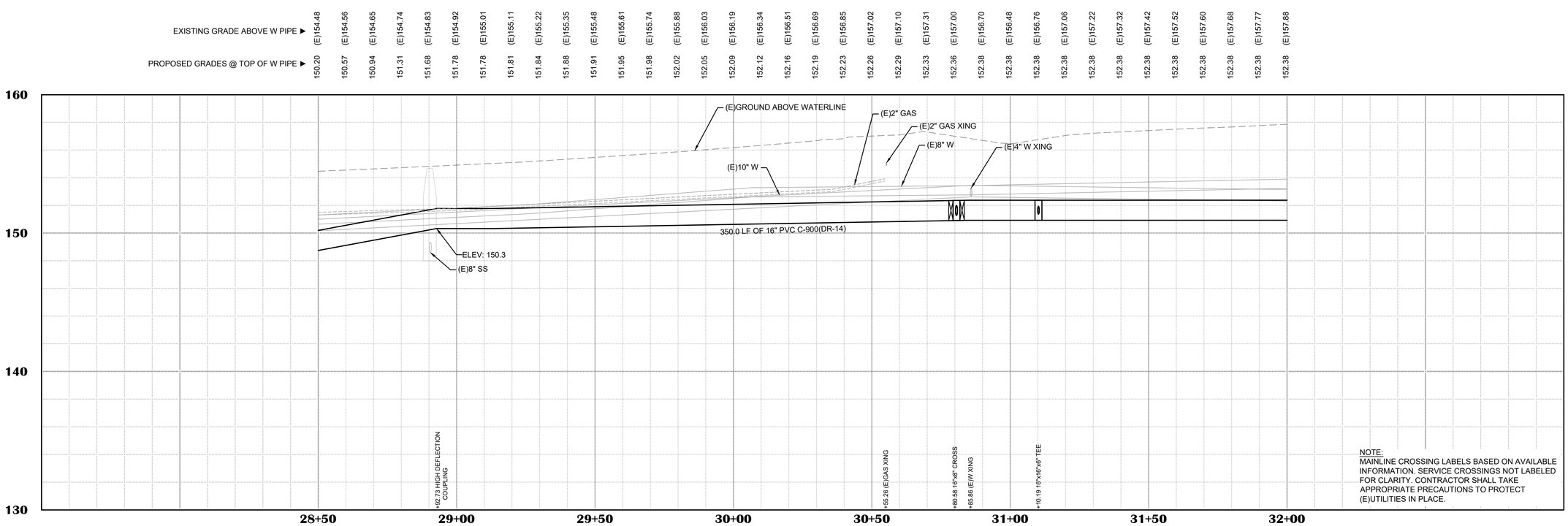
R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
905 Sutter Street, Suite 200, Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - 4TH ST STA 28+50 TO 32+00
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMVA
DESIGNER: AB
REVIEWER: OB

R.E.Y. PROJECT NO. 5175.3010

SHEET NO. C27 OF C29



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P– 4TH ST.dwg Dec 16, 2025 – 8:57am, nazevedo

PLAN SCALE:

0 10' 20' 40'

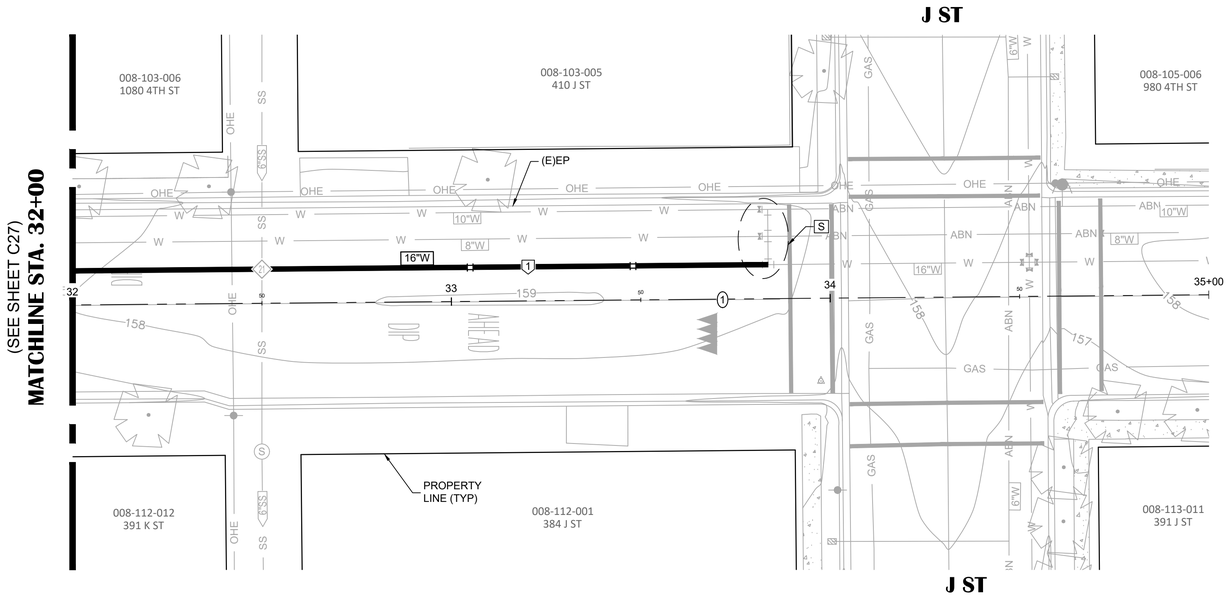
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N89° 29' 05"E	300.00'

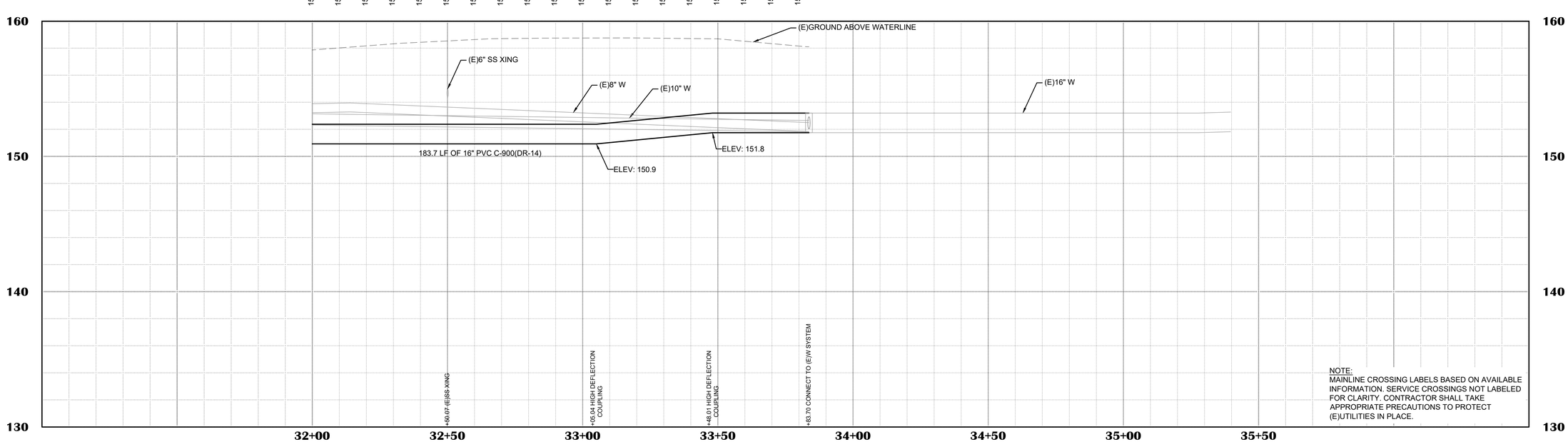
POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N89° 29' 05"E	183.70'	16"



4TH ST

EXISTING GRADE ABOVE W PIPE ►	(E)157.88	(E)158.03	(E)158.18	(E)158.33	(E)158.44	(E)158.54	(E)158.65	(E)158.71	(E)158.74	(E)158.75	(E)158.76	(E)158.76	(E)158.76	(E)158.74	(E)158.72	(E)158.70	(E)158.52	(E)158.34	(E)158.16
PROPOSED GRADES @ TOP OF W PIPE ►	152.38	152.38	152.38	152.38	152.38	152.38	152.38	152.38	152.38	152.38	152.38	152.48	152.67	152.86	153.06	153.21	153.21	153.21	153.21



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

SHEET LEGEND:

SEE SHEET C01 FOR FULL LEGEND.

- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- POTHOLE LOCATION. SEE THE POTHOLE REPORT FROM H.J.J LINCOLN WATER DISTRIBUTION REHAB PROJECT.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) CENTERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

CONSTRUCTION NOTES:

S **CONNECT TO (E)W SYSTEM TYPE 2 - S**
- CONNECT TO (E)W SYSTEM PER CONNECTION DETAIL S, SHEET C05.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: AS NOTED
VERT. SCALE: N.T.S.

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
905 Sutter Street, Suite 200, Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - 4TH ST STA 32+00 TO 35+00
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMVA
DESIGNER: AB
REVIEWER: CB

R.E.Y. PROJECT NO. 5175.3010

SHEET NO. C28 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P– 4TH ST.dwg Dec 16, 2025 – 8:57am, nazevedo

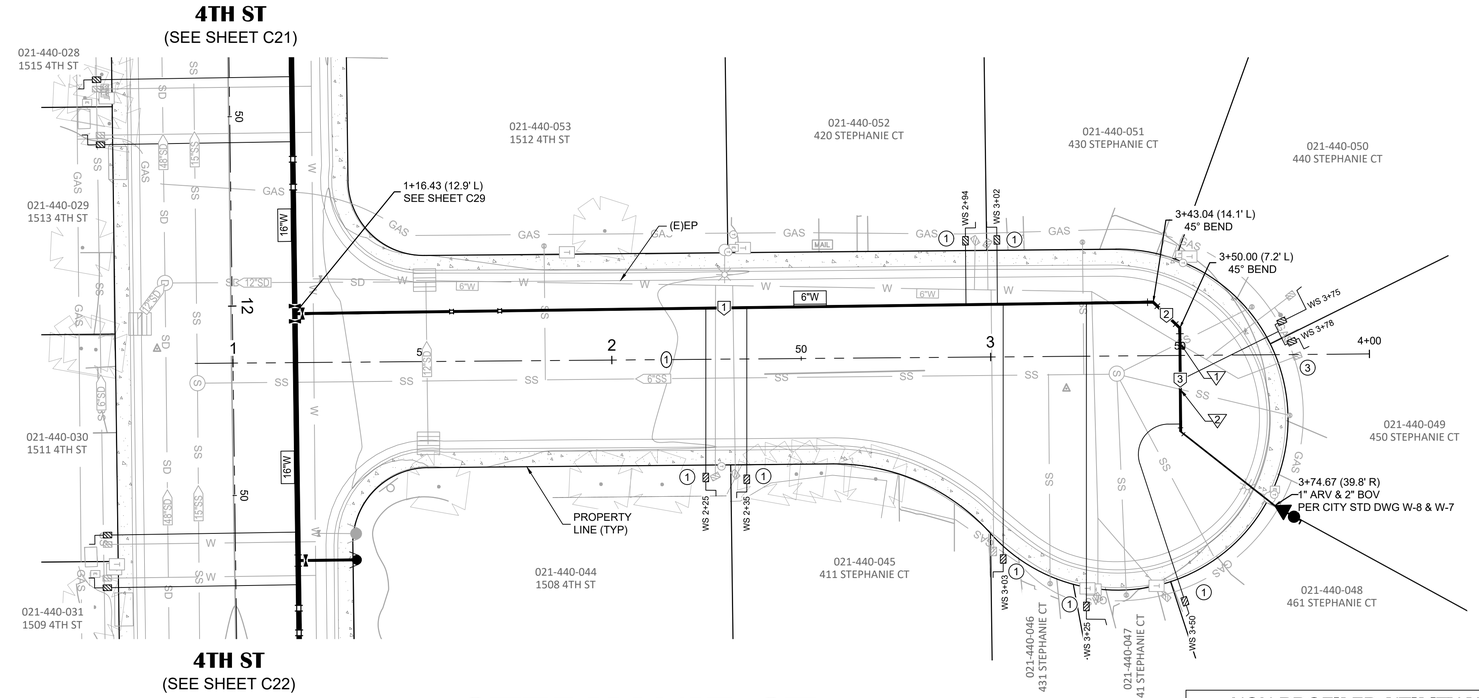
PLAN SCALE:
0 10' 20' 40'
SCALE IN FEET

℄ LINE DATA

#	BEARING	LENGTH
1	N0° 27' 51"W	300.00'

POTABLE WATER PIPE LINE DATA

#	BEARING	LENGTH	SIZE
1	N0° 45' 57"W	226.61'	6"
2	N44° 14' 03"E	9.79'	6"
3	N89° 32' 09"E	27.33'	6"



STEPHANIE CT

SHEET LEGEND:
SEE SHEET C01 FOR FULL LEGEND.

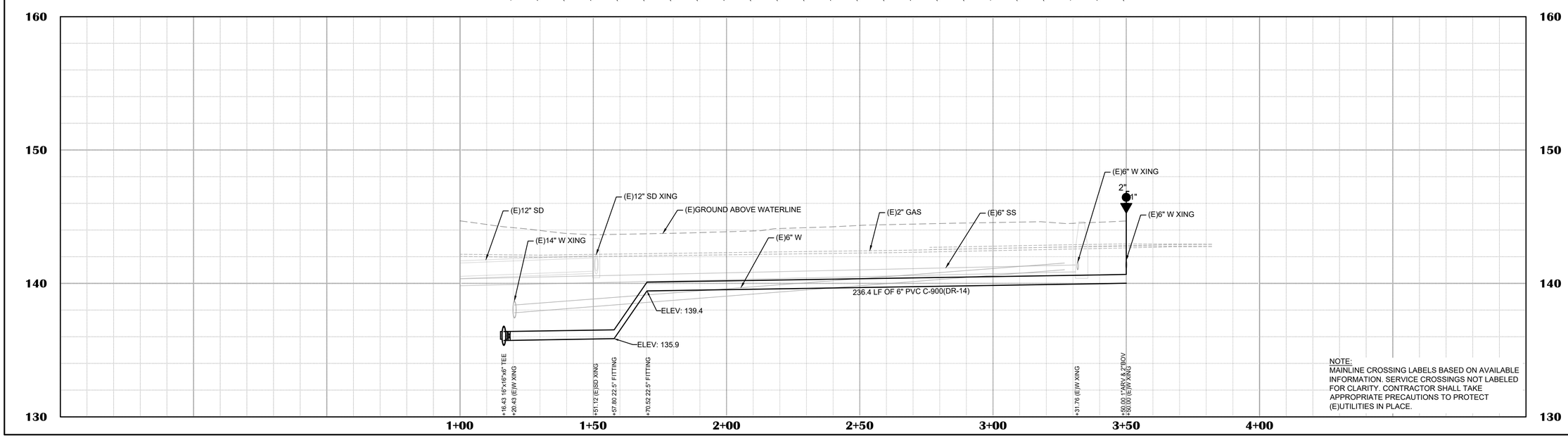
- (#) WATER SERVICE TYPE. SEE SHEET C03 FOR WATER SERVICE TYPE DETAILS.
- (#) POTHOLE LOCATION. SEE THE POTHOLE REPORT INCLUDED IN THE PROJECT SPECIFICATIONS.
- (#) CENTERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT LINE SEGMENT. SEE TABLE ON THIS SHEET.
- (#) WATERLINE ALIGNMENT CURVE SEGMENT. SEE TABLE ON THIS SHEET.

SHEET NOTES:
1. SEE SHEET C22 FOR 4TH ST IMPROVEMENTS
2. (E)UTILITY PIPE WAS NOT POTHOLED AT OR ADJACENT TO THIS CROSSING LOCATION. CONTRACTOR TO VERIFY ELEVATION PRIOR TO CROSSING AND SHALL MAINTAIN 1' MINIMUM VERTICAL CLEARANCE BETWEEN CROSSING PIPES.

NON-PROFILED UTILITY XING DATA

#	STATION	OFFSET	UTILITY	BOTTOM OF UTILITY PIPE ELEV	TOP OF WATER PIPE ELEV
1	3+50.00	3.4' L	(E)SS	SEE SHEET NOTE 2	140.68
2	3+50.00	8.9' R	(E)SS	SEE SHEET NOTE 2	140.68

	(E)144.70	(E)144.42	(E)144.18	(E)143.97	(E)143.76	(E)143.65	(E)143.69	(E)143.73	(E)143.77	(E)143.82	(E)143.88	(E)143.94	(E)144.12	(E)144.19	(E)144.25	(E)144.35	(E)144.41	(E)144.45	(E)144.50	(E)144.54	(E)144.57	(E)144.60	(E)144.60	(E)144.51	(E)144.60	(E)144.69
EXISTING GRADE ABOVE W PIPE ►																										
PROPOSED GRADES @ TOP OF W PIPE ►			136.41	138.44	138.47	136.50	137.16	140.06	140.13	140.17	140.20	140.23	140.26	140.29	140.32	140.36	140.39	140.42	140.45	140.48	140.51	140.55	140.58	140.61	140.64	140.68



NOTE:
MAINLINE CROSSING LABELS BASED ON AVAILABLE INFORMATION. SERVICE CROSSINGS NOT LABELED FOR CLARITY. CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO PROTECT (E)UTILITIES IN PLACE.

NO.	REVISION DESCRIPTION	CHECKED BY	DATE
	90% SUBMITTAL NOT FOR CONSTRUCTION		

DRAWING SCALE
HOR. SCALE: 1' = 20'
VERT. SCALE: 1" = 4'

R.E.Y. ENGINEERS, Inc.
Civil Engineering | Land Surveying | Remote Sensing
905 Sutter Street Suite 200 Folsom, CA 95630
(916) 366-3040 Fax (916) 366-3303

IMPROVEMENT PLANS FOR:
Lincoln Water Distribution Rehab FY 23/24
CIP #654
PLAN & PROFILE - STEPHANIE CT
CITY OF LINCOLN CALIFORNIA

DRAWING INFO
DATE: 12-16-2025
DRAFTER: SMNA
DESIGNER: AB
REVIEWER: GB

R.E.Y. PROJECT NO. 5175.3010
SHEET NO. C29 OF C29

N:\5175 – City of Lincoln\3010 – Water Distribution Rehab FY 23 24 (CIP 654)\10 – CAD Drawings\Improvement Plans\5175.3010 P&P – STEPHANIE CT.dwg Dec 16, 2025 – 8:57am, nazevedo

RESOLUTION 2026 - XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING THE PLANS AND TECHNICAL SPECIFICATIONS, AND AUTHORIZING STAFF TO PROCEED WITH THE BIDDING PROCESS FOR CONSTRUCTION OF WATER REHABILITATION FY 23/24 – CIP 654

WHEREAS, the Fiscal Year 2025/26 Budget includes CIP 654 – Water Distribution Rehab FY 23/24; and

WHEREAS, on May 14, 2024 City Council adopted a resolution authorizing the City Manager to execute a Task Order with REY Engineers, Inc. for design services; and

WHEREAS, REY Engineers has prepared the plans and technical specifications for the project.

NOW THEREFORE BE IT RESOLVED:

Section 1. That the City Council of the City of Lincoln authorizes the City approving the plans and technical specifications and staff to proceed with the bidding process for the construction of Water Rehabilitation FY 23/24 CIP 654.

PASSED AND ADOPTED this 13TH day of January, 2026 by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

_____
Richard Pearl, Mayor

ATTEST:

_____
Hope Ithurburn, City Clerk

STAFF REPORT

Item Number 11.F

SUBJECT: Adopt A Resolution Authorizing the City Manager to Execute a Task Order for Professional Services With R.E.Y Engineers, Inc. In The Amount Of $336,163 For the Design of K St, O St, P St & 5th St Water Rehabilitation Capital Improvement Project (CIP 713).(Jonnelyn Espartero)

SUBMITTED BY: Jonnelyn Espartero

DEPARTMENT: Engineering

DATE: January 13, 2026

STAFF RECOMMENDATION:

Staff recommends that City Council adopt a resolution authorizing the City Manager to execute a task order for professional services with R.E.Y Engineers, Inc. in the amount of $336,163 for the design of K St, O St, P St & 5th St Water Rehabilitation Capital Improvement Project, CIP 713.

The project is funded by Fund 7110 Water Capital as part of the ongoing water rehabilitation throughout the City.

BACKGROUND/INTRODUCTION:

As part of the City's long-term efforts to maintain and improve the water distribution system, the K St, O St, P St & 5th St Water Rehabilitation Capital Improvement Project (CIP 713) has been identified as the next priority project. This project involves the replacement of aging and deteriorated water infrastructure, including approximately 4,850 linear feet of water mains, service lines, valves, fire hydrants, and other associated appurtenances.

The originally identified project limits included:

- M St from 5th St to 7th St
- L St from 5th St to 7th St
- 5th St from J St to N St
- 6th St from J St to O St

Per discussions with Public Works staff, certain adjustments to the project limits were necessary to more effectively address current infrastructure conditions and operational requirements. Additionally, the scope has been revised to provide continuity with the previous

Water Rehabilitation projects. Aligning the new work with previous improvements ensures a more coherent and connected approach, maximizing the effectiveness of the rehabilitation effort.

The revised project limits are:

- K St from 1st St to 5th St
- O St from 3rd St to 5th St
- P St from the northeast corner of the undeveloped parcel to 4th St
- 5th St from J St to O St

These adjustments support the City's strategic goal of delivering a comprehensive and sustainable water system upgrade, while maintaining operational efficiency and continuity with prior rehabilitation efforts.

FINDINGS/ANALYSIS:

R.E.Y. Engineers, Inc. has established a strong working relationship with the City through the successful delivery of multiple infrastructure improvement projects. Their previous work includes the H, I, J Water Rehabilitation Project (CIP 485) and the FY 2023/24 Water Distribution Rehabilitation Project (CIP 654), where the proposed water improvements will directly connect to.

Additionally, they have demonstrated the ability to prepare construction plans that meet City standards and specifications, resulting in minimal change orders during construction. Based on their performance, experience, and familiarity with the City's water system, staff find R.E.Y. to be well-qualified to provide professional design services for this project.

ENVIRONMENTAL REVIEW:

This action is not subject to the California Environmental Quality Act ("CEQA"), as codified at Public Resources Code §§ 21000, *et seq*., and as further governed by 14 California Code of Regulations §§ 15000, *et seq*., because it is not a project as contemplated by 14 C.C.R. § 15378. Even if this Ordinance were subject to CEQA, the City Council finds this Ordinance exempt from the requirements of CEQA pursuant to 14 C.C.R. § 15061(b)(3), because there is no possibility it will have a significant effect on the environment.

LEVINE ACT COMPLIANCE:

The Levine Act requires a party (or the party's agent(s)) to a proceeding before the City of Lincoln that involves any action or consideration to their contract, license, permit, or other entitlement for use, to disclose any campaign contribution made to City elected or appointed officer totaling more than $500 within the 12 months before the City decision.

This matter does not implicate the disclosure requirements of the Levine Act.

FISCAL IMPACT:

Budgeted

CIP 713 K St, O St, P St & 5th St Water Rehabilitation

Fund 7110	$3,562,000

Actual project

Fund 7110

R.E.Y Engineers – Design	$336,163

Remaining Estimated Project Costs

Fund 7110

Construction	$3,225,837

ATTACHMENTS:

K St, O St, P St & 5th St Water Rehab Design Award (CIP 713).DOC1.Reso.2026Jan13.jespartero.docx

K St, O St, P St & 5th St Water Rehab Design Award (CIP 713).DOC3.Attachment B_Exhibit.2026Jan13.jespartero.pdf

K St, O St, P St & 5th St Water Rehab Design Award (CIP 713).DOC2.Attachment A_Task Order.2026Jan13.jespartero.pdf

RESOLUTION 2026-XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN AUTHORIZING THE CITY MANAGER TO EXECUTE A TASK ORDER FOR PROFESSIONAL SERVICES WITH R.E.Y ENGINEERS, INC. IN THE AMOUNT OF $336,163 FOR THE DESIGN OF K ST, O ST, P ST & 5TH ST WATER REHABILITATION CAPITAL IMPROVEMENT PROJECT, CIP 713.

WHEREAS, the FY2025-27 Biennium Budget Fund 7110 Water Capital includes funding for Water Rehabilitation in the amount of $3,225,837; and

WHEREAS, K St, O St, P St & 5th St Water Rehabilitation Capital Improvement Project (CIP 713) has been identified as the next critical area necessitating rehabilitation; and

WHEREAS, the originally identified project limits were modified after discussions with Public Works staff and to provide continuity with previous water rehabilitation projects; and

WHEREAS, R.E.Y Engineers, Inc. has performed top quality customer service and demonstrated the ability to prepare construction plans that meet City standards and specifications; and

WHEREAS, a design services proposal was requested from R.E.Y Engineers, Inc. and City staff have found the scope, fee, and schedule to be reasonable and acceptable.

NOW THEREFORE BE IT RESOLVED:

Section 1. The City Council of the City Lincoln authorizes:

a. The City Manager to execute a task order for professional services with R.E.Y Engineers, Inc. in the amount of $336,163 for the design of K St, O St, P St, & 5th St Water Rehabilitation Project (CIP 713).

PASSED AND ADOPTED this 13th day of January, 2026 by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTAIN: Councilmembers:

_____

Richard Pearl, Mayor

ATTEST:

_____

Hope Ithurburn, City Clerk

5th Street (J to M): 1,800 LF 8" Wtr
O Street: 950 LF 10" Wtr
P Street: 200 LF 8" Wtr
K Street: 1,900 LF 8"
9th St
8th St
7th St
6th St
5th St
4th St
3rd St
Third St
2nd St
First St
1st St
O St
P St
N St
M St
L St
K St
J St
I St
H St
F St
E St
Lincoln Blvd
Public Parking
Lincoln High School
Gladding McBean
Katny Way
Absolute Clean
Old Town Pizza
Lincoln Chinese
Lincoln
Lincoln Meadows Care Center
The Church of Jesus Christ of Latter...
Glen Edwards Middle School
Google Earth
Image © 2025 Airbus
1000 ft
N

Engineering Department
On-Call Contract for Professional Services
Consultant: R.E.Y Engineers, Inc.
Project Name: K St, O St, P St & 5th St
Water Rehabilitation Project, CIP713
Task Order

Date Requested: January 5, 2026
Contract#: _____

This Task Order, authorized through the On-Call Contract by and between the City of Lincoln ("CITY"), and R.E.Y Engineers, Inc. ("CONSULTANT"), was approved on June 28, 2022, per Resolution No. 2022-158. This Task Order is being requested for the following services (see attachment for the full detailed scope of work).

1. ***Sub-task 1:*** Professional engineering services for the K St, O St, P St & 5th St Water Rehabilitation Project, CIP 713. This task order will provide funding to support the required professional services needed to design the project.

Consultant shall perform services on the project described above. This Task Order shall not be binding until it has been properly signed by both parties. Upon execution, this Task Order shall supplement the Contract as it pertains to the project described above.

Project Budget –

Project Budget: $336,163.00

Account Code(s): CIP713-801-80070-7110

The work described above and herein attached as the Scope of Work is hereby authorized by the following agency representatives.

Approved by:
City of Lincoln

Signature: Jonnelyn Espartero
Name: Jonnelyn Espartero
Title: Project Manager
Date: 1/5/2026

Signature: _____
Name: Vin Cay
Title: City Engineer
Date: _____

Signature: _____
Name: Sean Scully
Title: City Manager
Date: _____

Approved by:
R.E.Y Engineers, Inc.

Signature: James Fisher
Name: James Fisher
Title: President
Date: 1/5/2026

Signature: _____
Name: _____
Title: _____
Date: _____

This Task Order is executed this ____ day of _____, 2026.

Project Background

The K St, O St, P St, & 5th St Water Rehab Project (Project) is a locally funded project and has a total budget of $3.5M including design and construction. The project consists of replacing old and deteriorated water pipes, water service lines, and fire hydrants along K Street from 1st Street to 5th Street (1,900 LF), O Street from 3rd Street to 5th Street (950 LF), P Street from the NE corner of the undeveloped parcel at the NW corner of O Street and 3rd Street (200 LF), and 5th Street from J Street to O Street (1,800 LF). The Project will install approximately 3,900 LF of new 8" water pipe and 950 LF of 10" water pipe along with associated fire hydrants, water services, and water appurtenances including new water sampling stations, if necessary.

The Project connects to several projects previously designed by R.E.Y., including the First Street Waterline Project, Glen Edwards Middle School Water Rehab Project, H, I and J Streets Water Distribution Rehab West Project, and Water Distribution Rehab FY 23/24 (which is currently in final design). The Water Distribution Rehab FY 23/24 is designing the improvements along K Street from 1st Street to 5th Street, and those improvements will be incorporated into the plan set for this project. We will use information from those previous projects to minimize the cost of designing this project. The northern section of the project is adjacent to Lincoln High School, while the southern section is near Glen Edwards Middle School and First Street Elementary School. To minimize disruptions during school sessions, we will allocate time to coordinate the design with the school district and incorporate specific requirements into the Contractor's Traffic Control Plan within the project specifications.

While there are a few streets within this project's limits that have pavement in poor condition, there is no plan to include pavement rehabilitation work at this time. Should pavement rehabilitation be added, we will work with the City to establish a mutually agreed upon scope and fee to add those design services. Depending on the extent of pavement rehabilitation, curb ramp improvements may be required. Once the extent of curb ramp improvements is clearly defined, we will work with the City to establish a mutually agreed upon scope and fee to add those design services.

Assumptions

- Project is locally funded.
- No community meetings.
- The fee for a City of Lincoln Encroachment Permit will be waived for field work.
- Environmental documentation will be performed by the City.
- There will be no utility relocations other than City of Lincoln utilities.
- The Project will not require acquisition of additional right of way or easements.
- The City will provide any coordination with property owners and obtain any Right of Entry agreements required for work on private property outside of an easement.
- The City will provide the Front End Documents (Notice to Bidders, General Provisions, Agreement (Proposal), etc.).
- Up to two (2) bid alternates will be included beginning at the 90% stage. Should additional bid alternates be required to maximize funding, we will work with the City to establish a mutually agreed upon scope and fee to add those design services.
- The contractor will prepare the Water Pollution Control Plan or Storm Water Pollution Prevention Plan, if required.
- The contractor will prepare any and all Construction Sequencing/Staging and Traffic Control Plans.
- The contractor will be responsible for perpetuation of survey monuments per §8771.
- Minor traffic control measures (no flaggers), consistent with Temporary Traffic Control section of MUTCD, will be implemented during the utility locating and marking activities.

Scope of Services

PHASE 1 – DESIGN

Task 0: Project Management

Provide overall project coordination, administration, and management. We will coordinate all activities with the City Engineer, and/or their designee. Monitor the project budget and deliverable schedules. Perform general, overall project delivery quality assurance and quality control (QA/QC) activities per standard industry practices.

Deliverables: 18 monthly invoices and 12 monthly progress updates or reports during the design process.

Task 1: Kickoff Meeting

R.E.Y. will coordinate and administer the project Kickoff Meeting including representatives from the City's Public Works Departments. Similar to previous utility projects, we suggest that maintenance personnel from the department attend the Kickoff Meeting. A meeting agenda will be prepared and circulated for feedback prior to the Kickoff Meeting, and a sign-in sheet will be brought to the meeting. After the meeting, meeting minutes including action items will be prepared and transmitted along with the sign-in sheet to the attendees. At the Kickoff Meeting, we plan to discuss:

- Roles and responsibilities
- Team communication
- Project background and overview, including funding
- Goals and objectives
- Maintenance concerns and considerations
- Schedule
- Critical path
- Upcoming tasks and deliverables
- Action items
- Preliminary Design Site Walk time and location

Deliverables: Meeting agenda and meeting minutes.

Task 2: Utility A Letters

Immediately following the Kickoff Meeting, we will begin the coordination process with the local utility purveyors. We will send Utility A Letters to local utility companies including, but not limited to, City of Lincoln, AT&T, PG&E Gas, PG&E Electric, Wave Broadband, and Consolidated Communications. The letter will request utility maps of facilities within the project limits. Once the maps are obtained, the information will be included in our Base Map. Any fees by the various utilities associated with relocations are assumed to be paid by the City of Lincoln.

Deliverables: Utility company Facilities Maps.

Task 3: Pre-Design Notifications

Prior to any field work, we will work with the City to identify property owners and addresses within and immediately adjacent to the project limits and prepare and mail a Pre-Design Flyer that includes the following information:

- Brief project background, overview, and schedule
- Project limits of the water system improvements
- Notification of upcoming field work for the design and potential impacts
- Timeframes for field work and potential impacts
- Consultant working on the City's behalf for the water system improvements
- Project contacts

Deliverables: Pre-Design Flyers.

Task 4: Locate and Mark Existing Underground Facilities

Prior to the topographic survey, our team will investigate and mark depths of existing utilities within the streets identified for water system improvements. The horizontal location and vertical depths will be a critical step in the preliminary design process. We strongly believe that this rather inexpensive task will pay dividends for this project.

Our team's technicians will utilize various non-destructive techniques to identify the location of existing utilities. Geophysical equipment may be used including GPR, Electromagnetic Locators, Ram Rods, etc. to assist in locating lines. Where geophysical equipment is utilized, the investigation will be performed to identify utilities to quality Level B as defined by the American Society of Civil Engineers (ASCE). The utilities identified during the investigation will be marked out onsite following the American Public Works Association (APWA) guidelines for the marking of utilities. Nonpermanent water-based paint will be used where permitted. Where paint is not permitted (such as finished decorative surfaces or high traffic customer areas) chalk, wax or other materials may be used.

Deliverables: Utility marks.

Task 5: Preliminary Design Site Walk

Following the utility locating task, our design team will walk the project limits, mark out a preliminary alignment for the proposed water main, review meter and fire hydrant locations, and discuss tie-in locations. Meeting minutes will be circulated after the site walk summarizing the meeting.

A Water Meter Replacement Table will be prepared and provided to the City for them to complete. The table will include:

- Address
- Meter size
- Meter type
- Meter box type
- Meter box lid material
- Meter box condition
- Meter location/adjacent surfacing
- Water service line size
- Water service line material
- In-tract private service line size
- In-tract private service line material
- Notes/special considerations

Deliverables: Meeting minutes and Water Meter Replacement Table.

Task 6: Land Surveying

Prior to the topographic survey, we will establish a reliable control network which can be used during the full life cycle of the project. The main objective of this project is replacement of approximately 4,850 feet of existing waterline. With this understanding, R.E.Y. will establish survey control in locations that are advantageous for both topographic and constructions surveys. The control will be tied to State Plane Coordinates, as published in the *City of Lincoln G.P.S. Control Network – Record of Survey No. EDS18-00309*. We assume that the project will proceed with NGVD29 elevations, consistent with the nearby projects we have surveyed for the City.

Once the control network is established and information on existing water meter locations is received from the City, R.E.Y. field crews will collect desired features within the project limits. During this task, the field crews will collect photographs and/or video of the project area to document the existing site conditions. We anticipate that the field survey will include collection of the following information:

- 50-ft cross sections of the existing road including back of walk, top back of curb, flowline, EP, and crown.
- Visible existing surface utilities within 10’ of back of curb/walk.
- Existing and proposed utility marks.
- Dip information on the existing storm drainage and sanitary sewer structures.
- Existing water meter and sewer lateral cleanout locations.
- Existing fire hydrant locations.

All features acquired during the field survey will be included in an AutoCAD file and compatible with the City’s GIS system. The AutoCAD file will include a georeferenced orthorectified aerial image of sufficient resolution.

R.E.Y. will research filed survey maps, recorded deeds, assessor’s information, and other documentation easily accessible in the public record. This information will be reviewed and assembled to form a preliminary model of the City’s right of way within the project area. Concurrently with the topographic survey, field crews will tie monuments and boundary evidence that will allow us to merge existing right of way mapping with the topographic survey.

Deliverables: Pre-design photos or videos, Topographic Base Map at a scale of 1”=40’ with one-foot contours, and AutoCAD files including all images and external references.

Task 7: 65% Plans and Estimate

Once the Base Map is complete, we will prepare the preliminary design and produce the 65% Plans and Estimate to confirm the scope of improvements. During this design effort, we will evaluate potential utility conflicts and determine pothole locations. The Plans will not include Traffic Control Plans or Construction Sequencing/Staging Plans. Instead, the Specifications for the project will place that responsibility on the contractor and include parameters for preparing those plans. The Engineer’s Estimate will include a 15% Design Contingency in addition to estimated soft costs for construction including Construction Contingency and Construction Management and Inspection.

Deliverables:

- *65% Plans (2 – 11x17 hard copies and .pdf copy)*
- *Stamped and Signed 65% Engineer’s Estimate of Probable Construction Cost (1 hard copy and .pdf copy)*
- *All digital files (.dwg, .xlsx, etc.) of the Plans and Estimate*

Task 8: Post-65% Design Meeting

R.E.Y. will coordinate and administer the Post-65% Design Meeting including representatives from the Western Placer Unified School District. At this meeting, we will review the City's comments on the 65% Plans and Estimate, determine any bid alternates, and discuss the project and potential impacts around the nearby schools with the representatives from the school district. Information obtained at this meeting will be incorporated into the Specifications including potential restrictions on traffic control and construction operations to limit the impact on the nearby schools.

A meeting agenda will be prepared and circulated for feedback prior to the meeting, and a sign-in sheet will be brought to the meeting. After the meeting, meeting minutes including action items will be prepared and transmitted along with the sign-in sheet to the attendees.

Deliverables: Meeting agenda and meeting minutes.

Task 9: Potholing

Based on the results of our preliminary design and feedback received from the City, we will perform potholing at critical crossings to finalize the design for this project. Prior to potholing, we will obtain the necessary City permits and coordinate with USA. Potholes in asphalt will be made using a vacuum truck, and the potholes will be backfilled with sand and resurfaced with a minimum of 2" of cold asphalt.

The pothole results will be summarized in a report, and the pothole locations and report will be shown on the Plans and attached to the Specifications for the contractor's benefit. For the purposes of this proposal, we are estimating up to 32 potholes with traffic control for the intersections and on each street as follows:

5th Street

- Shoulder closure signs.
- Stop/slow paddles.

O Street and P Street

- Informal, reserving traffic control with cones (no stop/slow paddles).
- Lower volume roads where vehicle traffic will navigate their way around potholing.

Deliverables: Pothole Report for up to 32 potholes.

Task 10: 90% Plans, Specifications, and Estimate

Once the potholing is complete, the Pothole Report has been received, and the Front End Documents have been received; we will prepare the final design and produce the 90% Plans, Specifications, and Estimate (PS&E). The 90% PS&E will include up to two (2) bid alternates. During this design effort, we will identify any utility conflicts that couldn't be avoided. For the purposes of this proposal, we have assumed that there will be no utility conflicts with non-City owned utilities. The Special Provisions will be prepared along with a Bid Schedule and estimated number of working days which will be incorporated into the Front End Documents. The Engineer's Estimate will include a 5% Design Contingency in addition to estimated soft costs for construction including Construction Contingency and Construction Management and Inspection.

Deliverables:

- *90% Plans (2 – 11x17 hard copies and .pdf copy)*
- *90% Specifications including the Notice to Bidders, General Provisions, Agreement (Proposal), and Special Provisions (1 hard copy and .pdf copy)*
- *Stamped and Signed 90% Engineer's Estimate of Probable Construction Cost (1 hard copy and .pdf copy)*
- *All digital files (.dwg, .docx, .xlsx, etc.) of the Plans, Specifications, and Estimate*

Task 11: Potentially Affected Parcels

As part of the 90% PS&E submittal, we will include a list of potentially impacted parcels. The list will include potentially affected properties where the project may impact significant landscaping features such as walls, fences, etc. for the City's use in coordinating with the potentially affected property owners.

Deliverables: Contact list of potentially affected parcel owners along with a brief description of the potential impacts.

Task 12: Post-90% Design Meeting

R.E.Y. will coordinate and administer the Post-90% Design Meeting. At this meeting, we will review the City's comments on the 90% Plans, Specifications, and Estimate. A meeting agenda will be prepared and circulated for feedback prior to the meeting, and a sign-in sheet will be brought to the meeting. After the meeting, meeting minutes including action items will be prepared and transmitted along with the sign-in sheet to the attendees.

Deliverables: Meeting agenda and meeting minutes.

Task 13: 100% Plans, Specifications, and Estimate (Bid Documents)

After the Post-90% Design Meeting, we will prepare the final Plans, Specifications, and Estimate for bidding purposes. The Plans and Specifications will be stamped and signed. The Engineer's Estimate will not include a Design Contingency.

Should separation requirements in the Waterworks Standards in the California Code of Regulations (CCR) Title 22, Chapter 16, Section 64572 not be achieved, we will obtain a waiver from the State Water Resources Control Board (SWRCB) Division of Drinking Water.

Deliverables:

- *SWRCB Waiver Request Package: Division of Drinking Water Waterworks Standards Main Separation Alternative Request Checklist, Narrative Discussion, Relevant sections of the Plans and Specifications.*
- *Final Stamped and Signed Plans (3 – 24x36 hard copies and .pdf copy)*
- *Final Stamped and Signed Specifications including the Notice to Bidders, General Provisions, Agreement (Proposal), and Special Provisions (1 hard copy and .pdf copy)*
- *Stamped and Signed Final Engineer's Estimate of Probable Construction Cost (1 hard copy and .pdf copy)*
- *All digital files (.dwg, .docx, .xlsx, etc.) of the Plans, Specifications, and Estimate*

Task 14: Bid Support

We will assist the City through the bidding process including attending the pre-bid meeting, assisting with bidder questions, assisting with requests for clarification, and preparing bid addendums up to our available remaining budget for this task.

Deliverables: Responses to bidder questions and requests for information and bid addendums.

PHASE 2 – CONSTRUCTION

Task 15: Construction Engineering Support

During construction, we will provide support to the City and construction management team including attending construction meetings as-needed and reviewing and responding to contractor requests for information (RFI's) up to our available remaining budget.

Deliverables: List of submittals, submittal reviews, and RFI responses.

Task 16: Record Drawings

Following construction, we will prepare record drawings based on red-lines "As-Builts" submitted by the Contractor and Resident Engineer. Record drawings shall be prepared and submitted per City guidelines (https://www.lincolnca.gov/en/our-government/improvement-planmap-review.aspx).

Deliverables: Record drawings in .pdf format along with all applicable digital files (.dwg, .docx, .xlsx, etc.).

Preliminary Schedule

The following is a preliminary, high-level schedule of the design tasks above:

Tasks 1 – 4:	1 month
Tasks 5 – 6:	2 months
Task 7:	2 months
City Review:	1 month
Tasks 8 & 9:	2 months
Tasks 10 & 11:	2 months
City Review:	1 month
Tasks 12 & 13:	1 month
TOTAL:	**12 months from NTP to advertising**

Proposed Fee

The following are proposed time and materials not-to-exceed contract amounts for Phase 1 – Design and Phase 2 – Construction:

Design:	$316,663
Construction:	$19,500
TOTAL:	**$336,163**

K St, O St, P St, & 5th St Water Rehab

City of Lincoln

Cost Proposal

January 5, 2026

R.E.Y. ENGINEERS, INC.
CIVIL ENGINEERING | LAND SURVEYING | REMOTE SENSING
905 Sutter Street, Suite 200, Folsom, CA 95630
Phone: (916) 366-3040 | Fax: (916) 366-3303 | www.reyengineers.com

TASK DESCRIPTION	R.E.Y. Engineers									TOTALS			
	Assistant Engineer II	Assistant Engineer V	Associate Engineer IV	Senior Engineer III	Principal Engineer II	2-Person Survey Crew	Senior Technician II	Senior Surveyor III	Principal Surveyor I	TOTAL HOURS	TOTAL LABOR COST	TOTAL ODC'S	TOTAL DOLLARS
Billing Rate	$148.00	$185.00	$214.00	$277.00	$345.00	$383.00	$188.00	$277.00	$326.00				
I. Design													
0 Project Management			12	72	12					96	$ 26,652	$ -	$ 26,652
1 Kickoff Meeting			6	7						13	$ 3,223	$ -	$ 3,223
2 Utility A Letters		8	6	2						16	$ 3,318	$ -	$ 3,318
3 Pre-Design Notifications			4	2	1					7	$ 1,755	$ -	$ 1,755
4 Locate and Mark Existing Underground Facilities			4	4						8	$ 1,964	$ 19,765	$ 21,729
5 Preliminary Design Site Walk	4		8	8						20	$ 4,520	$ -	$ 4,520
6 Land Surveying						44	40	26	12	122	$ 35,486	$ -	$ 35,486
7 65% Plans and Estimate	104	120	48	16	6					294	$ 54,366	$ 100	$ 54,466
8 Post-65% Design Meeting			5	6						11	$ 2,732	$ -	$ 2,732
9 Potholing		24	8	4	1					37	$ 7,605	$ 70,171	$ 77,776
10 90% Plans, Specifications, and Estimate	96	112	64	24	8					304	$ 58,032	$ 100	$ 58,132
11 Potentially Affected Parcels			4	2	1					7	$ 1,755	$ -	$ 1,755
12 Post-90% Design Meeting			5	6						11	$ 2,732	$ -	$ 2,732
13 100% Plans, Specifications, and Estimate (Bid Documents)	16	40	18	9	4					87	$ 17,493	$ 100	$ 17,593
14 Bid Support		4	6	10						20	$ 4,794	$ -	$ 4,794
SUBTOTAL	220	308	198	172	33	44	40	26	12	1,053	$ 226,427	$ 90,236	$ 316,663
II. Construction													
15 Construction Engineering Support	8	8	24	12	2					54	$ 11,814	$ -	$ 11,814
16 Record Drawings	24	8	4	4	2					42	$ 7,686	$ -	$ 7,686
SUBTOTAL	32	16	28	16	4					96	$ 19,500	$ -	$ 19,500
TOTAL HOURS	252	324	226	188	37	44	40	26	12	1,149			
TOTAL DOLLARS	$37,296	$59,940	$48,364	$52,076	$12,765	$16,852	$7,520	$7,202	$3,912		$ 245,927	$ 90,236	$ 336,163

STAFF REPORT

Item Number 11.G

SUBJECT: Adopt a Resolution Authorizing the City Manager to Execute a Task Order with DKS Associates for Professional Engineering Services in the Amount of $125,000 for the Bikeways Master Plan 2026 Update Project. (Jonnelyn Espartero)

SUBMITTED BY: Jonnelyn Espartero

DEPARTMENT: Engineering

DATE: January 13, 2026

STAFF RECOMMENDATION:

Staff recommends the City Council to adopt a resolution authorizing the City Manager to execute a Task Order with DKS Associates for professional engineering services in the amount of $125,000 for the Bikeways Master Plan 2026 Update Project.

BACKGROUND/INTRODUCTION:

The City of Lincoln Bikeway Master Plan prepared by Kimley Horn in 2018 requires an update to address bikeways, the open space trail system, recent annexations, and development within the City. This update is required per the California Streets and Highways Code as well as the City of Lincoln General Plan.

The Fiscal Year 2025/2026 budget allocated $125,000 for professional services to update the Bikeways Master Plan.

On November 4, 2025, Request for Proposals (see Attachment A) was published on PlanetBids. Proposals were due on December 12, 2025.

FINDINGS/ANALYSIS:

Three consultants submitted proposals for review (see Attachment C): Kimley-Horn, DKS Associates, and TJKM.

A proposal review panel consisting of engineering staff independently reviewed the proposals. The selection criteria were outlined in the RFP and consisted of a weighted scale of the following metrics:

- Project understanding & unique ideas to enhance the project (40 pts)
- Experience of firm(s) and specific staff (30 pts)
- References from former clients (20 pts)
- Completeness and compliance with RFP format (10 pts)

EVALUATION SCORES

(based on maximum 100 points)

	Kimley-Horn	TJKM	DKS Associates
Reviewer #1	95	90	96
Reviewer #2	94	91	99
Reviewer #3	98	89	97
Average Score	**95.7**	**90.0**	**97.3**
FINAL RANKING	**#2**	**#3**	**#1**

DKS Associates scored highest based on their demonstrated understanding of the work to be completed including the needs of the City of Lincoln and experience with similar kinds of projects.

DKS Associates provided a cost proposal in the amount of $125,000 that was identical to the allocated budget for design services (see Attachment B).

ENVIRONMENTAL REVIEW:

This Ordinance is not subject to the California Environmental Quality Act ("CEQA"), as codified at Public Resources Code §§ 21000, *et seq*., and as further governed by 14 California Code of Regulations §§ 15000, *et seq*., because it is not a project as contemplated by 14 C.C.R. § 15378. Even if this Ordinance were subject to CEQA, the City Council finds this Ordinance exempt from the requirements of CEQA pursuant to 14 C.C.R. § 15061(b)(3), because there is no possibility it will have a significant effect on the environment.

LEVINE ACT COMPLIANCE:

The Levine Act requires a party (or the party's agent(s)) to a proceeding before the City of Lincoln that involves any action or consideration to their contract, license, permit, or other entitlement for use, to disclose any campaign contribution made to City elected or appointed officer totaling more than $500 within the 12 months before the City decision.

This matter does not implicate the disclosure requirements of the Levine Act.

FISCAL IMPACT:

Budgeted

Fund 2230 – Streets	$125,000
Total Project Funding	**$125,000**

Actual project costs

Fund 2230

Engineering Design Services – DKS Associates	$125,000
Total Project Expenses	**$125,000**

ATTACHMENTS:

Update to Bikeways Master Plan.DOC1.Resolution.2026Jan13.jespartero.docx

Update to Bikeways Master Plan.DOC2.Attachment A_RFP.2026Jan13.jespartero.pdf

Update to Bikeways Master Plan.DOC3.Attachment B_Task Order.2026Jan13.jespartero-NFE.pdf

Update to Bikeways Master Plan.DOC4.Attachment C_Proposals.2026Jan13.jespartero.pdf

RESOLUTION 2026-XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN AUTHORIZING THE CITY MANAGER TO EXECUTE A TASK ORDER WITH DKS ASSOCIATES FOR PROFESSIONAL ENGINEERING SERVICES IN THE AMOUNT OF $125,000 FOR THE BIKEWAYS MASTER PLAN 2026 UPDATE PROJECT

WHEREAS, the City of Lincoln Bikeways Master Plan is due to be updated per the California Streets and Highways Code as well as the City of Lincoln General Plan; and

WHEREAS, the Fiscal Year 2025/26 Budget includes $125,000 for professional services for the Bikeways Master Plan 2026 Update; and

WHEREAS, the project is funded by Fund 2230 – Streets TDA; and

WHEREAS, request for proposals was published on PlanetBids on November 4, 2025; and

WHEREAS, proposals were received from three firms by the due date of December 12, 2025; and

WHEREAS, staff evaluated the proposals and determined that DKS Associates are the most qualified to perform the engineering services for the project.

NOW THEREFORE BE IT RESOLVED:

Section 1. The City Council of the City of Lincoln authorizing:

a. The City Manager to execute a task order with DKS Associates for professional engineering services in the amount of $125,000 for the Bikeways Master Plan 2026 Update project.

PASSED AND ADOPTED this 13th day of January, 2026 by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTAIN: Councilmembers:

_____

Richard Pearl, Mayor

ATTEST:

_____

Hope Ithurburn, City Clerk

REQUEST FOR PROPOSALS

TO PROVIDE AN UPDATE TO THE

BIKEWAYS MASTER PLAN

FOR THE

CITY OF LINCOLN
ENGINEERING DEPARTMENT

Release Date: November 4, 2025
Questions Due: November 24, 2025
Submittal Deadline: 3:00 P.M. December 12, 2025

Request for Proposals to provide:

UPDATE TO THE BIKEWAYS MASTER PLAN FOR THE CITY OF LINCOLN

I. BACKGROUND

The City of Lincoln Bikeways Master Plan prepared by Kimley Horn in 2018 requires an update to address bikeways, the open space trail system, recent annexations, and development within the City. This update is required per the California Streets and Highways Code as well as the City of Lincoln General Plan. The City would like to hire a consultant to prepare a plan update. For budgeting purposes, the consultant should plan on 1 kick-off meeting, 1 meeting with staff during preparation of the plan, 1 community meeting and 1 meeting at City Council for presentation and recommended adoption of the plan. All work must be completed by July 2026. The Bikeway Master Plan update must meet State and Federal requirements so that the City can apply for grant funding to construct new bikeways. All required elements of the California Bicycle Transportation Act must be met.

II. SCOPE OF SERVICES:

The scope of services for this contract shall include performing all work necessary to model the existing bicycle and open space trail system, model the future systems, and prepare an update to the Bikeways Master Plan document including recommendations of future capital improvement projects and their approximate costs. All sections of the existing master plan shall be reviewed and updated as necessary. Services shall include but not be limited to the following:

Task 1 – Project Management & Meetings

a. Prepare all necessary meeting agendas and meeting minutes for the successful completion of this project.

b. Monitor the progress of the project to ensure compliance with City schedule and budget.

Deliverables:

- Summary of services performed with invoices, meeting agendas and meeting minutes.

Task 2 – Data Collection and Analysis

a. Utilize record drawings and field surveys where necessary.

b. Utilize available GIS based system data.

c. Utilize General Plan Data.

d. Utilize Specific Plan Data, where available.

Deliverables:

- Updated exhibit showing existing and proposed bicycle and trail facilities with current City Limits and Sphere of Influence in pdf format and as GIS file.

Task 3 – Master Plan Document

A. Produce Draft Master Plan Document

a. Submit draft plan in electronic form for review.

b. Present draft plan at a community meeting. City staff will provide community invitation and a meeting space.

B. Produce Final Master Plan Document

a. Produce a final Bikeways Master Plan document that compiles all the results of the preceding tasks.

b. Submit four hard copies and an electronic copy in both PDF and Microsoft Word.

Deliverables:

- Draft and Final Master Plan Reports.
- Updated GIS file showing existing and proposed bicycle and trail facilities.

III. CONTRACT TIME OF COMPLETION

The duration of services required is anticipated to be generally from January 2026 to June 2026.

IV. CONTRACT FOR SERVICES

The selected Consultant will be issued a Contract or Task Order. No work is authorized and no payments will be made prior to execution of Contract/Task Order.

V. REQUIRED CONTENTS OF PROPOSAL

Submit three copies of the proposal. Proposals should be concise and specific to this RFP and limited to 8 single sided pages, excluding 1) the cover letter, 2) the cost proposal (in separate sealed envelope) and 3) full resumes and sample documents included in appendices. Proposals must be in the following format:

1. **Consultant Identification:**
   Provide the legal name of the firm, the firm's mailing and physical address, the names and contact information of the legally responsible principal and the primary contact person (Project Manager) for this project.

2. **Project Understanding and Work Plan:**

Explain in detail your understanding of proposed work plan, including all anticipated tasks along with any supplemental tasks (those not specifically identified in this RFP) you deem necessary for successful completion of this project. A table shall be provided that identifies the number of labor hours for each phase of the project, by staff level.

3. **Related Project/Client Information:**
Briefly describe three (3) comparable projects that best exhibit the firm's experience in each of the required services. Include the specific project name and cost, consultant's contract value, client contact person, including title, organization, address, current telephone number and email address.

4. **Individual Staff Experience and Project Organization:**
   i. Provide an organization chart showing the project manager and key staff members for the project.
   ii. Provide a brief bio of each key staff.
   iii. Provide a summary of each sub-consultant, their area of responsibility and percentage of the project cost.
   iv. Provide a realistic statement of current staffing workload commitments, additional resources of the firm, and ability of the firm(s) to respond to any request for additional or contingency services in a timely manner.
   v. Provide a statement that the departure, reassignment or substitution for any named member of the designated project team including sub consultant(s) will not be made without the prior written approval of the City.

5. **Cost Proposal:**
Include a cost estimate of all required services and associated fees in a separate document and sealed in an envelope entitled **"ENGINEERING SERVICES COST PROPOSAL for the BIKEWAYS MASTER PLAN UPDATE"**. The City has budgeted $125,000 for this update. Any proposed costs in excess of this amount shall be itemized as Optional Tasks. The cost proposal must:
   i. Be broken down by task and personnel category to indicate the level of effort and duration for each task,
   ii. Show one hourly rate for each personnel category necessary for each task.
   iii. Show all sub-consultants and costs.
   iv. Show all other charges.
   v. Show a "not to exceed" total project estimate.

6. **Levine Act Disclosure Statement (Attachment B)**
Contractor shall provide a completed Levine Act Disclosure Form (Attachment B). A party to a proceeding before an agency involving a license, permit, or other entitlement for use, including contracts not competitively bid and awarded to the lowest responsible bidder with a responsive bid shall disclose

on the record of the proceeding any contribution in an amount of more than five hundred dollars ($500) made with the preceding 12 months by the party or the party's agent to a City official/campaign. (Gov. Code, § 84308). For additional information:

https://www.lincolnca.gov/our-government/government-transparency/levine-act/.

7. **Exceptions**
   List any exceptions to any portion of this RFP. The City will consider the exception(s) and will determine if the exception(s) constitute non-responsiveness at the discretion of the City Engineer.

8. **Appendices:**
   Appendices are not required, will not count against the stated page limit, may not be reviewed, and may include:

   i. Full resumes of key staff
   ii. Full project descriptions.

VI. SUBMISSION OF THE PROPOSAL

Submit three bound copies and a pdf on a flash drive of the proposal in a sealed envelope complete with the project name noted on this RFP cover sheet and addressed to:

City of Lincoln, Jonnelyn Espartero
600 Sixth Street
Lincoln, CA 95648
Attn: City Clerk

PROPOSALS MUST BE RECEIVED no later than the time and date stated on the cover sheet of this proposal and at the aforementioned location. Proposals received after this time or at any other location will be deemed unresponsive and rejected.

VII. CONSULTANT SELECTION PROCESS

The City will evaluate and rank the proposals using the following scoring:

Project Understanding & unique ideas to enhance the project	40 Points
Experience of firms(s) and specific staff	30 Points
References from former clients	20 Points
Completeness and compliance with RFP format	10 Points
Total Points Possible	**100 Points**

Although not anticipated, at the discretion of the City, one or more of the top ranked teams may be interviewed based upon the relative ranking by total score. Interviews

will be for the purpose of meeting the project team, discussion of the scope of work, and review of the factors considered in the preparation of the proposal. The teams may also be requested to provide further clarification of submitted materials and/or submit additional materials for consideration.

After the interviews and review of any additional requested materials, the City will begin negotiations with the prime consultant of the top ranked team.

All proposals may become public information subsequent to the Professional Services Agreement. The Proposer may describe any sensitive or potentially proprietary information in general terms.

The Proposal should reflect the most favorable terms available to the City, as the City may make award on the Proposal alone without interviews or any further contact with the Proposer.

VIII. SCHEDULE

The City of Lincoln has designated the following activities and dates as key to the project schedule:

RFP Schedule		
1.	RFP Issued	November 4, 2025
2.	Questions Due	November 24, 2025
3.	Proposal Due @ 3:00 PM	December 12, 2025
4.	Interviews (if needed)	December 17, 2025
5.	Approval of contract by City Council	January 13, 2026
6.	Notice to Proceed	January 14, 2026

IX. DOCUMENTS AND QUESTIONS

Direct any questions regarding this RFP to Jonnelyn Espartero by email at Jonnelyn.Espartero@lincolnca.gov. All questions and requests for clarification must be received no later than 5 pm on the date noted in the Timeline above. Revisions may be provided via an Addendum. Do not contact any other City staff or consultants to the City.

If addendums are necessary, they will be posted on PlanetBids.

Failure of the proposer to be aware of addenda or failure to acknowledge addenda with the Proposal may be cause for rejection at the sole discretion of the City. Verbal conversations with any person will not modify any term or obligation of this RFP.

X. SUBMITTAL INSTRUCTIONS

1. All proposals become the property of the City and will not be returned.
2. All costs for proposal preparation shall be borne by the Proposer.

3. The Proposer may withdraw the Proposal or correct a mistake in the Proposal prior to the Proposal deadline by submitting a withdrawal request or correction/addendum in writing. Oral communication will not be accepted.

XI. ATTACHMENTS

1. Attachment A – 2018 Bikeways Master Plan
2. Attachment B – Levine Act Disclosure Statement

Attachment A

BICYCLE TRANSPORTATION PLAN UPDATE

City of Lincoln, California

May, 2018

Prepared for:

Prepared by:

Kimley»Horn
555 Capitol Mall, Suite 300
Sacramento, California 95814
Phone: 916.858.5800

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INTRODUCTION

PURPOSE

The purpose of the City of Lincoln's 2018 Bicycle Transportation Plan (BTP) is to update the City's proposed future bicycle network, including the City's bicycle capital improvement list, with the goal of providing a safe, enjoyable, and connected bicycle network for all users within the City of Lincoln. As a dual purpose, this plan demonstrates compliance with the California Bicycle Transportation Act and provides the City of Lincoln a resource document for pursuing discretionary and competitive funding for bicycle infrastructure improvements.

Specifically, the 2018 Bicycle Transportation Plan accomplishes the following:

- updates all required information elements of the California Bicycle Transportation Act;
- updates the City's existing bicycle network to include street and bicycle improvements completed since the previous update in 2012;
- updates the City's bicycle facility design guidelines to reflect the latest national/regional guidance;
- determines the efficacy of the 2012 bicycle capital improvement program and revises these recommendations based on input from the public combined with a comprehensive assessment of bicycle connectivity relative to existing and future development patterns;
- establishes a future bicycle network that connects all areas of significance in the city with facilities and routes that are more in line with the majority of potential bicyclist's comfort levels;
- establishes bicycle demand, mode shift and planning level cost opinions to inform bicycle capital improvement cost-effectiveness for funding prioritization; and,
- establishes a one-stop data source to facilitate the development of future state/federal grant funding applications for bicycle improvements by the City of Lincoln.

As stated above, the 2018 ***Bicycle Transportation Plan*** addresses all element required under the California Bicycle Transportation Act (BTA). These requirements are shown in **Table 1**.

STUDY AREA

The City of Lincoln, California, is located in Placer County, approximately 10 miles north of the City of Roseville and 25 miles north of the City of Sacramento. State Route 65 and State Route 193 bisect the city north and south, and east and west, respectively. The City is approximately 19 square miles in area; however, this plan includes the City limits and its "sphere of influence", including Village 1 and Village 7 and other Special Use Districts in the City's General Plan. This plan will provide a blueprint for developing a bikeway system that includes both on-street and off-street facilities as well as support facilities and programs in line with both current and future mobility needs.

The City of Lincoln study area is presented on **Figure 1**.

Figure 1 – Study Area

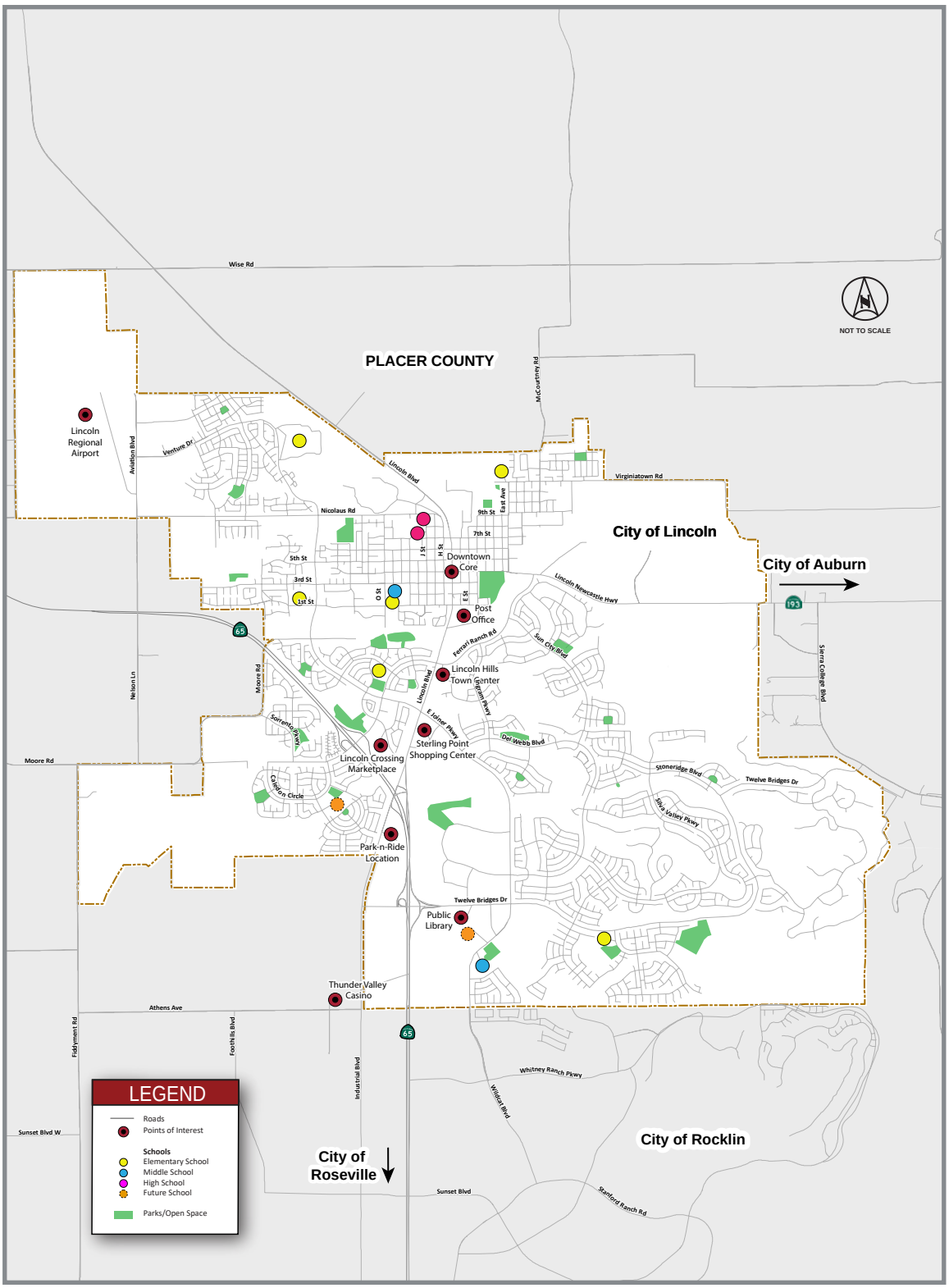


Table 1 – *California Streets and Highways Code Section 891.2 Required Elements*

REQUIRED BICYCLE TRANSPORTATION PLAN ELEMENT		REPORT REFERENCE PAGE
A.	Estimated number of existing and future bicycle commuters	22-23
B.	Map and description of land use and development patterns	22-23; Appendix D
C.	Map and description of existing and proposed bikeways	13-14; 37; Appendix E
D.	Description of bicycle parking facilities	13-14; 17
E.	Map of transit routes and multi-modal connections	16
F.	Description of facilities for changing and storing clothes and equipment	17
G.	Description of bicycle safety and education programs	17
H.	Description of citizen and community participation	33-35
I.	Description of consistency with transportation, air quality, and energy conservation plan	7
J.	Cost summary of proposed bicycle projects for Class I, II, and III priorities	50
K.	Description of past expenditures and future financial needs for bicycle facilities	13; 49-50

PLANNING AND DESIGN STANDARDS

Bikeway planning and design in California rely on the guidelines and design standards established by the California Department of Transportation (Caltrans) and supporting guides as documented in:

- Chapter 1000; *Bicycle Transportation Design*, contained in the Highway Design Manual, 6th Edition (California Department of Transportation, 2017) with supporting Chapters 200, 300, and 400.
- California Manual on Uniform Traffic Control Devices, 2014 Edition, Revision 2
- Caltrans, Design Information Bulletin Number 89, *Class IV Bikeway Guidance*
- Federal Highway Administration (FHWA), *Separated Bike Lane Planning and Design Guide*, 2015
- American Association of State Highway and Transportation Officials (AASHTO), *Guide for the Development of Bicycle Facilities*, 2012, Fourth Edition
- National Association of City Transportation Officials (NACTO), *Urban Bikeway Design Guide*, 2014
- Massachusetts Department of Transportation (MDOT), *Separated Bike Lane Planning and Design Guide*, 2015

Where possible, it may be desirable to exceed the minimum standards. These guidelines cover basic concepts. The HDM Chapter 1000 contains more detailed standards and guidance and should be followed. The City may also reference the AASHTO Guide, and the NACTO Urban Bikeway Design Guide. Caltrans has supported the NACTO from a memorandum dated August 20, 2013 for Bicycle and Pedestrian Facility Design Flexibility. The NACTO addresses more recently developed bicycle design treatments and techniques. It provides options that can help create "complete streets" that better accommodate bicyclists. Many treatments in the NACTO guide are compatible with Caltrans HDM policies and demonstrate new and innovative solutions for the varied urban settings across the country. The vast majority of treatments illustrated in the NACTO guide are either allowed or not precluded from the CA-MUTCD. In addition, non-compliant traffic control devices may be piloted through the CA-MUTCD experimentation process.

This section also references the uniform standards and specifications for traffic control devices under the 2014 California Manual on Uniform Traffic Control Devices (CA-MUTCD). Given that they are not currently adopted by the FHWA MUTCD or CA MUTCD, a number of recommended devices currently being implemented in California are considered experimental.

Recommended devices that are currently not adopted by the MUTCD or Caltrans appear to be promising improvements in bicycle and pedestrian access and safety as they have been widely used in Europe and experimented within the US. Any jurisdiction wishing to use these treatments should follow the appropriate experimental procedures. Some of the more commonly used devises, such as colored bike lanes, have been given blanket interim approval for use in California. For these, the City only needs to notify Caltrans that it will use these. Bike boxes and colored treatments of shared lane markings are approved for experimentation by the Federal Highway Administration (FHWA). To conduct these experiments, the City would need to follow the guidelines set forth by the FHWA here: https://mutcd.fhwa.dot.gov/condexper.htm and to the California Traffic Control Device Committee following their guidelines set forth in Section 1A.10 of the CA MUTCD.

Appendix A provides the *Bicycle Facilities Recommended Class Types and Policies* memorandum prepared for the *2018 Bicycle Transportation Plan*. The following highlights design recommendations specific to the plan update, including the following bicycle facilities:

- **Class I Bike Path:** Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized. Caltrans standards call for Class I bikeways to have a minimum of 8 feet of pavement (10 feet preferred) with 2 food graded shoulders on either side. These bikeways must also be at least 5 feet from the edge of a paved roadway.
- **Class II Bike Lane:** Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by pedestrians and motorists permitted. Caltrans' standards require a six-inch striped lane with a 4-5-foot paved shoulder for one-way bike travel on a street or highway.
- **Class III Bike Route:** Provides for shared use with pedestrians and/or motor vehicle traffic within the same right-of-way and is designated with signs only indicating "Bike Route". Class III bike routes are appropriate where restricted right-of-way would make a Class II facility infeasible.
- **Class IV Bike Lanes:** Provides a separated bike lane, or "protected bike lane", with a physical barrier between the bike lane and the adjacent travel lanes, parking lanes, and sidewalks. Class IV bike lanes may be one-way or two-way. Separated bike lanes can be separated from motor vehicle traffic by raised medians, concrete curbs, landscaping, on-street parking, bollards, flexible delineator posts, or by a change in elevation between the bike lane and travel lane.

The following facilities or treatments were considered due to the potential for increasing bicyclist visibility, safety, and comfort along bicycle facilities:

- **Buffered Bike Lanes (Without On-Street Parking):** Provides additional protection and can be considered a Class IV facility, referred to in this plan as a "Class IV-Lite" facility. Painted buffers at least 2-feet in width can be used to narrow travel lanes, which slows traffic, and are most appropriate on wide, busy streets, where physically separating the bike lanes with protected vertical separation is undesirable for cost, operations, or maintenance reasons. Class IV-Lite facilities are useful in providing additional separation between cyclists and motor vehicles where traditional Class IV facilities are not feasible, and where Class II facilities are not adequate.
- **Buffered Bike Lanes (With On-Street Parking):** Provides a painted divider between the bike lane and the adjacent travel lane. Buffers at least 3-feet in width can be used to narrow travel lanes, which slows traffic, and are most appropriate on wide, busy streets, where physically separating the bike lanes with protected vertical separation is undesirable for cost, operations, or maintenance reasons. Double buffered bike lanes provide a painted divider on both the travel lane and the parking lane.

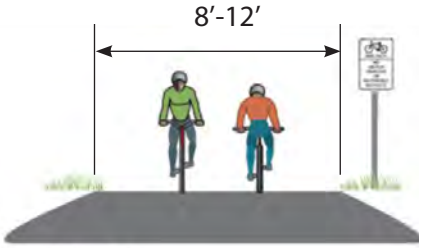
» **Colored Bike Lanes:** Provides increased visibility for cyclists through the use of green paint on the width of the bike lane. Colored bike lanes can be implemented at intersections to enhanced bicycle visibility at points of conflict with vehicles, or can be used as a continuous treatment spanning the extended length of a bike lane corridor.

The following bicycles facilities were considered due to the potential for increasing bicyclist visibility, safety, and comfort at intersections.

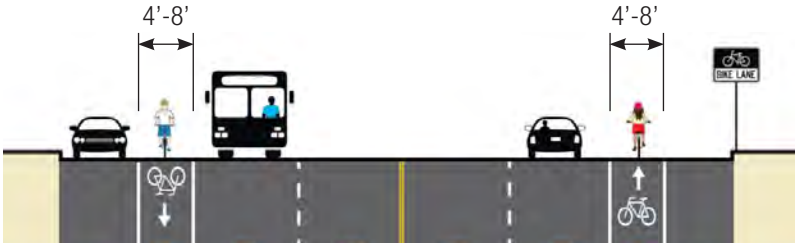
» **Bikeway Markings:** Continuing marked bicycle facilities at intersections (up to the crosswalk) ensures that separation, guidance on proper positioning, and awareness by motorists are maintained through these potential conflict areas. Colored bike lanes can be implemented at intersections to enhanced bicycle visibility at points of conflict with vehicles.

» **Bike Pockets and Boxes:** Provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

Cross-sections for bicycle facilities Class I, II, III, and IV-Lite, as referred to in this plan, are provided below, with recommended lane widths.

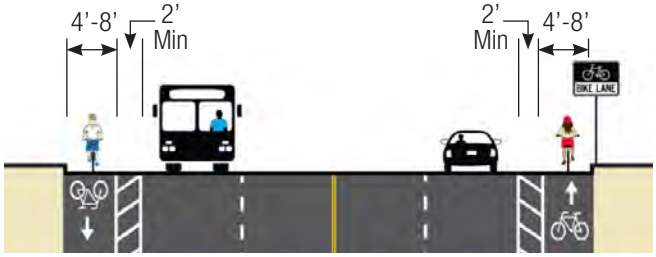


Class I – Bike Path



Class II – Bike Lane

Class III – Shared Bike Route



Class IV-Lite – Buffered Bike Lane without On-Street Parking

CONSISTENCY WITH OTHER PLANS

This Plan ensures consistency with the following planning documents:

- 2012 City of Lincoln Bicycle Transportation Plan
- 2017 PCTPA Regional Bikeway Plan/Network
- Sacramento County Bicycle Master Plan
- SACOG 2016 Metropolitan Transportation Plan and Sustainable Community Strategy for 2035
- City of Lincoln General Plan
- Village 1 Specific Plan
- Village 7 Specific Plan
- Placer County Sunset Industrial Area + Placer Ranch Development Draft Study and DEIR
- Placer County Bikeway Master Plan
- Revised Twelve Bridges Specific Plan
- Twelve Bridges Golf Cart Circulation Plan
- The City of Lincoln Neighborhood Electric Vehicle (NEV) Transportation Plan
- Lincoln Crossing Specific Plan
- General Development Plan and Golf Cart Transportation Plan for Del Webb – Lincoln Hills
- Gladding Parkway EIR

COMMUNITY PARTICIPATION

Community participation is a vital component of this plan for obtaining input on existing bicycling facilities, potential roadways for improvement to accommodate bicycles, and the type of support facilities or programs needed to improve bicycling within the City of Lincoln. The development of the plan was based on an advocacy planning approach between City staff, interested organizations, and citizens. The public outreach approach of this plan includes the following:

- A thorough review of existing plans and studies to determine what exists today.
- Direct input from the City staff about what development is planned for the future and what will be needed to accommodate that growth.
- A public presentation and workshop to incorporate citizen and community input.
- A refinement process that takes into account the following bikeway planning criteria
  - **Safety –** The system should provide the highest level of safety feasible.
  - **Coverage –** The system should provide balanced access from the City's activity centers for commuting and recreation purposes.
  - **Connectivity –** The system should provide bikeway connections to major activity centers, multi-modal transfer locations, regional connections, and should integrate with golf cart and NEV facilities as appropriate.
  - **Use –** The proposed system should reflect use levels that are commensurate with the intended level of investment
  - **Standards –** The system should reflect the appropriate Class of bicycle facility consistent with Caltrans' design standards.

A Public Workshop was held on Thursday, December 7, 2018 at the City of Lincoln. A second Public Workshop was held on Thursday, April 19, 2018, to share results of the plan. Community participation is discussed in more detail in a following "Community Participation" section.

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GOALS, OBJECTIVES, AND POLICIES

The inclusion of goals, objectives, and policies for this plan are intended to provide specific direction on the necessary actions involved in planning, designing, funding, and constructing bicycle facilities in the City of Lincoln. The following information relies on an understanding of the relationship between the proposed bikeway system, key issues facing implementation of specific routes, and the requirements of local, state, and federal funding programs. The goals and policies are organized by topic areas that relate to specific implementation issues. The topic areas include:

- Overall System;
- Land Development;
- Commuting;
- Safety Education;
- Environmental Considerations
- Funding.

The purpose of organizing this section by topic area is to provide City staff, decision makers, and citizens with clear and concise policy direction and guidance on how to implement the bicycle facilities proposed in this plan. Each topic area addressed below includes an overall goal, measurable objective, and policies with specific action statements related to the development of specific facilities or programs within the City of Lincoln.

OVERALL SYSTEM

The following goal and policy statements express the philosophy behind this plan and the proposed system of bikeways. The statements stem from the City's desire to provide residents and visitors with a connected bikeway/path system that can accommodate both commute and recreational trips throughout the City.

GOAL 1: Provide a well-connected bikeway system within the City of Lincoln to improve the quality of life for all residents and visitors.

Objective: *Construct priority bikeways identified in the proposed system map and provide for the maintenance of both existing and new facilities.*

Policies

1.1 Prepare and maintain a Bikeway Master Plan that identifies existing and future needs, and provides specific recommendations for facilities and programs including adequate provisions for bicycle and pedestrian use, golf carts, and neighborhood electric vehicles (NEVs) to, within, and from the City of Lincoln.

1.2 Require all bikeways to conform to design standards contained in the latest version of the Highway Design Manual, Chapter 1000: Bikeway Planning and Design, Caltrans, unless otherwise established by the City.

1.3 Consider a proposed route's importance in providing access and connectivity to adjacent bicycle facilities and destinations when recommending bike routes for implementation.

1.4 Coordinate with Placer County, City of Rocklin, and City of Roseville regarding the implementation of the proposed system of bikeways.

1.5 Provide bicycle connections that allow for regional bike travel to and from the City of Lincoln.

1.6 Integrate bicycle planning with other community planning, including land use and transportation planning.

1.7 Ensure proposed Class II bike lanes are consistent with the City of Lincoln NEV Transportation Plan.

1.8 As funding allows, implement the proposed bikeway system in this Bikeway Master Plan in a cost effective manner.

LAND DEVELOPMENT

As shown in the population and employment growth expectations, the City of Lincoln has significant planned development over the next 20 years. Proposed development projects should adhere to the policy statements below regarding access, mobility, and support facilities for bicyclists and pedestrians.

GOAL 2: Include bicycle facilities in all appropriate development projects to facilitate on-site circulation for bicycle and pedestrian travel, on-site bicycle parking, and connections to the proposed system of golf cart and NEV facilities.

Objective: *Maximize the number of daily trips made by bicycling to and from new development projects within the City of Lincoln.*

Policies

2.1 Require new development projects to reserve the right-of-way for multi-use trails shown in the proposed system of bikeways.

2.2 Meet the requirements of the Americans with Disabilities Act when constructing facilities contained in the proposed system, where applicable.

2.3 Provide pedestrian/bicycle crossings at appropriate intervals along new roadways that will adequately serve new large-scale commercial office, industrial development, and residential development.

2.4 Provide one mile of pedestrian/bicycle trails per 2,500 population (Amended Public Facilities Element 2008).

2.5 Adhere to specific policies contained within adopted plans and specific plans relating to the design, implementation, and function of bikeways and pedestrian facilities within the City of Lincoln.

2.6 Encourage new commercial development to provide bicycle and pedestrian access to surrounding residential areas.

2.7 Encourage new commercial development to place required bike racks near entrances for employees and customers.

COMMUTING

Commuters that bicycle to the City can represent a larger percentage of total commute trips if a comprehensive network of interconnected bicycle facilities is developed. This plan proposes to implement such a system as defined by the following goal and policy statements.

GOAL 3: Increase bicycle trips to work to reduce vehicle congestion, improve air quality, conserve energy use, and improve individual physical fitness.

Objective: *Develop a system of bikeways that provides direct routes between residential areas and to major employment centers.*

Policies

3.1 Provide connections to the proposed system from all existing and future transit facilities and transferpoints.

3.2 Encourage employers to install and/or maintain support facilities such as bicycle racks, personal lockers, and showers at appropriate locations to promote bicycle use.

3.3 Employers should encourage employees to consider bicycling as an alternative mode for commuting to and from employment centers.

3.4 Employers should be actively involved in implementing Ordinance No. 604B relating to the City's Ridesharing Program. The provisions of Ordinance 604B provide for the following:

- Identifies a "Major project controller" as an employer or common work location with 100 or more employees working at a single site for at least 20 hours per week.
- Identifies a "Transportation Control Measure (TCM) Coordinators" as an individual assigned by the Placer County Transportation Commission to assist member jurisdictions in complying with the provisions of trip reduction ordinances.
- Requires an annual commute survey as part of the annual reporting requirement on ridesharing.
- Identifies a "new project" as a project which would allow a use or number of uses that, individually or collectively, would employ 100 or more employees at one common work location.
- Identifies a "project expansion" as an existing project which would allow a use or uses that, individually or collectively, after expansion, may both (1) generate employment for 100 or more employees and (2) increase the total number of employees at the common work location by twenty percent or more from the applicant's base-line employment.
- States that assistance in transportation plan preparation will be provided by the City through the TCM Coordinator who will be provided to the City by the Placer County Transportation Commission.
- Identifies that the Rideshare Coordinator will be responsible for conducting an annual commute survey as part of the employer's annual reporting requirements.

SAFETY EDUCATION

Safety education is an important aspect of increasing bicycle use. If bicyclists or potential bicyclists perceive that the bikeway system is unsafe, they will be discouraged from using it. Therefore, the following goal and policy statements are intended to improve the user's knowledge of how to use the bikeway system safely.

GOAL 4: Educate all residents of the City of Lincoln about how to use bikeway and trail facilities safely.

Objective: *Improve bicycle safety in the City of Lincoln by providing a system of connected routes that minimize conflicts with autos, golf carts, NEVs and pedestrians.*

Policies

4.1 Play an active role in educating residents about bicycle and pedestrian safety in conjunction with public and private schools and civic organizations.

4.1 Use available collision data to monitor bicycle collisions and locations and target education programs and/or improvements in those locations.

ENVIRONMENTAL CONSIDERATIONS

Bicycle facilities are generally considered to benefit the environment because their use reduces demand for motorized travel and promotes beneficial lifestyle changes. Nevertheless, the construction of specific bikeway improvements may adversely affect the physical environment. The following goal and policy statements have been developed to avoid and minimize potential impacts to the environment.

GOAL 5: Avoid adverse environmental impacts associated with the implementation of the proposed system.

Objective: *Mitigate potentially significant impacts to a level of less than significant.*

Policies

5.1 Conduct site-specific environmental review consistent with the California Environmental Quality Act for individual bicycle projects as they advance to the implementation stage of development.

5.2 Solicit and consider community input in the design and location of bicycle facilities that connect to neighborhoods.

5.3 Consider the effect on other transportation facilities such as travel lane widths, turn lanes, on-street parking, and on-site circulation when planning and designing on-street bikeways.

FUNDING

To obtain the funding required to implement the proposed system, the City of Lincoln must take advantage of funding sources at the state and federal level. It will also require a commitment of local funding.

GOAL 6: Acquire sufficient funding to construct the proposed system within the next 20 years.

Objective: *Maximize the amount of local, state, and federal funding sources for bicycle facilities that can be used by the City of Lincoln for the implementation of the proposed system.*

Policies

6.1 Periodically update current information regarding regional, state, and federal funding programs for bicycle facilities along with specific funding requirements and deadlines.

6.2 Where feasible, consider joint grant applications with other agencies, such as the City of Roseville, City of Rocklin, and/or Placer County, for state and federal funds.

EXISTING CONDITIONS

This section of the Plan documents existing bicycle infrastructure and facilities in the City of Lincoln to determine the availability and status of safe and connected bicycle travel for City residents. Information concerning existing bicycle infrastructure and facilities was collected from the 2012 BTP, the City of Lincoln, the Public Workshop (December 7, 2017), and a site-visit conducted in November 2017.

PAST EXPENDITURES ON BICYCLE FACILITIES

Since the adoption of the 2012 BTP, the following bikeway improvements have been implemented:

- Bicycle racks installed on Lincoln Blvd in the downtown area
- Class II lanes on 3rd Street from the western terminus to D Street
- Class II lanes on O Street from 1st Street to 9th Street/Nicolaus Road
- Class II lanes on Sorrento Parkway from Ferrari Ranch Road to Moore Road
- Class II lane (East side only) on Moore Road from Sorrento Parkway to dead end at the Lincoln Bypass
- Removed Class II lanes on Eastridge Drive from Twelve Bridges Drive to Dinis Cottage (to allow for on street parking)

EXISTING BICYCLE FACILITIES

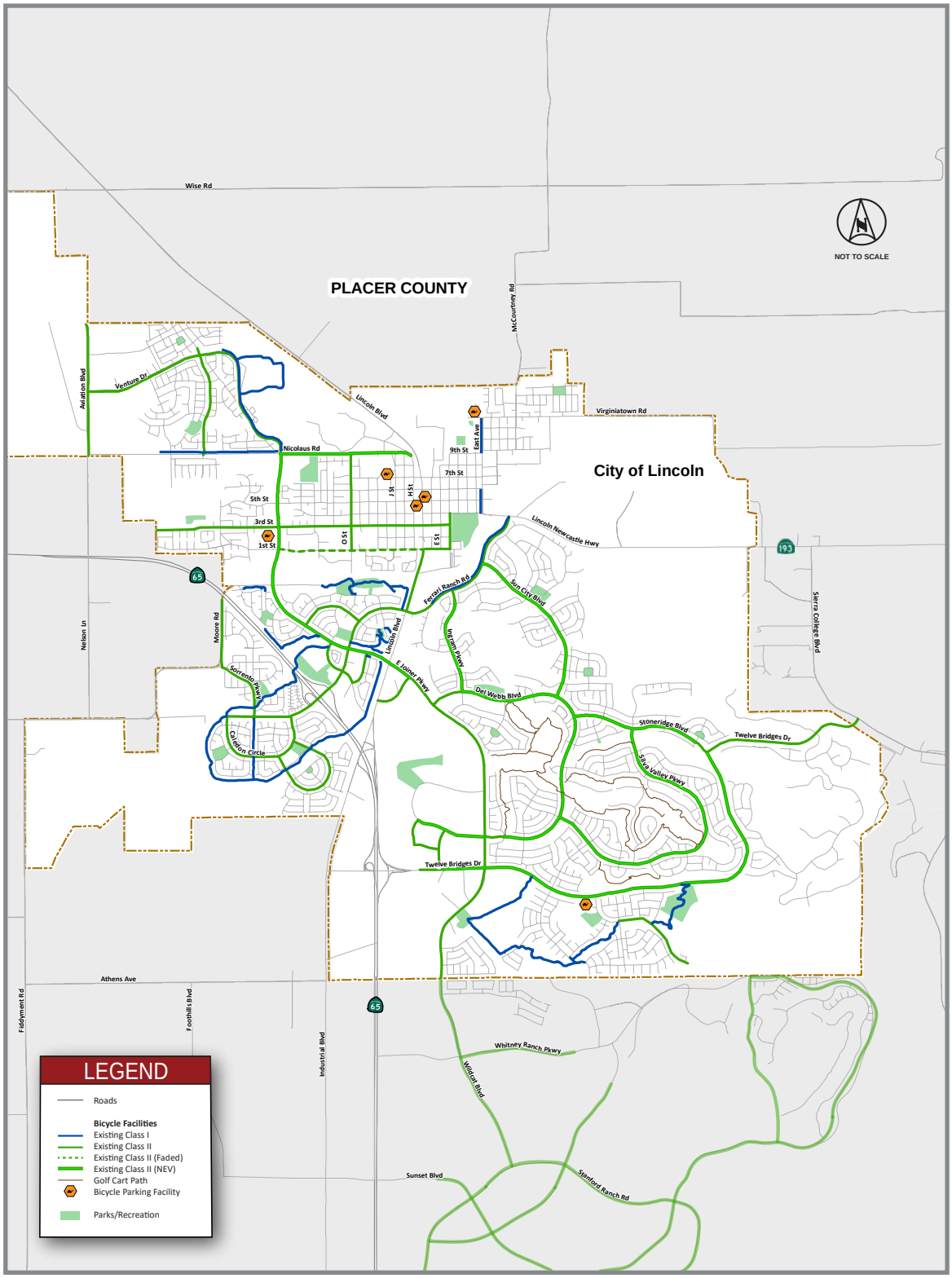
The existing roadway network in the City of Lincoln consists of 50.54 centerline miles of City owned roadways and approximately 5 miles of state owned facilities that traverse the City. Inclusive of the recent improvements described above, of the City's existing roadway centerline miles, 19% provides Class II bike lanes. A significant portion of these roadways are local residential streets with posted speeds of 25 miles per hour. In addition, a significant portion of Class II facilities have parallel neighborhood electric vehicle (NEV) lanes approximately 8-feet in width. The 19% of Class II network translates to approximately 198,415 linear feet (37.5 miles) of roadway providing bi-directional Class II facilities within the City of Lincoln.

There are currently 127,310 linear feet (or 24 miles) of Class I bicycle facilities within the City of Lincoln. Approximately 42% of Class I facilities are located in the Del Webb community area, and 31% are located along or parallel to Joiner Parkway and Ferrari Ranch Road, including the Class I trail along the Auburn Ravine. Other disjointed Class I facilities are located in north Lincoln along Joiner Parkway/Venture Drive and south Lincoln near Twelve Bridges Drive. Additionally, there is a disconnected Class I facility along East Avenue between 12th Street and McBean Park Drive.

Although 1st Street east of Joiner Parkway has Class II bicycle lanes, the lane striping (white paint) is difficult to observe for both motorist and cyclists, and is therefore not considered to provide adequate Class II connectivity. For several roadways without bi-directional bike lanes, such as Ferrari Ranch Road east of Lincoln Boulevard, and Joiner Parkway/ Venture Drive north of Nicolaus Road/9th Street, Class I facilities are provided. Additionally, several roadways are designated as Class III bicycle routes due to the presence of "share the road" signs, such as along East Avenue between the existing Class I facility.

The City of Lincoln's existing bikeway network is shown on **Figure 2.** Existing bicycle parking facilities are located at key downtown locations, as shown on **Figure 1**.

Figure 2 – Existing Bikeways



REGIONAL CONNECTIONS

The City of Lincoln is bordered by unincorporated Placer County. The City of Roseville and the City of Rocklin are located to the south with primary access from Highway 65, Industrial Boulevard, and Joiner Parkway. The Town of Loomis and the City of Auburn are located short distances east of Lincoln with primary access from Highway 193. Designated bikeways providing regional connections to surrounding communities do not currently exist. New proposed connections that have potential as regional connections include Industrial Boulevard, Nicolaus Road, and SR 193. Proposed system connections are discussed in subsequent sections of this plan.

The Town of Loomis recently completed its 2010 Bicycle and Trails Master Plan. Except for sidewalks located in the downtown area of Loomis, a trail system within the Town does not currently exist. The Town of Loomis currently has no Class I bike paths, 6.5 miles of Class II bike lanes, and no designated Class III routes. The Town of Loomis, through its Bicycle Transportation and Trails Plan, is committed to creating a more bicycle-friendly community with connections to adjacent jurisdictions. The 2008 City of Roseville Bicycle Master Plan provides for bicycle connections to Sierra College Boulevard with connections to Twelve Bridges Drive and ultimately SR 193.

MULTI-MODAL CONNECTIONS

Multi-modal connections in the City of Lincoln and South Placer County are especially important due to Lincoln's distance from other communities and barriers to bicycle travel such as the lack of existing continuous bicycle facilities and high-speed roadways. A transit center currently exists at Third and F Streets serviced by Lincoln Transit and Placer County Transit. The various transit services that serve South Placer County are described below. Maps of the various service areas and key transfer points within the City of Lincoln are provided n **Figure 3.**

Lincoln Transit

Lincoln Transit currently operates two fixed routes known as the downtown Circulator and Lincoln Loop. Both routes operate on one-hour headways (at each stop, buses arrive every hour). Each bus is equipped with two bike racks. The Downtown Circulator operates in Historic Downtown Lincoln and along Highway 65 with stops near City Hall (6th Street), downtown retail centers, Safeway Center, Twelve Bridges Library, Twelve Bridges Medical Center, and Kaiser Permanente. The service begins each morning at the Lincoln Transfer Point at Third and F Streets. The Circulator connects daily with the Lincoln Loop and the Placer County Transit's Lincoln/Rocklin/Sierra College route.

The Lincoln Loop operates throughout the city with stops at several schools, parks, community centers, and major activity centers. The route beings daily at the southwest corner of Venture and lakeside Drives. It continues to the Lincoln Transfer Point at Third and F Streets and then to destinations throughout the city.

Lincoln Transit Dial-A-Ride (DAR) is a complimentary curb-to-curb Para-transit service for the general public. DAR operates in the city limits of Lincoln on a reservation basis.

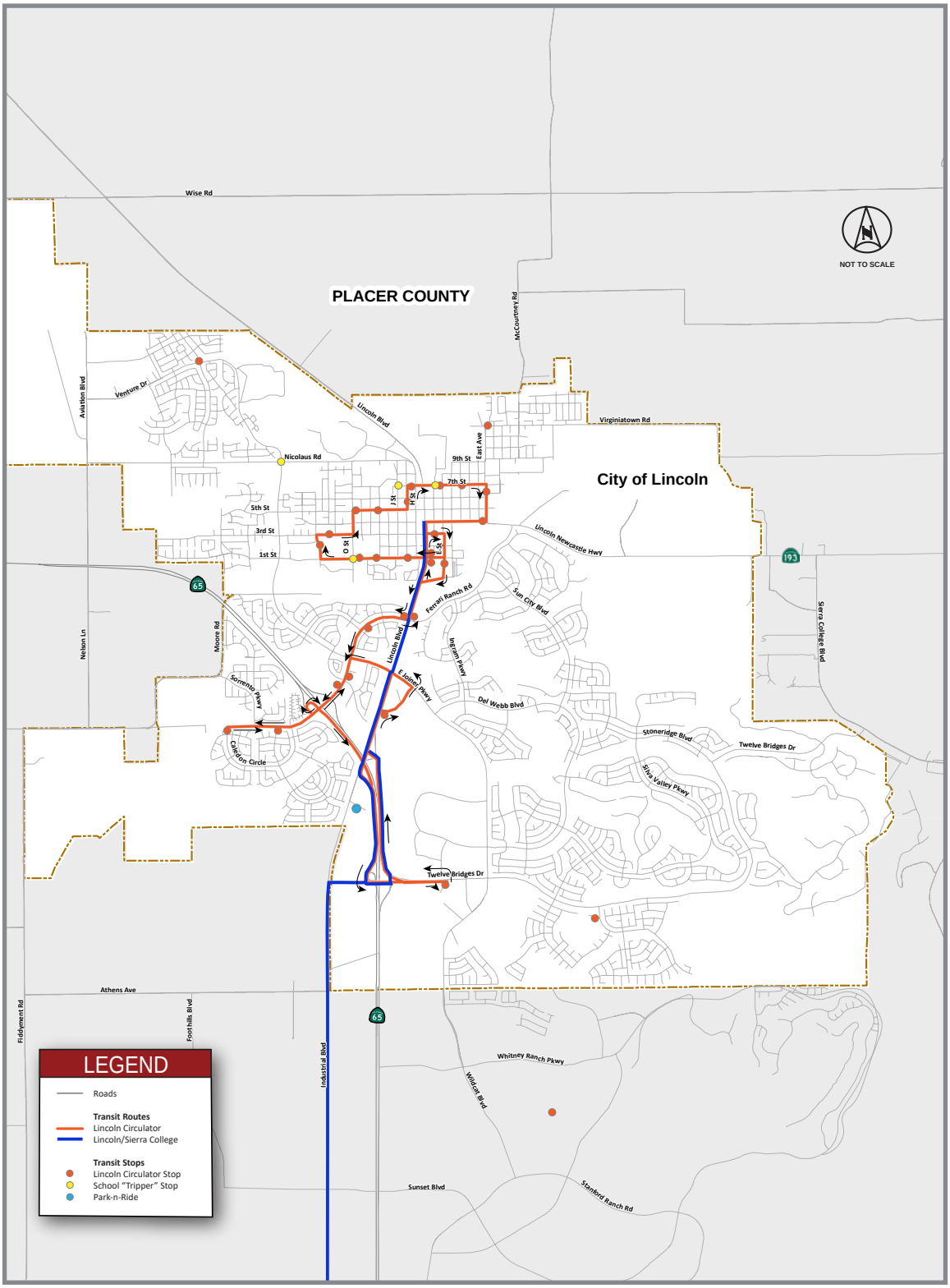
Placer County Transit (PCT)

Transit riders in Placer County can make a connection to Lincoln's Historic Downtown and points in between at the Twelve Bridges Transfer Point via the Lincoln Transit Downtown Circulator. Transfers are free. The Taylor Road Shuttle operated by PCT stops at the Penryn Park and Ride near King Road and the Loomis Park and Ride located at I-80 and Horseshoe Bar Road. Additional information is located at *www.placer.ca.gov/transit*.

Roseville Transit

Roseville Transit offers local fixed-route service throughout Roseville but does not serve the City of Lincoln. Riders can transfer to PCT at Thunder Valley to reach destinations within the City of Lincoln. Additional information is located at *www.roseville.ca.us/transit*.

Figure 3 – Transit Services



SUPPORT FACILITIES

Bikeway support facilities include physical infrastructure designed to accommodate or promote the use of bicycles. Examples include bicycle racks, bicycle lockers, restrooms, and shower facilities. A windshield survey of major shopping centers, schools, parks, and employment centers found bike racks located at most major commercial centers in the City. The Lincoln Transit District provides a rack that holds two bikes on the front of all buses. The City of Lincoln provides bike parking at City Hall, 600 Sixth Street. In addition, all recent shopping centers have bike racks as a condition of their approval. Several newer projects in the downtown core have street tree grates with tree guards that qualify as informal bike racks for bicyclists. Support facilities are important because potential riders can be discouraged from riding if they think that their bicycle may be stolen, vandalized or if sufficient facilities are not provided to make bicycling convenient, particularly for commute purposes.

In many cities and counties, the installation of secure bicycle parking is required as part of local transportation system management plans or the zoning code. For example, Yuba City, CA requires the provision of bicycle racks as part of their zoning code while similar requirements apply in the City of Roseville as part of their transportation systems management program. The City of Lincoln, as part of their rideshare program, requires that bicycle parking facilities be made available at the request of any tenant or employee participating in the program whose primary mode of commuting is by bicycle. Parking facilities are not currently required as part of the City of Lincoln zoning code.

BICYCLE SAFETY

Collision data was provided by the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) statistics, and by the City of Lincoln, for the five-year period between 2012 and 2016. According to these two datasets, approximately 25 collisions involving a bicyclist occurred in the City of Lincoln during that five-year period. **Figure 4** presents the location of bicycle collisions during this five-year period. **Table 2** presents bicycle collision severity by year. **Table 3** presents bicycle collisions by severity type.

No bicyclist fatalities were reported between 2012 and 2016; however, as shown in **Table 2** and **Table 3**, 23 of the 25 collisions resulted in bicyclist injury. Additionally, the roadways with the highest number of collisions were Lincoln Boulevard (4 collisions), McBean Park Drive (3 collisions), and Ferrari Ranch Road (3 collisions), and approximately half of all bicycle collisions occurred at intersections.

Bicycle Safety Programs

A summary of safety programs that have been implemented within the City is described below:

- Bicycle Rodeos - are designed to teach the rules of the road and safe riding practices to school age bicyclists.
- Bicycle Helmet Enforcement Program - is conducted by the Lincoln Police Department and focuses on issuing warnings to students who do not ride with a bicycle safety helmet. A warning card that includes discounts for purchasing bicycle helmets is given to violators.
- Bicycle Helmet Distribution Program - Approximately 250 helmets are given away annually to local students.
- Bicycle Safety Instruction - Lincoln Police Department conducts bicycle safety instruction at local elementary schools at the beginning of the school year.
- Helmet Safety Program – Sponsored by UC Davis Trauma Center Outreach Program., this program provides instruction on helmet safety.

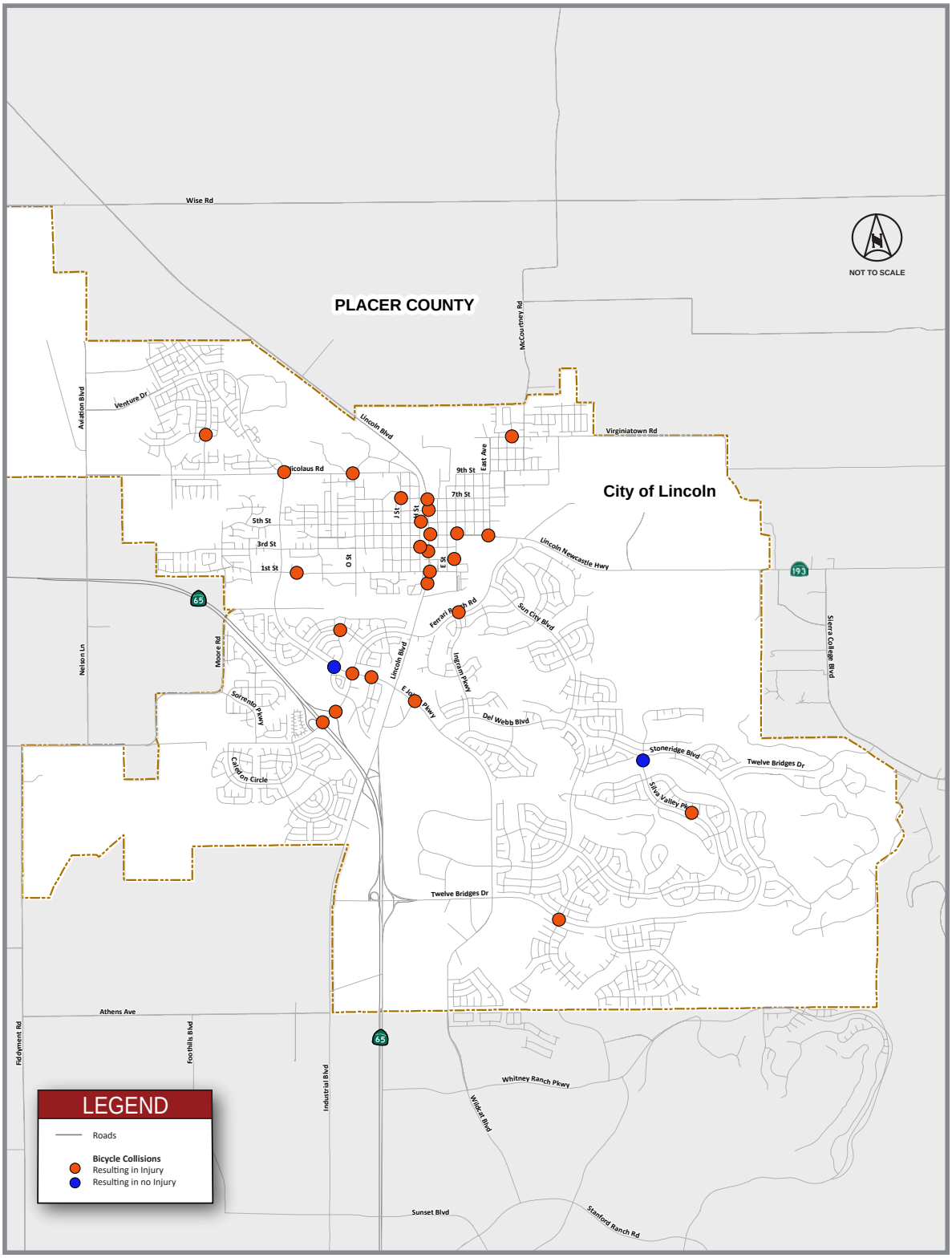
Table 2 – *Bicycle Collision Severity by Year*

YEAR	INJURY (COMPLAINT OF PAIN)	INJURY (OTHER VISIBLE)	PROPERTY DAMAGE ONLY	GRAND TOTAL
2012	1	2		3
2013	4		1	5
2014	2	3		5
2015	4	4		8
2016	1	2	1	4
TOTAL	**12**	**11**	**2**	**25**

Table 3 – *Bicycle Collision Frequency by Location*

INTERSECTION	PRIMARY ROAD	SECONDARY ROAD	INJURY (COMPLAINT OF PAIN)	INJURY (OTHER VISIBLE)	PROPERTY DAMAGE ONLY	GRAND TOTAL
No	1st Street	Joiner Parkway		1		1
	2nd Street	D Street	1			1
	5th Street	H Street		1		1
	12th Street	Buckboard Lane		1		1
	Lincoln Boulevard	6th Street		1		1
		7th Street	1			1
		Lincoln Boulevard 96		1		1
		Lincoln Boulevard 270		1		1
	McBean Park Drive	A Street		1		1
		Lincoln Boulevard		1		1
	Nicolaus Road	Joiner Parkway	1			1
	Spring Valley Parkway	Blue Heron Loop	1			1
	Stoneridge Boulevard	Spring Valley Parkway			1	1
Yes	1st Street	Lincoln Boulevard	1			1
	3rd Street	H Street		1		1
	7th Street	J Street	1			1
	Danbury Drive	Groveland Lane	1			1
	Danbury Drive	Ingram Parkway	1			1
		Joiner Parkway	1			1
		Route 65			1	1
	Groveland Lane	Joiner Parkway	1			1
	Joiner Parkway	Stanmark Drive	1			1
	Lakeside Drive	Floradale Way		1		1
	McBean Park Drive	D Street		1		1
		Danbury Drive	1			1
TOTAL			**12**	**11**	**2**	**25**

Figure 4 – Bicycle Collisions



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ANALYSIS OF BICYCLE DEMAND

The objective of analyzing bicycle demand is to identify existing bicycle ridership levels and travel patterns, along with projected future use and possible methods for stimulating additional ridership. This section provides information about City of Lincoln projections for population and employment and their influence on bicycle travel demand.

EXISTING MAJOR ACTIVITY CENTERS

One purpose of a BTP is to provide facilities that connect residential areas to employment, commercial, educational, and recreational centers. These facilities support bicycle travel demand for both commuter and recreational trip purposes. Major activity centers in the City of Lincoln include regional commercial areas such as Sterling Pointe Shopping Center, Lincoln Hills Town Center, Lincoln Crossing Marketplace, Joiner Parkway Corridor, and the downtown core. In addition, employment centers, schools, parks, the Thunder Valley Casino and Lincoln Regional Airport serve as potential destinations for bicyclists. Major activity center locations are identified in **Figure 1**.

POPULATION AND EMPLOYMENT TRENDS

The following discussion contains estimates of existing and future projections of population and employment levels to determine trends and how they affect demand for bicycle facilities.

Existing Population

In 2011, the City of Lincoln had an estimated total population of 43,144 persons. This number rose to 43,572 by 2012, increasing to 45,675 in 2016. **Table 4** shows a comparison of population estimates for the City of Lincoln and several surrounding cities and Placer County.

Table 4 – *Population Estimates and Comparisons (2015 to 2016)*

JURISDICTION	2015	2016	% CHANGE
City of Lincoln	45,038	45,675	1.4%
Auburn	13,785	13,858	0.5%
Loomis	6,648	6,690	0.6%
Rocklin	59,727	60,509	1.3%
Roseville	126,327	128,276	1.5%
Placer County	366,280	370,571	1.2%

Source: US Census, 2012-2016 ACS Data

Existing Employment

The City of Lincoln has a labor force of approximately 36,048 persons and employment of approximately 17,203 persons over 16 years of age. The current unemployment rate for the City of Lincoln is 7.0%, compared with Loomis Town (7.6%), Auburn (7.6%), Rocklin (7.3%), and Roseville (6.5%) (Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates).

BICYCLE RIDERSHIP LEVELS

Bicycle ridership levels are not easily measured or projected for an entire City without extensive data collection efforts. Bicycle ridership varies widely among different jurisdictions. For jurisdictions with similar populations, land use density, and bicycle system quality, bicycled mode split typically varies from one to three percent. The City of Lincoln General Plan provides for increased land use densities in many areas and villages that will contribute the attractiveness of non-auto modes of travel such as bicycling. The transition to a denser land use pattern could increase the City's bike mode split from 0.7 percent to between one and three percent.

Existing Ridership Levels

A common term used in describing demand for bicycle facilities is "mode split." Mode split describes the percentage of people selecting a certain means of transportation within a jurisdiction. Mode split is often used in evaluating commuter alternatives such as bicycling, where the objective is to increase the "split" or percentage of people selecting an alternative means of transportation. From the 2012-2016 Census data, mode split information is available for home-to-work trips for the City of Lincoln. City of Roseville, and City of Rocklin. This information is presented in **Table 5**.

Table 5 – *Mode Split for Home-to-Work Trips*

Mode	Lincoln	Rocklin	Roseville
Drove alone	78.6%	81.6%	79.5%
Carpooled	10.5%	7.1%	8.8%
Public transportation (no taxicab)	1.0%	1.1%	1.1%
Walked	0.6%	1.0%	1.9%
Bicycle	0.7%	0.6%	0.8%
Taxicab, motorcycle, or other means	1.5%	1.2%	1.0%
Worked at home	7.0%	7.5%	7.0%

Source: US Census, 2012-2016 ACS Data

As shown in **Table 5**, less than one percent of home-to-work trips for the cities of Lincoln, Rocklin, and Roseville are made by bicycle.

FUTURE LAND USE AND DEVELOPMENT

The City of Lincoln future development map and approved development list is presented in **Appendix D**. The City of Lincoln development includes the following approved residential projects:

1. Twelve Bridges Villages 1, 2, 10, 11, 12, Education Foundation
2. Lakeside 6: Phase 2, 7 & 8
3. Senior Living at Lincoln in Twelve Bridges
4. Meadowlands
5. Magnolia Village
6. Independence

7. Village 1
    a. Epick 1, 2 & 3
    b. La Bella Rosa
    c. Walkup Ranch
    d. Turkey Creek Estates
    e. Hidden Hills
    f. Enclave
8. Fullerton Ranch
9. Cypress Meadows/Cresleigh Grove
10. E. 10th Street
11. Riverwalk Villas
12. Crocker Knoll
13. Village 7
14. Joiner Ranch
15. Summerset Assisted Living Facility – Downtown
16. Lincoln Crossing Village 11

The City of Lincoln development includes the following approved commercial projects.

1. Quick Quack Car Wash
2. America's Tire
3. Les Schwab Tires
4. tarbucks
5. Hotel in Parkway Pointe
6. Property north of Fire Station on Joiner Parkway
7. Northeast corner of Lincoln Boulevard and Ferrari Ranch Road
8. Twelve Bridges Commercial
9. Twelve Bridges Employment-Center
10. Village 1 – southeast corner of Highway 193 and Oak Tree Lane
11. Village 7 Commercial

FUTURE POPULATION AND EMPLOYMENT

Future population and employment 20-year forecasts have been developed for both the City of Lincoln and the City's Sphere of Influence. Future forecasts assume the development of the seven villages in the Sphere of Influence (Village 1 through 7 were annexed in 2017). The City of Lincoln anticipates a future population of approximately 55,857 persons and approximately 16,461 employees, as presented in **Table 6**.

Table 6 – *Future Population and Employment Forecasts*

BOUNDARY/AREA	FUTURE POPULATION	FUTURE EMPLOYMENT
Lincoln	55,857	16,461
Lincoln SOI	26,414	7,760
Total City and SOI	**82,271**	**24,221**
Village 1	*5,823*	*155*
Village 2	*348*	-
Village 3	*391*	-
Village 4	*67*	-
Village 5	*3,394*	*966*
Village 6	*3,245*	*377*
Village 7	*8,081*	*1,003*
Total Village	***21,349***	***2,501***

As shown, the City's population is expected to almost double within the next 20 years. The City's employment is expected to increase by approximately 7,000 persons within the next 20 years. It is anticipated that bicycle ridership levels will increase accordingly.

BICYCLE CONNECTIVITY

The City of Lincoln has a significant amount of existing bicycle infrastructure, with Class II bicycle lanes on approximately 19% of existing local roadway infrastructure, and an additional 12 miles of Class I bicycle facilities within the City limits. However, due to high vehicular speeds on major roadways, incomplete or discontinuous bicycle infrastructure, and a lack of adequate bicycle protection at some intersections, many existing bicycle routes may not be suitable for all user-types, nor do they necessarily provide complete connections to key destinations throughout the City.

In addition, the City of Lincoln is characterized by many residential areas that are served by low-speed (< 25 mph) local streets. However, many of these residential areas are encircled by high speed, major roadways – some of which provide no bicycle infrastructure. High vehicular speeds and discontinuous bicycle routes can create stressful conditions for a majority of potential bicycle users. These conditions can preclude "true" city-wide bicycle connectivity which in turn discourages bicycling as a viable mode option relative to the automobile. As such, the level of stress experienced by a cyclist becomes the determining factor of bicycle infrastructure connectivity, rather than the presence of the infrastructure itself.

Level of traffic stress, as defined by the Mineta Transportation Institute's *Low-Stress Bicycling and Network Connectivity* report (2012), provides thresholds of cyclist tolerance for on-street bicycle facilities as determined by the roadway conditions of the shared route. A "level of traffic stress" (LTS) score between 1 and 4 is then assigned to the roadway, where 1 represents a level of stress that the majority of the cycling public, including children, can tolerate, and 4 represents a level of stress tolerated only by those characterized as "strong and fearless" cyclists. For purposes of this study, roadways classified as LTS 1 or 2 reflect low-stress facilities for which the vast majority of the City's population would feel comfortable bicycling on. Conversely, a roadway with an LTS score of 3 or 4 reflects medium to high-stress conditions that only a small percentage of accomplished cyclists would feel at ease using.

The ultimate goal is to improve the overall connectivity of the low-stress bicycle network. The greater the access to the low-stress network and the greater number of origin and destination pairs it serves, the more attractive bicycling becomes as a modal option for a larger segment of the population.

LEVEL OF STRESS CRITERIA

Criteria used to determine the LTS score for roadways include the following:

- Road width (number of through travel lanes)
- Vehicular traffic speed limit
- The presence and width of a parking lane (diagonal or parallel)
- The presence and width of a bicycle lane

Criteria used to determine the LTS score for intersections include the following:

- Right-turn vehicular channelization (right-turn pocket length or shared through/right-turn lane)
- The presence and location of a bicycle lane pocket at the intersection
- Signalized traffic control or side-street stop-control

Table 7 presents the LTS category summaries as defined by the Mineta Transportation Institute.

Table 7 – *Level of Traffic Stress Categories*

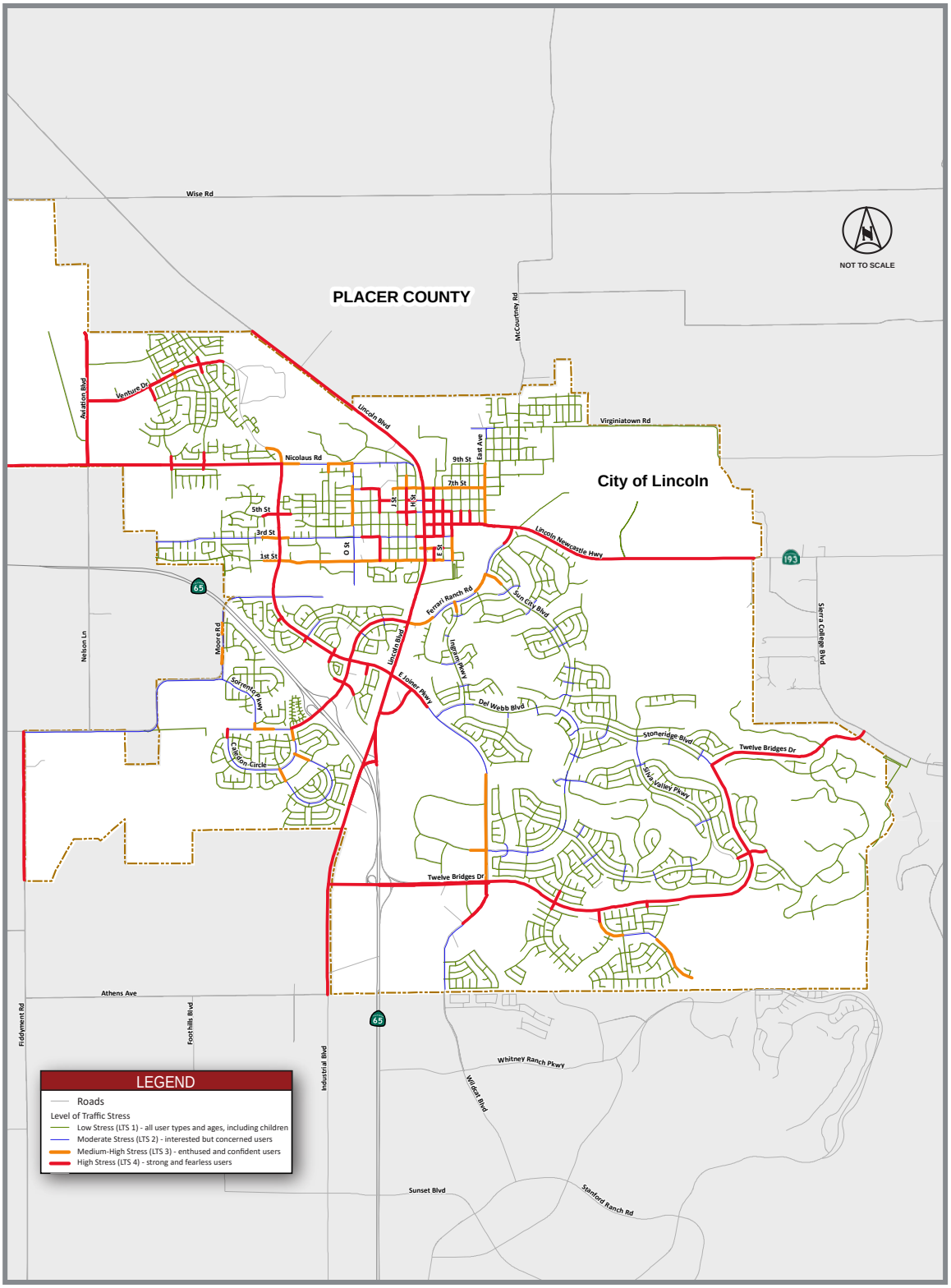
LEVEL OF TRAFFIC STRESS (LTS)	DESCRIPTION
LTS 1	Presenting little traffic stress and demanding little attention from cyclists, and attractive enough for a relaxing bike ride. Suitable for almost all cyclists, including children trained to safely cross intersections. On links, cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a slow traffic stream with no more than one lane per direction, or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where cyclists ride alongside a parking lane, they have ample operating space outside the zone into which the car doors are opened. Intersections are easy to approach and cross.
LTS 2	Presenting little traffic stress and therefore suitable to most adult cyclists but demanding more attention than might be expected from children. On links (roadway segments), cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a well-confined traffic stream with adequate clearance from a parking lane, or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where a bike lane lies between a through lane and a right-turn lane, it is configured to give cyclists unambiguous priority where cars cross the bike lane and to keep car speed in the right-turn lane comparable to bicycling speeds. Crossings are not difficult for most adults.
LTS 3	More traffic stress than LTS 2, yet markedly less than the stress of integrating with multilane traffic, and therefore welcome to many people currently riding bikes in American cities. Offering cyclists either an exclusive riding zone (lane) next to moderate-speed traffic or shared lanes on streets that are not multilane and have moderately low speed. Crossings may be longer or across higher-speed roads than allowed by LTS 2, but are still considered acceptably safe to most adult pedestrians.
LTS 4	A level of stress beyond LTS 3.

EXISTING ROADWAY NETWORK LEVEL OF TRAFFIC STRESS

Using the criteria described in the above section, a level of traffic stress (LTS) value was assigned to every segment of the City of Lincoln's existing roadway network. Segments were generally defined as sections of roadway that are between controlled intersections or changes in roadway characteristics (such as the transition from two to three lanes, or changes in speed limits). Segments vary by length depending on the roadway function and characteristic. Additionally, intersection approaches were treated as distinct segments for analysis due.

The City of Lincoln's existing roadway network level of traffic stress is presented on **Figure 5**. There is a large proportion of low-stress facilities within the city due to the fact that the majority of the city's road-miles are residential streets with speed limits of 25 miles per hour or less. While these streets generally do not have bicycle facilities, they are considered low stress routes due to the low vehicular speed and low volumes.

Figure 5 – Existing Level of Traffic Stress



It is important to note that roadways with existing bicycle facilities or with low speed limits are not necessarily considered low-stress. For example, Ferrari Ranch Road has Class II bike lane facilities, but it is considered high-stress between Caledon Circle and Del Webb Boulevard, primarily due to its speed limit of 40 miles per hour and the lack of additional bicycle safety buffers. Also, while 5th Street is considered low-stress along the majority of its extents due to its low speed limit, the route is intersected by Joiner Parkway in the west and Lincoln Boulevard in the east. Given the lack of bicycle pockets at these intersection approaches, cyclists are forced to maneuver between through and right-turn vehicular movements, creating a high-stress condition at this juncture. Other factors, such as the presence of on-street parking, can affect the LTS score.

The following **Table 8** shows the distribution of segment miles by level of traffic stress. Given the extent of residential streets, 85-percent of the City's road system is classified low-stress. Conversely, 15-percent is classified as medium to high-stress (wide, higher speed, arterials). Class I bike paths do not receive an LTS score; however, they provide the lowest stress experience for cyclists due to the complete separation from motor vehicles.

Table 8 – *Segment Miles by Level of Traffic Stress*

LTS	Length (Miles)	Percentage
1 – Low	431	78%
2 – Low-Moderate	39	7%
3 – Medium-High	18	3%
4 – High	66	12%
Total	**554**	**100%**

EXISTING NETWORK CONNECTIVITY

While most the City of Lincoln's roadway network is low stress, the City of Lincoln faces many challenges to intra-city connectivity. The city is divided by natural and physical barriers that preclude bicycle connectivity, including Auburn Ravine just south of 1st Street, and by Highway 65 just west of E Joiner Parkway. Additionally, high-stress roadways act as barriers to mobility and gaps of connectivity. As shown in **Figure 6**, connectivity gaps are caused by medium to high stress routes along the following roadways, among others:

- E. Joiner Parkway
- Lincoln Bouelvard
- Ferrari Ranch Road
- McBean Park Drive
- Twelve Bridges Drive

Additionally, the City of Lincoln's downtown area is considered a medium to high stress area, due primarily to the presence of on-street parking and lack of adequate bicycle markings at intersections.

As a result, intra-city connectivity is limited to "islands" (or pockets) of low-stress network, dramatically reducing the number and length of potential connected trips within the city. **Figure 7** presents the low stress connectivity matrix, where the key locations within the City are connected by low stress routes. These key locations include neighborhoods, schools, shopping centers, and governmental offices, among others, totaling 100 locations, or "key-nodes", serving as primary origins and destinations for bicycle travel within the city. A connectivity evaluation was conducted for each location pair to determine how well each point is served by the low stress network.

Figure 6 – Barriers and Gaps

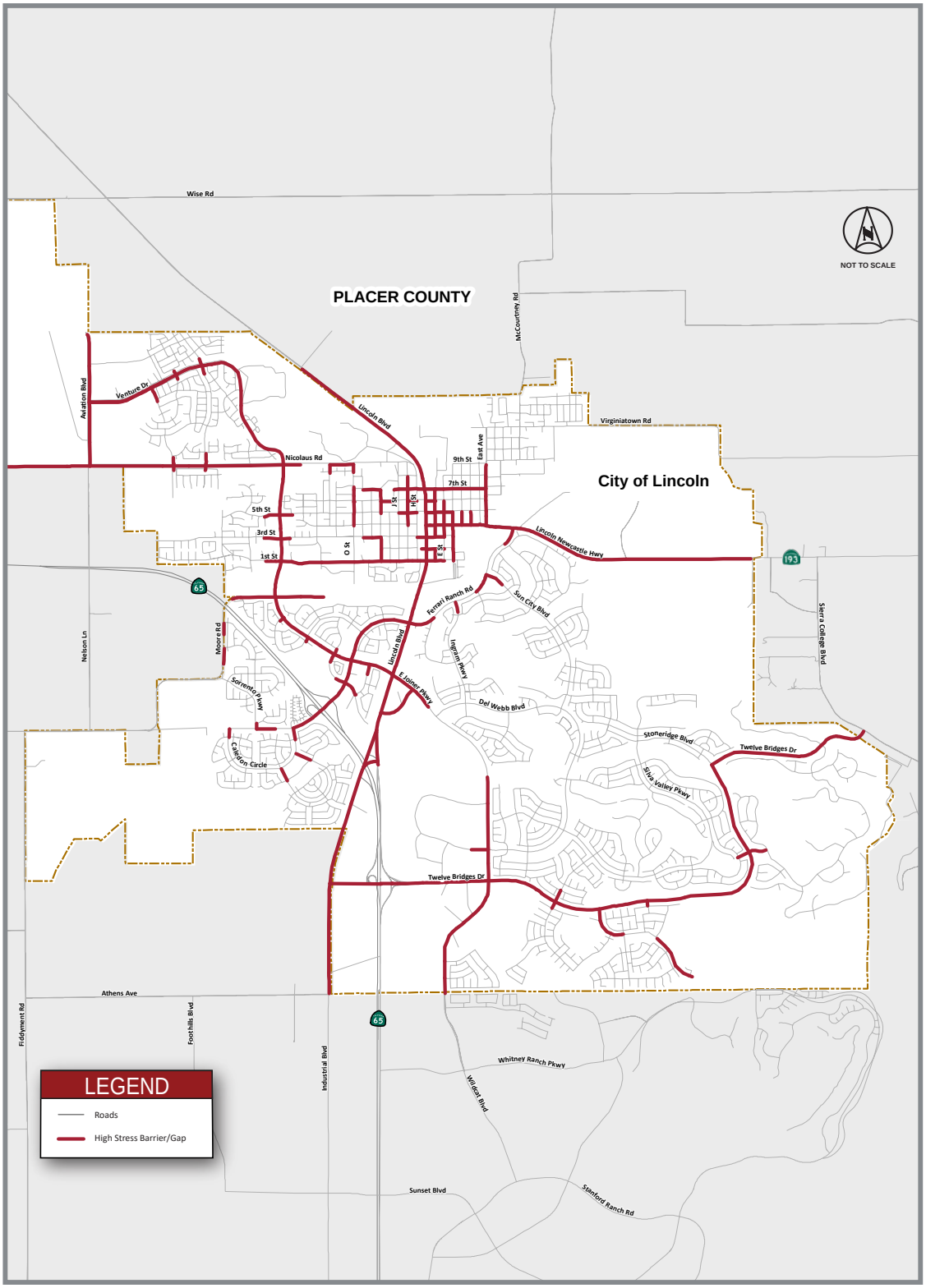
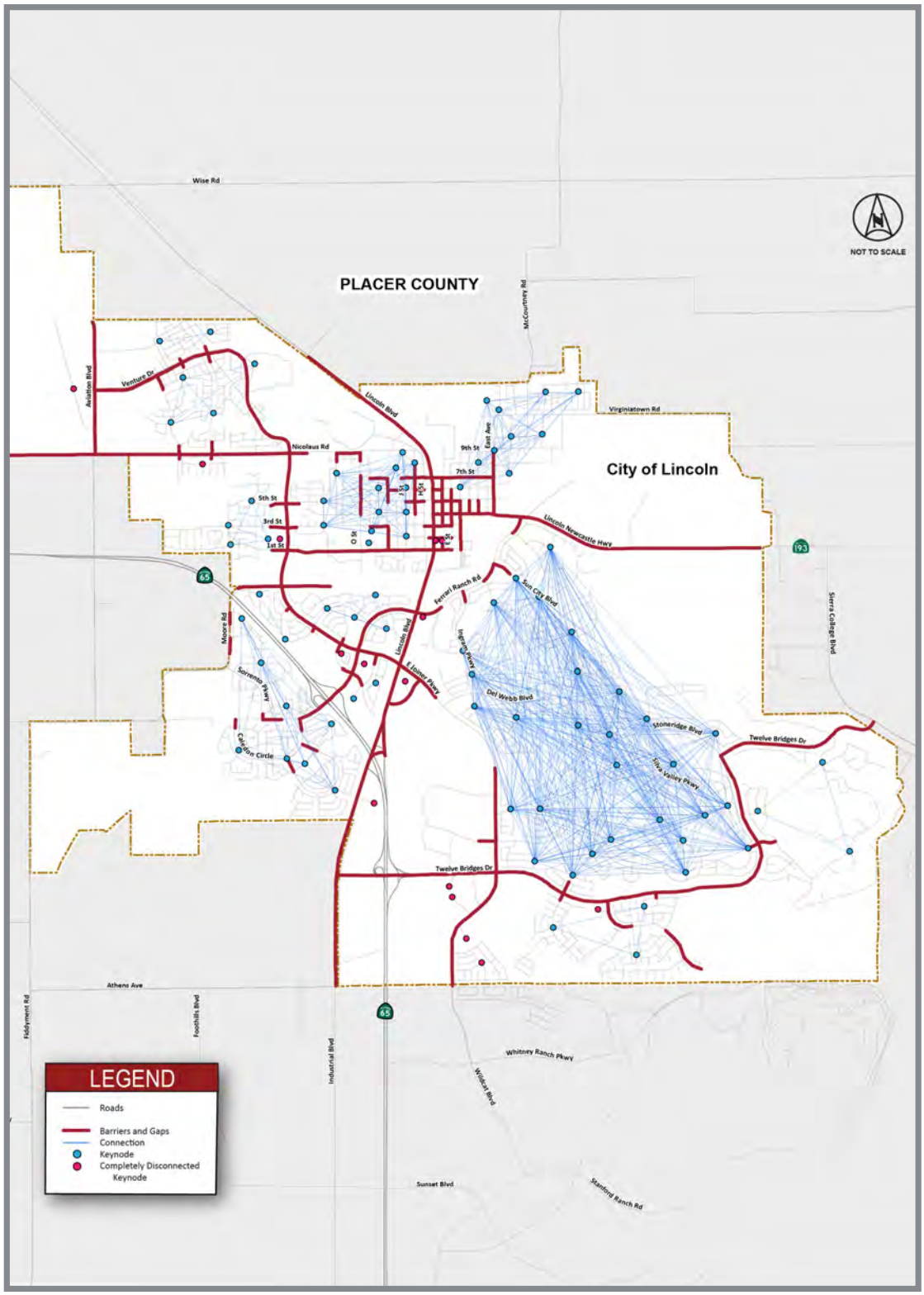


Figure 7 – Network Connectivity



As shown on **Figure 7**, each blue line represents a positive connection between keynodes. The isolated webs demonstrate the lack of existing city-wide low stress connectivity, and provides insight on which new connections would provide the greatest benefit for enhancing mobility through connected neighborhoods. In addition, as shown, some key-nodes are completely disconnected to the rest of the network, due to being separated by a moderate to high stress route. *(Note: Class I bicycle facilities are included as low stress bicycle connections.)*

Figure 6 and **Figure 7** show that even with an abundance of low-stress routes (i.e., islands of connectivity), the existing low-stress network does not adequately provide for true connectivity between key locations or areas within the City.

EXISTING NETWORK UNDUE DETOUR

Bicycle trip lengths are an important consideration when evaluating bicycle network connectivity. Behavioral research by the Mineta Institute suggests that physical or high-stress impedances that necessitate longer more circuitous bicycle routing can diminish the desire to bike at all. This is called "undue detour" and it can occur when re-routing to maintain a low-stress bicycling experience is significantly greater than the shortest or quickest route. Hence, measuring bicycle trip length is critical to determining network connectivity for the following reasons:

- While key-nodes may be physically connected by the network, high-stress barriers and gaps within the network can substantially increase bicycle trip distances.
- Per research by the Mineta Institute, circuitous routing of greater than 25% of the baseline distance is considered "undue detour", and could impede bicycle travel.
- Additionally, high-stress barriers and gaps can completely separate key-nodes from the surrounding network, making it difficult and unsafe to travel by bicycle.

The following network connectivity assessments were performed to quantify bicycle trip distance between key-nodes throughout the City.

Baseline Network Trip Length

The baseline network reflects the full roadway and bicycle network regardless of stress level. The resulting bicycle trip distances between all key-node locations provides the "shortest path" bicycle connectivity network. This assumes the ideal condition in which the entire roadway network is considered appropriate for all user types.

Low Stress Network Trip Length

The low-stress network analysis reflects the shortest path between key-node locations using only the low-stress roadway network (LTS-1 and LTS-2), including Class I bike paths. In effect, all high-stress routes (LTS-3 and LTS-4) are considered barriers to bicycle travel, and are removed from the network.

The comparative performance of these two networks are shown in **Table 9**. As shown, increased trip lengths required to maintain a low-stress bicycling experience adds a total of 48 miles to cyclist travel between key locations within the City. Additionally, detours to maintain a low-stress bicycling experience that result in 25% or more increase in trip length relative to the shortest route (i.e., undue detour) adds 37 miles. Similarly, an 89.2% reduction in overall connectivity between key-nodes occurs when removing the high-stress network from consideration (i.e. 87.6% of trips between key-nodes cannot be made without accessing the high-stress network, and 0.6% of trip lengths between key-nodes increases bicycling distance by 25% or greater, within the low stress network).

To account for potentially unreasonable bicycle trip lengths, the same analysis was applied to trip lengths of two miles or less (to represent common trip types and purposes). As shown in **Table 10**, the removal of medium to high stress routes

from the network resulted in an approximately 67.4% reduction in connectivity between key-nodes (i.e. approximately 65.2% of trips between key-nodes are no longer possible, and 2.2% of trip lengths between key-nodes increase by 25% or greater). The increase in trip lengths for trips of two miles or less adds approximately 45 miles of detour to cyclist travel between key locations within the city. Additionally, approximately 37 miles of total detour is considered "undue detour", and is attributable to trip lengths that increase by 25% or more.

Table 9 – *Trip Length and Detour*

CONNECTION/DETOUR	% OF TOTAL POSSIBLE TRIPS	ADDED DISTANCE (FEET)	ADDED DISTANCE (MILES)
Undue Detour (> 25%)	0.6%	194,040	37
Detour (< 25 %)	1.0%	55,664	11
Completely Disconnected**	87.6%	-	-
Detour Total	**89.2%**	**249,704**	**48**
No Base Connection*	1.0%	-	-
No Change	9.8%	-	-
Grand Total	**100.0%**	**249,704**	**48**

**Includes key-nodes that are not connected to network under base conditions*
***100% disconnection = completely disconnected from network*

Table 10 – *Trip Length and Detour (Trip Lengths of 2 Miles or Less)*

CONNECTION/DETOUR	% OF TOTAL POSSIBLE TRIPS	ADDED DISTANCE (FEET)	ADDED DISTANCE (MILES)
Undue Detour (> 25%)	2.2%	194,040	37
Detour (< 25 %)	2.9%	40,792	8
Completely Disconnected**	65.2%	-	-
Detour Total	**70.3%**	**234,832**	**45**
No Base Connection*	3.5%	-	-
No Change	26.2%	-	-
Grand Total	**100.0%**	**234,832**	**45**

**Includes keynodes that are not connected to network under base conditions*
***100% disconnection = completely disconnected from network*

COMMUNITY PARTICIPATION

Community participation is a vital component of this plan for obtaining input on existing bicycling facilities, potential roadways for improvement to accommodate bicycles, and the type of support facilities or programs needed to improve bicycling within the City of Lincoln. The development of the 2018 Bicycle Transportation Plan was informed through a combination of technical analyses and input received from the public and stakeholders. The public outreach approach of this plan included both traditional approaches to soliciting public input such as public workshops as well as non-traditional on-line engagement methods. The following key outreach tasks were performed which are described in greater detail below.

- Two public workshops – one at the beginning of the study and one at the conclusion;
- Circulation of project information cards to schools and the public;
- Development of a stakeholder and public contact list;
- Periodic eBlasts to inform the public and stakeholders of upcoming project related events and/or information on how to provide input;
- Development and upkeep of a project specific website;
- Access to on-line survey on the project website; and,
- Development of an interactive web-based tool for soliciting geo-referenced comments and suggestions from the public.

PUBLIC WORKSHOPS

Two public workshops were held to solicit input on the development of the 2018 Bicycle Transportation Plan and to receive feedback on the plan recommendations. These are described below.

Workshop #1: The key focus of this workshop was to solicit input from the public regarding issues and opportunities for improving the City's bicycle network. Input was received using interactive polling combined with dialogue. The workshop provided core bicycle network planning concepts, facility types, and selected analysis approaches along with initial findings regarding collision history, existing bicycle infrastructure, and an introduction to level of stress analysis criteria. The public outreach process and resources were described to inform the public how they could stay engaged in the process which included access to on-line materials, the on-line survey, and the on-line interactive web-based tool for providing input continuously throughout the study. The public outreach process itself was also described and how the public's input was going to be used to inform the development of the plan's recommendations (see **Appendix B**)

Workshop #2: The focus of this workshop was to present the draft study, its' findings, and its' recommendations. Feedback was solicited from the public on the proposed CIP list and the top ten improvement recommendations. All feedback received was recorded and reported back to the City Council for its consideration during approval of the study.

Project Information Card

A project information card was developed which included information on how to access the on-line engagement resources developed for the plan (i.e., project website and interactive web-based tool for public input). These cards were circulated at public workshops, to city schools, to stakeholders and the public. These cards were also available at the City offices.

Public and Stakeholder Contact List

A project contact list was developed at the onset of the study which served as a mailing list for informational eBlasts related to the 2018 Bicycle Transportation Plan development. This list was open to all interested parties and consisted of key stakeholders such as heads of school districts, the Bureau of Industrial Affairs (BIA), bicycle advocacy groups/clubs and interested members of the public.

ON-LINE ENGAGEMENT

The following non-traditional outreach strategies were utilized in this plan.

eBlasts

Periodic eBlasts were sent to the contact list to inform the public and stakeholders of upcoming project related events and/or information on how to provide input. Announcements were also posted on the project website (see below) and the City of Lincoln's website.

Project Specific Website

Planning information was shared continuously throughout the study through the development of a project specific website at *www.lincolnbikewayplan.com*. The website provided an overview of the plan's purpose, background document resources, information on upcoming events and workshops, on-line survey, and access to the interactive web-based tool link for providing geo-referenced comments and inputs to identify needs or improvements. The webpage was advertised throughout the City through the distribution of informational project cards, workshops, and periodic stakeholder and contact list eBlasts. Additionally, the website provided a set of frequently asked questions and responses to those questions (these are provided in **Appendix B**): The website remained available for public comment for two months following the first Public Workshop.

Interactive Web-based Tool

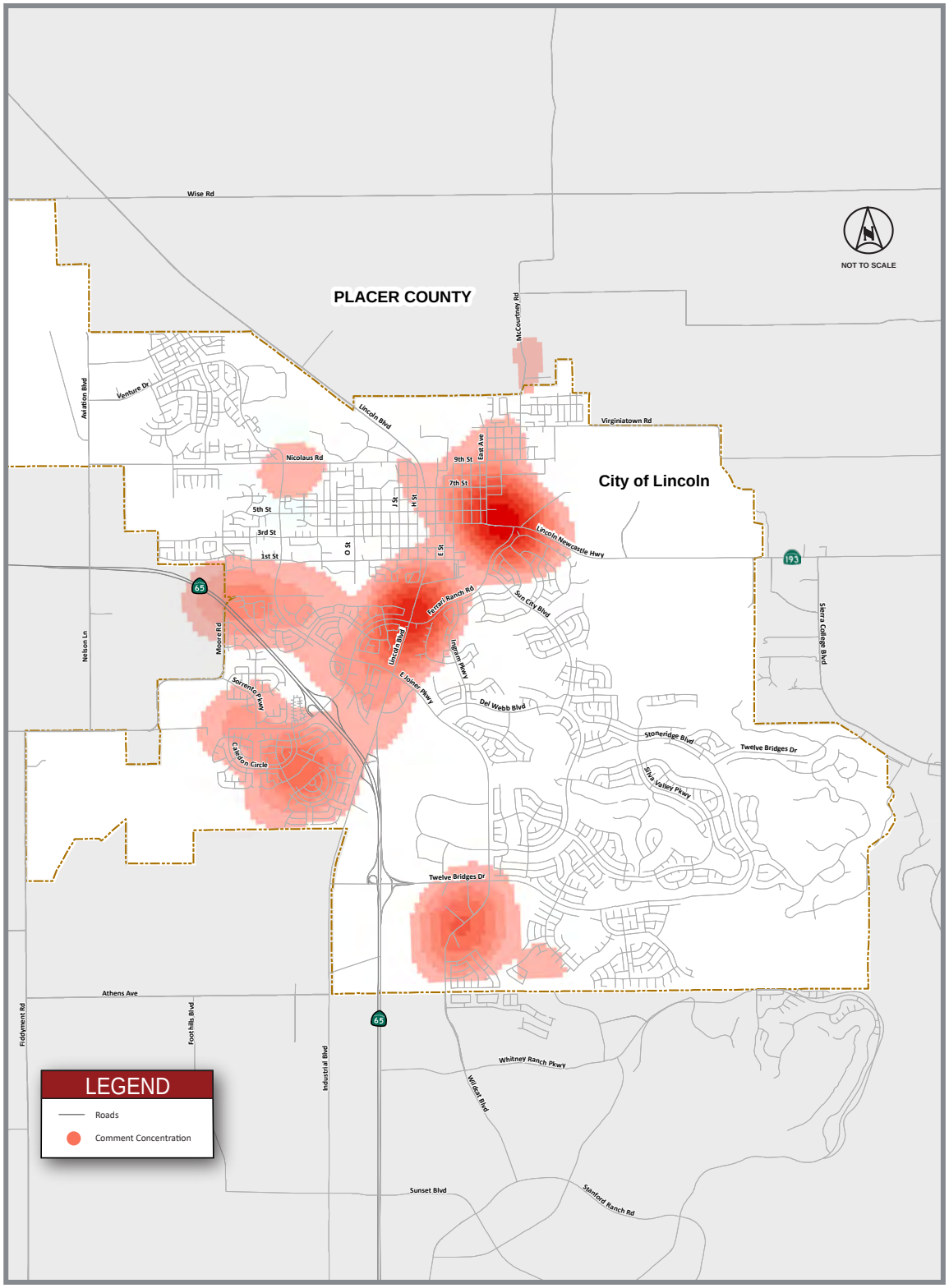
In support of the public outreach effort, an interactive web-based tool was developed that allowed the public to use a map-based spatial tool to comment on and/or make suggestions on improvements or deficiencies related to specific geographical locations. Users could view the study area, zoom into areas of particular interest, add comments and recommendations with a simple click and comment feature, and leave general comments about the project. The comments received were compiled and summarized for assisting in the identification of issues, projects, and priorities to incorporate into the plan. This interactive web-based tool proved to be a key source of public input. **Figure 8** shows the concentration of public comments received on the interactive web-based tool. **Appendix C** provides a summary of public comments/suggestions.

SUMMARY OF PUBLIC INPUT

The public input received through the various outreach mediums during the development of the *2018 Bicycle Transportation Plan* was summarized by geographic location to assist in the identification of needs and bicycle improvements to address those needs. This geographic summary reflects those locations or needs that received the most public comments (i.e., were repeatedly raised by the public). This summary is provided below.

- East Avenue is a primary route into and out of the City, yet it lacks clearly marked centerlines, parking spaces, and is poorly maintained, making it unsafe for cyclists. East Avenue should have clearly marked bike lanes and sidewalks.
- Crossing the intersection of Lincoln Boulevard at Ferrari Ranch Road is difficult and unsafe, especially due to the presence of the railroad tracks.
- The intersection of Hwy 193 at Ferrari Ranch Road is hazardous for cyclists, especially for those traveling west on Hwy 193 turning left onto Ferrari Ranch Road.
- There needs to be a connection on both sides of Moore Road, under Hwy 65.
- Lincoln Boulevard needs bike lanes and sidewalk.
- East Joiner Parkway south of Twelve Bridges Drive needs bike lanes and sidewalk, with crossing for students at the future high school and existing middle school.

Figure 8 – Public Comments



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PROPOSED SYSTEM

This section describes the proposed system of bikeways developed for the City of Lincoln. The proposed bikeway system was informed by:

- Level of traffic stress and connectivity analysis results;
- Historical collision data; and,
- Public input.

Recommendations were developed in coordination with the City of Lincoln. Overall, the proposed bikeway system aims to close gaps in the bicycle network including those created by the high-stress network routes. This proposed bikeway system provides the comprehensive project list for the City's Capital Improvement Program (CIP). From this CIP list, ten projects were identified for further review and design considerations in an effort to inform the City's prospective grant funding applications.

PLANNED BIKEWAY PROJECTS

The City currently has several bikeway projects planned, including the following.

Lincoln Boulevard Improvements Project

Former Highway 65 in Lincoln, now Lincoln Boulevard, has been relinquished to the City of Lincoln. The Lincoln Boulevard Improvements Projects will focus on the segment from just south of Sterling Parkway to just north of 7th Street. The overall goal of the Lincoln Boulevard project is to provide for a more pedestrian, bicycle, and Nieghborhood Electric Vehicle (NEV) friendly environment along the main street through the city. In order to address funding constraints, the improvements will be constructed in phases as described below.

Lincoln Boulevard Phase 1 - 7th Street to McBean Park Drive (Project Completed October 2015)

This project proivde improvements to Lincoln Blvd. from 250 feet north of 7th Street to McBean Park Drive. Improvements included transition onto the cross-streets at 5th Street, 6th Street, and 7th Street. The project included the following elements:

- Curb returns with bulb-outs to shorten the pedestrian path, enhanced crosswalks, and sidewalks with terra cotta bands.
- Street trees with an irrigation system that includes capacity for expansion for future shrub planting.
- Site furnishings to include bike racks, benches, and trash receptacles.
- Decorative street lights.
- Replacement of damaged and non-conforming sidewalks including ADA compliant pedestrian ramps.
- Class 2 bike/NEV access along the project corridor.

Lincoln Boulevard Phase 2 – 1st Street to McBean Park Drive

The project will provide improvements to a quarter-mile stretch of Lincoln Boulevard from 2nd Street to McBean Park Drive (this stretch includes three different intersections). Improvements will be similar as those listed in Phase 1 – 7th Street to McBean Park Drive. Construction contract April 2018 – November 2018.

Lincoln Boulevard HSIP – Signal Modification and Upgrades (Included with Phase 2 Project)

The project consists of lighting and equipment upgrades to five traffic signals and systemic traffic signal timing improvements to a total of 11 traffic signals along Lincoln Boulevard from Sterling Parkway to 7th Street including the addition of Class II NEV/Bike lanes from Sterling Parkway to 1st Street. Construction contract April 2018 – November 2018.

Lincoln Boulevard Phase 3 – Pedestrian Railroad Crossing Upgrades

This project will provide pedestrian crossing improvements of the railroad tracks to the side streets adjacent to a half mile stretch of Lincoln Boulevard. The side streets include 1st Street, 3rd Street, 5th Street, 6th Street, and 7th Street. The total combined project length is approximately 0.6 miles of improved sidewalks and approximately 0.3 miles of NEV/Bike Lanes. The overall goal of this project is to provide for a more pedestrian, bicycle, and Neighborhood Electric Vehicles (NEV) friendly environment along the main street through the city. This will be accomplished by implementing the use of shortened pedestrian crossings (i.e. bulbouts), ADA compliant pedestrian ramps, upgraded pedestrian crossings of the railroad tracks, and bike access along the side streets. NEV lanes will be included along several of the side streets for consistency with the City's NEV Circulation Plan.

Lincoln Boulevard – Ferrari Ranch Road to 1st Street and Auburn Ravine Bridge

This Lincoln Boulevard project would expand the roadway to three lanes with landscaped median, including Class II bike/NEV lanes and wider sidewalks. According to project site plans, the Class II bike/NEV lanes would range from 7 to 10-feet, and bike/NEV pockets would be provided at intersections with right turn pockets.

McBean Park Drive Bridge Replacement

This project includes the replacement of the McBean Park Drive bridge over the Auburn Ravine, and improvement of the roadways approaches on McBean Park Drive. The bridge will be widened to accommodate Class II bike/golf cart lanes, and sidewalks for pedestrians.

Additional information on these planned projects is included in **Appendix E.**

PROPOSED SYSTEM OF BIKEWAYS

In addition, the previous Bicycle Transportation Plan (2012) identified bicycle improvements for the City of Lincoln (**Appendix H**). Improvements included an extensive network of Class I bike paths providing connections to areas of future development, and Class II facilities on planned roads. This 2018 plan update assumes the full list of improvements presented in the previous plan, specifically those that fulfill future development needs. The 2018 BTP CIP identifies improvements to be added to, or prioritized within, the existing Capitol Improvement Program (CIP) list.

Table 11 shows the proposed intersection improvements to be included in the City's CIP. **Table 12** shows the proposed bikeway improvements to be included in the City's CIP. It includes a total of 38.6 miles of new bicycle routes (Class I, Class II, Class III, and Class IV-Lite). The existing and proposed bikeway system for the 2018 BTP is shown in **Figure 9**, and includes bikeway projects planned by Placer County Transportation Planning Agency (PCTPA). Bikeway improvement concepts for Specific Plan areas are provided in **Appendix D.**

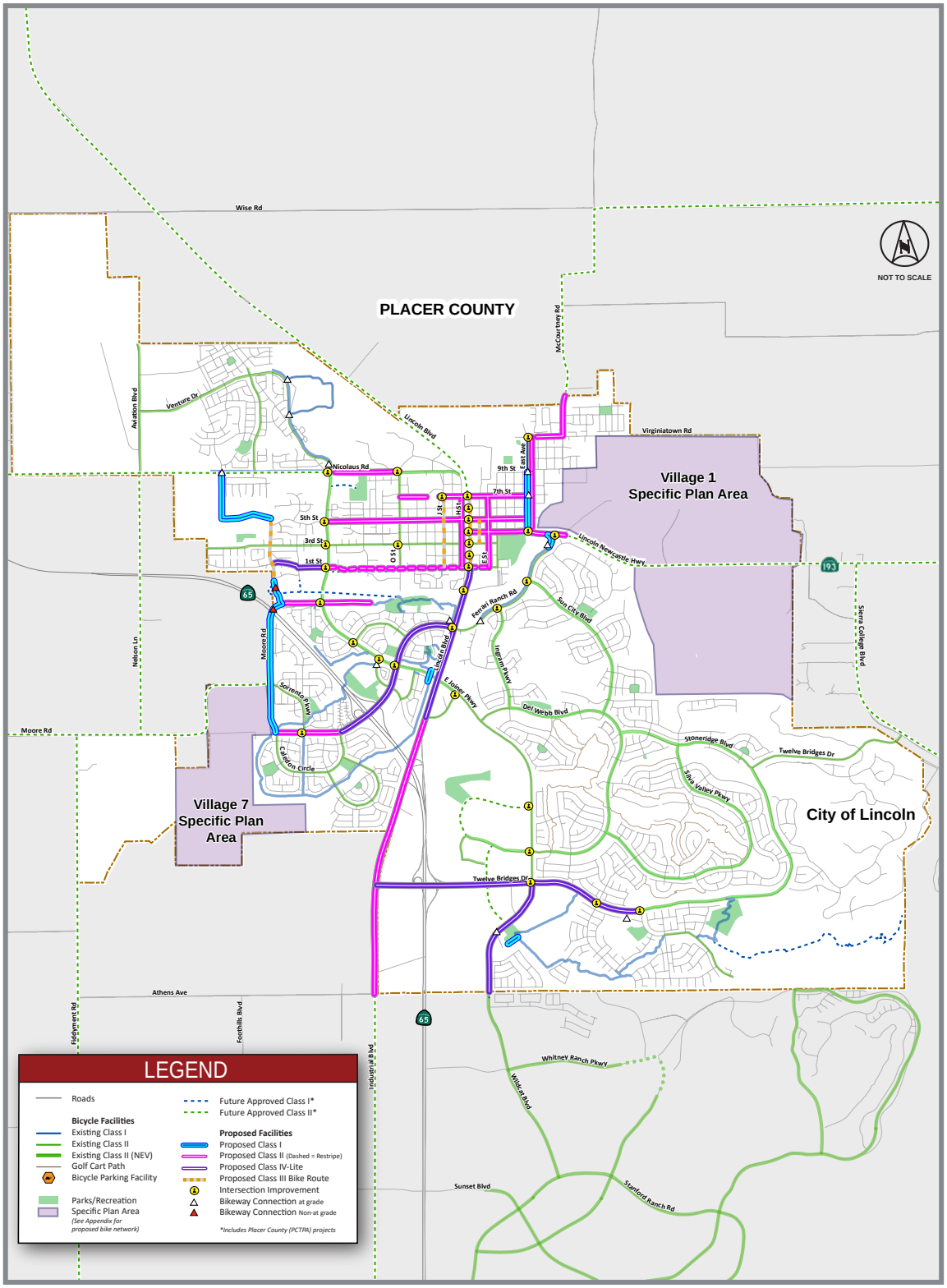
Table 11 – *Capital Improvement Program: Intersection Bicycle Improvements*

ID	LOCATION	LOCATION	TYPE
I-001	East Avenue	9th Street and 7th Street	Crossing
I-002	Joiner Pkwy	Finney Way	Crossing
I-003	Nicolaus Road	Class I trail/Teal Hollow Drive S	Crossing/Connection
I-004	Groveland Lane	Joiner Pkwy	Crossing/Connection
I-005	Ferrari Ranch Road	at Class I Trail	Connection
I-006	E. Joiner Pkwy	at Twelve Bridges Middle School	Crossing/Connection
I-007	East Avenue	12th Street	Bicycle Protection
I-008	McBean Park Drive	East Avenue	Bicycle Protection
I-009	7th Street	J Street	Bicycle Protection
I-010	O Street	3rd Street	Bicycle Protection
I-011	Ferrari Ranch Road	Ingram Pkwy; Sun City Blvd	Bicycle Protection
I-012*	Ferrari Ranch Road	SR-193/McBean Park Drive	Bicycle Protection
I-013	Lincoln Blvd	1st Street; 3rd Street; McBean Park Drive; 5th Street; 6th Street; 7th Street	Bicycle Protection
I-014	Lincoln Blvd	Gateway Drive	Bicycle Protection
I-015	Lincoln Blvd	Ferrari Ranch Road	Bicycle Protection
I-016	Ferrari Ranch Road	E. Joiner Pkwy	Bicycle Protection
I-017	E. Joiner Pkwy	Sterling Pkwy; Groveland Ln; Danbury Dr/ Downing Cir; Moore Road; 1st Street; 3rd Street; 5th Street; Nicolaus Road	Bicycle Protection
I-018	Ferrari Ranch Road	Sorento Pkwy	Bicycle Protection
I-019	E. Joiner Pkwy	Bella Breeze Drive (N and S)	Bicycle Protection
I-020	E. Joiner Pkwy	Twelve Bridges Drive	Bicycle Protection
I-021	Twelve Bridges Drive	Parkside Drive/Southcreek Drive	Bicycle Protection
I-022	Twelve Bridges Drive	Eastridge Drive	Bicycle Protection
**To be fully or partially funded with developed fees or as a condition of approval of new development*			

Table 12 – *Capital Improvement Program: Bikeway Improvements*

ID	LOCATION	BOUNDARY	TYPE	LENGTH
B-001	East Avenue	9th St to McBean Park Dr	Class I and Class II	6,300
B-002*	East Avenue	12th Street to 9th Street	Class II	2,803
B-003	McBean Park Drive	Lincoln Blvd to Ferrari Ranch Rd	Class II	6,992
B-004	Lincoln Blvd (Downtown)	1st St to 7th St	Bike Route (Class III)	5,761
B-005*	Lincoln Blvd	1st St to Sterling Pkwy	Class II (Shared NEV)	12,661
B-006	Lincoln Blvd	Sterling Pkwy to City Limit	Class II	9,755
B-007	Ferrari Ranch Road	Lincoln Blvd to Caledon Cir	Class IV-Lite	14,039
B-008	Ferrari Ranch Road	Caledon Cir to Caledon Cir	Class II	5,146
B-009	Moore Road	Class I east of E. Joiner Pkwy to Class I highway crossing	Class II	7,241
B-010	H Street	1st Street to 7th Street	Class II	8,469
B-011	SR-65 Crossing	Moore Rd west and east of highway	Class I	643
B-012	Auburn Ravine Crossing	Moore Rd east of highway to Chambers Dr	Class I	1,000
B-013	Chambers Drive	Class I at Moore Road and Nicolaus Rd	Bike Route (Class III)	5,264
B-014	Chambers Drive	Chambers Dr to Waverly Dr/Nicolaus Rd	Class I	3,901
B-015	1st Street	Douglas Dr to Joiner Pkwy	Class IV-Lite	4,568
B-016	1st Street	Joiner Pkwy to R Street	Class II	3,296
B-017**	1st Street	R Street to Lincoln Blvd	Class II	8,399
B-018	Nicolaus Road	Joiner Pkwy to O St	Class II	5,625
B-019	Twelve Bridges Drive	Industrial Ave to Eastridge Dr	Class IV-Lite	22,156
B-020	E. Joiner Pkwy	Twelve Bridges Dr to north of Ranch View Dr	Class IV-Lite	11,440
B-021	3rd Street	Joiner Pkwy to D St	Bike Route (Class III)	13,780
B-022	5th Street	Joiner Pkwy to East Ave	Class II	16,522
B-023	J Street	1st St to 7th St	Bike Route (Class III)	5,761
B-024	7th Street	O St to East Ave	Class II	9,498
B-025	F Street	3rd St to 5th St	Bike Route (Class III)	1,977
B-026	E Street	1st St to 7th St	Class II	5,748
B-027	E Street (Future)	Ferrari Ranch Rd to 1st Street (Extension)	Class II	3,477
B-028	Class I under E. Joiner Pkwy	E. Joiner Pkwy	Class I	324
B-029	Class I near McBean Park Dr and Ferrari Ranch Rd	McBean Park Dr at Ferrari Ranch Rd	Class I	261
B-030	Class I near E. Joiner Pkwy and Twelve Bridges MS	Twelve Bridges Middle School	Class I	780
B-031	Class I (Future Development)	Ferrari Ranch Rd at Caledon Cir	Class I	448.7
B-032	Virginiatown Rd and McCourtney Rd	East Avenue to City Limits	Class II	780
**To be fully or partially funded with developed fees or as a condition of approval of new development* ***Currently planned by the City of Lincoln*			**Total Length**	**204,035 (38.6 mi)**

Figure 9 – Existing and Planned Bicycle Facilities



TOP TEN BIKEWAY IMPROVEMENTS

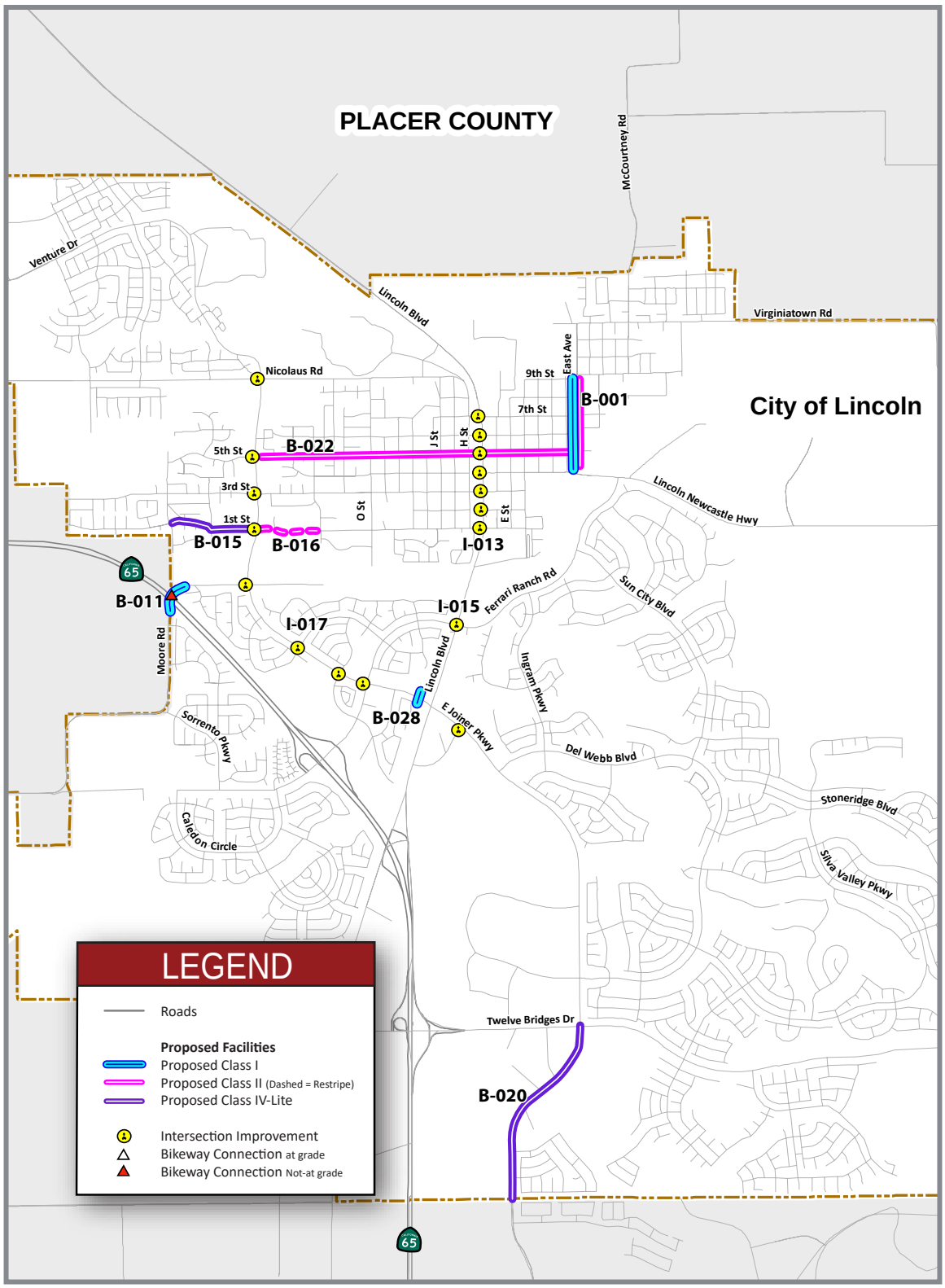
The system of proposed bikeway improvements creates a continuous low-stress network that connects residential areas with majority activity centers in the City of Lincoln, provides low-stress connections for anticipated development in the City Sphere of Influence, and includes regional low-stress connections to communities east and south of the City.

Of the proposed bikeway improvements listed above, ten projects were identified as priority projects for the City. **Table 13** show the City's Top 10 bikeway improvement projects, as shown on **Figure 10**. The Top 10 projects include a total of 8.2 miles of new bicycle facilities (Class I, Class II, and Class IV-Lite). The Top 10 projects are discussed in more detail on the following pages. Cost estimates and initial design recommendations are provided in **Appendix F**.

Table 13 *–Top 10 Bikeway Improvements*

	CIP: TOP 10 BIKEWAY IMPROVEMENT PROJECTS				
TOP 10	ID	LOCATION	BOUNDARY	TYPE	LENGTH (FEET)
1	B-001	East Avenue	9th St to McBean Park Dr	Class I and Class II	6,300
2	B-011	SR-65 Crossing	Moore Rd west and east of highway	Class I Crossing	643
3	B-015	1st Street	Douglas Dr to Joiner Pkwy	Class IV-Lite	4,568
4	B-016	1st Street	Joiner Pkwy to R Street	Class II	3,296
5	B-020	E. Joiner Pkwy	Twelve Bridges Dr to north of Ranch View Dr	Class IV-Lite	11,440
6	B-022	5th Street	Joiner Pkwy to East Ave	Class II	16,522
7	B-028	Class I under E. Joiner Pkwy	E. Joiner Pkwy	Class I	324
8	I-013	Lincoln Blvd	1st Street; 3rd Street; McBean Park Drive; 5th Street; 6th Street; 7th Street	Bicycle Protection at Intersections	-
9	I-015	Lincoln Blvd	Ferrari Ranch Road	Bicycle Protection at Intersections	-
10	I-017	E. Joiner Pkwy	Sterling Pkwy; Groveland Ln; Danbury Dr/Downing Cir; Moore Road; 1st Street; 3rd Street; 5th Street; Nicolaus Road	Bicycle Protection at Intersections	-
				Total Length (Feet)	**43,093**
				Total Length (Miles)	**8.2**

Figure 10 – Top Ten Bikeway Improvement Projects



This section outlines the Top Ten Bikeway Improvements included in the City's recommended CIP list. These projects represent those improvements that will provide the most benefit for the City in terms of increasing safety and connectivity of bicycle travel for all user types.

1. B-001: East Avenue Class I and Class II Bike Lanes

This project includes Class II bike lanes on East Avenue from 9th Street to McBean Park Drive. In addition, Class I facilities currently exist along East Avenue from 12th Street to 9th Street, and from 6th Street to McBean Park Drive. This project would construct Class I facilities from 9th Street to 6th Street, and improve crossings at side streets from 6th Street to McBean Park Drive. Class II bike lanes between 9th Street to 12th Street are planned, and will be fullly or partially funded by development fees or as a condition of approval of new development.

East Avenue is currently considered a high stress route due to the disconnected or lack of bicycle facilities along a roadway with moderate speeds. With these improvements, it would be considered a low stress route. In addition, these facilities will provide a safe and continuous bicycle route to Carlin C. Coppin Elementary School on 12th Street.

2. B-011: SR-65 Class I Crossing

This project includes a Class I bicycle and pedestrian path under SR-65 connecting Moore Road west and east of the highway. This project would provide additional connectivity for neighborhoods west and east of the highway, and provide opportunity to connect to future development west of the City.

3. B-015: 1st Street Class IV-Lite

This project includes Class IV-Lite bike lanes on 1st Street from Joiner Parkway to Douglas Drive/Chambers Drive. Class IV-Lite bike lanes are recommended to provide safe bicycle access to the Creekside Oaks Elementary School and the City of Lincoln Parks and Recreation office. This project assumes improvements to the intersection of Joiner Parkway at 1st Street (Project #I-017), ensuring safe bicycle crossing of Joiner Parkway. Restriping of Class II bike lanes is proposed on 1st Street east of Joiner Parkway (Project #B-015).

1st Street at Joiner Parkway is currently considered a high stress route due to the lack of bicycle facilities at the drop-off/pick-up area for an elementary school. Additionally, the intersection approach at Joiner Parkway lacks bicycle pockets in the presence of a right-turn pocket. With this improvement, it would be considered a low stress route.

4. B-016: 1st Street Class II

This project includes restriping of Class II bike lanes on 1st Street from Joiner Parkway to R Street. Class II facilities are planned on 1st Street from R Street to Lincoln Boulevard (Project #B-017).

1st Street at Joiner Parkway, and east to R Street, is considered a high stress route due to the presence of faded Class II bike lanes adjacent to on-street parking. Given that it provides access to several schools (First Street School and Glen Edwards Middle School), the Class II bike lanes provide a false sense of safety for cyclists. With this improvement, it would be considered a low stress route.

5. B-020: E. Joiner Parkway Class IV-Lite

This project includes Class IV-Lite bike lanes on E. Joiner Parkway from Twelve Bridges Drive to north of Ranch View Drive at the Lincoln/Rocklin city limits..

E. Joiner Parkway is currently a high stress route near Twelve Bridges Middle School and the public library. A high school is planned in the vicinity west of E. Joiner Parkway. Class IV-Lite bike lanes are recommended to provide safe bicycle access to these locations. In addition, E. Joiner Parkway provides connectivity to the City of Rocklin.

6. B-022: 5th Street Class II/Class III

This project includes Class II bike lanes on 5th Street from Joiner Parkway to East Avenue. Due to existing diagonal parking on segments of 5th Street, Class III signage and markings are recommended between I Street and D Street where a Class II bike lane is not feasible. This project complements improvements to the intersection of Lincoln Boulevard at 5th Street (#I-013).

This project would provide safe connectivity for cross-town travel east and west of Lincoln Boulevard from Joiner Parkway to East Avenue. Diagonal parking exists on both 3rd Street and 6th Street near Lincoln Boulevard. In addition, 6th Street and 7th Street do not directly connect to Joiner Parkway. As such, 5th Street is the most viable option for cross-town connectivity between Joiner Parkway and East Avenue. While Class II bike lanes are recommended on 1st Street, cyclists are not expected to divert a cross-town trip to 1st Street if it does not fit their natural path.

7. B-028: Class I Connection under Joiner Parkway

This project includes a Class I connection under Joiner Parkway, between existing Class I bike paths. This connection would provide an alternative, low stress route to Ferrari Ranch Road connecting neighborhoods west and east of the highway, and west and east of Joiner Parkway. While a Class IV-Lite route is recommended on Ferrari Ranch Road in the City's 2018 BTP CIP, providing off-street bikeway connections would further reduce cyclists' exposure to motor vehicles.

8. I-013: Intersection Improvements on Lincoln Boulevard (Downtown)

This project includes improvements to intersection approaches on Lincoln Boulevard between 1st Street and 7th Street., and corresponding side streets. Intersection improvements include pavement markings, bike pockets, bike pocket extensions, and adequate signage, where appropriate.

The Lincoln Boulevard Improvement Project Phase I added bicyclist and pedestrian improvements along the Downtown Lincoln corridor from 7th Street to McBean Park Drive, and Phase 2 would extend these improvements to 1st Street. However, the majority of these improvements addressed through travel on Lincoln Boulevard, without significant improvements to side street approaches. Project #I-013 recommends improving these side street approaches by adding bike pockets or extending bike pockets. In addition, intersection treatments such as green paint and pavement markings would increase visibility in these high conflict areas. Priority for these intersection improvements is on 1st Street and 5th Street, as they correspond to 2018 BTP CIP cross-town improvement recommendations (#B-017 and #B-022).

9. I-015: Intersection Improvement at Lincoln Boulevard and Ferrari Ranch Road

This project includes improvements to intersection approaches at the intersection of Lincoln Boulevard and Ferrari Ranch Road. Intersection improvements include pavement markings, bike pockets, bike pocket extensions, and adequate signage, where appropriate.

The Lincoln Boulevard Improvement Project presents plans for improvements to Lincoln Boulevard from Ferrari Ranch Road to 1st Street, in concurrence with the widening of Lincoln Boulevard to three lanes south of Ferrari Ranch Road. Improvements at this intersection include Class II bike/NEV lanes and intersection pockets on Lincoln Boulevard. Project #I-015 recommends improving the Ferrari Ranch side street approaches by adding a bike pocket on the eastbound approach, and extending the bike pocket with dashed markings on the westbound approach. In addition, intersection treatments such as green paint and pavement markings would increase visibility in this high conflict area.

10. I-017: Intersection Improvement Joiner Parkway (Sterling Parkway to Nicolaus Road)

This project includes improvements to intersection approaches to interesctions on Joiner Parkway between Sterling Parkway and Nicolaus Road. While this segment has existing Class II bike lanes, current intersection configurations present high conflict areas for cyclists. Intersection improvements include pavement markings (green paint), bike pockets, bike pocket extensions, signal detection, and adequate signage, where appropriate.

PROPOSED SYSTEM LOW-STRESS CONNECTIVITY COMPARISON

The existing bikeway network, the 2012 BTP CIP, the recommended 2018 BTP CIP, and the Top Ten CIP list of bikeway improvements were evaluated using the network summary statistic "Percent Nodes Connected". Utilizing the network connectivity methodology described in previous sections, the degree of low-stress network connectivity that is achieved by these respective CIP lists can be determined. In this context, connectivity of key-nodes is based solely on the low-stress network. The percentage of key-nodes connected excludes trips between key-nodes that increase by 25% or greater in length above baseline conditions, are completely disconnected from each other, or are not currently connected under baseline conditions. The percentage of key-nodes connected represents the proportion of locations within the City that remain connected by low stress routes, and the distance between the locations does not increase by more than 25% above baseline conditions. The "Percent Nodes Connected" results of these network analyses are presented in **Table 14**.

As shown above, the 2012 BTP CIP provides minimal improvements to the City's bicycle network connectivity, with approximately 89% of the City's key locations remaining disconnected from each other. This is due, primarily, to the lack of additional safety measures to reduce roadway traffic stress levels along Class II bicycle routes (i.e., many Class II improvements identified in the 2012 BTP CIP did not improve roadway conditions to achieve low-stress status). In contrast, the 2018 BTP CIP significantly improves bicycle network connectivity due to improvements that provide greater separation between cyclists and the outside travel lane, including buffered bike lanes, intersection treatments, and visibility enhancements that reduce roadway traffic stress levels.

Comparing the "Percent Nodes Connected" results between the 2018 BTP CIP and the Top Ten CIP list reveals that approximately 70% of the low-stress connectivity benefit of the entire 2018 BTP CIP will be achieved by implementing the Top Ten CIP list (46.2%/68.1% or 60.8%/86.3%). As described in the previous section, the Top Ten bikeway improvements were chosen to close gaps in the existing bicycle network. As shown in **Figure 10**, Class I bike path projects #B-011 and #B-028 provide connectivity between neighborhoods east and west of the highway. Class II bike lane projects #B-016 and #B-022 provide east-west connectivity through central Lincoln and the Downtown area. Projects #I-013, #I-015, and #I-017 provide improvements to intersections along key north-south routes within the City. Project #B-020 provides connectivity to southern Lincoln, as well as to areas south of the City limits. In addition, projects #B-001, #B-015, #B-016, and #B-020 provide safety improvements for routes near local elementary and middle schools. As a result, these ten improvements decrease roadway traffic stress significantly improving low-stress connectivity throughout the City.

Table 14 – *Low-Stress Network Connectivity Comparison*

ALL TRIPS (ALL LENGTHS)	EXISTING LOW STRESS NETWORK	2012 BTP CIP	2018 BTP CIP	2018 BTP TOP 10
% "Key Nodes" Connected	10.8%	11.3%	68.1%	46.2%
TRIPS OF 2 OR LESS MILES	**EXISTING LOW STRESS NETWORK**	**2012 BTP CIP**	**2018 BTP CIP**	**2018 BTP TOP 10**
% "Key Nodes" Connected	29.1%	29.4%	86.3%	60.8%

FUTURE BICYCLE RIDERSHIP

The number of potential new cyclists associated with the 2018 BTP CIP Top Ten projects was estimated using the National Cooperative Highway Research Program (NCHRP) 552 methodology provided in the *Guidelines for Analysis of Investment in Bicycle Facilities*. The NCHRP 552 report provides national level research that suggest commute mode share can be used to extrapolate a more general mode share for bicycles using a best fit formula. In subsequent validation, the report suggests that the results of this analysis are typically within the 95% confidence interval, and when they are not, they provide a conservative estimate.

NCHRP 552 provides methodology and assumptions to measure and forecast the demand for bicycling based on population and employment data. The total number of new cyclists anticipated is based on the City of Lincoln's Travel Demand Model land use file, which provides population and employment data per traffic analysis zones (TAZs) for the City of Lincoln for both existing and future year 2035 scenarios.

Using the traffic analysis zone structure and the associated 2035 land use data, the amount of population and employment expected to utilize the proposed bicycle facilities included in the 2018 Lincoln BTP CIP Top Ten project list was determined. Ridership estimates are calculated based on population and employment values within one and one-half mile of the proposed project. Other inputs such as bicycle mode share of commute trips (0.7%), and adult population percentage of the total population (77.1%), were based on American Community Survey (ACS) 2012-2016 5-year estimates for the City of Lincoln, to inform these estimates.

Applying the NCHRP 552 methodology to these improvements yields 90 new bicycle commuters under near term conditions, and 138 new commuters under future conditions. The NCHRP 552 analysis also generates three demand response estimates for recreation cyclists: low, moderate, and high. In this case, Class I facilities assumed the high estimate; Class II and Class IV-Lite facilities assumed the moderate estimate, and intersection improvements assumed the low estimate. Applying the NHCRP 552 methodology to these improvements yields 325 new recreation cyclists under near term conditions, and 458 new recreation cyclists under future conditions.

The total reduction in vehicle miles traveled was estimated using a 7.0-mile average roundtrip distance, based on approximate trip lengths within the City, as well as approximate trip lengths to neighboring employment centers within reasonable biking distances. Applying the average trip length by the number of new riders yields an approximate reduction of 1,287 vehicle miles traveled under future conditions. This is shown in **Table 15**. Bicycle ridership estimates, for each Top Ten bikeway improvement are presented in **Appendix G**.

Table 15 – *Future Bicycle Ridership and Vehicle Miles Traveled Reduction for Top Ten Improvements*

RECREATION BENEFIT	PERSONS	BICYCLE MILES TRAVELED	VMT SAVED
Total New Commuters	138	966	966
Total New Recreation Cyclists	458	3,206	321
Total New Cyclists	**596**	**4,172**	**1,287**

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COST AND FUNDING ANALYSIS

COST ESTIMATES

Table 18 contains a unit cost summary for constructing the proposed bicycle facilities. However, these cost estimates should be used only to develop generalized construction cost estimates and project prioritization. More detailed estimates can be developed after preliminary engineering.

Table 18 – *Generalized Unit Cost Estimates for Bikeway Construction*

FACILITY TYPE	ESTIMATED COST PER MILE
Class III Bike Route	$2,500
Class II Bike Lane (Two-Way)	$50,675
Colored Bike Lane (Two-Way)	$273,435
Class I Bike Path	$1,392,763
Undercrossing	$1,498,150
Class IV-Lite Buffer Bike Lane	$78,638
Colored Buffered Bike Lane	$210,638
Double Buffered Bike Lane	$97,258
Colored Double Buffered Bike Lane	$229,258

GRADE CROSSING CONSTRAINTS

The proposed system may have locations that entail special grade crossing considerations to avoid conflicts. These locations may occur where major roads intersect with Class I or Class II facilities, Class I paths intersect with Class II facilities, or streams and/or creeks are present. Examples include the Class I bike path interface with Joiner Parkway north of Moore Road, State Highway 65 north of Ferrari Ranch Road, and State Highway 193 east of East Avenue. All three locations will require special design considerations for crossing the ravine.

MONETIZING THE SOCIETAL BENEFITS OF BICYCLING

The benefits of increased bicycle activity include the reduction of vehicular traffic on city roadways. As discussed in the previous section, the City of Lincoln's Top Ten bikeway improvements have the potential to save 1,287 of vehicle miles traveled. These savings result in a reduction in vehicular congestion and emissions, both of which are beneficial to the public. In addition, cycling, as a means of exercise and recreation, provides many public health benefits.

The abovementioned social benefits, among others, are monetized to estimate a benefit value to be compared against anticipated economic costs of bicycle facility infrastructure and maintenance. With an informed benefit value, decision makers are equipped with the information necessary to prioritize these improvements.

BENEFITS

Social benefit values are informed by research from the National Cooperative Highway Research Program (NCHRP), Minnesota Department of Transportation, and Midwest Regional University Transportation Center. Benefit values are based on the following assumptions.

- Existing cyclists near a new facility will shift from some other facility to the new one; and
- The new facility will induce new cyclists.

The number of potential new cyclists as a result of a new bicycle facility is used to estimate a benefit value, based on associated economic values given to mobility, health, recreation, and vehicular reduction benefits. The total estimated benefits for these comprehensive improvements is $56,446,444 over twenty years.

COSTS

Cost estimates for the City of Lincoln's Top Ten bicycle improvements are provided in **Appendix F**. The total estimated cost for these comprehensive improvements is $2,263,597 over twenty years, including operations and maintenance (O/M) costs.

BENEFIT-COST

Table 16 presents the monetized benefits, and the resulting benefit-cost ratio, associated with the City of Lincoln's comprehensive list of Top Ten bicycle improvements over twenty years.

Table 16 – *Top Ten Benefit-Cost*

PROJECT	BASE			FUTURE (20 Year)			Benefit/ Cost (B-C)
	Total Monetized Benefit			Total Monetized Benefit			
	Base Annual Benefit	20-Year Future Annual Benefit	"20 Year Total Benefit"	Capital Cost	20-Year O/M Cost	"20 Year Total Cost"	
Top 10	$2,210,291	$3,434,354	$56,446,444	$1,430,289	$833,308	$2,263,597	24.9
Note: Estimates based on proportion of High/Mod/Low estimates per improvement type							

As shown, implementation of the full the Top Ten bicycle improvement projects result in a B-C ratio of 24.9.

Table 17 presents the B-C ratios per each Top Ten bicycle improvements. Due to the fact that ridership estimates are calculated based on population and employment values within one and one-half mile of the proposed project, many of these Top Ten projects have overlapping ridership estimates. As such, the sum-total of new cyclists should not be used to determine the benefit of the Top Ten project list, comprehensively. However, each value is independenttly associated with its corresponding project, and can be used to present project-specific benefits.

Table 17 – *Top Ten Independent Benefit-Costs*

Project ID	Location	Boundary	Type	Total New Cyclists	Total 20-Year Benefit	Total 20-Year Cost	Benefit/ Cost (B-C)
B-001	East Avenue	9th St to McBean Park Dr	Class I and Class II	772	$19,845,548	$251,367	79
B-011	SR-65 Crossing	Moore Rd west and east of highway	Class I Crossing	391	$33,226,509	$575,408	58
B-015	1st Street	Douglas Dr to Joiner Pkwy	Class IV-Lite	277	$25,391,548	$105,689	240
B-016	1st Street	Joiner Pkwy to R Street	Class II	279	$25,325,148	$25,631	988*
B-020	E. Joiner Pkwy	Twelve Bridges Dr to north of Ranch View Dr	Class IV-Lite	138	$14,064,684	$258,403	54
B-022	5th Street	Joiner Pkwy to East Ave	Class II	371	$33,477,910	$130,341	257
B-028	Class I under E. Joiner Pkwy	E. Joiner Pkwy	Class I	307	$30,270,531	$335,704	90
I-013	Lincoln Blvd	1st Street; 3rd Street; McBean Park Drive; 5th Street; 6th Street; 7th Street	Bicycle Protection at Intersections	205	$20,422,001	$261,053	78
I-015	Lincoln Blvd	Ferrari Ranch Road	Bicycle Protection at Intersections	198	$20,042,293	$32,000	626*
I-017	E. Joiner Pkwy	Sterling Pkwy; Groveland Ln; Danbury Dr/Downing Cir; Moore Road; 1st Street; 3rd Street; 5th Street; Nicolaus Road	Bicycle Protection at Intersections	383	$33,615,253	$288,000	117

Note: Estimates based on proportion of High/Mod/Low estimates per improvement type

Benefits described here reflect enhanced conditions, more than other projects, which are focused on new ridership.

As shown, several projects have high B-C ratios due to the high benefit induced from low-cost improvements, such as painted pavement markings. For example, project #B-016 is only 0.31 miles in length. As such, the cost of painted Class II bike lanes is significantly less than the potential benefit accrued over a twenty year period.

In addition, project #I-017 includes bicycle protection improvements at intersections along a 2.3 mile segment of E. Joiner Parkway, thereby capturing a high number of new cyclists from surrounding neighborhoods and places of employment. Because bicycle protection improvements are not significantly costly, the resulting B-C ratio is high.

FEDERAL FUNDING SOURCES

Federal funding is administered through the state (Caltrans and the State Resources Agency) and regional planning agencies. Most, but not all, of these funding programs are oriented toward reducing auto trips and providing inter-modal connections. Many Federal programs require a local match of between 10-20%. Federal funding is intended for capital improvements and safety and education programs and projects must relate to the surface transportation system.

Federal Lands Highway Funds

Federal Lands Highway Funds may be used to build bicycle and pedestrian facilities in conjunction with roads and parkways at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State and Metropolitan Planning Organization. Federal Lands Highway Funds may be used for planning and construction and is managed by the United States Department of Transportation.

Transportation, Community and System Preservation Program

The Transportation, Community and System Preservation Program provides federal funding for transit oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers. The program is intended to provide communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. The Program funds, which are administered through the Federal Highway Administration (FHA) require a 20% match, and can be applied to planning, design and construction.

Land and Water Conservation Fund

The Land and Water Conservation Fund is a federally funded program that provides grants for planning and acquiring outdoor recreation areas and facilities. The Fund is administered by the National Parks Service and the California Department of Parks and Recreation. Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. The application deadline is in May, and applicants must fund the entire project, and will be reimbursed for 50% of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ Funds are directed to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act. Eligible projects include bicycle facilities.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is managed locally by Caltrans. For a project to be eligible for HSIP funds, the project must be on any public road, publicly owned bicycle path, pedestrian pathway, or trail. Projects must identify a specific safety problem that can be corrected or be improved significantly.

Regional Surface Transportation Program (RSTP)

Regional Surface Transportation Program (RSTP) funding is distributed based on population, among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations (MPOs) such as SACOG and Regional Transportation Planning Agencies. Bicycle facilities are eligible for funding through the federally administered program.

Federal Safe Routes to School (SRTS)

The Federal Highway Administration replaced funding from SRTS in 2012. However, SRTS projects are eligible for

Transportation Alternatives Program (TAP) funds and for Surface Transportation Program (STP) funds. Eligible projects fall under the category of infrastructure (capital improvements), or non-infrastructure (education, encouragement, enforcement).

Transportation Enhancements (TE)

Federal Transportation Enhancement funds are to be used for transportation related capital improvement projects that enhance quality-of-life in or around transportation facilities. Facilities that qualify for TE funds include bicycle safety, education and facility projects. Transportation Enhancements projects are managed locally by Caltrans.

STATEWIDE FUNDING SOURCES

The State of California uses both federal sources and its own budget resources to fund bicycle projects and programs throughout the State.

Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. In accordance with the Streets and Highways Code (SHC) Section 890-894.2 – California Bicycle Transportation Act, projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies establish eligibility for projects by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2 – 11 required elements (see Table 1). Funds are available for both planning and construction. Bicycle Transportation Account funding is administered by Caltrans. Caltrans anticipates approximately $7.2 million annually for eligible projects. The maximum amount available to any applicant through the Bicycle Transportation Account is no more than 25 percent of the total amount transferred to the BTA in a single fiscal year. Cities and counties are eligible to apply. All projects must be designed to the standards outlined in Chapter 1000 of the Highway Design Manual. The "call for projects" normally occurs between December and March of each year.

Community Based Transportation Planning Grant Program

This fund, administered by Caltrans, provides funding for projects that exemplify livable community concepts including bicycle improvement projects. Eligible applicants include local governments, Metropolitan Planning Organizations and regional transportation planning agencies. A 20% local match is required and projects must demonstrate a transportation component or objective. There is $3 million available annually statewide. The application deadline is normally in October.

Active Transportation Program (ATP)

The Active Transportation Program (ATP) consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Biyccle Transportation Account (BTA), and State Safe Routes to School (SR2s), into a single program with a focus to ncrease active transportation in California. Projects should aim to increase the proportion of trips made by bicycling or walking, and increase safety and mobility for non-motorized users.

State Transportation Improvement Program (STIP)

All STIP projects must be capital projects (including project development costs) needed to improve transportation. Eligible projects include bicycle facility improvements and improved access to transit and are administered by Caltrans.

Transportation Development Act

Transportation Development Act Article 3 funds are state block grants awarded monthly to local jurisdictions for transit, bicycle and pedestrian projects in California by Caltrans. Funds for pedestrian projects originate from the Local

Transportation Fund, which is derived from a ¼ cent of the general state sales tax. Local Transportation Funds are returned to each county based on sales tax revenues. Article 3 of the Transportation Development Act sets aside 2% of the Local Transportation Funds for bicycle and pedestrian projects. Eligible pedestrian and bicycle projects include: construction and engineering for capital projects; maintenance of bikeways; bicycle safety education programs (up to 5% of funds); and development of comprehensive bicycle or pedestrian facilities plans. A city or county may use these funds to update their bicycle and pedestrian plan not more than once every five years. These funds may be used to meet local match requirements for federal funding sources. Application deadlines vary within individual county transportation agencies.

LOCAL AND REGIONAL FUNDING SOURCES

Developer Impact Fees

Traffic Impact Fees placed on new development typically cover the ultimate build-out of roadways associated with project improvements. The fees are reviewed and updated by the City every few years to reflect current economic conditions and improvement costs.

NON-TRADITIONAL FUNDING SOURCES

Community Development Block Grants

The Community Development Block Grant program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements such as sidewalks and safe crossing infrastructure. Federal Community Development Block Grant grantees may use these funds for activities that include (but are not limited to):

- acquiring real property
- reconstructing or rehabilitating housing and other property
- building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers
- recreational facilities, paying for planning and administrative expenses, such as costs related to
- developing a consolidated plan and managing Community Development Block Grant funds
- provide public services for youths, seniors, or the disabled
- initiatives such as "neighborhood watch programs"

IMPLEMENTATION

Implementation of the proposed system will require funding from local, state, and federal sources and coordination with other agencies. To facilitate funding efforts, this section presents conceptual construction cost estimates for the recommended proposed system.

Compliance with the Bicycle Transportation Act (BTA) is a prerequisite for state bicycle funding eligibility. Given that state/federal sources for bicycle funding has significantly increased since the previous update, this plan was developed to serve as an information resource to facilitate pursuing bicycle funding. Of the potential sources of competitive grant programs that are applicable to funding bicycle improvements, the following are likely candidates for consideration by the City of Lincoln:

- BTA
- State Active Transportation Program (ATP);
- SB-1 ATP Augmentation;
- SB-1 Solutions for Congested Corridors;
- SB-1 Sustainable Communities Planning;
- State Highway Safety Improvement Program (HSIP);
- Systemic Safety Analysis Resource Program (SSARP);
- Federal Active Transportation Program (ATP); and,
- Federal Congestion Mitigation and Air Quality (CMAQ).

Ostensibly, requisite data/information developed as part of this 2018 Bicycle Transportation Plan (BTP) will serve to inform future competitive grant applications and enhance the City's relative competitiveness for funding selection.

Simply providing bicycle infrastructure does not guarantee that the majority of potential bicycle riders will actually choose to utilize it if the riding experience is perceived as being stressful or unsafe. In acknowledgement of this, a Traffic Level of Stress (TLS) analysis was performed to identify bikeway network continuity issues caused not only by infrastructure gaps or physical barriers, but also by roadway segments or intersections characterized by moderate to high traffic volumes or speed that could serve to dissuade less confident cyclists from traversing. Concurrent with this technical analysis, a comprehensive public outreach effort was also performed to identify needs. The outreach effort entailed the following:

- Two public workshops – one at the beginning of the study and one at it conclusion;
- Circulation of project information cards to schools and the public;
- Development of a stakeholder and public contact list;
- Periodic eBlasts to inform the public and stakeholders of upcoming project related events and/or information on how to provide input;
- Development and upkeep of a project specific website;
- Access to on-line survey on the project website; and,
- Development of an interactive web-based tool for soliciting geo-referenced comments and suggestions from the public.

The results of the public outreach effort was documented and considered together with the technical connectivity analysis results to ultimately inform the identification of the proposed bikeway system network and the needed bicycle infrastructure improvements to complete the network. This process resulted in the identification of 31 bicycle infrastructure improvements and an additional 22 improvements at specific intersections within the city. Improvement concepts were based on the updated bicycle guidelines and design standards informed by, but not limited to, the following documents:

- California Department of Transportation (Caltrans), Chapter 1000; Bikeway Planning and Design contained in the Highway Design Manual, 6th Edition;
- California Manual on Uniform Traffic Control Devices, 2010 Edition;
- National Association of City Transportation Officials' (NACTO) Urban Streets Design Guide and Urban Bikeway Design Guide; and,
- Sacramento Area Council of Governments (SACOG) Complete Streets Resource Toolkit.

Of the total 53 bicycle improvements in the capital improvement program (CIP), ten projects were identified as high priority by the City. Public input and the connectivity analysis results were key determinants during the top ten selection process. For these ten improvements, ATP grant compatible performance metrics/rubrics using the National Cooperative Highway Research Program 552 methods were used to quantify mode shift and vehicle miles of travel (VMT) reduction benefits. These societal benefits were monetized based on the Caltrans 2016 Economic Parameters and combined with planning level cost opinions to yield a benefit-cost (B-C) ratio for each improvement and inform a priority ranking for implementation. The use of B-C as the holistic metric for determining the return on investment for state/federal funding is a key criteria for most if not all competitive grant programs – including those listed above. This technical information will assist the City on future competitive grant cycle applications for bicycle funding and facilitate implementation of its top ten bicycle improvement projects.

BIKEWAY SYSTEM PHASING

The specific implementation of any given route or facility, with all other things considered equal, should be based on the following criteria:

- Where an opportunity, such as a road widening or -repaving, makes implementation favorable.
- Where new roadways are constructed as part of the general plan development process.
- To complete improvements contained in adopted plans that add to circulation efficiency, completeness, and safety
- Where an eminent loss of an opportunity makes implementation necessary.
- Where resolution of a major obstacle, such as railroad levees, creeks, or embankments, makes implementation necessary.
- Where the segment is not connected or otherwise poorly accessible from the rest of the system

In addition, the benefit-cost (B-C) ratios provided for each Top 10 bicycle improvement should inform the bikeway system phasing process.

In many situations, the most needed bicycle improvement may not be implemented first. In these cases, external factors such as new construction creates opportunities to provide new bicycle facilities without consideration for need. Therefore, the proposed system does not include a ranking of specific routes, but does include the following list of high priority routes.

- East Avenue from 12th Street to McBean Park Drive
- 1st Street from Douglas Drive to Lincoln Boulevard
- E. Joiner Parkway from Twelve Brdiges Drive to North of Ranch View Drive
- 5th Street from Joiner Parkway to East Avenue
- Lincoln Boulevard from 1st Street to 7th Street
- Lincoln Boulevard from 1st Street to Ferrari Ranch Road
- E. Joiner Parkway from Sterling Parkway to Nicolaus Road

BICYCLE TRANSPORTATION PLAN UPDATE

City of Lincoln, California

APPENDIX A: Design Guidelines

Kimley»Horn

TRAFFIC MEMORANDUM

To:	Roland Neufeld, Project Manager City of Lincoln
From:	Adam Chase, P.E., T.E., Kimley-Horn and Associates Jim Damkowitch, Kimley-Horn and Associates
Date:	January 9th, 2018
Subject:	Bicycle Transportation Plan Update - Planning and Design Standards Section Update

Design Standards

Bikeway planning and design in California rely on the guidelines and design standards established by the California Department of Transportation (Caltrans) and supporting guides as documented in:

- Chapter 1000; *Bicycle Transportation Design*, contained in the Highway Design Manual, 6th Edition (California Department of Transportation, 2017) with supporting Chapters 200, 300, and 400.
- California Manual on Uniform Traffic Control Devices, 2014 Edition, Revision 2
- Caltrans, Design Information Bulletin Number 89, *Class IV Bikeway Guidance*
- Federal Highway Administration (FHWA), *Separated Bike Lane Planning and Design guide*, 2015
- American Association of State Highway and Transportation Officials (AASHTO), *Guide for the Development of Bicycle Facilities*, 2012, Fourth Edition
- National Association of City Transportation Officials (NACTO), *Urban Bikeway Design Guide*, 2014
- Massachusetts Department of Transportation (MDOT), *Separated Bike Lane Planning and Design Guide*, 2015

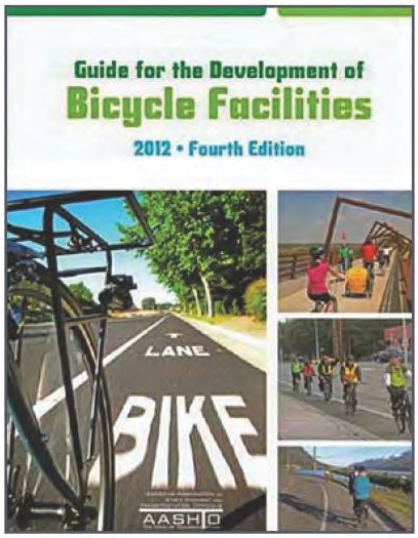


Figure 1: AASHTO Guide for the Development of Bicycle Facilities, 2012 Edition

Where possible, it may be desirable to exceed the minimum standards. These guidelines cover basic concepts. The HDM Chapter 1000 contains more detailed standards and guidance and should be followed. The City may also reference the AASHTO Guide, and the NACTO Urban Bikeway Design Guide. Caltrans has supported the NACTO from a memorandum dated August 20, 2013 for Bicycle and Pedestrian Facility Design Flexibility. The NACTO addresses more recently developed bicycle

design treatments and techniques. It provides options that can help create "complete streets" that better accommodate bicyclists. Many treatments in the NACTO guide are compatible with Caltrans HDM policies and demonstrate new and innovative solutions for the varied urban settings across the country. The vast majority of treatments illustrated in the NACTO guide are either allowed or not precluded from the CA-MUTCD. In addition, non-compliant traffic control devices may be piloted through the CA-MUTCD experimentation process.

This section also references the uniform standards and specifications for traffic control devices under the 2014 California Manual on Uniform Traffic Control Devices (CA-MUTCD).

Experimental Devices

Given that they are not currently adopted by the FHWA MUTCD or CA MUTCD, a number of recommended devices currently being implemented in California are considered experimental.

These devices appear to be promising improvements in bicycle and pedestrian access and safety as they have been widely used in Europe and experimented with in the US. Any jurisdiction wishing to use these treatments should follow the appropriate experimental procedures. Colored bike lanes have been given blanket interim approval for use in California. For these, the City only needs to notify Caltrans that it will use these. Bike boxes and colored treatments of shared lane markings are approved for experimentation by the Federal Highway Administration (FHWA). To conduct these experiments, the City would need to follow the guidelines set forth by the FHWA here: https://mutcd.fhwa.dot.gov/condexper.htm and to the California Traffic Control Device Committee following their guidelines set forth in Section 1A.10 of the CA MUTCD.

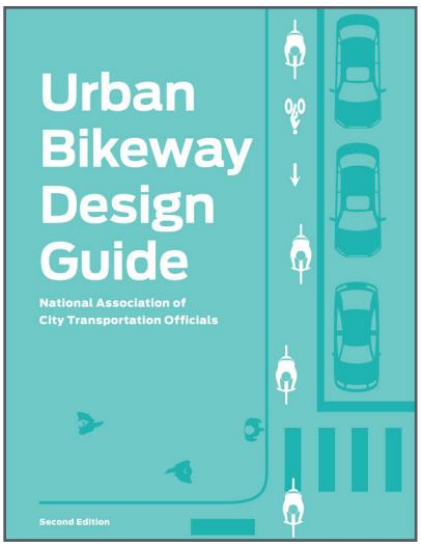


Figure 2: NACTO Urban Bikeway Design Guide, 2014 Edition

Bicycle Design Guidelines:

The following guidelines present the recommended minimum design standards and other recommended ancillary support items for:

CLASS I BIKE PATHS

CLASS II BIKE LANES

Striped Class II Bike Lanes

Colored Bike Lanes – Green Pavement Markings

Buffered Bike Lanes – with On-Street Parking

Double Buffered Bike Lanes – with On-Street Parking

CLASS III BIKE ROUTES

Sharrows

CLASS IV SEPARATED BIKE LANES

Buffered Bike Lanes – Without On-Street Parking

Double Buffered Bike Lanes – Without On-Street Parking

Class IV Separated Bike Lanes

One-way Separated Bike Lanes

Two-way Separated Bike Lanes

SIGNING AND MARKINGS

Colored Pavement Treatments

Bike Route Wayfinding Signage

INTERSECTIONS

Bikeway Markings at Intersections

Bike Boxes

Two-Stage Turn Queue Boxes

Protected Intersections – Class IV

BICYCLE SIGNALS

Bicycle Signal Heads

Bicycle Signal Detection

Bicycle Countdowns

Leading Bicycle Intervals

BICYCLE PARKING

CLASS I BIKE PATHS

Facility Design

Class I bike paths should generally be designed as separated facilities away from parallel streets.

They are commonly planned along rights-of-way such as waterways, utility corridors, railroads, and the like that offer continuous separated riding opportunities.

Figure 3: No Motor Vehicles (R5-3) Sign

Adherence to Design Guidelines

All Class I bike paths should conform to the design guidelines set forth by Caltrans. This is due to associated regulations with state and federal funded projects to meet standards associated with pedestrian and bicycle safety, geometrics, and ADA facilities. Class I bike paths uphold standards that benefit all users but specifically longer distance cyclists that may utilize said facilities to/from daily destinations.

Multiuse paths and unpaved facilities that are not funded with federal transportation dollars and that are not designated as Class I bike paths do not need to be designed to Caltrans standards.

Figure 4: Class I Bike Path

Where Possible, Separate from Sidewalks

Both AASHTO and Caltrans recommend against using most sidewalks for bike paths. This is due to conflicts with driveways and intersections.

Where sidewalks are used as bike paths, they should be placed along routes with few driveways and intersections, be properly separated from the roadway, not contain obstructions (bus stops, signs, trees, trash receptacles, etc.) and have carefully designed intersection crossings.

Recommended Widths

Bike paths should have a minimum of 8' of pavement, with at least 2' of unpaved shoulders for pedestrians/runners, or a separate pathway for pedestrians/runners where feasible. A pavement width of 10' to 12' is preferred.

Figure 5: Example Class I Bike Path

Roadway Crossings Design

Class I bike path roadway crossings should be carefully engineered to accommodate safe and visible crossing for users. The design needs to consider the width of the roadway, whether it has a median, and the roadway's average daily and peak-hour traffic volumes. Crossings of low-volume streets may require simple stop signs.

Crossings of streets with Average Daily Traffic (ADT) of over 15,000 vehicles per hour should be assessed for signalized crossing, flashing LED beacons, crossing islands, or other devices. Roundabouts may be a desirable treatment for a bike path intersecting with roadways where the bike path is not next to a parallel street.

Lighting

Lighting should be provided where bicyclists will likely use the bike path in the late evening, such as along commuter routes.

Physical Barriers & Signs

Barriers at path entrances to prevent motorized vehicles from entering, such as obstacle posts and gates, can obstruct bicyclists and should be avoided when possible. Typically, barriers should not be considered until after it has been determined that other measures to prevent motor vehicles from entering have failed, and where the safety and other issues posed by unauthorized vehicles are more serious than the safety and access issues posed to path users. Signs and other design solutions are preferred.

Figure 6: Example Physical Obstacle Posts

Maintenance & Emergency Vehicle Access

Bike path construction should take into account vertical requirements and the impacts of maintenance and emergency vehicles on shoulders.

CLASS II BIKE LANES

STRIPED CLASS II BIKE LANES

Facility Design

Class II bike lanes are a portion of the roadway designated for preferential use by bicyclists; they have been designated by striping, signage, and pavement markings.

Figure 7: Class II Bike Path

Bike lanes run adjacent to the travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane.

Figure 8: Example Class II Bike Lane

Adherence to Design Guidelines

The following guidelines should be used when designing Class II bikeway facilities. The Caltrans HDM Chapter 1000, AASHTO, and the CA-MUTCD provide these guidelines.

Recommended Widths

Class II Bike Lane facilities should conform to the minimum design standard of 5’ in width in the direction of vehicle travel adjacent to the curb lane. Where space is available, a width of 6’ to 8’ is preferred, especially on busy arterial streets, on grades, and adjacent to parallel parking. Under certain circumstances, bike lanes may be 4’ in width. Situations where this is permitted include:

Figure 9: Example Class II Bike Lane Striping

- Bike lanes located between through traffic lanes and right turn pockets at intersection approaches
- Where there is no parking, the gutter pan is no more than 12” wide, and the pavement is smooth and flush with the gutter pan
- Where there is no curb and the pavement is smooth to the edge

Signs

"Bike Lane" (R81) and "Bike Route" (D11-1) Signage shall be posted after every significant intersection along the route of the bike lane facility. "Begin" and "End" plaques (R81A or R81B) should accompany the "Bike Lane" sign when appropriate. The route number shown on the Bike Route Identification sign should correspond to the latest City Bicycle Routes and Facilities Map. The Bike Route Identification sign can also be used in conjunction with an arrow plaque (M6 series) in advance of another approaching bike lane or route to direct bicyclists.

If a bike lane exists where parking is prohibited, "no parking" signage may accompany bike lane signage.

Figure 10: Bike Lane (R81) and Bike Route (D11-1) Sign

Striping

Bike lanes should be striped with a 6" wide solid white stripe of (CA MUTCD Detail 39) and should be dashed (Detail 39A) at an intersection approach. The length of Detail 39A shall be 100' when the block is short (less than 400') and 200' where the block is longer or vehicle speeds are high (greater than 35 mph). The dashed bike lane stripe allows for use of the bike lane as a right-turn pocket for motor vehicles.

Bike lanes with two stripes are more visible than those with one and are preferred. The second inside stripe (4" solid white) would differentiate the bike lane from the parking lane where appropriate.

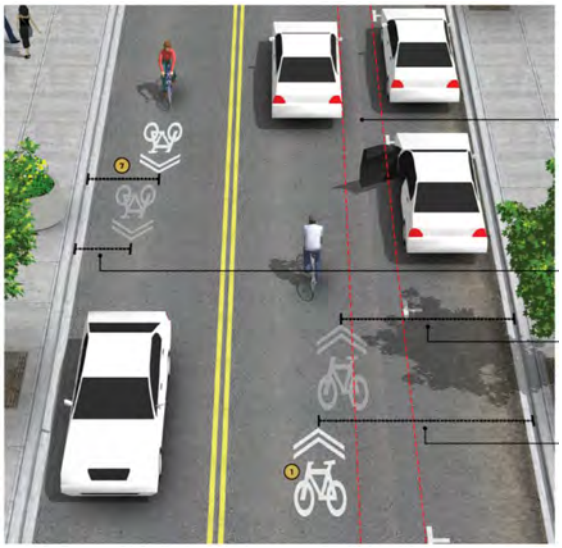


Figure 11: Class II Bike Lane Marking

Markings

At the beginning of each and end of each block and at approximately 150' to 250' intervals, pavement stencils of a bicycle and arrow shall be used to show the direction of travel. The stencils at the end of the block should be placed just before the dashed bike lane stripe (Detail 39B).

Intersection Treatments

Where space permits, intersection treatments should include bike lane 'pockets'. At signalized intersections, loops or other means of bicycle detection should be installed near the limit line in the bike lane and all vehicle lanes that have detection. Signal timing and phasing should be set to accommodate bicycle acceleration

Figure 12: Example Class II Intersection Treatment

speeds. Painted bicycle detector stencils may be placed at detection zones located within the bike lane to notify bicyclists where they can actuate the signal. Traffic signals can be timed and coordinated for cyclists (where appropriate).

Figure 13: Class II to Class III Bike Signage

Transitions from Class II Bike Lanes to Class III Bike Routes

Where bike lanes terminate, they typically should transition to a Class III bike route when possible. Cyclists should be notified through a sign that includes the Bike Lane sign (R81) with End plaque (R81B). Shared lane markings (sharrows) should be placed in the transition zone to help guide cyclists to the proper place to

ride in the lane and a supplemental "Bicycles May Use Full Lane" R4-11 Sign spaced with a "Pass Bicycle 3 Feet Min" R117 (CA) Sign. Class III bike route time, distance and destination signs should help provide continuity.

Roadway Conditions

When bike lanes are to be implemented on existing roadway surfaces, it is important to identify and remediate any longitudinal cracking greater than ½" wide, vertical deformations such as utility covers that are not flush, and other conditions that may affect rideability.

COLORED BIKE LANES

Green bicycle lanes increase visibility for cyclists. The Federal Highway Administration (FHWA) and the California Traffic Control Device Committee have approved green bike lanes on an interim basis per CA-MUTCD IA-14; Interim Approval for Optional Use of Green Colored Pavement for Bike Lanes. The State of California has requested and received approval from the FHWA to implement CA-MUTCD IA-14 statewide.

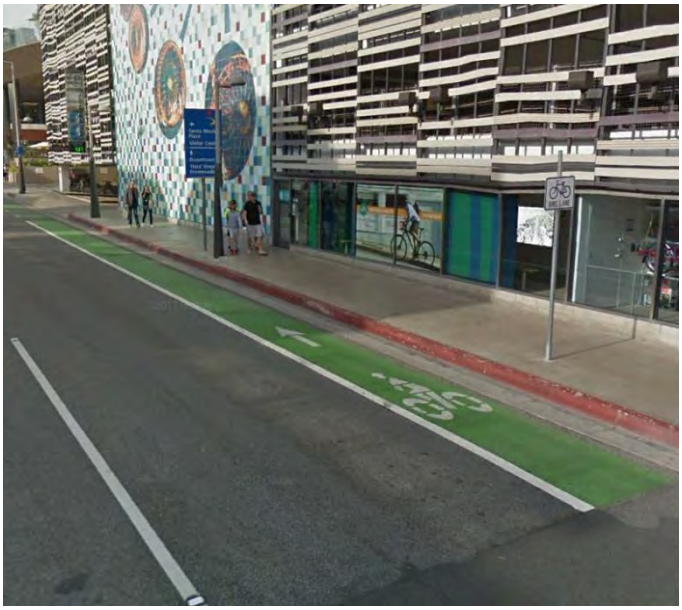


Figure 14: Example Green Colored Class II Bike Lane

Consequently, the City may implement green bike lanes without need to notify the State or FHWA, provided the CA MUTCD guidelines are followed. Green bicycle lanes are sometimes used as "conflict zone" treatments. They are short lanes that are used at right-turn pockets or driveways to alert right-turning motorists of the bike lane. Green bicycle lanes can also be used as a continuous treatment spanning the extended length of a bike lane corridor.

BUFFERED BIKE LANES – WITH ON-STREET PARKING

Buffered bike lanes provide a painted divider between the bike lane and the adjacent travel lane. This additional space can improve the comfort of cyclists, as they don't have to ride as close to motor vehicles. Buffered bike lanes can also be used to narrow travel lanes, which slows traffic. Buffered bike lanes are most appropriate on wide, busy streets. They can be used on streets where physically separating the bike lanes with protected bike lanes is undesirable for cost, operational, or maintenance reasons.

Figure 15: Example Buffered Bike Lane with On-Street Parking

DOUBLE BUFFERED BIKE LANES – WITH ON-STREET PARKING

Double buffered bike lanes provide a painted divider on both the travel lane and the parking lane. This additional buffer between parked cars and bike lanes directs cyclists to ride outside of the door zone of the parked cars. These are most important with significant parking turnover.

CLASS III BIKE ROUTES

Facility Design

Class III bike routes are typically simple signed routes along street corridors, usually local streets and collectors. With proper route signage, design, and maintenance, bike routes can be effective in guiding bicyclists along a route suited for bicycling that does not have enough roadway space for a dedicated Class II bike lane. Class III bike routes can be designed in a manner that encourages bicycle usage, convenience, and safety.

Figure 16: Class III Bikeways with Sharrows

Bike routes can become more useful when coupled with the following techniques:

- Route, directional, and distance signage (optional: time)
- Wide curb lanes
- Shared lane marking stencils painted in the traffic lane along the appropriate path of where a bicyclist would ride in the lane
- Accelerated pavement maintenance schedules
- Traffic signals timed and coordinated for cyclists (where appropriate)

- At signalized intersections, loop detectors or other means of bicycle detection should be installed near the limit line in all vehicle lanes that have vehicle detection.
- Traffic signals can be timed and coordinated for cyclists (where appropriate). Signal timing and phasing should be set to accommodate bicycle acceleration speeds.
- Traffic calming measures
- Remediation of longitudinal cracking greater than ½" wide, utility covers that are not flush, vertical deformations, and other conditions that may affect rideability.

Figure 17: Example Class III Bikeway with Sharrows

Signs

"Bike Route" (D11-1) signage should be posted after every intersection along the route to inform bicyclists that the bikeway facility continues and alert motorists to the presence of bicyclists. "Begin" and "End" plaques (M4-14 and M4-6) should accompany the Bike Route sign when appropriate. The route number shown on the Bike Route Identification sign should correspond to the latest City Bicycle Routes and Facilities Map. The Bike Route sign can also be used in conjunction with an arrow plaque (M6 series) in advance of another approaching bike route or lane to direct bicyclists. If a bike route exists where parking is prohibited, "no parking" signage may accompany bike lane signage.

SHARROWS

Facility Design

Sharrow stencils are recommended as a way to enhance the visibility and safety of Class III bike routes. Sharrows (officially known as "shared lane markings") indicate to cyclists the proper position to ride within the travel lane and assist with wayfinding. They also alert motorists that the travel lane is to be shared with bicyclists.

Adherence to Design Guidelines

CA MUTCD, Section 9C.103(CA) Shared Roadway Bicycle Markings states: "The shared roadway bicycle marking shall only be used on a roadway (Class III Bikeway (Bike Route) or Shared Roadway (No Bikeway Designation))."

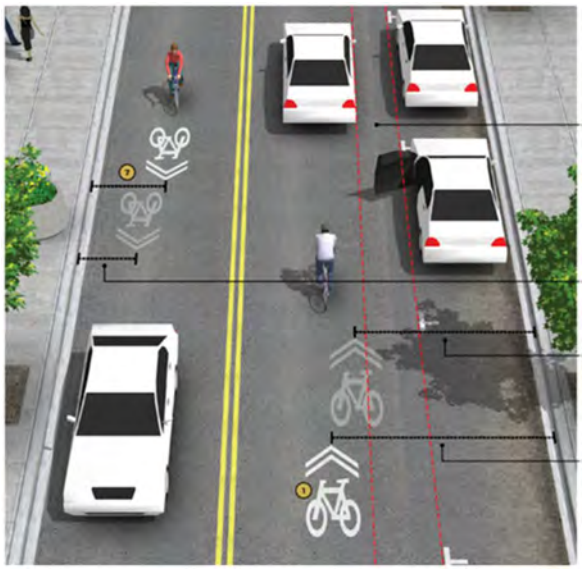


Figure 18: Example Sharrow Markings

Placement & Spacing of Sharrows

When used on streets with on-street parking, sharrows are to be placed such that the centers of the markings are a minimum of 11' from the curb face or edge of paved shoulder on streets with on-street parallel parking. Where space is available, 12' or more from the curb is preferred. On streets without on-street parking that have an outside travel lane that is less than 14' wide, the centers of the sharrows should be at least 4' from the face of the curb.

On two-lane roadways, these minimum distances allow vehicles to pass bicyclists on the left within the same lane without encroaching into the opposite lane of traffic. (On multi-lane roadways, motorists must change lanes to pass a cyclist.)

On streets with on-street parking, installing sharrows more than 11' from the curb will also move the bicyclist farther from the "door zone" (approximately 4').

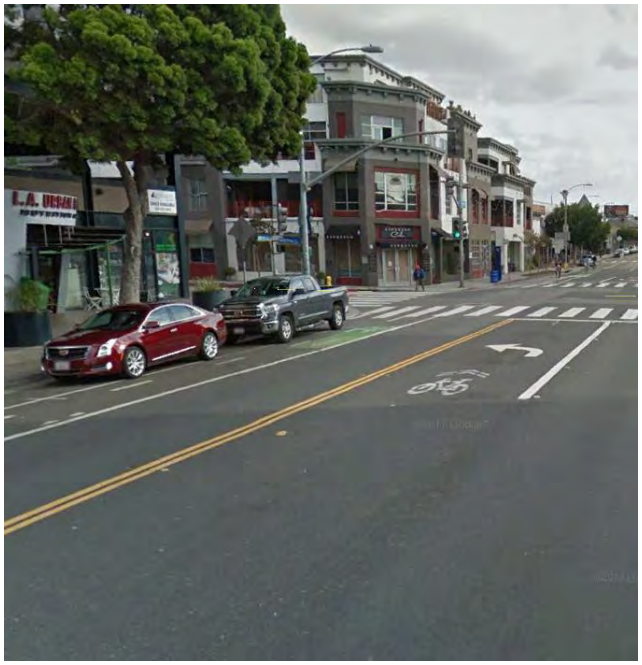


Figure 19: Sharrow Markings with On-Street Parking

Sharrows should be placed in straight lines to encourage the bicyclist to travel in a straight line. This often means the sharrows are in the center of the lane, greater than the minimum guideline of 4' or 11' from the curb. Sharrows should always be placed outside the "door zone" where on-street parking is provided.

CLASS IV SEPARATED BIKE LANES

Facility Design

Separated bike lanes, sometimes called "protected bike lanes" or "cycle tracks" provide a physical barrier between the bike lane and the adjacent travel lanes, parking lanes, and sidewalks. They are most effective in attracting users who are concerned about conflicts with motorized traffic.

Figure 20: Class IV Bike Lanes

Separated bike lanes may be one-way or two-way. They may also be at the level of the street, at the level of the sidewalk, or between the two. If they are at the sidewalk level, different pavement colors and textures separate the bike lanes from the sidewalks. If at the street level, they can be separated from the travel lanes by physical barriers. If there is on-street parking they are placed between the sidewalk and parking.

Adherence to Design Guidelines

The design guidelines issued by Caltrans for Class IV separated bike lanes are compliant with HDM Chapter 1000 and the CA MUTCD.

BUFFERED BIKE LANES – WITHOUT ON-STREET PARKING

Buffered bike lanes with no on-street parking provide additional protection and can be considered a Class IV facility. The buffered space provides a painted divider between the bike lane and the adjacent travel lane. This additional space can improve the comfort of cyclists, as they don't have to ride as close to motor vehicles. Buffered bike lanes can also be used to narrow travel lanes, which slows traffic. Buffered bike lanes are most appropriate on wide, busy streets.

Figure 21: Example Class IV Buffered Bike Lanes Without On-Street Parking

They can be used on streets where physically separating the bike lanes with protected bike lanes is undesirable for cost, operational, or maintenance reasons.

ONE-WAY SEPARATED BIKE LANES

Types of Separation

The methods of vertical separation can be implemented with a variety of design approaches. Separated bike lanes can be separated from motor traffic by raised medians, concrete curbs, landscaping, on-street parking, bollards, flexible delineator posts, or by a change in elevation between the bike lane and the travel lane.

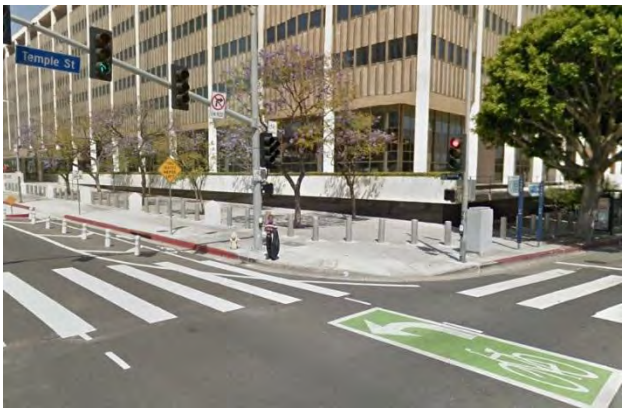


Figure 22: Example Class IV One-Way Separated Bike Lane

Intersection Design

Separated bike lanes tend to work most effectively where there are few uncontrolled crossing points with unexpected traffic conflicts. These concerns include treatment at intersections, uncontrolled midblock driveways and crossings, and difficulty accessing or exiting the facility at midblock locations.

Figure 23: Example Class IV One-Way Separated Bike Lane

If the separated bike lanes are parking protected, parking should be prohibited near the intersection to improve visibility. The recommended no-parking zone is 30' from each side of the intersection crossing.

Two-stage turn queue boxes should be provided to assist in making turns from the separated bike lane facility.

A dedicated bicycle signal phase can prevent conflicts at intersections between turning vehicles and bicyclists.

Markings

Pavement stencils of a bicycle and arrow markings shall be placed at the beginning of a separated bike lane facility and at periodic intervals along the facility to define the bike lane direction and designate that portion of the street for preferential use by bicyclists.

Figure 24: Example Class IV One-Way Separated Bike Lane

Maintenance

The separated bike lane area to be used by bicycles should be designed with adequate width for street sweeping to ensure that debris will not accumulate.

Adherence to ADA Considerations

When providing accessible parking spaces along separated bike lanes, the following design considerations are recommended to accommodate persons with disabilities in the design of one-way and two-way separated bike lanes:

- Widened buffer space to accommodate a side mounted vehicle ramp or lift
- Mid-block curb ramps and tactile surfaces may be provided near accessible parking spaces
- Roadway cross-slopes that do not exceed a 2% grade
- If bollards are used, consider placement to avoid impeding access by disabled users

One-way separated bike lanes are bikeways that are at street level and use a variety of methods for physical protection from motor traffic. They are generally placed on both sides of the street.

Recommended Widths

The minimum recommended width for a one-way separated bike lane is 5', although 6' is preferred. Areas with high bicyclist volumes or uphill sections, the recommended minimum width is 7' to allow for bicyclists passing each other.

At least 3' is recommended for a parking buffer to allow for passenger loading and to prevent "dooring" collisions. Without a parking buffer, 2' is preferred.

TWO-WAY PROTECTED BIKE LANES

Two-way separated bike lanes are bikeways that are physically separated bikeways that allow bicycle movement in both directions on one side of the street. Two-way separated bike lanes share some of the same design characteristics as one-way separated bike lanes but may require additional design considerations at driveway and side-street crossings.

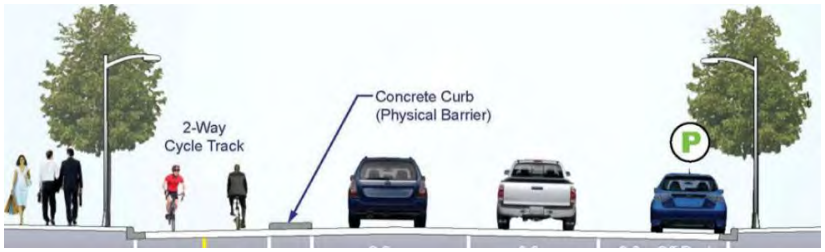


Figure 25: Class IV Two-Way Protected Bike Lane

Figure 26: Example Class IV Two-Way Protected Bike Lane

Recommended Widths

The preferred width for a two-way separated bike lane is 12'. Minimum width in constrained locations is 8'.

At least 3' is recommended for a parking buffer to allow for passenger loading and to prevent "dooring" collisions. Without a parking buffer, 2' is preferred.

SIGNING AND MARKINGS

COLORED PAVEMENT TREATMENTS

- Pavement coloring is useful for a variety of applications in conjunction with bicycle facilities. The primary goal of colored pavements is to differentiate specific portions of the traveled way, but colored pavements can also visibly reduce the perceived width of the street.
- Colored pavements are used to highlight conflict areas between bicycle lanes and turn lanes, especially where bicycle lanes merge across motor vehicle turn lanes. Colored pavements can be used in conjunction with shared lane markings in heavily used commercial corridors where no other provisions for bicycle facilities are evident.

Figure 27: Example Green Colored Pavement Markings

- While a variety of colored treatments have been used, FHWA has approved a bright green for interim use. Maintenance of color and surface condition are considerations. Traditional traffic paints and coatings can become slippery. Long life surfaces with good wet skid resistance should be considered.
- Additional colors may be utilized on a case to case basis as approved by the City.

Type of Colored Pavement Markings There are several different types of Colored Pavement Markings that manufacturers supply for bicycle treatments, the cost and design life are typically dependent on use within high-traffic areas subjected to vehicular traffic. Pavement Markings shall be durable, high skid and slip resistant, pavement marking suitable for use as a bike lane, bike path for use on Asphalt or Portland Cement Concrete Pavement surfaces:

- Epoxy-modified, acrylic, waterborne coating. Applied in thin layers, allowing each layer to dry to the touch.
    - Recommended for long lane, no to low traffic delineation areas
- Preformed Thermoplastic Pavement Markings (Contrast Markings)
    - Lasts 6 to 8 times longer than paint. Great for bike boxes and use in high-traffic areas subjected to vehicular traffic.
- Methyl Methacrylate (MMA) traffic paints are two-component liquid pavement marking/traffic striping materials that consist of a MMA resin (pigmented) and a catalyst. They are mixed and applied with glass beads.
    - Long lasting color retention, higher costs than most, open to traffic in 60 minutes, better wearing than thermoplastic, may have a lower life-cycle cost.

WAYFINDING

The ability to navigate through a region is informed by landmarks, natural features, signs, and other visual cues. Wayfinding is a cost-effective and highly visible way to improve the bicycling environment by familiarizing users with the bicycle network, helping users identify the best routes to destinations, addressing misconceptions about time and distance, and helping overcome a barrier to entry for infrequent cyclists (e.g., “interested but concerned” cyclists).

A bikeway wayfinding system is typically composed of signs indicating direction of travel, location of destinations, and travel time/distance to those destinations; pavement markings indicating to bicyclists that they are on a designated route or bike boulevard and reminding motorists to drive courteously; and maps providing users with information regarding destinations, bicycle facilities, and route options.

Figure 28: Example Way Finding Sign

INTERSECTIONS

Intersections are junctions at which different modes of transportation meet and facilities overlap to compete for the same space (right-of-way). A well-designed intersection facilitates the interchange between bicyclists, pedestrians, motorists, and transit so traffic flows in a safe and efficient manner. Designs for intersections with bicycle facilities should reduce conflicts between bicyclists (and other vulnerable road users) and vehicles by heightening visibility, denoting a clear right of way, and ensuring that the various users are aware of each other. Intersection treatments can resolve both queuing and merging maneuvers for bicyclists, and are often coordinated with timed or specialized signals.

The configuration of a safe intersection for bicyclists may include additional elements such as color, signs, medians, signal detection, and pavement markings. Intersection design should take into consideration existing and anticipated bicyclist, pedestrian, and motorist movements. In all cases, the degree of mixing or separation between bicyclists and other modes is intended to reduce the risk of crashes and increase bicyclist comfort. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function, and the adjacent land use.

BIKEWAY MARKINGS AT INTERSECTIONS

Continuing marked bicycle facilities at intersections (up to the crosswalk) ensures that separation, guidance on proper positioning, and awareness by motorists are maintained through these potential conflict areas. The appropriate treatment for right-turn only lanes is to place a bike lane pocket between the right-turn lane and the right-most through lane. If a full bike lane pocket cannot be accommodated, a shared bicycle/right turn lane can be installed that places a standard-width bike lane on the left side of a dedicated right-turn lane. A dashed strip delineates the space for bicyclists and motorists within the shared lane. This treatment includes signs advising motorists and bicyclists of proper positioning within the lane. Sharrows are another option for marking a bikeway through an intersection where a bike lane pocket cannot be accommodated.

BIKE BOXES

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. Appropriate locations include:

- At signalized intersections with high volumes of bicycles and/or motor vehicles, especially those with frequent bicyclist left-turns and/or motorist right-turns
- Where there may be right or left-turning conflicts between bicyclists and motorists
- Where there is a desire to better accommodate left-turning bicycle traffic

Figure 29: Example Bike Box

- Where a left turn is required to follow a designated bike route or boulevard or access a shared-use path, or when the bicycle lane moves to the left side of the street
- When the dominant motor vehicle traffic flows right and bicycle traffic continues through (such as at a Y intersection or access ramp)

TWO-STAGE TURN QUEUE BOXES

On right side protected bike lanes, bicyclists are often unable to merge into traffic to turn left due to physical separation. This makes the provision of two-stage left turns critical in ensuring these facilities are functional. The same principles for two-stage turns apply to both bike lanes and protected bike lanes. While two-stage turns may increase bicyclist comfort in many locations, this configuration will typically result in higher average signal delay for bicyclists due to the need to receive two separate green signal indications (one for the through street, followed by one for the cross street) before proceeding.

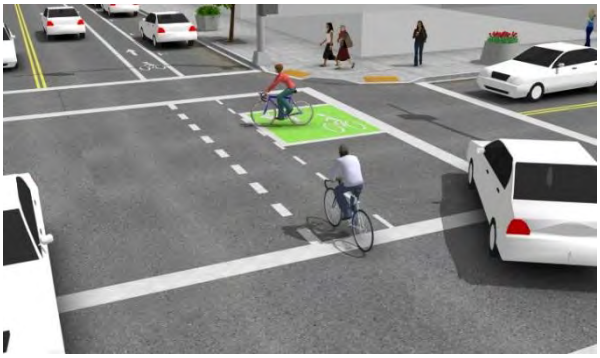


Figure 30: Example Two-Stage Turn Queue Bike Box

PROTECTED INTERSECTIONS

These intersections have islands and crosswalks that allow people on bicycles to advance further in the intersection than motor vehicles, and to stay to the right of motor vehicles. The islands protect bicyclists at the intersections. These treatments are designed in conjunction with and next to pedestrian crossings.

Figure 31: Protected Intersection

BICYCLE SIGNALS

BICYCLE SIGNAL HEADS

Bicycle signal heads may be installed at signalized intersections to improve identified safety or operational problems for bicyclists; they provide guidance for bicyclists at intersections where bicyclists may have different needs from other road users (e.g., bicycle-only movements and leading bicycle intervals) or to indicate separate bicycle signal phases and other bicycle-specific timing strategies. A bicycle signal should only be used in combination with an existing conventional or hybrid beacon. In the United States, bicycle signal heads typically use standard three-lens signal heads in green, yellow, and red with a stencil of a bicycle.

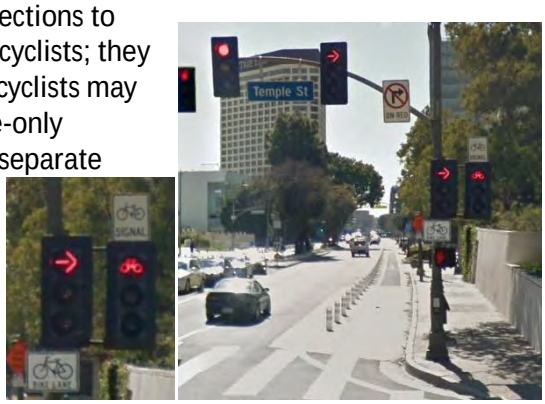


Figure 32: Example Bicycle Signal Heads

Currently the CA-MUTCD guidance states that right turn on reds must be restricted if bicycle signal heads are utilized at a traffic signal, otherwise the pedestrian signal/phase can be utilized.

Bicycle Signal Detection

Bicycle detection is used at actuated traffic signals to alert the signal controller of bicycle crossing demand on a particular approach. Bicycle detection occurs either through the use of push buttons or by automated means (e.g., in-pavement loops, video, and microwave). Inductive loop vehicle detection at many signalized intersections is calibrated to the size or metallic mass of a vehicle, meaning that bicycles may often go undetected. The result is that bicyclists must either wait for a vehicle to arrive, dismount, and push the pedestrian button (if available), or cross illegally. Loop sensitivity can be increased to detect bicycles. Proper bicycle detection must accurately detect bicyclists (be sensitive to the mass and volume of a bicycle and its rider); and provide clear guidance to bicyclists on how to actuate detection (e.g., what button to push or where to stand).

Figure 33: Example Bicycle Signal Detection

Bicycle Countdowns

Near-side bicycle signals may incorporate a “countdown to green” display to provide information about how long until the green bicycle indication is shown, enabling riders to push off as soon as the light turns green.

Leading Bicycle Intervals

Based on the Leading Pedestrian Interval, a Leading Bicycle Interval (LBI) can be implemented in conjunction with a bicycle signal head. Under an LBI, bicyclists are given a green signal while the vehicular traffic is held at all red for several seconds, providing a head start for bicyclists to advance through the intersection. This treatment is particularly effective in locations where bicyclists are

required to make a challenging merge or lane change (e.g., to access a left turn pocket) shortly after the intersection, as the LBI would give them sufficient time to make the merge before being overtaken by vehicular traffic. This treatment can be used to enhance a bicycle box.

BICYCLE PARKING

Bicycle parking is not standardized in any state or municipal code. However, there are preferable types of secure bicycle accommodations available. Bicycle parking is a critical component of the network and facilitates bicycle travel, especially for commuting and utilitarian purposes. The provision of bicycle parking at every destination ensures that bicyclists have a place to safely secure their mode of travel. Elements of proper bicycle parking accommodation are outlined below.

- Bike racks provide short-term parking. Bicycle racks should offer adequate support for the bicycles and should be easy to lock to. The figures to the right display a common inverted-U design, a multi-bicycle rack, and an innovative concept in which the bike rack itself looks like a bicycle.
- Long-term parking should be provided for those needing all day storage or enhanced safety. Bicycle lockers offer good long-term storage, as shown on the left. Attendant and automated parking also serves long-term uses.
- Bicycle parking should be clearly identified by signage, such as shown in the figure on the left. Signage shall also identify the location of racks and lockers at the entrance to shopping centers, buildings, and other establishments where parking may not be provided in an obvious location, such as near a front door.
- Bicycle parking should be located close to the front door of buildings and retail establishments in order to provide for the convenience, visibility, and safety of those who park their bicycles.
- Bicycle lockers should have informational signage, placards, or stickers placed on or immediately adjacent to them identifying the procedure for how to use a locker. This information at a minimum should include the following:
    - Contact information to obtain a locker at City Hall or other administrating establishment
    - Cost (if any) for locker use
    - Terms of use
    - Emergency contact information
- Bicycle lockers should be labeled explicitly as such and shall not be used for other types of storage.
- Bicycle racks and storage lockers should be bolted tightly to the ground in a manner that prevents their tampering

BICYCLE TRANSPORTATION PLAN UPDATE

City of Lincoln, California

APPENDIX B: Public Survey

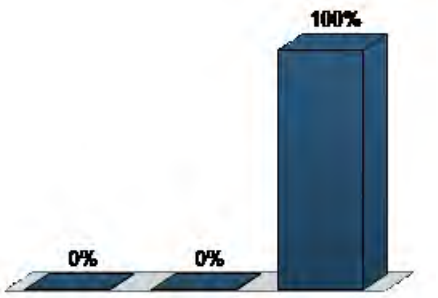
Session Name: Current Session

Date Created: 12/7/2017 4:57:15 PM **Active Participants:** 16 of 16
Average Score: 0.00% **Questions:** 16

Results by Question

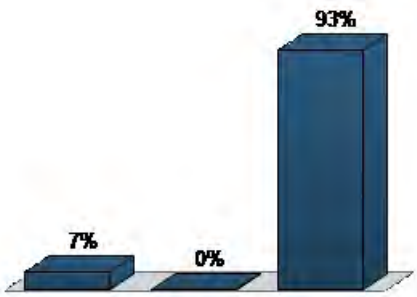
1. Which of these is most important to you? (Multiple Choice)

	Responses	
	Percent	**Count**
Getting home in time for the last hour of ThursdayNight Football	0%	0
Staying awake for the whole meeting.	0%	0
Learning more about the Bikeways Master Plan Update.	100%	2
Totals	**100%**	**2**



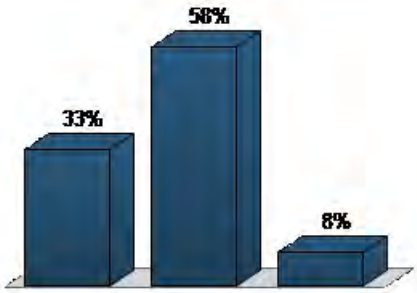
2. Which of these is most important to you? (Multiple Choice)

	Responses	
	Percent	**Count**
Getting home in time for the last hour of ThursdayNight Football	7.14%	1
Staying awake for the whole meeting.	0%	0
Learning more about the Bikeways Master Plan Update.	92.86%	13
Totals	**100%**	**14**



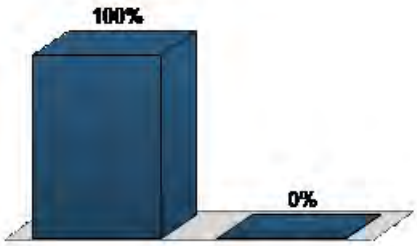
3. Which of these is you? (Multiple Choice)

	Responses	
	Percent	**Count**
This is my first Public Workshop	33.33%	4
I occasionally attend Public Workshops	58.33%	7
I'm a meeting machine	8.33%	1
Totals	**100%**	**12**



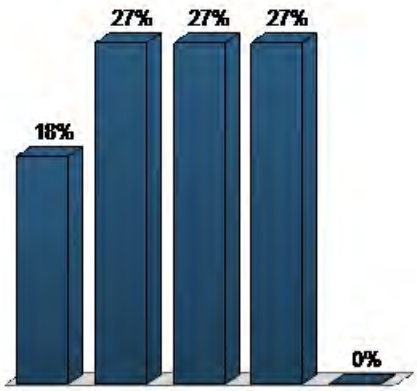
4. Do you bike in the City of Lincoln? (Multiple Choice)

	Responses	
	Percent	**Count**
Yes	100%	12
No	0%	0
Totals	**100%**	**12**



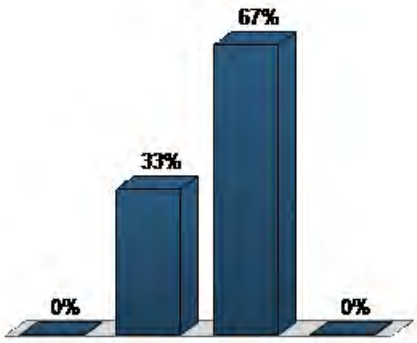
5. As a bicyclist – I characterize myself as: (Multiple Choice)

	Responses	
	Percent	**Count**
Strong and Fearless Rider – No route is too stressful to deter me.	18.18%	2
Enthused and Confident Rider	27.27%	3
Interested but Concerned Rider	27.27%	3
Will only ride if it is low traffic stress	27.27%	3
No Way No How	0%	0
Totals	**100%**	**11**



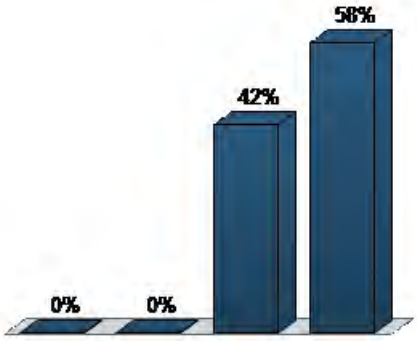
6. What is your overall impression of the quality of the existing bikeway network in the City of Lincoln? (Multiple Choice)

	Responses	
	Percent	**Count**
Excellent	0%	0
Good	33.33%	4
Fair	66.67%	8
Poor	0%	0
Totals	**100%**	**12**



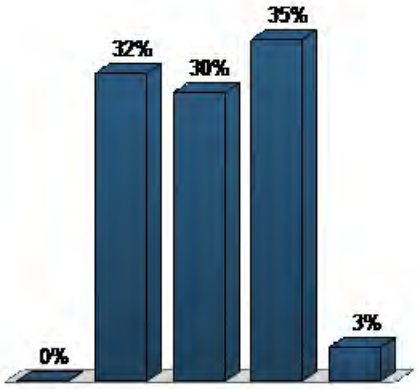
7. What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln? (Multiple Choice)

	Responses	
	Percent	**Count**
Excellent	0%	0
Good	0%	0
Fair	41.67%	5
Poor	58.33%	7
Totals	**100%**	**12**



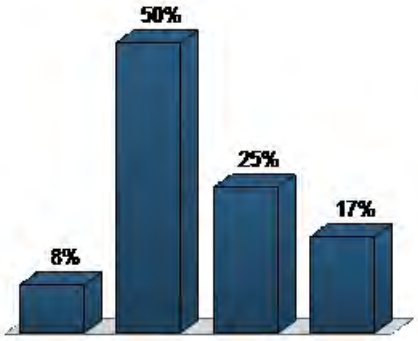
8. What are the primary issues you have observed that prevent you from biking? Rank Your Top Three in Priority Order (Priority Ranking)

	Responses	
	Percent	**Weighted Count**
No Issues to report	0%	0
Poor access to Class I or Class II bike lanes	31.72%	92
Poor pavement conditions	29.66%	86
Safety concerns along the most direct bike route	35.17%	102
Travel Distance	3.45%	10
Totals	**100%**	**290**



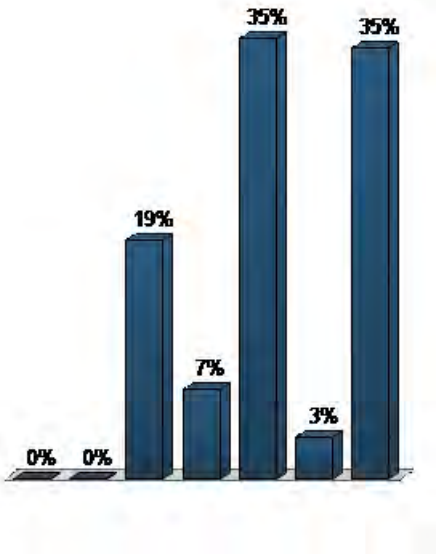
9. Your biking trips usually incorporate which of the following? (Multiple Choice)

	Responses	
	Percent	**Count**
Primarily streets within my neighborhood	8.33%	1
Primarily Class I bike lanes	50%	6
Primarily Class II bike lanes	25%	3
Primarily city streets with no bike signage or Class II bike lanes	16.67%	2
Totals	**100%**	**12**



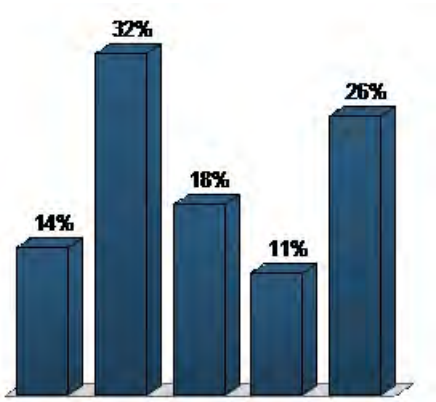
10. Reasons you bike? Rank Your Top Three in Priority Order (Priority Ranking)

	Responses	
	Percent	**Weighted Count**
Commuting to work	0%	0
To go to school	0%	0
Personal errands/shopping	19.25%	51
Social Engagements	7.17%	19
Exercise/Sport	35.47%	94
To/From Transit	3.4%	9
Recreation	34.72%	92
Totals	**100%**	**265**



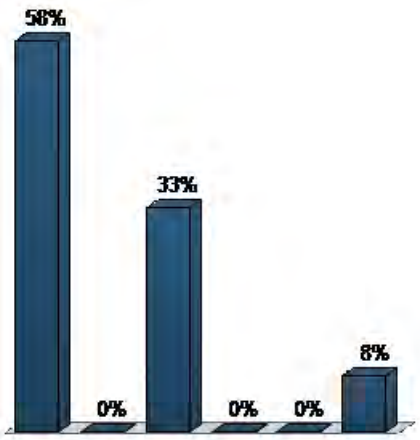
11. Where do you typically ride?Rank Your Top Three in Priority Order (Priority Ranking)

	Responses	
	Percent	**Weighted Count**
To Downtown Lincoln	13.67%	35
To Neighborhoods	31.64%	81
To Schools and Parks	17.58%	45
To Non-Downtown Shopping/Employment Centers	11.33%	29
Outside the City Limits	25.78%	66
Totals	**100%**	**256**



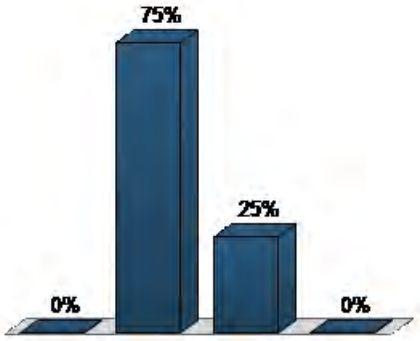
12. How would you like to see the City prioritize the following improvements? (Multiple Choice)

	Responses	
	Percent	**Count**
Filling gaps in the network	58.33%	7
Better maintaining our existing bikeway facilities	0%	0
Adding more Class I Facilities	33.33%	4
Adding more Class II or IV Facilities	0%	0
Adding more signage, bike parking and security measures	0%	0
Focus on Safe Routes to School	8.33%	1
Totals	**100%**	**12**



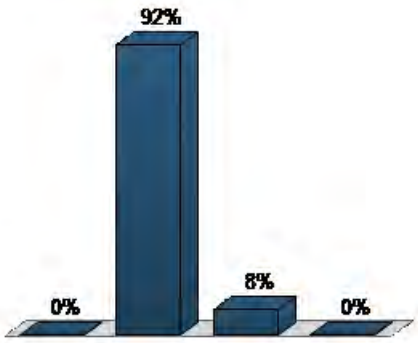
13. My bicycling experience in Lincoln is convenient? (Multiple Choice)

	Responses	
	Percent	**Count**
Strongly Agree	0%	0
Agree	75%	9
Disagree	25%	3
Strongly Disagree	0%	0
Totals	**100%**	**12**



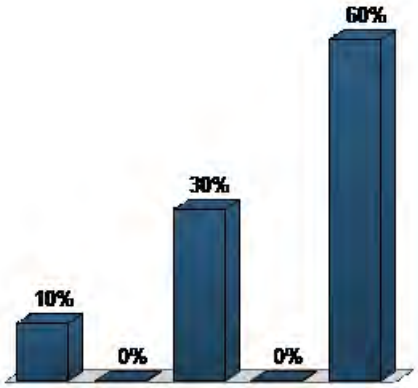
14. My bicycling experience in Lincoln is safe? (Multiple Choice)

	Responses	
	Percent	**Count**
Strongly Agree	0%	0
Agree	91.67%	11
Disagree	8.33%	1
Strongly Disagree	0%	0
Totals	**100%**	**12**



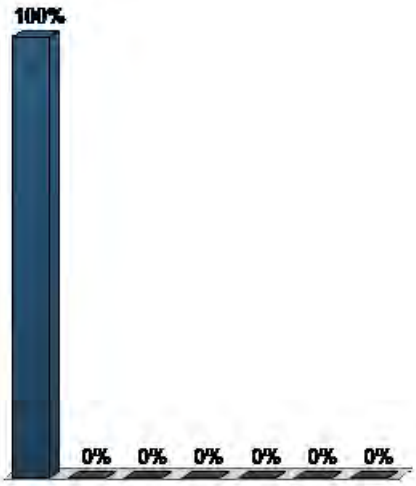
15. What is your age? (Multiple Choice)

	Responses	
	Percent	**Count**
Under 18	10%	1
18-25	0%	0
26-45	30%	3
46-65	0%	0
65+	60%	6
Totals	**100%**	**10**



16. Where do you live? (Multiple Choice)

	Responses	
	Percent	**Count**
City of Lincoln	100%	7
Placer County	0%	0
City of Rocklin	0%	0
City of Granite Bay	0%	0
City of Roseville	0%	0
City of Sacramento	0%	0
Sacramento County	0%	0
Totals	**100%**	**7**



Lincoln Bike Riders : Entry # 1

Do You Bike in the City of Lincoln?

Yes

Lincoln Bike Riders : Entry # 2

Do You Bike in the City of Lincoln?

Yes

Lincoln Bike Riders : Entry # 3

Do You Bike in the City of Lincoln?

Yes

Lincoln Bike Riders : Entry # 4

Name

William Trott

Email

Williamthecreator42@gmail.com

Do You Bike in the City of Lincoln?

No

As a bicyclist – I characterize myself as:

- Enthused and Confident Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Good

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Good

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Travel Distance

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily Class I bike lanes

What is the 1st PRIORITY to why you bike?

Recreation

What is the 2nd PRIORITY to why you bike?

Commuting to work

What is the 3rd PRIORITY to why you bike?

Commuting to work

Lincoln Bike Riders : Entry # 4

What is the 1st PRIORITY to where you typically ride?

To Neighborhoods

What is the 2nd PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 3rd PRIORITY to where you typically ride?

To Schools and Parks

How would you like to see the City prioritize the following improvements?

- Better maintaining our existing bikeway facilities
- Adding more signage, bike parking and security measures
- Focus on Safe Routes to School

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- Under 18

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 5

Name

Crystal Elledge

Email

ceelledge@sbcglobal.net

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Enthused and Confident Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

Your biking trips usually incorporate which of the following?

- Primarily city streets with no bike signage or Class II bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

Social Engagements

Lincoln Bike Riders : Entry # 5

What is the 1st PRIORITY to where you typically ride?

Outside the City Limits

What is the 2nd PRIORITY to where you typically ride?

To Neighborhoods

What is the 3rd PRIORITY to where you typically ride?

To Schools and Parks

How would you like to see the City prioritize the following improvements?

- Better maintaining our existing bikeway facilities
- Adding more Class I Facilities
- Adding more Class II or IV Facilities
- Focus on Safe Routes to School

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 65+

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 6

Name

Jennifer Villanueva

Email

jenvilla@hotmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Enthused and Confident Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood
- Primarily city streets with no bike signage or Class II bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Commuting to work

What is the 3rd PRIORITY to why you bike?

Lincoln Bike Riders : Entry # 6

Personal errands/shopping

What is the 1st PRIORITY to where you typically ride?

Outside the City Limits

What is the 2nd PRIORITY to where you typically ride?

To Schools and Parks

What is the 3rd PRIORITY to where you typically ride?

To Neighborhoods

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Better maintaining our existing bikeway facilities
- Adding more signage, bike parking and security measures

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 26-45

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 7

Name

Bob Collins

Email

bobpcoll@community.net

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Strong and Fearless Rider – No route is too stressful to deter me.

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Good
- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Exercise/Sport

What is the 3rd PRIORITY to why you bike?

Exercise/Sport

What is the 1st PRIORITY to where you typically ride?

Outside the City Limits

Lincoln Bike Riders : Entry # 7

What is the 2nd PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 3rd PRIORITY to where you typically ride?

Outside the City Limits

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Better maintaining our existing bikeway facilities
- Adding more Class I Facilities
- Adding more Class II or IV Facilities
- Adding more signage, bike parking and security measures

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 65+

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 8

Name

Lindsey Graves

Email

lindseydgraves@gmail.com

Do You Bike in the City of Lincoln?

No

As a bicyclist – I characterize myself as:

- Interested but Concerned Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Poor

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Poor

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood

What is the 1st PRIORITY to why you bike?

Personal errands/shopping

What is the 2nd PRIORITY to why you bike?

Social Engagements

What is the 3rd PRIORITY to why you bike?

Recreation

Lincoln Bike Riders : Entry # 8

What is the 1st PRIORITY to where you typically ride?

To Schools and Parks

What is the 2nd PRIORITY to where you typically ride?

To Non-Downtown Shopping/Employment Centers

What is the 3rd PRIORITY to where you typically ride?

To Neighborhoods

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Adding more Class I Facilities
- Adding more signage, bike parking and security measures
- Focus on Safe Routes to School

My bicycling experience in Lincoln is convenient?

- Disagree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 26-45

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 9

Name

Dave Welch

Email

norcaldave2010@gmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Enthused and Confident Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Good

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

No Issues to report

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood
- Primarily city streets with no bike signage or Class II bike lanes

What is the 1st PRIORITY to why you bike?

Recreation

What is the 2nd PRIORITY to why you bike?

Exercise/Sport

What is the 3rd PRIORITY to why you bike?

Lincoln Bike Riders : Entry # 9

Personal errands/shopping

What is the 1st PRIORITY to where you typically ride?

To Schools and Parks

What is the 2nd PRIORITY to where you typically ride?

Outside the City Limits

What is the 3rd PRIORITY to where you typically ride?

To Downtown Lincoln

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Better maintaining our existing bikeway facilities
- Focus on Safe Routes to School

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 46-65

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 10

Name

Diane Knight

Email

Newhopemorgans@yahoo.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Will only ride if it is low traffic stress

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Poor

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Poor

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily Class I bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

Social Engagements

Lincoln Bike Riders : Entry # 10

What is the 1st PRIORITY to where you typically ride?

Outside the City Limits

What is the 2nd PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 3rd PRIORITY to where you typically ride?

To Neighborhoods

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Adding more Class I Facilities
- Adding more Class II or IV Facilities

My bicycling experience in Lincoln is convenient?

- Disagree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 46-65

Where do you live?

- Placer County

Lincoln Bike Riders : Entry # 11

Name

Dennis Wagner

Email

Dwagner1111@gmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Enthused and Confident Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Good

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

Your biking trips usually incorporate which of the following?

- Primarily Class II bike lanes

What is the 1st PRIORITY to why you bike?

Recreation

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

Recreation

Lincoln Bike Riders : Entry # 11

What is the 1st PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 2nd PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 3rd PRIORITY to where you typically ride?

To Downtown Lincoln

How would you like to see the City prioritize the following improvements?

- Better maintaining our existing bikeway facilities

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 46-65

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 12

Name

Chris Fox

Email

Fox_chris@att.net

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Interested but Concerned Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Good

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily Class I bike lanes

What is the 1st PRIORITY to why you bike?

Recreation

What is the 2nd PRIORITY to why you bike?

Exercise/Sport

What is the 3rd PRIORITY to why you bike?

Commuting to work

Lincoln Bike Riders : Entry # 12

What is the 1st PRIORITY to where you typically ride?

To Schools and Parks

What is the 2nd PRIORITY to where you typically ride?

Outside the City Limits

What is the 3rd PRIORITY to where you typically ride?

To Downtown Lincoln

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Adding more Class I Facilities

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 46-65

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 13

Name

Sandi Brower

Email

browerfamily@gmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Interested but Concerned Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Good

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Personal errands/shopping

What is the 3rd PRIORITY to why you bike?

Commuting to work

Lincoln Bike Riders : Entry # 13

What is the 1st PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 2nd PRIORITY to where you typically ride?

To Schools and Parks

What is the 3rd PRIORITY to where you typically ride?

To Neighborhoods

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network

My bicycling experience in Lincoln is convenient?

- Disagree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 46-65

Where do you live?

- City of Lincoln
- Placer County

Lincoln Bike Riders : Entry # 14

Name

Tom Frady

Email

tdfrady@sbcglobal.net

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Strong and Fearless Rider – No route is too stressful to deter me.

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

Social Engagements

What is the 1st PRIORITY to where you typically ride?

Outside the City Limits

Lincoln Bike Riders : Entry # 14

What is the 2nd PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 3rd PRIORITY to where you typically ride?

To Downtown Lincoln

How would you like to see the City prioritize the following improvements?

- Adding more Class I Facilities
- Adding more Class II or IV Facilities

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 65+

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 15

Name

Gary Eckhardt

Email

gary_eckhardt@yahoo.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Enthused and Confident Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Excellent

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Good

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily Class II bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Personal errands/shopping

What is the 3rd PRIORITY to why you bike?

Recreation

Lincoln Bike Riders : Entry # 15

What is the 1st PRIORITY to where you typically ride?

To Neighborhoods

What is the 2nd PRIORITY to where you typically ride?

To Non-Downtown Shopping/Employment Centers

What is the 3rd PRIORITY to where you typically ride?

To Schools and Parks

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Adding more Class II or IV Facilities

My bicycling experience in Lincoln is convenient?

- Strongly Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 65+

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 16

Name

Carol Hofmeister

Email

carolhofmeister@gmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Interested but Concerned Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood
- Primarily Class I bike lanes
- Primarily Class II bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Exercise/Sport

What is the 3rd PRIORITY to why you bike?

Lincoln Bike Riders : Entry # 16

Exercise/Sport

What is the 1st PRIORITY to where you typically ride?

To Neighborhoods

What is the 2nd PRIORITY to where you typically ride?

Outside the City Limits

What is the 3rd PRIORITY to where you typically ride?

To Schools and Parks

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Better maintaining our existing bikeway facilities
- Adding more Class I Facilities
- Focus on Safe Routes to School

My bicycling experience in Lincoln is convenient?

- Disagree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 65+

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 17

Name

Ben Richardson

Email

woodturner@live.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Interested but Concerned Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Good

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily Class I bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

Recreation

Lincoln Bike Riders : Entry # 17

What is the 1st PRIORITY to where you typically ride?

To Neighborhoods

What is the 2nd PRIORITY to where you typically ride?

Outside the City Limits

What is the 3rd PRIORITY to where you typically ride?

To Downtown Lincoln

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 65+

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 18

Name

Candi Claussen

Email

Candijoy76@Gmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Interested but Concerned Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Poor

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood
- Primarily Class I bike lanes
- Primarily city streets with no bike signage or Class II bike lanes

What is the 1st PRIORITY to why you bike?

Personal errands/shopping

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

Lincoln Bike Riders : Entry # 18

Commuting to work

What is the 1st PRIORITY to where you typically ride?

To Schools and Parks

What is the 2nd PRIORITY to where you typically ride?

To Neighborhoods

What is the 3rd PRIORITY to where you typically ride?

Outside the City Limits

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Better maintaining our existing bikeway facilities

My bicycling experience in Lincoln is convenient?

- Disagree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 26-45

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 19

Name

Terry Lloyd

Email

Trldm55@yahoo.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Will only ride if it is low traffic stress

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Good

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Good

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily Class I bike lanes
- Primarily Class II bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

Lincoln Bike Riders : Entry # 19

Social Engagements

What is the 1st PRIORITY to where you typically ride?

Outside the City Limits

What is the 2nd PRIORITY to where you typically ride?

To Schools and Parks

What is the 3rd PRIORITY to where you typically ride?

To Neighborhoods

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 46-65

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 20

Name

Catherine Carleton

Email

catcarlet@hotmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Will only ride if it is low traffic stress

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Poor

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Poor

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood

What is the 1st PRIORITY to why you bike?

To go to school

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

Commuting to work

Lincoln Bike Riders : Entry # 20

What is the 1st PRIORITY to where you typically ride?

To Schools and Parks

What is the 2nd PRIORITY to where you typically ride?

To Neighborhoods

What is the 3rd PRIORITY to where you typically ride?

To Downtown Lincoln

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Focus on Safe Routes to School

My bicycling experience in Lincoln is convenient?

- Strongly Disagree

My bicycling experience in Lincoln is safe.

- Strongly Disagree

What is your age?

- 26-45

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 21

Name

Clint Nelson

Email

cnelson@wpusd.k12.ca.us

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Will only ride if it is low traffic stress

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Poor

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Poor

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

Your biking trips usually incorporate which of the following?

- Primarily city streets with no bike signage or Class II bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

Commuting to work

Lincoln Bike Riders : Entry # 21

What is the 1st PRIORITY to where you typically ride?

Outside the City Limits

What is the 2nd PRIORITY to where you typically ride?

To Neighborhoods

What is the 3rd PRIORITY to where you typically ride?

To Downtown Lincoln

How would you like to see the City prioritize the following improvements?

- Adding more Class II or IV Facilities

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 26-45

Where do you live?

- Placer County

Lincoln Bike Riders : Entry # 22

Name

Phil Cooper

Email

Cooper.phill@gmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Strong and Fearless Rider – No route is too stressful to deter me.

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Poor

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Poor

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood
- Primarily Class I bike lanes
- Primarily Class II bike lanes
- Primarily city streets with no bike signage or Class II bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Social Engagements

Lincoln Bike Riders : Entry # 22

What is the 3rd PRIORITY to why you bike?

Recreation

What is the 1st PRIORITY to where you typically ride?

Outside the City Limits

What is the 2nd PRIORITY to where you typically ride?

Outside the City Limits

What is the 3rd PRIORITY to where you typically ride?

Outside the City Limits

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Better maintaining our existing bikeway facilities
- Adding more Class I Facilities
- Adding more Class II or IV Facilities

My bicycling experience in Lincoln is convenient?

- Disagree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 46-65

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 23

Name

Arin Laugtug

Email

arinlaugtug@live.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Enthused and Confident Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Travel Distance

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood

What is the 1st PRIORITY to why you bike?

Recreation

What is the 2nd PRIORITY to why you bike?

Exercise/Sport

What is the 3rd PRIORITY to why you bike?

To/From Transit

Lincoln Bike Riders : Entry # 23

What is the 1st PRIORITY to where you typically ride?

To Neighborhoods

What is the 2nd PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 3rd PRIORITY to where you typically ride?

To Schools and Parks

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network

My bicycling experience in Lincoln is convenient?

- Disagree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 46-65

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 24

Name

Dennis Wagner

Email

dwagner1111@gmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Enthused and Confident Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Good

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Good

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily Class I bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

Commuting to work

Lincoln Bike Riders : Entry # 24

What is the 1st PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 2nd PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 3rd PRIORITY to where you typically ride?

To Downtown Lincoln

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Adding more Class I Facilities

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 46-65

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 25

Name

Travis Finn

Email

travisfinn@gmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Enthused and Confident Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Good

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Good

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily Class I bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Commuting to work

What is the 3rd PRIORITY to why you bike?

Commuting to work

Lincoln Bike Riders : Entry # 25

What is the 1st PRIORITY to where you typically ride?

To Non-Downtown Shopping/Employment Centers

What is the 2nd PRIORITY to where you typically ride?

Outside the City Limits

What is the 3rd PRIORITY to where you typically ride?

To Downtown Lincoln

How would you like to see the City prioritize the following improvements?

- Adding more Class I Facilities

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 26-45

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 26

Name

Jeffery Trott

Email

trottjg@sbcglobal.net

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Strong and Fearless Rider – No route is too stressful to deter me.

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Good

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

Your biking trips usually incorporate which of the following?

- Primarily city streets with no bike signage or Class II bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Recreation

What is the 3rd PRIORITY to why you bike?

To/From Transit

Lincoln Bike Riders : Entry # 26

What is the 1st PRIORITY to where you typically ride?

Outside the City Limits

What is the 2nd PRIORITY to where you typically ride?

To Non-Downtown Shopping/Employment Centers

What is the 3rd PRIORITY to where you typically ride?

To Neighborhoods

How would you like to see the City prioritize the following improvements?

- Adding more Class II or IV Facilities

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Agree

What is your age?

- 46-65

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 27

Name

Brenda Kuffel

Email

Camaro1963@aol.com

Do You Bike in the City of Lincoln?

No

As a bicyclist – I characterize myself as:

- No Way No How

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 1st PRIORITY to why you bike?

Commuting to work

What is the 2nd PRIORITY to why you bike?

Commuting to work

What is the 3rd PRIORITY to why you bike?

Commuting to work

What is the 1st PRIORITY to where you typically ride?

To Downtown Lincoln

Lincoln Bike Riders : Entry # 27

What is the 2nd PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 3rd PRIORITY to where you typically ride?

To Downtown Lincoln

How would you like to see the City prioritize the following improvements?

- Focus on Safe Routes to School

What is your age?

- 46-65

Where do you live?

- City of Lincoln
- Placer County

Lincoln Bike Riders : Entry # 28

Name

FRED HIGGINS

Email

fhiggins54@aol.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Enthused and Confident Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Poor

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Poor

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

Your biking trips usually incorporate which of the following?

- Primarily Class II bike lanes

What is the 1st PRIORITY to why you bike?

Recreation

What is the 2nd PRIORITY to why you bike?

Exercise/Sport

What is the 3rd PRIORITY to why you bike?

To/From Transit

Lincoln Bike Riders : Entry # 28

What is the 1st PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 2nd PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 3rd PRIORITY to where you typically ride?

To Schools and Parks

How would you like to see the City prioritize the following improvements?

- Better maintaining our existing bikeway facilities
- Adding more Class II or IV Facilities
- Focus on Safe Routes to School

My bicycling experience in Lincoln is convenient?

- Disagree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 65+

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 29

Name

Paul Denzler

Email

PaulDenzler@hotmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Interested but Concerned Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Poor

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood

What is the 1st PRIORITY to why you bike?

Recreation

What is the 2nd PRIORITY to why you bike?

Commuting to work

What is the 3rd PRIORITY to why you bike?

Exercise/Sport

Lincoln Bike Riders : Entry # 29

What is the 1st PRIORITY to where you typically ride?

To Schools and Parks

What is the 2nd PRIORITY to where you typically ride?

To Downtown Lincoln

What is the 3rd PRIORITY to where you typically ride?

To Neighborhoods

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Adding more Class I Facilities

My bicycling experience in Lincoln is convenient?

- Agree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 46-65

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 30

Name

Kristin Rose

Email

kristinrose8@gmail.com

Do You Bike in the City of Lincoln?

Yes

As a bicyclist – I characterize myself as:

- Interested but Concerned Rider

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Poor

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

No Issues to report

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

Personal errands/shopping

What is the 3rd PRIORITY to why you bike?

Recreation

Lincoln Bike Riders : Entry # 30

What is the 1st PRIORITY to where you typically ride?

To Schools and Parks

What is the 2nd PRIORITY to where you typically ride?

To Neighborhoods

What is the 3rd PRIORITY to where you typically ride?

To Non-Downtown Shopping/Employment Centers

How would you like to see the City prioritize the following improvements?

- Focus on Safe Routes to School

My bicycling experience in Lincoln is convenient?

- Disagree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 26-45

Where do you live?

- City of Lincoln

Lincoln Bike Riders : Entry # 31

Name

Kathy Curtis

Email

kathyc@starstream.net

Do You Bike in the City of Lincoln?

No

As a bicyclist – I characterize myself as:

- Interested but Concerned Rider
- Will only ride if it is low traffic stress

What is your overall impression of the quality of the existing bikeway network in the City of Lincoln?

- Fair

What is your overall impression of the over-all connectivity of the existing bikeway network in the City of Lincoln?

- Fair

What is the 1st PRIORITY issue you have observed that prevents you from biking?

Safety concerns along the most direct bike route

What is the 2nd PRIORITY issue you have observed that prevents you from biking?

Poor pavement conditions

What is the 3rd PRIORITY issue you have observed that prevents you from biking?

Poor access to Class I or Class II bike lanes

Your biking trips usually incorporate which of the following?

- Primarily streets within my neighborhood
- Primarily city streets with no bike signage or Class II bike lanes

What is the 1st PRIORITY to why you bike?

Exercise/Sport

What is the 2nd PRIORITY to why you bike?

To/From Transit

What is the 3rd PRIORITY to why you bike?

Lincoln Bike Riders : Entry # 31

Commuting to work

What is the 1st PRIORITY to where you typically ride?

Outside the City Limits

What is the 2nd PRIORITY to where you typically ride?

To Non-Downtown Shopping/Employment Centers

What is the 3rd PRIORITY to where you typically ride?

To Neighborhoods

How would you like to see the City prioritize the following improvements?

- Filling gaps in the network
- Better maintaining our existing bikeway facilities

My bicycling experience in Lincoln is convenient?

- Disagree

My bicycling experience in Lincoln is safe.

- Disagree

What is your age?

- 46-65

Where do you live?

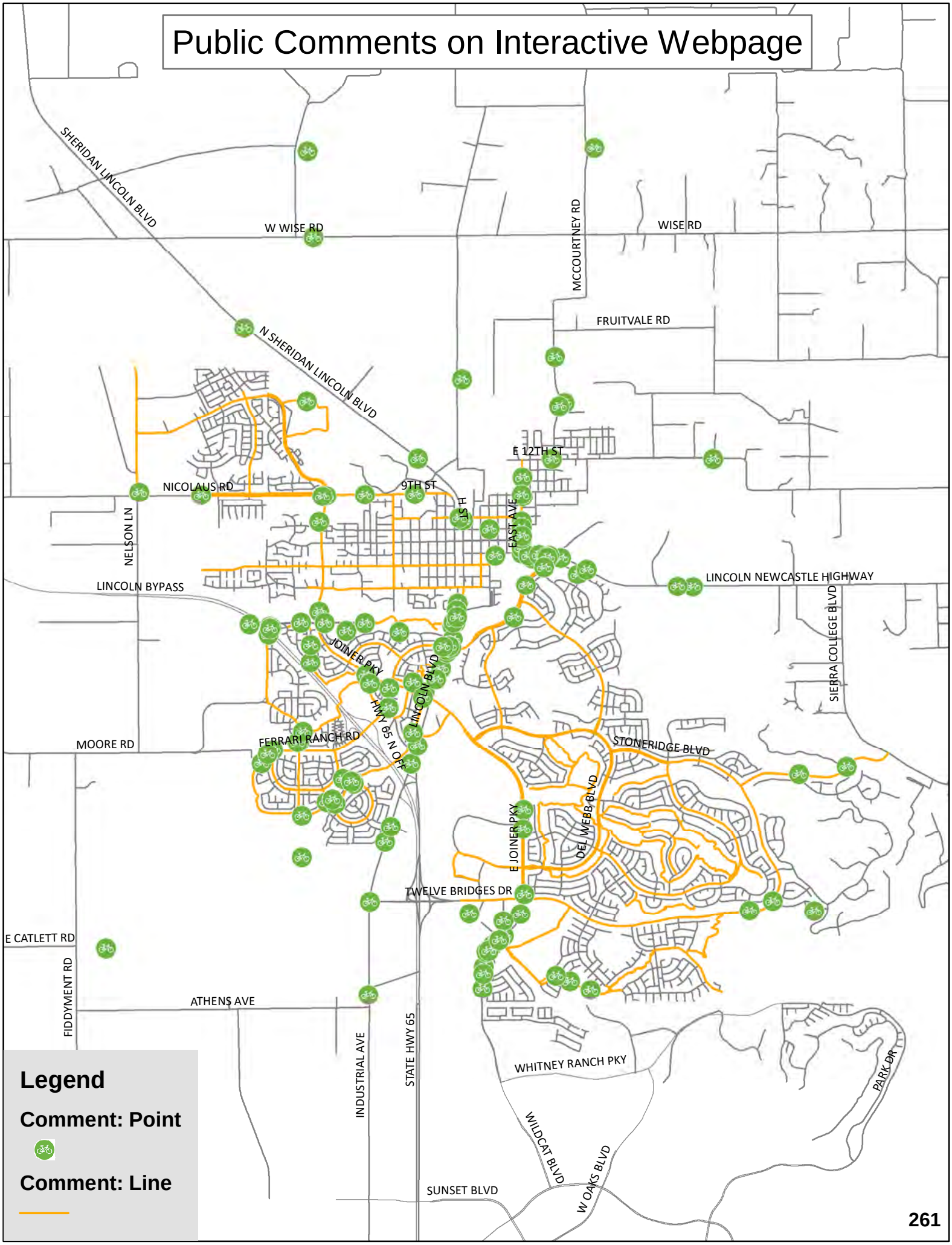
- City of Lincoln

BICYCLE TRANSPORTATION PLAN UPDATE

City of Lincoln, California

APPENDIX C: Public Comments

Public Comments on Interactive Webpage



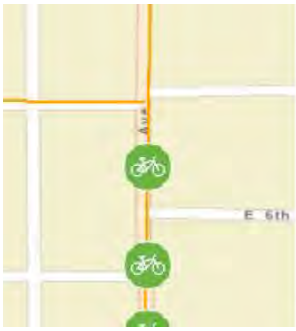
East Avenue is a major trafficroute in/out of the city for both residents, construction, farmers, ranchers, mtce, and cyclists as well as school students. Road needs major upgrade that includes functional sidewalks, designated and clearly marked bike lanes (not paths - existing bike path is poorly maintained and is dangerous as young children use it to get to school). Too much debris. Route needs to be swept more frequently as current conditions pose safety risk to cyclists.

East Ave is crying for bike lanes. A school at one end, plenty wide for bike lanes and parking, a major transition road for cyclists heading to the rural roads north of town.

East Ave. There is a need to establish lanes for motor vehicles traveling both ways on this road. This is due to the width of the road. Cyclist need to clear parked vehicles, turning vehicles and vehicles that do not know were to center of the road is. Please establish a through traffic lane, turn lanes (if possible) and parallel parking. Also the road surface need some help.. Thanks...

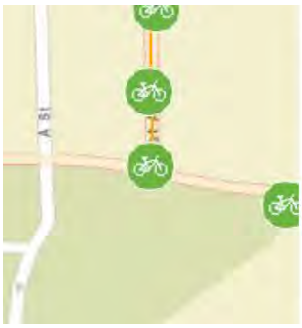
no designated bike lane

East Avenue is poorly marked, no bike lanes, no signs regarding sharing with bikes. Also poorly maintained for road debris. Should be routinely swept.

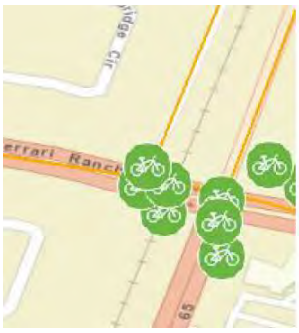


East St has very rough pavement. There is a utility plate that is sunken below the road surface. If a cyclist isn't watching, they could be seriously injured in a fall.

East Ave. - Need bike lanes on East and West side along with proper signage. This is a student bike route. The existing Bike Path on west side is no good since it only goes from the school to the first cross street. There is some kind of path that starts again up two streets but the vehicles stop after the crossing. BAD Engineering. Put in Bike lanes on both sides. Stripe the street to keep vehicles in center, bikes on right side. Street is too wide. Currently vehicles wander all over the street without stripes

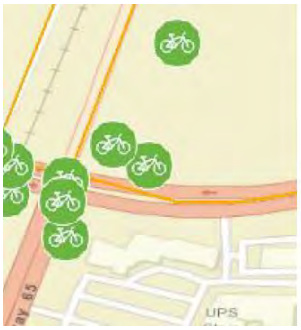


Traffic light should recognize presence of bikes and allow change from red to green for their participation.



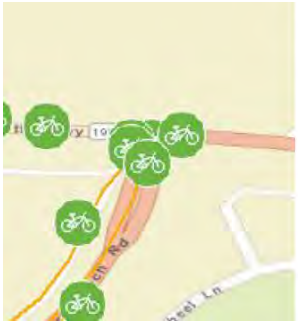
There needs to be a curb cut. For a wheelchair to get on and off the trail here you have to go to the end of the block.

There needs to be a safe route from the corner of Ferrari Ranch and Lincoln Blvd north into downtown. There needs to be more lighting and a clear bike lane.



Need a paved road/ sidewalk to safely cross over train tracks

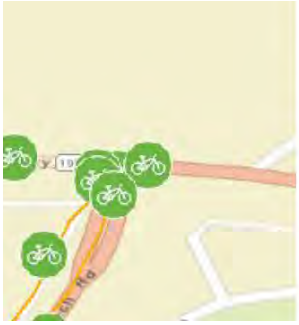
Resurface the shoulder the entire length of Ferrari Ranch road from Safewaty to 193



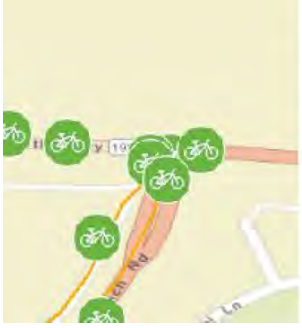
Bikes should be able to activate left turn signal to go from Ferrari Ranch Rd. to 193

Hwy 193 Shoulder both North and South sides from East Ave to Ferrari Ranch is rough, and very sharp transitions between repeated resurfaces. Please resurface...

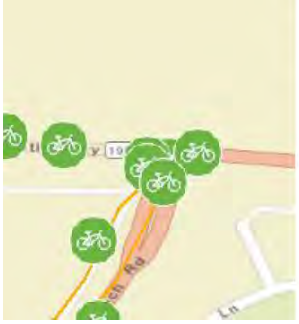
There is no interface from Hwy 193 to Ferrari Ranch BIKE PATH along side Ferrari Ranch going West. Cyclist trying to make this turn must go out into the vehicle right turn lane on Hwy 193, turn into the vehicle through lane on Ferrari Ranch and then make an immediate right turn on to the Bike Path. Very dangerous for all.



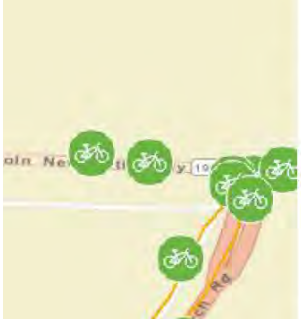
Need a better way to cross from westbound 193, left onto Ferrari ranch road. Waiting at the ped crossing is dangerous and increases exposure by at least 2x, however waiting for the protected left turn light is likely to get you run over by high speed through traffic on 193.



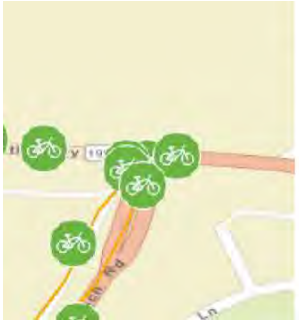
Hwy 193 & Ferrari Ranch Rd. This is a hazardous intersection for cyclists heading EAST on Hwy 193 turning WEST onto the Bike Path running along side Ferrari Ranch Rd. The cyclist must exit the should into the same lane cars are turning West onto Ferrari Ranch from Hwy 193 both EAST and West and make a sharp turn on an uneven surface to enter the Bike Path...Help!!!



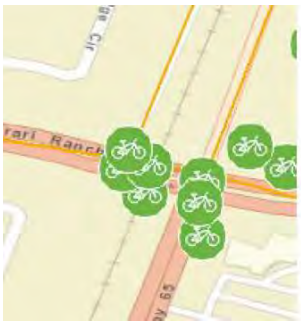
Bike path ends at Ferrari Ranch Rd and 193. There is no way for a cyclist to safely continue to the west on 4th St.



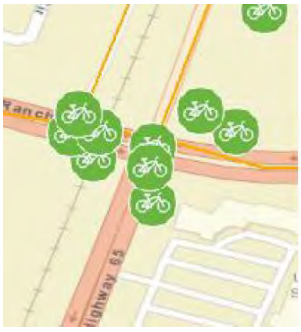
Hwy. 193 - Bike lanes and signage on North/South sides between Ferrari Ranch and East Ave. This is a major route for cyclist passing through to East Ave and Virginiatown to the County roads.



Traffic signal should recognize presence of bicycles and allow for change to green for their usage even if no cars are present.



The connector between highway 65 Intersection, westbound over the railroad tracks to Auburn Ravine Park trail is Poorly defined and unsafe. It drops into a dirt area. It is unsafe due to debris on dirt, the lack of pavement on approach to railroad tracks and no pavement from railroad track to crosswalk/traffic signal. Please mark and pave.

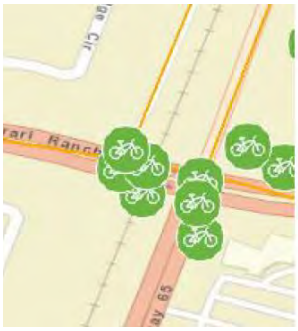


Install cyclist signal activator and cross walks on all four intersections. Student safety..

Need a better crossing here, the path/sidewalk ends in a drainage ditch and railroad tracks. In general, a safer, more family friendly path into downtime is needed

Add bike lane on south side of Ferrari Ranch at RR Xing, with pedestrian activated light control. This crossing is very dangerous for bikes due having to mix with cars and short light.

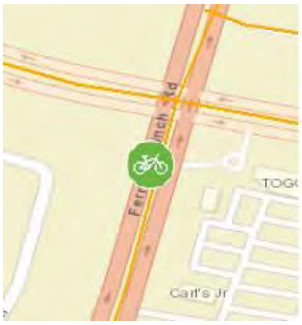
Crossing the railroad tracks from the west is often difficult. There is no pedestrian crosswalk on the south side of Ferrari Ranch Road, so if there are no cars to trip the traffic light, one must either wait for a car to trip the light, which sometimes takes a surprisingly long time, or try to maneuver across three lanes of traffic to the north side of Ferrari Ranch to utilize the pedestrian crosswalk. If successful in this venture, one ends up on the wrong side of the street to proceed west on Ferrari Ranch Rd.



No good connection to bikeway from street crossing

3. At the intersection of Lincoln Hwy. and Ferrari Ranch Rd., it is difficult for a bicyclist to go in the eastward direction across Lincoln Hwy. There is no button to trigger the signal light if no cars are in the crossing lane. A trigger button needs to be installed in a convenient location for the bicyclists.

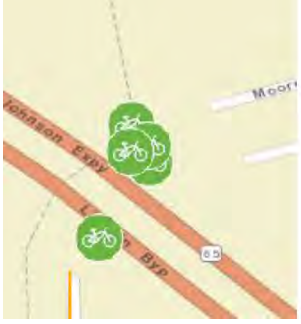
FERRARI RANCH - BIKE LANE - East Side: This bike lane holds the record of being the roughest, hardest to ride, bike lane in Placer Co. The contractor made no effort to smooth it out. This causes bike riders to pull out into the traffic lane to avoid bumps, cracks, etc. Dangerous to riders and drivers...



I would like to see more rest rooms along the bike paths. This would provide bathroom facilities for not only bikers, but runners and walkers and would prevent folks from having to find a spot that might cause a bad situation. Consider a bathroom every 10 miles apart as an example or near a park area.

Ferrari Ranch Rd., bike lane is very rough and has bad transitions between concrete gutter and road surface. This forces cyclist into the vehicle lane. This is a two lane road with a shoulder only on the South side. North/East bound vehicles must move over into the South/West bound vehicle lane to avoid contact. The South/West lane does not have a shoulder.

1. The City of Lincoln ('the City") has stated that improving existing and building more pedestrian/bicycle paths is a priority to make the City more pedestrian/bicycle friendly. The following is my highest priority suggestion. I recommend that the City build a pedestrian/bicycle path under the Hwy 65 Bypass to re-connect both ends of Moore Road. It is important for the City to re-connect the residential areas on both sides of the Freeway at Moore Road that became disconnected when the freeway was built. In my opinion, this was a huge mistake and oversight.



Connect these two portions of Moore Road with a bike path under Highway 65. The bike path would be in the floodplain of Auburn Ravine and would have to be built accordingly. While it is in the floodplain, I have not seen it flood. I walk this area regularly.

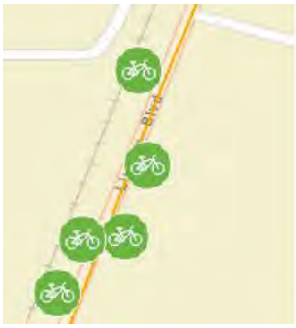
Connect the path on both side of Moore. It would add more accessibility the the other side of Lincoln Crossing with a shorter bike route for those who live in Sorrento. It could allow more families to ride bikes to Creekside Oaks and Lincoln Crossing.

If enough money is available, connecting Moore road together with a trail under Hwy 65 would be a great improvement.

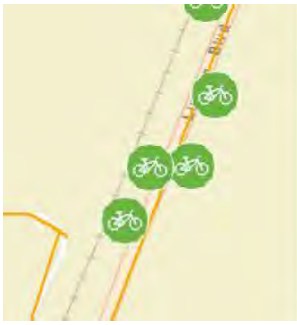
Moore Rd. at the Lincoln Bypass needs to be re-connected with a Pedestrian-Bicycle Path. When the Bypass was built, the neighborhoods on either side were cut off from each other. This is especially difficult for the residential neighborhood on the southwest side of the Bypass because people have no short way to to walk or bike ride to the northeast side and o work their way up the Auburn Ravine (e.g. the Dog Park) and to downtown Lincoln. This project needs to be of high priority in the City's planning, in my view. Bruce Castle 1-27-2018

Hwy 193 has a decent shoulder from Ferrari Ranch to Sierra College. Need to place "Share the Road" signs on both North and South sides. Vehicles travel fast and some pull over to the shoulder. This causes cyclist to move over into the vehicle lane to pass... Motorist should be aware there are cyclist on the road with them...

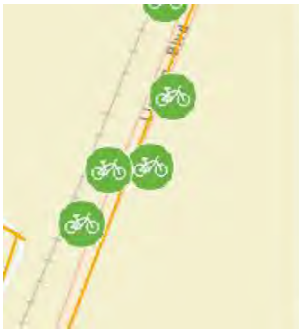
The paved trail behind homes between hwy 193 and sun city (the Ferrari Ranch Trail) was a favorite of my terminally ill husband. The access was off of Haywagon Ct. We rode our tricycles there just to get outdoors and enjoy the neighborhood. The streets in sun city are a bit narrow so it is helpful and safer to have options for slow bikers. Thank you very much.



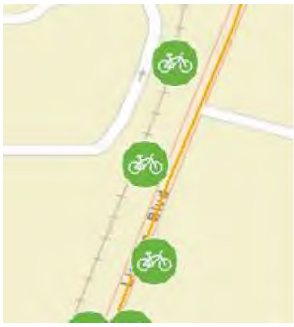
Smooth bike lanes and sidewalk need to be added and improved along Lincoln Blvd.



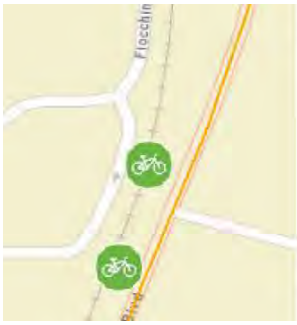
When the bridge over Auburn Ravine is improved this would be a great place for a viewing area and interpretive signage. It is a great unique feature of Lincoln and needs to be highlighted. Eventually this could be a point for a trail to also lead along Auburn Ravine.



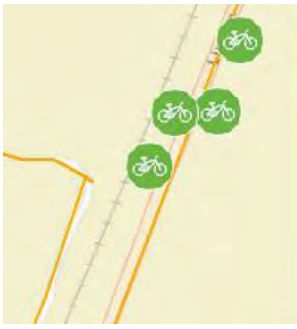
Sidewalk above the bridge is narrow and bumpy for bike riding



Bike lanes and sidewalks needed to connect LC to Gateway area.



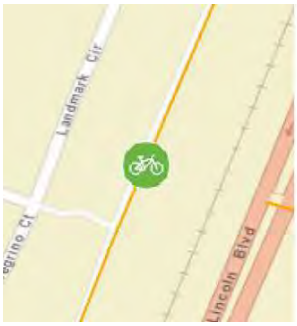
Suggest showing existing bike lanes so individuals can comment on them specifically and not just locations. Araceli



bike lane needs to be smoothed out along old hwy 65

If the riders are going to ride in town it would be nice to add bike lanes on old 65 to make it safer for driver and those riding bikes for actual transportation not recreation.

Sidewalks and safe bike lanes need to be added all along Lincoln Blvd, not just the downtown area, to connect Lincoln Crossing towards downtown area via walking and biking.



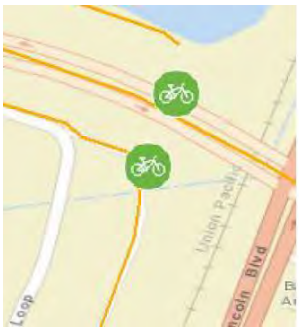
I know this would be a huge expense but a pedestrian/bike bridge connecting the path from the end of Groveland Ln to Lincoln Blvd at Sterling Pkwy area.

Right hand turns on Lincoln interfere with bicycles

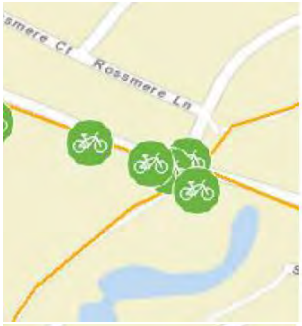
Please add bike lanes on both sides to keep cyclist out of through traffic lanes. Also smooth out the shoulder/lanes. Add method to warn drivers of cyclists on road on East Side where vehicle right turns cross with cyclist going straight into Lincoln.

Add Share the Road Signage between the Park and Ride and Ferrari Ranch

There is a wide shoulder starting at about 1st St., going south. It ends at Ferrari Ranch. This should be continued to Industrial since that is how a cyclist goes to the Casino, work, school or a daily ride. Also need signage to indicate cyclist on road.



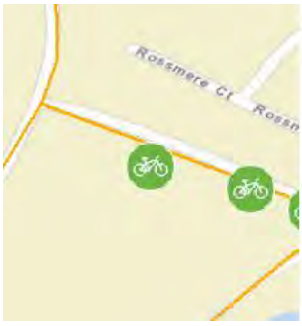
Just the other side that needs to be connected to the path next to the pond and the path behind Sheffield Lane.



Bike lanes, and a stop sign and crosswalk at this corner.

Bike lanes, sidewalks, stop sign, crosswalk

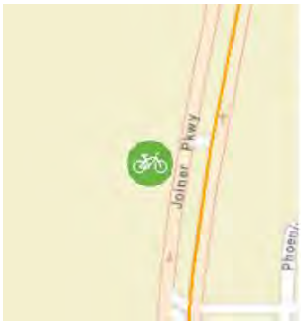
It would be nice to have an ADA accessible curb (ramp-sorry I don't know the technical term for it) here with a cross walk to connect the 2 bike paths that line up across Brentford. It would help with strollers, people who use wheelchairs, and people on bikes.



Sidewalks and bike lanes, stop sign and crosswalk at Alberton And Brentford

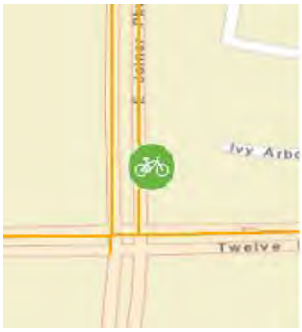
Sidewalk and bike lanes

Bikes lanes, stop sign, crosswalk, sidewalks



It would be great to have a smooth, unified path down to shopping at Lincoln Crossing, from Foskett Ranch. With many comments being posted on fixing Lincoln Blvd, consideration should be given this very busy roadway.

Road, especially southbound from Chevron Station to Rocklin city limits, is very dangerous to both pedestrians and cyclists. Intersection at East Joiner and Westview is a real problem during student drop off and pickup. I have observed multiple vehicles using the dirt "shoulder" near this intersection to bypass the vehicle backup during dropoff/pickup. As cyclist use the extremely narrow shoulder and pedestrians use the dirt "shoulder" this presents a very real safety issue. Need a plan for traffic flow, vehicle parking in dirt "shoulder", Category 2 bike lane (minimum) and sidewalk on southbound side of road.



Bikes cannot activate left turn signal moving from Joiner to Twelve Bridges

Two-lane road with no bike lane. High volume traffic in morning and afternoon with a middle school and high school (Whitney) along the road. At minimum, a wider shoulder is needed for cyclist safety.

Need to add sidewalks and bike lanes with a safe corner crossing for students. Major safety issue here. Really should be a traffic light, not a stop sign.

We need a safe way to cross E. Joiner Parkway from Wilson Park to the shops and library.

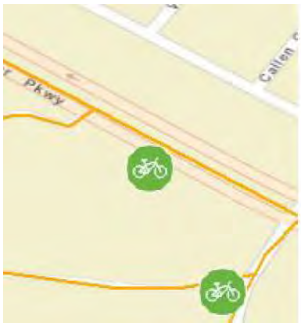
E. Joiner Pkwy. Need cycle lane on West Side. There is no shoulder. Students use this route to Whitney HS and the Middle School. Also no crossing point for students to exit to the middle school parking lot from West side...

E. JOINER PKWY... Vehicles parking on West side (mud hole) between Fire Station and Lincoln Town line create a pedestrian crossing hazard to vehicles and cyclist. They also take down the Share the Road signage...

We need a safe way to cross Joiner Parkway from the trail in front of Twelve Bridges Middle School in order to get to the Lincoln Public Library.

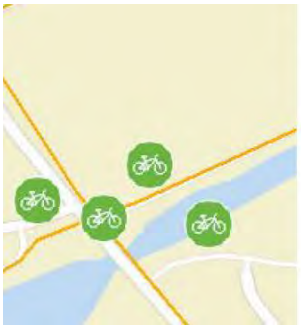
Bike lane needed on West side along with proper signage. This is major route for students biking to the middle school. SAFETY ITEM

STUDENT SAFETY - You need to provide a safe crossing path, with vehicle controls, for students riding their bikes SOUTH on E. Joiner, to access the TBMS campus. Also need proper BIKE LANE on the West side of E. Joiner between Twelve Bridges and the Lincoln City line. Student Safey...

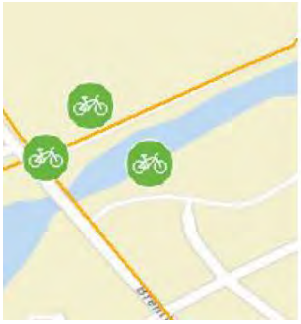


These two Class I trails need to be connected, perhaps by adding a center stripe on the sidewalk to indicate bike lanes.

Add bike lane to match bike lanes Wildcat in Rocklin. Student bike route to Whitney HS. SAFETY ITEM

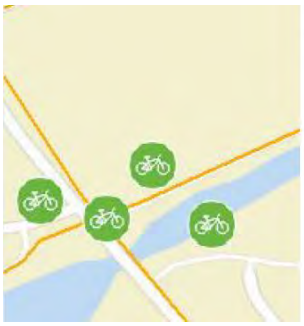


Needs a curb cut for wheelchairs

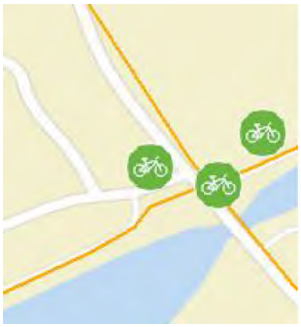


Needs a curb cut for wheelchairs.

This intersection has a curb and is unmarked as to connecting the bike path across the street. It would be great to have an ADA accessable ramp and marked crosswalk here.



Bike lanes, sidewalks



Needs bike lanes, sidewalk

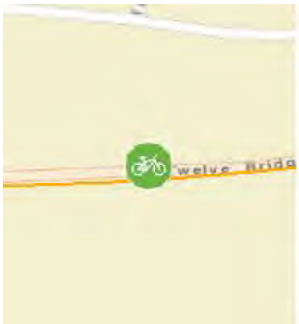
Class 1 bike path ends. It would be nice to have it connect elementary schools to the regional park.

Safer way to cross the street at this intersection.

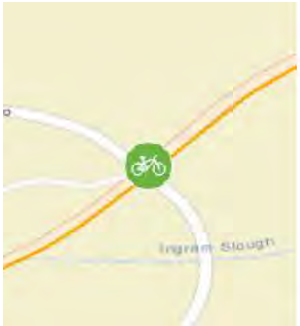
One of the worst roads in the area.

McCourtney has deteriorated much in the last few years. While I assume it is out of the area of this study, it needs to be repaved and shoulders added or at least designated.

This section over the tracks is very rough and dangerous for cyclists. I assume there are a number of school kids who ride over this everyday.

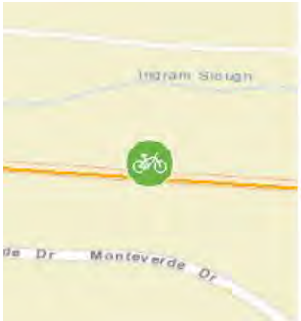


The section of Twelve Bridges Dr. between Verdera and closer to the elementary school may be adequate for experienced adult cyclists, but is a borderline death trap for kids and recreational cyclists. There really should be a separate bike path from a road where the posted speed is 50 mph and is much higher in reality. There is more then adequate space to add such a lane. I rode with my two small kids to get to the sports field by Twelve Bridges Elementary once last year. That white knuckle ride added a few more gray hairs to my head. Please consider this improvement. I hate to say it, but eventually someone will get seriously injured here. Verdera, 12 Bridges, and the new developments going in along this street all need to be safely interconnected with paths and trails. It's surprising that isn't a part of the development already.

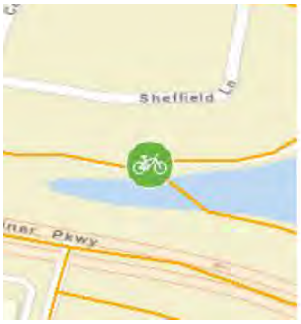


Please consider a crosswalk to connect Camino Cielo and Camino Verdera. One of the ones that has a flashing light that goes on when a button is pressed would be a needed safety feature.

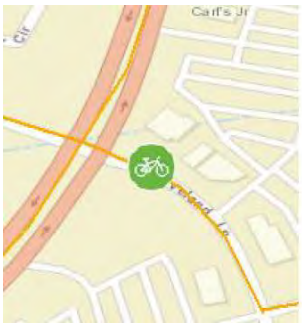
There was supposed to be a bike / walking path between Via Karina past the pond down to the next road. It even shows up on this map! But it's not there. This should have been built as a condition on this development, so why didn't the City make sure it was built? Fortunately there is still access before the first house on this street. Before development gets too far along on the street below Via Karina let's make sure this path is built. It will be a great connector and I imagine eventually lead down to Coyote Pond and the parkland adjacent to Twelve Bridges.



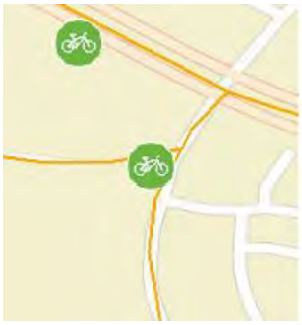
There is the perfect amount of shoulder and landscape border along Twelve Bridges to build a great Class I bike lane and adjacent trail for kids and adults. It could run all the way from the water storage pond above Verdera and all the way along all of Twelve Bridges from Sierra Collage to Twelve Bridges Elementary. It would be great!



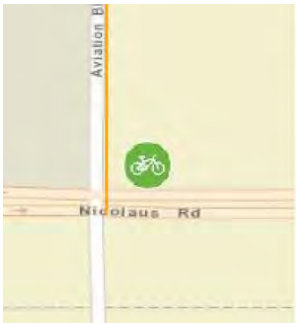
Create a bike/Walking path to backside of pond and over to the path behind Equinox Loop. Going under the overpass. This should be connected. Right now you have to go out to Ferrari Ranch, then cross over heavy traffic, turn onto Joiner, then to Stanmark then a little fire access opening and down to Equinox Loop before getting back on that path. For kids it is scary and dangerous. Connecting underneath and there would make that a really pleasant and important connection for walking/biking enthusiast to enjoy those beautiful trails.



Current bike lane markings are faded.

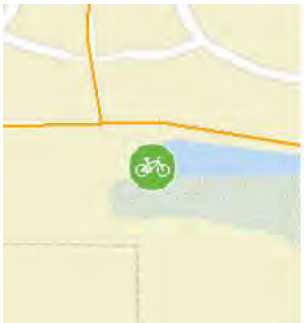


The sidewalk stops abruptly from Joiner to Ferrari Ranch on Groveland. Either extend the sidewalk that distance or add a ramp so that bicycles can leave the sidewalk area easily to join the class 2 bike path.



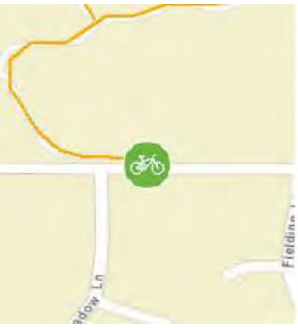
Having a wide bike path whether it be class 1 or a class 2 with buffer striping from Nelson to Teal Hollow on Nicolaus.

This is a powerline Road that could be easily turn into a bike path to Thunder Valley casino



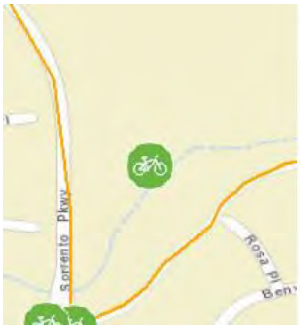
It would be very cool to add a path from here to thunder Valley Casino under the powerlines. It would ultimately tie Lincoln to the bike paths of Sacramento.

A curb cut should be added here. You can't get on or off without going to the end of the block in a wheelchair.

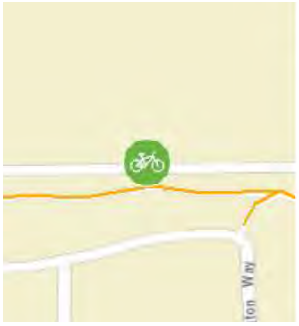


There should be a curb cut here. A wheelchair cannot get off or on without going to the end of the block.

A bike trail should start at Machado Park and down Danby lane to the entrance of the outher bike trails located at the entrance of Danby Ct. These existing bike trails run along Moore Road and down Moore road to the dog park. This is a perfect place for this bike trail for there is no sidewalks on that side of the street and already a lot of families are using it even though there is not a designated bike trail. Protect our children and put one there.



Add water fountains to the park.



Needs bike paths/signage.

Add a directional bike path sign since it just dumps into the neighborhood.

Industrial Ave. from Athens to Twelve Bridges and beyond to the park and ride needs a bike lane. I used to commute to work but this road became too dangerous on a bike.

Establish bike lane on West side. Currently there is none. The white line is not enough. This area is used as a parking lot or mud truck training area. Dangerous for students traveling South to WHS.

9th/Nicolaus Rd. Please install Share the Road signs for student safety on both sides..

Nicolaus Ave. Install Share the Road signs for student safety on both sides... Thanks

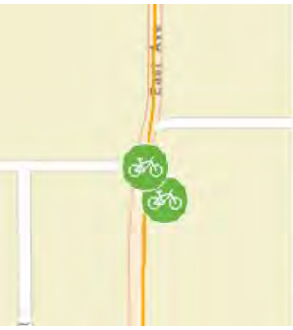
W. Wise Rd. Install Share the Road signs both sides... thanks

Sheridan/Lincoln Rd/Old Hwy 65. Please install SHARE THE ROAD signs between Lincoln and Sheridan on both sides.... Thanks

McCourtney Rd. Please install SHARE THE ROAD signs on both sides... thanks

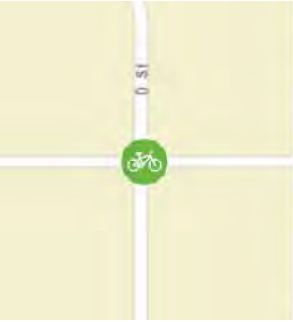
Virginiatown Rd. Install SHARE THE ROAD SIGNS both sides, please... thanks

Need SHARE THE ROAD SIGNAGE between Ferrari Ranch Rd and Sierra College both North and South sides. Vehicles are traveling at high speed and need to know cyclists are using the shoulders. Cyclist must enter the vehicle lanes to avoid wood, gravel, debris, etc that is on the shoulders



East Ave Bike Path is a joke. A cyclist must stop and cross all the Streets, 5th, 6th, 7th, 8th and 9th. The pavement also stop and starts between various streets for no reason. This does not provide a safe and sane route for children going to and from the school. Recreational riders will stay on East Ave and fight traffic rather than use the bike path... Help

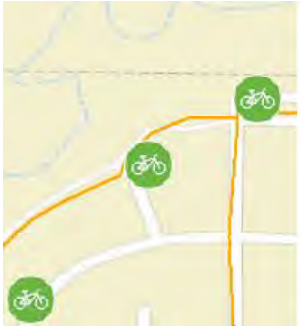
Industrial & Twelve Bridges Intersection. The road is broken up, patches on patches, cracks and pot holes. Cars & trucks trying to miss the holes! Cyclist try to stay away from vehicles and road decay. Please fix this intersection. Actually the whole of Industrial need ER work between Athens and the Park and Ride... Help



I received a phone call from a resident who lives at 6th and D and would like a safer path of travel from her house to Safeway. Lincoln Blvd is too busy and has limited bike lanes. Going to Ferrari Ranch is better but out of the way and crossing over Auburn Ravine on McBean Park Drive is dangerous. She would like to see more push for improvements that benefit those who use bicycles as transportation and not just for recreation (i.e. not just so people from Del Webb can ride out to Virginiatown Road). Would also like more focus on the downtown and bike accessibility to/from shopping districts.
-Roland Neufeld

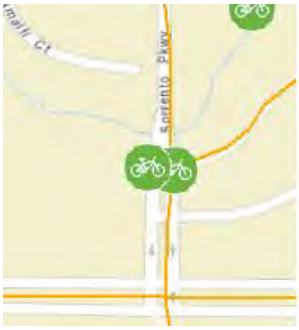
Fiddyment Road / connectors between casino and Lincoln Crossing. The roads are filled with potholes

add open up moore road to west to highway 65 thanks

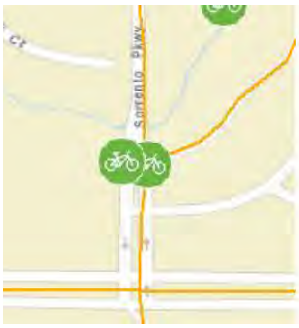


I'd love to see this trail connect with Moore Rd to the West and continue up to the airport. This would allow for a long ride off the road entirely and would connect the trail system in downtown and south to the north end Foskett area.

Joiner is the only/best place to cross the Auburn Ravine and it forces you off the trails and onto the road. Some trail crossings would be terrific.

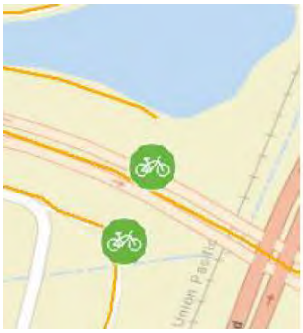


Add as many bike paths that you can. Look at what FOLSOM has. Don't put in a curb when a bike path comes to a street. A very exciting project !

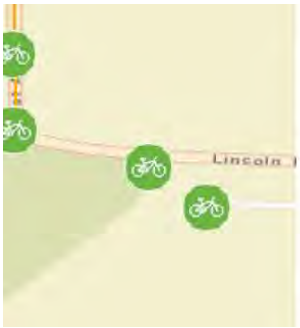


The bike crossing that goes across Sorrento Parkway can be dangerous since cars do not stop there. I've seen several bicyclists, joggers, kids and adults just run across without looking or stopping. With more development coming to this end of town there's bound to be more traffic. I wish they would put in flashers that you could activate from either side of the crossing. I know it's not cost efficient, but this crossing scares me especially for kids.

Bike lane and sidewalks and a 4 way stop needed here also. Ridiculously small roadway and the stop sign is set too far back for bike riders and cars alike.



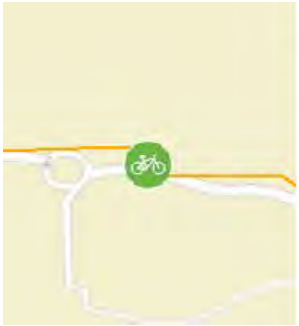
Connect the trails on both sides of joiner, they should connect beneath the overpass



Need a dedicated path here, or some other additoinal path or bridge to get from Ferrari Ranch past this bad bridge crossing and into or around McBean park

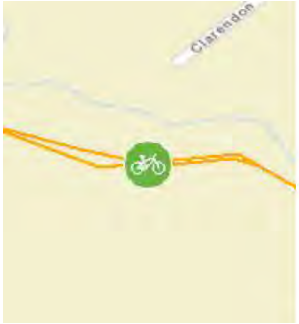
193 and sierra college should be bike friendly. This would be a perfect loop from twelve bridges (lots of bikes) to easily get to downtown.

Bad bridge crossing

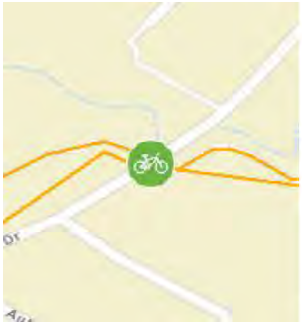


There is a gap in the bike path here. There is a patch of bare dirt/mud that we have to ride over to get from Finney Way to the start of the Foskett bike path. We would so appreciate your attention to this.

Bike path that safely crosses East Joiner from the park or TBMS

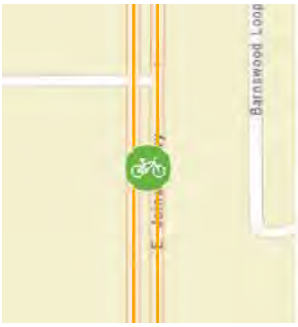


Repair cracks in trail. Many of these cracks wide enough to trap a bike wheel.

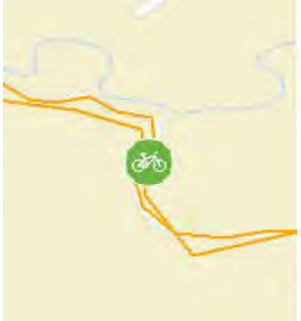


Replace entrance maze at both entrances to bike trail with single posts Like at all the other entrances. Trying to navigate through this maze with a bike has caused accidents.

Complete west side bike lane connecting Joiner from 12 Bridges to Rockland city limits. (This area dangerous due to lack of shoulder.)



EastJoiner Pkwy between Twelve Bridges and Del Webb Blvd. (North) needs re-striping.

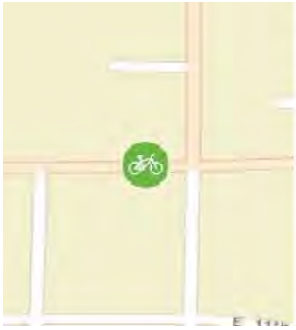


This area of trail has very wide cracks in concrete-skinny bike tires could get caught if the rider was not very vigilant, results could be veery bad.

Class I bike path needs to be extended along the Auburn Ravine throughout the City's general plan area

Need bike lanes, smooth on both East and West sides along with proper signage

INDUSTRIAL - Full Length. Need Class I Bike Paths on West and East sides of road with proper signage

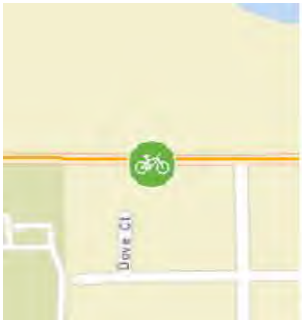


12th - Virginiatown Rd., add bike lanes both North and East side from East Ave to Lincoln town line. Dress up the road surface. This is student bike traffic to/from school. Also main exit out of Lincoln for recreational cyclist on weekends.

Hwy 193 - Share the road signage from East Ave to townline, both North and South sides....This is a major route for cyclist entering/exiting Lincoln from Rocklin area

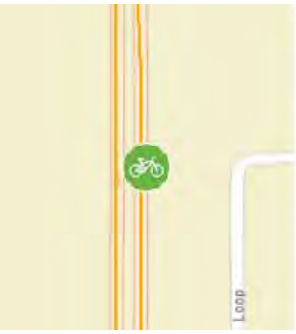
Fix the road surface. Also add bike lanes on both sides. Add signage to warn drivers. This is a major artery for pedestrians, bikes, cars, trucks, etc., transiting to/from the Casino and Landfill...

Twelve Bridges - Add Share the Road signage to both sides from Industrial to Sierra College.



Nicolaus Rd - Bike lanes both sides. Share the Road Signage. Student transit route to LHS...

2. In addition, I would like to see the City build a bicycle trail along the Auburn Ravine that is similar to the Miner's Ravine Trail in Roseville. This would extend from the Dog Park to Village 5. In the eastward direction, the "Auburn Ravine Trail" should be built from the Dog Park, past Hwy 193 out to Fowler Rd. or beyond. To make this happen would require the City to work with the Placer County Dept. of Public Works and Facilities. to do the planning and to obtain funding.



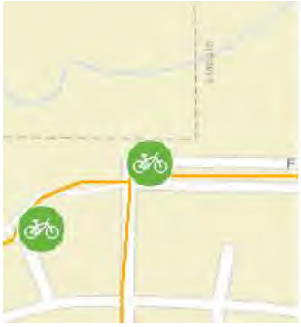
4. When some re-paving along E. Joiner Parkway near the north end of Bella Breeze Drive was completed a couple of years ago, the bicycle path overlay was not smooth. This needs to be fixed.

5. Within the "Safe Routes to Schools" program, East Avenue needs to be made more pedestrian and bicycle friendly for the children/parents that go the Carlin C. Coppin Elementary School. Some work has been done to make this area a little more user-friendly, but more improvement is needed.

The entire length of McCortney is heavily used by serious road cyclists. The condition of this road is quickly deteriorating. A new and wider Road surface is badly needed. The road surfaces applied to Virginatown, Fruitvale and Wise Roads set a road surface standard cyclists would love to see followed.

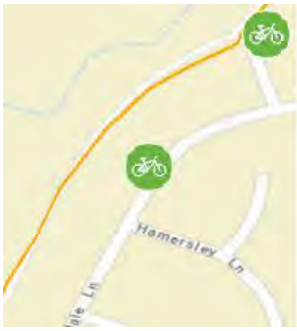
6. Recently, Placer County did an outstanding job of resurfacing West Wise Road and the eastern half of Fruitvale Road. This resurfacing needs to be done for Gladding Road out to West Wise Road. The City needs to work with Placer County on this project.

7. Recently, Placer County did an outstanding job of resurfacing West Wise Road and the eastern half of Fruitvale Road. This resurfacing needs to be done for McCourtney Road north of Wise Road. The City needs to work with the Placer County Dept. of Public Works and Facilities to make this happen.



The bike path that begins here has a couple places where tree roots are pushing up the path surface. The path is very unsafe to bikers, runners and others who do not see the danger hiding in the shadows. These roots need to be removed and the path surface made smooth.

8. I'd like to see the roads to the Manzanita Cemetery resurfaced, also.



This comment applies to this bike path and all city bike paths. Drainage is a concern on all bike ways. There are areas that are pooling water even after moderate rains. This makes portions of the bike ways unusable to all users. In addition, this pooling accumulates mud then sand, gravel and dirt making the path unpleasant at a minimum and unsafe at worst.

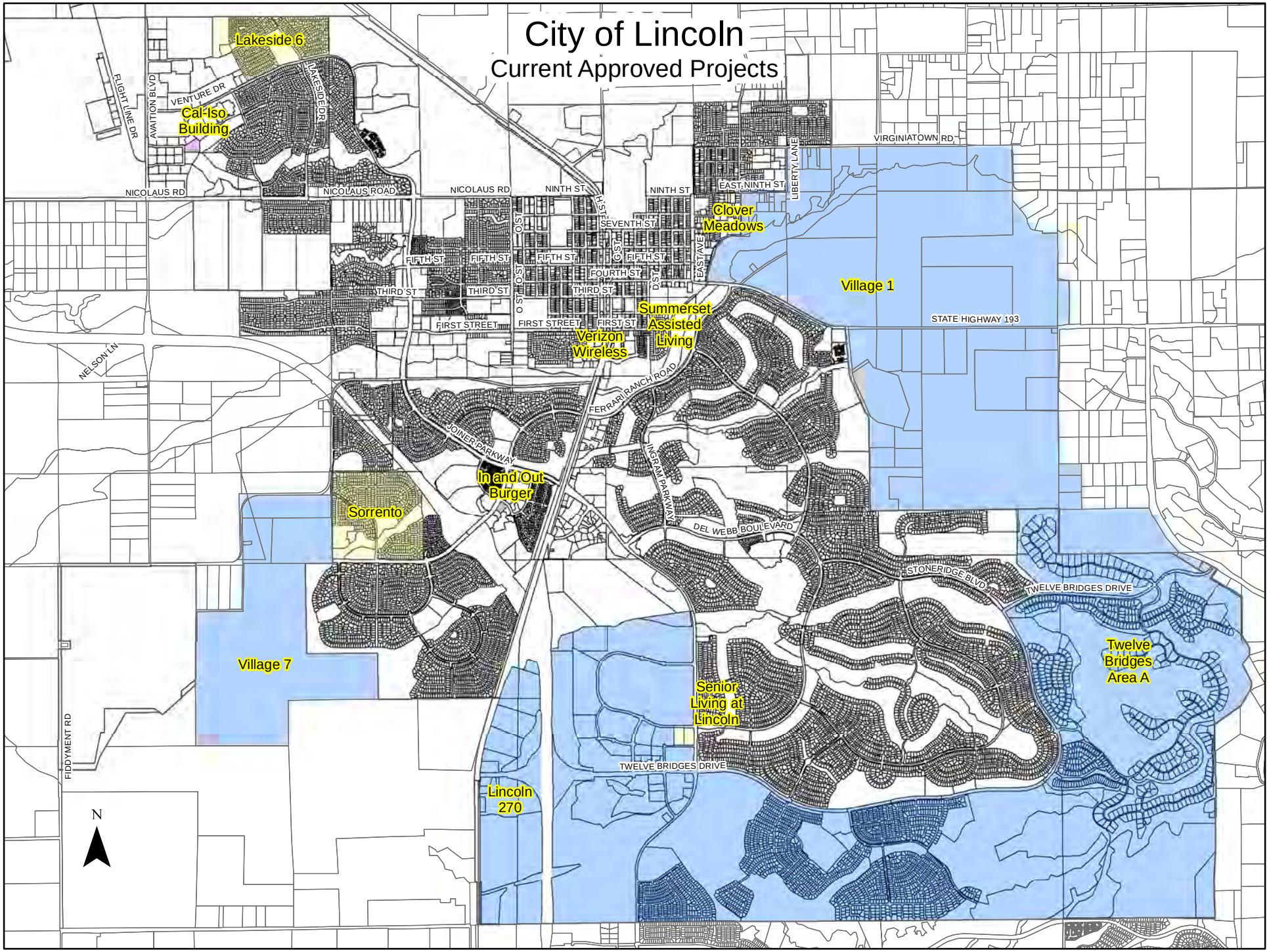
Would like a path to the McBean Baseball Stadium.

BICYCLE TRANSPORTATION PLAN UPDATE

City of Lincoln, California

APPENDIX D: Future Development

APPENDIX D: Future Development Land Use


City of Lincoln
Current Approved Projects
Lakeside 6
Cal-Iso Building
Clover Meadows
Village 1
Summerset Assisted Living
Verizon Wireless
In and Out Burger
Sorrento
Village 7
Senior Living at Lincoln
Twelve Bridges Area A
Lincoln 270
FLIGHT LINE DR
AVIATION BLVD
VENTURE DR
LAKESIDE DR
NICOLAUS RD
NICOLAUS ROAD
NINTH ST
EAST NINTH ST
LIBERTY LANE
VIRGINIATOWN RD
H ST
SEVENTH ST
O ST
G ST
D ST
EAST AVE
FIFTH ST
FOURTH ST
THIRD ST
FIRST STREET
FIRST ST
STATE HIGHWAY 193
NELSON LN
FERRARI RANCH ROAD
JOINER PARKWAY
INGRAM PARKWAY
DEL WEBB BOULEVARD
STONERIDGE BLVD
TWELVE BRIDGES DRIVE
FIDDYMENT RD
N

City of Lincoln
Live. Life. Lincoln

***CURRENT PROJECTS UNDER CONSTRUCTION*

RESIDENTIAL PROJECTS

TWELVE BRIDGES AREA A

4,335-Unit Planned Development on 2,989 Acres

Project has various entitlements including, certified EIR, Specific Plan, General Development Plan, Large and Small Lot Tentative Maps, and a Development Agreement with the City. The following home builders have homes under construction:

- Elliott Homes, Village 9 – Units 1, 3, & 4 229 Lots, *elliotthomes.com*, (916) 408-4100
- Carson Homes, Village 9 – Unit 1 area – 19 Lots, carsonhomes.us/twelve-bridges, (916) 572-6398
- Standard Pacific Homes, Village 12 - 38 Lots, *calatlantichomes.com*, (916) 543-5910
- Premier United Communities, Village 19 – 24 Lots, *premierunited.com*, (916) 543-3400
- Catta Verdera @ Twelve Bridges – Five hundred and ninety-five (595) lots for development of low-density, estate residential development. Private community with custom single-family home lots on 1019 acres includes a golf course, clubhouse, and private athletic club. Villages 13, 14, 15, 16, 17, (184 Lots, 85 building permits issued for construction).

SORRENTO

472-Unit Planned Development on 156 Acres

The project has various entitlements including, a certified EIR, General Plan Amendment, General Development Plan, Large and Small Lot Tentative Subdivision Map, and Specific Development Plan/Development Permit. The project is bordered by the Lincoln Crossing Development to the north, south and east with Moore Road to the west. One homebuilder has received Design Review approval for development of homes within Village 1, located along Ferrari Ranch Road:

- Meritage Homes, 165 lots, *meritagehomes.com*, (866) 675-9383

LAKESIDE 6

706-Unit Planned Development on 105 Acres

The project has various entitlements including a Mitigated Negative Declaration, General Plan Amendment, General Development Plan Amendment, re-zone of the land from Limited Light Industrial (LLI) to Residential (RD-5 and RD-20), and Tentative Subdivision mapping. One homebuilder has received Design Review approval for development of homes:

- JMC Homes, *jmchomes.com*, (916) 408-7170

CLOVER MEADOWS

Planned Development of 29 Residential Units on 3.1 acres

The City has approved an application for various entitlements including General Plan Amendment, Specific Development Plan/Development Permit, General Development Plan/Amendment, and a Tentative Subdivision Map for a 29-lot subdivision along East Avenue between E. Eighth Street and E. Ninth Street. The project is under construction.

SUMMERSET ASSISTED LIVING AND MEMORY CARE FACILITY

142,494 square foot Assisted Living and Memory Care facility

The project is proposed to be constructed on 2.76 acres between Second and Third Streets, along E Street. The project is proposed to have 115 assisted living units and 72 memory care units. The project is under construction.

COMMERCIAL & INDUSTRIAL PROJECTS

IN AND OUT BURGER

3,867 Square Foot Drive-Thru Restaurant on 1.34 Acres

Application for Conditional Use Permit and a Specific Development Plan. Located in the Lincoln Crossing Marketplace, at 850 Groveland Lane.

PROJECTS WITH ENTITLEMENTS – NOT CURRENTLY UNDER CONSTRUCTION

RESIDENTIAL PROJECTS

SENIOR LIVING AT LINCOLN

162,680 square foot Assisted Living and Memory Care facility

The project is proposed to be constructed on 7.13 acres at the southwest corner of East Joiner Parkway and Bella Breeze Drive. The project is proposed to have 114 assisted living units and 80 memory care units. No construction has taken place on the project.

EPICK 1 & 2

80-Unit Subdivision on 20.5 Acres

Application for a Tentative Subdivision map. The project site is located south of 9th Street, north of Auburn Ravine, and west of Liberty Lane within the Village 1 Specific Plan.

MEADOWLANDS

Planned Development on 59 Acres

Application for a General Plan Amendment, Rezoning, a Large Lot Tentative Map and Vesting Tentative Subdivision Map, General Development Plan Amendment, and Specific Development Plan/Permit Amendment; Previous approvals include Certification of EIR. The project consists of 187 single family lots, 5.47 acre multi-family lot, 6.60 acre park/detention lot, and a 4.5 acre open space lot. The project site is located on the North West corner of 9th Street and East Avenue.

MAGNOLIA VILLAGE

The Magnolia Village project is located in the western part of the City along Joiner Parkway, in the development plan area known as Laehr Estates. The project is approved for the development of 32 condominiums on 2.4 acres at the northeast corner of Joiner Parkway and Third Street on property zoned Residential Development – 18 units to the acre.

INDEPENDENCE

Master-Planned Community on 194 Acres

Application for a General Plan Amendment, Rezone, Tentative Vesting Subdivision Maps, Specific Development Plan/Permit and a General Development Plan. The project site is located on the former location of the City of Lincoln wastewater treatment facility. The treatment facility has since been deactivated. The project proposes to include the construction of 575 single-family residential lots, 45.6 acres of open space and preservation areas, 13.6 acres of active parks & community center, and a 2.7 acre mixed-use area, 3 acres of public facilities for a sewer lift station. The remainder 35 acre parcel will have not changes or development activity.

LAKSIDE 6 – PHASE 7 & 8

Rezone and 89-Unit Residential Subdivision on 11 Acres

Application for a rezone from High Density Residential/RD-15 to Medium Density Residential/RD-8.5 and a Tentative Subdivision Map. The proposed development is within the Lincoln Air Center Planned Development area. The parcel is located to the north of Lincoln Airpark Drive and west of existing development and Rickenbacker Lane. (Owner: Buzz Oates Enterprises II, Applicant: Mourier Investments LLC)

ANNEXATIONS

VILLAGE 7

Approximately 515.9 acres of land

The project has various entitlements including, a certified EIR, General Plan Amendment, General Development Plan, Large Lot Vesting Tentative Subdivision Map, Specific Plan, Pre-zoning to Planned Development District. The property is located south and east of Moore Road immediately west of the Aitken Ranch and Lincoln Crossing Specific Plan areas.

VILLAGE 1

Approximately 1,832 acres of land

The project has various entitlements including, a certified EIR, General Plan Amendment, General Development Plan, Specific Plan. The property is located east of the Auburn Ravine and includes land on both the north and south side of State Highway 193. The following properties have received approvals for a tentative subdivision map:

- Epick Three – Tentative Subdivision Map for 54.9 acres and a Parcel Map for a 68.7 acre parcel located north of McBean Park Drive/SR 193, and west of Turkey Creek Golf Course.
- La Bella Rosa - Tentative Subdivision Maps for a 56.3 acre property located north of McBean Park Drive/SR 193, west of Turkey Creek Golf Course, and south of Auburn Ravine.
- Walkup Ranch - Tentative Subdivision Maps for a 145 acre property located north of McBean Park Drive/SR 193, west of Turkey Creek Golf Course, and south of Leavell Lane.
- Turkey Creek Estates - Tentative Subdivision Maps for 248 acres of land located north of McBean Park Drive/SR 193 and east of Turkey Creek Golf Course.

PROJECTS GOING THROUGH ENTITLEMENT REVIEW – NOT CURRENTLY APPROVED

LINCOLN MEADOWS

148-Unit Planned Development on 40 Acres

Application for Annexation, Pre-zoning, General Plan Amendment, General Development Plan, Specific Development Plan/Permit and Tentative Subdivision Map. Project site is located on the north side of Virginia Town Road, west of Hungry Hollow Road.

HIDDEN HILLS

220-Unit Planned Development on 78 Acres

Application for a Small Lot and a Large Lot Tentative Subdivision Map, and a Development Permit. The project site is within the Village 1 Specific Plan and is located at 560 Oak Tree Lane, south of Oak Tree Lane.

VILLAGE 5/ SPECIAL USE DISTRICT 5

Master Planned Community, 8,100 Residential Units within 4,787 Acres

The planned development project is located in the western area of Placer County, immediately west of the City of Lincoln. The plan area is comprised of 141 parcels and many different landowners. The applicant, Richland Developers, Inc., owns and/or controls approximately 1,541 acres (approx. 32% of the total) within the Plan Area boundaries. The Plan Area for Village 5 has multiple land ownerships, which will likely result in portions of the Plan Area to develop separately and under different timelines, anticipated to be over a 15 to 25 year period. Village 5 requires approval of a Specific Plan and Annexation.

SPECIAL USE DISTRICT B – NE QUADRANT

Master Planned Community

The SUD B – NE Quadrant consists of 186.2 acres located immediately west of the City of Lincoln, within Placer County. The 186.2-acre project consists of residential and commercial development. Planned residential development is approximately 428 single-family units and 800,000 square feet of commercial area. The planned area will require approval of a General Plan Amendment, Specific Plan and Annexation.

CROCKER KNOLL SUBDIVISION MAP

100 Single-Family Residential Subdivision on 26 Acres

Application for a Tentative Subdivision Map and General Development Plan Amendment. The project is located on the southerly terminus of Oak Tree Lane, in the Twelve Bridges Specific Plan Area 'C'. The project site is bordered on the north by St. Joseph's Church; on the east by the City limit line, the Placer County Corporation Yard, and Placer County; on the south by Open Space (within the Sun City development area); and, on the west by existing single family residential (Village 41B, Sun City development area). The property is undeveloped, but at one point in the past housed the Del Webb contractor's yard. There are no existing improvements on the property.

JOINER RANCH

Rezone and 194-Unit Residential Subdivision

There are two applications for the Joiner Ranch:

Joiner Ranch West is comprised of a General Plan Amendment from BP - Business Professional and CC – Community Commercial to MDR – Medium Density Residential, and a Rezone from BP – Business Professional and C – Commercial to PD-MDR – Planned Development-Medium Density Residential. No mapping is proposed at this time.

Joiner Ranch East is comprised of a General Plan Amendment from CC – Community Commercial and MDR – Medium Density Residential to MDR – Medium Density Residential, and a Rezone from G-C – General Commercial and RD-8 – Residential Development with up to 8 units to the acre to PD – MDR – Planned Development - Medium Density Residential. The application includes Tentative Subdivision Map to create 194 medium density lots with a minimum size of 2,940 square feet. The project is located at the intersection of Nicolaus Road and Joiner Parkway – on the east and west sides of Joiner Parkway

ST. JOSEPHS CHURCH

Application for a Specific Development Plan/Development Permit for the construction of a 17,775 square foot 'Family Center' to include a gym, meeting rooms, kitchen, and storage.

FULLERTON RANCH

Application for a re-zone from RE (Residential Estates) to PD-LDR (Planned Development-Low Density Residential), a Vesting Tentative Subdivision Map to subdivide 19.98 acres into 82 single-family lots, and a General Development Plan, and a for a vacant site located south of Nicolaus Road between the Glenmoor subdivision (to the west), and Brookview Unit 5 subdivision (to the east). A Mitigated Negative Declaration will be processed in compliance with the California Environmental Quality Act (CEQA).

CRESLEIGH GROVE MODELS

Applicant is seeking a Tentative Subdivision Map to develop four model home lots south of Virginiatown Road near the Lincoln Highlands Subdivision. The site will serve as a model complex for a future Cresleigh Homes subdivision located north of the project site. The application is located within the Village 1 Specific Plan and project entitlements include approval of the Tentative Subdivision Map and Development Agreement.

LINCOLN CROSSING EXPANSION

The applicant is seeking to modify previously approved Conditional Use Permit, Design Review and Specific Development Plan/Permit to allow for the expansion of the existing Club Lincoln private HOA clubhouse and recreational center. The existing development consists of a 12,486 square foot clubhouse, an outdoor pool, and a 1280 square foot cabana. The application is currently working on budget issues and a redesign of the expansion to address access and fire department (safety) concerns.

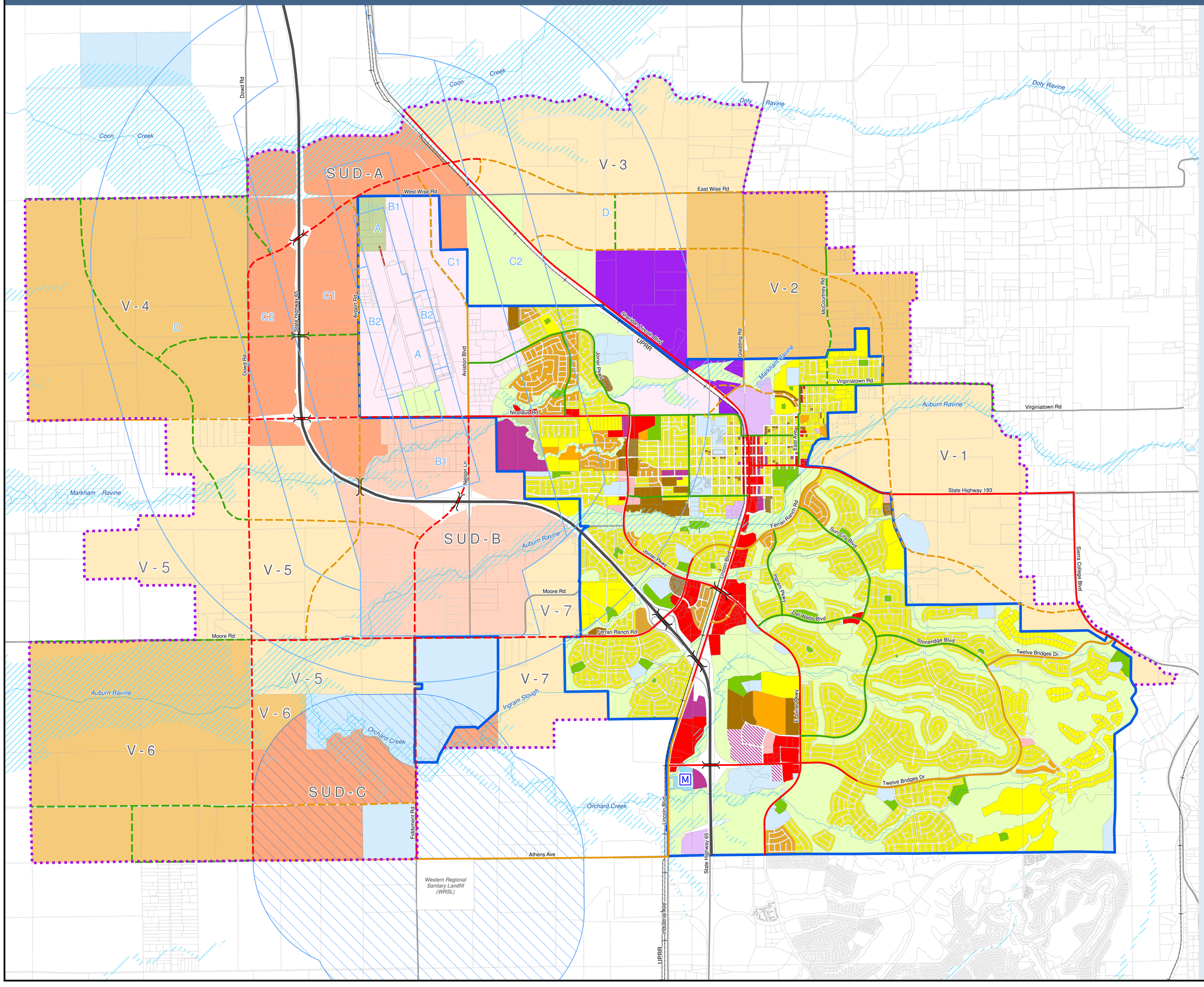
DEER CROSSING

The applicant is seeking a Conditional Use Permit and Specific Development Plan/Permit (Design Review) approval to development a currently vacant 3.6 acres parcel with a multiple tenant commercial development consisting of a 3,900 square-foot six-pump gasoline service station with a 3,400 square-foot pump island canopy and a 1,056 square-foot carwash, a speculative 2,870 square-foot commercial building with a drive-through, and two speculative multiple-tenant retail buildings totaling 14,803 square-feet. The project is on hold per the applicant pending resolution of access issues related to the future Village 1 Oak Tree Lane/Hwy 193 improvements.

City of Lincoln
General Plan

Land Use and Circulation Diagram

October 2012



Legend

LAND USE DESIGNATIONS

- Rural Residential (RR)
- Country Estates (CE)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Special Use District (SUD)
- Village (V)
- Mixed Use (MU)
- Neighborhood Commercial (NC)
- Community Commercial (CC)
- Regional Commercial (RC)
- Business and Professional (BP)
- Employment Center (EC)
- Industrial Planned Development (IPD)
- Light Industrial (LI)
- Industrial (I)
- Open Space (OS)
- Agriculture (AG)
- Parks and Recreation (PR)
- Public Facilities (PF)
- Medical Center (MC)

ROADWAY CLASSIFICATIONS

Existing — Proposed

- Freeway
- Major Arterial
- Minor Arterial
- Collector

BOUNDARIES

- City Limits
- Sphere of Influence
- C1 ALUCP Compatibility Zones

OTHER

- Airport Runway Expansion
- Railroad
- Landfill, 1-Mile Buffer
- 100 Year Flood Zone
- Waterways

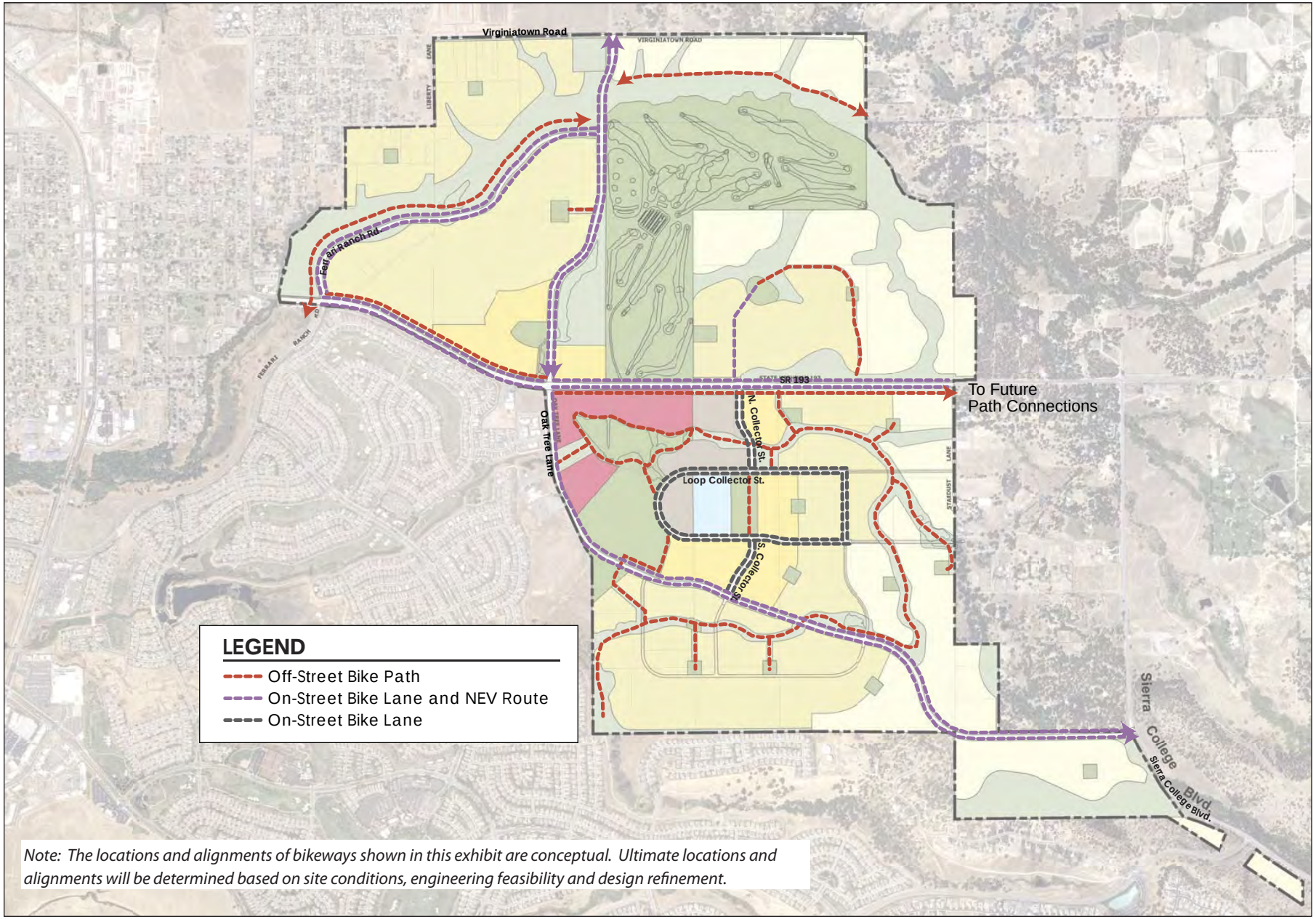
160 ac | 80 ac | 40 ac | 20 ac | 10 ac | 5 ac

N

0 1,500 3,000 4,500 6,000 7,500 Feet

FRAYJI DESIGN GROUP, INC.
2235 Douglas Blvd Ste. 320 (916) 782-3300 Phone
Roseville, CA 95661 (916) 782-3955 Fax
CIVIL ENGINEERING • PLANNING • SURVEYING

APPENDIX D: Future Development Specific Plan **Area** Bikeway Concepts



Note: The locations and alignments of bikeways shown in this exhibit are conceptual. Ultimate locations and alignments will be determined based on site conditions, engineering feasibility and design refinement.

N. T. S.

Exhibit 4.9: Bikeway and NEV Route Plan

Figure 5-15: Pedestrian/Bike System

Roundabout

A roundabout provides an attractive intersection and visual terminus at the southerly end of Waverly Drive.

Roundabout Illustration

3.3.2 Pedestrian & Bikeway Network

The Independence Mobility Plan provides a comprehensive bike and pedestrian network throughout the plan with links to adjacent neighborhoods and a trail way along the Markham Ravine corridor. Figure16 illustrates the location of the trail network, and the paseos and pedestrian portals along the Markham Ravine trail.

3.3.3 Paseos

The tentative maps will establish typical pedestrian paseo at various locations throughout the residential streets. Figure 16 illustrates typical locations.

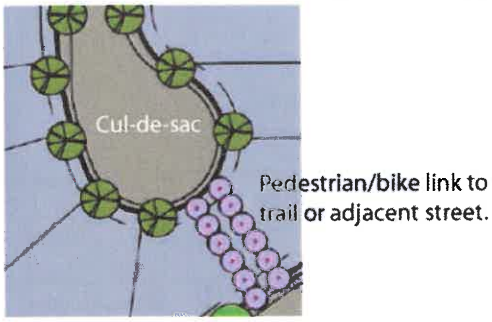


Figure 16 Master Pedestrian Trail Exhibit

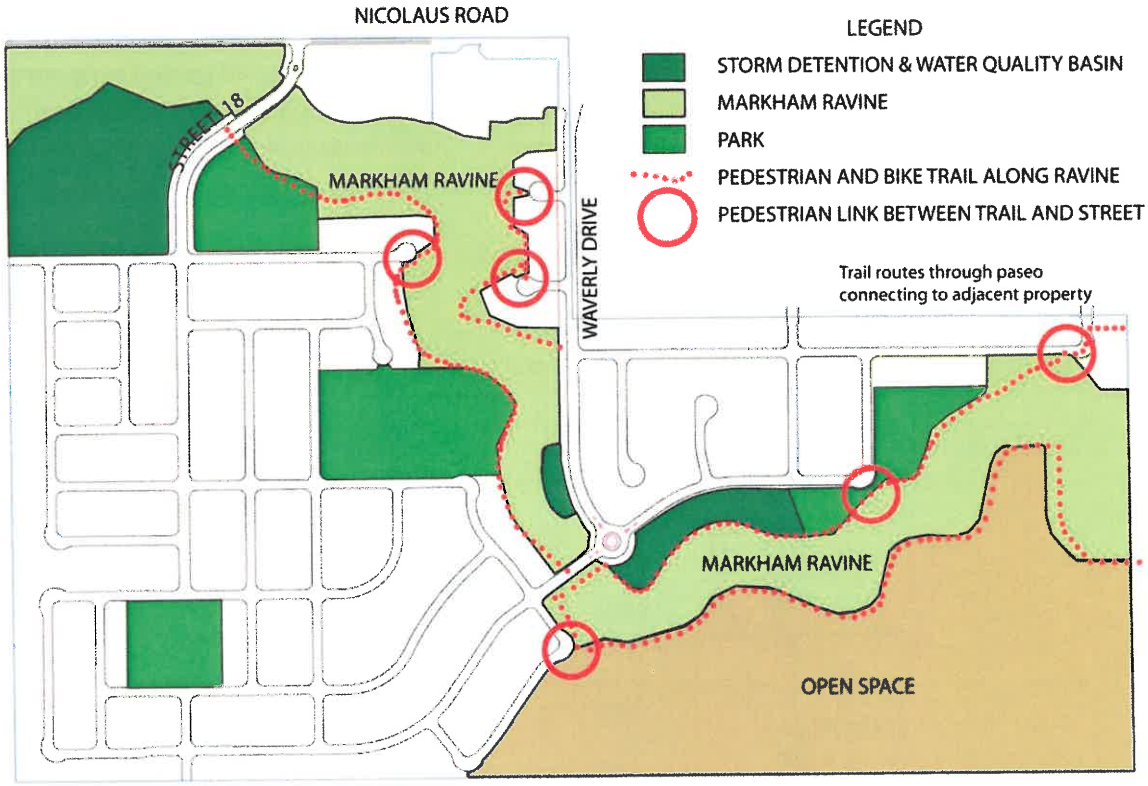
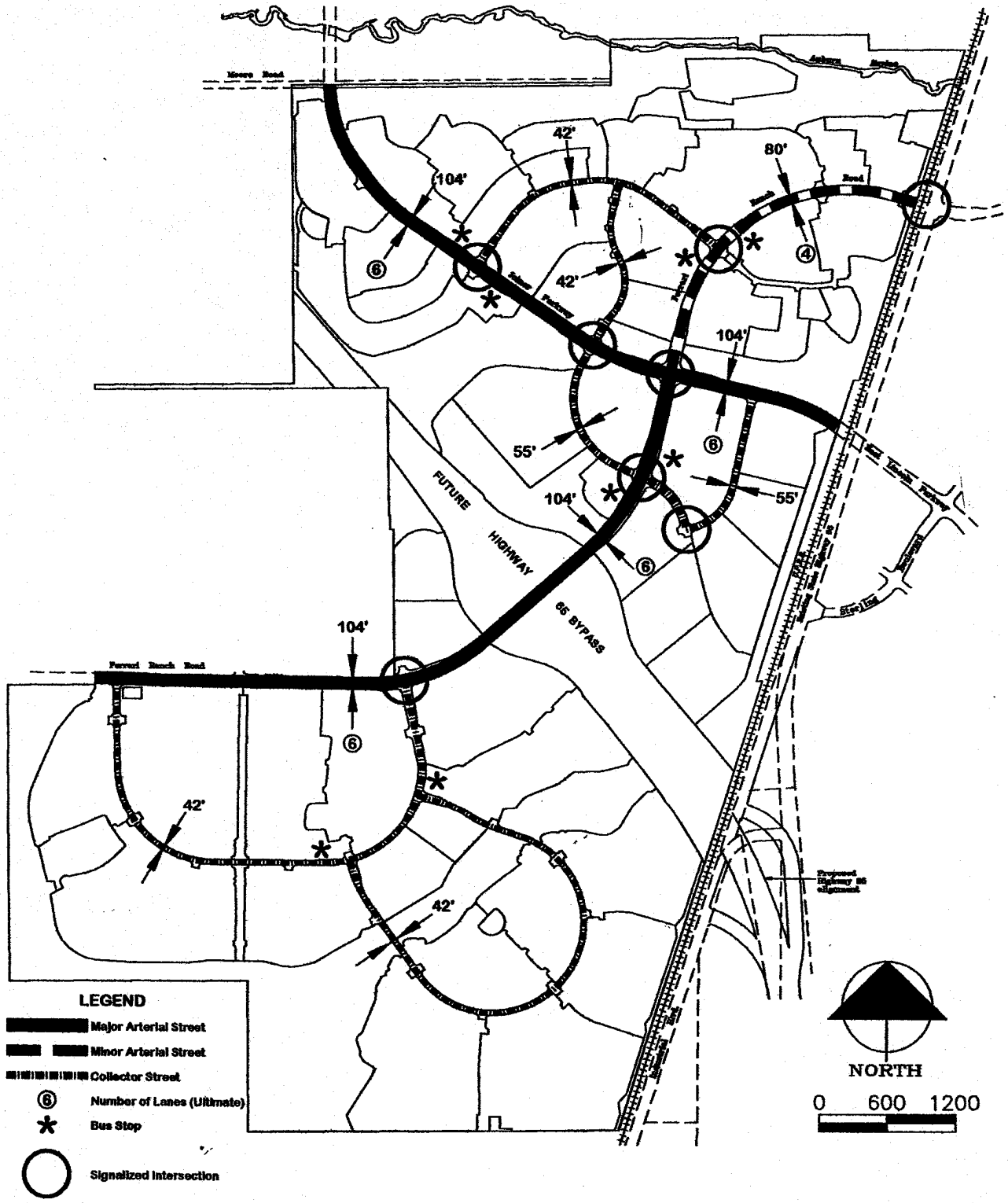
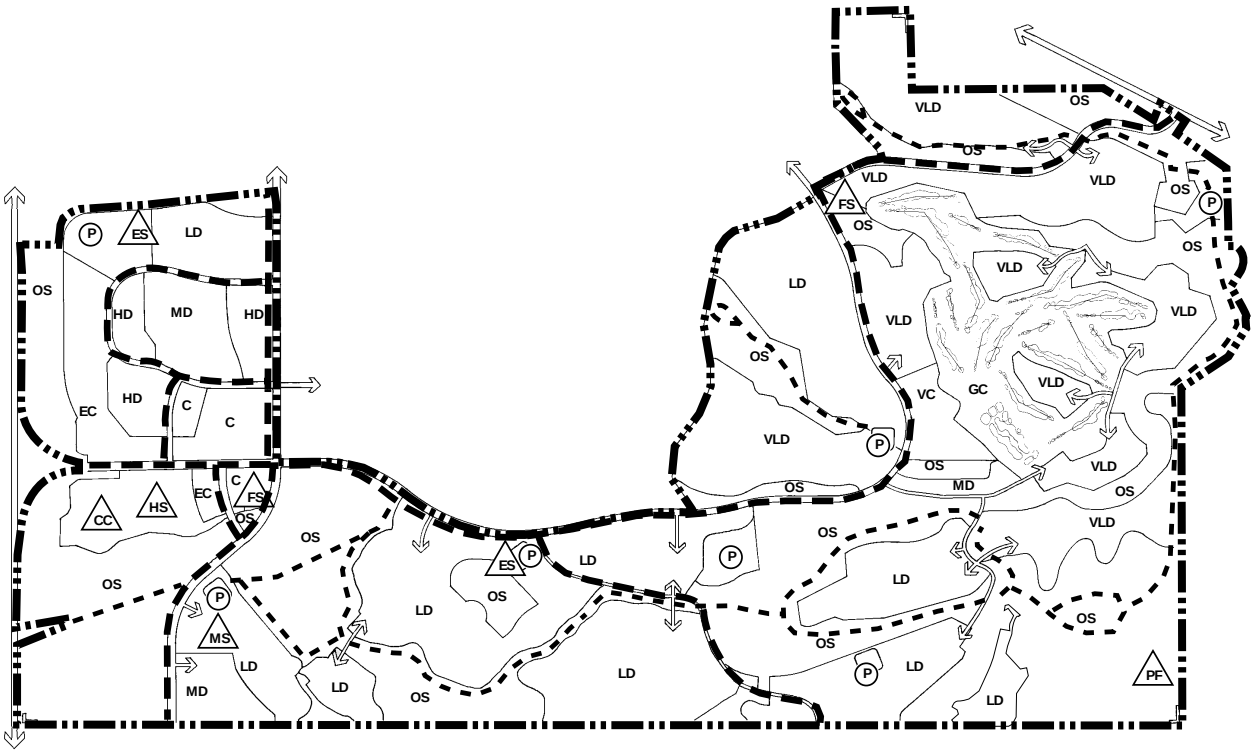


Figure 20
Circulation Plan





Legend

- Class II Bike Lane
- Trail Network
- Plan Area Boundary

NOTE All arterials and collectors have pathways incorporated into adjoining landscape corridors. Trail locations are conceptual only. Specific trail alignment will be established with Project Improvement Plans.

NORTH

TWELVE BRIDGES

Figure 3-15
GENERAL DEVELOPMENT PLAN
Non-Auto Circulation Diagram

BICYCLE TRANSPORTATION PLAN UPDATE

City of Lincoln, California

APPENDIX E: Planned Bikeway Improvements

Lincoln Boulevard Improvements Project

Former Highway 65 in Lincoln, now Lincoln Boulevard, has been relinquished to the City of Lincoln. The Lincoln Boulevard Improvements Project will focus on the segment from just south of Sterling Parkway to just north of Seventh Street. Since the opening of the SR65 Bypass, traffic patterns through downtown Lincoln have changed dramatically. The Bypass offered the City of Lincoln an opportunity to change the aesthetic and function of Lincoln Boulevard to better serve multiple forms of transportation, adjacent land uses, and the connecting street network. The overall goal of the Lincoln Boulevard project is to provide for a more pedestrian-, bicycle-, and Neighborhood Electric Vehicles (NEV)-friendly environment along the main street through the city. In order to address funding constraints, the improvements will be constructed in phases as described below. Click here for a preliminary schedule for the various construction phases.

Lincoln Blvd. Phase 1 – 7th Street to McBean Park Drive

(Project Completed October 2015)

The project provided improvements to Lincoln Boulevard from 250 feet north of Seventh Street to McBean Park Drive. Improvements included transitions onto the cross streets at 5th Street, 6th Street, and 7th Street. The Project included the following elements:

- Curb returns with bulb-outs to shorten the pedestrian path, enhanced crosswalks, and sidewalks with terra cotta bands.
- Street trees with an irrigation system that includes capacity for expansion for future shrub planting.
- Site furnishings to include bike racks, benches, and trash receptacles.
- Decorative street lights.
- Replacement of damaged and non-conforming sidewalks including ADA compliant pedestrian ramps.
- Class 2 bike/NEV access along the project corridor.

Funding Source: California Department of Transportation –Congestion Mitigation and Air Quality Grant (CMAQ), SR65 Relinquishment, Transportation Development Act (TDA)
Grant Amount: $2,742,019
Local Match: $515,526
Project Cost Estimate: $3,257,545

Lincoln Blvd. Phase 2 – 1st Street to McBean Park Drive

The project will provide improvements to a quarter-mile stretch of Lincoln Boulevard from First Street to McBean Park Drive (this stretch includes four different intersections). Improvements will be the same as those listed in Phase 1 – 7th Street to McBean Park Drive.

Funding Source: California Department of Transportation –Congestion Mitigation and Air Quality Grant (CMAQ), SR65 Relinquishment, Transportation Development Act (TDA)
Grant Amount: $1,019,639
Local Match: $0
Project Cost Estimate: $1,019,639

Lincoln Blvd. Phase 3 – Pedestrian Railroad Crossing Upgrades

This project will provide pedestrian crossing improvements of the railroad tracks to the side streets adjacent to a half mile stretch of Lincoln Boulevard. The side streets include First Street, Third Street, Fifth Street, Sixth Street, and Seventh Street. The total combined project length is approximately 0.6 miles of improved sidewalks and approximately 0.3 miles of NEV/Bike Lanes. The overall goal of this project is to provide for a more pedestrian-, bicycle-, and Neighborhood Electric Vehicles (NEV) -friendly environment along the main street through the city. This will be accomplished by implementing the use of shortened pedestrian crossings (i.e. bulbouts), ADA compliant pedestrian ramps, upgraded pedestrian crossings of the railroad tracks, and bike access along the side streets. NEV lanes will be included along several of the side streets for consistency with the City's NEV Circulation Plan.

Funding Source: California Department of Transportation - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
Amount Requested: $1,469,000
Local Match: $0
Project Cost Estimate: $1,469,000

Lincoln Blvd. Monuments Project - McBean Park Drive, 7th Street

Construction of two monuments at the intersection of McBean Park Drive with Lincoln Boulevard and 7th Street with Lincoln Boulevard consistent with the Lincoln Boulevard Master Plan. Intersection Improvements include marquee sign, seatwall, benches, guardrails, and ornamental fencing.

Funding Source: Redevelopment Agency
Project Cost Estimate: $919,593

Lincoln Blvd. HSIP – Signal Modification and Upgrades

The project consists of lighting and equipment upgrades to five traffic signals and systemic traffic signal timing improvements to a total of 11 traffic signals along Lincoln Boulevard from Sterling Parkway to 7th St. including the addition of Class II NEV/Bike lanes from Sterling Parkway to 1st St.

Funding Source: California Department of Transportation – Highway Safety Improvement Program (HSIP)
Grant Amount (Preliminary Engineering): $900,000
Local Match: $180,000
Project Cost Estimate (Preliminary Engineering): $1,080,000

Lincoln Blvd. - Ferrari Ranch Road to 1st Street and Auburn Ravine Bridge

The project consists of expanding to a three-lane road with landscaped median, including NEV lanes and wider sidewalks. Grant application is currently being prepared for submittal to Caltrans.

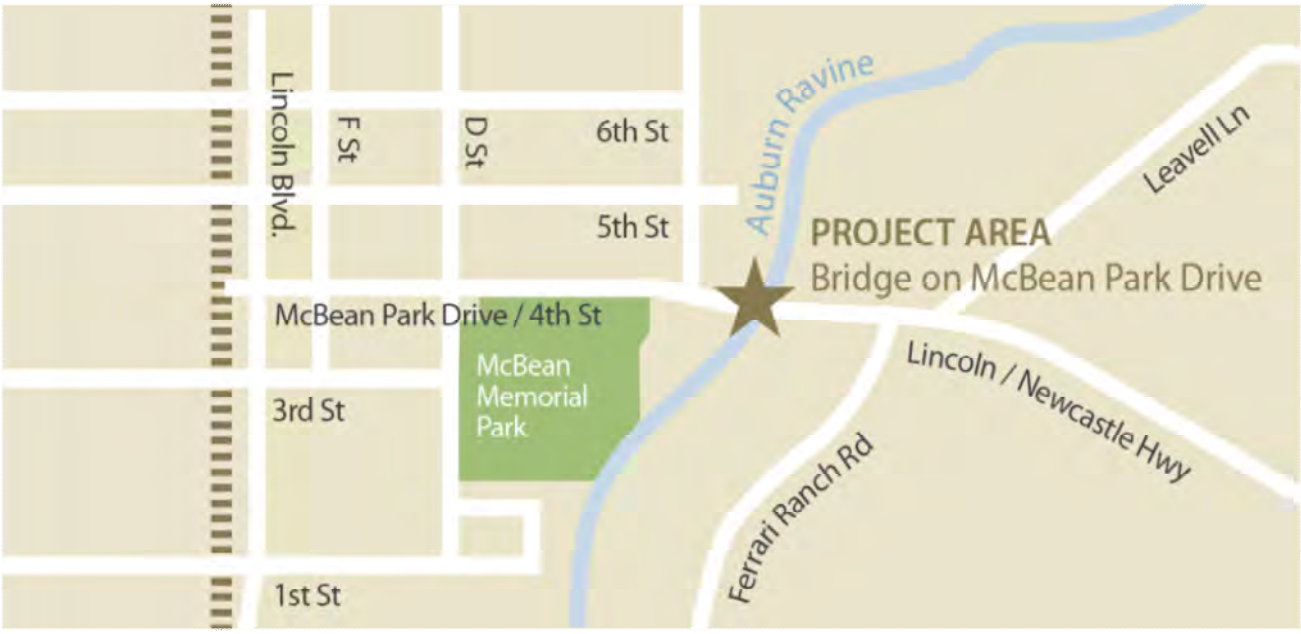
Funding Source: California Department of Transportation – Highway Bridge Replacement Program
Grant Amount: $6,737,133
Local Match: $872,867
Project Cost Estimate: $7,610,000

McBean Park Drive Bridge Replacement

The City of Lincoln will be replacing the bridge and improving the roadway approaches on McBean Park Drive at the Auburn Ravine. Currently, the roadway and bridge are overtopped in the 10 year and 50 year flooding events respectively. This project will increase flood protection and limit impacts to nearby properties by raising the roadway profile and increasing the length of the bridge. This will include adherence to the Central Valley Flood Protection Board requirements.

In addition to flood protection, the new bridge will be widened to accommodate future traffic needs. The existing two lane bridge will be replaced with a three lane bridge, which will include wide shoulders (to serve as NEV/Bicycle lanes), a parallel Class I pathway connected to the bridge for golf carts, and sidewalks for pedestrians.

Since this bridge functions as a gateway to downtown Lincoln, it will receive special aesthetic treatment to denote the entrance into the downtown area.



Project Updates

On June 21, 2016 the City hosted an informational community open house for the McBean Park Drive Bridge Replacement Project. A brief presentation outlined the preliminary design, funding, schedule,

and construction impacts of the project. Attendees were able to vote for their favorite of three aesthetic design concepts. City staff and the project team were on hand to answer questions and discuss ideas.

McBean Bridge FAQs

McBean Bridge Open House Presentation

McBean Community Open House Summary

Following the open house, members of the community were invited to vote for their favorite of the three design concepts on the city website. Voting is complete and the results are in.

The winning design concept is... (pdf)

BICYCLE TRANSPORTATION PLAN UPDATE

City of Lincoln, California

APPENDIX F: Top 10 Cost Estimates

STREET	FROM	TO	Width (ft.)	Median (x)	# of Lanes	Center Turn Lane / Median (C, M)	Parking (x)	Existing Bikeways (x)	City of Lincoln Bicycle Transportation Plan (2012)	R/W Width	C/C Width	# of Lanes	Median (x)	Bike Lane (x)	Comments	Bike Path	Bike Lanes	Bike Route	Buffered Bike Lanes	Two-way Protected Bike Lanes	Length of Proposed Bikeways (mi.)	Bikeway Intersection Crossing Improv. (each)	Under-Crossing Bike Path Moore	Under-Crossing Bike Path E. Joiner	Construction Cost	25% Contingency & 25% Design Cost	20-Year Operations & Maintenance Cost (10% of Total)	Total Project Cost
																$ 1,392,763	$ 25,838	$ 2,500	$ 78,638	$ 178,594		$ 20,000	$ 1,498,150	$ 1,908,770				
NORTH-SOUTH STREETS																												
East Avenue	**9th Street**	**McBean Park Drive**																										
East Avenue	9th Street	6th Street							Class I					x	New Class I Bikeway					x	0.27				$ 48,220.27	$ 24,110.14	$ 2,411.01	$ 74,741.42
East Avenue	9th Street	6th Street							Class II					x	Class II		x				0.27				$ 13,952.30	$ 6,976.15	$ 697.62	$ 21,626.07
East Avenue	6th Street	McBean Park Drive						x	Class I					x	Add marked crossings at side streets for continuous Class I connectivity							5			$ 100,000.00	$ 50,000.00	$ 5,000.00	$ 155,000.00
E. Joiner Parkway	**Twelve Bridges Dr.**	**Ranch View Drive**																										
E. Joiner Parkway	Twelve Bridges Drive	Ranch View Drive			2			x	Road widening currently in CIP including Class II lanes; updated to include buffered Class IV-Lite					x	Class IV-Lite. Ensure safe access to Twelve Bridges Middle School. (SRTS)				x		1.06				$ 166,711.71	$ 83,355.86	$ 8,335.59	$ 258,403.15
Lincoln Boulevard	**1st Street**	**7th Street**																										
Lincoln Boulevard	1st Street	7th Street					x								Class II/Class III markings		x				0.55				$ 28,421.36	$ 14,210.68	$ 1,421.07	$ 44,053.11
At the Intersection of	Lincoln Boulevard	1st Street													Bicycle Protection at Intersections							1			$ 20,000.00	$ 10,000.00	$ 1,000.00	$ 31,000.00
At the Intersection of	Lincoln Boulevard	2nd Street																				1			$ 20,000.00	$ 10,000.00	$ 1,000.00	$ 31,000.00
At the Intersection of	Lincoln Boulevard	3rd Street																				1			$ 20,000.00	$ 10,000.00	$ 1,000.00	$ 31,000.00
At the Intersection of	Lincoln Boulevard	McBean Park Drive																				1			$ 20,000.00	$ 10,000.00	$ 1,000.00	$ 31,000.00
At the Intersection of	Lincoln Boulevard	5th Street																				1			$ 20,000.00	$ 10,000.00	$ 1,000.00	$ 31,000.00
At the Intersection of	Lincoln Boulevard	6th Street																				1			$ 20,000.00	$ 10,000.00	$ 1,000.00	$ 31,000.00
At the Intersection of	Lincoln Boulevard	7th Street																				1			$ 20,000.00	$ 10,000.00	$ 1,000.00	$ 31,000.00
Lincoln Boulevard																												
At the Intersection of	Lincoln Boulevard	Ferrari Ranch Road													Bicycle Protection at Intersection. Add bike pocket at NB/SB approaches; Extend bike pocket markings at WB approach; Add shared/marked right-turn and bike pocket at EB approach; Add left turn bike pockets at all approaches							1			$ 20,000.00	$ 10,000.00	$ 2,000.00	$ 32,000.00
Joiner Parkway	**Nicolaus Road/9th Street**	**Groveland Lane**																										
At the Intersection of	Joiner Parkway	Nicolaus Road/9th Street													Bicycle Protection at Intersections. All right-turn pockets > 150' threshold; extend bike pocket markings.							1			$ 20,000.00	$ 10,000.00	$ 2,000.00	$ 32,000.00
At the Intersection of	Joiner Parkway	5th Street																				1			$ 20,000.00	$ 10,000.00	$ 2,000.00	$ 32,000.00
At the Intersection of	Joiner Parkway	3rd Street																				1			$ 20,000.00	$ 10,000.00	$ 2,000.00	$ 32,000.00
At the Intersection of	Joiner Parkway	1st Street																				1			$ 20,000.00	$ 10,000.00	$ 2,000.00	$ 32,000.00
At the Intersection of	Joiner Parkway	Moore Road																				1			$ 20,000.00	$ 10,000.00	$ 2,000.00	$ 32,000.00
At the Intersection of	Joiner Parkway	N. Downing Circle																				1			$ 20,000.00	$ 10,000.00	$ 2,000.00	$ 32,000.00
At the Intersection of	Joiner Parkway	S. Downing Circle																				1			$ 20,000.00	$ 10,000.00	$ 2,000.00	$ 32,000.00
At the Intersection of	Joiner Parkway	Groveland Lane																				1			$ 20,000.00	$ 10,000.00	$ 2,000.00	$ 32,000.00
At the Intersection of	Joiner Parkway	Ferrari Ranch Road																				1			$ 20,000.00	$ 10,000.00	$ 2,000.00	$ 32,000.00
Under Crossing at E. Joiner Parkway																												
Crossing at	E. Joiner Parkway	West of Lincoln Blvd						x	Class I						Connect Existing Class I paths under E. Joiner Pkwy						0.1			x	$ 209,814.99	$ 104,907.49	$ 20,981.50	$ 335,703.98
WEST-EAST STREETS																												
5th Street	**Joiner Parkway**	**East Avenue**																										
5th Street	Joiner Parkway	East Avenue												x	Class II		x				1.56				$ 80,613.31	$ 40,306.66	$ 8,061.33	$ 128,981.30
5th Street	I Street	D Street					x								Class III			x			0.34				$ 850.00	$ 425.00	$ 85.00	$ 1,360.00
1st Street	**Douglas Drive**	**Joiner Parkway**																										
1st Street	Douglas Drive	Joiner Parkway							Class II					x	Ensure safe mix pick-up/drop-off and bicycle activity				x		0.42				$ 66,055.58	$ 33,027.79	$ 6,605.56	$ 105,688.93
1st Street	**Joiner Parkway**	**R Street**																										
1st Street	Joiner Parkway	R Street					x	x							Restripe Class II bike lanes		x				0.31				$ 16,019.31	$ 8,009.66	$ 1,601.93	$ 25,630.90
SR-65 Crossing																												
Moore Road	West of SR-65	East of SR-65						x	Class I					x	Under-Crossing						0.2		x		$ 359,629.97	$ 179,814.99	$ 35,963.00	$ 575,407.96

BICYCLE TRANSPORTATION PLAN UPDATE

City of Lincoln, California

APPENDIX G: Top 10 Ridership Estimates

PROJECT	BASE			FUTURE (20 Year)		
	Total New Recreation Cyclists	Total New Commuters	Total New Cyclists	Total New Recreation Cyclists	Total New Commuters	Total New Cyclists
B-001	417	90	507	634	138	772
B-011	157	34	191	321	70	391
B-015	128	43	171	208	69	277
B-016	137	46	183	209	70	279
B-020	77	26	103	103	35	138
B-022	190	64	254	278	93	371
B-028	164	36	200	252	55	307
I-013	112	47	159	145	60	205
I-015	104	43	147	140	58	198
I-017	162	68	230	271	112	383

Note: Class I improvements yield High estimates; Class II and Class IV-Lite improvements yield Moderate estimates; Intersection improvements yield Low estimates

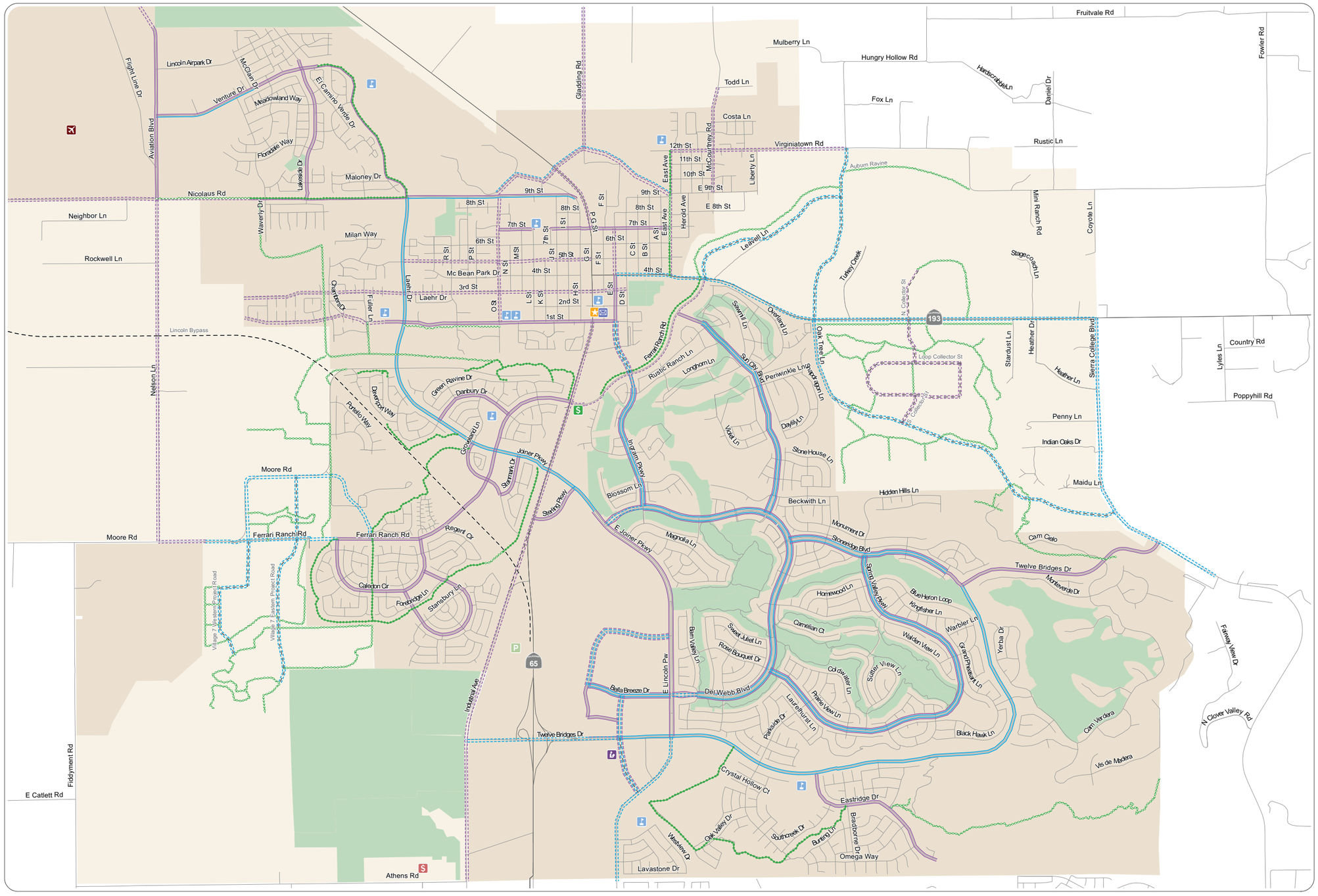
PROJECT	BASE - Daily New Cyclists							FUTURE (2035) - Daily New Cyclists						
	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Commuters, 2400m	Total New Recreation Cyclists, High	Total New Recreation Cyclists, Moderate	Total New Recreation Cyclists, Low	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Commuters, 2400m	Total New Recreation Cyclists, High	Total New Recreation Cyclists, Moderate	Total New Recreation Cyclists, Low
B-001	507	362	308	90	417	272	218	772	551	469	138	634	413	331
B-011	191	136	116	34	157	102	82	391	279	237	70	321	209	167
B-015	240	171	146	43	197	128	103	389	277	236	69	320	208	167
B-016	257	183	156	46	211	137	110	391	279	237	70	321	209	167
B-020	144	103	88	26	118	77	62	194	138	118	35	159	103	83
B-022	356	254	216	64	292	190	152	520	371	316	93	427	278	223
B-028	200	143	122	36	164	107	86	307	219	186	55	252	164	131
I-013	263	187	159	47	216	140	112	337	240	205	60	277	180	145
I-015	242	173	147	43	199	130	104	326	233	198	58	268	175	140
I-017	379	271	230	68	311	203	162	630	449	383	112	518	337	271

PROJECT	BASE								FUTURE							
	Annual Mobility Benefit, Off-Street Trail	Mobility Annual Health Benefit, High	Mobility Annual Health Benefit, Moderate	Mobility Annual Health Benefit, Low	Rec Annual Recreation Benefit, High	Rec Annual Recreation Benefit, Moderate	Rec Annual Recreation Benefit, Low	Annual Decreased Auto Use Benefit	Annual Mobility Benefit, Off-Street Trail	Mobility Annual Health Benefit, High	Mobility Annual Health Benefit, Moderate	Mobility Annual Health Benefit, Low	Rec Annual Recreation Benefit, High	Rec Annual Recreation Benefit, Moderate	Rec Annual Recreation Benefit, Low	Annual Decreased Auto Use Benefit
B-001	$ 196,122	$ 64,896	$ 46,336	$ 39,424	$ 1,522,050	$ 992,800	$ 795,700	$ 24,839	$ 300,720	$ 98,816	$ 70,528	$ 60,032	$ 2,314,100	$ 1,507,450	$ 1,208,150	$ 24,839
B-011	$ 74,090	$ 24,448	$ 17,408	$ 14,848	$ 573,050	$ 372,300	$ 299,300	$ 9,383	$ 152,539	$ 50,048	$ 35,712	$ 30,336	$ 1,171,650	$ 762,850	$ 609,550	$ 9,383
B-015	$ 93,703	$ 30,720	$ 21,888	$ 18,688	$ 719,050	$ 467,200	$ 375,950	$ 11,867	$ 150,360	$ 49,792	$ 35,456	$ 30,208	$ 1,168,000	$ 759,200	$ 609,550	$ 11,867
B-016	$ 100,240	$ 32,896	$ 23,424	$ 19,968	$ 770,150	$ 500,050	$ 401,500	$ 12,695	$ 152,539	$ 50,048	$ 35,712	$ 30,336	$ 1,171,650	$ 762,850	$ 609,550	$ 12,695
B-020	$ 56,657	$ 18,432	$ 13,184	$ 11,264	$ 430,700	$ 281,050	$ 226,300	$ 7,176	$ 76,270	$ 24,832	$ 17,664	$ 15,104	$ 580,350	$ 375,950	$ 302,950	$ 7,176
B-022	$ 139,464	$ 45,568	$ 32,512	$ 27,648	$ 1,065,800	$ 693,500	$ 554,800	$ 17,663	$ 202,659	$ 66,560	$ 47,488	$ 40,448	$ 1,558,550	$ 1,014,700	$ 813,950	$ 17,663
B-028	$ 78,449	$ 25,600	$ 18,304	$ 15,616	$ 598,600	$ 390,550	$ 313,900	$ 9,935	$ 119,852	$ 39,296	$ 28,032	$ 23,808	$ 919,800	$ 598,600	$ 478,150	$ 9,935
I-013	$ 102,419	$ 33,664	$ 23,936	$ 20,352	$ 788,400	$ 511,000	$ 408,800	$ 12,971	$ 130,748	$ 43,136	$ 30,720	$ 26,240	$ 1,011,050	$ 657,000	$ 529,250	$ 12,971
I-015	$ 93,703	$ 30,976	$ 22,144	$ 18,816	$ 726,350	$ 474,500	$ 379,600	$ 11,867	$ 126,390	$ 41,728	$ 29,824	$ 25,344	$ 978,200	$ 638,750	$ 511,000	$ 11,867
I-017	$ 148,181	$ 48,512	$ 34,688	$ 29,440	$ 1,135,150	$ 740,950	$ 591,300	$ 18,767	$ 244,063	$ 80,640	$ 57,472	$ 49,024	$ 1,890,700	$ 1,230,050	$ 989,150	$ 18,767

BICYCLE TRANSPORTATION PLAN UPDATE

City of Lincoln, California

APPENDIX H: 2012 BTP CIP Projects



LEGEND

- School
- Library Public Library
- Park-n-Ride
- Thunder Valley
- Downtown Core
- Lincoln Air Center
- Lincoln Hills Town Center
- Post Office
- PlannedRoads

Bicycle Facilities

- Dirt Path
- Class 1 Path
- Class 2 Lane
- Class 2 / Golf Cart Lane (Shared)
- Class 2 / Golf Cart Lane (Separated)

Future Bike Facilities

- Class 1 Path
- Class 2 Lane
- Class 2 / Golf Cart Lane (Shared)
- Lincoln City Limits
- Lincoln Sphere of Influence
- RegionalParksOpenSpace

Not to Scale

Note: Golf carts are allowed only in the Del Web development.

FEHR PEERS

Path: \\fps03\fpse2\data2\2012\Projects\RS_Projects\RS12_2998\Graphics\GIS\MXD\gp04_planned_bikeways_V10.mxd

CITY OF LINCOLN BICYCLE TRANSPORTATION PLAN
EXISTING AND PLANNED BICYCLE FACILITIES
FIGURE 4

Attachment B

Levine Act Disclosure Statement

(The completed form submitted to the City of Lincoln is a public record.)

California Government Code Section 84308 (the "Levine Act") prohibits any officer of the City of Lincoln (defined as an elected or appointed officer, alternate, and any candidate for elected office) from participating in any consideration or action related to a proceeding if they receive political contribution(s) from a party or its agent(s) totaling more than $250 within the previous 12 months, while a proceeding is pending, and for 12 months following the date of a final decision in a proceeding concerning a license, permit, other entitlement for use, franchise, or contract (collectively, "proposal or application").

City officers are listed here:

- Members of the City Council: https://www.lincolnca.gov/CityCouncil
- Boards and Commission Members: https://www.lincolnca.gov/BCC

Parties and their agent(s) are responsible for reviewing and disclosing their applicable contributions to City officers on the record of a proceeding.

1. Have you or your entity, or any agent on behalf of you or your entity, made any political contributions totaling more than $250 to any City officer in the 12 months preceding the date of the submission of your proposal or application, or the anticipated date of any action of any City Council, Board or Commission consideration or action related to this proposal or application?

☐ YES If yes, please identify the City officer(s):

☐ NO

2. Do you or your entity, or any agent on behalf of you or your company, anticipate or plan to make any political contribution(s) of more than $250 to any City officer in the 12 months following any City Council, Board or Commission consideration or action related to this proposal or application?

☐ YES If yes, please identify the City officer(s):

☐ NO

Answering 'yes' to either of the two questions above does not preclude the City of Lincoln from considering or taking action on a proposal or application. It does, however, potentially preclude the identified officer(s) from participating in consideration of and taking any action related to the proposal or application.

I declare under penalty of perjury of the laws of the State of California the foregoing information is true and correct.

Dated:_____ Name of entity:_____

By:_____
(signature)

_____
(print name and title)

You must submit a supplemental form if you make any new reportable contribution(s) while the proposal or application is being considered and is pending. If this form has not been previously submitted in connection with a contracting, licensing, entitlement or permitting process, please provide the completed form to the Office of the City Clerk for appropriate departmental routing at: City Clerk, City Hall, 600 6th Street, Lincoln, CA 95648, CityClerk@lincolnca.gov.

Levine Act Table of Terms and Legal Authority

Term	Definition	Legal Citation
Covered "proceedings"	A proceeding to grant, deny, revoke, restrict, or modify a license, permit or other entitlement for use, that does not solely involve purpose ministerial decisions and is: (1) Applied for by the party; (2) Formally or informally requested by the party; or (3) A contract between the agency and the party or a franchise granted by the agency to the party, other than a contract that is **competitively bid, a labor contract. or a personal employment contract. (**Emphasis added.)	FPPC Reg 18438.2(a)
Party	Any person who files an application for, or is the subject of, a proceeding involving a license, permit, or other entitlement for use.	Gov. Code § 84308(a)(1)
Participant	Any person who is not a party but who actively supports or opposes a particular decision in a proceeding involving a license, permit, or other entitlement for use and who has a financial interest in the decision. A person actively supports or opposes a particular decision in a proceeding if that person lobbies in person the officers or employees of the agency, testifies in person before the agency, or otherwise acts to influence officers of the agency.	Gov. Code § 84308(a)(2) FPPC Reg. 18438.4
Agent	A person who represents a party or participant for compensation and appears before or otherwise communicates with the governmental agency for the purposes of influencing the pending proceedings. *See* FPPC Reg. 18438.3 for exceptions for certain consultants.	FPPC Reg. 18438.3
Competitively Bid	A contract required by law to be awarded to the lowest responsible bidder with a responsive bid, or, if the successful bidder refuses or fails to execute the contract, to the next lowest bidder with a responsive bid.	FPPC Reg. 18438.2(a)(3)(A)
Labor Contract	A contract or agreement reached through collective bargaining or with a representative group regarding the salary, benefits, or terms and conditions under an employment or retirement policy for employees or retirees, include a project labor agreement entered under Public Contract Code § 2500.	FPPC Reg. 18438.2(a)(3)(B)
Personal Employment Contract	A contract for employment, including the terms and conditions of employment, between the agency and an agency employee. A contract with an independent contractor is NOT a personal employment contract.	FPPC Reg. 18438.2(a)(3)(C)-(D)

A **party** to a proceeding before an agency involving a license, permit, or other entitlement for use **shall disclose on the record of the proceeding** any contribution in an amount of more than two hundred fifty dollars ($250) made within the preceding 12 months by the party or the party's agent.

A **party, or agent to a party,** to a proceeding involving a license, permit, or other entitlement for use pending before any agency or a participant, or agent to a participant, in the proceeding **shall not make a contribution** of more than two hundred fifty dollars ($250) to any officer of that agency during the proceeding and for 12 months following the date of a final decision is rendered by the agency in the proceeding.

(Gov. Code § 84308, emphasis added.)

Engineering Department
On-Call Contract for Professional Services
Consultant: DKS Associates
Project Name: Bikeways Master Plan 2026 Update
Task Order

Date Requested: January 5, 2026
Contract#: _____

This Task Order, authorized through the On-Call Contract by and between the City of Lincoln ("CITY"), and DKS Associates. ("CONSULTANT"), was approved on June 28, 2022, per Resolution No. 2022-158. This Task Order is being requested for the following services (see attachment for the full detailed scope of work).

1. ***Sub-task 1:*** Professional engineering services for the Bikeways Master Plan 2026 Update project. This task order will provide funding to support the required engineering services needed to update 2018 Bikeways Master Plan.

Consultant shall perform services on the project described above. This Task Order shall not be binding until it has been properly signed by both parties. Upon execution, this Task Order shall supplement the Contract as it pertains to the project described above.

Project Budget –

Project Budget: $ 125,000

Account Code(s): 22306500-50400

The work described above and herein attached as the Scope of Work is hereby authorized by the following agency representatives.

Approved by:
City of Lincoln

Signature: Jonnelyn Espartero
Name: Jonnelyn Espartero
Title: Project Manager
Date: 1/5/2026

Signature: _____
Name: Vin Cay
Title: City Engineer
Date: 01/06/26

Signature: _____
Name: Sean Scully
Title: City Manager
Date: _____

Approved by:
DKS Associates

Signature: _____
Name: Jim Damkowitch
Title: Principal
Date: 01/05/2026

Signature: John Bosket
Name: John Bosket
Title: Vice President | Principal
Date: 01/05/2026

This Task Order is executed this 13th day of January, 2026.

CITY OF LINCOLN

BIKEWAYS MASTER PLAN UPDATE

DECEMBER 12, 2025

DKS

SHAPING A SMARTER
TRANSPORTATION EXPERIENCE™

DECEMBER 12, 2025

428 J STREET, SUITE 340
SACRAMENTO, CA 95814
916.368.2000
26347-000

JONNELYN ESPARTERO
CITY OF LINCOLN ENGINEERING DEPARTMENT
600 SIXTH STREET
Lincoln, CA 95648

SUBJECT: PROPOSAL FOR BIKEWAYS MASTER PLAN UPDATE

Dear Jonnelyn and Members of the Lincoln Selection Team:

DKS Associates (DKS) is a transportation planning and engineering firm with direct experience developing active transportation plans that demonstrate to low-stress bicycle network connectivity, accessibility, and safety. DKS applies a performance-based approach that clearly informs all required elements of the California Bicycle Transportation Act. Our performance-based approach supports improvement recommendations and priorities, and will allow the Bikeways Master Plan to be an ongoing implementation resource for City staff during future competitive grant funding cycles.

The following are key considerations for selecting our team:

Local Experience. DKS has worked with the City for over 15 years and our proposed Project Manager, Jim Damkowitch, managed the City's 2018 Bikeway Master Plan. DKS understands the City's standards and procedures and we have often worked as an extension of City staff supporting the City in development and engineering review.

Performance-Based Planning Experience. DKS provides direct experience developing system and project-level performance metrics for supporting active transportation plans. This includes the successful application of analysis tools and software that inform competitive funding grants. DKS will also develop an interactive webapp for City staff to test the efficacy of bike facility improvements within the GIS framework.

Transportation-Specific Public Engagement Experience. DKS is one of the few transportation planning/engineering firms with an in-house public engagement, equity, and outreach service line specific to transportation. DKS specializes in both traditional outreach methods, such as workshops, presentations and intercept pop-up events, and non-traditional strategies such as interactive web-based tools. Applying both will provide public input that is a better representative sample to inform the Bikeways Master Plan.

Proven Project Manager. Project Manager Jim Damkowitch brings over 35 years of experience in developing multimodal transportation plans, performance metrics, grant applications, and GIS-based analysis of transportation needs and impacts. **Jim brings valuable continuity to this effort as he previously managed the team that developed the City of Lincoln's current Bikeway Master Plan.**

We acknowledge addendum No. 1 posted on November 25, 2025. Our cost proposal is included as a separate document in a sealed envelope. In accordance with the RFP and Addendum No. 1, we note below the exceptions DKS is proposing to the City's standard contract.

> *15. INDEMNITY AND LITIGATION COSTS: To the greatest extent allowed by law and within the construct of Civil Code § 2782, Consultant/Contractor shall indemnify, ~~defend,~~ and hold harmless the City, its officers, officials, ~~agents,~~ and employees ~~and volunteers~~ (the "indemnified parties") from and against any and all claims, damages, demands, liability, costs, losses and expenses, including court costs and reasonable attorneys' fees, arising in any manner out of its negligent performance of this Contract or by reason of negligent acts or omissions, recklessness, or willful misconduct incident to the performance of this Contract on the part of Consultant/Contractor [except such loss or damage which was caused by the active negligence, sole negligence, or willful misconduct of the City]. Without limiting the foregoing indemnity obligation, Consultant/Contractor further shall indemnify~~, defend~~ and hold harmless the indemnified parties from and against any and all damages, liability, costs, losses, expenses, contributions and penalties, including court costs and reasonable attorneys' fees, arising from Consultant/Contractor's misclassification of itself or its employees' status as an independent contractor. The provisions of this paragraph shall survive termination or suspension of this Contract.*

We look forward to working with you and others on this project and commit to performing the services as described in the scope of work. Please feel free to contact our proposed Project Manager, Jim Damkowitch, at 916.889.7201 or jim.damkowitch@dksassociates.com if you need anything.

Sincerely,

Jim Damkowitch
Project Manager/Principal
jim.damkowitch@dksassociates.com

Alice Chen

Alice Chen, AICP
Principal-in-Charge
alice.chen@dksassociates.com

John Bosket

John Bosket, PE
Vice President, Contracting Officer
john.bosket@dksassociates.com

1. CONSULTANT IDENTIFICATION

ABOUT DKS ASSOCIATES

DKS is a transportation planning and traffic engineering firm providing a broad range of services, including active transportation planning, design, and safety. Founded in 1979, DKS has 150 professionals with offices in Oakland, Sacramento, and Anaheim, CA; Portland (Headquarters) and Salem, OR; Seattle, WA; Boise, ID; and Austin, TX. All tasks described in this proposal will be performed primarily out of our Sacramento Office with additional support from our Oakland Office.

- **Legal Name:** DKS Associates
- **Firm's mailing address and physical address:** 428 J Street, Suite 340, Sacramento, CA 95814
- **Legally Responsible Principal:** John Bosket, PE, Senior Vice President, 1050 SW 6th Avenue, Suite 600, Portland, OR 97204 | 971.235.9166 | john.bosket@dksassociates.com
- **Primary Contact / Project Manager:** Jim Damkowitch, 428 J Street, Suite 340, Sacramento, CA 95814 | 916.606.4405 | jim.damkowitch@dksassociates.com

2. PROJECT UNDERSTANDING AND WORK PLAN

UNDERSTANDING

The City of Lincoln is updating its Bikeways Master Plan to reflect current conditions, expand low-stress network connectivity, and support multimodal access citywide. DKS understands that the City seeks a data-driven, GIS-based update that builds upon the 2018 plan. To support this goal, DKS will develop an easy-to-use Level of Traffic Stress tool to support the identification and prioritization of proposed bikeways and supporting infrastructure treatments for the provision of safe low-stress connectivity and accessibility. This tool can also be used by City staff to conduct "what if" scenarios to identify the most cost-effective bike infrastructure improvements. Consistent with City practice, all recommendations that flow from the technical analysis will consider and reflect meaningful engagement with the public, City staff, community leaders, and decision-makers. DKS, drawing on Jim Damkowitch's direct experience preparing the City's previous 2018 Bikeways Master Plan, will deliver a State/Federal compliant plan that is transparent, actionable and reflects the latest bicycle planning and design guidance.

The 2018 Bikeways Master Plan (Bicycle Transportation Plan) established a strong foundation, including a Level of Traffic Stress (LTS) framework that showed how infrastructure and traffic characteristics along roadway segments and at intersections limit "true" connectivity even where bikeways exist. This update will address Class I-IV bikeways and open space multipurpose trails as appropriate to address both existing and planned growth. The plan will be developed to comply with the California Bicycle Transportation Act, and support future grant applications by fully meeting Streets and Highways Code Section 891.2 requirements. DKS understands this plan needs to be a practical funding and implementation tool by mid-2026.

Given that existing infrastructure characteristics do not significantly change over time, DKS will build directly on the 2018 LTS analysis, which already assigned an LTS score to every roadway segment and intersection in the city. DKS will "refresh" this data with current speeds, traffic conditions, and new facilities. DKS will expand upon this analysis by assigning attribute information to designated Points of Interest (POI) (key nodes). The latter will allow greater area type granularity such as, residential areas, shopping centers, schools, health facilities, parks, multimodal connections and recreation hubs. Residential POIs can be defined as disadvantaged or not to determine the relative accessibility benefits of under-resourced communities.

Within this context, DKS will prepare a GIS-based, data-driven update that:

- Evaluates safety and comfort using LTS, collision patterns, at key POIs with attributes that denote residential and non-residential characteristics;
- Allows City staff to quickly analyze and prioritize proposed bikeway improvements over a range of objectives;
- Identifies a phased set of multimodal projects suitable for applicable state and federal grants;
- Reflects community and stakeholder input; and,
- Is informed and guided by City staff, community leaders, and decision-makers.

The outcome will be Bikeways Master Plan update that advances the City's General Plan goals, supports SACOG's complete streets and climate objectives, and provides a transparent roadmap for making biking a safe, convenient, and realistic option citywide. The following work plan outlines our approach to project management, existing conditions assessment, safety and connectivity analysis, and preparation of the updated Bikeways Master Plan.

WORK PLAN

TASK 1 – PROJECT MANAGEMENT & MEETINGS

DKS will prepare all necessary meeting materials including agendas and meeting minutes throughout the life of the project. DKS will continuously monitor the project progress and compliance with City schedule and budget.

DKS will schedule the following meetings which are described in greater detail below:

- Kick-off meeting (1)
- Monthly staff check-in meetings (6)
- Community engagement event (workshop or pop-up) (1)
- On-line community engagement (Community Survey, Social Pinpoint, E-Blasts, Social Media Posts)

Task 1.1 Kickoff Meeting (1)

The Kick-off meeting will include City staff, DKS project team, and if desired by City staff, stakeholders. For the 2018 Bikeways Plan Kick-off meeting, BIA representatives attended due to concerns over costly grade-separated bicycle crossing facilities.

Task 1.2 Monthly Check-in Meetings (6)

To ensure close coordination with the City and adherence to project schedule, DKS will regularly meet with City staff on a monthly basis (or bi-weekly if preferred by the City) to review progress. After the Kick-off

meeting, DKS will develop a Short-Term Action List that will serve as both the agenda and minutes for each subsequent check-in meeting. The Short-Term Action List will be continually updated prior to each check-in meeting for the duration the project.

Task 1.3 Community Engagement Event (1)

Based on preference of City staff, DKS will hold either a public workshop or pop-up event to receive public input. While a pop-up event can potentially maximize exposure to the Plan, valuable input may not be received due to limited time with eventgoers. Conversely, an in-person workshop provides greater opportunity to provide meaningful input. If desired, DKS will prepare exhibits, findings, and present recommendations to the community.

Task 1.4 On-line Community Engagement

Should the City want a project specific website, DKS will develop a short on-line community survey for the public to provide input and utilize Social Pinpoint. As performed in the previous update, Social Pinpoint is an online platform that can be used to gather stakeholder and community input in real-time via a web-based interactive mapping platform. This innovative engagement tool allows users to post geo-spatial input, concerns, and ideas at a specific location. Mapping this input (based on the number of comments) can be made into a "heat" map to identify areas of greatest need or concern for pedestrian/bicycle improvement needs. A heat map of geo-spatial input collected for the previous Bikeways Master Plan is shown in Figure 1.

Deliverables:

- Summary of services performed with invoices, meeting agendas, and meeting minutes.
- Monthly Short-Term Action Lists.
- Engagement exhibits, community survey, project specific website or webpage, and summary of feedback received.

TASK 2 - EXISTING INFRASTRUCTURE/FACILITIES INVENTORY AND MAPPING

Task 2.1 Data Collection

DKS will examine the City's existing inventory of infrastructure data and GIS resources. Where gaps exist, DKS will use a combination of field reconnaissance, GIS OpenData, City planning documents, and on-line resources (e.g. Google Earth Pro, Google Maps Streetview) to fill gaps. Based on the inventory, DKS will map the following attributes GIS:

- Roadway network geometric attributes (number of lanes; lane width; shoulder width; posted speed limit);
- Bicycle facility geometric attributes including: Class I, II, III, IV bikeways (as applicable), bikeway signage, paths, bicycle storage racks, lockers, mid-block crosswalks street markings; controlled mid-block pedestrian crossings (HAWKs RFBs etc.), ADA ramps.
- Intersection control and geometric crossing attributes.
- Designated safe routes to schools.

DKS will review relevant state, regional, and local agency planning and policy documents, including but not limited to the General Plan, Placer County Regional Bikeway Plan, and the SACOG Regional Trail Network Action Plan for consistency. Note that Placer County Transportation Planning Agency (PCTPA) is in the process of completing the Placer Countywide Active Transportation Plan (ATP). Should the Plan be completed by project initiation, DKS will include the ATP in its review.

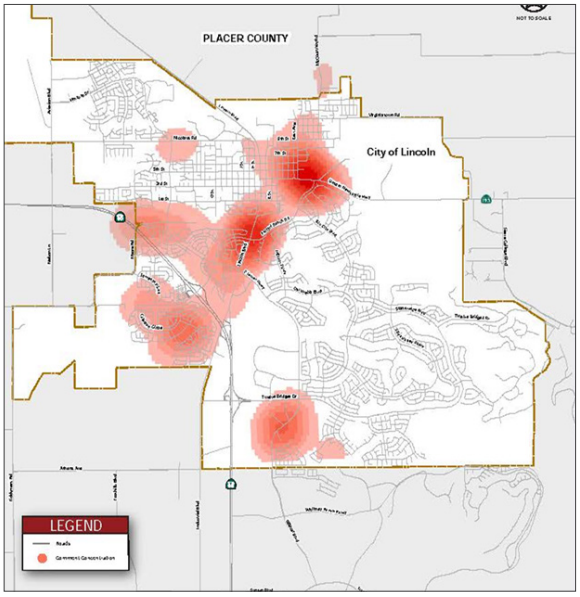


FIGURE 1. HEAT MAP OF GEO-SPATIAL INPUT COLLECTED FOR THE CITY'S PREVIOUS BIKEWAYS MASTER PLAN

Deliverables:

- Updated exhibit showing existing and proposed bicycle and trail facilities with current City Limits and Sphere of Influence (PDFs and GIS files).
- Updated bicycle and pedestrian facility data (PDFs and GIS files).
- Literature Review memo outlining consistency with relevant plans.

Task 2.2 - City-wide Origins and Destinations Analysis

DKS will coordinate with the City to review the 2018 Plan key Points of Interest (POI). DKS will coordinate with the City to determine if additional POI should be identified. DKS will ensure that residential POIs be further stratified as disadvantaged or not (based on SACOG or PCTPA regional definitions) and that non-residential POIs are stratified as schools, parks, health care facilities, major employers, shopping centers, transit stops and hubs etc. DKS will prepare a land use map showing POIs. The City already provides bicycling connections to some of these POIs. Regional connections to POIs outside the City will also be considered.

While many of Lincoln's bicycle facilities connect to key destinations, nearby higher-stress crossings and segments may discourage bicycle access. The goal will be to develop a "low-stress" bicycle network that serves as many POIs as possible (see Task 1.4).

Deliverables:

- Map of key Points of Interest (POI).

Task 2.3 - Safety Analysis and Mapping

Bicycle low-stress connectivity will be evaluated relative to bicycle-vehicle collision history using TINs data from 2017 to 2025. The previous Bikeways Master Plan included collision data from 2012 to 2016. This traditional hot-spot analysis will identify locations in the bicycle network that have historically exhibited safety issues for cyclist. All bicycle collision data will be stratified by collision type, collision severity, collision factor and mapped in GIS. Heat maps will also be developed to illustrate and delineate areas or corridors where bicycle collisions are most prominent. As documented in the 2018 Plan, an overwhelming percentage of bike-vehicle collisions occurred on the

high-stress network. This is not anticipated to change based on the updated collision data. As such, a high degree of "risk" is associated with the high-stress network and infrastructure characteristics. High-risk locations or corridors which may or may not have any collision history but will be identified and considered for improvements based on systemic safety concerns. Both collision and risk mapping will be performed relative to disadvantaged and non-disadvantaged communities to determine if the disadvantaged communities in the city exhibit disproportionately poorer accessibility to the low-stress active transportation network and are therefore at greater safety risk than the non-disadvantaged communities.

Deliverables:

- Updated collision GIS maps.
- Updated collision data tables and charts.

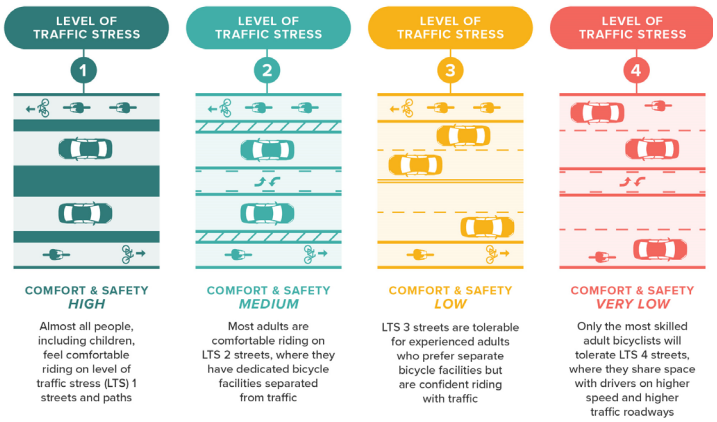
Task 2.4 - Points of Interest (POI) Connections Inventory and Mapping

DKS will perform a Level of Traffic Stress (LTS) for the entire City of Lincoln street network. The following data inputs and information will be required – most of which will have been collected as part of Task 2. Existing and future traffic volumes can be based on existing traffic count data or currently existing City baseline and future travel demand model volumes (i.e., loaded networks).

1. Existing and future traffic volumes
2. Roadway network geometric attributes
3. Pedestrian/bicycle facility geometric attributes
4. Intersection control and geometric attributes for accommodating pedestrians and cyclists
5. Presence and width of a parking lane (diagonal, or parallel)
6. On-street parking supply and utilization by time of day.

Based on this data, an LTS score will be assigned to every segment of the existing roadway network in the City of Lincoln. Segments will be defined as sections of roadway that are separated by stop-controlled intersections or changes in roadway characteristics (such as the transition from two to three lanes, or transitions in speed limits). Intersection approaches will be treated as distinct roadway segments due to the specific nature of LTS criteria regarding intersections. Examples of LTS mapping from the City of Lincoln Bikeways Master Plan are shown in Figure 1 and Figure 2.

The distribution of segment miles by LTS score will be determined and mapped in GIS. Intra-city connectivity "islands" within the low-stress network will be identified (isolated pockets with no low-stress



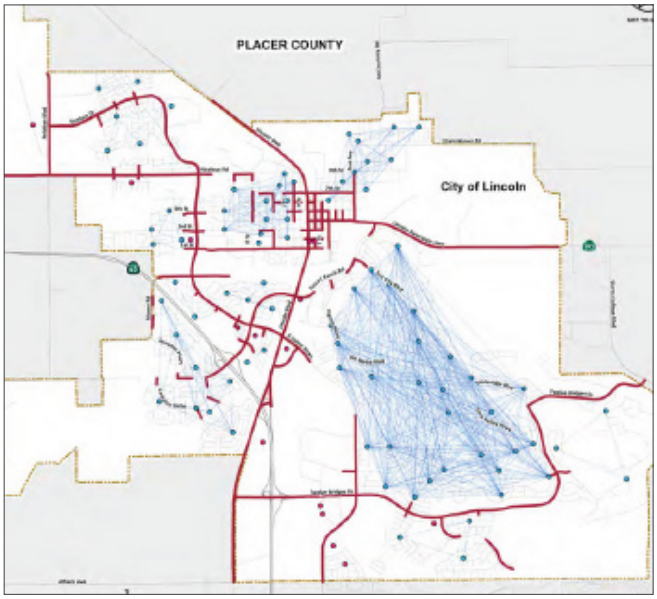


FIGURE 2: AN EXAMPLE OF "KEY-NODE" CONNECTIVITY MAPPING FROM THE CITY OF LINCOLN BY JIM DAMKOWITCH WHILE WORKING AT A PREVIOUS FIRM.

connectivity). These islands dramatically reduce the number and length of low-stress bicycle route connections within the city.

Example of "POIs" connectivity mapping from the City of Lincoln is shown in Figure 2. This figure presents POIs within the city (or, "key nodes") that are connected by low stress routes (with low stress routes shown in blue) while some "key nodes" are completely disconnected from each other. (Class I bicycle facilities are included as connections between clusters.). Updated maps of low-stress connectivity will be developed.

The effect of the moderate to high stress routes have on bicycle connectivity will be determined by performing network analysis within GIS. DKS will compute the percent change in connectivity between "POIs" resulting from removal of moderate to high stress routes from the network. To estimate the effect of bicycle trip length on connectivity, DKS will account for undue detour and bicycle trips with lengths of 2 miles or less (to represent common trip types and purposes). Measuring bicycle trip length is critical to determining network connectivity for the following reasons:

- While "POIs" may be physically connected by the network, barriers and gaps within the network can substantially increase bicycle trip distances, resulting in significant detour.
- Based on research by the Mineta Institute, circuitous routing of greater than 25% of the baseline distance is considered "undue detour" and will likely result in not using the most direct route or not making the trip by bike at all.

These tests and resulting connectivity maps and statistics will allow the City to determine the efficacy of various bike improvements. Based on the LTS and safety analyses, DKS will examine all existing planned bikeway improvements and reassess where the greatest bicycle needs are within the city. DKS will coordinate with the City to reevaluate its prioritization of future bicycle projects based on LTS modeling. The LTS mapping will be combined with the collision mapping to correlate the number of bicycle collisions with the high-stress network.

An interactive webapp will be developed by DKS to facilitate scenario testing, visualization, and summarization of connectivity results based on LTS scores. This interactive tool takes user imported data such as a network with LTS scores assigned, POIs, and demographic data to allow the analysts to evaluate the impact of changes in LTS, trip distance thresholds, and circuity on network connectivity. Demographic, network, and trip attributes can be filtered to tailor analyses for specific groups and purposes giving users deep insight into the implications and effectiveness of infrastructure investments on low-LTS network accessibility. Figure 3 highlight some of the webapp's main functions for visualization and analysis.

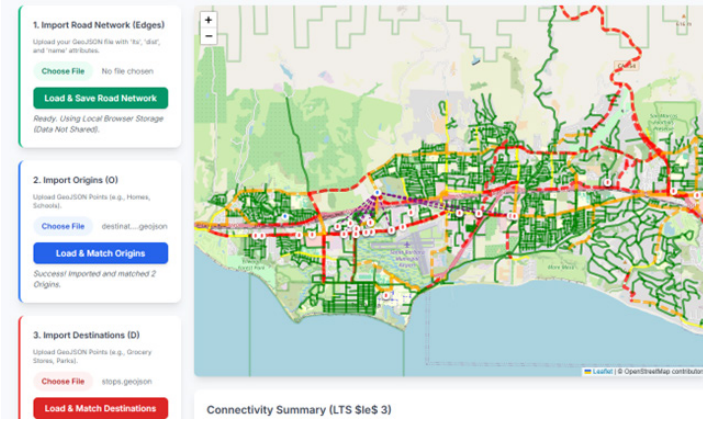


FIGURE 3. INTERACTIVE WEB APP WITH GOLETA EXAMPLE.

Task 2.5 – CIP Development and Costing

Based on the analysis described in Task 2, DKS will coordinate with City staff to identify and prioritize the bicycle capital improvements. DKS will develop planning level cost estimates for each improvement. Costs for improvements already identified in the 2018 plan will be escalated based on changes in CCI or other appropriate cost index acceptable to the City. DKS will also update the Planning and Design Standards to reflect the most up to date State and Federal guidance.

Deliverables:

- Map of citywide Level of Traffic Stress analysis.
- Map of citywide connectivity via low-stress connections.
- GIS files of LTS and connectivity analysis.
- Prioritized CIP List and Associated Planning Level Costs.
- Updated Planning and Design Standards.

TASK 3 – MASTER PLAN DOCUMENT

Task 3.1 – Administrative Draft Bikeways Master Plan

DKS will prepare an administrative draft plan document with updated elements and findings of the Bikeways Master Plan. The administrative draft plan will be submitted to City staff for review in electronic format.

Task 3.2 – Public Review Draft Bikeways Master Plan

Upon review and comment from the City, DKS will prepare the public review draft Bikeways Master Plan. The public review draft plan will be open for public review for a designated period established by the City. Once public comments are obtained and the comment period is closed, DKS will address all comments as appropriate.

Task 3.3 – City Council Presentation (1)

DKS will attend and present the public draft plan to the City Council. DKS will prepare the presentation and assist City staff on the development of the staff report if desired.

Task 3.4 – Final Bikeways Master Plan

Based on public comment and input from the City Council, DKS will finalize the Final Bikeways Master Plan document.

Deliverables:

- Administrative Draft and Public Review Draft Bikeways Master Plan
- City council presentation i.e., Powerpoint, exhibits, maps, and physical copies of the draft Bikeways Master Plan.
- Final Bikeways Master Plan
- Updated GIS file showing existing and proposed bicycle and trail facilities.

LABOR HOURS BY PROJECT PHASE AND STAFF LEVEL

		Principal In Charge	Project Manager	Active Transportatio Lead	Safety Lead	GIS/Mapping Lead	Webapp Lead	LTS Lead	Planner / Engineer	Planner / Engineer	CIP Costing Lead	CIP Costing	Community Engagement Lead	Community Engagement	Project Administrato Community Engagement	DKS Total Hours
Task 1	**Project Management & Meetings**															
1.1	Project Kickoff		2	2											2	6
1.2	Monthly Check-in Meetings (6)		6	6									2	2		16
1.3	Community Engagement Event (1)		4	4									2	8	4	22
1.4	On-line Community Engagement		2	4				24						24	6	60
Task 2	**Existing Infrastructure/Facilities Inventory and Mapping**															
2.1	Data Collection		1	2			2	2	16	16						39
2.2	City-wide Origins and Destinations Analysis		4	4			8	8	16	16						56
2.3	Safety Analysis and Mapping		1	4	8	12	8	8	16	16						73
2.4	Points of Interest (POI) Connections Inventory and Mapping	1	4	4		12	32	8	16	16						93
2.5	CIP Development and Costing	1	1	4							4	16				26
Task 3	**Master Plan Document**															
3.1	Administrative Draft Bikeways Master Plan	2	4	8	16		16	16	24	24	8			8	4	130
3.2	Public Review Draft Bikeways Master Plan	1	2	5			8	8	12	12						48
3.3	City Council Presentation (1)		4	4												8
3.4	Final Bikeways Master Plan		2	4										2	2	10
	Total Hours	**5**	**37**	**55**	**24**	**24**	**74**	**74**	**100**	**100**	**12**	**16**	**4**	**44**	**18**	**587**

3. RELATED PROJECT/CLIENT INFORMATION

Below are three representative projects highlighting our relevant experience, with full descriptions included in the appendix.

CITY OF GOLETA CITY-WIDE LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS

DKS performed a Pedestrian/Bicycle Level of Traffic Stress (LTS) model for the City of Goleta. The effort provides Goleta with a comprehensive CIP prioritization tool for pedestrian and bicycle infrastructure improvements. The LTS model employs GIS mapping of existing pedestrian and bicycle infrastructure characteristics that quantifies the degree of low-stress connectivity of various residential and non-residential points of interest within the City.

Key Staff: Jim Damkowitch (PM), Dave Tokarski, Connor Wolff, Sean Carney, Sylinda Villado
Contracting Agency: City of Goleta
Contact Name/Title: Nina Buelna, Public Works Director
Address: 130 Cremona Drive, Goleta, CA 93117
Email: nbuelna@cityofgoleta.org
Phone: (916) 838-3161
Budget: $61,000

CITY OF SOLVANG ACTIVE TRANSPORTATION PLAN

DKS updated the City of Solvang's Active Transportation Plan using a performance-based approach with clear, quantitative criteria to prioritize improvements and support grant applications. We completed a full infrastructure inventory, LTS analysis, and collision analysis to identify safety and connectivity needs. Outreach was coordinated with the General Plan update, and recommendations were developed with Public Works staff for feasibility and alignment with Solvang's community character.

Key Staff: Jim Damkowitch (PM), Josh Pilachowski, Kendall Flint, Connor Wolff
Contracting Agency: City of Solvang
Contact Name/Title: Rodger Olds, PE, Public Works Director/City Engineer
Email: rolds@cityofsolvang.com
Phone: (805) 688-5575 x225
Budget: $50,000

SOLANO TRANSPORTATION AUTHORITY ACTIVE TRANSPORTATION PLAN

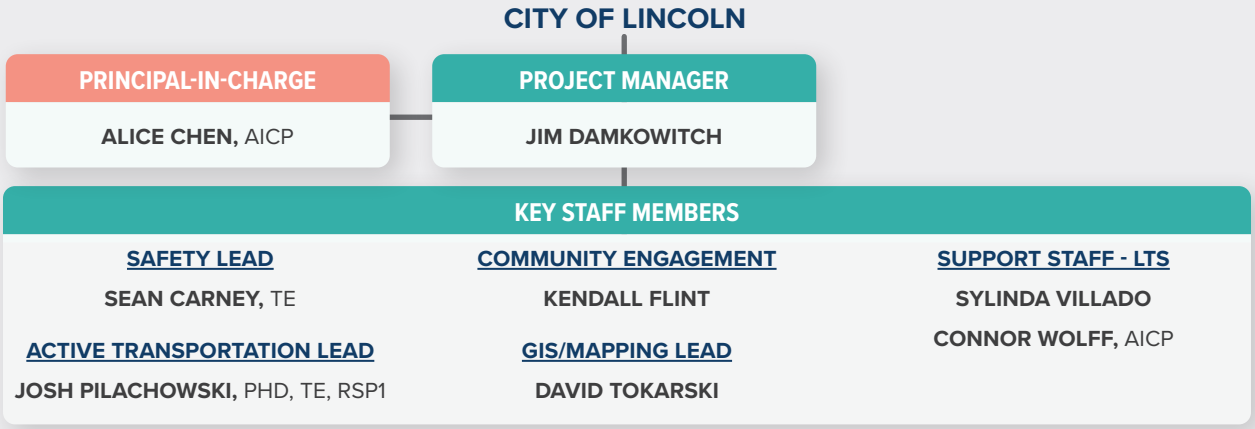
The project provided updated and combined bicycle, pedestrian, and safe routes to transit plans both countywide and for each member jurisdiction. DKS led the tasks associated with safety analysis, wayfinding, and project prioritization. DKS was also extensively involved in stakeholder outreach.

Key Staff: Josh Pilachowski (PM)
Contracting Agency: Solano County
Contact Name/Title: Anthony Adams, Planning Director SacRT
Address: 1400 29th St, Sacramento, CA 95816
Email: aadams@sacrt.com
Phone: (925) 788-0758
Budget: $129,800

4. INDIVIDUAL STAFF EXPERIENCE AND PROJECT ORGANIZATION

DKS has assembled a team with extensive transportation planning experience and a strong record supporting public agencies across California. Brief bios follow the organizational chart, with full resumes provided in the Appendix.

PROJECT ORGANIZATION CHART



BRIEF BIOS OF KEY PERSONNEL

KEY STAFF NAME	BIO
Jim Damkowitch Project Manager **30% Available**	Jim brings over 35 years of experience in multimodal transportation planning, active transportation plans, corridor and safety studies. He has led active transportation studies, including the Citywide Bicycle Level of Stress for the City of Goleta, the City of Solvang Active Transportation Plan, the City of Santa Maria Active Transportation Plan, and the TRPA/TMPO Bicycle and Pedestrian Data Collection Protocol. **Jim also managed the City of Lincoln's 2018 Bikeway Plan.**
Alice Chen Principal-In-Charge **30% Available**	Alice brings over 30 years of experience in multimodal transportation planning and engineering, with a focus on policy development, performance standards, and interagency coordination. She has guided numerous California jurisdictions through Complete Streets policy implementation and development of tools and processes that support multimodal outcomes. As Principal-in-Charge, Alice will provide executive oversight, resource allocation, and strategic guidance for this effort
Josh Pilachowski, TE, PhD, RSP1 Active Transportation Lead **30% Available**	Josh is a registered traffic engineer in California and is currently managing multiple Regional and Local planning projects throughout the Sacramento and Bay Area Regions. He has experience in active transportation plans, safety prioritization, climate resiliency projects, and regional planning documents and has developed methodologies for large-scale data-based prioritization working with both urban and rural projects.
Sean Carney, TE Safety Lead **30% Available**	Sean has experience in safety analysis, multimodal traffic operations analysis, travel demand modeling, microsimulation, and active transportation planning. This broad range of skill sets in addition to his experience with the City allows him to bring a unique perspective to this project, ensuring that planned improvements can be effectively implemented.
David Tokarski GIS/Mapping Lead **30% Available**	David has managed a wide range of transportation planning projects. He specializes in environmental analysis, GIS applications, impact analyses, and travel demand forecasting. David has developed detailed GIS parcel maps, linked to land use databases, to update travel demand models.
Kendall Flint Public Outreach Advisor **25% Available**	Kendall is an industry professional with more than 30 years of public engagement experience in transportation planning efforts throughout California. She has created and implemented a broad range of communication, economic development, and outreach campaigns for public and private agencies. She has delivered successful programs that engage under-served, hard-to-reach populations in a meaningful way.
Sylinda Villado Support Staff LTS **40% Available**	Sylinda is a transportation planner with extensive community outreach experience and is dedicated to involving the public in the planning process. Through her knowledge and understanding of data analysis, GIS, public process, and planning policies, Sylinda is able to support DKS in providing creative solutions to challenging transportation planning projects and maintains a commitment to ensuring underrepresented communities gain equitable and accessible transportation. Sylinda's recent LTS experience includes the City of Goleta Citywide Level of Traffic Stress Analysis.
Connor Wolff, AICP Support Staff LTS **40% Available**	Connor has experience in developing LTS models using spatial analysis using ESRI ArcGIS. His work covers complex modeling and data analysis projects including corridor studies, transit operations, and spatial statistics. Connor is skilled in coding languages such as python and R and strives to bolster integrity, transparency, and efficiency in data analyses. Connor has recently led the technical analysis for the City of Goleta Level of Stress Analysis and the City of Solvang Active Transportation Plan.

SUBCONSULTANTS

DKS will not use subconsultants for this project; all tasks and deliverables will be completed by DKS, providing streamlined coordination and a fully integrated approach.

STAFFING CAPACITY AND RESOURCE AVAILABILITY

DKS maintains a balanced workload that allows our project manager and key technical staff to commit the time needed for this effort. Our firm has additional planners, engineers, GIS specialists, and engagement staff available to support the project if workload needs shift. With this depth of resources, we can quickly respond to requests for additional or contingency services while maintaining schedule and quality. Staff availability is provided in the above table. DKS is committed to meeting the six month schedule described in the RFP.

COMMITMENT TO MAINTAIN PROPOSED PROJECT TEAM

DKS confirms that the proposed staff will serve as the project team and will not be changed without the City's written approval. Any requested substitution would occur only under exceptional circumstances and involve equally or more qualified staff.

APPENDIX

i. Full Resumes of Key Staff

ii. Full Project Descriptions

iii. Levine Act Disclosure Statement

I. FULL RESUMES OF KEY STAFF

JIM DAMKOWITCH

PROJECT MANAGER

Jim has over 35 years of experience in regional and interregional multimodal transportation planning including multidisciplinary corridor studies, active transportation studies, safety analysis, transit studies, traffic, operational analyses, macro/micro transportation, air quality modeling, and performance measure applications. He has managed Active Transportation Plans as well as Local Roadway Safety Plans and assisted Caltrans on statewide safety planning efforts. He has served as project manager for state highway infrastructure improvement Project Study Reports (PSR) and Project Approval and Environmental Document (PA-ED) phases, traffic impact mitigation fee programs and updates, travel demand modeling, air quality modeling, transportation operational studies and safety studies for a variety of clients including Caltrans, MPO's and various cities and counties in California.

EDUCATION

MS, Geography, University of California, Santa Barbara

BA, Geography (Honors), University of California, Santa Barbara

YEARS OF EXPERIENCE

Total: 35

With DKS: 5

SELECT EXPERIENCE

Citywide Bicycle Level of Traffic Stress (LTS) City of Goleta, CA – Project Manager. Jim managed the development of Goleta's Citywide Bicycle LTS model. DKS applied the Mineta Institute Level of Traffic Stress methodology to build a citywide LTS platform. Both residential and non-residential Points of Interests (POI) were geo-coded with attributes that included: parks, bus stops, health care facilities, retail hubs, and disadvantaged residential communities. ArcGIS Network Analyzer was used to identify the relative connectivity (percent connected) of the low stress network to various POIs within the City. The ArcGIS data engine layers were also imported into a Java scripted dashboard user interface that allows "what if" scenarios by toggling on or off bike improvements. This quick-response tool allows City staff to test and prioritize bike infrastructure improvements across a myriad of user-defined connectivity parameters. The LTS model provides the quantitative rubrics to allow the City's ATP to be an on-going implementation resource during future competitive grant funding cycles. The Citywide LTS model was completed in November 2025 with City staff training scheduled in February 2026 to complete the project.

City of Solvang Active Transportation Plan, Solvang, CA – Project Manager. Jim managed the development of the City of Solvang's ATP. DKS applied a performance-based approach to yield quantitative rubrics to support prioritized improvement recommendations that will allow the ATP to be an on-going implementation resource for City staff during future competitive grant funding cycles. A complete infrastructure inventory was performed. Based on this data a detailed LTS analysis was performed to identify the relative connectivity of the low stress network to various Points of Interest (POI) within the City. A complete pedestrian and bicycle collision analysis was performed to correlate collision locations and the high-stress network. Community outreach performed for the ATP was done as part of the City's outreach efforts for its concurrent General Plan update. Adoption of the City's ATP occurred in July 2024.

City of Santa Maria Active Transportation Plan, Santa Maria, CA - Project Manager. Jim managed development of the City's Active Transportation Plan (ATP). Jim established a performance-based planning approach to quantify the societal benefits of the recommended bicycle facility improvements. This entailed developing and completing the following tasks: Level of Traffic Stress Analysis; City-wide Points of Interest Mapping; Pedestrian/Bicycle Collision Analysis and Mapping; GIS-based Percent Connectivity Analysis; and CIP Development and Mapping. Community engagement activities including the development of a community survey; project webpage; an interactive web-based mapping tool using Social Pinpoint; project branding; and project information cards was implemented. This also included attending community events (i.e., community dinners, Santa Maria Open Street Fair); hosting a public workshop; and leading stakeholder meetings. All outreach materials were provided in English and Spanish and also included soliciting input from Mixtecan community. The ATP was approved by City Council in November 2020.

City of Lincoln Bicycle Transportation Plan, Lincoln, CA - Project Manager. Prior to joining DKS, Jim managed the 2018 update to the City of Lincoln's Bicycle Transportation Plan. This entailed updating all relevant elements required by the California Bicycle Transportation Act; developing bicycle facility design guidelines; performing an active transportation collision assessment; performing a detailed bicycle network connectivity analysis using the Level of Traffic Stress (LTS) methodology; updating the bicycle CIP list; developing ATP rubrics and benefit-cost information for the top-ten priority projects for future ATP competitive grant funding cycles; and an aggressive public outreach effort using traditional workshop and non-traditional interactive web-based tools for gathering geo-referenced input on bicycle needs and desired improvements. The safety, connectivity, CIP improvement information, monetized project benefits and project cost information were developed within a GIS framework under baseline and future year land use assumptions.

TRPA/TMPO Bicycle and Pedestrian Data Collection Protocol. Prior to joining DKS, Jim managed the development of a bicycle and pedestrian data collection protocol for the Lake Tahoe Region. This included a review of best practices in bicycle and pedestrian data collection, compiling all historic bicycle and pedestrian count data into a count database consistent with the FHWA Traffic Monitoring Guide, documenting existing bicycle and pedestrian data collection technologies, developing a count protocol to conduct and adjust counts, and a methodology to prioritize new data collection sites. Jim's team also developed documented historic count data and mapped historic count locations. Jim's team assisted TRPA/TMPO in establishing a recommended set of locations and count technologies to establish an initial set of permanent and short-term count locations, as well as estimated costs for equipment, staff time and installation.

City of Santa Maria Local Roadway Safety Plan, Santa Maria, CA - Project Manager. Jim managed DKS on the development of the City of Santa Maria's Local Roadway Safety Plan (LRSP). The LRSP entailed a detailed collision analysis that mapped crash locations, identified safety hot spots and corridors, and recommended safety treatments. A comprehensive outreach effort was implemented that included attending community events (i.e., Santa Maria Open Street Fair, Elks Rodeo Event, Cruisin Nationals Car Show Event) and meetings with the project's Stakeholder Advisory Group. All outreach materials were provided in English and Spanish and the community surveys (~500) also included soliciting input from Mixtecan community. The LRSP was approved by City Council in April 2022. As part of the project, DKS completed two Cycle 11 HSIP applications for safety grant funding.

City of San Luis Obispo Downtown Pedestrian Plan, San Luis Obispo, CA. - Project Manager. Prior to joining DKS, Jim managed the development of a Downtown Pedestrian Plan to document existing conditions for pedestrians. The plan was informed by an HCM MMLOS analysis and established goals, policies, and strategies to improve the quality of the pedestrian environment downtown, as well as a needs assessment documenting where pedestrian facilities were missing or did not meet recommended widths, and crossing locations where improvements were recommended. Jim's team established design guidelines consistent with City regulations and practices to provide best practices for improving pedestrian facilities within the Downtown of the City. The plan also included implementation guidance to help the City prioritize/select projects for funding.

ALICE CHEN, AICP

PRINCIPAL-IN-CHARGE

Alice has over 30 years of experience in multimodal transportation planning and engineering. Alice has worked with several cities and counties in California developing policies and performance standards through collaborative interagency processes. Her work addresses the state's Complete Streets requirements by adopting policies and developing tools, processes, and procedures for implementation, incorporates the Caltrans' Smart Mobility Framework into state, regional, and local transportation planning practices, and engages in efforts to reform the CEQA guidelines for transportation analysis.

EDUCATION

MS, Transportation Engineering, University of California, Berkeley

BA, Urban Studies and Civil Engineering, Brown University

REGISTRATION

American Planning Association, Member

American Institute of Certified Planners (AICP), No. 12738

California Planning Roundtable, Vice President of Operations

TransForm, Board of Directors, Co-Chair

WTS, Member

YEARS OF EXPERIENCE

Total: 34

With DKS: 1

SELECT EXPERIENCE

***Caltrans D3 Complete Streets Plan, California Department of Transportation, District 3.** Alice served as Principal and Project Manager for the Caltrans District 3 Complete Streets Plan (D3-CSP). The purpose of the plan was to update the complete streets inventory and identify bicycle, pedestrian and transit enhancements that could be included in the Complete Streets Plan. A key element of the study was to establish a partnership-based process to engage key stakeholders at local agencies to better interface between the multimodal transportation needs of the State Highway System and the local circulation and access provided by the local streets.

***Alameda CTC Oakland-Alameda Access Project.** Alice served as Stakeholder Engagement Support and Technical Reviewer for traffic operations analysis and bicycle and pedestrian access, circulation and safety. The study involved governmental and community stakeholders to ensure that the proposed reconstruction of an inter-regional freeway interchange in downtown Oakland addresses the circulation and safety needs of drivers, pedestrians, transit, and bicyclists.

***Alameda CTC Central County Complete Streets Implementation Study.** Alice managed and provided oversight to the consultant team developing a Complete Streets implementation program for the cities of Hayward, San Leandro and unincorporated Alameda County. The study involved working with stakeholders, developing a work program identifying specific actions to implement Complete Streets policies, defining standard operating procedures, creating implementation tools such as design guidelines and project checklists, and producing training/educational materials.

***California Strategic Highway Safety Plan.** Alice served as Stakeholder Engagement Support and Technical Support for Integrating Equity guiding principle. The effort involved assisting Caltrans HQ with updating its SHSP for the entire state of CA and collaboratively developing the 2020-2024 SHSP update based on a data-driven process with substantive input from key stakeholders from the 5Es of traffic

safety (Engineering, Education, Enforcement, Emergency Response, and Emerging Technology) as well as advocates. This project defined the framework for ongoing stakeholder involvement statewide that includes the available tools necessary for effective implementation and tracking.

Alameda Clement Avenue Complete Street Corridor Feasibility Study. Alice served as the Project Manager for the Clement Avenue Complete Street Corridor Feasibility Study. Through a robust community engagement process, the study considered several design options for the Clement Avenue corridor from Grand Street to Broadway. Initial community meetings identified several goals for the corridor. Key opportunities to address the goals were identified, including removal of railroad tracks, improving the sidewalks, and providing a bikeway. Several bikeway options were considered. Multimodal Level of Service (LOS) analysis was conducted for a preferred concept as part of the feasibility analysis.

South San Francisco Junipero Serra Boulevard and Westborough Boulevard Feasibility Study. Alice led the effort to compile and summarize the technical memoranda into a final report. DKS partnered with the City of South San Francisco to conduct a comprehensive feasibility study to evaluate pedestrian and bicycle enhancements along Westborough Boulevard and Junipero Serra Boulevard near the I-280/Westborough interchange. The final feasibility report documented existing conditions, public outreach findings, traffic operations analysis, proposed alternatives, alternative evaluations, and potential funding opportunities. This study laid the groundwork for future improvements, ensuring a more walkable and bike-friendly corridor for South San Francisco.

TAMC Regional Vision Zero Action Plan. Alce is supporting the extensive outreach effort facilitating in-person workshops and will lead the implementation plan helping TAMC and partner agencies to identify specific actions to advance the priority safety projects and programs. DKS is currently partnering with the Transportation Agency for Monterey County (TAMC) on the development of an SS4A-funded Regional Vision Zero Action Plan, which will include a regional plan and 10 jurisdiction-specific plans (nine cities and the unincorporated county).

***Caltrans Smart Mobility Framework Implementation Pilot Studies, California Department of Transportation.** Alice led the implementation of the Caltrans Smart Mobility Framework, which is a broad framework for sustainable transportation planning consisting of Smart Mobility principles, place types, and performance measures. The Pilot Area 1 effort integrates SMF into the Caltrans planning process for a second-generation corridor system management plan (CSMP) for Interstate 680 in Contra Costa County. For Pilot Area 2, Alice worked with LA Metro as the pilot area sponsor to apply the SMF principles and performance measures as part of the South Bay Cities COG Subregional Transportation Plan. This effort included a literature review and interviews of subject matter experts to capture the latest metrics, tools, and data sources to analyze the SMF performance measures. The final report consolidates the lessons learned from the development, testing, and evaluation of the processes, methodologies, and results of applying the SMF in the two planning efforts.\

*Project completed prior to joining DKS.

JOSH PILACHOWSKI, PHD, TE, RSP1

ACTIVE TRANSPORTATION LEAD

Josh Pilachowski is a registered traffic engineer in California and has managed Regional and Local planning projects throughout California. He has experience as project manager for projects focused on active transportation, safety prioritization, grant writing, and regional planning documents, and he has developed methodologies for large-scale data-based prioritization working with both urban and rural projects.

EDUCATION

PhD, Civil and Environmental Engineering and Transportation, University of California, Berkeley

MS, Civil and Environmental Engineering and Transportation, University of California, Berkeley

BS, Civil and Environmental Engineering, University of Maryland

REGISTRATION

California Professional Traffic Engineer No. 2763

Road Safety Professional 1 No. 460

YEARS OF EXPERIENCE

Total: 15

With DKS: 15

SELECT EXPERIENCE

City of Solvang Active Transportation Plan, Solvang, CA. Josh was Deputy Project Manager For this project and led the safety and project identification tasks. The project provided a bicycle and pedestrian level of stress analysis for the City as well as a facility gap analysis. Project identification included conceptual design and cost estimates.

City of Folsom Active Transportation Plan, Folsom, CA. DKS was a subconsultant and Josh managed all DKS tasks for this project. Tasks included gap identification, safety analysis, and project prioritization. The project provided a combined bicycle and pedestrian plan for the City.

Solano Transportation Authority Active Transportation Plan, CA. DKS was a subconsultant and Josh managed all DKS tasks for this project. Tasks included safety analysis, wayfinding, project prioritization, and stakeholder outreach. The project provided an updated and combined bicycle, pedestrian, and safe routes to transit plan, both countywide and for each member jurisdiction.

Sacramento County Active Transportation Program Grant Support, CA. Josh was the project manager providing grant writing support to Sacramento County for preparation of Active Transportation Program grant applications to Caltrans and SACOG for a total of $9.2 million in requested grant funding. DKS provided narrative and design support, including development of conceptual plans and cost estimates, as well as summarizing recent outreach and planning efforts that resulted in funding for both projects.

SMCTA Measure A & Measure W Grant Writing Assistance, City of South San Francisco, CA. Josh was the project manager providing grant writing support to the City of South San Francisco for the SMCTA Highway program Measure A and Measure W in 2023. The grant was prepared in support of the City's Junipero Serra and Westborough Boulevard Pedestrian and Cycling improvement project and was successfully funded.

Safe Streets and Roads for All (SS4A) Grant Program Support, City of South San Francisco, CA. Josh was project manager supporting the City of South San Francisco for their SS4A grant application in 2023. Tasks included developing

narrative highlighting the importance of the transportation project in terms of safety, accessibility, efficiency, and environmental considerations as well as benefit/cost analysis. The grant was prepared in support of the City's Junipero Serra and Westborough Boulevard Pedestrian and Cycling improvement project.

Sacramento County Local Road Safety Plan (LRSP), Sacramento, CA. Josh was the Project Manager for the development of Sacramento County's Local Road Safety Plan (LRSP). The LRSP combines a data-driven review of five years of crash history throughout the unincorporated county with a comprehensive stakeholder outreach effort to identify safety challenge areas for the County. DKS, working with staff and stakeholders, developed goals for each challenge area along with projects, programs, and policies that will help achieve each of the identified goals. DKS also supported the County in the development of two Active Transportation Program Cycle 6 grant applications.

Solano Countywide Local Road Safety Plan, CA. Josh is the Project Manager for developing Local Road Safety Plans for all cities in Solano County. This work includes significant stakeholder coordination across the County, as well as crash analysis and countermeasure identification. DKS led an effort to develop and submit 17 HSIP Cycle 11 grant applications for the most competitive identified projects.

SR 49 Confluence Multimodal Corridor Study, CA. Josh is the Safety Task Lead for this corridor study. The project is focused on identifying transit shuttle opportunities along the corridor to spread demand and facilitate multimodal accessibility to high-demand locations. Josh performed a crash analysis of the corridor and led a Road Safety Audit for primary project stakeholders.

City of Santa Maria Local Roadway Safety Plan, Santa Maria, CA. Technical Lead STA ATP and SS4A Grant Support, CA. Josh is the Project Manager for the development of Active Transportation Program Cycle 6 grant preparation, facilitated by Solano Transportation Authority. He also supported the development of countywide Safe Streets for All Grant applications.

City of Pacifica General Plan Update and Sharp Park Specific Plan, Pacifica, CA. Josh is the project manager for the transportation portion of the general plan update for Pacifica. This effort is in parallel with a Specific Plan for their downtown Sharp Park area. The analysis involves multimodal demand analysis, LOS calculation for roadway segments and intersections within the city, parking occupancy, and the creation of GIS figures to represent the analysis.

City of Hercules Circulation Element Update, Hercules, CA. Josh was the project manager for an update to the City of Hercules Circulation Element Update. The Element Update focused on the introduction of multimodal policies and goals, improved access to the Regional Intermodal Transit Center, and the effect of changing technology. He also attended Planning Commission and City Council meetings to answer any relevant questions as a representative of City Staff.

West Sacramento Systemic Safety Report, West Sacramento, CA. Josh was the project manager for a project with West Sacramento based on their Systemic Safety Analysis Report Program grant funding. This project involved a data-driven identification and prioritization of safety projects for the City of West Sacramento and assistance in the preparation of Cycle 9 HSIP grant applications. The grant writing included crash record analysis, identification of relevant safety improvements, conceptual design and cost estimation. This project resulted in funding for all four submitted grants for a combined $2.5 Million in safety funding.

SEAN CARNEY, TE

SAFETY LEAD

Sean offers a broad range of analysis skills, including signal timing, traffic operations analysis, transportation system planning, and crash data and safety analysis. Sean works with public agencies to identify and resolve today's transportation issues and plan for future travel demand. He is experienced in providing quantitative and qualitative analysis for all mobility methods. He has worked on projects throughout California to address the needs of growing traffic, transit, and active mobility demands.

EDUCATION

BS, Civil Engineering, Cal Poly San Luis Obispo

CERTIFICATION

California Professional Traffic Engineer, No. 3104

YEARS OF EXPERIENCE

Total: 11

With DKS: 11

SELECT EXPERIENCE

City of Lincoln On-Call Engineering Services, Lincoln, CA Since 2019, Sean has assisted the City in preparing and reviewing traffic studies for developments proposed within the City. Sean has used his understanding of local, state, and federal guidelines to ensure that proposed developments meet access design standards and that completed traffic studies are accurate and informative.

North 12th Street Complete Street PA/ED, Sacramento, CA. Sean provided traffic analysis and intersection concept plans for the installation of a new Class IV bikeway on North 12th Street. He evaluated delay and queuing impacts of the project and ensured that proposed operational modifications would not adversely impact light rail operations along the corridor. Sean also developed base concept of operations plans for the new signal phasing that was required along the corridor to accommodate new vehicle and bicyclist intersection phases.

Re-Imagine North Watt Corridor Plan, Sacramento County, CA. Sean provided technical oversight and direction on traffic operations analysis and alternatives development for a project on North Watt Avenue between Peacekeeper Way and Antelope Road. The purpose of this study was to develop a new corridor plan which incorporates all modes of travel and balances the needs of the local community with those of commuters traversing the corridor. This project involved extensive outreach to ensure that new concepts addressed community concerns. Sean was responsible for developing alternatives for this project which provided increased accessibility for pedestrians, cyclists, and transit riders while also maintaining sufficient vehicle capacity for the significant planned growth in the region.

Pier Avenue Corridor Plan, Oceano, CA. Sean led the technical analysis and alternatives development for a right-of-way reallocation project for Pier Avenue in the community of Oceano. Pier Avenue is an existing four-lane facility which serves as the only access route for local residents and businesses as well as the primary access to the Oceano Dunes State Vehicle Recreation Area (SVRA). Sean used a combination technical analysis and community feedback to develop a multiphase plan for implementation that would improve pedestrian and cyclist access to the area while preserving vehicle right-of-way to accommodate queueing from the SVRA entry gate.

Norwood Avenue Mobility Plan, Sacramento, CA. Sean led the technical analysis and alternatives development for Norwood Avenue between Arcade Creek and Main Avenue. The project included multimodal safety and access improvements including intersection control modifications, new sidewalk grade bicycling facilities, improved transit stops, and signalized pedestrian crossings. Sean worked with the project team on multiple rounds of community engagement to ensure that the selected alternative was both implementable and community supported.

Reconnecting Howe Avenue, Sacramento, CA. Sean provided technical analysis oversight and helped develop alternatives for the Howe Avenue corridor between Folsom Boulevard and Fair Oaks Boulevard. This corridor is regionally important as it is one of the few bridges crossing the American River in the Sacramento region. The project focused on improving multimodal access and improving safety. This included recommended gap closures for the walking and cycling infrastructure, improved access to transit, and general traffic calming measures to reduce vehicle speeds. Sean also assisted in community outreach efforts on this project, soliciting comments and educating local residents on the proposed changes to help foster local support for the proposed plan.

City of Sacramento AB 43 Implementation Plan, Sacramento, CA. Sean provided technical analysis oversight for the development of GIS and excel based tools to assist the City of Sacramento in implementing citywide speed limit reductions based on new sections in the California Vehicle Code created by Assembly Bill 43 (AB 43). This included geocoding all of the City's existing engineering and traffic surveys and compiling relevant sources of safety, land use, and equity data. Once this data was compiled, Sean led the team in using the database to define potential safety corridors, business activity districts, high pedestrian and bicycle activity areas, and senior zones where the speed limits could be lowered. Sean then worked with City staff to develop prioritization criteria to rank all of the candidate roadways where speeds could be reduced to inform the City's implementation process.

Sacramento Downtown Mobility Study, Sacramento, CA. Sean provided traffic analysis and operational recommendations for several street improvements in downtown Sacramento. This included the conversion of I Street from 16th Street to 21st Street and 5th Street from X Street to H Street from one-way to two-way operation and the installation of parking-protected bikeways on 9th Street, 10th Street, and I Street. Sean worked closely with City staff to determine the best mode of operation for the two-way street conversions and to identify potential safety improvements or capacity constraints that the project could address while improving bicycle and vehicle connectivity in the grid.

I-5/I Street Interchange, Sacramento, CA. Sean led the traffic analysis effort for the I-5/I Street Interchange PSR-PDS. The purpose of this study was to evaluate multimodal improvements from modifying the I Street northbound on-ramp to increase transit, cyclist, and pedestrian access to the Sacramento Valley Station without significantly adverse impacts for vehicular travel. This work included detailed operational analysis in Vissim to show the effects of the project on multimodal transportation on the local system around the interchange.

City of Rancho Cordova On-Call Transportation Planning and Engineering Support Services, Rancho Cordova, CA. For the past eleven years, Sean has provided support to the City of Rancho Cordova on a wide variety of transportation related projects. This includes signal warrant studies, modeling support, TIA review, access management review, special event parking design, grant support, traffic impact fee updates, and staff training. Through this on-call, Sean is currently leading the update to the City's travel demand model.

City of Sacramento Transportation Impact Analysis On-Call, Sacramento, CA. For the past eleven years, Sean has completed numerous Transportation Impact Analyses for the City of Sacramento through their TIA on-call. This has included analysis of roadway projects, commercial and residential developments, schools, parking structures, and various other development types. These studies have ranged in size from single parcel developments to entire plan areas and have included analysis of on-site circulation, parking, driveway access, local streets and intersections, interchanges and freeways, and construction diversion analysis.

DAVE TOKARSKI

GIS/MAPPING LEAD

David has managed a wide range of transportation planning projects. He specializes in environmental analysis, GIS applications, impact analyses, and travel demand forecasting. David has developed detailed GIS parcel maps, linked to land use databases, to update travel demand models.

EDUCATION

MS, Civil and Environmental Engineering, California Polytechnic State University, San Luis Obispo

BS, City and Regional Planning, California Polytechnic State University, San Luis Obispo

YEARS OF EXPERIENCE

Total: 29

With DKS: 29

SELECT EXPERIENCE

Placer County Model Updates, Placer County, CA. Dave assisted in developing the 2001 travel model update and managed the 2004 and 2008 travel model updates. He developed a GIS layer for the detailed traffic analysis zone system for Placer County. He analyzed the parcel databases from the City of Roseville and Placer County to prepare detailed 2004 and 2008 land use inventories by development type and TAZ. Dave worked with the planners from the cities of Roseville, Rocklin, and Lincoln and from Placer County to identify and revise issues in the parcel database to create a base land-use file for model validation. He estimated buildout development levels for vacant parcels and worked with the project team and planners to allocate 2020 development levels to each TAZ. He also updated the existing and future roadway networks.

Sacramento County General Plan Update EIR, Sacramento County, CA. David used parcel-level data to calculate existing and future land use capacity in the County's unincorporated areas. He identified vacant and under-utilized parcels, determined their holding capacity, and overlaid various constraints such as environmental to determine development restrictions. David also developed gridded estimates of future land use in greenfield sites for use in the region's activity-based travel demand model. 0,000 new dwelling units and 54,000 new jobs.

Jackson Corridor Joint Traffic Impact Studies, CA. Dave prepared detailed SACSIM model inputs (land use by parcel, buffering, etc) using GIS and Python tools for the TIS for four proposed major projects totaling about 30,000 new dwelling units and 54,000 new jobs. Additionally, updated SACSIM19 land uses for Sacramento County developments throughout the unincorporated County, as well as within the cities of Sacramento, Rancho Cordova, and Elk Grove.

SB 743 VMT Implementation, Cities of Rancho Cordova and Sacramento, CA. Dave prepared preliminary screening maps displaying VMT per Capita and VMT per Employee results derived from the SACSIM Activity-Based Model (ABM). He derived VMT metrics by traffic analysis zone from ABM daily tours data.

City of Lincoln Traffic Impact Studies, CA. Dave managed a traffic impact study of the Lincoln Air Center project, prepared traffic forecasts, and conducted traffic analysis for numerous other traffic impact studies including the Lincoln General Plan Update, Lincoln Crossing, and Gladding Parkway projects. Dave has continued to support City staff on wide-ranging transportation issues.

KENDALL FLINT

PUBLIC OUTREACH ADVISOR

Kendall is an industry professional with more than 30 years of public engagement experience related to transportation planning efforts throughout California. She has created and implemented a broad range of communication, economic development, and outreach campaigns for both public and private agencies. Her award-winning work has been honored by the California Transportation Foundation, Women in Transportation, California Association of Public Information Officers, Public Relations Society of America, International Television Association, International Association of Business Communicators, and California Local Economic Development Corp., which honored the economic development program for the City of Elk Grove with its Crystal Eagle Grand Prize.

She has specific experience in developing a broad range of safety-oriented programs for Safe Routes to School, Local Streets and Roads, and a variety of corridor studies. She has been able to deliver successful programs that engage underserved hard-to-reach populations in a meaningful way.

EDUCATION

English Major, University of California, Los Angeles

YEARS OF EXPERIENCE

Total: 34

With DKS: 5

SELECT EXPERIENCE

KCAG 2022 Regional Transportation Plan/Sustainable Communities Strategy & EIR. Kendall was the task lead for outreach for KCAG's 3rd comprehensive update to the Kings County Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) per SB 375.

City of Lincoln Bicycle Transportation Plan, Lincoln, CA. Kendall was the task lead for outreach for the 2018 update to the City of Lincoln's Bicycle Transportation Plan. This entailed updating all relevant elements required by the California Bicycle Transportation Act; developing bicycle facility design guidelines; performing an active transportation collision assessment; performing a detailed bicycle network connectivity analysis using the Level of Traffic Stress (LTS) methodology; updating the bicycle CIP list; developing ATP rubrics and benefit-cost information for the top-ten priority projects for future ATP competitive grant funding cycles; and an aggressive public outreach effort using traditional workshop and non-traditional interactive web-based tools for gathering geo-referenced input on bicycle needs and desired improvements. The safety, connectivity, CIP improvement information, monetized project benefits and project cost information were developed within a GIS framework under baseline and future year land use assumptions within the City of Lincoln and its sphere of influence.

City of San Luis Obispo Downtown Pedestrian Plan, San Luis Obispo, CA. As part of the City of San Luis Obispo's General Plan Update, Kendall was the task lead for outrach for the Downtown Pedestrian Plan to document existing conditions for pedestrians. The plan was informed by an HCM MMLOS analysis and established goals, policies, and strategies to improve the quality of the pedestrian environment

downtown, as well as a needs assessment documenting where pedestrian facilities were missing or did not meet recommended widths, and crossing locations where improvements were recommended. Jim's team established design guidelines consistent with City regulations and practices to provide best practices for improving pedestrian facilities within the Downtown of the City. The plan also included implementation guidance to help the City prioritize and select projects, planning level cost estimates for common pedestrian improvements, and funding opportunities the City could pursue to secure project funding.

Transportation Agency of Monterey County, US 101 South of Salinas, CA. Kendall serves as the Outreach Task Manager for this project for the Transportation Agency of Monterey County. The purpose of the project is to improve safety, operations, interregional traffic flow, and local circulation of goods movement on the US 101 corridor through an expressway to freeway conversion. Kendall was able to successfully transition the entire effort from traditional to virtual outreach mid-project beginning in March – actually increasing participation throughout the corridor.

Santa Cruz Corridors Study, Santa Cruz, CA. Ms. Flint completed bilingual outreach programs for the City of Santa Cruz in support of its recent Housing Element Update and its ongoing zoning code update to improve connectivity and safety in the City's main four arterial corridors. Work included meeting facilitation in "lively settings", interactive click polling sessions, presentation to local community groups and media relations. She also developed a completely virtual workshop online with multiple stations and opportunities for comments.

Transportation Agency of Monterey County, SR68 Corridor Study, Monterey, CA. Kendall managed a comprehensive outreach program in support of TAMC's SR68 Scenic Corridor Study. This includes evaluating current travel patterns and demands and identifying appropriate solutions to increase safety, protect wildlife and retain the natural beauty of the route.

SYLINDA VILLADO

SUPPORT STAFF - LTS

Sylinda is a transportation planner with three years of experience in planning. She has extensive community outreach experience and is dedicated to involving the public in the planning process. Through her knowledge and understanding of data analysis, GIS, public process, and planning policies, Sylinda is able to support DKS in providing creative solutions to challenging transportation planning projects and maintains commitment to ensuring underrepresented communities gain equitable and accessible transportation.

EDUCATION

BA Geography, California State University, Chico

AS Wildland Resources & Forestry, Citrus College

YEARS OF EXPERIENCE

Total: 4

With DKS: 2

SELECT EXPERIENCE

City of Goleta Citywide Level of Traffic Stress Analysis, City of Goleta, CA. Sylinda was a core team member of the citywide LTS analysis for the City of Goleta. The LTS analysis was conducted using GIS to assess the connectivity of the low-stress bicycle network in Goleta. This included a geospatial evaluation of roadway conditions and assigning LTS scores to roadway segments.

Pier Avenue Multimodal Corridor Plan, San Luis Obispo County, CA. Sylinda has supported the development of the Pier Avenue Multimodal Corridor Plan. Sylinda has supported in ArcGIS technical analysis and community engagement.

Sacramento County Re-Imagine North Watt Corridor Study, Sacramento County, CA. The Re-Imagine North Watt Corridor Plan will improve the safety and mobility along North Watt Avenue in Sacramento County. Sylinda has supported project efforts in community engagement, levels of traffic stress, and alternatives evaluation.

The Norwood Mobility Project, City of Sacramento, CA. Sylinda has prepared analysis for Norwood Avenue such as travel time reliability and congestion, level of traffic stress, safety analysis, alternative evaluation, and has organized and attended engagement events for the Norwood Mobility Project. The Project aims to transform Norwood Avenue into a safe, connected, and multimodal corridor.

Connecting Howe Avenue Safety & Mobility Plan, City of Sacramento, CA. Sylinda has helped prepare analysis for Howe Avenue including travel time reliability and congestion, level of traffic stress, safety analysis, alternative evaluation, and has organized and attended engagement events for the Connecting Howe Avenue project. The project aims to provide the City with alternatives that achieve a multimodal, safe, and connected corridor.

SR 166 Comprehensive Corridor Plan, Santa Barbara County Association of Governments, CA. Sylinda has been involved in the SR 166 CCP since project kick-off and has participated in a Road Safety Audit for the corridor as well as prepare travel time reliability and level of traffic stress analysis. Sylinda has also conducted safety analysis to identify potential collision trends throughout the corridor.

Solano County Comprehensive Transportation Plan Update, Solano Transportation Authority, CA. Sylinda is actively engaged in the development

of the update to STA's CTP. DKS is updating the CTP as part of the MTC Plan Bay Area required documentation. The CTP update allows STA and its jurisdictions to develop a comprehensive record of transportation planning work that STA has facilitated. Sylinda has supported documentation, project prioritization, and has developed an online web map for STA to use in their continued evaluation of project performance measures.

***Placer County Mobility and Infill Acceleration Study, Placer County, CA.** Green DOT Transportation Solutions. Sylinda supported Green DOT with the development of the Placer County MIAS. This Study focused on vehicle miles traveled (VMT) reduction strategies using land use and transportation interventions. The Study identified areas of opportunity for these interventions to produce reduced VMT and improved air quality.

***City of Tehama Community Transportation Plan, Tehama, CA.** Green DOT Transportation Solutions. Sylinda supported the development of the Community Transportation Plan for the City of Tehama. The effort focused on identifying solutions to the City's high truck traffic, congestion, and safety issues. The Plan also included an Implementation Plan to assist the future in obtaining grant funding for the identified projects.

***Tolowa Dee-ni' Connected Communities Plan, Tolowa Dee-ni' Nation, Green DOT Transportation Solutions, CA.** Sylinda supported the development of the Connected Communities Plan for the Tolowa Dee-ni' Nation in Del Norte County, CA. The effort was focused on the Tolowa Dee-ni' Nation lands, primarily surrounding a portion of US 101 in Del Norte County. The plan analyzed mobility barriers for the Nation and identified recommendations such as traffic calming, safety improvements, and eliminate mobility barriers for pedestrians and bicyclists.

***Grant Writing Support, Various Agencies, Green DOT Transportation Solutions, CA.** While at Green DOT, Sylinda provided excellent grant storytelling and data input for various agencies on state and federal grant opportunities. Sylinda has developed grant narrative for the following grant programs:

- Caltrans Clean California
- Caltrans Sustainable Communities
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Active Transportation Program (ATP)
- Transit and Intercity Rail Capital Program (TIRCP)
- Safe Streets and Roads for All (SS4A)

*Project completed prior to joining DKS.

CONNOR WOLFF

SUPPORT STAFF - LTS

Connor is a professional planner registered with the American Institute of Certified Planners (AICP) with two years of experience in transportation planning. Connor has experience in operations modeling with Synchro and Vissim and spatial analysis using ESRI ArcGIS. His work covers complex modeling and data analysis projects including corridor studies, transit operations, and spatial statistics. Connor is skilled in coding languages such as python and R and strives to bolster integrity, transparency, and efficiency in data analyses. Since joining DKS he has supported the DKS team through modeling, analysis support, data analysis, and GIS applications.

EDUCATION

MCRP Community and Regional Planning, University of British Columbia

BA Geography, Environment, and Sustainability, University of British Columbia

REGISTRATION

American Institute of Certified Planners No. 36877

YEARS OF EXPERIENCE

Total: 3

With DKS: 3

SELECT EXPERIENCE

Goleta Level of Traffic Stress Analysis, Goleta, CA. DKS conducted a Level of Traffic Stress (LTS) analysis using GIS and Python to assess the connectivity of the low-stress bicycle network in the City of Goleta to support targeted active transportation infrastructure investment. This involved evaluating the roadway conditions and assigning LTS scores to different segments of the existing street network, including intersection approaches using Python and ArcGIS Pro. DKS collected and analyzed data such as traffic volumes, roadway and pedestrian/ bicycle facility attributes, intersection geometry, parking lanes, and on-street parking utilization. Big data platforms such as Replica and data from the American Community Survey were processed using python and GIS to further support targeted infrastructure investments. Connor led this through data collection, cleaning, and analysis using GIS software and Python.

Solvang Active Transportation Plan, Solvang, CA. DKS conducted a Level of Traffic Stress (LTS) analysis using GIS to assess the connectivity of the low-stress bicycle network in the City of Solvang to develop an Active Transportation Plan (ATP). This involved evaluating the roadway conditions and assigning LTS scores to different segments of the existing street network, including intersection approaches. DKS collected and analyzed data such as traffic volumes, roadway and pedestrian/ bicycle facility attributes, intersection geometry, parking lanes, and on-street parking utilization. Connor supported this through data collection, cleaning, and analysis in GIS. He then calculated and displayed the results highlighting the LTS scores and associated connectivity for a variety of future scenarios.

US-50 El Dorado Hills Boulevard Interchange PAED, El Dorado County, CA. DKS developed the Project Approval/ Environmental Document and analyzed the operations and safety of 4 alternative on/off ramp designs at the El Dorado Hills Boulevard/US-50 Interchange. Connor supported this project through the development of Synchro models for existing and future conditions, a safety analysis following the HSM predictive method in IHSDM for existing and future conditions, and a Level of Traffic Stress analysis using ArcGIS Pro to analyze bicycle and pedestrian facilities.

Caltrans District 3 I-5 Managed Lanes, Sacramento County, CA. DKS developed a microsimulation model in Vissim to analyze the effect of implementing managed lanes on Interstate 5 in Sacramento County. The project analyzed several High Occupancy Toll lane configurations along the corridor and their effect on traffic operations. Connor led the Vissim modeling task which included processing forecast volumes using Visum, custom scripting using VB Script and the Vissim COM interface to model the managed lane scenarios, and post-processing large datasets using Microsoft Excel macros.

Bellevue Factoria Corridor Analysis, Bellevue, WA. DKS developed a simulation model in Vissim to examine various short-term and long-term corridor improvements to help alleviate congestion and backups onto the nearby I-90 eastbound freeway, while maintaining ped/bike safety. For this project, Connor developed the volumes and vehicle routing in Visum as well as the operational microsimulation model in Vissim for existing and future conditions. The congestion on the corridor caused significant latent demand and required a sensitive interactive approach to the modeling work to accurately portray real-world conditions. Performance measures were developed following WSDOT protocols to give the client an accurate and policy relevant understanding of the corridor operations.

II. FULL PROJECT DESCRIPTIONS

DKS PROJECT EXPERIENCE

CITY OF GOLETA CITY-WIDE LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS

GOLETA, CA

DKS performed a Pedestrian/Bicycle Level of Traffic Stress (LTS) model for the City of Goleta. The effort provides Goleta with a comprehensive CIP prioritization tool for pedestrian and bicycle infrastructure improvements. The LTS model employs GIS mapping of existing pedestrian and bicycle infrastructure characteristics that quantifies the degree of low-stress connectivity of various residential and non-residential points of interest within the City. The greater the connectivity via the low-stress network, the more attractive biking or walking will be to the community. City staff can quickly test "what if" scenarios to determine what ped/bike improvements are potentially the most effective. This tool will help the City recommend and prioritize infrastructure improvements required to complete this safe bike/ped network. The first application of the tool will be to evaluate the ped/bike projects identified in the adopted Bike/Ped Master Plan relative to the new Ped/bike CIP project list.

CITY OF SOLVANG ACTIVE TRANSPORTATION PLAN

SOLVANG, CA

DKS prepared the City of Solvang's update to its ATP. DKS applied a performance-based approach for developing the ATP. This approach yielded quantitative rubrics to support prioritized improvement recommendations that will allow the ATP to be an on-going implementation resource for City staff during future competitive grant funding cycles. A complete infrastructure inventory was performed. Based on this data a detailed Level of Traffic Stress (LTS) analysis was performed to identify the relative connectivity of the low stress network to various Points of Interest (POI) within the City. POIs were stratified by schools, parks, shopping centers, transit stops etc. while residential areas were classified by disadvantaged or non-disadvantaged. A complete pedestrian and bicycle collision analysis was performed to correlate collision locations and the high-stress network. Community outreach performed for the ATP was done as part of the City's outreach efforts for its concurrent General Plan update. The improvement recommendations were developed in coordination with City's Public Works staff to ensure engineering feasibility and consistency with the local character of the city.

SACRAMENTO COUNTY ACTIVE TRANSPORTATION PLAN

SACRAMENTO COUNTY, CA

DKS worked with Alta to prepare an Active Transportation Plan for Sacramento County. DKS tasks included existing conditions analysis, safety analysis, and project prioritization. DKS recently completed the first phase of the Sacramento County Active Transportation Plan as the Safety and Transportation subconsultant to Alta. This included a full literature review for the County and relevant State and local policies, as well as a comprehensive safety review of five years of pedestrian- and bicycle-involved crash data. The County provides a wide range of land use, from unincorporated urban areas, a network of regional network of trails, and large regions of rural and low-density areas. The analysis included a focus on environmental justice areas and the identification of High Injury Corridors. This was supported through a toolset that helped determine crash trends and patterns and utilized GIS.

DKS prepared a grant application based on this project which resulted in an award of $8.8 million in regional ATP funds.

SOLANO TRANSPORTATION AUTHORITY ACTIVE TRANSPORTATION PLAN

SOLANO, CA

DKS worked with Toole Design Group on Solano Transportation Authority's Active Transportation Plan. The project successfully provided an updated and combined bicycle, pedestrian, and safe routes to transit plans for the entire county and focused chapters for each of the eight-member jurisdictions. DKS leads the safety analysis, wayfinding, and project prioritization tasks and was extensively involved in stakeholder outreach. Outreach involved popup events for each of the member jurisdictions as well as presentations to advisory committees and board members. The project resulted in a comprehensive list of projects, programs, and policies in support of improved active transportation across the County.

CITY OF SACRAMENTO SPEED MANAGEMENT STUDY

SACRAMENTO, CA

DKS supported the City of Sacramento in compiling and evaluating citywide data in an effort to identify corridors where speed limits could be reduced based on changes to the California Vehicle Code passed under AB 43. DKS compiled multiple City and public data sets to create a GIS-based tool for evaluating City streets and to establish prioritization metrics for speed limit reduction implementation. This included identifying potential safety corridors, areas of high walking and cycling activity, potential business activity districts, and senior zones in accordance with the new state guidance. DKS provided the City with a prioritized list of roadways for new speed surveys to be conducted that could lead to speed limit reductions under the new rules implemented by AB 43.

WEST HOLLYWOOD VISION ZERO PLAN

WEST HOLLYWOOD, CA

DKS prepared the City's Vision Zero Plan which evaluated citywide collision data and helped the City develop actionable policies to improve transportation safety. DKS evaluated collision trends across the City for geographic hot spots as well as common violations which lead to the most serious injuries. This trend data was used to identify safety corridors for targeted improvements and general policies meant to address travelling behavior over time. DKS further assisted the City with the first implementation action of this plan by identifying streets where speed limit reductions could be immediately implemented under the updates made to the California Vehicle Code by AB 43. Stemming from this work, the City has reduced the posted speed limit on nearly all roadways within the City to 30 miles per hour or less.

PROJECT MANAGER, JIM DAMKOWITCH'S EXPERIENCE

CITY OF SANTA MARIA ACTIVE TRANSPORTATION PLAN (DKS PROJECT MANAGER QUAL)

SANTA MARIA, CA

Prior to joining DKS, Jim managed the development of the City's Active Transportation Plan (ATP). Jim established a performance-based planning approach to quantify the societal benefits of the recommended bicycle facility improvements. This entailed the following technical tasks: Level of Traffic Stress Analysis; City-wide Origins and Destinations Analysis and Points of Interest Mapping; Pedestrian/Bicycle Collision Analysis and Mapping; GIS-based Percent Connectivity Analysis (for residential and non-residential points of interest including disadvantaged communities); CIP Development and Mapping. Community engagement activities were performed including: community surveys; a project web-page; an interactive web-based mapping tool; project branding; and, project information cards. Jim attended community events (i.e., community dinners, Santa Maria Open Street Fair); hosted a public workshop; and, various meetings with the project's Stakeholder Advisory Group. All outreach materials were provided in English and Spanish. The Mixtecan community was specifically engaged for input. The Final ATP is scheduled for City Council adoption in 2021.

LINCOLN BIKEWAY MASTER PLAN (DKS PROJECT MANAGER QUAL)

LINCOLN, CA

Prior to joining DKS, Jim managed the 2018 update to the City of Lincoln's Bicycle Transportation Plan. This entailed updating all relevant elements required by the California Bicycle Transportation Act; developing bicycle facility design guidelines; performing an active transportation collision assessment; performing a detailed bicycle network connectivity analysis using the Level of Traffic Stress (LTS) methodology; updating the bicycle CIP list; developing ATP rubrics and benefit-cost information for the top-ten priority projects for future ATP competitive grant funding cycles; and an aggressive public outreach effort using traditional workshop and non-traditional interactive web-based tools for gathering geo-referenced input on bicycle needs and desired improvements. The safety, connectivity, CIP improvement information, monetized project benefits and project cost information were developed within a GIS framework under baseline and future year land use assumptions.

III. LEVINE ACT DISCLOSURE STATEMENT

Levine Act Disclosure Statement

(The completed form submitted to the City of Lincoln is a public record.)

California Government Code Section 84308 (the "Levine Act") prohibits any officer of the City of Lincoln (defined as an elected or appointed officer, alternate, and any candidate for elected office) from participating in any consideration or action related to a proceeding if they receive political contribution(s) from a party or its agent(s) totaling more than $250 within the previous 12 months, while a proceeding is pending, and for 12 months following the date of a final decision in a proceeding concerning a license, permit, other entitlement for use, franchise, or contract (collectively, "proposal or application").

City officers are listed here:

- Members of the City Council: https://www.lincolnca.gov/CityCouncil
- Boards and Commission Members: https://www.lincolnca.gov/BCC

Parties and their agent(s) are responsible for reviewing and disclosing their applicable contributions to City officers on the record of a proceeding.

1. Have you or your entity, or any agent on behalf of you or your entity, made any political contributions totaling more than $250 to any City officer in the 12 months preceding the date of the submission of your proposal or application, or the anticipated date of any action of any City Council, Board or Commission consideration or action related to this proposal or application?

☐ YES If yes, please identify the City officer(s):

☒ NO

2. Do you or your entity, or any agent on behalf of you or your company, anticipate or plan to make any political contribution(s) of more than $250 to any City officer in the 12 months following any City Council, Board or Commission consideration or action related to this proposal or application?

☐ YES If yes, please identify the City officer(s):

☒ NO

Answering 'yes' to either of the two questions above does not preclude the City of Lincoln from considering or taking action on a proposal or application. It does, however, potentially preclude the identified officer(s) from participating in consideration of and taking any action related to the proposal or application.

I declare under penalty of perjury of the laws of the State of California the foregoing information is true and correct.

Dated: 11/18/2025

Name of entity: DKS Associates

By: John Bosket
(signature)

John Bosket, PE, Senior Vice President
(print name and title)

You must submit a supplemental form if you make any new reportable contribution(s) while the proposal or application is being considered and is pending. If this form has not been previously submitted in connection with a contracting, licensing, entitlement or permitting process, please provide the completed form to the Office of the City Clerk for appropriate departmental routing at: City Clerk, City Hall, 600 6th Street, Lincoln, CA 95648, CityClerk@lincolnca.gov.

COST PROPOSAL

City of Lincoln Bikeways Master Plan Update	DKS																
	Alice Chen	Jim Damkowitch	Josh Pilachowski	Sean Carney	David Tokarksi	Connor Wolff	Sylinda Villado	Marcus Reyes	Jian Kai	Meron Shiferaw	Haruka Ichikawa	Kendall Flint	Elise Brockett	Elizabeth Aguilar	Other Direct Costs	DKS Total Hours	DKS Total Labor Cost
	Principal in Charge	Project Manager	Active Transportation Lead	Safety Lead	GIS/Mapping Lead	Webapp Lead	LTS Lead	Planner / Engineer	Planner / Engineer	CIP Costing Lead	CIP Costing	Community Engagement Lead	Community Engagement	Project Administrator / Community Engagement			
Fully Loaded Billing Rate	$ 350.00	$ 330.00	$ 270.00	$ 245.00	$ 255.00	$ 215.00	$ 180.00	$ 170.00	$ 170.00	$ 280.00	$ 215.00	$ 320.00	$ 225.00	$ 145.00			
Task 1 Project Management & Meetings																	
1.1 Project Kickoff		2	2											2		6	$ 1,490
1.2 Monthly Check-in Meetings (6)		6	6									2	2			16	$ 4,690
1.3 Community Engagement Event (1)		4	4									2	8	4	$ 320	22	$ 5,420
1.4 On-line Community Engagement		2	4				24						24	6		60	$ 12,330
Task 2 Existing Infrastructure/Facilities Inventory and Mapping																	
2.1 Data Collection		1	2			2	2	16	16							39	$ 7,100
2.2 City-wide Origins and Destinations Analysis		4	4			8	8	16	16							56	$ 11,000
2.3 Safety Analysis and Mapping		1	4	8	12	8	8	16	16							73	$ 15,030
2.4 Points of Interest (POI) Connections Inventory and Mapping	1	4	4		12	32	8	16	16							93	$ 19,570
2.5 CIP Development and Costing	1	1	4							4	16					26	$ 6,320
Task 3 Master Plan Document																	
3.1 Administrative Draft Bikeways Master Plan	2	4	8	16		16	16	24	24	8			8	4		130	$ 27,200
3.2 Public Review Draft Bikeways Master Plan	1	2	5			8	8	12	12							48	$ 9,600
3.3 City Council Presentation (1)		4	4												$ 50	8	$ 2,400
3.4 Final Bikeways Master Plan		2	4										2	2		10	$ 2,480
Total Hours	**5**	**37**	**55**	**24**	**24**	**74**	**74**	**100**	**100**	**12**	**16**	**4**	**44**	**18**		**587**	
															$370		
Total Costs	**$ 1,750**	**$ 12,210**	**$ 14,850**	**$ 5,880**	**$ 6,120**	**$ 15,910**	**$ 13,320**	**$ 17,000**	**$ 17,000**	**$ 3,360**	**$ 3,440**	**$ 1,280**	**$ 9,900**	**$ 2,610**			**$125,000**

CITY OF LINCOLN

BIKEWAYS MASTER PLAN UPDATE

DECEMBER 12, 2025

DKS

SHAPING A SMARTER
TRANSPORTATION EXPERIENCE™

DECEMBER 12, 2025

428 J STREET, SUITE 340
SACRAMENTO, CA 95814
916.368.2000
26347-000

JONNELYN ESPARTERO
CITY OF LINCOLN ENGINEERING DEPARTMENT
600 SIXTH STREET
Lincoln, CA 95648

SUBJECT: PROPOSAL FOR BIKEWAYS MASTER PLAN UPDATE

Dear Jonnelyn and Members of the Lincoln Selection Team:

DKS Associates (DKS) is a transportation planning and engineering firm with direct experience developing active transportation plans that demonstrate to low-stress bicycle network connectivity, accessibility, and safety. DKS applies a performance-based approach that clearly informs all required elements of the California Bicycle Transportation Act. Our performance-based approach supports improvement recommendations and priorities, and will allow the Bikeways Master Plan to be an ongoing implementation resource for City staff during future competitive grant funding cycles.

The following are key considerations for selecting our team:

Local Experience. DKS has worked with the City for over 15 years and our proposed Project Manager, Jim Damkowitch, managed the City's 2018 Bikeway Master Plan. DKS understands the City's standards and procedures and we have often worked as an extension of City staff supporting the City in development and engineering review.

Performance-Based Planning Experience. DKS provides direct experience developing system and project-level performance metrics for supporting active transportation plans. This includes the successful application of analysis tools and software that inform competitive funding grants. DKS will also develop an interactive webapp for City staff to test the efficacy of bike facility improvements within the GIS framework.

Transportation-Specific Public Engagement Experience. DKS is one of the few transportation planning/engineering firms with an in-house public engagement, equity, and outreach service line specific to transportation. DKS specializes in both traditional outreach methods, such as workshops, presentations and intercept pop-up events, and non-traditional strategies such as interactive web-based tools. Applying both will provide public input that is a better representative sample to inform the Bikeways Master Plan.

Proven Project Manager. Project Manager Jim Damkowitch brings over 35 years of experience in developing multimodal transportation plans, performance metrics, grant applications, and GIS-based analysis of transportation needs and impacts. **Jim brings valuable continuity to this effort as he previously managed the team that developed the City of Lincoln's current Bikeway Master Plan.**

We acknowledge addendum No. 1 posted on November 25, 2025. Our cost proposal is included as a separate document in a sealed envelope. In accordance with the RFP and Addendum No. 1, we note below the exceptions DKS is proposing to the City's standard contract.

> *15. INDEMNITY AND LITIGATION COSTS: To the greatest extent allowed by law and within the construct of Civil Code § 2782, Consultant/Contractor shall indemnify, ~~defend,~~ and hold harmless the City, its officers, officials, ~~agents,~~ and employees ~~and volunteers~~ (the "indemnified parties") from and against any and all claims, damages, demands, liability, costs, losses and expenses, including court costs and reasonable attorneys' fees, arising in any manner out of its negligent performance of this Contract or by reason of negligent acts or omissions, recklessness, or willful misconduct incident to the performance of this Contract on the part of Consultant/Contractor [except such loss or damage which was caused by the active negligence, sole negligence, or willful misconduct of the City]. Without limiting the foregoing indemnity obligation, Consultant/Contractor further shall indemnify~~, defend~~ and hold harmless the indemnified parties from and against any and all damages, liability, costs, losses, expenses, contributions and penalties, including court costs and reasonable attorneys' fees, arising from Consultant/Contractor's misclassification of itself or its employees' status as an independent contractor. The provisions of this paragraph shall survive termination or suspension of this Contract.*

We look forward to working with you and others on this project and commit to performing the services as described in the scope of work. Please feel free to contact our proposed Project Manager, Jim Damkowitch, at 916.889.7201 or jim.damkowitch@dksassociates.com if you need anything.

Sincerely,

Jim Damkowitch
Project Manager/Principal
jim.damkowitch@dksassociates.com

Alice Chen

Alice Chen, AICP
Principal-in-Charge
alice.chen@dksassociates.com

John Bosket

John Bosket, PE
Vice President, Contracting Officer
john.bosket@dksassociates.com

1. CONSULTANT IDENTIFICATION

ABOUT DKS ASSOCIATES

DKS is a transportation planning and traffic engineering firm providing a broad range of services, including active transportation planning, design, and safety. Founded in 1979, DKS has 150 professionals with offices in Oakland, Sacramento, and Anaheim, CA; Portland (Headquarters) and Salem, OR; Seattle, WA; Boise, ID; and Austin, TX. All tasks described in this proposal will be performed primarily out of our Sacramento Office with additional support from our Oakland Office.

- **Legal Name:** DKS Associates
- **Firm's mailing address and physical address:** 428 J Street, Suite 340, Sacramento, CA 95814
- **Legally Responsible Principal:** John Bosket, PE, Senior Vice President, 1050 SW 6th Avenue, Suite 600, Portland, OR 97204 | 971.235.9166 | john.bosket@dksassociates.com
- **Primary Contact / Project Manager:** Jim Damkowitch, 428 J Street, Suite 340, Sacramento, CA 95814 | 916.606.4405 | jim.damkowitch@dksassociates.com

2. PROJECT UNDERSTANDING AND WORK PLAN

UNDERSTANDING

The City of Lincoln is updating its Bikeways Master Plan to reflect current conditions, expand low-stress network connectivity, and support multimodal access citywide. DKS understands that the City seeks a data-driven, GIS-based update that builds upon the 2018 plan. To support this goal, DKS will develop an easy-to-use Level of Traffic Stress tool to support the identification and prioritization of proposed bikeways and supporting infrastructure treatments for the provision of safe low-stress connectivity and accessibility. This tool can also be used by City staff to conduct "what if" scenarios to identify the most cost-effective bike infrastructure improvements. Consistent with City practice, all recommendations that flow from the technical analysis will consider and reflect meaningful engagement with the public, City staff, community leaders, and decision-makers. DKS, drawing on Jim Damkowitch's direct experience preparing the City's previous 2018 Bikeways Master Plan, will deliver a State/Federal compliant plan that is transparent, actionable and reflects the latest bicycle planning and design guidance.

The 2018 Bikeways Master Plan (Bicycle Transportation Plan) established a strong foundation, including a Level of Traffic Stress (LTS) framework that showed how infrastructure and traffic characteristics along roadway segments and at intersections limit "true" connectivity even where bikeways exist. This update will address Class I-IV bikeways and open space multipurpose trails as appropriate to address both existing and planned growth. The plan will be developed to comply with the California Bicycle Transportation Act, and support future grant applications by fully meeting Streets and Highways Code Section 891.2 requirements. DKS understands this plan needs to be a practical funding and implementation tool by mid-2026.

Given that existing infrastructure characteristics do not significantly change over time, DKS will build directly on the 2018 LTS analysis, which already assigned an LTS score to every roadway segment and intersection in the city. DKS will "refresh" this data with current speeds, traffic conditions, and new facilities. DKS will expand upon this analysis by assigning attribute information to designated Points of Interest (POI) (key nodes). The latter will allow greater area type granularity such as, residential areas, shopping centers, schools, health facilities, parks, multimodal connections and recreation hubs. Residential POIs can be defined as disadvantaged or not to determine the relative accessibility benefits of under-resourced communities.

Within this context, DKS will prepare a GIS-based, data-driven update that:

- Evaluates safety and comfort using LTS, collision patterns, at key POIs with attributes that denote residential and non-residential characteristics;
- Allows City staff to quickly analyze and prioritize proposed bikeway improvements over a range of objectives;
- Identifies a phased set of multimodal projects suitable for applicable state and federal grants;
- Reflects community and stakeholder input; and,
- Is informed and guided by City staff, community leaders, and decision-makers.

The outcome will be Bikeways Master Plan update that advances the City's General Plan goals, supports SACOG's complete streets and climate objectives, and provides a transparent roadmap for making biking a safe, convenient, and realistic option citywide. The following work plan outlines our approach to project management, existing conditions assessment, safety and connectivity analysis, and preparation of the updated Bikeways Master Plan.

WORK PLAN

TASK 1 – PROJECT MANAGEMENT & MEETINGS

DKS will prepare all necessary meeting materials including agendas and meeting minutes throughout the life of the project. DKS will continuously monitor the project progress and compliance with City schedule and budget.

DKS will schedule the following meetings which are described in greater detail below:

- Kick-off meeting (1)
- Monthly staff check-in meetings (6)
- Community engagement event (workshop or pop-up) (1)
- On-line community engagement (Community Survey, Social Pinpoint, E-Blasts, Social Media Posts)

Task 1.1 Kickoff Meeting (1)

The Kick-off meeting will include City staff, DKS project team, and if desired by City staff, stakeholders. For the 2018 Bikeways Plan Kick-off meeting, BIA representatives attended due to concerns over costly grade-separated bicycle crossing facilities.

Task 1.2 Monthly Check-in Meetings (6)

To ensure close coordination with the City and adherence to project schedule, DKS will regularly meet with City staff on a monthly basis (or bi-weekly if preferred by the City) to review progress. After the Kick-off

meeting, DKS will develop a Short-Term Action List that will serve as both the agenda and minutes for each subsequent check-in meeting. The Short-Term Action List will be continually updated prior to each check-in meeting for the duration the project.

Task 1.3 Community Engagement Event (1)

Based on preference of City staff, DKS will hold either a public workshop or pop-up event to receive public input. While a pop-up event can potentially maximize exposure to the Plan, valuable input may not be received due to limited time with eventgoers. Conversely, an in-person workshop provides greater opportunity to provide meaningful input. If desired, DKS will prepare exhibits, findings, and present recommendations to the community.

Task 1.4 On-line Community Engagement

Should the City want a project specific website, DKS will develop a short on-line community survey for the public to provide input and utilize Social Pinpoint. As performed in the previous update, Social Pinpoint is an online platform that can be used to gather stakeholder and community input in real-time via a web-based interactive mapping platform. This innovative engagement tool allows users to post geo-spatial input, concerns, and ideas at a specific location. Mapping this input (based on the number of comments) can be made into a "heat" map to identify areas of greatest need or concern for pedestrian/bicycle improvement needs. A heat map of geo-spatial input collected for the previous Bikeways Master Plan is shown in Figure 1.

Deliverables:

- Summary of services performed with invoices, meeting agendas, and meeting minutes.
- Monthly Short-Term Action Lists.
- Engagement exhibits, community survey, project specific website or webpage, and summary of feedback received.

TASK 2 - EXISTING INFRASTRUCTURE/FACILITIES INVENTORY AND MAPPING

Task 2.1 Data Collection

DKS will examine the City's existing inventory of infrastructure data and GIS resources. Where gaps exist, DKS will use a combination of field reconnaissance, GIS OpenData, City planning documents, and on-line resources (e.g. Google Earth Pro, Google Maps Streetview) to fill gaps. Based on the inventory, DKS will map the following attributes GIS:

- Roadway network geometric attributes (number of lanes; lane width; shoulder width; posted speed limit);
- Bicycle facility geometric attributes including: Class I, II, III, IV bikeways (as applicable), bikeway signage, paths, bicycle storage racks, lockers, mid-block crosswalks street markings; controlled mid-block pedestrian crossings (HAWKs RFBs etc.), ADA ramps.
- Intersection control and geometric crossing attributes.
- Designated safe routes to schools.

DKS will review relevant state, regional, and local agency planning and policy documents, including but not limited to the General Plan, Placer County Regional Bikeway Plan, and the SACOG Regional Trail Network Action Plan for consistency. Note that Placer County Transportation Planning Agency (PCTPA) is in the process of completing the Placer Countywide Active Transportation Plan (ATP). Should the Plan be completed by project initiation, DKS will include the ATP in its review.

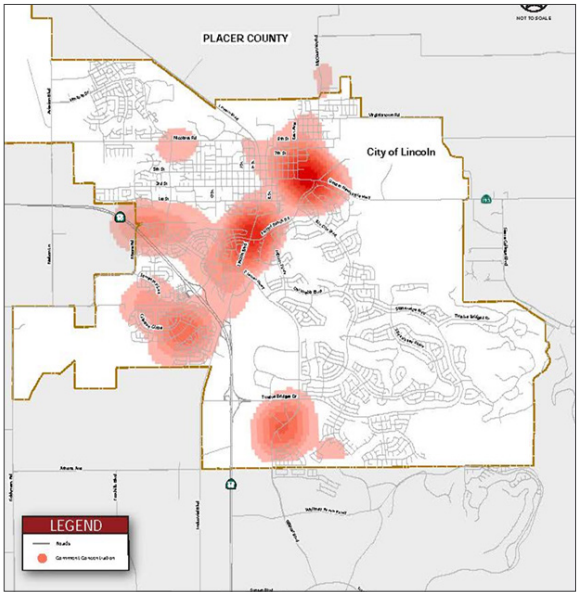


FIGURE 1. HEAT MAP OF GEO-SPATIAL INPUT COLLECTED FOR THE CITY'S PREVIOUS BIKEWAYS MASTER PLAN

Deliverables:

- Updated exhibit showing existing and proposed bicycle and trail facilities with current City Limits and Sphere of Influence (PDFs and GIS files).
- Updated bicycle and pedestrian facility data (PDFs and GIS files).
- Literature Review memo outlining consistency with relevant plans.

Task 2.2 - City-wide Origins and Destinations Analysis

DKS will coordinate with the City to review the 2018 Plan key Points of Interest (POI). DKS will coordinate with the City to determine if additional POI should be identified. DKS will ensure that residential POIs be further stratified as disadvantaged or not (based on SACOG or PCTPA regional definitions) and that non-residential POIs are stratified as schools, parks, health care facilities, major employers, shopping centers, transit stops and hubs etc. DKS will prepare a land use map showing POIs. The City already provides bicycling connections to some of these POIs. Regional connections to POIs outside the City will also be considered.

While many of Lincoln's bicycle facilities connect to key destinations, nearby higher-stress crossings and segments may discourage bicycle access. The goal will be to develop a "low-stress" bicycle network that serves as many POIs as possible (see Task 1.4).

Deliverables:

- Map of key Points of Interest (POI).

Task 2.3 - Safety Analysis and Mapping

Bicycle low-stress connectivity will be evaluated relative to bicycle-vehicle collision history using TINs data from 2017 to 2025. The previous Bikeways Master Plan included collision data from 2012 to 2016. This traditional hot-spot analysis will identify locations in the bicycle network that have historically exhibited safety issues for cyclist. All bicycle collision data will be stratified by collision type, collision severity, collision factor and mapped in GIS. Heat maps will also be developed to illustrate and delineate areas or corridors where bicycle collisions are most prominent. As documented in the 2018 Plan, an overwhelming percentage of bike-vehicle collisions occurred on the

high-stress network. This is not anticipated to change based on the updated collision data. As such, a high degree of "risk" is associated with the high-stress network and infrastructure characteristics. High-risk locations or corridors which may or may not have any collision history but will be identified and considered for improvements based on systemic safety concerns. Both collision and risk mapping will be performed relative to disadvantaged and non-disadvantaged communities to determine if the disadvantaged communities in the city exhibit disproportionately poorer accessibility to the low-stress active transportation network and are therefore at greater safety risk than the non-disadvantaged communities.

Deliverables:

- Updated collision GIS maps.
- Updated collision data tables and charts.

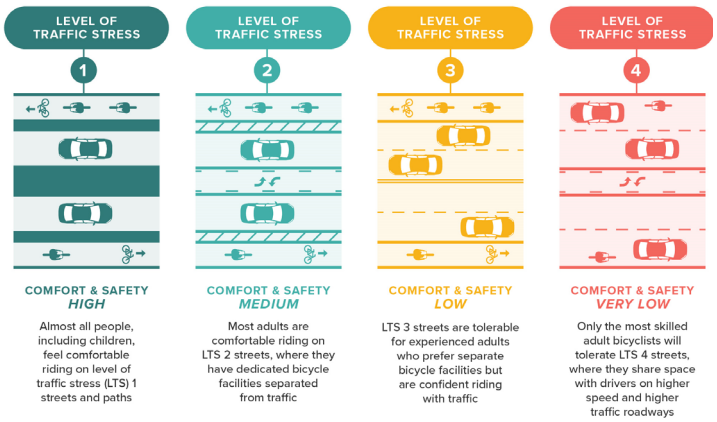
Task 2.4 - Points of Interest (POI) Connections Inventory and Mapping

DKS will perform a Level of Traffic Stress (LTS) for the entire City of Lincoln street network. The following data inputs and information will be required – most of which will have been collected as part of Task 2. Existing and future traffic volumes can be based on existing traffic count data or currently existing City baseline and future travel demand model volumes (i.e., loaded networks).

1. Existing and future traffic volumes
2. Roadway network geometric attributes
3. Pedestrian/bicycle facility geometric attributes
4. Intersection control and geometric attributes for accommodating pedestrians and cyclists
5. Presence and width of a parking lane (diagonal, or parallel)
6. On-street parking supply and utilization by time of day.

Based on this data, an LTS score will be assigned to every segment of the existing roadway network in the City of Lincoln. Segments will be defined as sections of roadway that are separated by stop-controlled intersections or changes in roadway characteristics (such as the transition from two to three lanes, or transitions in speed limits). Intersection approaches will be treated as distinct roadway segments due to the specific nature of LTS criteria regarding intersections. Examples of LTS mapping from the City of Lincoln Bikeways Master Plan are shown in Figure 1 and Figure 2.

The distribution of segment miles by LTS score will be determined and mapped in GIS. Intra-city connectivity "islands" within the low-stress network will be identified (isolated pockets with no low-stress



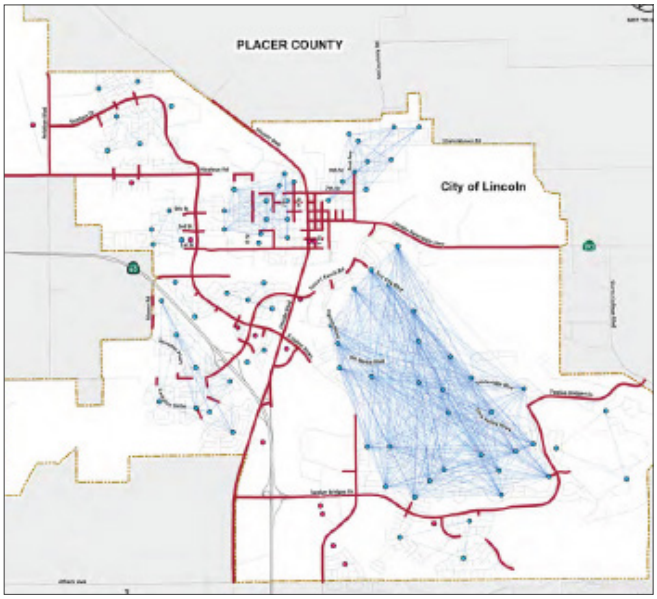


FIGURE 2: AN EXAMPLE OF "KEY-NODE" CONNECTIVITY MAPPING FROM THE CITY OF LINCOLN BY JIM DAMKOWITCH WHILE WORKING AT A PREVIOUS FIRM.

connectivity). These islands dramatically reduce the number and length of low-stress bicycle route connections within the city.

Example of "POIs" connectivity mapping from the City of Lincoln is shown in Figure 2. This figure presents POIs within the city (or, "key nodes") that are connected by low stress routes (with low stress routes shown in blue) while some "key nodes" are completely disconnected from each other. (Class I bicycle facilities are included as connections between clusters.). Updated maps of low-stress connectivity will be developed.

The effect of the moderate to high stress routes have on bicycle connectivity will be determined by performing network analysis within GIS. DKS will compute the percent change in connectivity between "POIs" resulting from removal of moderate to high stress routes from the network. To estimate the effect of bicycle trip length on connectivity, DKS will account for undue detour and bicycle trips with lengths of 2 miles or less (to represent common trip types and purposes). Measuring bicycle trip length is critical to determining network connectivity for the following reasons:

- While "POIs" may be physically connected by the network, barriers and gaps within the network can substantially increase bicycle trip distances, resulting in significant detour.
- Based on research by the Mineta Institute, circuitous routing of greater than 25% of the baseline distance is considered "undue detour" and will likely result in not using the most direct route or not making the trip by bike at all.

These tests and resulting connectivity maps and statistics will allow the City to determine the efficacy of various bike improvements. Based on the LTS and safety analyses, DKS will examine all existing planned bikeway improvements and reassess where the greatest bicycle needs are within the city. DKS will coordinate with the City to reevaluate its prioritization of future bicycle projects based on LTS modeling. The LTS mapping will be combined with the collision mapping to correlate the number of bicycle collisions with the high-stress network.

An interactive webapp will be developed by DKS to facilitate scenario testing, visualization, and summarization of connectivity results based on LTS scores. This interactive tool takes user imported data such as a network with LTS scores assigned, POIs, and demographic data to allow the analysts to evaluate the impact of changes in LTS, trip distance thresholds, and circuity on network connectivity. Demographic, network, and trip attributes can be filtered to tailor analyses for specific groups and purposes giving users deep insight into the implications and effectiveness of infrastructure investments on low-LTS network accessibility. Figure 3 highlight some of the webapp's main functions for visualization and analysis.

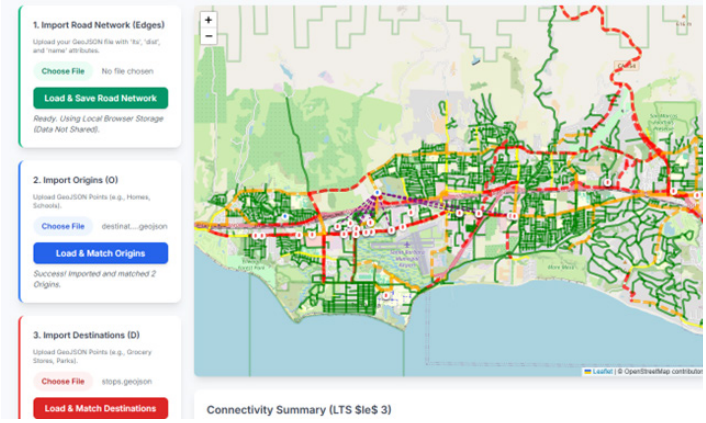


FIGURE 3. INTERACTIVE WEB APP WITH GOLETA EXAMPLE.

Task 2.5 – CIP Development and Costing

Based on the analysis described in Task 2, DKS will coordinate with City staff to identify and prioritize the bicycle capital improvements. DKS will develop planning level cost estimates for each improvement. Costs for improvements already identified in the 2018 plan will be escalated based on changes in CCI or other appropriate cost index acceptable to the City. DKS will also update the Planning and Design Standards to reflect the most up to date State and Federal guidance.

Deliverables:

- Map of citywide Level of Traffic Stress analysis.
- Map of citywide connectivity via low-stress connections.
- GIS files of LTS and connectivity analysis.
- Prioritized CIP List and Associated Planning Level Costs.
- Updated Planning and Design Standards.

TASK 3 – MASTER PLAN DOCUMENT

Task 3.1 – Administrative Draft Bikeways Master Plan

DKS will prepare an administrative draft plan document with updated elements and findings of the Bikeways Master Plan. The administrative draft plan will be submitted to City staff for review in electronic format.

Task 3.2 – Public Review Draft Bikeways Master Plan

Upon review and comment from the City, DKS will prepare the public review draft Bikeways Master Plan. The public review draft plan will be open for public review for a designated period established by the City. Once public comments are obtained and the comment period is closed, DKS will address all comments as appropriate.

Task 3.3 – City Council Presentation (1)

DKS will attend and present the public draft plan to the City Council. DKS will prepare the presentation and assist City staff on the development of the staff report if desired.

Task 3.4 – Final Bikeways Master Plan

Based on public comment and input from the City Council, DKS will finalize the Final Bikeways Master Plan document.

Deliverables:

- Administrative Draft and Public Review Draft Bikeways Master Plan
- City council presentation i.e., Powerpoint, exhibits, maps, and physical copies of the draft Bikeways Master Plan.
- Final Bikeways Master Plan
- Updated GIS file showing existing and proposed bicycle and trail facilities.

LABOR HOURS BY PROJECT PHASE AND STAFF LEVEL

		Principal In Charge	Project Manager	Active Transportatio Lead	Safety Lead	GIS/Mapping Lead	Webapp Lead	LTS Lead	Planner / Engineer	Planner / Engineer	CIP Costing Lead	CIP Costing	Community Engagement Lead	Community Engagement	Project Administrato Community Engagement	DKS Total Hours
Task 1	**Project Management & Meetings**															
1.1	Project Kickoff		2	2											2	6
1.2	Monthly Check-in Meetings (6)		6	6									2	2		16
1.3	Community Engagement Event (1)		4	4									2	8	4	22
1.4	On-line Community Engagement		2	4				24						24	6	60
Task 2	**Existing Infrastructure/Facilities Inventory and Mapping**															
2.1	Data Collection		1	2			2	2	16	16						39
2.2	City-wide Origins and Destinations Analysis		4	4			8	8	16	16						56
2.3	Safety Analysis and Mapping		1	4	8	12	8	8	16	16						73
2.4	Points of Interest (POI) Connections Inventory and Mapping	1	4	4		12	32	8	16	16						93
2.5	CIP Development and Costing	1	1	4							4	16				26
Task 3	**Master Plan Document**															
3.1	Administrative Draft Bikeways Master Plan	2	4	8	16		16	16	24	24	8			8	4	130
3.2	Public Review Draft Bikeways Master Plan	1	2	5			8	8	12	12						48
3.3	City Council Presentation (1)		4	4												8
3.4	Final Bikeways Master Plan		2	4										2	2	10
	Total Hours	**5**	**37**	**55**	**24**	**24**	**74**	**74**	**100**	**100**	**12**	**16**	**4**	**44**	**18**	**587**

3. RELATED PROJECT/CLIENT INFORMATION

Below are three representative projects highlighting our relevant experience, with full descriptions included in the appendix.

CITY OF GOLETA CITY-WIDE LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS

DKS performed a Pedestrian/Bicycle Level of Traffic Stress (LTS) model for the City of Goleta. The effort provides Goleta with a comprehensive CIP prioritization tool for pedestrian and bicycle infrastructure improvements. The LTS model employs GIS mapping of existing pedestrian and bicycle infrastructure characteristics that quantifies the degree of low-stress connectivity of various residential and non-residential points of interest within the City.

Key Staff: Jim Damkowitch (PM), Dave Tokarski, Connor Wolff, Sean Carney, Sylinda Villado
Contracting Agency: City of Goleta
Contact Name/Title: Nina Buelna, Public Works Director
Address: 130 Cremona Drive, Goleta, CA 93117
Email: nbuelna@cityofgoleta.org
Phone: (916) 838-3161
Budget: $61,000

CITY OF SOLVANG ACTIVE TRANSPORTATION PLAN

DKS updated the City of Solvang's Active Transportation Plan using a performance-based approach with clear, quantitative criteria to prioritize improvements and support grant applications. We completed a full infrastructure inventory, LTS analysis, and collision analysis to identify safety and connectivity needs. Outreach was coordinated with the General Plan update, and recommendations were developed with Public Works staff for feasibility and alignment with Solvang's community character.

Key Staff: Jim Damkowitch (PM), Josh Pilachowski, Kendall Flint, Connor Wolff
Contracting Agency: City of Solvang
Contact Name/Title: Rodger Olds, PE, Public Works Director/City Engineer
Email: rolds@cityofsolvang.com
Phone: (805) 688-5575 x225
Budget: $50,000

SOLANO TRANSPORTATION AUTHORITY ACTIVE TRANSPORTATION PLAN

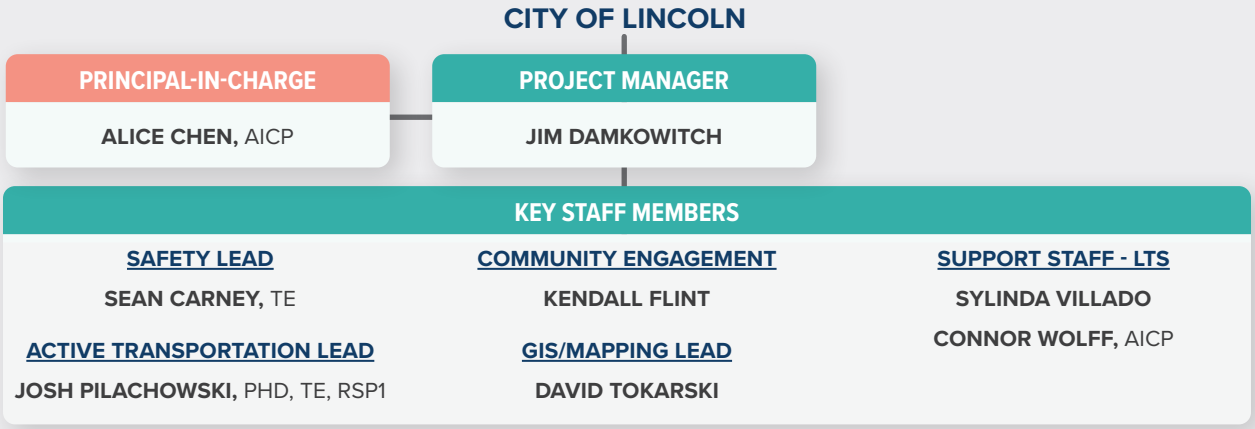
The project provided updated and combined bicycle, pedestrian, and safe routes to transit plans both countywide and for each member jurisdiction. DKS led the tasks associated with safety analysis, wayfinding, and project prioritization. DKS was also extensively involved in stakeholder outreach.

Key Staff: Josh Pilachowski (PM)
Contracting Agency: Solano County
Contact Name/Title: Anthony Adams, Planning Director SacRT
Address: 1400 29th St, Sacramento, CA 95816
Email: aadams@sacrt.com
Phone: (925) 788-0758
Budget: $129,800

4. INDIVIDUAL STAFF EXPERIENCE AND PROJECT ORGANIZATION

DKS has assembled a team with extensive transportation planning experience and a strong record supporting public agencies across California. Brief bios follow the organizational chart, with full resumes provided in the Appendix.

PROJECT ORGANIZATION CHART



BRIEF BIOS OF KEY PERSONNEL

KEY STAFF NAME	BIO
Jim Damkowitch Project Manager **30% Available**	Jim brings over 35 years of experience in multimodal transportation planning, active transportation plans, corridor and safety studies. He has led active transportation studies, including the Citywide Bicycle Level of Stress for the City of Goleta, the City of Solvang Active Transportation Plan, the City of Santa Maria Active Transportation Plan, and the TRPA/TMPO Bicycle and Pedestrian Data Collection Protocol. **Jim also managed the City of Lincoln's 2018 Bikeway Plan.**
Alice Chen Principal-In-Charge **30% Available**	Alice brings over 30 years of experience in multimodal transportation planning and engineering, with a focus on policy development, performance standards, and interagency coordination. She has guided numerous California jurisdictions through Complete Streets policy implementation and development of tools and processes that support multimodal outcomes. As Principal-in-Charge, Alice will provide executive oversight, resource allocation, and strategic guidance for this effort
Josh Pilachowski, TE, PhD, RSP1 Active Transportation Lead **30% Available**	Josh is a registered traffic engineer in California and is currently managing multiple Regional and Local planning projects throughout the Sacramento and Bay Area Regions. He has experience in active transportation plans, safety prioritization, climate resiliency projects, and regional planning documents and has developed methodologies for large-scale data-based prioritization working with both urban and rural projects.
Sean Carney, TE Safety Lead **30% Available**	Sean has experience in safety analysis, multimodal traffic operations analysis, travel demand modeling, microsimulation, and active transportation planning. This broad range of skill sets in addition to his experience with the City allows him to bring a unique perspective to this project, ensuring that planned improvements can be effectively implemented.
David Tokarski GIS/Mapping Lead **30% Available**	David has managed a wide range of transportation planning projects. He specializes in environmental analysis, GIS applications, impact analyses, and travel demand forecasting. David has developed detailed GIS parcel maps, linked to land use databases, to update travel demand models.
Kendall Flint Public Outreach Advisor **25% Available**	Kendall is an industry professional with more than 30 years of public engagement experience in transportation planning efforts throughout California. She has created and implemented a broad range of communication, economic development, and outreach campaigns for public and private agencies. She has delivered successful programs that engage under-served, hard-to-reach populations in a meaningful way.
Sylinda Villado Support Staff LTS **40% Available**	Sylinda is a transportation planner with extensive community outreach experience and is dedicated to involving the public in the planning process. Through her knowledge and understanding of data analysis, GIS, public process, and planning policies, Sylinda is able to support DKS in providing creative solutions to challenging transportation planning projects and maintains a commitment to ensuring underrepresented communities gain equitable and accessible transportation. Sylinda's recent LTS experience includes the City of Goleta Citywide Level of Traffic Stress Analysis.
Connor Wolff, AICP Support Staff LTS **40% Available**	Connor has experience in developing LTS models using spatial analysis using ESRI ArcGIS. His work covers complex modeling and data analysis projects including corridor studies, transit operations, and spatial statistics. Connor is skilled in coding languages such as python and R and strives to bolster integrity, transparency, and efficiency in data analyses. Connor has recently led the technical analysis for the City of Goleta Level of Stress Analysis and the City of Solvang Active Transportation Plan.

SUBCONSULTANTS

DKS will not use subconsultants for this project; all tasks and deliverables will be completed by DKS, providing streamlined coordination and a fully integrated approach.

STAFFING CAPACITY AND RESOURCE AVAILABILITY

DKS maintains a balanced workload that allows our project manager and key technical staff to commit the time needed for this effort. Our firm has additional planners, engineers, GIS specialists, and engagement staff available to support the project if workload needs shift. With this depth of resources, we can quickly respond to requests for additional or contingency services while maintaining schedule and quality. Staff availability is provided in the above table. DKS is committed to meeting the six month schedule described in the RFP.

COMMITMENT TO MAINTAIN PROPOSED PROJECT TEAM

DKS confirms that the proposed staff will serve as the project team and will not be changed without the City's written approval. Any requested substitution would occur only under exceptional circumstances and involve equally or more qualified staff.

APPENDIX

i. Full Resumes of Key Staff

ii. Full Project Descriptions

iii. Levine Act Disclosure Statement

I. FULL RESUMES OF KEY STAFF

JIM DAMKOWITCH

PROJECT MANAGER

Jim has over 35 years of experience in regional and interregional multimodal transportation planning including multidisciplinary corridor studies, active transportation studies, safety analysis, transit studies, traffic, operational analyses, macro/micro transportation, air quality modeling, and performance measure applications. He has managed Active Transportation Plans as well as Local Roadway Safety Plans and assisted Caltrans on statewide safety planning efforts. He has served as project manager for state highway infrastructure improvement Project Study Reports (PSR) and Project Approval and Environmental Document (PA-ED) phases, traffic impact mitigation fee programs and updates, travel demand modeling, air quality modeling, transportation operational studies and safety studies for a variety of clients including Caltrans, MPO's and various cities and counties in California.

EDUCATION

MS, Geography, University of California, Santa Barbara

BA, Geography (Honors), University of California, Santa Barbara

YEARS OF EXPERIENCE

Total: 35

With DKS: 5

SELECT EXPERIENCE

Citywide Bicycle Level of Traffic Stress (LTS) City of Goleta, CA – Project Manager. Jim managed the development of Goleta's Citywide Bicycle LTS model. DKS applied the Mineta Institute Level of Traffic Stress methodology to build a citywide LTS platform. Both residential and non-residential Points of Interests (POI) were geo-coded with attributes that included: parks, bus stops, health care facilities, retail hubs, and disadvantaged residential communities. ArcGIS Network Analyzer was used to identify the relative connectivity (percent connected) of the low stress network to various POIs within the City. The ArcGIS data engine layers were also imported into a Java scripted dashboard user interface that allows "what if" scenarios by toggling on or off bike improvements. This quick-response tool allows City staff to test and prioritize bike infrastructure improvements across a myriad of user-defined connectivity parameters. The LTS model provides the quantitative rubrics to allow the City's ATP to be an on-going implementation resource during future competitive grant funding cycles. The Citywide LTS model was completed in November 2025 with City staff training scheduled in February 2026 to complete the project.

City of Solvang Active Transportation Plan, Solvang, CA – Project Manager. Jim managed the development of the City of Solvang's ATP. DKS applied a performance-based approach to yield quantitative rubrics to support prioritized improvement recommendations that will allow the ATP to be an on-going implementation resource for City staff during future competitive grant funding cycles. A complete infrastructure inventory was performed. Based on this data a detailed LTS analysis was performed to identify the relative connectivity of the low stress network to various Points of Interest (POI) within the City. A complete pedestrian and bicycle collision analysis was performed to correlate collision locations and the high-stress network. Community outreach performed for the ATP was done as part of the City's outreach efforts for its concurrent General Plan update. Adoption of the City's ATP occurred in July 2024.

City of Santa Maria Active Transportation Plan, Santa Maria, CA - Project Manager. Jim managed development of the City's Active Transportation Plan (ATP). Jim established a performance-based planning approach to quantify the societal benefits of the recommended bicycle facility improvements. This entailed developing and completing the following tasks: Level of Traffic Stress Analysis; City-wide Points of Interest Mapping; Pedestrian/Bicycle Collision Analysis and Mapping; GIS-based Percent Connectivity Analysis; and CIP Development and Mapping. Community engagement activities including the development of a community survey; project webpage; an interactive web-based mapping tool using Social Pinpoint; project branding; and project information cards was implemented. This also included attending community events (i.e., community dinners, Santa Maria Open Street Fair); hosting a public workshop; and leading stakeholder meetings. All outreach materials were provided in English and Spanish and also included soliciting input from Mixtecan community. The ATP was approved by City Council in November 2020.

City of Lincoln Bicycle Transportation Plan, Lincoln, CA - Project Manager. Prior to joining DKS, Jim managed the 2018 update to the City of Lincoln's Bicycle Transportation Plan. This entailed updating all relevant elements required by the California Bicycle Transportation Act; developing bicycle facility design guidelines; performing an active transportation collision assessment; performing a detailed bicycle network connectivity analysis using the Level of Traffic Stress (LTS) methodology; updating the bicycle CIP list; developing ATP rubrics and benefit-cost information for the top-ten priority projects for future ATP competitive grant funding cycles; and an aggressive public outreach effort using traditional workshop and non-traditional interactive web-based tools for gathering geo-referenced input on bicycle needs and desired improvements. The safety, connectivity, CIP improvement information, monetized project benefits and project cost information were developed within a GIS framework under baseline and future year land use assumptions.

TRPA/TMPO Bicycle and Pedestrian Data Collection Protocol. Prior to joining DKS, Jim managed the development of a bicycle and pedestrian data collection protocol for the Lake Tahoe Region. This included a review of best practices in bicycle and pedestrian data collection, compiling all historic bicycle and pedestrian count data into a count database consistent with the FHWA Traffic Monitoring Guide, documenting existing bicycle and pedestrian data collection technologies, developing a count protocol to conduct and adjust counts, and a methodology to prioritize new data collection sites. Jim's team also developed documented historic count data and mapped historic count locations. Jim's team assisted TRPA/TMPO in establishing a recommended set of locations and count technologies to establish an initial set of permanent and short-term count locations, as well as estimated costs for equipment, staff time and installation.

City of Santa Maria Local Roadway Safety Plan, Santa Maria, CA - Project Manager. Jim managed DKS on the development of the City of Santa Maria's Local Roadway Safety Plan (LRSP). The LRSP entailed a detailed collision analysis that mapped crash locations, identified safety hot spots and corridors, and recommended safety treatments. A comprehensive outreach effort was implemented that included attending community events (i.e., Santa Maria Open Street Fair, Elks Rodeo Event, Cruisin Nationals Car Show Event) and meetings with the project's Stakeholder Advisory Group. All outreach materials were provided in English and Spanish and the community surveys (~500) also included soliciting input from Mixtecan community. The LRSP was approved by City Council in April 2022. As part of the project, DKS completed two Cycle 11 HSIP applications for safety grant funding.

City of San Luis Obispo Downtown Pedestrian Plan, San Luis Obispo, CA. - Project Manager. Prior to joining DKS, Jim managed the development of a Downtown Pedestrian Plan to document existing conditions for pedestrians. The plan was informed by an HCM MMLOS analysis and established goals, policies, and strategies to improve the quality of the pedestrian environment downtown, as well as a needs assessment documenting where pedestrian facilities were missing or did not meet recommended widths, and crossing locations where improvements were recommended. Jim's team established design guidelines consistent with City regulations and practices to provide best practices for improving pedestrian facilities within the Downtown of the City. The plan also included implementation guidance to help the City prioritize/select projects for funding.

ALICE CHEN, AICP

PRINCIPAL-IN-CHARGE

Alice has over 30 years of experience in multimodal transportation planning and engineering. Alice has worked with several cities and counties in California developing policies and performance standards through collaborative interagency processes. Her work addresses the state's Complete Streets requirements by adopting policies and developing tools, processes, and procedures for implementation, incorporates the Caltrans' Smart Mobility Framework into state, regional, and local transportation planning practices, and engages in efforts to reform the CEQA guidelines for transportation analysis.

EDUCATION

MS, Transportation Engineering, University of California, Berkeley

BA, Urban Studies and Civil Engineering, Brown University

REGISTRATION

American Planning Association, Member

American Institute of Certified Planners (AICP), No. 12738

California Planning Roundtable, Vice President of Operations

TransForm, Board of Directors, Co-Chair

WTS, Member

YEARS OF EXPERIENCE

Total: 34

With DKS: 1

SELECT EXPERIENCE

***Caltrans D3 Complete Streets Plan, California Department of Transportation, District 3.** Alice served as Principal and Project Manager for the Caltrans District 3 Complete Streets Plan (D3-CSP). The purpose of the plan was to update the complete streets inventory and identify bicycle, pedestrian and transit enhancements that could be included in the Complete Streets Plan. A key element of the study was to establish a partnership-based process to engage key stakeholders at local agencies to better interface between the multimodal transportation needs of the State Highway System and the local circulation and access provided by the local streets.

***Alameda CTC Oakland-Alameda Access Project.** Alice served as Stakeholder Engagement Support and Technical Reviewer for traffic operations analysis and bicycle and pedestrian access, circulation and safety. The study involved governmental and community stakeholders to ensure that the proposed reconstruction of an inter-regional freeway interchange in downtown Oakland addresses the circulation and safety needs of drivers, pedestrians, transit, and bicyclists.

***Alameda CTC Central County Complete Streets Implementation Study.** Alice managed and provided oversight to the consultant team developing a Complete Streets implementation program for the cities of Hayward, San Leandro and unincorporated Alameda County. The study involved working with stakeholders, developing a work program identifying specific actions to implement Complete Streets policies, defining standard operating procedures, creating implementation tools such as design guidelines and project checklists, and producing training/educational materials.

***California Strategic Highway Safety Plan.** Alice served as Stakeholder Engagement Support and Technical Support for Integrating Equity guiding principle. The effort involved assisting Caltrans HQ with updating its SHSP for the entire state of CA and collaboratively developing the 2020-2024 SHSP update based on a data-driven process with substantive input from key stakeholders from the 5Es of traffic

safety (Engineering, Education, Enforcement, Emergency Response, and Emerging Technology) as well as advocates. This project defined the framework for ongoing stakeholder involvement statewide that includes the available tools necessary for effective implementation and tracking.

Alameda Clement Avenue Complete Street Corridor Feasibility Study. Alice served as the Project Manager for the Clement Avenue Complete Street Corridor Feasibility Study. Through a robust community engagement process, the study considered several design options for the Clement Avenue corridor from Grand Street to Broadway. Initial community meetings identified several goals for the corridor. Key opportunities to address the goals were identified, including removal of railroad tracks, improving the sidewalks, and providing a bikeway. Several bikeway options were considered. Multimodal Level of Service (LOS) analysis was conducted for a preferred concept as part of the feasibility analysis.

South San Francisco Junipero Serra Boulevard and Westborough Boulevard Feasibility Study. Alice led the effort to compile and summarize the technical memoranda into a final report. DKS partnered with the City of South San Francisco to conduct a comprehensive feasibility study to evaluate pedestrian and bicycle enhancements along Westborough Boulevard and Junipero Serra Boulevard near the I-280/Westborough interchange. The final feasibility report documented existing conditions, public outreach findings, traffic operations analysis, proposed alternatives, alternative evaluations, and potential funding opportunities. This study laid the groundwork for future improvements, ensuring a more walkable and bike-friendly corridor for South San Francisco.

TAMC Regional Vision Zero Action Plan. Alce is supporting the extensive outreach effort facilitating in-person workshops and will lead the implementation plan helping TAMC and partner agencies to identify specific actions to advance the priority safety projects and programs. DKS is currently partnering with the Transportation Agency for Monterey County (TAMC) on the development of an SS4A-funded Regional Vision Zero Action Plan, which will include a regional plan and 10 jurisdiction-specific plans (nine cities and the unincorporated county).

***Caltrans Smart Mobility Framework Implementation Pilot Studies, California Department of Transportation.** Alice led the implementation of the Caltrans Smart Mobility Framework, which is a broad framework for sustainable transportation planning consisting of Smart Mobility principles, place types, and performance measures. The Pilot Area 1 effort integrates SMF into the Caltrans planning process for a second-generation corridor system management plan (CSMP) for Interstate 680 in Contra Costa County. For Pilot Area 2, Alice worked with LA Metro as the pilot area sponsor to apply the SMF principles and performance measures as part of the South Bay Cities COG Subregional Transportation Plan. This effort included a literature review and interviews of subject matter experts to capture the latest metrics, tools, and data sources to analyze the SMF performance measures. The final report consolidates the lessons learned from the development, testing, and evaluation of the processes, methodologies, and results of applying the SMF in the two planning efforts.\

*Project completed prior to joining DKS.

JOSH PILACHOWSKI, PHD, TE, RSP1

ACTIVE TRANSPORTATION LEAD

Josh Pilachowski is a registered traffic engineer in California and has managed Regional and Local planning projects throughout California. He has experience as project manager for projects focused on active transportation, safety prioritization, grant writing, and regional planning documents, and he has developed methodologies for large-scale data-based prioritization working with both urban and rural projects.

EDUCATION

PhD, Civil and Environmental Engineering and Transportation, University of California, Berkeley

MS, Civil and Environmental Engineering and Transportation, University of California, Berkeley

BS, Civil and Environmental Engineering, University of Maryland

REGISTRATION

California Professional Traffic Engineer No. 2763

Road Safety Professional 1 No. 460

YEARS OF EXPERIENCE

Total: 15

With DKS: 15

SELECT EXPERIENCE

City of Solvang Active Transportation Plan, Solvang, CA. Josh was Deputy Project Manager For this project and led the safety and project identification tasks. The project provided a bicycle and pedestrian level of stress analysis for the City as well as a facility gap analysis. Project identification included conceptual design and cost estimates.

City of Folsom Active Transportation Plan, Folsom, CA. DKS was a subconsultant and Josh managed all DKS tasks for this project. Tasks included gap identification, safety analysis, and project prioritization. The project provided a combined bicycle and pedestrian plan for the City.

Solano Transportation Authority Active Transportation Plan, CA. DKS was a subconsultant and Josh managed all DKS tasks for this project. Tasks included safety analysis, wayfinding, project prioritization, and stakeholder outreach. The project provided an updated and combined bicycle, pedestrian, and safe routes to transit plan, both countywide and for each member jurisdiction.

Sacramento County Active Transportation Program Grant Support, CA. Josh was the project manager providing grant writing support to Sacramento County for preparation of Active Transportation Program grant applications to Caltrans and SACOG for a total of $9.2 million in requested grant funding. DKS provided narrative and design support, including development of conceptual plans and cost estimates, as well as summarizing recent outreach and planning efforts that resulted in funding for both projects.

SMCTA Measure A & Measure W Grant Writing Assistance, City of South San Francisco, CA. Josh was the project manager providing grant writing support to the City of South San Francisco for the SMCTA Highway program Measure A and Measure W in 2023. The grant was prepared in support of the City's Junipero Serra and Westborough Boulevard Pedestrian and Cycling improvement project and was successfully funded.

Safe Streets and Roads for All (SS4A) Grant Program Support, City of South San Francisco, CA. Josh was project manager supporting the City of South San Francisco for their SS4A grant application in 2023. Tasks included developing

narrative highlighting the importance of the transportation project in terms of safety, accessibility, efficiency, and environmental considerations as well as benefit/cost analysis. The grant was prepared in support of the City's Junipero Serra and Westborough Boulevard Pedestrian and Cycling improvement project.

Sacramento County Local Road Safety Plan (LRSP), Sacramento, CA. Josh was the Project Manager for the development of Sacramento County's Local Road Safety Plan (LRSP). The LRSP combines a data-driven review of five years of crash history throughout the unincorporated county with a comprehensive stakeholder outreach effort to identify safety challenge areas for the County. DKS, working with staff and stakeholders, developed goals for each challenge area along with projects, programs, and policies that will help achieve each of the identified goals. DKS also supported the County in the development of two Active Transportation Program Cycle 6 grant applications.

Solano Countywide Local Road Safety Plan, CA. Josh is the Project Manager for developing Local Road Safety Plans for all cities in Solano County. This work includes significant stakeholder coordination across the County, as well as crash analysis and countermeasure identification. DKS led an effort to develop and submit 17 HSIP Cycle 11 grant applications for the most competitive identified projects.

SR 49 Confluence Multimodal Corridor Study, CA. Josh is the Safety Task Lead for this corridor study. The project is focused on identifying transit shuttle opportunities along the corridor to spread demand and facilitate multimodal accessibility to high-demand locations. Josh performed a crash analysis of the corridor and led a Road Safety Audit for primary project stakeholders.

City of Santa Maria Local Roadway Safety Plan, Santa Maria, CA. Technical Lead STA ATP and SS4A Grant Support, CA. Josh is the Project Manager for the development of Active Transportation Program Cycle 6 grant preparation, facilitated by Solano Transportation Authority. He also supported the development of countywide Safe Streets for All Grant applications.

City of Pacifica General Plan Update and Sharp Park Specific Plan, Pacifica, CA. Josh is the project manager for the transportation portion of the general plan update for Pacifica. This effort is in parallel with a Specific Plan for their downtown Sharp Park area. The analysis involves multimodal demand analysis, LOS calculation for roadway segments and intersections within the city, parking occupancy, and the creation of GIS figures to represent the analysis.

City of Hercules Circulation Element Update, Hercules, CA. Josh was the project manager for an update to the City of Hercules Circulation Element Update. The Element Update focused on the introduction of multimodal policies and goals, improved access to the Regional Intermodal Transit Center, and the effect of changing technology. He also attended Planning Commission and City Council meetings to answer any relevant questions as a representative of City Staff.

West Sacramento Systemic Safety Report, West Sacramento, CA. Josh was the project manager for a project with West Sacramento based on their Systemic Safety Analysis Report Program grant funding. This project involved a data-driven identification and prioritization of safety projects for the City of West Sacramento and assistance in the preparation of Cycle 9 HSIP grant applications. The grant writing included crash record analysis, identification of relevant safety improvements, conceptual design and cost estimation. This project resulted in funding for all four submitted grants for a combined $2.5 Million in safety funding.

SEAN CARNEY, TE

SAFETY LEAD

Sean offers a broad range of analysis skills, including signal timing, traffic operations analysis, transportation system planning, and crash data and safety analysis. Sean works with public agencies to identify and resolve today's transportation issues and plan for future travel demand. He is experienced in providing quantitative and qualitative analysis for all mobility methods. He has worked on projects throughout California to address the needs of growing traffic, transit, and active mobility demands.

EDUCATION

BS, Civil Engineering, Cal Poly San Luis Obispo

CERTIFICATION

California Professional Traffic Engineer, No. 3104

YEARS OF EXPERIENCE

Total: 11

With DKS: 11

SELECT EXPERIENCE

City of Lincoln On-Call Engineering Services, Lincoln, CA Since 2019, Sean has assisted the City in preparing and reviewing traffic studies for developments proposed within the City. Sean has used his understanding of local, state, and federal guidelines to ensure that proposed developments meet access design standards and that completed traffic studies are accurate and informative.

North 12th Street Complete Street PA/ED, Sacramento, CA. Sean provided traffic analysis and intersection concept plans for the installation of a new Class IV bikeway on North 12th Street. He evaluated delay and queuing impacts of the project and ensured that proposed operational modifications would not adversely impact light rail operations along the corridor. Sean also developed base concept of operations plans for the new signal phasing that was required along the corridor to accommodate new vehicle and bicyclist intersection phases.

Re-Imagine North Watt Corridor Plan, Sacramento County, CA. Sean provided technical oversight and direction on traffic operations analysis and alternatives development for a project on North Watt Avenue between Peacekeeper Way and Antelope Road. The purpose of this study was to develop a new corridor plan which incorporates all modes of travel and balances the needs of the local community with those of commuters traversing the corridor. This project involved extensive outreach to ensure that new concepts addressed community concerns. Sean was responsible for developing alternatives for this project which provided increased accessibility for pedestrians, cyclists, and transit riders while also maintaining sufficient vehicle capacity for the significant planned growth in the region.

Pier Avenue Corridor Plan, Oceano, CA. Sean led the technical analysis and alternatives development for a right-of-way reallocation project for Pier Avenue in the community of Oceano. Pier Avenue is an existing four-lane facility which serves as the only access route for local residents and businesses as well as the primary access to the Oceano Dunes State Vehicle Recreation Area (SVRA). Sean used a combination technical analysis and community feedback to develop a multiphase plan for implementation that would improve pedestrian and cyclist access to the area while preserving vehicle right-of-way to accommodate queueing from the SVRA entry gate.

Norwood Avenue Mobility Plan, Sacramento, CA. Sean led the technical analysis and alternatives development for Norwood Avenue between Arcade Creek and Main Avenue. The project included multimodal safety and access improvements including intersection control modifications, new sidewalk grade bicycling facilities, improved transit stops, and signalized pedestrian crossings. Sean worked with the project team on multiple rounds of community engagement to ensure that the selected alternative was both implementable and community supported.

Reconnecting Howe Avenue, Sacramento, CA. Sean provided technical analysis oversight and helped develop alternatives for the Howe Avenue corridor between Folsom Boulevard and Fair Oaks Boulevard. This corridor is regionally important as it is one of the few bridges crossing the American River in the Sacramento region. The project focused on improving multimodal access and improving safety. This included recommended gap closures for the walking and cycling infrastructure, improved access to transit, and general traffic calming measures to reduce vehicle speeds. Sean also assisted in community outreach efforts on this project, soliciting comments and educating local residents on the proposed changes to help foster local support for the proposed plan.

City of Sacramento AB 43 Implementation Plan, Sacramento, CA. Sean provided technical analysis oversight for the development of GIS and excel based tools to assist the City of Sacramento in implementing citywide speed limit reductions based on new sections in the California Vehicle Code created by Assembly Bill 43 (AB 43). This included geocoding all of the City's existing engineering and traffic surveys and compiling relevant sources of safety, land use, and equity data. Once this data was compiled, Sean led the team in using the database to define potential safety corridors, business activity districts, high pedestrian and bicycle activity areas, and senior zones where the speed limits could be lowered. Sean then worked with City staff to develop prioritization criteria to rank all of the candidate roadways where speeds could be reduced to inform the City's implementation process.

Sacramento Downtown Mobility Study, Sacramento, CA. Sean provided traffic analysis and operational recommendations for several street improvements in downtown Sacramento. This included the conversion of I Street from 16th Street to 21st Street and 5th Street from X Street to H Street from one-way to two-way operation and the installation of parking-protected bikeways on 9th Street, 10th Street, and I Street. Sean worked closely with City staff to determine the best mode of operation for the two-way street conversions and to identify potential safety improvements or capacity constraints that the project could address while improving bicycle and vehicle connectivity in the grid.

I-5/I Street Interchange, Sacramento, CA. Sean led the traffic analysis effort for the I-5/I Street Interchange PSR-PDS. The purpose of this study was to evaluate multimodal improvements from modifying the I Street northbound on-ramp to increase transit, cyclist, and pedestrian access to the Sacramento Valley Station without significantly adverse impacts for vehicular travel. This work included detailed operational analysis in Vissim to show the effects of the project on multimodal transportation on the local system around the interchange.

City of Rancho Cordova On-Call Transportation Planning and Engineering Support Services, Rancho Cordova, CA. For the past eleven years, Sean has provided support to the City of Rancho Cordova on a wide variety of transportation related projects. This includes signal warrant studies, modeling support, TIA review, access management review, special event parking design, grant support, traffic impact fee updates, and staff training. Through this on-call, Sean is currently leading the update to the City's travel demand model.

City of Sacramento Transportation Impact Analysis On-Call, Sacramento, CA. For the past eleven years, Sean has completed numerous Transportation Impact Analyses for the City of Sacramento through their TIA on-call. This has included analysis of roadway projects, commercial and residential developments, schools, parking structures, and various other development types. These studies have ranged in size from single parcel developments to entire plan areas and have included analysis of on-site circulation, parking, driveway access, local streets and intersections, interchanges and freeways, and construction diversion analysis.

DAVE TOKARSKI

GIS/MAPPING LEAD

David has managed a wide range of transportation planning projects. He specializes in environmental analysis, GIS applications, impact analyses, and travel demand forecasting. David has developed detailed GIS parcel maps, linked to land use databases, to update travel demand models.

EDUCATION

MS, Civil and Environmental Engineering, California Polytechnic State University, San Luis Obispo

BS, City and Regional Planning, California Polytechnic State University, San Luis Obispo

YEARS OF EXPERIENCE

Total: 29

With DKS: 29

SELECT EXPERIENCE

Placer County Model Updates, Placer County, CA. Dave assisted in developing the 2001 travel model update and managed the 2004 and 2008 travel model updates. He developed a GIS layer for the detailed traffic analysis zone system for Placer County. He analyzed the parcel databases from the City of Roseville and Placer County to prepare detailed 2004 and 2008 land use inventories by development type and TAZ. Dave worked with the planners from the cities of Roseville, Rocklin, and Lincoln and from Placer County to identify and revise issues in the parcel database to create a base land-use file for model validation. He estimated buildout development levels for vacant parcels and worked with the project team and planners to allocate 2020 development levels to each TAZ. He also updated the existing and future roadway networks.

Sacramento County General Plan Update EIR, Sacramento County, CA. David used parcel-level data to calculate existing and future land use capacity in the County's unincorporated areas. He identified vacant and under-utilized parcels, determined their holding capacity, and overlaid various constraints such as environmental to determine development restrictions. David also developed gridded estimates of future land use in greenfield sites for use in the region's activity-based travel demand model. 0,000 new dwelling units and 54,000 new jobs.

Jackson Corridor Joint Traffic Impact Studies, CA. Dave prepared detailed SACSIM model inputs (land use by parcel, buffering, etc) using GIS and Python tools for the TIS for four proposed major projects totaling about 30,000 new dwelling units and 54,000 new jobs. Additionally, updated SACSIM19 land uses for Sacramento County developments throughout the unincorporated County, as well as within the cities of Sacramento, Rancho Cordova, and Elk Grove.

SB 743 VMT Implementation, Cities of Rancho Cordova and Sacramento, CA. Dave prepared preliminary screening maps displaying VMT per Capita and VMT per Employee results derived from the SACSIM Activity-Based Model (ABM). He derived VMT metrics by traffic analysis zone from ABM daily tours data.

City of Lincoln Traffic Impact Studies, CA. Dave managed a traffic impact study of the Lincoln Air Center project, prepared traffic forecasts, and conducted traffic analysis for numerous other traffic impact studies including the Lincoln General Plan Update, Lincoln Crossing, and Gladding Parkway projects. Dave has continued to support City staff on wide-ranging transportation issues.

KENDALL FLINT

PUBLIC OUTREACH ADVISOR

Kendall is an industry professional with more than 30 years of public engagement experience related to transportation planning efforts throughout California. She has created and implemented a broad range of communication, economic development, and outreach campaigns for both public and private agencies. Her award-winning work has been honored by the California Transportation Foundation, Women in Transportation, California Association of Public Information Officers, Public Relations Society of America, International Television Association, International Association of Business Communicators, and California Local Economic Development Corp., which honored the economic development program for the City of Elk Grove with its Crystal Eagle Grand Prize.

She has specific experience in developing a broad range of safety-oriented programs for Safe Routes to School, Local Streets and Roads, and a variety of corridor studies. She has been able to deliver successful programs that engage underserved hard-to-reach populations in a meaningful way.

EDUCATION

English Major, University of California, Los Angeles

YEARS OF EXPERIENCE

Total: 34

With DKS: 5

SELECT EXPERIENCE

KCAG 2022 Regional Transportation Plan/Sustainable Communities Strategy & EIR. Kendall was the task lead for outreach for KCAG's 3rd comprehensive update to the Kings County Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) per SB 375.

City of Lincoln Bicycle Transportation Plan, Lincoln, CA. Kendall was the task lead for outreach for the 2018 update to the City of Lincoln's Bicycle Transportation Plan. This entailed updating all relevant elements required by the California Bicycle Transportation Act; developing bicycle facility design guidelines; performing an active transportation collision assessment; performing a detailed bicycle network connectivity analysis using the Level of Traffic Stress (LTS) methodology; updating the bicycle CIP list; developing ATP rubrics and benefit-cost information for the top-ten priority projects for future ATP competitive grant funding cycles; and an aggressive public outreach effort using traditional workshop and non-traditional interactive web-based tools for gathering geo-referenced input on bicycle needs and desired improvements. The safety, connectivity, CIP improvement information, monetized project benefits and project cost information were developed within a GIS framework under baseline and future year land use assumptions within the City of Lincoln and its sphere of influence.

City of San Luis Obispo Downtown Pedestrian Plan, San Luis Obispo, CA. As part of the City of San Luis Obispo's General Plan Update, Kendall was the task lead for outrach for the Downtown Pedestrian Plan to document existing conditions for pedestrians. The plan was informed by an HCM MMLOS analysis and established goals, policies, and strategies to improve the quality of the pedestrian environment

downtown, as well as a needs assessment documenting where pedestrian facilities were missing or did not meet recommended widths, and crossing locations where improvements were recommended. Jim's team established design guidelines consistent with City regulations and practices to provide best practices for improving pedestrian facilities within the Downtown of the City. The plan also included implementation guidance to help the City prioritize and select projects, planning level cost estimates for common pedestrian improvements, and funding opportunities the City could pursue to secure project funding.

Transportation Agency of Monterey County, US 101 South of Salinas, CA. Kendall serves as the Outreach Task Manager for this project for the Transportation Agency of Monterey County. The purpose of the project is to improve safety, operations, interregional traffic flow, and local circulation of goods movement on the US 101 corridor through an expressway to freeway conversion. Kendall was able to successfully transition the entire effort from traditional to virtual outreach mid-project beginning in March – actually increasing participation throughout the corridor.

Santa Cruz Corridors Study, Santa Cruz, CA. Ms. Flint completed bilingual outreach programs for the City of Santa Cruz in support of its recent Housing Element Update and its ongoing zoning code update to improve connectivity and safety in the City's main four arterial corridors. Work included meeting facilitation in "lively settings", interactive click polling sessions, presentation to local community groups and media relations. She also developed a completely virtual workshop online with multiple stations and opportunities for comments.

Transportation Agency of Monterey County, SR68 Corridor Study, Monterey, CA. Kendall managed a comprehensive outreach program in support of TAMC's SR68 Scenic Corridor Study. This includes evaluating current travel patterns and demands and identifying appropriate solutions to increase safety, protect wildlife and retain the natural beauty of the route.

SYLINDA VILLADO

SUPPORT STAFF - LTS

Sylinda is a transportation planner with three years of experience in planning. She has extensive community outreach experience and is dedicated to involving the public in the planning process. Through her knowledge and understanding of data analysis, GIS, public process, and planning policies, Sylinda is able to support DKS in providing creative solutions to challenging transportation planning projects and maintains commitment to ensuring underrepresented communities gain equitable and accessible transportation.

EDUCATION

BA Geography, California State University, Chico

AS Wildland Resources & Forestry, Citrus College

YEARS OF EXPERIENCE

Total: 4

With DKS: 2

SELECT EXPERIENCE

City of Goleta Citywide Level of Traffic Stress Analysis, City of Goleta, CA. Sylinda was a core team member of the citywide LTS analysis for the City of Goleta. The LTS analysis was conducted using GIS to assess the connectivity of the low-stress bicycle network in Goleta. This included a geospatial evaluation of roadway conditions and assigning LTS scores to roadway segments.

Pier Avenue Multimodal Corridor Plan, San Luis Obispo County, CA. Sylinda has supported the development of the Pier Avenue Multimodal Corridor Plan. Sylinda has supported in ArcGIS technical analysis and community engagement.

Sacramento County Re-Imagine North Watt Corridor Study, Sacramento County, CA. The Re-Imagine North Watt Corridor Plan will improve the safety and mobility along North Watt Avenue in Sacramento County. Sylinda has supported project efforts in community engagement, levels of traffic stress, and alternatives evaluation.

The Norwood Mobility Project, City of Sacramento, CA. Sylinda has prepared analysis for Norwood Avenue such as travel time reliability and congestion, level of traffic stress, safety analysis, alternative evaluation, and has organized and attended engagement events for the Norwood Mobility Project. The Project aims to transform Norwood Avenue into a safe, connected, and multimodal corridor.

Connecting Howe Avenue Safety & Mobility Plan, City of Sacramento, CA. Sylinda has helped prepare analysis for Howe Avenue including travel time reliability and congestion, level of traffic stress, safety analysis, alternative evaluation, and has organized and attended engagement events for the Connecting Howe Avenue project. The project aims to provide the City with alternatives that achieve a multimodal, safe, and connected corridor.

SR 166 Comprehensive Corridor Plan, Santa Barbara County Association of Governments, CA. Sylinda has been involved in the SR 166 CCP since project kick-off and has participated in a Road Safety Audit for the corridor as well as prepare travel time reliability and level of traffic stress analysis. Sylinda has also conducted safety analysis to identify potential collision trends throughout the corridor.

Solano County Comprehensive Transportation Plan Update, Solano Transportation Authority, CA. Sylinda is actively engaged in the development

of the update to STA's CTP. DKS is updating the CTP as part of the MTC Plan Bay Area required documentation. The CTP update allows STA and its jurisdictions to develop a comprehensive record of transportation planning work that STA has facilitated. Sylinda has supported documentation, project prioritization, and has developed an online web map for STA to use in their continued evaluation of project performance measures.

***Placer County Mobility and Infill Acceleration Study, Placer County, CA.** Green DOT Transportation Solutions. Sylinda supported Green DOT with the development of the Placer County MIAS. This Study focused on vehicle miles traveled (VMT) reduction strategies using land use and transportation interventions. The Study identified areas of opportunity for these interventions to produce reduced VMT and improved air quality.

***City of Tehama Community Transportation Plan, Tehama, CA.** Green DOT Transportation Solutions. Sylinda supported the development of the Community Transportation Plan for the City of Tehama. The effort focused on identifying solutions to the City's high truck traffic, congestion, and safety issues. The Plan also included an Implementation Plan to assist the future in obtaining grant funding for the identified projects.

***Tolowa Dee-ni' Connected Communities Plan, Tolowa Dee-ni' Nation, Green DOT Transportation Solutions, CA.** Sylinda supported the development of the Connected Communities Plan for the Tolowa Dee-ni' Nation in Del Norte County, CA. The effort was focused on the Tolowa Dee-ni' Nation lands, primarily surrounding a portion of US 101 in Del Norte County. The plan analyzed mobility barriers for the Nation and identified recommendations such as traffic calming, safety improvements, and eliminate mobility barriers for pedestrians and bicyclists.

***Grant Writing Support, Various Agencies, Green DOT Transportation Solutions, CA.** While at Green DOT, Sylinda provided excellent grant storytelling and data input for various agencies on state and federal grant opportunities. Sylinda has developed grant narrative for the following grant programs:

- Caltrans Clean California
- Caltrans Sustainable Communities
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Active Transportation Program (ATP)
- Transit and Intercity Rail Capital Program (TIRCP)
- Safe Streets and Roads for All (SS4A)

*Project completed prior to joining DKS.

CONNOR WOLFF

SUPPORT STAFF - LTS

Connor is a professional planner registered with the American Institute of Certified Planners (AICP) with two years of experience in transportation planning. Connor has experience in operations modeling with Synchro and Vissim and spatial analysis using ESRI ArcGIS. His work covers complex modeling and data analysis projects including corridor studies, transit operations, and spatial statistics. Connor is skilled in coding languages such as python and R and strives to bolster integrity, transparency, and efficiency in data analyses. Since joining DKS he has supported the DKS team through modeling, analysis support, data analysis, and GIS applications.

EDUCATION

MCRP Community and Regional Planning, University of British Columbia

BA Geography, Environment, and Sustainability, University of British Columbia

REGISTRATION

American Institute of Certified Planners No. 36877

YEARS OF EXPERIENCE

Total: 3

With DKS: 3

SELECT EXPERIENCE

Goleta Level of Traffic Stress Analysis, Goleta, CA. DKS conducted a Level of Traffic Stress (LTS) analysis using GIS and Python to assess the connectivity of the low-stress bicycle network in the City of Goleta to support targeted active transportation infrastructure investment. This involved evaluating the roadway conditions and assigning LTS scores to different segments of the existing street network, including intersection approaches using Python and ArcGIS Pro. DKS collected and analyzed data such as traffic volumes, roadway and pedestrian/ bicycle facility attributes, intersection geometry, parking lanes, and on-street parking utilization. Big data platforms such as Replica and data from the American Community Survey were processed using python and GIS to further support targeted infrastructure investments. Connor led this through data collection, cleaning, and analysis using GIS software and Python.

Solvang Active Transportation Plan, Solvang, CA. DKS conducted a Level of Traffic Stress (LTS) analysis using GIS to assess the connectivity of the low-stress bicycle network in the City of Solvang to develop an Active Transportation Plan (ATP). This involved evaluating the roadway conditions and assigning LTS scores to different segments of the existing street network, including intersection approaches. DKS collected and analyzed data such as traffic volumes, roadway and pedestrian/ bicycle facility attributes, intersection geometry, parking lanes, and on-street parking utilization. Connor supported this through data collection, cleaning, and analysis in GIS. He then calculated and displayed the results highlighting the LTS scores and associated connectivity for a variety of future scenarios.

US-50 El Dorado Hills Boulevard Interchange PAED, El Dorado County, CA. DKS developed the Project Approval/ Environmental Document and analyzed the operations and safety of 4 alternative on/off ramp designs at the El Dorado Hills Boulevard/US-50 Interchange. Connor supported this project through the development of Synchro models for existing and future conditions, a safety analysis following the HSM predictive method in IHSDM for existing and future conditions, and a Level of Traffic Stress analysis using ArcGIS Pro to analyze bicycle and pedestrian facilities.

Caltrans District 3 I-5 Managed Lanes, Sacramento County, CA. DKS developed a microsimulation model in Vissim to analyze the effect of implementing managed lanes on Interstate 5 in Sacramento County. The project analyzed several High Occupancy Toll lane configurations along the corridor and their effect on traffic operations. Connor led the Vissim modeling task which included processing forecast volumes using Visum, custom scripting using VB Script and the Vissim COM interface to model the managed lane scenarios, and post-processing large datasets using Microsoft Excel macros.

Bellevue Factoria Corridor Analysis, Bellevue, WA. DKS developed a simulation model in Vissim to examine various short-term and long-term corridor improvements to help alleviate congestion and backups onto the nearby I-90 eastbound freeway, while maintaining ped/bike safety. For this project, Connor developed the volumes and vehicle routing in Visum as well as the operational microsimulation model in Vissim for existing and future conditions. The congestion on the corridor caused significant latent demand and required a sensitive interactive approach to the modeling work to accurately portray real-world conditions. Performance measures were developed following WSDOT protocols to give the client an accurate and policy relevant understanding of the corridor operations.

II. FULL PROJECT DESCRIPTIONS

DKS PROJECT EXPERIENCE

CITY OF GOLETA CITY-WIDE LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS

GOLETA, CA

DKS performed a Pedestrian/Bicycle Level of Traffic Stress (LTS) model for the City of Goleta. The effort provides Goleta with a comprehensive CIP prioritization tool for pedestrian and bicycle infrastructure improvements. The LTS model employs GIS mapping of existing pedestrian and bicycle infrastructure characteristics that quantifies the degree of low-stress connectivity of various residential and non-residential points of interest within the City. The greater the connectivity via the low-stress network, the more attractive biking or walking will be to the community. City staff can quickly test "what if" scenarios to determine what ped/bike improvements are potentially the most effective. This tool will help the City recommend and prioritize infrastructure improvements required to complete this safe bike/ped network. The first application of the tool will be to evaluate the ped/bike projects identified in the adopted Bike/Ped Master Plan relative to the new Ped/bike CIP project list.

CITY OF SOLVANG ACTIVE TRANSPORTATION PLAN

SOLVANG, CA

DKS prepared the City of Solvang's update to its ATP. DKS applied a performance-based approach for developing the ATP. This approach yielded quantitative rubrics to support prioritized improvement recommendations that will allow the ATP to be an on-going implementation resource for City staff during future competitive grant funding cycles. A complete infrastructure inventory was performed. Based on this data a detailed Level of Traffic Stress (LTS) analysis was performed to identify the relative connectivity of the low stress network to various Points of Interest (POI) within the City. POIs were stratified by schools, parks, shopping centers, transit stops etc. while residential areas were classified by disadvantaged or non-disadvantaged. A complete pedestrian and bicycle collision analysis was performed to correlate collision locations and the high-stress network. Community outreach performed for the ATP was done as part of the City's outreach efforts for its concurrent General Plan update. The improvement recommendations were developed in coordination with City's Public Works staff to ensure engineering feasibility and consistency with the local character of the city.

SACRAMENTO COUNTY ACTIVE TRANSPORTATION PLAN

SACRAMENTO COUNTY, CA

DKS worked with Alta to prepare an Active Transportation Plan for Sacramento County. DKS tasks included existing conditions analysis, safety analysis, and project prioritization. DKS recently completed the first phase of the Sacramento County Active Transportation Plan as the Safety and Transportation subconsultant to Alta. This included a full literature review for the County and relevant State and local policies, as well as a comprehensive safety review of five years of pedestrian- and bicycle-involved crash data. The County provides a wide range of land use, from unincorporated urban areas, a network of regional network of trails, and large regions of rural and low-density areas. The analysis included a focus on environmental justice areas and the identification of High Injury Corridors. This was supported through a toolset that helped determine crash trends and patterns and utilized GIS.

DKS prepared a grant application based on this project which resulted in an award of $8.8 million in regional ATP funds.

SOLANO TRANSPORTATION AUTHORITY ACTIVE TRANSPORTATION PLAN

SOLANO, CA

DKS worked with Toole Design Group on Solano Transportation Authority's Active Transportation Plan. The project successfully provided an updated and combined bicycle, pedestrian, and safe routes to transit plans for the entire county and focused chapters for each of the eight-member jurisdictions. DKS leads the safety analysis, wayfinding, and project prioritization tasks and was extensively involved in stakeholder outreach. Outreach involved popup events for each of the member jurisdictions as well as presentations to advisory committees and board members. The project resulted in a comprehensive list of projects, programs, and policies in support of improved active transportation across the County.

CITY OF SACRAMENTO SPEED MANAGEMENT STUDY

SACRAMENTO, CA

DKS supported the City of Sacramento in compiling and evaluating citywide data in an effort to identify corridors where speed limits could be reduced based on changes to the California Vehicle Code passed under AB 43. DKS compiled multiple City and public data sets to create a GIS-based tool for evaluating City streets and to establish prioritization metrics for speed limit reduction implementation. This included identifying potential safety corridors, areas of high walking and cycling activity, potential business activity districts, and senior zones in accordance with the new state guidance. DKS provided the City with a prioritized list of roadways for new speed surveys to be conducted that could lead to speed limit reductions under the new rules implemented by AB 43.

WEST HOLLYWOOD VISION ZERO PLAN

WEST HOLLYWOOD, CA

DKS prepared the City's Vision Zero Plan which evaluated citywide collision data and helped the City develop actionable policies to improve transportation safety. DKS evaluated collision trends across the City for geographic hot spots as well as common violations which lead to the most serious injuries. This trend data was used to identify safety corridors for targeted improvements and general policies meant to address travelling behavior over time. DKS further assisted the City with the first implementation action of this plan by identifying streets where speed limit reductions could be immediately implemented under the updates made to the California Vehicle Code by AB 43. Stemming from this work, the City has reduced the posted speed limit on nearly all roadways within the City to 30 miles per hour or less.

PROJECT MANAGER, JIM DAMKOWITCH'S EXPERIENCE

CITY OF SANTA MARIA ACTIVE TRANSPORTATION PLAN (DKS PROJECT MANAGER QUAL)

SANTA MARIA, CA

Prior to joining DKS, Jim managed the development of the City's Active Transportation Plan (ATP). Jim established a performance-based planning approach to quantify the societal benefits of the recommended bicycle facility improvements. This entailed the following technical tasks: Level of Traffic Stress Analysis; City-wide Origins and Destinations Analysis and Points of Interest Mapping; Pedestrian/Bicycle Collision Analysis and Mapping; GIS-based Percent Connectivity Analysis (for residential and non-residential points of interest including disadvantaged communities); CIP Development and Mapping. Community engagement activities were performed including: community surveys; a project web-page; an interactive web-based mapping tool; project branding; and, project information cards. Jim attended community events (i.e., community dinners, Santa Maria Open Street Fair); hosted a public workshop; and, various meetings with the project's Stakeholder Advisory Group. All outreach materials were provided in English and Spanish. The Mixtecan community was specifically engaged for input. The Final ATP is scheduled for City Council adoption in 2021.

LINCOLN BIKEWAY MASTER PLAN (DKS PROJECT MANAGER QUAL)

LINCOLN, CA

Prior to joining DKS, Jim managed the 2018 update to the City of Lincoln's Bicycle Transportation Plan. This entailed updating all relevant elements required by the California Bicycle Transportation Act; developing bicycle facility design guidelines; performing an active transportation collision assessment; performing a detailed bicycle network connectivity analysis using the Level of Traffic Stress (LTS) methodology; updating the bicycle CIP list; developing ATP rubrics and benefit-cost information for the top-ten priority projects for future ATP competitive grant funding cycles; and an aggressive public outreach effort using traditional workshop and non-traditional interactive web-based tools for gathering geo-referenced input on bicycle needs and desired improvements. The safety, connectivity, CIP improvement information, monetized project benefits and project cost information were developed within a GIS framework under baseline and future year land use assumptions.

III. LEVINE ACT DISCLOSURE STATEMENT

Levine Act Disclosure Statement

(The completed form submitted to the City of Lincoln is a public record.)

California Government Code Section 84308 (the "Levine Act") prohibits any officer of the City of Lincoln (defined as an elected or appointed officer, alternate, and any candidate for elected office) from participating in any consideration or action related to a proceeding if they receive political contribution(s) from a party or its agent(s) totaling more than $250 within the previous 12 months, while a proceeding is pending, and for 12 months following the date of a final decision in a proceeding concerning a license, permit, other entitlement for use, franchise, or contract (collectively, "proposal or application").

City officers are listed here:

- Members of the City Council: https://www.lincolnca.gov/CityCouncil
- Boards and Commission Members: https://www.lincolnca.gov/BCC

Parties and their agent(s) are responsible for reviewing and disclosing their applicable contributions to City officers on the record of a proceeding.

1. Have you or your entity, or any agent on behalf of you or your entity, made any political contributions totaling more than $250 to any City officer in the 12 months preceding the date of the submission of your proposal or application, or the anticipated date of any action of any City Council, Board or Commission consideration or action related to this proposal or application?

☐ YES If yes, please identify the City officer(s):

☒ NO

2. Do you or your entity, or any agent on behalf of you or your company, anticipate or plan to make any political contribution(s) of more than $250 to any City officer in the 12 months following any City Council, Board or Commission consideration or action related to this proposal or application?

☐ YES If yes, please identify the City officer(s):

☒ NO

Answering 'yes' to either of the two questions above does not preclude the City of Lincoln from considering or taking action on a proposal or application. It does, however, potentially preclude the identified officer(s) from participating in consideration of and taking any action related to the proposal or application.

I declare under penalty of perjury of the laws of the State of California the foregoing information is true and correct.

Dated: 11/18/2025

Name of entity: DKS Associates

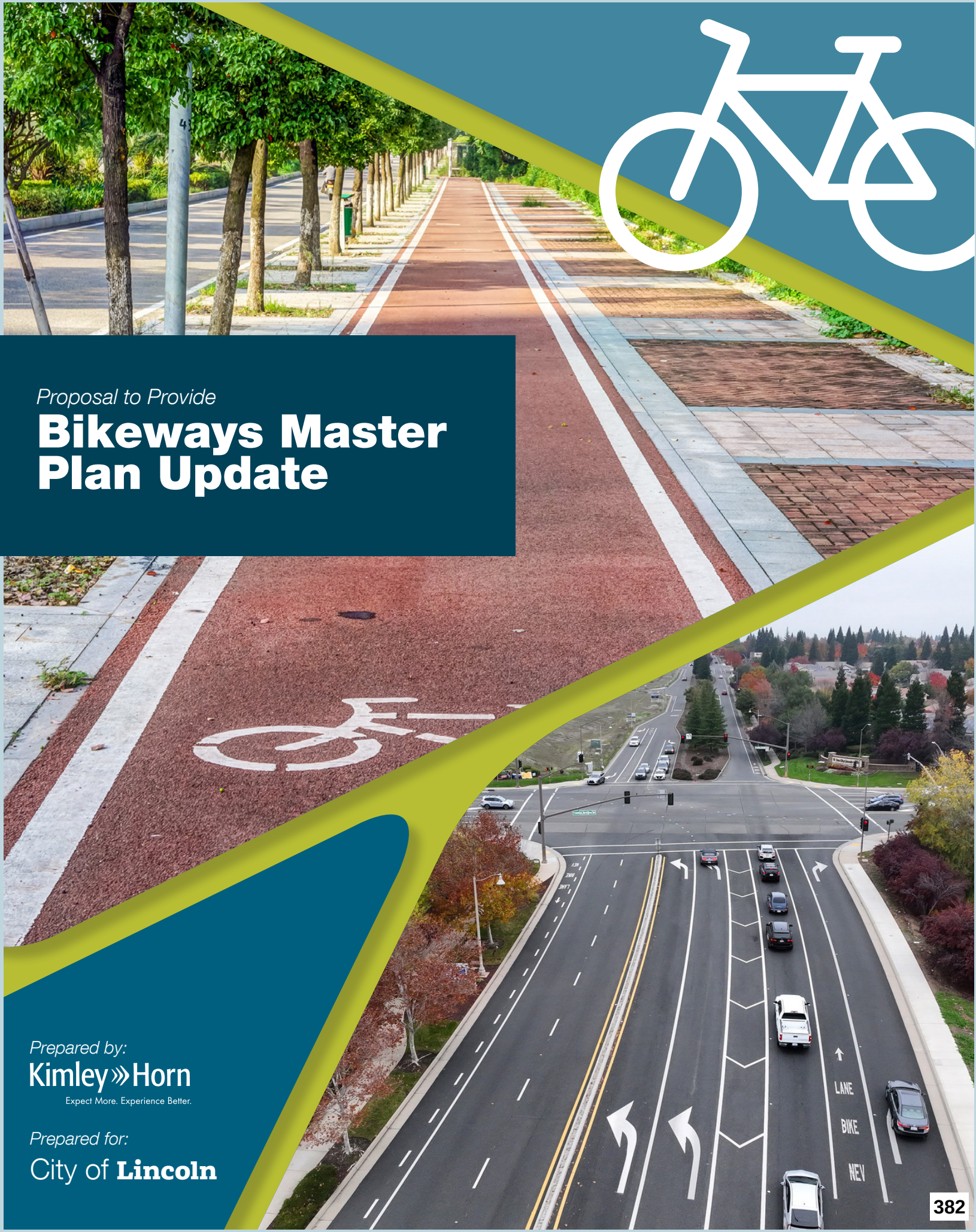
By: John Bosket
(signature)

John Bosket, PE, Senior Vice President
(print name and title)

You must submit a supplemental form if you make any new reportable contribution(s) while the proposal or application is being considered and is pending. If this form has not been previously submitted in connection with a contracting, licensing, entitlement or permitting process, please provide the completed form to the Office of the City Clerk for appropriate departmental routing at: City Clerk, City Hall, 600 6th Street, Lincoln, CA 95648, CityClerk@lincolnca.gov.

Proposal to Provide

Bikeways Master Plan Update



Prepared by:

Kimley»Horn

Expect More. Experience Better.

Prepared for:

City of **Lincoln**

COVER LETTER

December 12, 2025

Jonnelyn Espartero
City of Lincoln Engineering Department
600 Sixth Street
Lincoln, CA 95648

» 555 Capitol Mall
Suite 300
Sacramento, CA
95814
TEL 916.858.5800

RE: Proposal to Provide Bikeways Master Plan Update

Dear Ms. Espartero and Members of the Selection Committee:

Kimley-Horn understands that the **City of Lincoln** (City) is required to update its Bikeways Master Plan according to regulations set forth by the state of California's policies and the City's own master plan. This effort will require a consultant who possesses unparalleled experience providing community-responsive, thoughtful solutions that broadly enhance quality of life. Kimley-Horn has assembled a team that has not only worked extensively with the City for over 25 years but also brings the technical knowledge necessary to complete this update in a timely and cost-efficient manner. As you review our proposal, please keep in mind the following key benefits our team will bring to the City:

A Lasting Team Partnership. Kimley-Horn has been a reliable and trusted partner to the City for 23 years. Kimley-Horn prepared the City's most recent Bikeways Master Plan Update in 2018 and has subsequently worked with the City to complete a wide range of public projects, including the Moore Road Class 1 Trail, the NEV and Golf Cart Master Plan, the Moore Road Active Transportation Grant, the Lincoln Boulevard Signal Operations Analysis, and the East Joiner Parkway Widening projects. In addition to these projects, Kimley-Horn has also served as one of the City's on-call consultants for over 11 years and we have provided a wide range of transportation planning and traffic engineering services to the City. This long-standing partnership has gives our local Sacramento-based team an unparalleled understanding of the City's preferred processes and standards while also providing confidence to City staff in the quality of our work and ability to deliver. As a result, the complete team will be able to hit the ground running on this project while continuing to build upon a mutually established trust.

Your Full-Service Firm. Kimley-Horn can do it all. From planning to outreach to implementation, we offer comprehensive expertise across every phase of active transportation planning. Kimley-Horn brings together planners, engineers, data analysts, community engagement specialists, software tool developers, and grant strategists under one roof—streamlining coordination and ensuring total project ownership from concept to completion. Whether it's developing policy frameworks, conducting field audits, or preparing outreach materials, we have the tools and talent to deliver a seamless, end-to-end solution tailored to the City's needs. We also know from our local experience working with the City how to properly compose our team. By bringing together the right mix of subject-matter expertise and local delivery staff, we have assembled our team to build upon our project experiences throughout California and provide the highest return on the City's investment.

Project Implementation Focus. We uniquely understand from our experiences producing and tracking your current Bikeways Master Plan that the identification of thoughtful, grant-eligible and fundable individual projects is important to how the City intends to continue to use this important master plan document. To this end, one of Kimley-Horn's guiding principles is to ensure that our plans can be translated into constructible infrastructure. This means that we complete our due diligence during field visitis to gather information regarding the project area, thereby more accurately framing our opportunities and constraints for any given project. Simply put, our focus on implementation means that the City can take the recommendations identified in the Bikeways Master Plan Update and confidently move forward with project implementation and grant funding pursuits, thus helping to provide crucial active transportation updates across the City.

Thank you for considering our proposal. Kimley-Horn is excited about this opportunity to continue our partnership with the City. Should you have any questions regarding our proposal, project manager **Stephen Dillon, PE** will serve as our day-to-day contact with the City and can be reached at 916.859.3633 or by email at stephen.dillon@kimley-horn.com.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

Stephen M. Dillon, PE
Project Manager

Matthew D. Weir, PE, TE, PTOE, RSP$_1$*
Principal-in-Charge/Senior Vice President

**As Senior Vice President, Matt Weir is authorized to negotiate and sign a contract on behalf of Kimley-Horn.*

Kimley-Horn confirms the receipt of Addendum No.1 released on November 25, 2025.

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1. CONSULTANT IDENTIFICATION

Legal Name of the Firm:	Kimley-Horn and Associates, Inc.
Mailing Address and Physical Address:	555 Capitol Mall, Suite 300, Sacramento, CA 95814
Legally Responsible Principal:	Matt Weir, PE, TE, PTOE, RSP_1, Senior Vice President • 916.859.3617 • matt.weir@kimley-horn.com
Primary Contact Person:	Stephen Dillon, PE, Project Manager • 916.859.3633 • stephen.dillon@kimley-horn.com

2. PROJECT UNDERSTANDING AND WORK PLAN

Project Understanding

The **City of Lincoln** (City) intends to update its 2018 Bikeways Master Plan (Project) to address bikeways, the open space trail system, recent annexations to the City, and development within the City. This update will revisit the applicable guidelines and design standards previously considered in the 2018 Plan (including the *California Highway Design Manual* (HDM) and the *California Manual on Uniform Traffic Control Devices* (CMUTCD)) while incorporating current state of practice design elements from the National Association of City Transportation Officials' (NACTO) *Urban Streets Design Guide* and *Urban Bikeway Design Guide*, Sacramento Area Council of Governments' (SACOG) *Complete Streets Resource Toolkit*, and other applicable industry documents that support non-state bicycle facility designs. This project will allow the City to maintain a master plan in conformance with the California Bicycle Transportation Act while meeting state and federal requirements to allow for the pursuit of applicable grant funding and project implementation.

Kimley-Horn anticipates that the primary goals of the City of Lincoln Bikeways Master Plan update (the Project) will be to:

1. Consolidate, conjoin, and refresh, as appropriate, the data/information previously developed for bicycle systems and performance by the City, then supplement this information to develop a Bicycle Transportation Account (BTA) and Active Transportation Program (ATP)-**compliant plan** that provides a cohesive and current representation of bicycle transportation infrastructure, needs, and priorities in the City of Lincoln.
2. Confirm that the development of the Project deliverable is informed through an **inclusive community and stakeholder outreach** effort. This includes notifying and engaging key stakeholders, community groups, business groups, transportation and transit providers, and underrepresented communities within the City.
3. Support **future development** within the City and surrounding unincorporated communities based on the City's General Plan Land Use Map, as well as developments occurring within or outside the City's sphere of influence consistent with the bicycle planning documents/ efforts of proximate jurisdictions.
4. Provide requisite data, information, performance metric, and capital improvement recommendations to inform the City's progress in implementing its General Plan. Specifically, the Project will serve to inform the City's active transportation improvement investment priorities and support the City's **health and social equity goals**.
5. Consistent with prior efforts on the 2018 Plan, the Project will review prior recommendations and subsequently identify the **Top 10 priority bicycle improvements for implementation**. For these improvements, the Project will document ATP grant compatible performance metrics/rubrics (per the National Cooperative Highway Research Program [NCHRP] 552 methods) and monetize them. Based on the planning level cost estimates, the ten projects will be ranked based on their benefit-cost ratios for consideration by stakeholders, and the public. In this way, the Project will serve as a clearinghouse resource for requisite project data to assist the City in applying for future competitive grant cycle applications for ATP, Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality (CMAQ) calls for project applications, and other state/federal planning grants related to bicycle transportation. This summary information will be stored in a companion geographic information system (GIS) analysis deliverable developed concurrently with the Project.
6. The Project will provide applicable data and information to help support the City's compliance with the California Complete Streets Act (AB 1358) and support the **City's compliance with AB 32**.

Technical Approach

To meet the stated goals above, Kimley-Horn will take the following approach to perform the tasks below.

Task 1: Project Management and Meetings

Task 1.1: Project Management

Project manager **Stephen Dillon, PE** has the authority to direct the project team and call upon resources throughout Kimley-Horn, as required, to satisfy each task's needs. An internal kick-off meeting will be held with key staff participating on the Project to clearly define the

scope of services, set sub-task responsibilities, and establish the project schedule. Kimley-Horn's robust quality control/quality assurance (QC/QA) program helps top make certain that deliverables conform to the project's scope and satisfy the City's needs. During the six-month project schedule, Stephen, QC/QA manager **Darryl dePencier, AICP, GISP, RSP$_{2B}$,** and principal-in-charge **Matt Weir, PE, TE, PTOE, RSP$_1$** will follow Kimley-Horn's internal QC/QA process and employ our project management tools so that the project adheres to the requisite schedule and budget.

Task 1.2: Project Team Meetings

Kimley-Horn will conduct an initial kick-off meeting with the City to confirm the team members and lines of communication, including data exchange protocols, as well as refine and finalize the project budget and schedule.

Kimley-Horn anticipates that the City will provide a list of key documents and data expected to inform the project analysis and deliverables.

Monthly check-in teleconference meetings are proposed throughout the Project's six-month duration. Meetings will feature an "Action List" to track project coordination, data exchanges, development of project deliverables, and any follow up actions. The Action List will be a "living document" to be developed and updated as part of each check-in call. The frequency of check-in meetings may be increased at the discretion of the City depending on project schedule relative to workload.

Task 1.3: Preparation of Agenda and Meeting Minutes

Kimley-Horn will maintain and update the Action List, which will serve as both the agenda and notes for the check-in meetings. The Action List will be maintained in an online shared project folder to which the City will have access.

Task 1.4: Preparation of Monthly Invoices and Progress Reports

Kimley-Horn will prepare monthly progress reports that will be submitted as supplemental documentation with monthly invoices.

Task 2: Data Collection and Analysis

Task 2.1: Literature Review, Record Drawings, and Field Visits

Kimley-Horn will coordinate with the City so that relevant existing planning literature and design documents anticipated to inform the Bicycle Master Plan Update (BMPU) are provided (see **Task 2.3**). Kimley-Horn will review the documents provided by the City and determine its utility towards the BMPU.

Kimley-Horn staff will perform wind-shield surveys to observe conditions along key bicycle routes identified by the City and stakeholders including, but not limited to, commercial street segments, school routes, transit routes, and recreational trails. Kimley-Horn will coordinate with the City to proactively identify areas within the community that may warrant additional field review during the data collection phase. Kimley-Horn will also utilize Google Earth and available maps of bicycle infrastructure to identify gaps/needs. A key focus of this assessment will be on connecting the community to essential land uses such as schools, employment/commercial sites, and transit stops.

Task 2.2: Review GIS Resources

Existing GIS resources related to bicycle transportation infrastructure and supporting data layers will be sought from the City of Lincoln, Placer County Transportation Planning Agency (PCTPA), SACOG, California Department of Transportation (Caltrans) and/or neighboring jurisdictions (i.e., Placer County, City of Roseville, City of Rocklin). This information will be conjoined as appropriate to provide supporting GIS layers for an interactive GIS tool that will accompany the development of the Bicycle Master Plan Update (see **Task 3.1**).

Task 2.3: Utilize General Plan and Specific Plan Data

Kimley-Horn will coordinate with City staff regarding planned or anticipated development patterns within the City of Lincoln and surrounding unincorporated communities. This coordination will be predominantly based on the City's General Plan Land Use Map and developments occurring within or outside the City's Sphere of Influence. Kimley-Horn will assist the City in coordinating with proximate jurisdictions in an attempt to establish a comprehensive snapshot of development timing within the region.

Relevant documents include, but are not limited to:

- 2018 City of Lincoln Bicycle Transportation Plan
- 2017 City of Rocklin Parks and Trails Master Plan
- 2018 PCTPA Regional Bikeway Plan/Network
- 2022 SACOG Sacramento Region Trail Network Action Plan
- City of Lincoln General Plan
- 2024 City of Lincoln Neighborhood Electric Vehicle (NEV) and Golf Cart Master Plan
- City of Lincoln Specific Plans (various)

Task 2.4: Connectivity and Market Assessment

Understanding that the needs of bicycle users can vary depending on their trip purpose, Kimley-Horn's approach for identifying local and regional bikeway gaps, and their associated improvements, will entail performing an analysis at both the intra-city and inter-city scales of analysis.

This analysis will first be informed via a thorough review of the City's existing bikeway network (intra-city) as well as the existing/planned facilities in the surrounding unincorporated areas (inter-city). As part of the connectivity assessment, Kimley-Horn will incorporate readily available, existing information and data from public schools within the City that would potentially be eligible for Safe Routes to School programs. This effort will include a review of existing programs, previously identified projects, and an aerial screening of locations to geographically refine the school locations (half-mile buffer around elementary schools, one mile buffer for high schools). After the available information is analyzed, Kimley-horn will work with the City and stakeholders to explore SRTS specific needs.

Given the different needs and skill sets of bicycle riders, Kimley-Horn will also perform a market assessment. The identified bicycle network gaps from the connectivity assessment will be compared relative to market demand (i.e., type of bicycle users), including recreational trails and multi-purpose trails. Kimley-Horn will utilize available transportation survey data to inform the market assessment. The market assessment will also be informed through targeted stakeholder and public outreach efforts (see **Task 2.8**).

Task 2.5: Roadway Suitability Assessment

After completing the connectivity and market assessments, Kimley-Horn will apply either the Bike Stress Level Index (BSLI) or the Bicycle Environment Quality Index (BEQI) (to be established in consultation with the City) to determine which potential connections are on roadways that exhibit the highest levels of stress for bicyclists (i.e., poorest suitability for bicyclist). This will inform the identification and ranking of City roadway connections for provision of Class II, III or IV bicycle improvements. Class I improvements can also be examined as part of this analysis if sufficient parallel right-of-way is available and considered feasible. Roadways that present a combination of high user demand for bicycle access with low suitability scores for bicycling may be considered top candidates for improvements.

Task 2.6: Safety Analysis

Bicyclist-related collision history is an important factor for determining bicycle infrastructure needs. The **Task 2.5** suitability analysis will be cross referenced with a detailed bicycle safety and collision assessment.

Kimley-Horn will obtain and summarize the five most recent years of Statewide Integrated Traffic Records System (SWITRS) collision data. If the City maintains post-processed SWITRS data, Kimley-Horn will use this information in lieu of the unprocessed data. Collision data will be filtered to isolate collisions involving pedestrians or bicycles. This information will be geo-referenced and stored in GIS.

Kimley-Horn will perform a crash typing analysis using the Pedestrian and Bicycle Crash Analysis Tool (PBCAT) in select areas with high levels of crashes involving pedestrians and bicyclists (i.e., top 50% or up to 20). This will include updating the collision history for bicyclists and pedestrians and the resulting bicycle fatality/injury rates. Locations with a high stress level and/or high crash levels will be subject to further consideration for improvements.

Task 2.7: Benefit-Cost Analysis of Top 10 Improvements

Based on the results of **Tasks 2.1-2.6** and in coordination with the City, Kimley-Horn will develop a comprehensive update of the City's existing and future bicycle network. The bicycle network will be developed using GIS and will be stratified by bicycle facility type including Class I, II, III and IV. The bicycle network will reflect the presence of paths, alleys, trails and other pathways known to provide bicycle access to desired land use destinations, transportation facilities, and recreation.

The GIS-based bicycle network will include more geographically refined school locations (half-mile buffer around elementary schools, one-mile buffer for high schools) and a screen for candidate SRTS corridors will be reflected on a unique GIS layer.

Of the proposed "new" bicycle improvements, Kimley-Horn will coordinate with the City and community stakeholders to confirm the top 10 improvement needs. Recommended bicycle projects will be tailored to best address key community needs, support the City's active transportation vision, incorporate public/stakeholder input, and meet the eligibility requirements for bicycle project eligible grant programs to maximize funding opportunities for implementation. Although identified bikeway improvements will be documented in the project—including their collision history and BLSI/BEQI scores—only the Top 10 bicycle infrastructure improvement needs will be advanced for additional analysis as outlined in future tasks.

Kimley-Horn will use travel survey (i.e., mode split percentages from Census/American Community Survey data) and socio-economic data to estimate existing and future citywide bicycle demand. For the identified Top 10 priority bicycle improvements, Kimley-Horn will use the analysis

results with other requisite socioeconomic data and GIS layers to develop project specific benefits using analysis methods described in NCHRP 552 (Guidelines for Analysis of Bicycle Infrastructure Investments). These benefits include the potential for mode share shifts, vehicle miles traveled (VMT), and vehicle trip reductions. Kimley-Horn has previously applied the NCHRP 552 method to estimate new demand resulting from bicycle facility improvements for clients pursuing ATP grant funding and/or developing bikeway plans. The NCHRP 552 method uses Census commute shares to extrapolate high, moderate, and low total adult non-commuter bicycling rate estimates based on the sketch planning method described in Appendix A of NCHRP 552. Induced demand estimation methodology applies three distance range populations for each group (commuters, non-commuters, and children), which are multiplied by likelihood multipliers developed as part of NCHRP 552 to estimate the number of induced cyclists in each group.

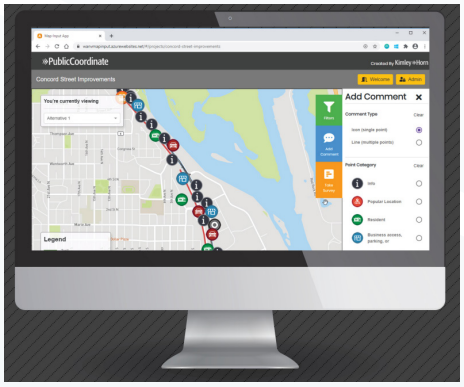
Additionally, methodology provided by Caltrans will be applied to estimate the potential safety benefits (collision reduction) associated with the Top 10 improvements.

Given that the most translatable performance metric at both the state and federal level is benefit-cost (i.e., return on investment) for transportation infrastructure needs assessments, alternatives analysis, project prioritization, and project selection, Kimley-Horn will monetize the benefits of various transportation, health, safety, equity, and economic development outcomes to allow benefit-cost ratios to be developed for each proposed improvement project. Project specific benefits will be monetized using information from the most current Caltrans Economic Parameters documentation. Kimley-Horn will develop planning level cost estimates for the Top 10 improvements using a format based on Caltrans preparation guidelines for project planning cost opinions.

Based on the monetized benefits and planning level cost estimates, a benefit-cost analysis will be used to prioritize the Top 10 improvements from 1 to 10. The analysis results and attribute information will be logged as part of the Top 10 improvement GIS layer (i.e., stored in the GIS analysis tool). Requisite improvement project needs (per BSLI/BEQI scores) and benefit information (per NCHRP 552 method) associated with each prioritized improvement will be included in the GIS analysis tool database. Given the benefit-cost metric drives many state/federal competitive funding programs (i.e., ATP, HSIP, etc.), this analysis will generate technical information allowing the priority improvements identified by the project to be "grant ready".

Task 2.8: Online Public Outreach

PublicCoordinate



Updating the City's Bicycle Master Plan should be informed through a community involvement process. Kimley-Horn will create a project website using **PublicCoordinate** (a Kimley-Horn technology solution) that allows participants to provide interactive feedback regarding bicycle transportation in and around the City. PublicCoordinate is a web-based tool that allows interested community members to make comments about specific geographic locations and features. Participants can cite locations where they have experienced safety issues, where they enjoy bicycling, where they would like to bike, and areas of concern/where they avoid.

Kimley-Horn will perform one (1) in-person workshop for the public and stakeholders (see **Task 3.3**). While the primary purpose of this task will be to collect input from stakeholders and community members regarding problem locations serving as a barrier to bicycle travel, the purpose of this workshop will be to gauge stakeholder and public reaction to the updated bicycle network and Top 10 improvement recommendations. The workshop will include a simultaneous companion online virtual workshop that will present the same information presented at the in-person gathering workshop for those who were unable to attend in person.

Kimley-Horn's unique and extensive outreach experience will make certain that those who wish to participate, including people who are often underrepresented in typical planning processes, particularly the transportation disadvantaged and Spanish speaking communities, will have opportunities to meet with the Project team, talk through the issues applicable to them, and to contribute their ideas, thoughts, and concerns regarding the Project outcomes.

Task 3: Master Plan Document

Task 3.1: Draft Bicycle Master Plan

Kimley-Horn will prepare an administrative draft of the Bicycle Master Plan incorporating the information described throughout **Task 2** for City review. This will include refreshing the bicycle infrastructure design elements of the Project with the current NACTO Urban Streets Design Guide and Urban Bikeway Design Guide, SACOG's Complete Streets Resource Toolkit, and other documents that support non-state bicycle facility designs.

The administrative draft Plan will be explicitly developed to address the 11 BTA requirements as well as the seven ATP criteria per SB 99 and AB 101 and to support the City Plan's existing policies and goals.

As a companion deliverable, technical analysis results will be stored in a GIS database. This file structure will provide dual utility for supporting the City's Bicycle Master Plan and General Plan Active Transportation policy recommendations and implementation while prolonging the Plan's useful shelf-life and value for City staff as the GIS tool can be used in perpetuity to facilitate active transportation project implementation).

The GIS analysis will:

- Provide a geo-referenced prioritized list of the Top 10 bikeway improvements that support intra-city and inter-city connectivity.
- Establish an interactive GIS framework that provides geo-refenced project limits, project attributes including planning level cost estimates, and target market segment (i.e., recreational, commuter, local connectivity, or safe route to school).
- Provide a GIS repository of requisite improvement project needs including BSLI or BEQI scores, project benefit information (per NCHRP 552 method), planning-level cost estimates, and the benefit-cost ratio associated with each prioritized improvement.
- As described previously, to the greatest degree practicable, development of this interactive GIS tool will leverage existing GIS and socioeconomic data and resources including existing GIS products of the City, the Placer County Regional Planning Agency (PCRPA), SACOG (e.g., roadway, bicycle/pedestrian facilities, pavement condition; and socioeconomic layers), the 2010 Census, the American Community Survey, the Longitudinal Employer-Household Dynamics (LEHD) program, and the Highway Performance Monitoring System. Kimley-Horn may also leverage modeling and GIS products including SACOG's SACSIM travel demand model (i.e., travel model traffic analysis zone (TAZ)-level socioeconomic data, network attributes, and growth projections).

These GIS resources can support City staff to track performance metrics (both performance monitoring-based metrics and projections) and facilitate future applications for bicycle transportation and safety grant funding. Ultimately, these GIS resources will support the implementation of the City's Top 10 bicycle transportation priority projects.

The administrative draft plan will be submitted to the City in electronic (PDF) format. Kimley-Horn will respond to and incorporate one (1) set of consolidated, non-conflicting City comments on the administrative draft plan. The resulting draft plan will be utilized in further coordination tasks with the public.

Task 3.2: Stakeholder Review of Draft Plan

Kimley-Horn will hold one (1) meeting with stakeholders identified in coordination with the City to review the draft plan and its recommendations. This meeting will be held prior to the Community Meeting (workshop) in **Task 3.3**. This meeting will allow stakeholder input to be incorporated prior to presenting recommendations to the public.

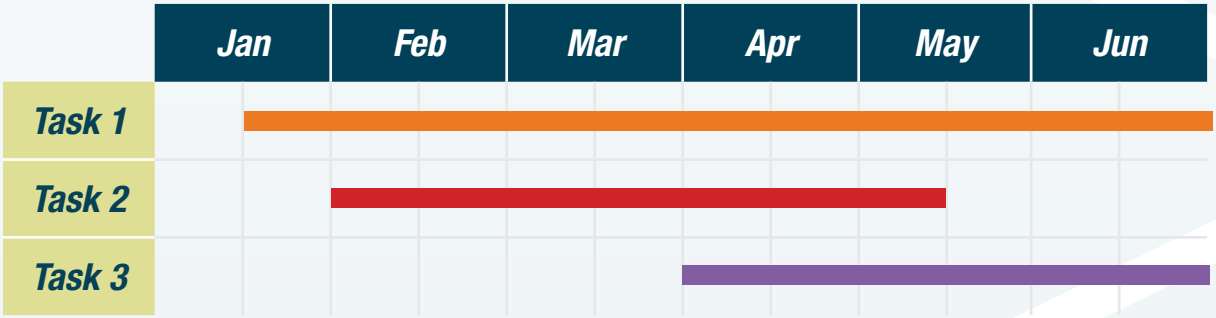
Task 3.3: Presentation of Plan at Community Meeting

Kimley-Horn will hold one (1) community meeting (workshop) for both stakeholders and the public. Kimley-Horn will develop a presentation and collateral materials (exhibits) for use in the workshop.

Task 3.4: Final Bicycle Master Plan

Based on City comments, stakeholder input, and community feedback received on the draft plan, Kimley-Horn will finalize the City of Lincoln Bicycle Master Plan update.

Kimley-Horn will submit four (4) hard copies and one (1) electronic copy in both PDF and Microsoft Word format to the City. In addition, the accompanying GIS tool described under **Task 3.1** will be submitted in electronic format to the City along with other collateral GIS products developed during the study.



3. RELATED PROJECT/CLIENT INFORMATION

City of Lincoln, Bicycle Transportation Plan 2018, Lincoln, CA

Kimley-Horn prepared the City of Lincoln's Bicycle Transportation Plan (BTP) to update the City's proposed future bicycle network, including the City's bicycle capital improvement list, with the goal of providing a safe, enjoyable, and connected bicycle network. A primary focus of the BTP was to improve the overall connectivity of the low-stress bicycle network. Extensive analyses, including "level of traffic stress" (LTS), undue detour, and origin and destination calculations, were conducted to identify relative impacts of high-stress gaps in the bicycle network. Based on the results of these analyses, a system of bicycle improvements was proposed in coordination with the City of Lincoln and members of the public. The BTP also provided guidelines for bicycle improvements according to current planning and design standards in California, and incorporated new and innovative solutions for the City of Lincoln.

Contract Value: $75,000

Client Contact: Roland Neufeld, Senior Engineer at the City of Lincoln • 660 Sixth Street, Lincoln, CA 95648 • 916.434.2481 • roland.neufeld@lincolnca.gov

City of Lincoln, Update to the Neighborhood Electric Vehicle (NEV) and Golf Cart Master Plan, Lincoln, CA

The City of Lincoln desired to consolidate their current NEV and Golf Cart master plans. The original NEV Transportation Plan was established under AB 2353 (2008) and AB 2963 (2008). Compliance with the requirements of these Assembly Bills was ultimately achieved through transmittal of an evaluation report to the Legislature in January 2011. Over the past 15 years, the City has made few changes to the NEV network, however the City has continued to grow and the demand for these facilities has increased. Similarly, the Golf Cart Master Plan has a similar timeline and also had not been updated. With evolving interest to refresh and expand these facilities throughout the City, Kimley-Horn was selected to prepare a comprehensive update to both plans in the form of a consolidated master plan document. This project is currently ongoing. The project includes public engagement and the final document will be used as a guide for the reinforcement of existing and expansion of new NEV and golf cart facilities.

Contract Value: $89,900

Client Contact: Roland Neufeld, Senior Engineer at the City of Lincoln • 660 Sixth Street, Lincoln, CA 95648 • 916.434.2481 • roland.neufeld@lincolnca.gov

City of Sacramento, Arden Way and Auburn Boulevard Vision Zero and Mobility Plan, Sacramento, CA

Kimley-Horn is currently working with the City of Sacramento to develop a Vision Zero and Mobility Plan for Arden Way and Auburn Boulevard. The Arden Way project segment ranks as one of the City's Vision Zero Top 10 corridors, meaning that it experiences among the highest number of fatal and severe injury collisions in the City. Arden Way and Auburn Boulevard are essential corridors for both local and regional mobility. Kimley-Horn is in the process of establishing the project's existing conditions report and engaging the local community to provide input on the plan while partnering with other local agencies to support access to transit and transit-oriented development. Some of the key goals the City seeks to achieve with this plan include: supporting goals for economic development, multimodal transportation, sustainability, and social equity; enhancing access to businesses, schools, parks, jobs, transit, and other priority destinations; promoting healthier communities and reducing greenhouse gas emissions; and delivering a comprehensive safety and mobility plan for the project corridors. Alongside a robust engagement effort, Kimley-Horn is conducting and overseeing supporting technical studies, including a safety analysis, traffic analysis, level of traffic stress analysis, signal warrants, and road safety audit, which all serve to inform a thoughtful and impactful set of implementable countermeasures throughout the project corridors.

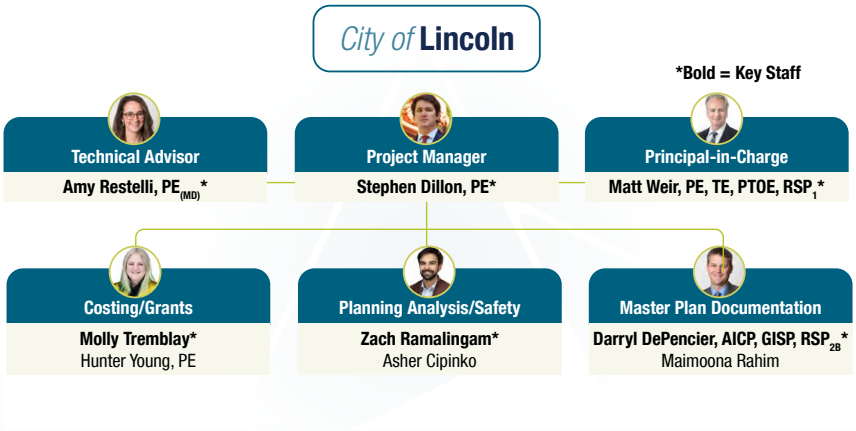
Contract Value: $450,000

Client Contact: Christopher Dougherty, Transportation Planning Manager for Mobility and Sustainability Division at the City of Sacramento • 915 I Street, Sacramento, CA 95814 • 916.808.2669 • cdougherty@cityofsacramento.org

4. INDIVIDUAL STAFF EXPERIENCE AND PROJECT ORGANIZATION

Organizational Chart

Stephen Dillon, PE will lead the project and serve as the City's primary point of contact, overseeing the scope, budget, and schedule of all tasks leading to quality deliverables to the City. Stephen will be supported by principal-in-charge **Matt Weir, PE, TE, PTOE, RSP$_1$** and technical advisor **Amy Restelli, PE$_{(MD)}$**. As shown on the organizational chart to the right and described below in the **Key Personnel** biographies section below, we have assigned a task lead to each key element of the plan to lead efforts for each deliverable, supported by a core team of experienced engineers, planners, subject matter experts, agency liaisons, and analysts with recent, relevant experience who are ready to support the City on this very important project.



Biographies of Key Staff

Kimley-Horn understands that the key to a project's success are the individuals who focus on quality, proactive communication, and successful partnerships. As outlined in our organizational chart on the previous page, we have assembled a well-balanced and experienced team who can cover all the services requested in the City's request for proposals but also provide experienced project management to ensure that this project is delivered in a timely fashion.

Stephen Dillon, PE – Project Manager. Stephen is a transportation engineer with over a decade of diverse experience in transportation planning and traffic engineering projects throughout Northern California. Stephen has worked on projects in which he led and supported tasks including traffic circulation and operations analyses, vehicle and pedestrian microsimulation modeling, intersection geometric layout, data collection, and traffic calming/traffic signal design. He is proficient in Synchro/Simtraffic, VISSIM, AutoCAD, GIS, and Kimley-Horn's proprietary Advanced Land Transportation Performance Simulation (ALPS).

Matt Weir, PE, TE, PTOE, RSP$_1$ – Principal-in-Charge. Matt is a well-rounded transportation professional with more than 27 years of diverse planning and design experience. Matt has a deep resume of multi-modal planning and design including master plan development, project concept development, grant application preparation, and overall project delivery.

Amy Restelli, PE$_{(MD)}$ – Technical Advisor. Amy has nearly 15 years of experience in transportation planning and design projects, with a passion for creating active, healthy communities through equitable access to mobility options. Amy's work includes active transportation plans, multimodal corridor plans, community plan updates, safety plans, and campus circulation plans across the region. Her safety experience includes large-scale statewide plans as well as intersection-and corridor-specific improvement designs. She works on a variety of other transportation project types, including intersection and corridor operational analyses, bicycle and pedestrian facility intersection designs, traffic signal design, traffic signal optimization and coordination, transportation management plans, and signing and pavement marking plans. Her excellent written and verbal communication skills—combined with her ambition and passion for the industry and her drive to develop creative solutions—have allowed her to produce numerous quality products in a timely manner. Amy thrives in building stakeholder consensus through planning and development of projects. Her project and task management focuses on keeping projects streamlined and grounded, making it easier for the public to understand improvement objectives.

Darryl dePencier, AICP, GISP, RSP$_{2B}$ – Master Plan Documentation. Darryl has nearly 20 years of experience assisting on and leading transportation planning and engineering projects. He uses data driven approaches to assess transportation system performance for operations, safety, equity, and other factors as needed. As a GIS Professional, Darryl often uses GIS to efficiently assess existing conditions and to analyze project alternatives. He has supported the development and implementation of GIS analysis methods for transit and traffic performance assessment, traffic safety analysis, Americans with Disabilities Act (ADA) transition plans, and other transportation planning functions.

Molly Tremblay – Costing/Grants. Molly has been involved in a range of projects including planning and final design of bikeways, bicycle and pedestrian facility intersection designs, complete streets, roundabouts, roadway alignments, curb extensions, accessibility upgrades, and parks. Her work with these projects includes intersection control evaluations, safety

analysis, public outreach and community workshops, horizontal and vertical design, ADA-accessible grading, wet and dry utility plans, and collaborating with clients and local agencies to develop innovative solutions that effectively address design challenges.

Zach Ramalingam – Planning Analysis/Safety. Zach is a transportation analyst who has experience with traffic impact studies, crash data analysis, and roadway signage audits. Zach has also completed trip generation and traffic simulations for numerous projects in the Sacramento region for projects such as school expansions, apartment complexes and mixed-use developments. In addition to these, he is also experienced with GIS software, having worked on crash data analysis for numerous local road safety plans and roadway signage safety audits

Subconsultants

Kimley-Horn will complete the work required for this staff from our in-house team and will not utilize subconsultants.

Workload Management

We have done a thorough review of our proposed team member's current workload and anticipated workload through our "castaheads" system. All team members are confirmed to have the availability and capacity to carry out the required scope of work in the expected timeframe. In completing our scope of work, we will focus on the timely execution of our duties as we are aware that the City is expecting to wrap up this plan update by June 2026. We will accomplish this through effective communication and use of our available staff. **Stephen Dillon, PE**, or the assigned task manager, will continually inform City staff of work status on a weekly basis through phone conversations, email dialogue, formal project status reports, and regularly scheduled meetings. Our proposed staff were carefully selected for their experience and proven ability to work as a team. If additional staff is needed to meet an aggressive deadline or assist in solving a specialized technical issue, we can call upon the more than 9,700 personnel in our firm at any given time to provide any additional or contingency services in a timely manner.

Statement of Staff Continuity

Kimley-Horn confirms our understanding and adherence to the City's request that any departures, reassignments, or substitutions for any named member of our proposed project team, including subconsultants, will not be made without the prior written approval of the City.

5. COST PROPOSAL

Per the City's instructions, we have submitted our cost proposal as a separate document in a separate, sealed envelope along with our proposal.

6. LEVINE ACT DISCLOSURE STATEMENT

Per the City's Addendum, we have included the signed Levine Act Disclosure Statement as an attachment to the **Appendix**.

7. EXCEPTIONS

Kimley-Horn has reviewed the sample Contract for Services and would like to discuss the following modifications, consistent with terms on previously executed agreements with the City.

15. INDEMNITY AND LITIGATION COSTS:

To the greatest extent allowed by law and within the construct of Civil Code § 2782, Consultant/Contractor shall indemnify, defend, and hold harmless the City, its officers, officials, agents, employees and volunteers (the "indemnified parties") from and against any and all claims, damages, demands, liability, costs, losses and expenses, including court costs and reasonable attorneys' fees, arising in any manner out of its performance of this Contract ~~or by reason of~~ to the extent caused by the negligent acts or omissions, recklessness, or willful misconduct incident to the performance of this Contract on the part of Consultant/Contractor [except such loss or damage which was caused by the active negligence, sole negligence, or willful misconduct of the City]. [. . .].

16. CONSULTANT/CONTRACTOR TO PROVIDE INSURANCE:

B. Prior to execution of this Contract and prior to commencement of any work, the Consultant/Contractor shall furnish the City with certificates of insurance and copies of original endorsements providing evidence of coverage for all policies required by the Contract. The endorsements shall be signed by a person authorized by the insurer to bind coverage on its behalf. Upon City's request, the ~~The~~ Consultant/Contractor agrees to furnish one copy of each required policy to the City, and additional copies as requested in writing, certified by an authorized representative of the insurer. The failure of Consultant/Contractor or of any of its contractors or subcontractors to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of this Contract. Approval of the insurance by the City shall not relieve or decrease any liability of Consultant/Contractor.

8. APPENDICES

Per the City's instructions, we have included the Levine Act Disclosure Statement, full resumes for our key staff and additional project descriptions on the following pages.

Levine Act Disclosure Statement

The signed Levine Act Disclosure Statement has been included on the following page.

Resumes of Key Staff

Resumes for our key staff start on page A-3.

Levine Act Disclosure Statement

(The completed form submitted to the City of Lincoln is a public record.)

California Government Code Section 84308 (the "Levine Act") prohibits any officer of the City of Lincoln (defined as an elected or appointed officer, alternate, and any candidate for elected office) from participating in any consideration or action related to a proceeding if they receive political contribution(s) from a party or its agent(s) totaling more than $250 within the previous 12 months, while a proceeding is pending, and for 12 months following the date of a final decision in a proceeding concerning a license, permit, other entitlement for use, franchise, or contract (collectively, "proposal or application").

City officers are listed here:

- Members of the City Council: https://www.lincolnca.gov/CityCouncil
- Boards and Commission Members: https://www.lincolnca.gov/BCC

Parties and their agent(s) are responsible for reviewing and disclosing their applicable contributions to City officers on the record of a proceeding.

1. Have you or your entity, or any agent on behalf of you or your entity, made any political contributions totaling more than $250 to any City officer in the 12 months preceding the date of the submission of your proposal or application, or the anticipated date of any action of any City Council, Board or Commission consideration or action related to this proposal or application?

☐ YES If yes, please identify the City officer(s):

☑ NO

2. Do you or your entity, or any agent on behalf of you or your company, anticipate or plan to make any political contribution(s) of more than $250 to any City officer in the 12 months following any City Council, Board or Commission consideration or action related to this proposal or application?

☐ YES If yes, please identify the City officer(s):

☑ NO

Answering 'yes' to either of the two questions above does not preclude the City of Lincoln from considering or taking action on a proposal or application. It does, however, potentially preclude the identified officer(s) from participating in consideration of and taking any action related to the proposal or application.

I declare under penalty of perjury of the laws of the State of California the foregoing information is true and correct.

Dated: December 12, 2025

Name of entity: Kimley-Horn and Associates, Inc.

By: _____
(signature)

Matthew D. Weir, PE, TE, PTOE, RSP1, Sr. Vice President
(print name and title)

You must submit a supplemental form if you make any new reportable contribution(s) while the proposal or application is being considered and is pending. If this form has not been previously submitted in connection with a contracting, licensing, entitlement or permitting process, please provide the completed form to the Office of the City Clerk for appropriate departmental routing at: City Clerk, City Hall, 600 6th Street, Lincoln, CA 95648, CityClerk@lincolnca.gov.

Stephen Dillon, PE

Project Manager

Stephen is a transportation engineer with 10 years of diverse experience in transportation planning and traffic engineering projects throughout Northern California. Stephen has worked on projects in which he led and supported tasks including traffic circulation and operations analyses, vehicle and pedestrian microsimulation modeling, intersection geometric layout, data collection, and traffic calming/traffic signal design. He is proficient in Synchro/Simtraffic, VISSIM, AutoCAD, GIS, and Kimley-Horn's proprietary ALPS.

Professional Credentials

- Master of City Planning, University of Pennsylvania
- Master of Science, Systems Engineering, University of Pennsylvania
- Bachelor of Science, Civil Engineering, Pennsylvania State University
- Professional Engineer in California #94701

Relevant Experience

- **City of Sacramento, Arden Way and Auburn Boulevard Multimodal Mobility Plan, Sacramento, CA** – Deputy Project Manager. Kimley-Horn is currently working with the City of Sacramento to develop a Vision Zero and Mobility Plan for Arden Way and Auburn Boulevard. The Arden Way project segment ranks as one of the City's Vision Zero Top 10 corridors, meaning that it experiences among the highest number of fatal and severe injury collisions in the City. Arden Way and Auburn Boulevard are essential corridors for both local and regional mobility. Kimley-Horn is in the process of establishing the project's existing conditions report and engaging the local community to provide input on the plan while partnering with other local agencies to support access to transit and transit-oriented development. Some of the key goals the City seeks to achieve with this plan include: supporting goals for economic development, multimodal transportation, sustainability, and social equity; enhancing access to businesses, schools, parks, jobs, transit, and other priority destinations; promoting healthier communities and reducing greenhouse gas emissions; and delivering a comprehensive safety and mobility plan for the project corridors. Alongside a robust engagement effort, Kimley-Horn is conducting and overseeing supporting technical studies, including a safety analysis, traffic analysis, level of traffic stress analysis, signal warrants, and road safety audit, which all serve to inform a thoughtful and impactful set of implementable countermeasures throughout the project corridors.
- **UC Davis Health, X Street Corridor Multimodal Mobility Plan, Sacramento, CA** – Deputy Project Manager. Kimley-Horn is providing transportation planning and traffic engineering services for UC Davis Health to develop a comprehensive plan for pedestrian and bicycle circulation on the X Street corridor and the areas feeding into X street. Kimley-Horn is preparing the initial draft of the X Street Corridor & Circulation Master Plan which incorporates data collection and baseline conditions assessment, planning principles, regulations, policies, and improvement scenarios. This plan includes refreshing the multimodal infrastructure to comprehensively depict existing and planned facilities. The plan also includes identification of future improvement projects and their associated approximate construction costs. Additionally, the plan will include preliminary phasing, schedule, OPCCs, drawings/renderings, and graphical representations.
- **City of Rancho Cordova, Lincoln Village and Countryside Neighborhood Traffic Calming and Multimodal Implementation Project, Rancho Cordova, CA** – Project Manager. Kimley-Horn is assisting the City of Rancho Cordova Department of Public Works on a neighborhood traffic management plan (NTMP). This project leverages previously collected average daily traffic (ADT) volumes, vehicle speeds, and historical crash data to select locations for strategic traffic calming and cut-through treatment installations within the Lincoln Village and Countryside neighborhoods. While intended primarily to alter the behavior of private vehicles, the proposed treatments are also sensitive opportunities that may be provided to pedestrian, cyclist, and transit modes throughout the study corridors. Kimley-Horn is tasked with providing transportation planning and engineering services by seeing the project through from the treatment concept phase to installation of temporary improvements to final design. The project includes community outreach and postimplementation data collection components.

Matt Weir, PE, TE, PTOE, RSP[1]

Principal-in-Charge

Matt is a well-rounded transportation professional with more than 27 years of diverse planning and design experience. Matt has a deep resume of multi-modal planning and design including master plan development, project concept development, grant application preparation, and overall project delivery.

Professional Credentials

- Master of Science, Civil Engineering (Transportation Systems), Georgia Institute of Technology
- Bachelor of Science, Civil Engineering, Clemson University
- Professional Engineer in California #70216
- Professional Traffic Engineer in California #2424
- Professional Traffic Operations Engineer #2827
- Road Safety Professional Level 1 #571

Relevant Experience

- **City of Lincoln, Bikeways Master Plan, Lincoln, CA** – Principal-in-Charge. Kimley-Horn prepared the City of Lincoln's BTP to update the City's proposed future bicycle network, including the City's bicycle capital improvement list, with the goal of providing a safe, enjoyable, and connected bicycle network. A primary focus of the BTP was to improve the overall connectivity of the low-stress bicycle network. Extensive analyses, including "level of traffic stress" (LTS), undue detour, and origin and destination calculations, were conducted to identify relative impacts of high-stress gaps in the bicycle network. Based on the results of these analyses, a system of bicycle improvements was proposed in coordination with the City of Lincoln and members of the public. The BTP also provided guidelines for bicycle improvements according to current planning and design standards in California, and incorporated new and innovative solutions for the City of Lincoln.
- **City of Lincoln, NEV and Golf Cart Master Plan** – Principal-in-Charge. The City of Lincoln desired to consolidate their current NEV and Golf Cart master plans. The original NEV Transportation Plan was established under AB 2353 (2008) and AB 2963 (2008). Compliance with the requirements of these Assembly Bills was ultimately achieved through transmittal of an evaluation report to the Legislature in January 2011. Over the past 15 years, the City has made few changes to the NEV network, however the City has continued to grow and the demand for these facilities has increased. Similarly, the Golf Cart Master Plan has a similar timeline and also had not been updated. With evolving interest to refresh and expand these facilities throughout the City, Kimley-Horn was selected to prepare a comprehensive update to both plans in the form of a consolidated master plan document. This project is currently ongoing. The project includes public engagement and the final document will be used as a guide for the reinforcement of existing and expansion of new NEV and golf cart facilities.
- **UC Davis Health, X Street Corridor Multimodal Mobility Plan, Sacramento, CA** – Principal-in-Charge. Kimley-Horn is providing transportation planning and traffic engineering services for UC Davis Health to develop a comprehensive plan for pedestrian and bicycle circulation on the X Street corridor and the areas feeding into X street. Kimley-Horn is preparing the initial draft of the X Street Corridor & Circulation Master Plan which incorporates data collection and baseline conditions assessment, planning principles, regulations, policies, and improvement scenarios. This plan includes refreshing the multimodal infrastructure to comprehensively depict existing and planned facilities. The plan also includes identification of future improvement projects and their associated approximate construction costs. Additionally, the plan will include preliminary phasing, schedule, OPCCs, drawings/renderings, and graphical representations.
- **City of Sacramento, Arden Way and Auburn Boulevard Vision Zero and Mobility Plan, Sacramento, CA** – Project Manager. Kimley-Horn is currently working with the City of Sacramento to develop a Vision Zero and Mobility Plan for Arden Way and Auburn Boulevard. The Arden Way project segment ranks as one of the City's Vision Zero Top 10 corridors, meaning that it experiences among the highest number of fatal and severe injury collisions in the City. Arden Way and Auburn Boulevard are essential corridors for both local and regional mobility. Kimley-Horn is in the process of establishing the project's existing conditions report and engaging the local community to provide input on the plan while partnering with other local agencies to support access to transit and transit-oriented development. Some of the key goals the City seeks to achieve with this plan include: supporting goals for economic development, multimodal transportation, sustainability, and social equity; enhancing access to businesses, schools, parks, jobs, transit, and other priority destinations; promoting healthier communities and reducing greenhouse gas emissions; and delivering a comprehensive safety and mobility plan for the project corridors. Alongside a robust engagement effort, Kimley-Horn is conducting and overseeing supporting technical studies, including a safety analysis, traffic analysis, level of traffic stress analysis, signal warrants, and road safety audit, which all serve to inform a thoughtful and impactful set of implementable countermeasures throughout the project corridors.

Amy Restelli, PE(MD)

Technical Advisor

Amy has 14 years of experience in transportation planning and design projects, with a passion for creating active, healthy communities through equitable access to mobility options. Amy's work includes active transportation plans, multimodal corridor plans, community plan updates, safety plans, and campus circulation plans across the region. Her safety experience includes large-scale statewide plans as well as intersection-and corridor-specific improvement designs. She works on a variety of other transportation project types, including intersection and corridor operational analyses, bicycle and pedestrian facility intersection designs, traffic signal design, traffic signal optimization and coordination, transportation management plans, and signing and pavement marking plans. Her excellent written and verbal communication skills—combined with her ambition and passion for the industry and her drive to develop creative solutions—have allowed her to produce numerous quality products in a timely manner. Amy thrives in building stakeholder consensus through planning and development of projects. Her project and task management focuses on keeping projects streamlined and grounded, making it easier for the public to understand improvement objectives.

Professional Credentials

- Bachelor of Science, Civil Engineering, Villanova University
- Professional Engineer in Maryland #41282

Relevant Experience

- **City of National City, Sustainable Mobility Plan, National City, CA** – Project Manager. Kimley-Horn was recently selected by the City of National City to prepare the City's Sustainable Mobility Plan (SMP) after receiving grant funding the Caltrans Sustainable Communities Grant Program. The City has performed multiple planning efforts for sustainable transportation, and interested in bringing all of the work together in one document, looking at the City holistically, and gaining the support of community members through a robust public outreach strategy including a project website, surveys, walk audits centered around each of the nine neighborhoods, workshops, and pop up events. The Kimley-Horn team will incorporate the feedback gathered through the variety of engagement activities with the findings of the systems analysis portion of the project to develop a well-rounded plan that meets both the City's staff and residents' needs and expectations. The comprehensive list of projects will be prioritized based on criteria supported by City and community members, to provide a framework for implementation of active transportation infrastructure.
- **City of Salinas, Active Transportation Plan, Salinas, CA** – Project Manager. Kimley-Horn developed an ATP for the City of Salinas as a strategic framework designed to improve walking and biking infrastructure throughout the City. It identifies key barriers to active transportation—such as high-speed roads, network gaps, and rail corridors—and proposes targeted solutions to enhance safety, connectivity, and accessibility for all users. The plan integrates community input through public surveys, stakeholder meetings, walk and talks, and an interactive project website, ensuring that recommendations reflect local needs. It includes prioritized projects, corridor concepts, and policy strategies aimed at reducing collisions, promoting equity, and supporting sustainable mobility. The ATP aligns with broader city initiatives like the Vision Zero Action Plan and SRTS, reinforcing Salinas' commitment to a safer, healthier, and more connected transportation future.
- **City of San Marcos, Active Transportation Plan, San Marcos, CA** – Project Manager. The San Marcos ATP is a comprehensive strategy developed to enhance walking and biking infrastructure throughout the City of San Marcos. It identifies existing conditions, connectivity gaps, and high-stress environments for pedestrians and cyclists, and proposes targeted improvements to promote safe, accessible, and equitable active transportation. The plan includes a SRTS component with walk audits and tailored recommendations for each school in the San Marcos Unified School District. Through community engagement, stakeholder coordination, and data-driven prioritization, the ATP aims to create a connected network that supports healthier, more sustainable mobility options for residents and visitors alike.
- **Caltrans, California Strategic Highway Safety Plan Update and Implementation, Statewide, CA** – Project Engineer. Kimley-Horn led California's 2020 to 2024 SHSP Update and Implementation, a multi-agency collaborative effort. The SHSP's mission is to provide a safe and sustainable transportation system for all motorized and nonmotorized users on all public roads in California. Kimley-Horn's role is to assist with SHSP development, action plans, and compliance with federal requirements. The final SHSP will provide guidance about areas of emphasis, make recommendations for improvement, and note responsible agencies and

Amy Restelli, PE(MD)

Technical Advisor

individuals for each action. Kimley-Horn supported Caltrans with overseeing implementation for the next several years. This project required extensive coordination with a steering committee, executive committee, and several working groups. These groups meet at regular intervals, and a rigid deliverable schedule is required to get meaningful input from each of these groups. Kimley-Horn successfully worked with Caltrans staff to keep the project on schedule and on budget, while remaining versatile enough to respond to feedback that occasionally shifts project priorities and objectives. Kimley-Horn has successfully completed the 2020 – 2024 phase of this project and has been contracted to implement the 2025 – 2028 phase, which we are currently in the progress of doing.

- **San Diego Association of Governments (SANDAG), North County Regional Corridor (SR 78) Comprehensive Multimodal Corridor Plan (CMCP), San Diego, CA** – Project Engineer. Kimley-Horn is partnering with SANDAG and Caltrans District 11 in the development of a Comprehensive Multimodal Corridor Plan (CMCP) that addresses North County's preeminent mobility and transportation issues. Kimley-Horn's approach is based on understanding of current community and mobility markets that inform local, subregional, and regional demands, and anticipated future conditions. The CMCP study is an opportunity to identify and enable projects at different scales (e.g., flexible fleet deployments within and to mobility hubs) and allow for early wins with municipal partners. Our team's approach will enable the range of projects that can help provide mobility choices at different levels: large regional projects and small quick-build projects (i.e., traffic signal priority (TSP), lanes, safety improvements) that can demonstrate the holistic approach encouraged by funding grant opportunities.

Darryl dePencier, AICP, GISP, RSP$_{2B}$

Master Plan Documentation

Darryl has more than 17 years of experience assisting on and leading transportation planning and engineering projects. He uses data driven approaches to assess transportation system performance for operations, safety, equity, and other factors as needed. He has developed a number of data visualization techniques to make complex analysis accessible and understandable to the general public and decision makers. He uses a multi-faceted approach to public engagement to meet people at their level of interest and their preferred ways of communicating about projects. Hybrid traditional and online meetings, interactive mapping, surveys and public meetings are all used to share information and gather input.

Professional Credentials

- Master of Urban Spatial Analytics, University of Pennsylvania
- Bachelor of Arts, Geography, Carleta University, Ottawa, ON
- American Institute of Certified Planners (AICP) #59317
- Geographic Information Systems Professional #26552
- Road Safety Professional1 #273
- Road Safety Professional2B #17

Relevant Experience

- **City of Lincoln, Bikeways Master Plan, Lincoln, CA** – Project Planner. Kimley-Horn prepared the City of Lincoln's BTP to update the City's proposed future bicycle network, including the City's bicycle capital improvement list, with the goal of providing a safe, enjoyable, and connected bicycle network. A primary focus of the BTP was to improve the overall connectivity of the low-stress bicycle network. Extensive analyses, including LTS, undue detour, and origin and destination calculations, were conducted to identify relative impacts of high-stress gaps in the bicycle network. Based on the results of these analyses, a system of bicycle improvements was proposed in coordination with the City of Lincoln and members of the public. The BTP also provided guidelines for bicycle improvements according to current planning and design standards in California, and incorporated new and innovative solutions for the City of Lincoln.
- **City of Bakersfield, Active Transportation Plan, Bakersfield, CA** – Project Manager. Kimley-Horn is working with the City of Bakersfield to develop a comprehensive ATP that will inform the City's Capital Improvement Program for the next 10 years. The plan will support development of a long-term vision for a citywide bicycle and pedestrian system, identify gaps in the current system, and prioritize improvements to enhance multimodal transportation opportunities and provide a more equitable transportation system. One activation that has taken place since implementing this plan was the Bakersfield Active Transportation Summit and Festival Spotlight where Kimley-Horn was able to draw in a diverse crowd to were able to provide information ATP as well as engage with local community organizations and stakeholders.
- **City of Santa Clarita, Citywide Analysis of Pedestrian and Bicycle Collisions Systemic Safety Analysis Report Project (SSARP), Santa Clarita, CA** – Project Planner. Kimley-Horn worked with the City of Santa Clarita to conduct a bicycle and pedestrian oriented SSAR that will help the City reduce the number of injuries and fatalities while encouraging additional active transportation use. The analysis compared LTS against the existing and planned network of bicycle and pedestrian facilities within the city and examines where injuries and fatalities align with gaps or deficiencies in the transportation network. High demand, high injury locations were examined and diagnosed with the objective of identifying systematic improvements that would provide benefit at multiple locations that would both improve safety, and encourage more bicycling and walking in the City.
- **Stanislaus Council of Governments (StanCOG), REAP 2.0 Community Enhancement Zone Plans, VMT Mitigation Strategy, and SCS Bicycle and Pedestrian Plans, Stanislaus County, CA** – Project Planner. Kimley-Horn is working with the StanCOG to update its Regional Transportation Plan (RTP). To implement the RTP, Kimley-Horn has been selected to lead the Community Enhancement Zone (CEZ) Pilot Project to identify and mitigate the barriers to implementing transit-oriented development and missing middle housing. The team is preparing a vision plan to identify catalytic housing sites, prepare concepts for mobility improvement projects to support anticipated growth, and develop an implementation plan with cost estimates, funding sources, zoning reforms, and entitlement strategies to unlock housing investment across the region. Kimley-Horn is also preparing a CEZ toolkit to profile current best practices for innovative multi-family and MMH housing projects. The process will be guided by a robust public engagement process, including a developer roundtable and week-

Darryl dePencier, AICP, GISP, RSP_{2B} (cont.)

Master Plan Documentation

long design charrette with immersive virtual reality (VR) visioning tools. The process will help participants shape their communities, understand the barriers and trade-offs necessary to implement multi-family housing, and build consensus across a broad coalition of stakeholders.

- **Caltrans, California Strategic Highway Safety Plan Update and Implementation, Statewide, CA** – Project Planner. Kimley-Horn led California's 2020 to 2024 SHSP Update and Implementation, a multi-agency collaborative effort. The SHSP's mission is to provide a safe and sustainable transportation system for all motorized and nonmotorized users on all public roads in California. Kimley-Horn's role is to assist with SHSP development, action plans, and compliance with federal requirements. The final SHSP will provide guidance about areas of emphasis, make recommendations for improvement, and note responsible agencies and individuals for each action. Kimley-Horn supported Caltrans with overseeing implementation for the next several years. This project required extensive coordination with a steering committee, executive committee, and several working groups. These groups meet at regular intervals, and a rigid deliverable schedule is required to get meaningful input from each of these groups. Kimley-Horn successfully worked with Caltrans staff to keep the project on schedule and on budget, while remaining versatile enough to respond to feedback that occasionally shifts project priorities and objectives. Kimley-Horn has successfully completed the 2020 – 2024 phase of this project and has been contracted to implement the 2025 – 2028 phase, which we are currently in the progress of doing.

Zach Ramalingam, EIT

Planning Analysis/Safety

Zachary is a transportation analyst who has experience with traffic impact studies, crash data analysis and roadway signage audits. Zachary has also completed trip generation and traffic simulations for numerous projects in the Sacramento region for projects such as school expansions, apartment complexes and mixed-use developments. In addition to these, he is also experienced with GIS software, having worked on crash data analysis for numerous local road safety plans and roadway signage safety audits.

Professional Credentials

- Bachelor of Science, Civil Engineering, University of California, Davis
- Engineer-in-Training in California #170409

Relevant Experience

- **City of Lincoln, NEV and Golf Cart Master Plan** – Project Manager. The City of Lincoln desired to consolidate their current NEV and Golf Cart master plans. The original NEV Transportation Plan was established under AB 2353 (2008) and AB 2963 (2008). Compliance with the requirements of these Assembly Bills was ultimately achieved through transmittal of an evaluation report to the Legislature in January 2011. Over the past 15 years, the City has made few changes to the NEV network, however the City has continued to grow and the demand for these facilities has increased. Similarly, the Golf Cart Master Plan has a similar timeline and also had not been updated. With evolving interest to refresh and expand these facilities throughout the City, Kimley-Horn was selected to prepare a comprehensive update to both plans in the form of a consolidated master plan document. This project is currently ongoing. The project includes public engagement and the final document will be used as a guide for the reinforcement of existing and expansion of new NEV and golf cart facilities.
- **City of Sacramento, Arden Way and Auburn Boulevard Multimodal Mobility Plan, Sacramento, CA** – Project Analyst. Kimley-Horn is currently working with the City of Sacramento to develop a Vision Zero and Mobility Plan for Arden Way and Auburn Boulevard. The Arden Way project segment ranks as one of the City's Vision Zero Top 10 corridors, meaning that it experiences among the highest number of fatal and severe injury collisions in the City. Arden Way and Auburn Boulevard are essential corridors for both local and regional mobility. Kimley-Horn is in the process of establishing the project's existing conditions report and engaging the local community to provide input on the plan while partnering with other local agencies to support access to transit and transit-oriented development. Some of the key goals the City seeks to achieve with this plan include: supporting goals for economic development, multimodal transportation, sustainability, and social equity; enhancing access to businesses, schools, parks, jobs, transit, and other priority destinations; promoting healthier communities and reducing greenhouse gas emissions; and delivering a comprehensive safety and mobility plan for the project corridors. Alongside a robust engagement effort, Kimley-Horn is conducting and overseeing supporting technical studies, including a safety analysis, traffic analysis, level of traffic stress analysis, signal warrants, and road safety audit, which all serve to inform a thoughtful and impactful set of implementable countermeasures throughout the project corridors.
- **City of Sacramento, Stockton Boulevard Multimodal Partnership and Bus Rapid Transit, Sacramento, CA** – Project Analyst. Kimley-Horn is providing services for the City of Sacramento for this project which includes multimodal transportation and safety improvements, potentially including but not limited to bus lanes and/or other bus rapid transit (BRT) enhancements, bicycle lanes, and pedestrian upgrades. The project is located on Stockton Boulevard, from Florin Road to Alhambra Boulevard (including the Florin Loop) as well as segments of Broadway, 7th Street, 8th Street, and 9th Street along the alignment of SacRT Route 51. All proposed transit services are anticipated to be operated by Sacramento Regional Transit. Lane modifications (or road diets) are anticipated along the corridor specifically within the City limits that may include bus only or BAT (bike, access, and transit) lanes. Stage 1 will develop alternatives and establish a locally preferred alternative for BRT and other transit prioritizing improvements along SacRT's Bus Route 51 and establish the basis of design for the project acceptable to the City and the County that integrates all mode users: transit, bicycling, automotive, and pedestrian modes of travel within the project limits.
- **City of Milpitas, Citywide Traffic and Safety Study, Milpitas, CA** – Project Analyst. Kimley-Horn is assisting the City of Milpitas with preparing a citywide Synchro model, identifying intersection geometric improvements, and conducting a citywide traffic safety assessment. For the traffic component of the project, Kimley-Horn is

Zach Ramalingam, EIT (cont.)

Planning Analysis/Safety

evaluating 71 intersections in the existing and future scenarios. In addition, 33 intersections are being evaluated near schools, focusing on traffic and safety related issues. Kimley-Horn will identify existing and future traffic operational deficiencies and recommend roadway improvements. For the traffic safety assessment, Kimley-Horn will perform a citywide collision data analysis and network screening to identify emphasis areas, high-collision locations, high-risk locations, and locations with unusual collision patterns or high-collision severities. Field review was performed around schools and along key commute routes to assess challenges and needs. This baseline safety assessment, in conjunction with stakeholder and community input, will provide a foundation for a decision-making framework associated with toolbox implementation and prioritization of safety improvement projects and investments that enhance road safety for all modes of travel within the City. Kimley-Horn will be leading four public outreach meetings and two City Council Meetings. For the public meetings, Kimley-Horn will develop project informational materials and an online survey to solicit public feedback on traffic safety issues and related "quality of life" concerns/constraints throughout the City's transportation network. SocialPinpoint, an online map survey tool that utilizes the same survey logic and dynamic answer format available on the standard survey platforms, combined with interactive mapping and location-specific data collection capabilities, will be utilized.

- **Caltrans, Strategic Highway Safety Plan Update and Implementation, Statewide, CA** – Project Analyst. Kimley-Horn led California's 2020 to 2024 SHSP Update and Implementation, a multi-agency collaborative effort. The SHSP's mission is to provide a safe and sustainable transportation system for all motorized and nonmotorized users on all public roads in California. Kimley-Horn's role is to assist with SHSP development, action plans, and compliance with federal requirements. The final SHSP will provide guidance about areas of emphasis, make recommendations for improvement, and note responsible agencies and individuals for each action. Kimley-Horn supported Caltrans with overseeing implementation for the next several years. This project required extensive coordination with a steering committee, executive committee, and several working groups. These groups meet at regular intervals, and a rigid deliverable schedule is required to get meaningful input from each of these groups. Kimley-Horn successfully worked with Caltrans staff to keep the project on schedule and on budget, while remaining versatile enough to respond to feedback that occasionally shifts project priorities and objectives. Kimley-Horn has successfully completed the 2020 – 2024 phase of this project and has been contracted to implement the 2025 – 2028 phase, which we are currently in the progress of doing.

Molly Tremblay

Costing/Grants

Molly is a well-rounded professional with a passion for projects that benefit communities through safety, equity, and active transportation focused design. Molly has more than eight years of experience in multidisciplinary municipal and transportation projects, as well as private site developments. Molly has excellent written and verbal communication skills, and a proclivity for communicating complex design issues to stakeholders and community members. Molly has leveraged this ability into a successful approach to grant writing through passionate storytelling backed by compelling data. Molly has lead a variety of state and federal grant applications, winning more than $88M in grant funding over the last few years and earning a perfect score in the most recent statewide ATP grant cycle. Molly has been involved in all stages of grant-funded projects, from the initial studies to concept refinement and design and through to construction.

Molly has been involved in a range of projects including planning and final design of bikeways, bicycle and pedestrian facility intersection designs, complete streets, roundabouts, roadway alignments, curb extensions, accessibility upgrades, and parks. Her work with these projects includes intersection control evaluations, safety analysis, public outreach and community workshops, horizontal and vertical design, ADA accessible grading, wet and dry utility plans, and collaborating with clients and local agencies to develop innovative solutions that effectively address design challenges.

Professional Credentials

- Bachelor of Science, Structural Engineering, University of California, San Diego

Relevant Experience

- **City of Seaside, Intersection Control Evaluation (ICE)/Broadway Active Transportation Program (ATP) Grant Services, Seaside, CA** – Grant Writer. Kimley-Horn has partnered with the City of Seaside and the Transportation Agency for Monterey County (TAMC) to complete a citywide ICE Report and assist with an ATP Grant Application. Kimley-Horn has worked closely with the City of Seaside to provide an objective analysis of concept level, feasible intersection control alternatives for the study intersections. Kimley-Horn worked with the City to prepare concept layouts and renderings along Broadway Avenue as part of the ATP grant application effort by TAMC. Kimley-Horn completed the Engineer's Checklist for the ATP application, including Vicinity Map/ Location Maps; Project Layouts; Typical cross-sections; Detailed Engineer's Estimate; review of Crash/Safety Data, Collision Maps and Countermeasures; Project Schedule and Funding Request; Warrant Studies/guidance; Review/Prepare text with documentation of engineering decisions; and Review of final application.
- **City of Salinas, John Street/Williams Road Safe Routes to Schools Project and Programming Safe Streets for All (SS4A) Cycle 2 Grant Application, Salinas, CA** – Grant Writer. Requested & Awarded $16,000,000
  ATP Cycle 7 Grant Application – Grant Writer; Perfect score on grant application. Requested & Awarded $7,954,000
- **City of Menlo Park, Willow Road (SR-114) Separated Bikeway and Pedestrian Improvements Project, 2025 Regional Measure 3: Safe Routes to Transit and Bay Trail, Menlo Park, CA** – Grant Writer. Requested $8,901,000
- **City of Manteca, Grant Writing Services On-Call - Citywide Signal Coordination and EV Charging Stations, CMAQ Grant Applications, Manteca, CA** – Project Manager & Grant Writer. Requested & Awarded $1,310,244.
  Citywide Gap Closure & SRTS, ATP Cycle 7 Grant Application, Manteca, CA – Grant Writer. Regional: Requested $6,512,160, Awarded $3,814,045
- **County of San Mateo, Santa Cruz Avenue Complete Street Project, Alameda de Las Pulgas Complete Street Project, and Alpine Road Corridor Improvement Project 2023 San Mateo County Transportation Authority Pedestrian & Bicycle Program Grant Applications (3), Unincorporated San Mateo, CA** – Project Manager & Grant Writer. Requested & awarded $4,990,000 total for all projects.
- **City of Salinas, Harden Parkway Path & Safe Routes to School Project ATP Cycle 6 Grant Application, Salinas, CA** – Grant Writer. Requested $14,006,000; Awarded $8,079,000 through Statewide funds.

ADDITIONAL PROJECT DESCRIPTIONS

University of California Davis Health, X Street Corridor Area Plan, Davis, CA

Kimley-Horn is providing transportation planning and traffic engineering services for UC Davis Health to develop a comprehensive plan for pedestrian and bicycle circulation on the X Street corridor and the areas feeding into X street. Kimley-Horn is preparing the initial draft of the X Street Corridor & Circulation Master Plan which incorporates data collection and baseline conditions assessment, planning principles, regulations, policies, and improvement scenarios. This plan includes refreshing the multimodal infrastructure to comprehensively depict existing and planned facilities. The plan also includes identification of future improvement projects and their associated approximate construction costs. Additionally, the plan will include preliminary phasing, schedule, Opinions of Construction Costs (OPCCs), drawings/ renderings and graphical representations.

City of Salinas, Active Transportation Plan, Salinas, CA

Kimley-Horn developed an ATP for the City of Salinas as a strategic framework designed to improve walking and biking infrastructure throughout the City. It identifies key barriers to active transportation—such as high-speed roads, network gaps, and rail corridors—and proposes targeted solutions to enhance safety, connectivity, and accessibility for all users. The plan integrates community input through public surveys, stakeholder meetings, walk and talks, and an interactive project website, ensuring that recommendations reflect local needs. It includes prioritized projects, corridor concepts, and policy strategies aimed at reducing collisions, promoting equity, and supporting sustainable mobility. The ATP aligns with broader city initiatives like the Vision Zero Action Plan and SRTS, reinforcing Salinas' commitment to a safer, healthier, and more connected transportation future.

City of San Marcos, Active Transportation Plan and Safe Routes to School, San Marcos, CA

The San Marcos ATP is a comprehensive strategy developed to enhance walking and biking infrastructure throughout the City of San Marcos. It identifies existing conditions, connectivity gaps, and high-stress environments for pedestrians and cyclists, and proposes targeted improvements to promote safe, accessible, and equitable active transportation. The plan includes a SRTS component with walk audits and tailored recommendations for each school in the San Marcos Unified School District. Through community engagement, stakeholder coordination, and data-driven prioritization, the ATP aims to create a connected network that supports healthier, more sustainable mobility options for residents and visitors alike.

City of Bakersfield, Active Transportation Plan, Bakersfield, CA

Kimley-Horn is working with the City of Bakersfield to develop a comprehensive ATP that will inform the City's Capital Improvement Program for the next 10 years. The plan will support development of a long-term vision for a citywide bicycle and pedestrian system, identify gaps in the current system, and prioritize improvements to enhance multimodal transportation opportunities and provide a more equitable transportation system. One activation that has taken place since implementing this plan was the Bakersfield Active Transportation Summit and Festival Spotlight where Kimley-Horn was able to draw in a diverse crowd to were able to provide information ATP as well as engage with local community organizations and stakeholders.

SANDAG, North County Regional Corridor (SR 78) Comprehensive Multimodal Corridor Plan (CMCP), San Diego, CA

Kimley-Horn is partnering with SANDAG and Caltrans District 11 in the development of a Comprehensive Multimodal Corridor Plan (CMCP) that addresses North County's preeminent mobility and transportation issues. Kimley-Horn's approach is based on understanding of current community and mobility markets that inform local, subregional, and regional demands, and anticipated future conditions. The CMCP study is an opportunity to identify and enable projects at different scales (e.g. flexible fleet deployments within and to mobility hubs) and allow for early wins with municipal partners. Our team's approach will enable the range of projects that can help provide mobility choices at different levels: large regional projects and small quick-build projects (i.e., TSP, lanes, safety improvements) that can demonstrate the holistic approach encouraged by funding grant opportunities.

CONTACT

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Kimley»Horn

Expect More. Experience Better.

City of Lincoln
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Proposal to

Provide an Update to the Bikeways Master Plan

December 12, 2025

TJKM

IN ASSOCIATION WITH
GATES STUDIO

December 12, 2025

Jonnelyn Espartero
City Clerk
City of Lincoln
600 Sixth Street
Lincoln, CA 95648

Subject: Proposal to provide an Update to the Bikeways Master Plan

Dear Evaluation Committee:

TJKM Transportation Consultants (TJKM) is pleased to submit our Proposal for the Bikeways Master Plan Update to the City of Lincoln. We understand this update will build off of the City's current plan that was last updated in 2018 to reassess community needs and priorities, re-engage the public, and develop recommendations for short-term and long-term projects to enhance active transportation in Lincoln and to improve inter-community travel to and from adjacent jurisdictions.

TJKM is a mobility planning and transportation engineering firm with professional staff located in California, Florida, and Texas. For 50 years, TJKM has been involved with all aspects of traffic engineering to improve the quality of life for many communities within California. TJKM commits to the City a dedicated, multi-disciplinary staff of seasoned transportation experts who have demonstrated capabilities to meet the technical, managerial, and schedule challenges to be encountered.

TJKM is pleased to be joined by Gates Studio as a subconsultant on this effort. Gates Studio will focus on community engagement to maximize opportunities for public input and public awareness of the Plan update, and to help ensure a successful community workshop to receive input on the Draft Plan.

Your Project Team
The proposed organization for your project is myself, Mr. Nayan Amin, TE, as the Principal-In-Charge and Mr. Colin Burgett as the Project Manager.

I bring 35 years of both public and private sector experience in the areas of traffic engineering, pedestrian and bicycle improvements, traffic signal coordination, traffic operations, transit priority, traffic signal systems, traffic safety, multimodal studies, transportation planning, traffic impact studies, transportation management plans, construction scheduling, construction area signs, signing and striping, freeway and arterial management studies, and intelligent transportation systems planning, design, and construction oversight. *I have worked on Bicycle and Pedestrian projects in the Cities of Atherton, Belmont, Concord, Dinuba, Redwood City, San Jose, South San Francisco, Sunnyvale, and Walnut Creek. I have also overseen the Active Transportation Plans for the Cities of Exeter, Fresno, Patterson, Scotts Valley, and Stockton.*

Mr. Burgett will be your Project Manager. He has more than two decades of professional experience with expertise in multimodal transportation and integrated transportation/land use planning. He specializes in bicycle and pedestrian master plans, strategic planning for large-scale projects, including citywide transportation plans, large area plans, campus plans, environmental impact report transportation studies, bus rapid transit corridor studies, and transit station area plans. *He has extensive experience with projects that emphasize corridor revitalization, transit-oriented development, and complete streets planning. Mr. Burgett has managed bicycle and pedestrian plan updates for various local jurisdictions including Belmont, Oakland, Patterson, Pinole, San Leandro, Seaside, and Scotts Valley, and is currently updating the bicycle and pedestrian master plan for the Town of Fairfax.*

He will be supported by a group of talented and experienced leaders in their fields. We are confident that the team that we propose to the City is a qualified and nimble team that is ready to "hit the ground running".

The team offered by TJKM is not only unparalleled in each of the areas needed, but through our Proposal we will have demonstrated our creativity to develop innovative design approaches to meet any of your project goals.

Our Project Understanding and unique ideas to enhance your project is identified starting on page 1.

TJKM's firm and specific staff experience with similar project with references starting on page 5.

Statements
TJKM has included our Cost Proposal in a separate sealed file.

TJKM does not have any exceptions to any portion of the Request for Proposal.

TJKM is receipt of Addendum 1 dated November 25, 2025.

Contact and Commitment
As President of the firm, I am authorized to bind TJKM to a contract and you have my personal assurance that all the resources necessary to address the City's needs will be made available and ready to perform when the opportunity arises. You can reach me by phone at (408) 410-2977 or via email at namin@tjkm.com. During the proposal process, please feel free to contact Mr. Burgett at (925) 264-5021 or cburgett@tjkm.com. Mailed Correspondence can be sent to 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588.

The TJKM Team is committed to providing professional services to the satisfaction of the City. We look forward to hearing from you regarding further steps in the consultant selection process.

Sincerely,
TJKM Transportation Consultants

Nayan Amin, TE, President

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TJKM Transportation Consultants (TJKM) is pleased to submit our Proposal to provide an Update to the Bikeways Master Plan to the City of Lincoln.

CONSULTANT IDENTIFICATION

T J K M is our legal name, doing business as TJKM Transportation Consultants. Our mailing and physical address is 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588. Nayan Amin is the President of TJKM and can be reached at 408.410.2977 or namin@tjkm.com. Colin Burgett is your proposed Project Manager; he can be reached at 415.342.1556 or cburgett@tjkm.com.

PROJECT UNDERSTANDING AND WORK PLAN

Understanding of the Project

The Bikeways Master Plan update will build off of the City's current plan that was last updated in 2018 to reassess community needs and priorities, re-engage the public, and develop recommendations for short-term and long-term projects to enhance bicycle transportation in Lincoln and to improve inter-community travel to and from adjacent jurisdictions. All work must be completed by July 2026.

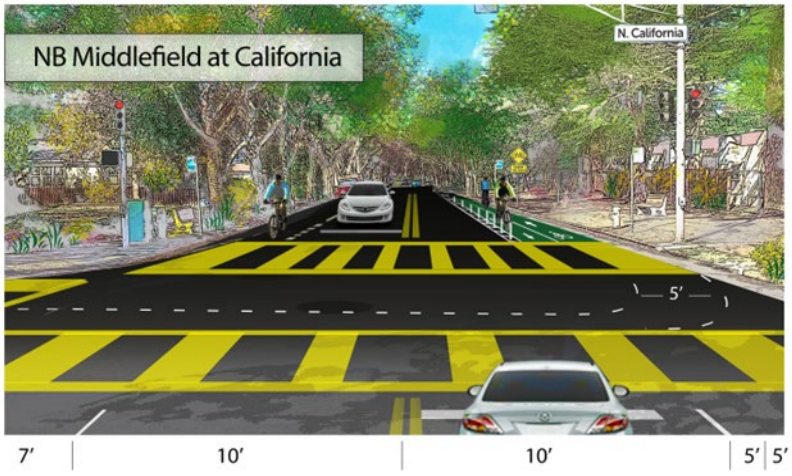
Approach to Meeting Task Objectives

Based on our extensive experience working on similar projects, the TJKM Team will proceed in updating the Plan taking into consideration the 6 "E's" – Engineering, Encouragement, Education, Enforcement, Equity, and Evaluation. The involvement of the community in the development of the Plan is critical to its success. Our proposed approach highlights key points for updating the Plan and are summarized briefly below:

- **Community Values**: We understand from our past experience on similar projects the community's concerns with quality of life and traffic impacts. We will build on our experience through integration with the community outreach process that will help us identify concerns, build consensus for desired community attributes, and allow our team to incorporate the values of the community into the alternatives. We will utilize our time with community members to discuss their thoughts on what makes this community different from other communities in the region.

  Is it the people, the architectural character, the history, or perhaps something else that makes it special?

  By documenting existing conditions during the data collection and analysis phase (Task 2), we will provide information to communicate with the community and Stakeholders and allow them to respond to what they feel most strongly represents their community. The feedback received will be utilized to develop a responsive Plan that reflects the community's spirit and develop.
- **Innovative Solutions**: The Plan will build off the existing 2018 Plan, and balance technical considerations and safety for all modes of transportation with good design and complete streets principles. Our team of innovators works to balance current and local standards with new developing approaches. Our team will draw from our history in bicycle/pedestrian planning, land use and economic analysis, innovation to assist in developing alternatives that are feasible. We will utilize current local and national best practices, treatment selection tools, and other methods to evaluate a range of solutions including standard and innovative solutions. We will identify which solutions are included in state and federal guidelines and identify jurisdictions that have successfully implemented.



  Community Driven Process: We view community outreach as an integral part of the process in updating the 2018 plan. Developing an understanding of the Plan from the end user's point of view – whether they are the general public, business owners, or agency representatives – is essential to the success of the Plan. It will be our goal to work closely with the City staff to maximize the outreach effort, engage the community, and develop a Plan that addresses the specific issues that are being faced under existing conditions. A thoughtful review of past and existing planning work in the

area will provide the necessary background and understanding prior to the community meetings. Stakeholder and community meetings and workshops will be utilized to understand challenges and concerns and develop the Plan that address the feedback received.

TJKM will provide a focused update of the Bikeways Master Plan that includes the following:

- A successful plan requires a solid understanding of the existing policy and regulatory framework which impacts active transportation, including General Plans, planning studies, expenditure plans, and guidelines. TJKM will conduct a plan and policy review to identify regional and local efforts, status, and progress made on previous planning efforts and studies with a goal to ensure that the updated plan complements existing and prior efforts.
- Goals, objectives, and performance measures are key in creating and implementing a successful plan. TJKM will consider a range of goals (short, medium, and long), objectives, and performance measures that align with prior plans and goals of the City and region and in accordance with local, state, and federal policies and guidelines. Examples of measuring successful performance indicators include comparing increases in bicycling and walking mode share, growth and investment in active transportation infrastructure, miles of new bike paths, bike lanes, or sidewalks, among others. These will form the baseline indicators for performance measures. Additionally, during project outreach efforts we will introduce goals and objectives to the community to solicit input. This approach will help in developing performance measures that utilize community support as an indicator to help with prioritizing projects into short, medium, and long-term categories.
- TJKM will conduct an Existing Conditions Review that will be muti-faceted including a Geographic Information Systems (GIS) and demographics analysis, Bicycle Level of Traffic Stress analysis, collision data review and safety analysis.
- TJKM with assistance from Gates Studio will work closely with City staff to ensure a successful community workshop to receive input on the Draft Plan. Our team members are skilled at preparing effective visuals and maps to display at pop-up events, workshops, and Bicyclist and Pedestrian Advisory Committees (BPAC) meetings that facilitate input and maximize participation.
- TJKM has specialized expertise from conducting local roadway safety plans for many jurisdictions that will be useful in supporting the City's goals to implement Vision Zero principles and improve street safety.
- TJKM is familiar with the most recent design guidance and provides street design expertise that is unmatched for purposes of identifying effective and feasible complete streets improvements including low-stress bikeways and enhanced pedestrian paths to achieve the City's goals to maximize the safety and mobility of cyclists and pedestrians.

Scope of Work

Based on the Scope of Work identified in the Request for Proposal, TJKM's work scope will include the following tasks:

TASK 1 – PROJECT MANAGEMENT AND MEETINGS

- Prepare all necessary meeting agendas and meeting minutes for the successful completion of this project.
- Monitor the progress of the project to ensure compliance with City schedule and budget.

Deliverables specified by the Request for Proposal:

✓ *Summary of services performed with invoices, meeting agendas and meeting minutes*

TJKM Approach: Within a week of notice-to-proceed, TJKM will facilitate a Kick-Off Meeting with City staff to:

- Discuss project goals and objectives
- Finalize project schedule and identify key milestones
- Discuss and confirm critical data needs and data sharing protocol

Throughout the course of the project, TJKM will conduct monthly check-in calls with the City's project manager and will be available on short notice for additional as-needed meetings. The TJKM Team will prepare meeting materials including agenda, sign-in sheets where applicable, related handouts, and summarize meeting notes and action items.

TASK 2 – DATA COLLECTION AND ANALYSIS

- Utilize record drawings and field surveys where necessary
- Utilize available GIS based system data
- Utilize General Plan Data
- Utilize Specific Plan Data, where available

Deliverables specified by the Request for Proposal:

✓ *Updated exhibit showing existing and proposed bicycle and trail facilities with current City Limits and Sphere of Influence in pdf format and as GIS file*

***TJKM Approach**:* TJKM will identify and include new data (since the previous plan was adopted in 2018) to evaluate the suitability of pedestrian or bicyclist travel along street segments. This will include a description of bikeway facilities completed since the 2018 plan was prepared. In addition, this shall include an updated bicycle Level of Traffic Stress (LTS) analysis, and an updated collision analysis as described below. In addition, the TJKM Team proposes to augment the data collection by providing a project website that will be created by Gates Studio to advertise the Plan update and solicit initial input for incorporation into the Data Collection and Analysis task. The project website will include an interactive map for members of the public to provide input concerning key improvement needs, as well as a survey to gather related feedback.

Bicycle Level of Traffic Stress (LTS). TJKM will update the LTS analysis for bicycle facilities that was prepared for the 2018 plan, consistent with the criteria developed by the Mineta Transportation Institute. The LTS analysis will be conducted on the City's arterial and collector streets. LTS analysis uses conditions on a street segment or intersection to predict the comfort experienced by a bicyclist. The goal is to identify where there are high-stress connections or crossings that should be addressed to improve overall connectivity of the low-stress bicycle facility network. TJKM will utilize bicycle network data in GIS format to conduct the analysis and produce the final maps. The maps will identify key barriers to low-stress connectivity, suggesting where bicycle facility improvements should be focused to create comfortable routes to destinations that will be appealing to a greater number of potential bicyclists. The updated LTS analysis will be included in the revised Existing Conditions chapter of the Master Plan document.

Collision Analysis. TJKM will analyze the most recent 10 years of available data from the Transportation Injury Mapping System (TIMS) and prepare maps and other exhibits to illustrate locations or characteristics of collisions in the City for people bicycling. Data will be reviewed to identify both locations with a history of reported collisions ("hot spots"), as well as risk factors for fatal and severe injury locations. TJKM will also review data related to contributing factors, traffic violations, environmental conditions, injury severity, determinations of fault, and movements or behavior of involved parties preceding the reported collisions. This analysis will be documented in narrative form, as well as maps and other exhibits, which will be included in the revised Existing Conditions chapter of the Master Plan document.

TASK 3 – MASTER PLAN DOCUMENT

- Produce Draft Master Plan Document
- Submit draft plan in electronic form for review
- Present draft plan at a community meeting. City staff will provide community invitation and a meeting space
- Produce Final Master Plan Document
- Produce a final Bikeways Master Plan document that compiles all the results of the preceding tasks
- Submit four hard copies and an electronic copy in both PDF and Microsoft Word

Deliverables specified by the Request for Proposal:

✓ *Draft and Final Master Plan Reports*

✓ *Updated GIS file showing existing and proposed bicycle and trail facilities*

***TJKM Approach**:* Gates Studio will lead preparation for the community meeting as a subconsultant to TJKM. Gates and TJKM will coordinate exhibits/materials and facilitate discussion concerning the Draft Master Plan.

TJKM will provide a concise, user-friendly draft and final master plan document that achieves the following:

- Describes the bikeway projects completed since the 2018 plan was adopted and updates the City's existing bikeway network map in GIS to include those bikeways.
- Provides updated estimates of bicycle ridership levels in Lincoln as a percent of total trips (not limited to home-to-work trips) utilizing "Big Data" sources.
- Provides updated assessments of bicycle level of traffic stress (LTS) and collisions (as described in Task 2).
- Provides updated assessment of network connectivity, barriers, and gaps.
- Incorporates community input received during the Bikeway Plan update, as well as any relevant community input from recent years relayed by City staff.
- Provides updated goals, objectives, and policies where relevant based on staff and community input and the review of existing conditions.
- Updates the City's bicycle facility design guidelines to reflect the latest national/regional guidance.

- Assesses the efficacy of the City's bicycle capital improvement program and revises these recommendations based on input from the public combined with a comprehensive assessment of bicycle connectivity relative to existing and future development patterns.
- Provides recommended updates to ensure provision of a future bicycle network that connects all areas of significance in the city with facilities and routes that are more in line with the majority of potential bicyclist's comfort levels, including updated bikeway plan maps in GIS.
- Provides updated estimates of bicycle demand, mode shift and planning level cost estimates to inform bicycle capital improvement cost-effectiveness for funding prioritization.
- Provides updated recommendations concerning future bikeway facilities, prioritized based on anticipated usage and ability to accomplish the City's adopted goals and policies relevant to bicycle transportation.
- Provides an updated Plan that continues to serve as a one-stop data source to facilitate the development of future state/federal grant funding applications for bicycle improvements by the City of Lincoln.

Schedule

As stated in the Request for Proposal, the duration of services is anticipated to begin in January 2026, and all work must be completed by June 2026. The TJKM Team is committed and qualified to meet the City's scheduling requirement. TJKM provides an experienced team with specific strengths in each of the areas required to deliver this project on schedule and within budget to the satisfaction of the City of Lincoln. Our proposed team has a proven track record of successful similar projects and is dedicated to providing high-quality products. We have developed an individualized approach for each task that, combined with an active project management and team-oriented approach, will ensure the delivery of timely, high-quality services. Our staff team has the availability to accept and complete this key project on schedule and within budget.

Level of Effort

Below we have included a table showing the estimated hours to complete each task and the level of effort in hours for the key staff.

	TJKM Transportation Consultants													Gates Studio				Total Hours by Task
	Nayan Amin	Colin Burgett	Ruta Jariwala	Amit Kothari	Rutvij Patel	Erik Bjorkland	Praveena Samaleti	Himangi Mutha	Utsav Domadia	Grishma Pandaya	Kavita Jain	Aaditya Patel	*TJKM Hours by Task*	Chuck Gardella	Rebecca Flanegan	Production	*Gates Hours by Task*	
Task	PIC	Project Manager	Task Lead	Project Engineer	Plan Recommendations		Project Planner					GIS Specialist		Partner	Outreach Coordinator			
Task 1. Project Management & Meetings	2	8	2	0	0	0	0	0	0	4	0	0	*16*	0	4	0	*4*	20
Task 2A. Data Collection & Analysis	4	32	8	0	0	0	16	16	16	60	24	24	*200*	0	0	0	*0*	200
Task 2B. Project Website	0	4	0	0	0	0	0	0	0	12	0	0	*16*	0	8	10	*18*	34
Task 3A. Draft Master Plan Document	4	52	28	16	16	16	6	24	28	68	30	16	*304*	4	16	8	*28*	332
3A.a. Draft Plan	4	44	20	16	16	16	6	16	28	60	30	16	*272*	0	0	0	*0*	272
3A.b. Community Meeting	0	8	8	0	0	0	0	8	0	8	0	0	*32*	4	16	8	*28*	60
Task 3B: Final Master Plan Document	2	34	16	6	6	6	4	4	8	8	8	8	*110*	0	0	0	*0*	110
Total	**12**	**130**	**54**	**22**	**22**	**22**	**26**	**44**	**52**	**152**	**62**	**48**	***646***	**4**	**28**	**18**	***50***	696

RELATED PROJECT/CLIENT INFORMATION

Below are samples of our experience in performing work of a similar nature to that described in the Request for Proposal.

ACTIVE TRANSPORTATION PLAN, TULARE | 2024-ONGOING | $220K | TJKM

Reference: Steven Sopp, Principal Planner, City of Tulare, 411 E Kern Avenue, Tulare, CA 93274, (559) 684-4216, Ssopp@tulare.ca.gov

TJKM is developing an ATP that is nearing project completion, with Council approval anticipated in January 2026 (website: *tularesafestreets.com*). The ATP will guide the City in identifying and prioritizing active transportation improvements; establishing performance-based goals and policies; enhancing safety for people walking, rolling, and bicycling; and promoting multimodal travel for residents of all ages and abilities. The ATP also positions Tulare to be more competitive for future state and federal grant funding. Using current plans, policies, programs, and community initiatives, TJKM built upon Tulare's previous progress by strengthening key pedestrian/bicycle infrastructure and advancing all-ages-and-abilities design standards. TJKM evaluated existing conditions, identified infrastructure gaps/opportunities, and proposed targeted improvements to City roadways along with potential funding sources for implementation. The ATP is guided by data-driven analysis, extensive community engagement, and modern design guidance to ensure recommendations reflect both local priorities and industry best practices. It serves as a foundational document for future updates to the General Plan and Circulation Element.

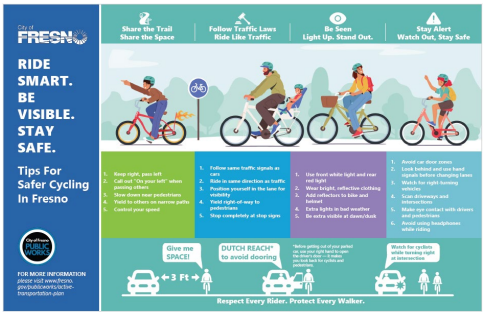
ACTIVE TRANSPORTATION PLAN, PATTERSON | 2020-2022 | $99K | TJKM

Reference: Tiffany Rodriquez, Capital Projects Manager., City of Patterson, 1 Plaza Circle, Patterson, CA 95363, (209) 895-8075, tirodriguez@ci.patterson.ca.us

TJKM prepared an ATP with a citywide process that included development of design concepts, community engagement, and improvement recommendations that responded to input from the community and implementing/overseeing agencies. ATP components included design tools for improvements, an overall framework plan depicting the City's future cycling and walking network, identification of pedestrian and bicycle network deficiencies and development of implementable improvement options, conceptual designs for short-term and long-term improvements suitable for future Capital Improvement Program funding programming and grant applications, and a phasing plan and grant-focused funding strategy for prioritized projects, programs, and action steps.

CITYWIDE ACTIVE TRANSPORTATION PLAN UPDATE, FRESNO | 2023-ONGOING | $400K | TJKM

Reference: Jill Gormley, TE, Traffic Operations and Planning Manager, City of Fresno, 2600 Fresno Street, 4th Floor, Room 4016, Fresno, CA 93721 (559) 621-8728, Jill.gormley@fresno.gov



The City updated the 2017 ATP to evaluate current conditions and make strategic improvements that reflect the community's evolving transportation needs. Fresno's policies continue to support opportunities for residents to lead healthier lives through safer, more extensive multimodal networks. The City's vision emphasizes a safe and efficient multimodal system that reduces energy dependence, fosters vibrant neighborhoods, and provides seamless regional connections. Building upon the foundation of the 2017 ATP, the 2021 General Plan, the Local Road Safety Plan, and other relevant local policies/programs, TJKM expanded on Fresno's progress by strengthening pedestrian/bicycle infrastructure to meet all-ages-and-abilities design standards. TJKM developed strategies to enhance safety and connectivity, established a safety education program, prepared a Safe Routes to School toolbox, and created conceptual designs for priority projects. As part of the effort and in support of the Vision Zero Action Plan, TJKM also led a comprehensive public outreach program. This included a Traffic Garden event designed to engage the community particularly school age children by teaching bicycle safety, traffic rules, and the importance of proper riding gear in a fun, interactive environment.

UNIVERSITY AVENUE STREETSCAPE, PALO ALTO | 2022-2024 | $47K | GATES

Reference: Megha Bansal, Project Manager, City of Palo Alto, 250 Hamilton Avenue, Palo Alto, CA 94301, (650) 329-2295

Gates Studio collaborated with the City of Palo Alto to develop a new streetscape concept for University Avenue that provides venues for people-centric activities and creates a vibrant and inclusive downtown corridor to enhance commercial activity. Project goals included improving pedestrian and bicycle access and traffic flow and developing a business-friendly streetscape design for this transportation corridor. As Outreach Lead and Project Landscape Architect, our team facilitated a transparent engagement process that emphasized clear communication and incorporated feedback from downtown business owners and the broader Palo Alto community into the design recommendations. Gates conducted robust virtual and in-person outreach activities in a variety of accessible formats, including online surveys, project webpage content, and public meetings and presentations. Key streetscape improvements to facilitate a community-focused destination include widened sidewalks with extended curbs at crosswalks; decorative paving on sidewalks and in key gathering spaces; relocation of utilities and stormwater improvements; new landscaping, wayfinding signage, streetlights, and traffic signals; new amenities for bicyclists and pedestrian comfort, and public art.

MEMORIAL PARK SPECIFIC PLAN, CUPERTINO | 2024 | $429K | GATES

Reference: Susan Michael, CIP Manager, City of Cupertino, 10300 Torre Avenue Cupertino, CA 95014, (408) 777-1328, SusanM@cupertino.org

Memorial Park is a 22-acre site that hosts numerous community and civic-focused events in the heart of Cupertino. It features open lawn space, an amphitheater, lighted softball field, six lighted tennis courts, three multi-use community centers, and the Cupertino Veterans Memorial. Preceded by two park renovation projects to remove the ponds and update the amphitheater, Gates led a multidisciplinary team to develop a plan aimed at improving the site while achieving a balance between the built and natural environments. Two rounds of community outreach were completed which informed the design process of three alternative designs into one preferred design concept that was revised in response to City Council direction and public input. The approved design keeps the above-mentioned amenities and introduces a nature and an all-abilities playground, passive garden walk, basketball and pickleball courts, and improved event spaces. The master plan additionally provided recommendations for circulation, programming, and landscaping, as well as a phasing plan with accompanying cost estimates and funding strategies specific to the City of Cupertino.

INDIVIDUAL STAFF EXPERIENCE AND PROJECT ORGANIZATION

TJKM Overview

TJKM Transportation Consultants (TJKM), founded in 1974, is a transportation planning, traffic engineering, and traffic operations firm that provides professional services locally in California, Texas, and Florida. The TJKM Team is spread out amongst seven offices with selected senior staff members that permanently reside in California. **For 50 years, our clients have entrusted TJKM with their critical work.**

- 3,500+ Satisfied Clients
- 400+ Jurisdictions/Agencies
- 10,000+ Projects Annually
- 250+ New Projects Yearly

SERVICES

- Safety/Vision Zero Plans
- Traffic Engineering & Operations
- Transportation Planning
- Multimodal Area Plans
- Complete Streets/Corridor Studies
- Traffic Engineering Design (Plans, Specifications, & Estimates)
- Intelligent Transportation Systems

We serve a full range of clients, including municipalities, congestion management agencies, metropolitan planning organizations, transportation agencies, private developers, other consulting firms, and attorneys. We have "hands-on" experience and understand the latest requirements, technologies, trends, and standards. Our experience with local agency processes keeps projects moving forward, and our expertise from thousands of engagements helps us complete projects within budget. Our motivation comes from satisfying clients' objectives and improving communities.

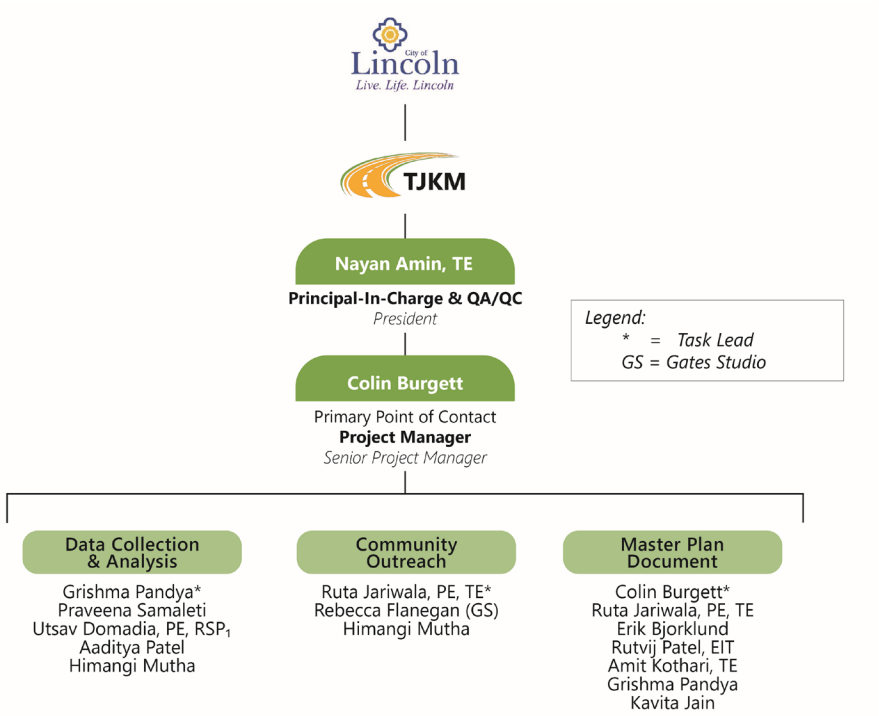
Our goal is to provide the most cost-effective implementable solutions that meet the unique needs of each client while keeping within budget and on schedule. We are professionals with a passion for safe and sustainable transportation - fully committed to the highest client satisfaction.

TJKM has a strong roster of both public and private sector clients and continually builds upon this base. Our project managers, engineers, and planners have hands-on experience and understand the latest requirements, technologies, trends, and standards.

TJKM is a Disadvantaged Business Enterprise (DBE) #40772 and Small Business Enterprise (SBE) #38780.

Project Organization Chart

The proposed key individuals for the TJKM Team are the most qualified professionals in their respective areas of specialization. We can confidently state that our key staff will be fully available for this project from beginning to end. In addition, we have a vast base of highly qualified technical members who will be made fully available to the project as required based on the project needs.



Key Staff Bios

Below we have identified our proposed key team members to be assigned to this project by listing their role, experience, registrations, and qualifications. The staff of TJKM and Gates Studio have the availability and capabilities to perform this work within the grant performance period.

Resumes of Key Staff are provided in the Appendices.

NAYAN AMIN, TE | PRINCIPAL-IN-CHARGE AND QA/QC

Mr. Amin serving as your Principal-In-Charge has 35 years of both public and private sector experience in the areas of transportation planning, traffic impact studies, transportation management plans, construction scheduling, construction area signs, signing and striping, traffic signal coordination, traffic operations, transit priority, traffic signal systems, freeway and arterial management studies, and intelligent transportation systems planning, design and construction oversight.

Many of his projects seek to implement equity and resiliency by conducting thorough community impact assessments to identify and address disparities in access to transportation services; while also designing infrastructure with a focus on climate resilience, such as integrating green and sustainable features to mitigate the effects of climate change and enhance long-term infrastructure viability. This approach ensures that transportation projects not only serve diverse communities equitably but also withstand environmental challenges for the benefit of all. Integrated throughout the project is an extensive quality control and assurance regimen, led by Mr. Amin. He brings a non-biased oversight of data, assumptions, and deliverables.

COLIN BURGETT | PROJECT MANAGER

Mr. Burgett has over two decades of professional experience with expertise in multimodal transportation and integrated transportation/land use planning. He specializes in bicycle and pedestrian master plans, strategic planning for large-scale projects, including citywide transportation plans, large area plans, campus plans, environmental impact reports transportation studies, bus rapid transit corridor studies, and transit station area plans. He has extensive experience with projects that emphasize corridor revitalization, transit-oriented development, and complete streets planning. Mr. Burgett has managed bicycle and pedestrian plan updates for various local jurisdictions including Belmont, Oakland, Patterson, Pinole, San Leandro, Seaside, and Scotts Valley. Mr. Burgett manages projects that place a strong emphasis on facilitating the interactions between transportation systems, land use patterns and urban design components.

RUTA JARIWALA, PE, TE | PROJECT ENGINEER

Ms. Jariwala is a licensed engineer and a TJKM Principal with 25 years of experience in the areas of transportation planning, traffic operations, signal coordination, traffic signal systems, traffic impact studies/environmental impact reports, freeway and arterial management studies, and ITS planning, design, and construction oversight. She has experience in managing and successfully delivering projects to clients. She has worked on Bicycle and Pedestrian projects in the cities of Atherton, Belmont, Concord, Dinuba, Redwood City, San Jose, South San Francisco, Sunnyvale, and Walnut Creek. She has also led ATPs for the cities of Fresno, Scotts Valley, and Belmont.

GRISHMA PANDYA | DATA COLLECTION AND ANALYSIS TASK LEAD

Ms. Pandya joined TJKM in 2024 as an Assistant Transportation Planner. As an enthusiastic and dedicated Urban and Transportation Planner, she contributes to the development of sustainable and vibrant communities through thoughtful urban planning and efficient transportation systems. She has a strong educational foundation and four years of experience with a desire to make a positive impact. She assists to translate complex data and concepts into compelling visuals that enhance public understanding and support informed decision-making.

REBECCA FLANEGAN, GATES STUDIO | OUTREACH COORDINATOR

Ms. Flanegan is an Outreach Coordinator with Gates Studio and an experienced public relations, engagement, and events professional focused on creatively connecting to communities. At Gates Studio, Rebecca has coordinated thoughtful and inclusive outreach programs with a variety of methods for building awareness and boosting participation including social media, focus groups, online surveys, and workshops. Her expertise involves outlining outreach opportunities, guiding the engagement process to meet the needs of the project, and synthesizing input received into comprehensive and actionable results.

Subconsultant

GATES STUDIO *Gates Studio will assist TJKM with community outreach including creation of a project website, and planning and facilitation of the Community Meeting. We anticipate their percentage of the project cost will be 10%.* Gates Studio (Gates) is a women-owned, SBE-certified 27-person Landscape Architecture, Urban Design and Land Planning firm, established in 1977. Gates believes that outreach and public engagement are pivotal components of any public project to ensure that the final plan accurately and holistically represents the community and its diverse residents. In the past 44 years, their firm has partnered with numerous municipalities to facilitate public outreach for a variety of projects. They aim to facilitate a flexible and dynamic outreach process that encourages participation and considers input from a wide range of constituents and stakeholders. Their engagement efforts include digital, print, and in-person formats including banners, social media, website content, news articles, email announcements, postcards, online surveys, workshops, and webinars. All outreach conducted aims to build trust in the process, increase participation, identify community needs, and collect input to inform the plan/design.

Current Commitments

The TJKM approach delivers a management plan centered on strategic staffing, early identification of critical tasks, and the application of lessons learned from comparable projects—allowing us to remain proactive rather than reactive. Our current staff availability exceeds immediate needs, and our overall team capacity consistently surpasses monthly workload requirements. As contract demands or workloads shift, TJKM can easily allocate additional resources to address overlapping deadlines or urgent tasks, ensuring the City's priorities are always met. The TJKM Team's current and projected workload confirms that we have the resources necessary to efficiently execute and complete all assignments under this contract.

Staff Commitment

The proposed key individuals for the TJKM Team are the most qualified professionals in their respective areas of specialization. We can confidently state that our key staff will be fully available for this project from beginning to end. The TJKM Team has been carefully crafted to provide the City of Lincoln with the full range of expertise. We form an integrated team that can enhance the City's resources, work in close cooperation with your staff, and deliver a successful Update to the Bikeways Master Plan. Our proposed team members will be made available to the City as needed for the duration of the project and will not be substituted without approval from the City.

City of Lincoln
Live. Life. Lincoln

Appendices

Proposal to Provide an Update to the Bikeways Master Plan

December 12, 2025

TJKM

IN ASSOCIATION WITH GATES STUDIO

Appendix A

Key Staff Resumes

Nayan Amin, TE | Principal-In-Charge and QA/QC

Registration: *CA TE 2290*
Education: *M.S., Civil Engineering, San Jose State University, San Jose, CA | B.S., Civil Engineering, Saurashtra University, Rajkot, Gujarat, India*

Mr. Amin has 35 years of both public and private sector experience in the areas of transportation planning, traffic impact studies, transportation management plans, construction scheduling, construction area signs, signing and striping, traffic signal coordination, traffic operations, transit priority, traffic signal systems, freeway and arterial management studies, and ITS planning, design, and construction oversight. He specializes in macro and microscopic model development and application for analysis of impacts across all modes of transportation. His projects include planning, design, and construction oversight for ITS. Studies also include multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists and traffic safety and operations.

PROJECT EXPERIENCE

Comprehensive Pedestrian and Bicycle Master Plan, Belmont, CA: Project Manager that oversaw development of a comprehensive pedestrian and bicycle master plan to encourage people of all ages to bike and/or walk more. The team prepared a thorough review of existing bicycle, pedestrian, and Safe Routes to School planning documents, including the City's Complete Streets Policy, and conducted peak hour manual counts for pedestrians and bicyclists at key intersections, as well as analyzed pedestrian and bicycle collisions to offer countermeasures. Identified and worked with representatives from community groups, schools, police and fire departments, coalitions, and adjacent agencies to gain support of the plan, and conducted public outreach via public workshops, walking/biking tours, project websites, online surveys, and other strategies. Recommended capital projects based on existing conditions and input and assessed design policies and guidelines to maintain a natural aesthetic.

Safety Action Plan and Bike Master Plan, Monrovia, CA: Principal-In-Charge. Assisting the City of Monrovia to develop their CSAP and update the current Bicycle Master Plan. Tasks include review of existing plans, policies and programs and perform data collection and analysis for both the CSAP and Bicycle Master Plan update. Develop an Outreach Plan and hold Stakeholder and Community meetings, along with development of an interactive project webpages for both the CSAP and Bicycle Master Plan update. Other tasks include an equity analysis, recommendations and priority projects, implementation and programming, and a draft/final Comprehensive Safety Action Plan and updated Bicycle Master Plan.

Active Transportation Plan, Exeter, CA: QA/QC. Developed an Active Transportation Plan for the City. Tasks included: existing conditions review, identifying and updating pedestrian and bicycle projects and costs, Safe Routes to Schools projects, other non-motorized transportation modes, gathering and reviewing public input, and developing a draft and final report. TJKM also prepared a Caltrans ATP Cycle 7 project application.

Citywide Active Transportation Plan, Fresno, CA: Principal-In-Charge and QA/QC. The team is preparing an update to the City Active Transportation Plan. We will build upon the previous success that Fresno has experienced through the enforcement of these plans and policies as well as enhancement to critical pedestrian and bicycle infrastructure to adhere to all Ages and Abilities standards and objectives. The team will also develop strategies and identify opportunities to improve safety and connectivity, develop a safety education program, conduct community outreach including two Pop-Up demonstration projects, and develop conceptual plans for potential projects.

Active Transportation Plan, Patterson, CA: Project Manager. The team prepared a citywide bicycle and pedestrian master plan. Core components of the plan included: An overall framework plan depicting the City's future cycling and walking network; Identification of pedestrian and bicycle network deficiencies, and development of implementable improvement options; Design tools for improvements; Conceptual designs for short and long-term improvements suitable for future CIP funding programming and grant applications; and A phasing plan and grant-focused funding strategy for prioritized projects, programs and action steps.

Active Transportation Plan, Scotts Valley, CA: Principal-In-Charge. The team assisted Ecology Action and the City of Scotts Valley with strategic tasks focusing on successful completion and implementation of the city's active transportation plan. The plan describes current conditions, list barriers to active transportation, and recommends infrastructure and non-infrastructure solutions which promote statewide goals of reducing greenhouse gas emissions while fostering livable communities, healthy transportation, and public involvement in transportation planning. Public input was gathered through outreach events including a community meeting led by TJKM and online comments. The plan guides future improvements and secure grant funding. The planning team developed a detailed set of projects to enhance citywide mobility.

Greater Downtown Active Transportation Plan, Stockton, CA: Principal-In-Charge. The team assisted Ecology Action and the City with strategic tasks focusing on successful completion and implementation of the City's Active Transportation Plan. The plan describes current conditions, list barriers to active transportation, and recommends infrastructure and non-infrastructure solutions which promote statewide goals of reducing greenhouse gas emissions while fostering livable communities, healthy transportation, and public involvement in transportation planning. Public input was gathered through outreach events including a community meeting led by us and online comments. The plan guides future improvements and secure grant funding. The planning team developed a detailed set of projects to enhance citywide mobility.

Pedestrian and Bicyclist Safety and Connectivity Study, Dinuba, CA: Project Manager oversaw the planning services to complete the Dinuba Pedestrian and Bicyclist Safety and Connectivity Study. The team conducted an assessment of existing conditions; reviewed existing multimodal transportation infrastructure and connectivity for gaps and deficiencies, as well as barriers to safe routes to school; and examined crash data available from SWITRS and the Dinuba Police Department and developed countermeasures that enhance safety and mobility for all travel modes. Extensive public participation included a walking/bicycling tour and online survey. The project also involved the development of a neighborhood traffic calming program and a complete streets policy.

Neighborhood Traffic Calming Program and Complete Streets Policy, Dinuba, CA: Project Manager responsible for assisting the City with the development of their first Neighborhood Traffic Calming Program and Complete Streets Policy. The Neighborhood Traffic Calming Program provides a well-defined toolbox to effectively utilize the most appropriate traffic calming solutions with proper community outreach and collaboration. Key tasks of this plan were: Development of a Traffic Calming Toolbox; Policies and guidelines for application of each strategy in the toolbox; Develop necessary forms and educational documents to establish community support; and Traffic calming involves strategies and physical measures to reduce vehicular speeds and cut-through traffic, thus improving safety for all travel modes. In addition, he developed a Complete Streets Policy to assist long-term citywide multimodal planning and decision making. Recommended a joint outreach effort for the Neighborhood Traffic Calming Program and Complete Streets Policy, along with the ongoing Pedestrian and Bicyclist Safety and Connectivity Study.

Eureka North-South Multimodal Corridor Plan, Eureka, CA: Project Manager who assisted the City of Eureka to develop a Multimodal Corridor Plan focusing on the 1.5-mile corridors of H and I Streets. With the growing and higher collision rates on H and I Streets. Located “hot spots” as identifying measures to calm traffic and reinforce right of way for all modes of transportation. The team partnered with a City-certified local outreach agency to streamline the community engagement process. An informational workshop, a stakeholders meeting, and a walking/biking tour which were held and all well-received. Residents and other community members were able to review and comment on the proposed concept alternatives before the final plan was completed.

Hudson Bike and Pedestrian Improvements, Redwood City, CA: Principal-In-Charge of project that recommended improvements to the only truly continuous north-south roadway through Redwood City, west of El Camino Real, which was seen as a potentially desirable route for bicyclists and pedestrians even though it attracts relatively high vehicle traffic volumes. The team addressed design constraints by developing improvements, such as traffic circles, curb bulb-outs, raised islands, landscaping, and peak hour bicycle lanes, which provided an optimal balance among roadway width for bicyclists, reduced crossing distance for pedestrians, and allowing safe accommodation of vehicle traffic. Rapid rectangular flashing beacon signs and traffic signal modifications along the corridor, and pedestrian push button and bicycle detection, were also designed as part of the project. The team prepared exhibits and conducted two public workshops to receive input from the surrounding neighborhoods on the concepts developed. The team refined alternatives and prepared detailed design plans of the pedestrian and bicycle improvements.

Colin Burgett | Project Manager

Registration: *N/A*
Education: *M.C.R.P, California Polytechnic State University, San Luis Obispo, CA | B.S., Political Science, University of Oregon, Eugene, OR*

Mr. Burgett has over two decades of professional experience with expertise in multimodal transportation and integrated transportation/land use planning. He specializes in strategic planning for large-scale projects, including citywide transportation plans, large area plans, campus plans, bicycle and pedestrian master plans, EIR transportation studies, bus rapid transit corridor studies, and transit station area plans. He has extensive experience with projects that emphasize corridor revitalization, transit-oriented development, and complete streets planning. Mr. Burgett manages projects that place a strong emphasis on facilitating the interactions between transportation systems, land use patterns and urban design components.

PROJECT EXPERIENCE

Active Transportation Plan, Pinole, CA: Project Manager for a citywide active transportation plan process that included community engagement, development of design concepts and improvement recommendations. Core components of the plan included the Identification of pedestrian and bicycle network deficiencies and implementable improvement options. Developed conceptual designs for short-term and long-term improvements suitable for future Capital Improvement Program funding programming and grant applications.

Citywide Active Transportation Plan, Patterson, CA: Project Manager for a citywide active transportation plan process that included community engagement, development of design concepts and improvement recommendations. Core components of the plan included the Identification of pedestrian and bicycle network deficiencies and implementable improvement options. Developed conceptual designs for short-term and long-term improvements suitable for future Capital Improvement Program funding programming and grant applications.

Active Transportation Plan, Scotts Valley, CA: Deputy Project Manager and Task Lead, reviewed existing conditions and developed improvement options and concept designs. Conducted community outreach, facilitated workshop discussions to gather input on key needs, and presented improvement options to community members.

Pedestrian and Bicyclist Safety and Connectivity Study and Complete Streets Policy, Dinuba, CA: Task Lead, provided design input for proposed citywide bicycle and pedestrian network improvements. Developed a complete streets policy document that included recommended changes to the city's street design guidelines to allow for cost-effective complete street improvements.

Comprehensive Pedestrian and Bicycle Master Plan, Belmont, CA: Task Lead for a comprehensive pedestrian and bicycle master plan, and the first such plan developed by the City of Belmont. Reviewed existing conditions and collision analysis. Prepared a comprehensive needs assessment, incorporating public input as well as existing conditions findings, that informed network development and generated additional support for the citywide planning effort. Developed citywide bikeway network and pedestrian priority improvement recommendations. Worked with Team on cost estimates. Worked closely with City staff and technical advisory committee and led walking tour. Prepared a strategic implementation plan and CIP list with recommended phasing.

Bicycle and Pedestrian Master Plan, San Leandro, CA: Project Manager for a comprehensive bicycle and pedestrian master plan. Key tasks included updates to the recommended bikeway network and incorporation of a pedestrian component. Pedestrian and bicycle improvement options were developed for high-priority and "hot-spot" locations.

Bascom Corridor Complete Streets Study, Santa Clara County, CA: Task Leader that assessed existing multi-modal conditions and safety, developing complete streets design and multimodal operational solutions. VTA bus routes 61 and 62 serve the corridor. The study includes evaluation of transit travel times and transit access.

Safe Routes to Downtown, Los Altos, CA: Principal-in-Charge who oversaw study focused on enhancing connections to Downtown Los Altos for pedestrians and bicyclists across Foothill Expressway. The study investigated potential surface access improvements across Foothill Expressway at its intersections with Main Street and with West Edith Avenue. The Safe Routes to Downtown study developed several conceptual design alternatives to improve pedestrian crossings by redesigning the right-turn slip lanes, while also providing bicycle lanes for cyclists traveling on the expressway. The study also demonstrated that the proposed pedestrian and bicycle enhancements could be introduced without resulting in vehicle queueing or

significant delay to motorists. A key secondary benefit of improving pedestrian and bicycle access to and from adjacent neighborhoods was a potential reduction in Downtown parking demand.

Bicycle Master Plan, Oakland, CA: Principal author and Lead Planner of the City of Oakland's first Bicycle Master Plan. Worked closely with the City's Bicycle and Pedestrian Advisory Committee, developed the plan components including bikeway network map, and led the plan through public review and adoption.

South Richmond Transportation Connectivity Plan, Richmond, CA: Provided transportation engineering input into the development of multimodal improvement options including, street cross-sections incorporating bicycle lanes, pedestrian improvements, and transit-only lanes; and conceptual design options for a proposed bicycle/pedestrian/transit bridge across Interstate 580. The Connectivity Plan contained specific recommendations to improve multimodal connectivity between Richmond's Southern Shoreline and Central Richmond neighborhoods as well as adjacent communities including El Cerrito, Albany, and Berkeley.

Rohnerville Airport Access Study, Humboldt County, CA: Project Manager for the transportation planning portions of study undertaken by the Humboldt County Association of Governments to assess opportunities to improve access to and from the Rohnerville Airport. Access options were aimed at primarily improving access from US Highway 101 including consideration of route options that would connect US Highway 101 with the airport via Highway 36. Developed eight options for improving access to the airport, including options that would complement other planned improvements in the area.

Central Avenue Complete Streets, Albuquerque, NM: Principal-in-Charge who oversaw the transportation components of a community planning effort that focused on multimodal improvement options to enhance mobility on a two-mile study corridor between Downtown Albuquerque and the Nob Hill district. Key tasks included the development of segment-specific cross-section recommendations to provide lane configuration options, to accommodate bicycle and transit lanes, on-street parking, and widened sidewalks. The project included stakeholder meetings, a community workshop, and a two-day charrette.

Mission Chavez Streetscape Plan, San Francisco, CA: Project Manager for the traffic operational components of a multimodal improvement plan developed as part of an area-wide streetscape plan. The Streetscape Plan identified changes to lane configurations on two key corridors, Folsom Street and South Van Ness Avenue, to accommodate enhanced bicycle circulation. Assessed the potential effect of proposed bicycle improvement options on motor vehicle traffic, which demonstrated that a proposed "four to three" road diet, to allow for the installation of bicycle lanes on Folsom Street, could be accommodated without significantly impacting traffic circulation.

Ocean Beach Master Plan, San Francisco, CA: Transportation Planner for the development of multimodal improvement options on the Great Highway corridor that provides access to San Francisco's Ocean Beach, including segments of Sloat Boulevard and Skyline Boulevard. The plan was undertaken by SPUR to develop a climate adaption and open space plan to address many key issues at Ocean Beach. A key element of the plan included potential changes to Great Highway given on-going erosion, including reducing the number of travel lanes and closing one segment by rerouting motor vehicle traffic onto Sloat Boulevard and Skyline Boulevard, while maintaining public access to the beach. Given the proposed rerouting, key tasks focused on multimodal improvement options on Sloat Boulevard including, a significant reduction in the curb-to-curb width to provide shorter pedestrian crossings, the provision of parking, and the development of two potential roundabout configurations to maintain efficient travel flow at two key intersections.

Ruta Jariwala, PE, TE | Community Meeting Task Lead

Registration: *CA CE 73840 | CA TE 2465 | TX CE 135281 | FL CE 100796*
Education: *M.S., Civil Engineering, San Jose State University, San Jose, CA | B.S., Civil Engineering, Bombay University, Mumbai, Maharashtra, India*

Ms. Jariwala has 25 years of professional experience in the areas of traffic operations, transportation planning, freeway and arterial management studies, signal coordination, traffic signal systems, traffic impact studies/environmental impact reports and ITS planning, design, and construction oversight. She has extensive experience in macro and microscopic model development and application for analysis of traffic operations for express lane studies as well as multimodal operations, pedestrian, bicyclists, and traffic safety studies.

PROJECT EXPERIENCE

Comprehensive Pedestrian and Bicycle Master Plan, Belmont, CA: Task Leader involved in developing a comprehensive pedestrian and bicycle master plan to encourage people of all ages to bike or walk more. She prepared a thorough review of existing bicycle, pedestrian, and Safe Routes to School planning documents, conducted peak hour manual counts for pedestrians and bicyclists at key intersections, as well as analyzed pedestrian and bicycle collisions to offer countermeasures. She also identified and worked with representatives from community groups, schools, police and fire departments, coalitions, and adjacent agencies to gain support of the plan and conducted public outreach.

Safety Action Plan and Bike Master Plan, Monrovia, CA: QA/QC. Assisting the City of Monrovia to develop their CSAP and update the current Bicycle Master Plan. Tasks include review of existing plans, policies and programs and perform data collection and analysis for both the CSAP and Bicycle Master Plan update. Develop an Outreach Plan and hold Stakeholder and Community meetings, along with development of an interactive project webpages for both the CSAP and Bicycle Master Plan update. Other tasks include an equity analysis, recommendations and priority projects, implementation and programming, and a draft/final Comprehensive Safety Action Plan and updated Bicycle Master Plan.

Active Transportation Plan, Exeter, CA: Principal-In-Charge overseeing the team that is assisting the City to develop an Active Transportation Plan for the City of Exeter. Using the existing Complete Streets with ADA Compliance and Active Transportation Safety Enhancement Plan, Tasks include existing conditions review, identifying and updating pedestrian and bicycle projects and costs, Safe Routes to Schools projects, other non-motorized transportation modes, gather and review public input, and develop a draft and final report.

Citywide Active Transportation Plan, Fresno, CA: Project Manager. The team is preparing an update to the City Active Transportation Plan. We will build upon the previous success that Fresno has experienced through the enforcement of these plans and policies as well as enhancement to critical pedestrian and bicycle infrastructure to adhere to all Ages and Abilities standards and objectives. The team will also develop strategies and identify opportunities to improve safety and connectivity, develop a safety education program, conduct community outreach including two Pop-Up demonstration projects, and develop conceptual plans for potential projects.

Active Transportation Plan, Patterson, CA: Principal-In-Charge. The team prepared a citywide bicycle and pedestrian master plan. Core components of the plan included: An overall framework plan depicting the City's future cycling and walking network; Identification of pedestrian and bicycle network deficiencies, and development of implementable improvement options; Design tools for improvements; Conceptual designs for short and long-term improvements suitable for future CIP funding programming and grant applications; and A phasing plan and grant-focused funding strategy for prioritized projects, programs and action steps.

Active Transportation Plan, Scotts Valley, CA: Project Manager. The team assisted Ecology Action and the City of Scotts Valley with strategic tasks focusing on successful completion and implementation of the City's active transportation plan. The plan describes current conditions, list barriers to active transportation, and recommends infrastructure and non-infrastructure solutions which promote statewide goals of reducing greenhouse gas emissions while fostering livable communities, healthy transportation, and public involvement in transportation planning. Public input was gathered through outreach events including a community meeting led by TJKM and online comments. The plan guides future improvements and secure grant funding. The planning team developed a detailed set of projects to enhance citywide mobility.

Pedestrian and Bicyclist Safety and Connectivity Study, Dinuba, CA: Task Lead. She provided planning services to complete the Dinuba Pedestrian and Bicyclist Safety and Connectivity Study. She conducted an assessment of existing conditions; reviewed existing multimodal transportation infrastructure and connectivity for gaps and deficiencies, as well as barriers to safe routes to school; and examined crash data available from SWITRS and the Dinuba Police Department and developed

countermeasures that enhance safety and mobility for all travel modes. Extensive public participation was provided, including a walking/bicycling tour and an online survey. The project also involved the development of a neighborhood traffic calming program and a complete streets policy.

Greater Downtown Active Transportation Plan, Stockton, CA: Task Lead. Retained to perform professional services for Existing Conditions Traffic Analysis for the City of Stockton Greater Downtown Active Transportation Plan. Twelve study intersections were selected for the project within the study area. As part of the project, evaluated under existing conditions 12 study intersections during the weekday a.m. and p.m. peak periods. TJKM collected relevant data such as traffic volume and existing travel demand model data, details on newly constructed transportation improvements, and data on proposed development and transportation projects as it relates to this project. Attended monthly PDT meetings with City of Stockton staff members and project stakeholders as well as project workshops.

Castro Street Bike Lane Feasibility Study, Mountain View, CA: Principal-In-Charge. Assisted with the feasibility study in assessing options for improving bicycle accommodations along Castro Street between El Camino Real to California Street within Downtown Mountain View. The Study included review of existing roadway network, multi-modal analysis, including Level of Traffic Stress, parking analysis, community engagement, and development and evaluation of alternatives. Based on the alternative evaluation, TJKM recommended a most feasible alternative for short term as well as for long term which can be implemented along Castro Street study corridor.

Neighborhood Traffic Calming Program (NTCP) and Complete Streets Policy, Dinuba, CA: Task Lead responsible for assisting the City with the development of their first NTCP and Complete Streets Policy. The NTCP provides a well-defined toolbox to effectively utilize the most appropriate traffic calming solutions with proper community outreach and collaboration. Key tasks included: Development of a Traffic Calming Toolbox; Policies and guidelines for application of each strategy in the toolbox; Develop necessary forms and educational documents to establish community support; and Traffic calming involves strategies and physical measures to reduce vehicular speeds and cut-through traffic, thus improving safety for all travel modes. In addition, he developed a Complete Streets Policy to assist long-term citywide multimodal planning and decision making. Recommended a joint outreach effort for the NTCP and Complete Streets Policy, along with the ongoing Pedestrian and Bicyclist Safety and Connectivity Study.

Leigh High School Safety Analysis, San Jose, CA: Project Manager responsible for evaluation of existing conditions, identifying deficiencies, and providing recommendations to enhance operations and safety for vehicular, pedestrian, bicycle, and transit in the immediate vicinity of Leigh High School in the city of San Jose. The school experienced operations and safety issues which posed risks to students and staff. The safety study identified existing volumes and traffic patterns for vehicle, pedestrian and bicycle movements, student pick-up and drop-off areas, bus operations, on-site circulation, and speed data in the vicinity of the school.

Eureka North-South Multimodal Corridor Study, Eureka, CA: Task Lead assisted the City of Eureka to develop a Multimodal Corridor Plan focusing on the 1.5-mile corridors of H and I Streets. With the growing and higher collision rates on H and I Streets, she identified measures to calm traffic and reinforce right of way for all modes of transportation. The team partnered with a City-certified local outreach agency to streamline the community engagement process. We have completed an informational workshop, a stakeholders meeting, and a walking/biking tour which were all well-received. Residents and other community members were able to review and comment on the proposed concept alternatives before the final plan was complete.

Bascom Corridor Complete Streets Study, Santa Clara County, CA: Project Manager responsible for assisting VTA and its member agencies, including Cities of San Jose and Campbell, and the County of Santa Clara, to transform a portion of Bascom Avenue into high-quality, multimodal street that prioritize bicycle, pedestrian and transit travel while maintaining capacity for motorists. Responsibilities include transportation planning, outreach, and design, to traffic analysis. The team has conducted a planning context review, existing conditions and needs assessment and has also completed preliminary intersection concept drawings to accommodate multimodal facilities and to evaluate vehicular traffic impact attributed to road diet and complete streets strategies. The team is currently in the process of developing concept alternatives by incorporating public input and traffic analysis of various scenarios to ensure final concepts are determined with thorough considerations. Through a collaboration effort with the general public, local and regional governments, the project is expected to benefit significantly to all travel mode users, and the growing local economic of member jurisdictions.

Bike Safety Study, Atherton, CA: Task Leader on project which evaluated lengths of intermittent bicycle lanes, installation of alternating bicycle lanes to provide a safe space for vehicles to pass cyclists, the need for bike turnout areas and potential turn lane restrictions to enhance bicyclist safety.

Grishma Pandya | Data Collection and Analysis Task Lead

Registration: *N/A*
Education: *B. Architecture, Mumbai University, Mumbai, Maharashtra, India | M.S. Urban & Regional Planning, San Jose State University, CA*

Ms. Pandya joined TJKM in 2024 as an Assistant Transportation Planner. As an enthusiastic and dedicated Urban and Transportation Planner, she contributes to the development of sustainable and vibrant communities through thoughtful urban planning and efficient transportation systems. She has a strong educational foundation and four years of experience with a desire to make a positive impact. She assists to translate complex data and concepts into compelling visuals that enhance public understanding and support informed decision-making.

PROJECT EXPERIENCE

Safety Action Plan and Bike Master Plan, Monrovia, CA: Support Staff. to develop the CSAP and update the current Bicycle Master Plan. Tasks include review of existing plans, policies and programs and perform data collection and analysis for both the CSAP and Bicycle Master Plan update. Other tasks include an equity analysis, recommendations and priority projects, implementation and programming, and a draft/final Comprehensive Safety Action Plan and updated Bicycle Master Plan.

Active Transportation Plan, Fresno, CA: Assistant Transportation Planner. Preparing the Geographic Information System base maps for the City's Active Transportation Plan.

Update/Expand Local Road Safety Plan, Mendocino County, CA: Assistant Transportation Planner. Assisting with preparing presentation and documents for the Mendocino Council of Governments to check the Safe Streets and Roads for All grant eligibility criteria. Providing Mendocino Council of Governments with all the necessary recommendations for grant writing. Assisting in preparing the updates to the Local Road Safety Plan.

Safe Routes to School Reports, cities of for Los Osos, Napa, and Santa Cruz, CA: Intern. Performed the Safe Routes to School report writing activities for the Cities of Los Osos, Napa, and Santa Cruz safety projects.

School Site Traffic Circulation Analysis, Castro Valley, CA: Assistant Transportation Planner. Performed Field Observations and report writing for eight schools within Castro Valley School District.

Traffic Calming Guidelines, Westcliff, CA: Intern. Assisted in recommending traffic Calming guidelines to the City of Westcliff. Preparing presentations and comparing thresholds with various cities to provide appropriate recommendations.

Safe Streets and Roads for All Grant Writing, Los Gatos, CA: Intern. Assisted with grant writing and data collection and preparation of Geographic Information System Maps.

Safe Streets and Roads for All Grant Writing, Implementation Grant, Livermore, CA: Assistant Transportation Planner. Assisted with preparing a grant writing package on behalf of City of Livermore. Performed data collection, writing narrative, generating maps, figure, and filling out forms.

Strengthening Mobility and Revolutionizing Transportation (SMART) Concord, CA: Assistant Transportation Planner. Assisting with preparing a grant writing package on behalf of the City of Concord. Data Collection, and Writing Narrative

HSIP Grant Writing, Glendale, CA: Assistant Transportation Planner. Assisting with preparing a grant writing package on behalf of the City of Glendale. Data Collection, Writing Narrative, Collision Diagrams and Filling out forms.

HSIP Grant Writing, Pico Rivera, CA: Assistant Transportation Planner. Assisting with preparing a grant writing package on behalf of the City of Pico Rivera. Data Collection, Writing Narrative, Collision Diagrams and Filling out forms.

Rebecca Flanegan | Gates Studio Community Meeting Lead

Registration: *N/A*
Education: *B.A., Anthropology/Humanistic Studies John Hopkins University, 1996*

Ms. Flanegan is an experienced public relations, engagement, and events professional focused on creatively connecting to communities. At Gates Studio, Rebecca has coordinated thoughtful and inclusive outreach programs with a variety of methods for building awareness and boosting participation including social media, focus groups, online surveys, and workshops. Her expertise involves outlining outreach opportunities, guiding the engagement process to meet the needs of the project, and synthesizing input received into comprehensive and actionable results.

PROJECT EXPERIENCE

University Avenue Streetscape, Palo Alto, CA: Outreach Coordinator. Gates Studio worked with the City of Palo Alto to develop a conceptual streetscape plan for University Avenue that supports people-focused activity and creates a vibrant, inclusive downtown corridor. Project goals were to improving pedestrian and bicycle access and traffic flow and developing a business-friendly streetscape. Led a transparent engagement process—through online surveys, project webpage content, and virtual and in-person meetings—to gather input from downtown businesses and the broader community. Key proposed improvements include widened sidewalks with curb extensions, decorative paving in key gathering areas, utility relocations and stormwater upgrades, new landscaping, wayfinding signage, streetlights, traffic signals, bicycle amenities, pedestrian-comfort features, and public art.

Memorial Park Specific Plan, Cupertino, CA: Outreach Coordinator. Preceded by two park renovation projects to remove the ponds and update the amphitheater, Gates led a multidisciplinary team to develop a plan for the 22-acre community park, aimed at improving the site while achieving a balance between the built and natural environments. Led two rounds of community outreach which informed the design process of three alternative designs into one preferred design concept that was revised in response to City Council direction and public input. The approved design keeps the above-mentioned amenities and introduces a nature and an all-abilities playground, passive garden walk, basketball and pickleball courts, and improved event spaces. The master plan additionally provided recommendations for circulation, programming, and landscaping, as well as a phasing plan with accompanying cost estimates and funding strategies specific to the City of Cupertino.

Reviving the Heart of Pittsburg Pride (Railroad Ave Beautification), Pittsburg, CA: Outreach Coordinator. As prime consultant, Gates is working with the City of Pittsburg to enhance Railroad Avenue with landscape improvements and pedestrian-friendly spaces across six sites. The project builds on the 2009 Specific Plan and includes median landscaping, signage, a new urban park, and an arching gateway monument. Facilitated community outreach that included an online survey, in-person pop-ups, and print and web materials to gather feedback and raise awareness. Contracted with the City to provide conceptual design, design development, construction documents, permitting support, and construction administration.

Parks Master Plan, San Carlos, CA: Outreach Coordinator. Currently collaborating with the City of San Carlos to develop an updated Parks Master Plan that aims to improve City's parks, open spaces, and recreation facilities and programs for the next 20 years. It addresses the existing system for the current residents as well as the needs of the growing community in the future. Planned 2 rounds of robust community outreach that reached over 2,000 residents through pop-up events, community workshops, and online surveys the provided feedback on the needs, wants, and preferences of the public.

Pescadero Community Space, Pescadero, CA: Outreach Coordinator. Gates partnered with San Mateo County to transform an undeveloped downtown Pescadero lot into a welcoming community space. The team is leading site analysis, CEQA compliance, community engagement, and schematic design to create a plan that reflects local culture, supports sustainability, and addresses the site's FEMA floodplain conditions. Planned and facilitated engagement efforts—including pop-up events, surveys, and stakeholder meetings—shaped a pedestrian-friendly, nature-based concept with shaded seating, gathering areas, nature play, restrooms, and walking paths.

Appendix B

Project Descriptions

Active Transportation Plan, Pinole | 2023-2025

Reference: Kapil Amin, Sustainability Project Manager, City of Pinole, (510) 372-0989, kamin@pinole.gov

The City of Pinole Active Transportation Plan was developed in order to foster a robust and safe active transportation network. The intent is to bolster a healthier community by providing cleaner air and health benefits that come with walking, biking, and scooting.

Colin Burgett (while at another firm) led extensive community engagement as part of this effort. Community engagement included a project website, pop-up events, community engagement committee meetings and a community workshop to shape the Plan, under the campaign Walk and Roll Pinole.

Future improvement concepts that incorporate an active transportation network for different streets in Pinole were made available for the public to review and indicate their preferences.

Pedestrian and Bicyclist Safety and Connectivity Study, Dinuba | 2018-2019

Reference: Ismael Hernandez, Public Works Operations Director, City of Madera (Formerly City of Dinuba), (559) 661-5466, ihernandez@madera.gov

The City of Dinuba selected TJKM to provide planning and engineering services to complete the Dinuba Pedestrian and Bicyclist Safety and Connectivity Study. The project objective of the project was to conduct a comprehensive analysis of safety concerns, travel patterns, and infrastructure to improve walking and bicycling for its residents. TJKM conducted an assessment of existing conditions by obtaining and reviewing relevant existing data, studies, and reports related to active transportation policies and guidance; reviewed existing transportation infrastructure and connectivity for gaps and deficiencies, as well as barriers to safe routes to school; and examined data available from SWITRS and the Dinuba Police Department.

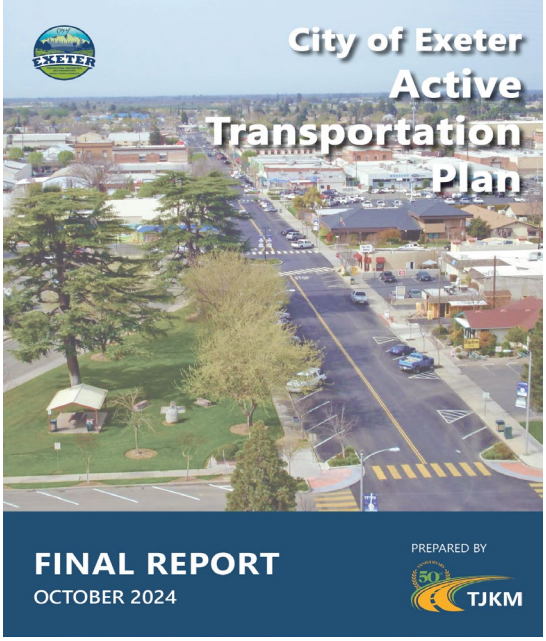
Extensive public participation was conducted through the hosting of Stakeholder Advisory Group meetings, community meetings, City Council meetings, development of an interactive project website to engage the community to submit ideas, concerns, priorities, and desired facility and streetscape elements. A walking/bicycling tour was conducted as part of public outreach process.

TJKM developed a Needs and Demand Analysis, which assessed needs for enhancement, mobility, and safety for all modes of transportation. The assessment addressed: 1) the physical attributes of existing facilities; 2) the potential for vehicle trip reductions and air quality benefits; 3) potential for increased walking and bicycle usage; and 4) the needs of all users of the corridor. The assessment also identified opportunities for improvement for all modes of transportation, identify gaps and deficiencies within the existing system, and suggested locations where improvements should be prioritized. The project also involved the development of a neighborhood traffic calming program and a complete streets policy.

Based on the work completed for the project, the City of Dinuba applied for funding under the Caltrans HSIP and received $1.6M funds to implement the recommendations. In addition, based on the work completed under this project; and Local Road Safety Plan, Neighborhood Traffic Management Plan and Complete Streets Plan, TJKM assisted the City of apply for ATP grant and was successful to receive $18 M.

Active Transportation Plan, Exeter | 2023-2024

Reference: Eddie Wendt, Project Manager, City of Exeter, (559) 804-9988, ewendt@exetercityhall.com



TJKM assisted City of Exeter to develop an Active Transportation Plan to enhance walking and bicycling within the City of Exeter. As a guiding framework, the Active Transportation Plan aimed to foster safer, more accessible, and enjoyable streets and bikeways, particularly benefiting those who rely on non-motorized transportation for daily commuting. The Active Transportation Plan outlined key recommendations to bolster and encourage bicycling and walking while improving the infrastructure to support the City's growing population. The Active Transportation Plan also provided a thorough inventory of existing bike and pedestrian infrastructure, identifying areas for improvement, prioritizing enhancements, and outlines sources to secure funding for implementation using the existing Complete Streets with ADA Compliance and Active Transportation Safety Enhancement Plan. Exeter's Active Transportation Plan was also guided by an Equity Framework that focuses on addressing the needs of the City's most vulnerable user groups, including low-income families, children, elderly residents, people with disabilities, and those without access to cars. The Active Transportation Plan sets forth a vision for a connected and complete pedestrian and bicycle network that provides optimal mobility, safety, and accessibility for all residents, regardless of age or ability. This network is designed to be maintainable, scalable, and seamlessly integrated into the lifestyles of Exeter's residents.

As part of the project scope, TJKM also prepared a Caltrans Active Transportation Program Cycle 7 project application that was submitted in June 2024 for consideration. The Final Report was reviewed by the Council on August 27, 2024, and was adopted by Exeter City Council in September 2024.

Appendix C

Form

Levine Act Disclosure Statement

(The completed form submitted to the City of Lincoln is a public record.)

California Government Code Section 84308 (the "Levine Act") prohibits any officer of the City of Lincoln (defined as an elected or appointed officer, alternate, and any candidate for elected office) from participating in any consideration or action related to a proceeding if they receive political contribution(s) from a party or its agent(s) totaling more than $250 within the previous 12 months, while a proceeding is pending, and for 12 months following the date of a final decision in a proceeding concerning a license, permit, other entitlement for use, franchise, or contract (collectively, "proposal or application").

City officers are listed here:

- Members of the City Council: https://www.lincolnca.gov/CityCouncil
- Boards and Commission Members: https://www.lincolnca.gov/BCC

Parties and their agent(s) are responsible for reviewing and disclosing their applicable contributions to City officers on the record of a proceeding.

1. Have you or your entity, or any agent on behalf of you or your entity, made any political contributions totaling more than $250 to any City officer in the 12 months preceding the date of the submission of your proposal or application, or the anticipated date of any action of any City Council, Board or Commission consideration or action related to this proposal or application?

☐ YES If yes, please identify the City officer(s):

☑ NO

2. Do you or your entity, or any agent on behalf of you or your company, anticipate or plan to make any political contribution(s) of more than $250 to any City officer in the 12 months following any City Council, Board or Commission consideration or action related to this proposal or application?

☐ YES If yes, please identify the City officer(s):

☑ NO

Answering 'yes' to either of the two questions above does not preclude the City of Lincoln from considering or taking action on a proposal or application. It does, however, potentially preclude the identified officer(s) from participating in consideration of and taking any action related to the proposal or application.

I declare under penalty of perjury of the laws of the State of California the foregoing information is true and correct.

Dated: 12/8/2025

Name of entity: T J K M

By: NAmin
(signature)

Nayan Amin, President
(print name and title)

You must submit a supplemental form if you make any new reportable contribution(s) while the proposal or application is being considered and is pending. If this form has not been previously submitted in connection with a contracting, licensing, entitlement or permitting process, please provide the completed form to the Office of the City Clerk for appropriate departmental routing at: City Clerk, City Hall, 600 6th Street, Lincoln, CA 95648, CityClerk@lincolnca.gov.

Levine Act Table of Terms and Legal Authority

Term	Definition	Legal Citation
Covered "proceedings"	A proceeding to grant, deny, revoke, restrict, or modify a license, permit or other entitlement for use, that does not solely involve purpose ministerial decisions and is: (1) Applied for by the party; (2) Formally or informally requested by the party; or (3) A contract between the agency and the party or a franchise granted by the agency to the party, other than a contract that is **competitively bid, a labor contract. or a personal employment contract. (**Emphasis added.)	FPPC Reg 18438.2(a)
Party	Any person who files an application for, or is the subject of, a proceeding involving a license, permit, or other entitlement for use.	Gov. Code § 84308(a)(1)
Participant	Any person who is not a party but who actively supports or opposes a particular decision in a proceeding involving a license, permit, or other entitlement for use and who has a financial interest in the decision. A person actively supports or opposes a particular decision in a proceeding if that person lobbies in person the officers or employees of the agency, testifies in person before the agency, or otherwise acts to influence officers of the agency.	Gov. Code § 84308(a)(2) FPPC Reg. 18438.4
Agent	A person who represents a party or participant for compensation and appears before or otherwise communicates with the governmental agency for the purposes of influencing the pending proceedings. *See* FPPC Reg. 18438.3 for exceptions for certain consultants.	FPPC Reg. 18438.3
Competitively Bid	A contract required by law to be awarded to the lowest responsible bidder with a responsive bid, or, if the successful bidder refuses or fails to execute the contract, to the next lowest bidder with a responsive bid.	FPPC Reg. 18438.2(a)(3)(A)
Labor Contract	A contract or agreement reached through collective bargaining or with a representative group regarding the salary, benefits, or terms and conditions under an employment or retirement policy for employees or retirees, include a project labor agreement entered under Public Contract Code § 2500.	FPPC Reg. 18438.2(a)(3)(B)
Personal Employment Contract	A contract for employment, including the terms and conditions of employment, between the agency and an agency employee. A contract with an independent contractor is NOT a personal employment contract.	FPPC Reg. 18438.2(a)(3)(C)-(D)

A **party** to a proceeding before an agency involving a license, permit, or other entitlement for use **shall disclose on the record of the proceeding** any contribution in an amount of more than two hundred fifty dollars ($250) made within the preceding 12 months by the party or the party's agent.

A **party, or agent to a party,** to a proceeding involving a license, permit, or other entitlement for use pending before any agency or a participant, or agent to a participant, in the proceeding **shall not make a contribution** of more than two hundred fifty dollars ($250) to any officer of that agency during the proceeding and for 12 months following the date of a final decision is rendered by the agency in the proceeding.

(Gov. Code § 84308, emphasis added.)

CALIFORNIA | FLORIDA | TEXAS
Corporate Office 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588
925.463.0611 | www.TJKM.com

STAFF REPORT

Item Number 11.H

SUBJECT: Adopt a Resolution Approving the Recognized Obligation Payment Schedule (ROPS) Pursuant to Health and Safety Code Section 34177(I) for the Period of July 1, 2026 through June 30, 2027. (Nita Wracker)

SUBMITTED BY: Nita Wracker

DEPARTMENT: Finance

DATE: January 13, 2026

STAFF RECOMMENDATION:

Staff recommends the City Council adopt a resolution approving the annual Recognized Obligation Payment Schedule (ROPS) for the period of July 1, 2026 through June 30, 2027.

BACKGROUND/INTRODUCTION:

As the Successor Agency to the dissolved City of Lincoln Redevelopment Agency, the City is required pursuant to Health and Safety Code Section 34177(I) to submit an annual Recognized Obligation Payment Schedule (ROPS) to the Consolidated Oversight Board at the County of Placer for approval, and then to the State of California Department of Finance for final approval.

Once the Successor Agency receives final approval from the oversight board and the State, the RDA Successor Agency will receive funds from the County to pay the existing debts and obligations listed in the ROPS.

FINDINGS/ANALYSIS:

Submission of the annual Recognized Obligation Payment Schedule (ROPS) for the period of July 1, 2026 through June 30, 2027 is required by the Department of Finance.

ENVIRONMENTAL REVIEW:

This Resolution is not subject to the California Environmental Quality Act ("CEQA"), as codified at Public Resources Code §§ 21000, *et seq*., and as further governed by 14 California Code of Regulations §§ 15000, *et seq*., because it is not a project as contemplated by 14 C.C.R. § 15378. Even if this Resolution were subject to CEQA, the City Council finds this Resolution exempt from the requirements of CEQA pursuant to 14 C.C.R. § 15061(b)(3), because there is no possibility it will have a significant effect on the environment.

LEVINE ACT COMPLIANCE:

The Levine Act requires a party (or the party's agent(s)) to a proceeding before the City of Lincoln that involves any action or consideration to their contract, license, permit, or other entitlement for use, to disclose any campaign contribution made to City elected or appointed officer totaling more than $500 within the 12 months before the City decision.

This matter does not implicate the disclosure requirements of the Levine Act.

FISCAL IMPACT:

The City of Lincoln Successor Agency is required to prepare and submit to the Placer County Consolidated Oversight Board its Recognized Obligation Payment Schedule for the twelve-month period of July 1, 2026 to June 30, 2027 for approval prior to the required submission to the Department of Finance by February 1st of each year.

The request totals $1,211,268 including $741,028 in other funds and $470,240 in RPTTF as follows:

1. Bond Payments $756,331- per debt schedule.
2. Bond Reserve $125,303- per debt schedule.
3. Administrative Allocation $39,000.
4. Interfund Loan Payment $290,634- per debt schedule.

ATTACHMENTS:

Attachment A - ROPS FY2026-27.pdf

Attachment B - Administrative Budget FY2026-27.pdf

ROPS_Resolution.docx

Recognized Obligation Payment Schedule (ROPS 26-27) - Summary
Filed for the July 1, 2026 through June 30, 2027 Period

Successor Agency: Lincoln

County: Placer

Current Period Requested Funding for Enforceable Obligations (ROPS Detail)	26-27A Total (July - December)	26-27B Total (January - June)	ROPS 26-27 Total
A Enforceable Obligations Funded as Follows (B+C+D)	**$ 741,028**	**$ -**	**$ 741,028**
B Bond Proceeds	-	-	-
C Reserve Balance	741,028	-	741,028
D Other Funds	-	-	-
E Redevelopment Property Tax Trust Fund (RPTTF) (F+G)	**$ 34,303**	**$ 435,937**	**$ 470,240**
F RPTTF	15,303	415,937	431,240
G Administrative RPTTF	19,000	20,000	39,000
H Current Period Enforceable Obligations (A+E)	**$ 775,331**	**$ 435,937**	**$ 1,211,268**

Certification of Oversight Board Chairman:

Pursuant to Section 34177 (o) of the Health and Safety code, I hereby certify that the above is a true and accurate Recognized Obligation Payment Schedule for the above named successor agency.

Name Title

/s/

Signature Date

Lincoln
Recognized Obligation Payment Schedule (ROPS 26-27) - ROPS Detail
July 1, 2026 through June 30, 2027

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
											ROPS 26-27A (Jul - Dec)						**ROPS 26-27B (Jan - Jun)**					
											Fund Sources						**Fund Sources**					
Item #	Project Name	Obligation Type	Agreement Execution Date	Agreement Termination Date	Payee	Description	Project Area	Total Outstanding Obligation	Retired	**ROPS 26-27 Total**	Bond Proceeds	Reserve Balance	Other Funds	RPTTF	Admin RPTTF	**26-27A Total**	Bond Proceeds	Reserve Balance	Other Funds	RPTTF	Admin RPTTF	**26-27B Total**
								$2,638,779		$1,211,268	$-	$741,028	$-	$15,303	$19,000	$775,331	$-	$-	$-	$415,937	$20,000	$435,937
4	Lincoln Brand Feeds	City/County Loan (Prior 06/28/11), Cash exchange	01/10/ 2010	09/15/2033	PCWA WCC	Downtown Economic Development	Original	1,619,476	N	$290,634	-	-	-	-	-	$-	-	-	-	290,634	-	$290,634
7	Administrative Costs	Admin Costs	06/12/ 2012	09/15/2033	City of Lincoln	Costs to administer dissolution of RDA	Original	39,000	N	$39,000	-	-	-	-	19,000	$19,000	-	-	-	-	20,000	$20,000
12	2016 Tax Allocation Bonds A/B	Bonds Issued After 12/31/10	12/15/ 2016	09/15/2033	US Bank	Refunding of 2004 A and B Bonds	Lincoln	855,000	N	$756,331	-	741,028	-	15,303	-	$756,331	-	-	-	-	-	$-
13	Bond Reserve	Reserves	01/01/ 2016	09/15/2020	US Bank	Reserve for fall 2020 debt service		125,303	N	$125,303	-	-	-	-	-	$-	-	-	-	125,303	-	$125,303

Lincoln
Recognized Obligation Payment Schedule (ROPS 26-27) - Report of Cash Balances
July 1, 2023 through June 30, 2024
(Report Amounts in Whole Dollars)

Pursuant to Health and Safety Code section 34177 (l), Redevelopment Property Tax Trust Fund (RPTTF) may be listed as a source of payment on the ROPS, but only to the extent no other funding source is available or when payment from property tax revenues is required by an enforceable obligation.

A	B	C	D	E	F	G	H
	ROPS 23-24 Cash Balances (07/01/23 - 06/30/24)	**Fund Sources**					**Comments**
		Bond Proceeds		**Reserve Balance**	**Other Funds**	**RPTTF**	
		Bonds issued on or before 12/31/10	Bonds issued on or after 01/01/11	Prior ROPS RPTTF and Reserve Balances retained for future period(s)	Rent, grants, interest, etc.	Non-Admin and Admin	
1	**Beginning Available Cash Balance (Actual 07/01/23)** RPTTF amount should exclude "A" period distribution amount.			17,380	235,250	(287,809)	
2	**Revenue/Income (Actual 06/30/24)** RPTTF amount should tie to the ROPS 23-24 total distribution from the County Auditor-Controller				31,152	1,320,346	
3	**Expenditures for ROPS 23-24 Enforceable Obligations (Actual 06/30/24)**					1,320,346	
4	**Retention of Available Cash Balance (Actual 06/30/24)** RPTTF amount retained should only include the amounts distributed as reserve for future period(s)						
5	**ROPS 23-24 RPTTF Prior Period Adjustment** RPTTF amount should tie to the Agency's ROPS 23-24 PPA form submitted to the CAC		No entry required				
6	**Ending Actual Available Cash Balance (06/30/24) C to F = (1 + 2 - 3 - 4), G = (1 + 2 - 3 - 4 - 5)**	**$-**	**$-**	**$17,380**	**$266,402**	**$(287,809)**	

Lincoln
Recognized Obligation Payment Schedule (ROPS 26-27) - Notes
July 1, 2026 through June 30, 2027

Item #	Notes/Comments
4	
7	
12	
13	

Successor Agency to the City of Lincoln Redevelopment Agency
ROPS FY2026-27
Administrative Budget

Investment Brokerage Fees	$1,500
Consultant Expenses	$5,500
ROPS, PPA, Advisory	
Staff Time- Accounting	$26,000
Monthly Loan Billings, C/R, Monthly Reconciliations, Annual Reconciliations	
Staff Time- ED	$6,000
Loans Mgmt.	
Total FY 2026-27 Admin Budget	**$39,000**

*Reduced in prior year to meet anticipated approval level. Less than anticipated costs.
Carried this number forward.

RESOLUTION 2026-xxx

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN, LINCOLN REDEVELOPMENT SUCCESSOR AGENCY APPROVING THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE (ROPS) PURSUANT TO HEALTH AND SAFETY CODE SECTION 34177(I) FOR THE PERIOD OF JULY 1, 2026 THROUGH JUNE 30, 2027

WHEREAS, pursuant to Health and Safety Code Section 34172, the City of Lincoln is the successor agency to the dissolved Redevelopment Agency ("RDA Successor Agency"); and

WHEREAS, it is the responsibility of the RDA Successor Agency to prepare a Recognized Obligation Payment Schedule (ROPS) annually, with a prospective listing of all revenues and minimum payment amounts to be received or issued by the RDA; and

WHEREAS, the Successor Agency has prepared the required 2026-2027 ROPS for approval of the Consolidated Oversight Board at the County of Placer; and

WHEREAS, the 2026-2027 ROPS provides for loan and bond payments, as well as administrative costs; and

WHEREAS, once approved by the Consolidated Oversight Board, the ROPS must then be submitted to the County Auditor Controller, State Controller, and the Department of Finance for approval by these agencies, so the RDA Successor Agency may receive funds from the County to pay the existing debts and obligations addressed in the ROPS.

NOW THEREFORE BE IT RESOLVED: City Council of the City Of Lincoln, Lincoln Redevelopment Successor Agency approves the ROPS in substantially the form attached to this Resolution as Attachment A, pursuant to Health and Safety Code Section 34177, and directs staff to submit it to the Consolidated Oversight Board for approval, and to all other agencies required.

PASSED AND ADOPTED this 13th day of January, 2026 by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTAIN: Councilmembers:

_____
Richard Pearl, Mayor

ATTEST:

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Hope Ithurburn, City Clerk

STAFF REPORT

Item Number 12.A

SUBJECT:

Waive Full Reading and Introduce an Ordinance by Title Only, Regulating Electric Mobility Devices and further finding the Ordinance is exempt from environmental review under the California Environmental Quality Act. (Kristine Mollenkopf)

SUBMITTED BY: Kristi McKenney

DEPARTMENT: City Attorney's Office

DATE: January 13, 2026

STAFF RECOMMENDATION:

Staff recommends the City Council conduct a public hearing and adopt an Ordinance regulating Electric Mobility Devices, and further finding the Ordinance is exempt from environmental review under the California Environmental Quality Act ("CEQA").

BACKGROUND/INTRODUCTION:

In August 2025, the Lincoln Police Department (LPD) contacted the City Attorney's Office to report an increase in community complaints related to the operation of electric bicycles and electric scooters on city sidewalks and walking paths. The growing popularity of these devices has led to a significant rise in negative interactions between electric vehicle operators, pedestrians and drivers.

In response, LPD inquired about the possibility of updating the Lincoln Municipal Code (LMC) to prohibit the operation of bicycles and electric vehicles on city sidewalks and walking paths.

Electric Bicycle Classifications

There are three classes of electric bicycles defined under California law:

- **Class 1:** Pedal-assist only; motor provides assistance up to 20 mph.
- **Class 2:** Throttle-operated; does not require pedaling and can reach speeds up to 20 mph.
- **Class 3:** Pedal-assist; provides assistance up to 28 mph.

Electric scooters (as defined in CVC §312.5) are distinct from e-bikes. While speeds vary, state law limits their maximum speed to 15 mph (CVC §22411). Despite this, many models available for purchase can achieve speeds of 20-30+ mph.

Safety Concerns

Electric bicycles and scooters are frequently operated in a manner that endangers the public, particularly on sidewalks designed for pedestrian use.

- **Hazard to Pedestrians:** Because electric bicycles and scooters are significantly faster and quieter than traditional bicycles, pedestrians (particularly those with visual, hearing, or mobility impairments) may not hear them approaching. This creates a high risk of unexpected collisions in what should be a safe pedestrian space.
- **High Speeds and Operator Inexperience:** Collisions involving these devices can result in more severe injuries than traditional bicycles due to their higher speeds and weight. These risks are compounded when operators are inexperienced.
- **Use by Minors:** LPD reports that devices are frequently operated by minors under 16. This is a significant concern as:
    - **E-Scooter Illegality:** State law **(CVC §21235(d)) requires an e-scooter operator to possess a valid driver's license or instruction permit**, making any operation by an unlicensed minor illegal.
    - **Helmet Non-Compliance:** CVC §21212(a) requires helmets for riders under 18, but this rule is frequently ignored, elevating the severity of potential injuries.
    - **Misjudgment by Motorists:** In roadway situations, motorists often misjudge the high approach speed of electric bicycles or scooters, increasing the likelihood of crashes at intersections and driveways.

Current Regulations

The current regulatory framework is a patchwork of state laws and local gaps, making public education and consistent enforcement difficult.

Some associated laws in the California Vehicle Code (CVC):

- **Class 3 E-bikes***:* CVC §21207.5 Allows local authorities to restrict the use of Class 1 and Class 2 e-bikes on bike paths or trails by ordinance.
- **Electric Scooters:** CVC §21235*(g)* Prohibits electric scooters from being operated on sidewalks, except when entering or leaving adjacent property.
- **Helmet Law:** CVC §21212(a) Requires helmet use for riders under 18 years old on bicycles, scooters, and skateboards.
- **CVC §21201 and §21200:** Treats bicyclists and e-bike riders similarly to vehicle operators on the roadway.
- **Class 1&2 E-Bikes***:* The CVC treats Class 1 and Class 2 e-bikes similarly to traditional bicycles. State law does not explicitly prohibit bicycles of Class 1-2 e-bikes from sidewalks, delegating that authority to local jurisdictions.

FINDINGS/ANALYSIS:

Lincoln Municipal Code (LMC):

The LMC currently lacks any ordinance that specifically regulates or prohibits electric bicycle or scooter use on city sidewalks or walking paths. This absence of local regulation means that enforcement is limited to state law provisions, which do not fully address sidewalk or path use within city limits.

The Regulatory Gap and Purpose of Ordinance

The current legal framework creates a clear enforcement gap. While state law already bans e-scooters and Class 3 e-bikes from sidewalks, the LMC is silent on Class 1 and Class 2 e-bikes. This loophole allows high-speed devices in pedestrian-only areas.

The proposed ordinance is intended to accomplish two primary goals:

1. **Close the Gap:** Prohibit Class 1 and Class 2 e-bikes from sidewalks and walking paths, creating a consistent rule with traditional bicycles.
2. **Consolidate and Clarify:** Adopt the existing CVC prohibitions on e-scooters and Class 3 e-bikes into the LMC. This provides LPD with a clear, single local ordinance to enforce and allows the City to utilize local remedies, such as administrative citations, to gain compliance.

ENVIRONMENTAL REVIEW:

The proposed Ordinance is not subject to the California Environmental Quality Act ("CEQA"), as codified at Public Resources Code §§ 21000, et seq., and as further governed by 14 California Code of Regulations §§ 15000, et seq., because it is not a project as contemplated by 14 C.C.R. § 15378. Even if this Ordinance were subject to CEQA, this Ordinance is exempt from the requirements of CEQA pursuant to 14 C.C.R. § 15061(b)(3), because there is no possibility it will have a significant effect on the environment.

FISCAL IMPACT:

To the extent this action will result in fiscal impacts, they will be minor and related to any additional fines given to individuals who violate the new ordinance.

ATTACHMENTS:
Ordinance__draft_ (2).docx

ORDINANCE NO. XXXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LINCOLN, CALIFORNIA, AMENDING THE LINCOLN MUNICIPAL CODE TO REGULATE THE OPERATION OF MOBILITY DEVICES ON CITY SIDEWALKS

WHEREAS, the City of Lincoln has experienced a significant increase in the use of motorized devices, including electric bicycles (e-bikes) and electric motorized scooters (e-scooters), on public rights-of-way; and

WHEREAS, e-bikes and e-scooters are capable of traveling at speeds significantly greater than pedestrian walking speeds, creating a dangerous speed differential on sidewalks and increasing the risk of collisions; and

WHEREAS, these devices often operate quietly, making it difficult for pedestrians, particularly seniors, children, and persons with disabilities, to be aware of their approach from behind; and

WHEREAS, the City Council finds that sidewalks are designed and intended primarily for pedestrian use, and their use by motorized vehicles creates an unsafe environment that discourages walking and impedes safe passage; and

WHEREAS, the City has a compelling interest in ensuring the safety, accessibility, and general welfare of pedestrians on its public sidewalks; and

WHEREAS, the City currently does not have regulations for mobility devices; and

WHEREAS, the California Vehicle Code, including but not limited to sections 21206 and 21235, grants the City of Lincoln the authority to regulate the operation of bicycles, electric bicycles, and motorized scooters on public sidewalks to protect public safety.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LINCOLN does ordain as follows:

Section 1. **Incorporation of Recitals.** The City Council hereby incorporates by reference the recitals set forth above.

Section 2. **CEQA Analysis.** This Ordinance is not subject to the California Environmental Quality Act ("CEQA"), as codified at Public Resources Code §§ 21000, et seq., and as further governed by 14 California Code of Regulations §§ 15000, et seq., because it is not a project as contemplated by 14 C.C.R. § 15378.

Section 3. **Severability.** If any section, sub-section, sentence, clause, phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. City Council hereby declares that it would have adopted the Ordinance and each section, sub-section, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, sub-sections, sentences, clauses, phrases or portions to be declared invalid or unconstitutional.

Section 4. **Publication.** Within fifteen days of passage of this Ordinance, the City Clerk shall cause the full text of the Ordinance, with the names of those City Councilmembers voting for and against the Ordinance, to be published in the Lincoln News Messenger. In lieu of publishing the full text of the

Ordinance, the City Clerk, if so directed by the City Attorney and within fifteen days, shall cause a summary of the Ordinance, prepared by the City Attorney and with the names of the City Councilmembers voting for and against the Ordinance, to be published in the Lincoln News Messenger, and shall post in the office of the City Clerk a certified copy of the City Councilmembers voting for and against the Ordinance. The publication of a summary of the Ordinance in lieu of the full text of the Ordinance is authorized only where the requirements of Government Code § 36933(c)(1) are met.

Section 5. Enactment. Chapter 5.25 of the Lincoln Municipal Code is hereby enacted as follows:

Chapter 12.90 OPERATION OF REGULATED MOBILITY DEVICES

12.90.010 Purpose.

The City hereby adopts the motorized mobility device ordinance to promote the safety of persons using electric bicycles, electric personal assistive mobility devices, electrically motorized boards, motorized scooters, low-speed vehicles, and other similar vehicles, all defined as "motorized mobility devices" herein, while maximizing recreational opportunities and fully exempting disabled persons operating electric mobility devices from these requirements.

12.90.020 Definitions.

"Bicycle" has the same meaning as in California Vehicle Code Section 231, as it may be amended from time to time.

"Electric bicycle" has the same meaning as in California Vehicle Code Section 312.5, as it may be amended from time to time.

"Electric personal assistive mobility device" has the same meaning as in California Vehicle Code Section 313, as it may be amended from time to time.

"Electrically motorized boards" has the same meaning as in California Vehicle Code Section 313.5, as it may be amended from time to time.

"Low speed vehicle" has the same meaning as in California Vehicle Code Section 385.5, as it may be amended from time to time.

"Motorized scooter" has the same meaning as in California Vehicle Code Section 407.5, as it may be amended from time to time.

"E-Conveyance" means any electric bicycle, electric scooter, electric skateboard, or other device that is designed to convey one or more people and is capable of being powered by human propulsion or electric motor propulsion.

"Operator" means a person who owns, operates, and/or controls a regulated mobility device.

“Public area” means any outdoor area that is open to the members of the public for public use, whether owned or operated by the city or a private party.

“Regulated mobility device” means bicycles, electric bicycles, electric personal assistive mobility devices, electrically motorized boards, low-speed vehicles, motorized scooters, shared mobility devices, or other similar vehicles.

“Rider” means a traveler riding in or on a regulated mobility device who is not operating it.

“Shared mobility device” has the same meaning as in California Civil Code Section 2505, as it may be amended from time to time.

“Vehicle” has the same meaning as in California Vehicle Code Section 670, as it may be amended from time to time.

12.90.020 Operation of regulated mobility devices.

No person shall ride a bicycle or e-conveyance in an unsafe manner on a public street, public right-of-way, public place, or place open to the public for vehicle or pedestrian travel.

A. Riding in an unsafe manner means an operation:

1. In a manner that violates an existing traffic safety law; or

2. In a manner that constitutes a danger to the operator, a passenger, other motorists, other riders, pedestrians, or property.

B. Examples of riding in an unsafe manner may include, but are not limited to, the following examples:

1. Riding on a public street or bikeway against the flow of traffic.

2. Not yielding to vehicles or pedestrians when required.

3. Operating an e-conveyance in a manner it was not designed for, including carrying passengers when not designed for carrying passengers.

4. Failing to obey posted traffic or other signs.

5. A person under the age of 18 riding without a properly fitted and fastened helmet.

6. Engaging in racing or speed contests.

7. Carrying any package, bundle, item or article which prohibits the operator from having full control and forward visibility at all times.

8. Operating a bicycle or e-conveyance at a speed greater than is reasonable and prudent under the conditions then existing taking into account the weather, pedestrian and vehicular traffic, and the surface and width of the sidewalk or roadway.

9. Performing any acrobatics, tricks, wheelies, or stunts when pedestrians or moving vehicles are close proximity.

C. Any person operating a bicycle or e-conveyance upon a street at a speed less than the normal speed of traffic moving in the same direction at such time shall ride as close as practicable to the right-hand curb or edge of the roadway, except under any of the following situations:

1. When overtaking and passing another bicycle, e-conveyance, or vehicle proceeding in the same direction.

2. When preparing for a left turn at an intersection or into a private road or driveway.

3. When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, e-conveyances, bicycles, pedestrians, animals, surface hazards, or narrow width lanes) that make it unsafe to continue along the right-hand curb or edge.

4. When operating as close as practicable to the left-hand curb or edge of the roadway on a one-way street.

D. Persons riding or operating bicycles or electric bicycles shall not ride more than two abreast, except on paths or parts of a roadway set aside for the exclusive use of bicycles.

E. Any person operating a bicycle or e-conveyance who is emerging from an alley, driveway, bicycle path, building or otherwise approaching upon a sidewalk or sidewalk area, shall yield the right-of-way to all pedestrians on such sidewalk or sidewalk area, and upon entering a bicycle lane, highway, or street shall yield the right-of-way to all vehicles, bicycles, or e-conveyances on the roadway.

F. No operating or riding on sidewalks, walking trails, or golf cart trails.

No person shall operate or ride a regulated mobility device upon any sidewalk, walking trail, or golf cart trail within the city limits of Lincoln, California, except:

1. A person may ride a bicycle or electric bicycle on any area designated as a driveway; or
2. Any area designated as a bikeway by the City Council.

12.90.030 Equipment.

A. All persons under the age of 18 operating or riding as a passenger upon a bicycle or e-conveyance on a public street, public right-of-way, public place, or place open to the public for vehicle and pedestrian travel must wear a properly fitted and fastened bicycle helmet.
B. No person shall operate a bicycle or electric bicycle on a roadway unless it is equipped with a brake that will enable the operator to make one braked wheel skid on dry, level, clean pavement.

C. All bicycles and electric bicycles shall have reflectors affixed to both the front and back wheels and on the rear of the bicycle or electric bicycle.
D. All bicycles and electric bicycles operated during darkness upon shall be equipped with a lamp emitting a white light that, while the bicycle is in motion, illuminates the ground in front of the bicycle or electric bicycle and is visible from a distance of 300 feet in front and from the sides of the bicycle.

12.90.040 Parking.

No persons shall leave or park a bicycle, motorized bicycle, or e-conveyance in a manner that obstructs the pedestrian travel way of any sidewalk or pedestrian path, or on public property in violation of any official sign prohibiting parking or bicycles at a location.

12.90.050 Enforcement.

Violations of this section are subject to the following standards.

A. Any person violating any provision of this division is guilty of an infraction or misdemeanor, at the discretion of the issuing officer and subject to a fine not to exceed $50.

B. If any person under the age of 18 is cited for violating this section, the City officer issuing the infraction may impound the electric bicycle, motor-driven cycle, pocket bike or any other electric or motorized conveyance to the City of Lincoln Police Department, such that the electric bicycle, motor-driven cycle, pocket bike or any other electric or motorized conveyance shall be released to a responsible adult upon payment of the impound fee established by the City Council.

12.90.060 Exemptions.

A. Public agency personnel.

Notwithstanding any other provision of this chapter, or any other section of this code, city and public agency personnel may operate regulated mobility devices or other vehicles at any place in the city in the performance of their official duties.

B. Disability.

Notwithstanding any other provision of this Code, nothing is intended to apply or otherwise restrict electric bicycles, motor-driven cycles, pocket bikes or any other electric or motorized conveyances operated by any officer employed by the City while on duty, or as utilized in a safe manner by physically disabled persons as defined under the Americans with Disabilities Act (42 U.S.C. Section 12101 *et seq*.)

12.90.070 Severability.

If any portion of this chapter, or its application to particular persons or circumstances, is held to be invalid or unconstitutional by a final decision of a court of competent jurisdiction, the decision will not affect the validity of the remaining portions of this chapter or the application of the chapter to persons or circumstances not similarly situated.

INTRODUCED at a regular meeting of the City Council of the City of Lincoln held on January 13, 2026.

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

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Richard Pearl, Mayor

ATTEST:

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Hope Ithurburn, City Clerk

STAFF REPORT

Item Number 12.B

SUBJECT: Waive Full Reading and Introduce an Ordinance by Title Only, Repealing Chapter 5.40 of the Municipal Code, entitled "Fortune Telling and Occult Arts". (Kristine Mollenkopf)

SUBMITTED BY: Kristi McKenney

DEPARTMENT: City Attorney's Office

DATE: January 13, 2026

STAFF RECOMMENDATION:
Staff recommends that the City Council move to repeal Chapter 5.40 of the Lincoln Municipal Code. This action ensures that the City's regulatory framework remains consistent with constitutional protections for free speech and religious expression while removing redundant and overly burdensome licensing requirements.

BACKGROUND/INTRODUCTION:

In 2004, the City adopted Chapter 5.40 to regulate fortunetelling and occult arts . The stated intent was to protect the public interest by establishing minimum qualifications for practitioners and providing a licensing mechanism for those engaging in these practices for profit. Currently, the code requires an extensive investigation by the Chief of Police and a two-stage approval process involving both a police decision and a Planning Commission Conditional Use Permit.

Since the adoption of these regulations, items associated with occult arts—such as tarot cards, crystals, and metaphysical products—have become mainstream in both traditional and online retail. Furthermore, the City's general business license and zoning requirements, combined with state consumer protection laws, are now deemed sufficient to address public safety concerns.

Relevant Legal Considerations

***Spiritual Psychic Science Church v. City of Azusa* (1985)**

The California Supreme Court held that fortunetelling is a form of expression protected by the First Amendment. The court determined that even if fortunetelling is conducted for profit, it involves the communication of spiritual, philosophical, or psychological belief systems and cannot be banned outright.

Constitutional Overbreadth

Licensing schemes that are "highly restrictive" or "overly broad" present significant risks of violating constitutional protections for free speech. Regulations that do not add substantive public protection beyond what is provided by general law are often vulnerable to legal challenge.

The "Broad Definitions" Problem

Under the doctrine of overbreadth, a law is invalid if its definitions are so wide that they "chill" or prevent legal speech. The current definitions of "Fortuneteller" and "Fortunetelling and occult arts" are so broad, they could technically subject a standard gift shop owner or a meditation instructor to criminal history investigation and Planning Commission hearings since items such as meditation cards and crystals are so ubiquitous in general commerce. Those rigorous requirements create a barrier to entry that is disproportionate to the activity being regulated, making the law "overly broad and unduly restrictive".

Protected Speech vs. Unprotected Conduct

The California Supreme Court in *Spiritual Psychic Science Church v. City of Azusa* established that fortunetelling is not just a business transaction, but a form of "protected expression".

The Protected Element

When a practitioner uses tarot cards or "occult arts" to communicate spiritual, philosophical, or psychological belief systems, they are engaging in speech protected by the First Amendment.

The Unprotected Element

While the City has a legitimate interest in preventing fraud, it cannot do so by creating a "highly restrictive licensing scheme" that treats all such speech as inherently deceptive.

FINDINGS/ANALYSIS:

The recommendation to repeal Chapter 5.40 is based on a critical analysis of the current Municipal Code against established constitutional standards and modern commercial realities. Staff has identified the following primary areas of concern:

Direct Conflict with the "Speech" Protections of *Spiritual Psychic Science Church*

The current Lincoln Municipal Code (LMC) treats "fortunetelling" as a purely commercial activity subject to rigorous police-level vetting. However, the California Supreme Court in *Spiritual Psychic Science Church v. City of Azusa* (1985) held that such activities are a form of "protected expression" because they involve the communication of thoughts, feelings, and beliefs.

Burden on Speech

LMC Chapter 5.40 imposes a "pre-speech" burden—requiring a practitioner to pass a criminal investigation and obtain a Planning Commission permit *before* they can speak.

Prior Restraint

Unlike a standard business license, which is a ministerial tax, the current ordinance grants the City "undue discretion" to deny a permit based on a person's background or a subjective "Conditional Use" hearing. This creates a "prior restraint" on speech, which is constitutionally suspect.

Analytical Failure of "Broad Definitions"

The doctrine of overbreadth prohibits laws that are so broad they "sweep in" protected activity alongside the conduct they intend to regulate.

Broad Definition
LMC 5.40.020 defines occult arts so broadly that it includes anyone "advertising as a psychic, spiritual reader, or spiritual counselor."

Commonplace Items

In 2004, these practices were viewed as niche commercial activities. Today, items such as tarot cards, meditation aids, and crystals are sold ubiquitously in standard gift shops and retail stores.

Logistical Problems

Under the current code, a bookstore owner hosting a "tarot-themed" book signing or a wellness center offering "spiritual counseling" could technically be required to undergo a Chief of Police investigation. This creates a "chilling effect" on legitimate commerce and expressive activity that far exceeds the City's need to prevent fraud.

The Two-Stage Approval Process as an "Undue Burden"

Currently, an applicant must secure both a favorable police decision and a Planning Commission Conditional Use Permit (CUP). Requiring any business owner selling crystals, tarot cards, or doing tarot readings, etc to apply for a CUP, which is a discretionary land-use tool used for high-impact activities, is disproportionate. Because there is no evidence that a psychic reader has a greater land-use impact (noise, traffic, parking) than a standard consultant or insurance agent, the specialized CUP requirement is "unduly restrictive."

Sufficiency of Existing General Laws

A core principle of municipal law is that specialized regulations should only exist if general laws are insufficient. Potential harms associated with fortunetelling—namely fraud and larceny—are already criminalized under the California Penal Code (e.g., Section 484 - Theft/Fraud) and protected by the California Consumer Privacy Act.

The City's general business license requirements (LMC Title 5) and standard zoning laws for "professional services" or "retail" are sufficient to regulate the location and operation of these businesses. Removing the "occult arts" filter allows these businesses to be treated exactly like any other professional service, ensuring equal protection under the law.

Rational for Repeal

Staff recommends repeal rather than amendment because the entire premise of Chapter 5.40 —that spiritual communication requires specialized police and commission oversight—is no longer legally or practically defensible. By repealing the chapter in its entirety, the City:

1. Removes the risk of a First Amendment lawsuit based on overbreadth or prior restraint.

2. Recognizes that spiritual and metaphysical goods/services are now standard components of the retail economy.

3. Frees up Police Department and Planning staff resources by removing a redundant, two-stage investigative process for low-impact businesses.

ENVIRONMENTAL REVIEW:
This Ordinance is not subject to the California Environmental Quality Act (CEQA) because it is not a project as contemplated by 14 C.C.R. § 15378.

FISCAL IMPACT:
The repeal of Chapter 5.40 will eliminate the administrative costs associated with police investigations and Planning Commission hearings for these specific business types. General business license fees will still apply to any such businesses operating within the City, ensuring no significant negative impact on the General Fund.

ATTACHMENTS:
CHAPTER_5.40___FORTUNETELLING_AND_OCCULT_ARTS.docx

Ordinance_to_Repeal_Occult_and_Fortunetelling_ordinance (1).docx

CHAPTER 5.40 FORTUNETELLING AND OCCULT ARTS

Article I. General Provisions

5.40.010 Purpose and intent.

It is the purpose and intent of the city council that the operation of fortunetelling and/or occult arts establishments and persons operating as fortunetellers should be regulated so as to further the public interest, safety and welfare by providing minimum qualifications for such persons. It is the purpose of this chapter to prescribe means of licensing practitioners who engage in fortunetelling for profit so that information about those so engaged is available to the public and the city government.

(Ord. 762B §1(part), 2004)

5.40.020 Definitions.

As used in this chapter:

"Fortuneteller" means any person who advertises by sign, circular, handbill, newspaper, periodical, magazine or other means whatsoever the practice of fortunetelling and/or occult arts, and shall include any person who advertises as a "psychic" or "spiritual reader" or "spiritual counselor" for the purpose of the practice of fortunetelling and/or occult arts.

"Fortunetelling and occult arts" mean engaging for profit, directly or indirectly, in the act of telling of fortune and forecasting of futures by means of an occult, psychic power, faculty, force, clairvoyance, cartomancy, psychology, psychometry, numerology, hypnosis, phrenology, spirits, tea leaves or other craft, art, science, cards, talisman, charm, potion, magnetism, magnetized article or substance, cunning or foresight, crystal gazing, mysteries or magic of any kind or nature.

(Ord. 762B §1(part), 2004)

5.40.030 Exemptions.

This chapter shall not apply to:

(1) Any person solely by reason of the fact that he or she is engaged in the business of entertaining the public by demonstrations or mind reading, mental telepathy, thought conveyance, or the giving or horoscopic readings, at public places and in the presence of and within the hearing of other persons and at which no questions are answered, as part of such entertainment, except in a manner to permit all persons present at such public place to hear such answers, when not conducted in connection with the business of fortunetelling;

(2) Any person who conducts or participates in any religious ceremony or service when such person holds a certificate of ordination as a minister, missionary, medium, healer or clairvoyant from any bona fide church or religious association maintaining a church and holding regular services, and having a creed or set of religious principles that is recognized by all churches of like faith; provided, further, that the fees, gratuities, emoluments and profits thereof shall be regularly accounted for and paid solely to or for the benefit of the church or religious association;

(3) Nothing in this section shall be construed as exempting any person from the payment of any applicable business license fee which may be required to be paid by the licensing provisions of this Code.

(Ord. 762B §1(part), 2004)

Article II. Licenses

5.40.040 License required.

(a) No person, association, partnership, or corporation shall conduct, operate or advertise for an establishment in which the practice of fortunetelling and occult arts is carried on for pay, compensation or gratuity without obtaining and maintaining in effect a license as required by this chapter.

(b) No licensee hereunder shall employ any person who practices fortunetelling and/or occult arts, and who offers to or solicits to perform fortunetelling and occult arts, or who holds himself/herself out to be a fortuneteller if the person does not hold a current, unrevoked license as required by this chapter.

(c) The license issued to a fortuneteller shall be prominently displayed at the licensed premises.

(Ord. 762B §1(part), 2004)

5.40.050 License application—Fees.

(a) An application for a license to practice fortunetelling and occults arts shall be made to a duly authorized representative of the chief of police under penalty of perjury on forms provided by the chief of police. The application to practice fortunetelling and occults arts shall be accompanied by an investigation filing fee of $250.00, plus the fee charged by Department of Justice for fingerprint processing. This fee is not refundable in the event such application is denied.

(b) Licenses and fees required under this chapter shall be in addition to any license, permit or fee required under any other chapter of this Code.

(Ord. 762B §1(part), 2004)

5.40.060 Application contents.

Any applicant for a license under this chapter shall submit the following information under penalty of perjury:

(1) The full name and present residence and business address and telephone numbers of the applicant;

(2) Any and all maiden, fictitious or other names ever used by the applicant;

(3) Prior residence and business addresses used by the applicant during the ten-year period preceding the date of the application;

(4) The birthdate and place of birth of the applicant;

(5) The social security number and a California driver's license or California identification card number or other satisfactory government issued identification number of the applicant;

(6) The applicant's height, weight, hair and eye color, and all distinguishing marks, scars or tattoos;

(7) Business, occupation or employment history of the applicant for a period of ten years preceding the date of application;

(8) The name or names under which the applicant proposes to conduct the activity or practice and the business address of the premises where such practice is to be carried on and if is it to be in connection with a similar or other kind of business;

(9) The name or names, both true and fictitious, and addresses of any and all persons, associations, partnerships or corporations holding an interest or involvement in the activity;

(10) A statement of any and all criminal convictions, except minor traffic offenses not designated as a felony, including the nature thereof, where they occurred and the sentence therefor;

(11) A list of fortunetelling or similar licenses currently or previously held by the applicant and whether any such license had been revoked or suspended and the reason therefor;

(12) A list of at least three character references unrelated to the applicant by blood or marriage, and known to the applicant for at least five years. The list shall include true and fictitious names and current addresses and telephone numbers of the character references;

(13) Such other identification and information as is necessary to discover the validity of the matters hereinabove specified as required to be set forth in the application.

(Ord. 762B §1(part), 2004)

5.40.070 Required information and documents.

Before the application is considered to be complete, the applicant must produce, provide and submit to the following:

(1) California driver's license or California identification card, or other valid and satisfactory documentary evidence of the age and identity of the applicant. To be "satisfactory," the documentary evidence of age and identity must be of official issue of some governmental agency, be currently valid and furnish a photograph, weight, height, color of eyes and hair, sex, age and/or date of birth and signature of the applicant. Birth certificates are not satisfactory identification as they do not include evidence or identity by description of the person named;

(2) A photograph of the applicant, to be taken by an authorized employee of the chief of police at the time of application;

(3) Fingerprints of the applicant, to be taken by an authorized employee of the chief of police at the time of application;

(4) Consent in writing, on a form determined by the chief of police, for the use of all information available in the investigation provided in this chapter to be made.

(Ord. 762B §1(part), 2004)

5.40.080 Investigation.

The chief of police, or his authorized representative, shall conduct and complete an investigation of the moral character and business responsibility of the applicant and either grant or deny the license within a period of 45 days after the submission of the completed applications, except if good cause exists, the chief of police may extend the period of investigation for a period of time not to exceed 30 days, provided that applicant is notified in writing that the investigation has not been completed.

(Ord. 762B §1(part), 2004)

5.40.090 Right to refuse license.

(a) If the chief of police finds that either the applicant's character or his or her business responsibility is unsatisfactory, or if the applicant fails to or refuses to furnish the information and documents required by this chapter, or who submits false or misleading information on the application, or that the applicant has been convicted of a crime involving moral turpitude, the chief of police shall refuse to issue the license. The chief of police shall notify the applicant of his or her decision in writing not more than the number of days specified in Section 5.40.070 of this chapter.

(b) If the chief of police finds that both the applicant's character and his or her business responsibility are satisfactory, he or she shall notify the applicant of his or her intent to issue a license upon condition that the applicant obtains within 90 days a conditional use permit for a particular location as provided in Section 5.40.120 of this chapter.

(Ord. 762B §1(part), 2004)

5.40.100 Revocation.

(a) The chief of police shall revoke any license upon any grounds for which he may have refused the issuance thereof or upon conviction or upon a plea of guilty or nolo contendere for any violation of this chapter or the operation of the establishment does not comport with the peace, health, safety and general welfare of the public.

(b) To revoke a license, the chief of police, or his authorized representative, shall serve upon the holder thereof, a written notice either by personal service or by deposit in a United States Mail receptacle with appropriate postage affixed, to the address shown on the application or otherwise more recently of record, that the license shall be revoked effective upon personal service or five days after the date of mailing of the notice.

(c) A revoked license shall be immediately surrendered to the chief of police or his authorized representative.

(Ord. 762B §1(part), 2004)

5.40.110 Appeal.

(a) A notice of appeal must be deposited with the city clerk within 30 days after denial of the application or revocation of the license has been served. Upon the filing of a notice of appeal, the revocation of a license shall remain in effect until such time a decision has been rendered.

(b) Upon the filing of the written notice of appeal, the city clerk shall set the matter for hearing before the city council, which hearing shall be within 30 days after the date of the notice. The city council shall receive a copy of the denial or revocation notice and shall conduct a hearing to determine whether or not the license should be granted or reinstated. The scope of evidence presented to the city council shall be limited to evidence regarding the reasons for denial or revocation. The burden of proof shall be upon the appellant/applicant.

(c) The decision of the city council shall be final with no right of further appeal.

(Ord. 762B §1(part), 2004)

5.40.120 Conditional use permit required.

(a) If the chief of police decides that a license may properly be issued, the applicant shall then file an application with the planning commission for a conditional use permit for a particular location.

(b) The applicant shall comply with the provisions of law and the ordinances of the city governing the issuance of a conditional use permit, as specified in Chapters 18.54 and 18.56 of this Code. The planning commission may not issue a conditional use permit for the conduct of the business of fortunetelling in any district except the commercial district or the highway commercial district.

(c) In the proceedings for a conditional use permit for this purpose, the planning commission has the discretion to:

(1) Fix and prescribe the signs, exterior appearance and exterior elevations of the premises where the business is proposed to be conducted;

(2) Limit number of employees, hours of operation, and other businesses conducted on the premises; and

(3) Impose other conditions customarily attached to conditional use permits.

(d) The planning commission may not issue a conditional use permit for the operation of the business of fortunetelling from a trailer, vehicle or temporary structure.

(e) The planning commission may not consider an application for a conditional use permit for the business of fortunetelling until the chief of police notifies the applicant of a favorable decision by the chief of police under Section 5.40.080 of this chapter.

(Ord. 762B §1(part), 2004)

5.40.130 Issuance of license.

If the chief of police acts favorably upon the application as provided in Section 5.40.090 of this chapter and the planning commission approves a conditional use permit as provided in Section 5.40.120 of this chapter then, upon the issuance of a conditional use permit, the chief of police shall issue a license to the applicant.

(Ord. 762B §1(part), 2004)

5.40.140 Additional terms and conditions of license.

The chief of police may impose additional terms and conditions upon the issuance of a license if the chief of police finds that it is necessary to do so in order to protect the general public from the threat of fraud or misrepresentation or public nuisance.

(Ord. 762B §1(part), 2004)

5.40.150 License fee.

The fee for the issuance of a license is $250.00 a year. The fee is due when the license is issued. The first annual fee shall be prorated from the date of issuance to December 31.

(Ord. 762B §1(part), 2004)

5.40.160 License not transferable.

A licensee may not assign or transfer a license.

(Ord. 762B §1(part), 2004)

5.40.170 Separate licenses for individuals.

Each and every person engaged in or who proposes to engage in the practice of fortunetelling and occult arts shall file a separate and individual application as set forth in this chapter and shall pay separate and individual filing and renewal fees. This shall include persons who engage in the practice under one common establishment.

(Ord. 762B §1(part), 2004)

5.40.180 Duration and renewal of license.

The fortunetelling license authorizes the holder to engage in the activity for a period of not more than one year. The licensee and permit holder may renew the privilege of engaging in the activity by filing an application for a renewal upon a form prescribed by the chief of police and paying the annual license fee. The renewal fee is not prorated and is not refundable.

(Ord. 762B §1(part), 2004)

Article III. Prohibited Acts

5.40.190 Certain activity prohibited.

No person may engage in the activity of fortunetelling:

(1) Without a license to do so;

(2) In violation of this chapter; or

(3) In violation of a term or condition of the license;

(4) Upon any premises for which a conditional use permit is not issued;

(5) In violation of any condition of a conditional use permit.

(Ord. 762B §1(part), 2004)

5.40.200 Penalty for violation.

Any person violating any of the provisions of this chapter, or knowingly or intentionally misrepresenting to any officer or employee of this city, any material fact in procuring the license provided for in this chapter is guilty of a misdemeanor.

(Ord. 762B §1(part), 2004)

ORDINANCE NO. XXXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LINCOLN REPEALING CHAPTER 5.40 OF THE MUNICIPAL CODE, ENTITLED "FORTUNETELLING AND OCCULT ARTS"

WHEREAS, the City previously adopted Chapter 5.40 in 2004 with the stated purpose of regulating fortunetelling and occult arts to further the public interest, safety, and welfare by providing minimum qualifications for practitioners, and to prescribe licensing means for those engaging in the practice for profit; and

WHEREAS, the use and sale of items associated with occult arts, such as tarot cards, meditation cards, crystals, and general spiritual or metaphysical products, have become ubiquitous in general commerce, being commonly sold both in traditional gift shops and through online retail platforms, demonstrating the mainstream acceptance of these goods and rendering overly restrictive regulation unnecessary; and

WHEREAS, the existing regulations impose specific application requirements, including extensive personal and criminal history information, an investigation process by the Chief of Police, and a two-stage approval process requiring both a favorable police decision and a Planning Commission Conditional Use Permit. These rigorous requirements and the broad definitions of "Fortuneteller" and "Fortunetelling and occult arts" may impose an undue regulatory burden on expressive and communicative activity; and

WHEREAS, the practice of fortunetelling, while subject to fraud regulation, constitutes a form of expression protected by the First Amendment of the U.S. Constitution, as held in the California Supreme Court case, *Spiritual Psychic Science Church v. City of Azuza* in 1985, particularly when viewed as the communication of spiritual, philosophical, or psychological belief systems. The current, highly restrictive licensing scheme presents a significant risk of violating constitutional protections for free speech and religious expression; and

WHEREAS, the City's general business license and zoning requirements, along with existing State and local laws concerning fraud, consumer protection, and general public welfare, are deemed sufficient to address legitimate public safety and criminal concerns related to these businesses without the need for a specialized and potentially constitutionally suspect regulatory action; and

WHEREAS, the City Council determines that Chapter 5.40 is overly broad, unduly restrictive, and redundant with other laws, and that its continued existence is not in the best interest of the City, as it potentially compromises citizens' constitutional rights while failing to add substantive public protection beyond what is provided by general law.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LINCOLN does ordain as follows:

Section 1. **Incorporation of Recitals.** The City Council hereby incorporates by reference the recitals set forth above.

Section 2. CEQA Analysis. This Ordinance is not subject to the California Environmental Quality Act ("CEQA"), as codified at Public Resources Code §§ 21000, et seq., and as further governed by 14 California Code of Regulations §§ 15000, et seq., because it is not a project as contemplated by 14 C.C.R. § 15378.

Section 3. Severability. If any section, sub-section, sentence, clause, phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. City Council hereby declares that it would have adopted the Ordinance and each section, sub-section, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, sub-sections, sentences, clauses, phrases or portions to be declared invalid or unconstitutional.

Section 4. Publication. Within fifteen days of passage of this Ordinance, the City Clerk shall cause the full text of the Ordinance, with the names of those City Councilmembers voting for and against the Ordinance, to be published in the Lincoln News Messenger. In lieu of publishing the full text of the Ordinance, the City Clerk, if so directed by the City Attorney and within fifteen days, shall cause a summary of the Ordinance, prepared by the City Attorney and with the names of the City Councilmembers voting for and against the Ordinance, to be published in the Lincoln News Messenger, and shall post in the office of the City Clerk a certified copy of the City Councilmembers voting for and against the Ordinance. The publication of a summary of the Ordinance in lieu of the full text of the Ordinance is authorized only where the requirements of Government Code § 36933(c)(1) are met.

Section 5. Repeal. Chapter 5.40 of the Lincoln Municipal Code is hereby repealed in its entirety.

INTRODUCED at a regular meeting of the City Council of the City of Lincoln held on January 13, 2026.

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

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Richard Pearl, Mayor

ATTEST:

_____

Hope Ithurburn, City Clerk