



REPORT TO COUNCIL

City of Sacramento

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Staff Report
March 25, 2008

**Honorable Mayor and
Members of the City Council**

Title: General Plan Draft Mobility Element and Circulation Maps

Location/Council District: Citywide

Recommendation: Adopt a **Resolution** 1) accepting the circulation maps for the 2030 General Plan; 2) accepting the mobility policies for the 2030 General Plan; and 3) directing staff to proceed with the environmental review of the 2030 General Plan including these maps and policies.

Contact: Fedolia "Sparky" Harris, Senior Planner, (916) 808-2996

Presenters: Jeff Clark, Fehr & Peers Transportation Consultants, Fedolia "Sparky" Harris, Senior Planner, Tom Pace, Long Range Planning Manager

Department: Transportation/Planning

Division: Office of the Director/Long Range Planning

Organization No: 6092/4912

Description/Analysis

Issue: Circulation maps and transportation policies are statutorily required within the mobility element of all general plans in California. The 2030 General Plan planning process has produced a set of mobility policies and accompanying circulation maps. Staff is requesting that the City Council accept these maps and policies to be considered for analysis in the 2030 General Plan Environmental Impact Report.

Policy Considerations: The maps and policies presented are consistent with:

- Transit for Livable Communities, adopted by Council in 2003
- Light Rail Transit Land Use Policies and Guidelines, adopted by Council in 2005
- Smart Growth Principles adopted by Council in 2001
- Preferred Blueprint adopted for the region by the Sacramento Area Council of Governments (SACOG) in 2004

- Vision and Guiding Principles adopted by the Council in 2005.

Environmental Considerations: Staff will begin the environmental review process for the new General Plan once Council has accepted the goals and policies and directs the staff to proceed with the preparation of an Environmental Impact Report (EIR)

Commission Action: Staff presented the Mobility Policies and Circulation Maps to the Planning Commission on March 6, 2008. Both were well received and the Planning Commission offered several recommendations for clarification and further enhancement of the policies and maps. These comments and staff's recommendations for incorporation are attached as Attachment 2.

Rationale for Recommendation: The circulation maps and mobility policies were developed by staff and consultants using a collaborative process which included public outreach and input from the Inter-Agency Technical Advisory Committee (ITAC) and the General Plan Advisory Committee (GPAC). The maps and policies follow directly from the 2030 General Plan's goal to make Sacramento "the most livable city in America" as well as the Department of Transportation's goal to "ensure the City's transportation system supports and enriches the quality of life for present and future generations."

Mobility Policies

The Mobility Element has been carefully designed to develop a first class, well-balanced, efficient, multi-modal transportation network for the City of Sacramento. The following guiding principle provides the vision for the mobility element.

- Ensure the City's transportation system supports and enriches the quality of life for present and future generations by improving mobility and accessibility through investment in a balanced, multi-modal system.

The Mobility Element contains policies that will create a well-connected transportation network, support increased densities and a mix of uses in multi-modal districts, help walking become more viable for short trips, support bicycling for both short and long-distance trips, improve transit to serve highly frequented destinations, and do so while preserving auto mobility. The element also includes policies related to parking, goods movement, airports, and transportation funding. Achieving a balanced transportation system will require a greater investment in transit, pedestrian, and bicycle infrastructure.

Circulation Maps

The circulation maps implement the Mobility Element by showing where and how automobiles and transit will function. These maps show the most important arteries of automobile circulation and how they will develop between now and 2030. In addition, these maps include the Downtown-Natomas-Airport (DNA) line, a vital component of the city's commitment to expanding its rail transit system.

One important aspect of previous versions of the Circulation Map has been removed. While previous versions showed areas where staff recommended bridge crossings over the American and Sacramento Rivers, the current version does not

make any such recommendation. Staff still supports the study of future possibilities for bridge crossings to improve mobility in the city and the region; however, at present time we are not making specific recommendations as to where such crossing(s) should be located.

An initial analysis of the mobility impacts of the 2030 General Plan has been conducted by our consultants and it shows that expected results are in line with the City's goals. As a result of the more compact mixed-use urban form called for by the 2030 General Plan, daily vehicle trips per capita would decrease by 11.1% and vehicle miles traveled (VMT) per capita would decrease by 13.2% below what would occur under a "No Project" scenario (if Sacramento continued to guide development with the 1988 General Plan). At the same time, walking, cycling, and transit would increase their mode share among trips taken in the city.

The 2030 General Plan would help take pressure off the city's freeways and major arteries by creating a jobs-housing balance and reducing long commutes by car. While the model shows many street segments tipping to Level-of-Service (LOS) D, E or even F, it shows that Sacramento would endure these LOS regardless under the "No Project" scenario; indeed, many of our roads are at LOS E or F already. What the policies of the Mobility Element will do for Sacramento is not to make this inevitable traffic disappear, but bring some level of control to it by providing a balanced and efficient multi-modal transportation system, in conjunction with land use policies to create complete neighborhoods that reduce the need for long trips.

Next Steps

The public review draft of the General Plan and Draft Environmental Impact Report (EIR) will be available in May 2008 and the Final Plan and Final EIR in the fall of 2008.

During the months of March and April 2008, staff will be refining the 2030 General Plan text, adding graphics and developing an implementation plan. The implementation plan will outline how to achieve the goals set forth in the document including recommendations for changes to the City Code and ordinances, and guidelines that provide specific direction on how the City will develop over time.

Staff continues to develop the Community Plan Chapters and will focus on the opportunity areas which will include additional community outreach. Drafts of these documents will be brought forward to the Council for its review in spring of 2008.

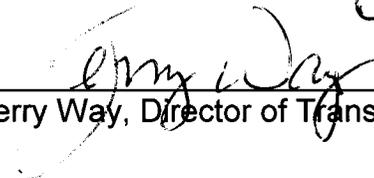
A "Community Convention" is also being planned to provide the community and stakeholders with an update of the 2030 General Plan and to show appreciation for their participating in the development of the City's new General Plan. This event will take place in May, 2008.

Financial Considerations: None at this time.

Emerging Small Business Development (ESBD): No goods or services are being purchased under this report.

Respectfully Submitted by: 
Fedolia "Sparky" Harris, Senior Planner

Approved by: 
Carol Shearly, Director of Planning

Approved by: 
Jerry Way, Director of Transportation

Recommendation Approved:

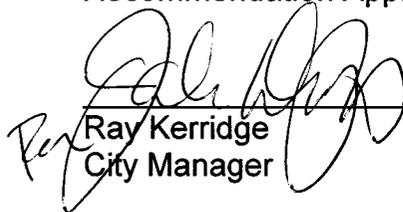

Ray Kerridge
City Manager

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Background

Summary of Mobility Element and Circulation Maps

Introduction & Purpose

The purpose of this summary is three-fold:

- Highlight the key features of the proposed transportation system as shown in the draft mobility diagrams
- Describe how the system was developed and the relationship between the land use and mobility elements
- Provide a summary of key performance measures that indicate how the 2030 General Plan performs

Mobility Element Vision

The City of Sacramento recognizes the importance of developing a first class, well-balanced, efficient, multi-modal transportation network that minimizes impacts to the environment and to neighborhoods in achieving its vision as the most livable city in the nation. The following guiding principle provides the vision for the mobility element.

- Ensure the City's transportation's system supports and enriches the quality of life for present and future generations by improving mobility and accessibility through investment in a balanced, multi-modal system.

Increasing congestion, sustainability goals, population growth, demographic shifts, and a limited ability to build new roads, point to the need for new transportation and land use practices that will result in a transportation system with increased travel choices.

The Mobility Element contains policies that will create a well-connected transportation network, support increased densities and a mix of uses in multi-modal districts, help walking become more viable for short trips, support bicycling for both short and long-distance trips, improve transit to serve highly frequented destinations, and do so while preserving auto mobility. Achieving a balanced transportation system will require a greater investment in transit, pedestrian, and bicycle infrastructure.

Process to Date

The preparation of a Technical Background Report, to document existing transportation conditions, was completed in September 2005. The Vision & Guiding Principles were adopted shortly thereafter in November 2005. Much of the subsequent planning and outreach process focused on the development of a Preferred Land Use Alternative, which was adopted in June 2007.

During the development of the preferred land use alternative, Department of Transportation (DOT) staff focused on an evaluation of alternative Level of Service (LOS) policies. A draft LOS policy was presented to the City Council at a workshop in February 2007. Major milestones in the development of the mobility element, since the completion of the preferred land use alternative in June 2007, are as follows.

- Draft Mobility Policies – completed August 2007
- Draft Mobility Diagrams – completed September 2007
- Draft Traffic Analysis – completed December 2007
- Draft Mobility Implementation Measures – completed January 2008

DOT staff developed the draft Mobility Element to complement the draft Preferred Land Use Plan and other elements of the General Plan. The draft Mobility Element includes draft policies (Exhibit B of Attachment 2) and a series of draft mobility diagrams (Exhibit A of Attachment 2).

Draft Mobility Diagrams

The draft transportation plan includes figures that identify roadway functional classifications, the number of travel lanes on arterial and collector streets, a transit plan, and riverfront corridor concepts. The figures were developed based on an assessment of adopted plans as well as extensive input from the City Council, Planning Commission, the GPAC, and community members. The following is a summary of mobility diagrams and other plans that are referenced in the Mobility Element.

Roadways

- Figures 6.12-7 & 6.12-8 in Exhibit A of Attachment 2 show the functional classifications for streets including the location of highways, arterials, and collectors
- Figures 6.12-9 and 6.12-10 in Exhibit A of Attachment 2 show the planned number of lanes on arterial and collector streets for the 2030 horizon year
- Table A-1 in Exhibit A provides a list of new roadway segments and roadway segments that would be analyzed for widening or construction with implementation of the 2030 General Plan.

Public Transit

- Figure 6.12-11 in Exhibit A of Attachment 2 shows the location of planned high speed rail, planned regional rail, and existing and planned light rail lines. The figure also shows candidate transit corridors, where enhanced service would be provided in the future, to link existing and future activity centers.

River Corridors

- Figure 6.12-12 in Exhibit A of Attachment 2 shows the location of proposed transit/pedestrian/bicycle and pedestrian/bicycle bridges. The figure also shows the entire zone along the Sacramento and American Rivers where additional future bridge crossings may be located.

Pedestrianways

- The Mobility Element refers to the policies and figures included in the Pedestrian Master Plan adopted by the City Council in 2007.

Bikeways

- The Mobility Element refers to the goals and figures included in the Bike Master Plan adopted by the City Council in 1995.

Relationship between Land Use and Mobility Elements

The preferred land use and transportation network are interrelated and, together with the level of service criteria that define desirable operating conditions and thus the necessary size of the transportation network, form three legs of the transportation planning “stool”. Long-range transportation planning efforts typically define two of the three legs, usually the future land use plan and desired LOS policy. The third leg, in this case the draft transportation network, is subsequently the product of the land use plan and LOS policy.

The draft transportation network is based on an assessment of adopted plans as well as extensive community input. The next step in the process is to evaluate the draft mobility diagrams and the draft preferred land use plan to determine whether the transportation facilities as defined will meet the desired LOS policy. This process of evaluating individual roadway segments will be documented in the General Plan EIR. For conditions where roadway segments do not meet the desired LOS policy, alternative mitigations will be provided.

Summary of Key Transportation Performance Measures

Regional Measures

The regional performance measures results provide an indication of whether the 2030 General Plan would achieve a fundamental goal of reducing vehicle travel (i.e., vehicle miles traveled per capita). The following section provides a comparison of the 2030 General Plan and 2030 No Project scenarios. The 2030 No Project assumes build-out of development in the City of Sacramento based on current General Plan policies. Regional transportation performance measures generated by the travel demand model are shown in Table 1 for the 2030 No Project and 2030 General Plan.

The daily vehicle miles traveled (VMT) per capita in the City of Sacramento decreases by 13.2 percent with the 2030 General Plan, when compared to the 2030 No Project. This is a significant reduction and indicates that the 2030 General Plan would accomplish one of its key mobility goals. The reduction in VMT per capita also indicates that the 2030 General Plan reinforces the Blueprint adopted by the Sacramento Area Council of Governments (SACOG), because the VMT per capita would be significantly lower with the 2030 General Plan than the 2030 No Project.

Performance Measure	City of Sacramento			Six County Region		
	2030 No Project	2030 General Plan	Percent Change	2030 No Project	2030 General Plan	Percent Change
Population	580,000	676,000	16.6%	3,491,952	3,491,952	0.0%
Households	232,045	276,191	19.0%	1,283,806	1,283,806	0.0%
Employment	459,130	457,359	-0.4%	1,540,086	1,538,982	0.1%
Daily Vehicle Trips	3,333,599	3,453,042	3.6%	11,523,052	11,351,540	-1.5%
Daily Person Trips	4,328,717	4,699,733	8.6%	15,691,006	15,616,959	-0.5%
Daily Vehicle Miles Traveled (VMT)	25,068,166	25,363,131	1.2%	74,892,121	73,793,936	-1.5%
Daily Vehicle Trips per Capita	5.7	5.1	-11.1%	3.3	3.3	-1.5%
Daily Person Trips per Capita	7.5	7.0	-6.8%	4.5	4.5	-0.5%
Daily VMT per Capita	43.2	37.5	-13.2%	21.4	21.1	-1.5%

Source: Fehr & Peers, 2007.

For the six-county region, the 2030 General Plan yields a decrease in VMT per capita of 1.5 percent, when compared to the 2030 No Project. The reduction in VMT per capita is smaller for the six-county region because both the 2030 No Project and 2030 General Plan scenarios assume the Blueprint land use forecasts adopted by SACOG for all jurisdictions outside the City of Sacramento. The difference between the two scenarios, on a regional basis, is therefore the assumed levels of development within the City of Sacramento.

Citywide Mode Share

The citywide mode share results provide an indication of whether the 2030 General Plan would achieve a fundamental goal of increasing transit, bicycle, and pedestrian travel. The projected level of travel by mode, as generated by the travel demand model, is shown in Table 2 for the 2030 No Project and 2030 General Plan.

The daily share of transit, walk, and bike trips would increase from 20 to 50 percent with the 2030 General Plan, when compared to the 2030 No Project. Increases in person trips of approximately 50 percent for transit, 35 percent for walk, and 22 percent for bike modes are projected. This is a significant increase and indicates that the 2030 General Plan would accomplish several of its key mobility goals.

The percentage of Drive Alone trips decreases by 5.7 percent with the 2030 General Plan, when compared to the 2030 No Project. This occurs despite the fact that the total number of person trips increases by 8.6 percent, largely a function of the fact that the 2030 General Plan has 19 percent more households (i.e., 44,150 more units) than the 2030 No Project scenario.

MODE	Number of Person Trips			Percent by Mode		
	2030 No Project	2030 General Plan	Percent Change	2030 No Project	2030 General Plan	Percent Change
Drive Alone	1,979,828	2,027,036	2.4%	45.7%	43.1%	-5.7%
Carpool	1,924,314	2,085,777	8.4%	44.5%	44.4%	-0.2%
Transit	148,737	221,087	48.6%	3.4%	4.7%	36.9%
Walk	229,647	309,601	34.8%	5.3%	6.6%	24.2%
Bike	46,191	56,232	21.7%	1.1%	1.2%	12.1%
TOTAL	4,328,717	4,699,733	8.6%	100.0%	100.0%	

Source: Fehr & Peers, 2008.

Exhibit A
Table of Transportation Improvements to be Analyzed

ROADWAY	FROM	TO	EXISTING	2030 GENERAL PLAN
5 th Street	H St	Richards Bl	0	3
6 th Street	H St	Richards Bl	0	2
7 th Street	E St	Vine St	2	4
65 th Street	Folsom Bl	Broadway	4-5	6
4 th Avenue	Redding Av	Ramona Av	0	2
14 th Avenue	Power Inn Rd	S. Watt Av	0	4
24 th Street	Meadowview Rd	Cosumnes River Bl	0	4
N. B Street	5 th St	10 th St	2	3
Bannon Street	Bercut Dr	Sequoia Pacific Bl	2	4
Bannon Street	Sequoia Pacific Bl	10 th St	0	4
Bell Av	Norwood Av	Raley Bl	2	4
Bercut Dr	Bannon St	Railyards Bl	0	2
Broadway	3 rd St	5 th St	2	4
Bruceville Road	Calvine Rd	South City Limits	4	6
Commerce Way	Elkhorn Bl	Club Center	2	4
Commerce Way	Club Center	Del Paso Bl	4	6
Commerce Way	Arena Bl	Natomas Crossing	0	6
Commerce Way	Natomas Crossing	San Juan Rd	0	4
Cosumnes River Bl	Freeport Bl	I-5	0	4
Cosumnes River Bl	I-5	24 th St	0	6
Cosumnes River Bl	24 th St	Franklin Bl	0	4
Cosumnes River Bl	Franklin Bl	Bruceville Rd	2	4
Del Paso Road	El Centro Rd	Pell Dr	4-5	6
El Centro Rd	San Juan Rd	Del Paso Rd	2	4
El Centro Rd	North Terminus	E. Commerce Wy	0	2
Elder Creek Rd	Stockton Bl	Elk Grove-Florin Rd	2	4
Elder Creek Rd	Power Inn	S Watt Ave	2	4
Elkhorn Bl	Airport Bl	Power Line Rd	0	2
Elkhorn Bl	Power Line Rd	East City Limits	2	6
Florin-Perkins Rd	Folsom Bl	Fruitridge Rd	4	6
Folsom Bl	UPRR	Hornet Dr.	2	4
Franklin Bl	Florin Rd	Martin Luther King	4	6
Fruitridge Rd	Florin-Perkins Rd	S Watt Ave	2	6
G Street	5 th St	7 th St	0	2
Garden Highway	I-5	Arden-Garden Con	2	4
Gateway Park Dr	Arena Bl	Del Paso Rd	2-3	4
Howe Av	American River	Swarthmore	4	6
Kiefer Bl	Florin-Perkins Rd	S. Watt Av	2	4
Main Av	Kelton Wy	Austin St	3	4
Main Av	Norwood Av	Rio Linda Bl	2	4
Main Av	Rio Linda Bl	Marysville Bl	0	4
Metro Air Parkway	I-5	Elkhorn Rd	0	4
Natomas Bl	N. Bend Dr	Club Center Dr	4	6

Table A-1				
Major Roadways to be Analyzed for Widening or Construction Under 2030 General Plan				
ROADWAY	FROM	TO	EXISTING	2030 GENERAL PLAN
Natomas Bl	Club Center Dr	Elkhorn Bl	2	4
Natomas Crossing	Duckhorn Dr	Bilsted Wy	0	4
Northgate Bl	SR 160	Garden Hwy	2	4
Norwood Av	Jessie Av	Bell Av	2	4
Power Inn Rd	14 th Ave	Florin Rd	4	6
Railyard Bl	Jibboom St	12 th St	0	3
Raley Bl	North City Limits	Bell Av	2	4
Ramona Extension	Brighton Av	Folsom Bl	0	2
Roseville Rd	Connie Dr	North City Limits	2	4
Silver Eagle Rd	Norwood Av	Mabel Av	2	3
Snowy Egret Way	El Centro Rd	E. Commerce Wy	0	4
S. Watt Av	Kiefer Bl	Elder Creek Rd	2	6
Sutter's Landing Pky	SR 160	SR 51	0	4
West El Camino Av	I-80	Grasslands Dr	2	6
West El Camino Av	I-5	Azevedo Dr	4	6
Source: Fehr & Peers, 2008.				

Planning Commission Comments and Staff Recommendations

COMMENT	RECOMMENDATION
1. Can we demonstrate the LOS standards graphically (Samuels)	Develop graphics
2. Are we looking at changing the volume/capacity significance threshold as well as the LOS significance threshold (Notestine)	Not at this time
3. Bicycling in the City core is a critical component that should be pointed out specifically in the framework that the General Plan establishes versus by reference to the Bike Master Plan (Wasserman)	Review Mobility Policies to determine the appropriate location and language
4. LU 4.5.5 is inconsistent with M 1.3.1 in terms of requiring a grided street network (Samuels)	Resolve conflict
5. Ensure that pedestrian zones <u>within</u> parking facilities are designed to ensure a safe environment anytime pedestrians and vehicles converge (Notestine)	Discuss with Parking Services Manager to identify appropriate language
6. We should encourage transit partners to be green and sustainable (Boyd)	Review Mobility Policies to determine the appropriate location and language
7. We should have policies that speak to public (in addition to private) intercity bus service (Notestine)	Review Mobility Policies to determine the appropriate location and language
8. The City should push for tighter transit headways with policy language (Wasserman)	Review Mobility Policies to determine the appropriate location and language
9. Pedicabs should be pointed out in M 3.3.2 (Samuels)	Revise language accordingly
10. Adequate ROW (M 4.2.1) should include landscaping, trees, etc. (Wasserman)	Revise language accordingly
11. Where is the road diet discussion (Notestine)	The environmental analysis of the proposed circulation plan will provide the data necessary to discuss potential road diets. M 4.2.6 sets the stage for potential lane reductions.
12. M 4.2.6 should also look at lane width reductions (Notestine)	Discuss with Traffic Engineering to identify potential safety impacts
13. M 4.2.6 and Table A1 are contradictory (Samuels)	Resolve conflict

14. Why should we have "high speed" major arterials (Notestine)	Remove reference to "high speed"
15. Is the minor arterial definition going to create more communities with soundwalls (Notestine)	Creating walled communities is not the intent of the definition. Review other policy language to determine if this definition would always result in walled communities.
16. Does the commercial streets definition require buildings to be setback (Notestine)	No
17. Does the boulevards definition strictly prohibit parking (Notestine)	No
18. The commercial streets definition should be in sync with the urban design goals and policies (Wasserman)	Resolve any conflict identified
19. Speed should not be mentioned in the classification section (Wasserman)	Review with Traffic Engineering to appropriately address this concern
20. "Stress" should be referenced as a public health factor associated with mobility possibly in lieu of speed (Wasserman)	Review Mobility Policies to determine the appropriate location and language
21. What we've done is define road types. What we should do is lay out what we want consistent with our urban design and land use goals and policies (Samuels)	Review Street Function and Street Type sections to determine better language
22. Graphical representation of the street typologies would be helpful (Samuels)	Develop graphics
23. Safe and adequate lighting is a crucial pedestrian master plan issue that should be incorporated (Wasserman)	Review Mobility Policies to determine the appropriate location and language
24. Look into the size of the on-street parking spaces to see if they can be reduced (Samuels)	Discuss with Parking Services Manager
25. Develop management strategies for goods movement in the City in terms of City livability and not just efficiency to the receiver of goods (Wasserman)	Review Mobility Policies to determine the appropriate location and language
26. Concern was expressed about table A1 showing 16 new 6 lane roads	Table heading has been revised to better describe the intent of the information presented
27. Develop more distinct color themes for the circulation maps to make them more legible (Wasserman)	Experiment with color themes to enhance clarity
28. Distinguish transit corridors that link light rail station areas from those shown on figure 6.12-11 (Wasserman)	Revise figure

<p>29. Concern was expressed for the lanes shown and the need to identify wide streets that don't need to be widened (Samuels)</p>	<p>Table A1 heading has been revised to better describe the intent of the information presented</p>
<p>30. Consider in the CEQA document the quality of life issues and identify the impacts that can be mitigated (Notestine)</p>	<p>Forward comment to Environmental Planning</p>
<p>31. Our analysis should better quantify how increased bike and pedestrian utilization could affect the street network proposed (Samuels)</p>	<p>Forward comment to Environmental Planning</p>

RESOLUTION NO.

Adopted by the Sacramento City Council

GENERAL PLAN DRAFT MOBILITY ELEMENT AND CIRCULATION MAPS

BACKGROUND

- A. City staff developed the draft Mobility Element to complement the draft Preferred Land Use Plan and other elements of the General Plan.
- B. The draft transportation network is based on an assessment of adopted plans as well as extensive community input.
- C. The Mobility Element contains policies that will create a well-connected transportation network, support increased densities and a mix of uses in multi-modal districts, help walking become more viable for short trips, support bicycling for both short and long-distance trips, improve transit to serve highly frequented destinations, and do so while preserving auto mobility.
- D. An initial analysis of the mobility impacts of the 2030 General Plan has been conducted by our consultants and it shows that expected results are in line with the City's goals.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The circulation maps for the General Plan 2030 are accepted for further environmental analysis;
- Section 2. The mobility policies for the General Plan 2030 are accepted for further environmental analysis; and
- Section 3. Staff is directed to proceed with the environmental review of the General Plan 2030 including the aforementioned maps and policies

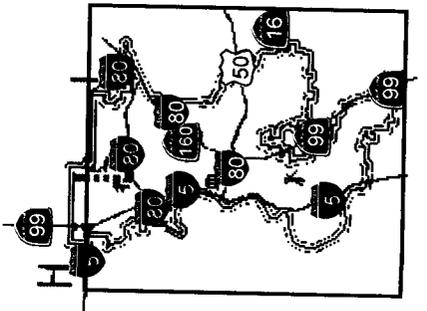
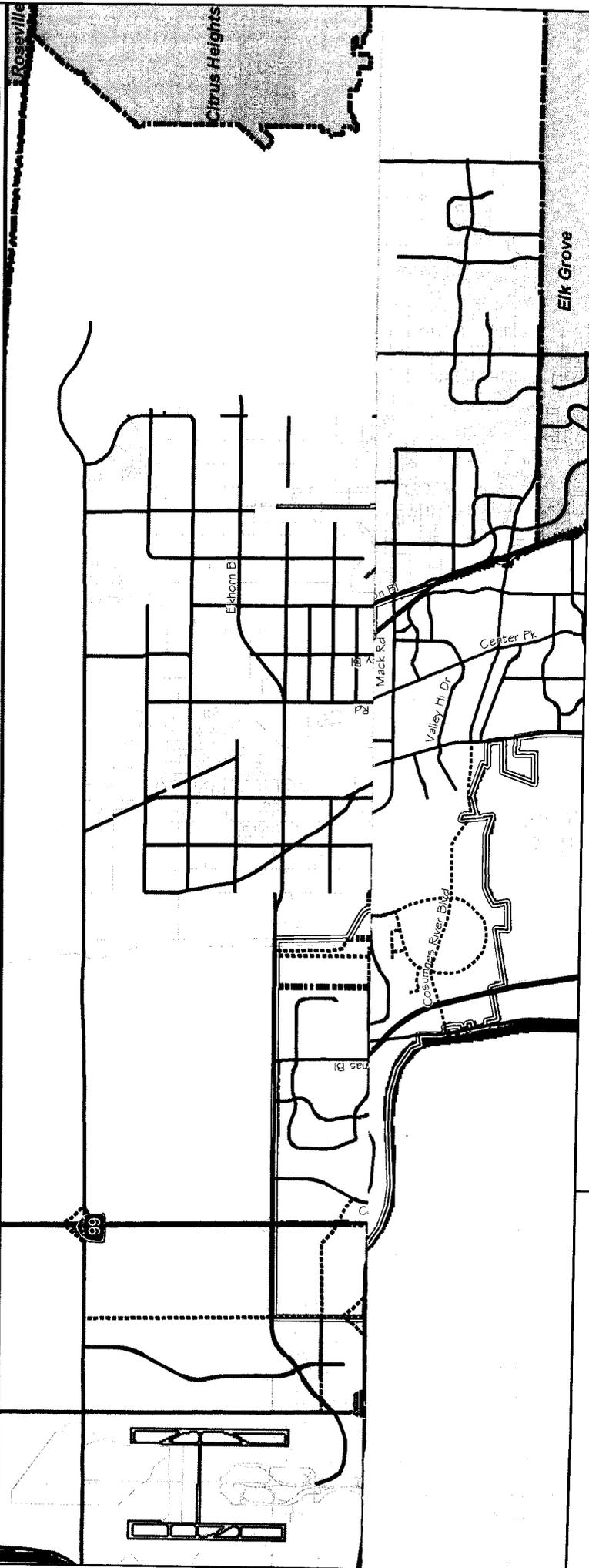
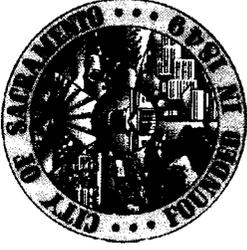
Table of Contents:

- Exhibit A Circulation Maps
- Exhibit B Goals and Policies

Exhibit A
Circulation Maps

CITY OF SACRAMENTO GENERAL PLAN

Building a Great City

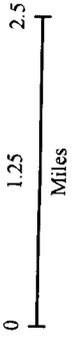


Legend

Street Classifications	
City Limit	Proposed Roads
Policy Area	Arterial
Water	Collector
County Boundary	Highway
	Local

Figure 6.12-7

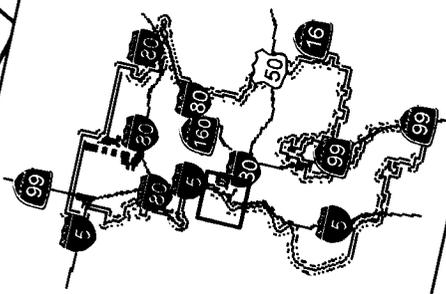
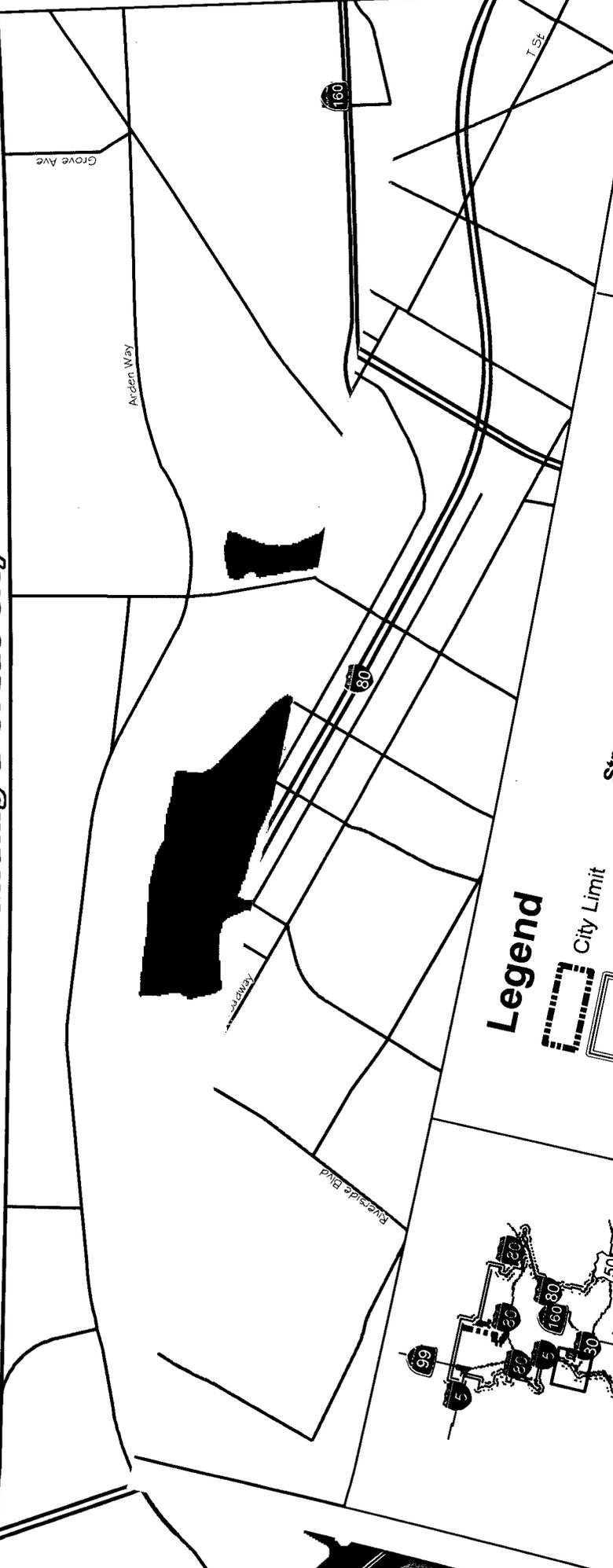
**2030 General Plan -
Street Classifications**





CITY OF SACRAMENTO GENERAL PLAN

Building a Great City

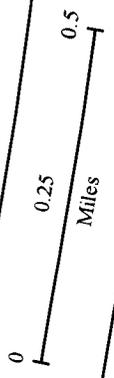


Legend

- City Limit
 - Policy Area
 - Water
 - County Boundary
- Street Classifications**
- | Existing Roads | | Proposed Roads | |
|----------------|-----------|----------------|-----------|
| | Arterial | | Arterial |
| | Collector | | Collector |
| | Highway | | |
| | Local | | |

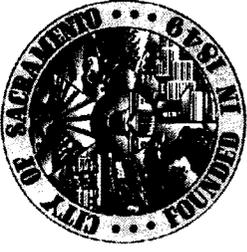
Figure 6.12-8

2030 General Plan - Street Classifications (Core Area)

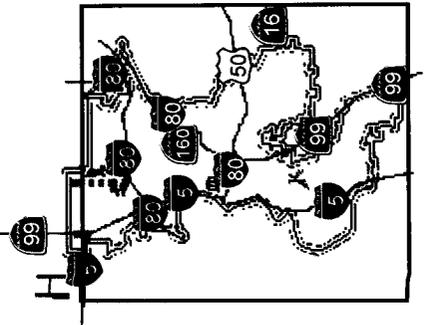
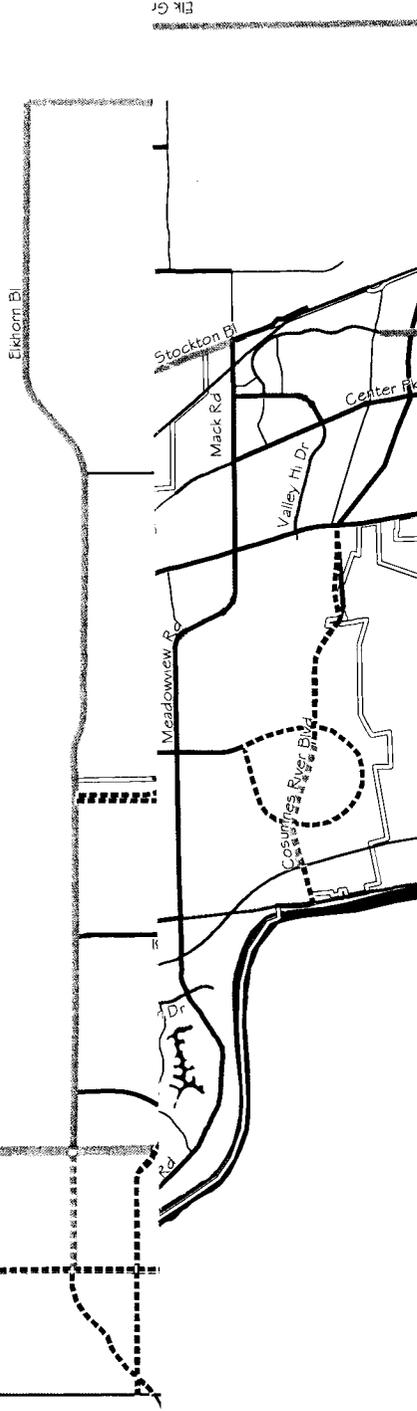


CITY OF SACRAMENTO GENERAL PLAN

Building a Great City



Sacramento
International
Airport



Legend

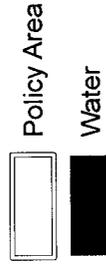
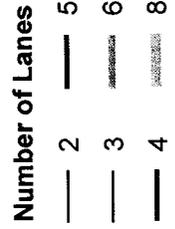


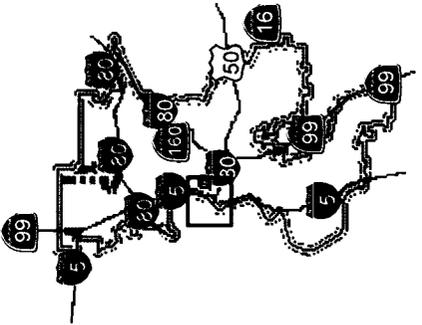
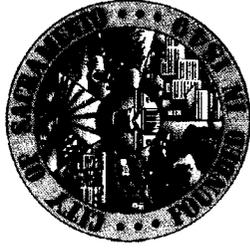
Figure 6.12-9

**2030 General Plan -
Number of Lanes**



CITY OF SACRAMENTO GENERAL PLAN

Building a Great City



Legend

Number of Lanes

- 2 —
- 3 —
- 4 —
- 5 —
- 6 —
- 8 —

Proposed Roads



Policy Area

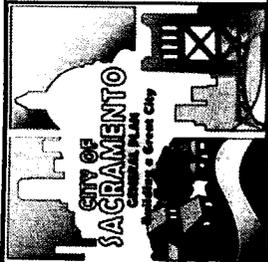


Water

Figure 6.12-10

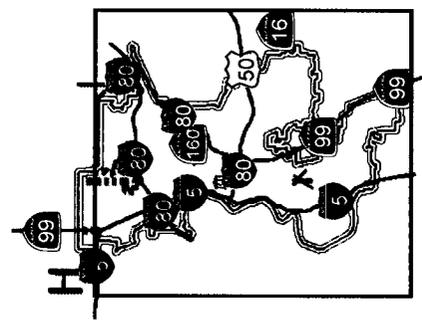
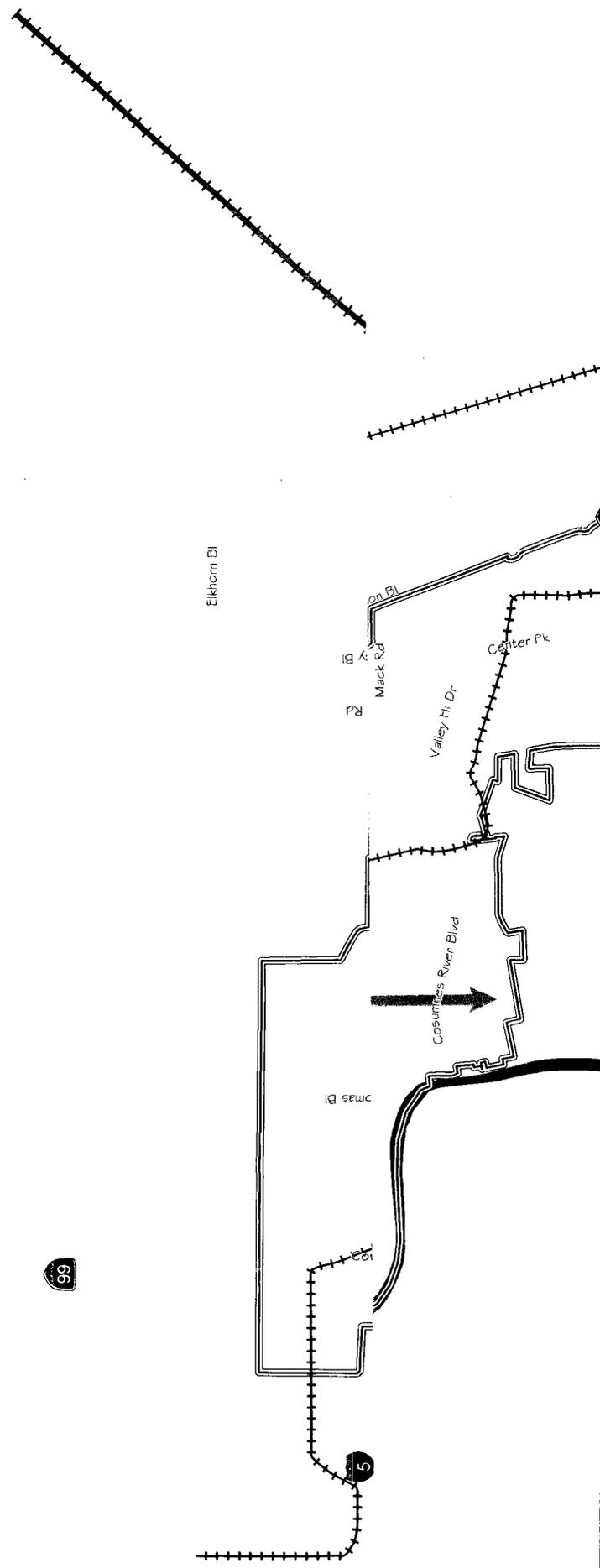
**2030 General Plan -
Number of Lanes
(Core Area)**





CITY OF SACRAMENTO GENERAL PLAN

Building a Great City



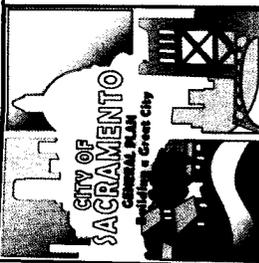
Legend

- Existing Light Rail Route
- Proposed Light Rail Route
- Proposed High Speed Rail Alignment
- Capitol Corridor/Planned Regional Rail Service
- ↔ Candidate Transit Corridor
- Activity Centers
- Policy Area
- Water

Figure 6.12-11

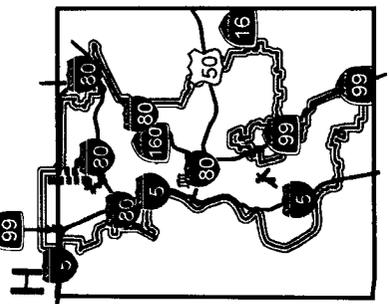
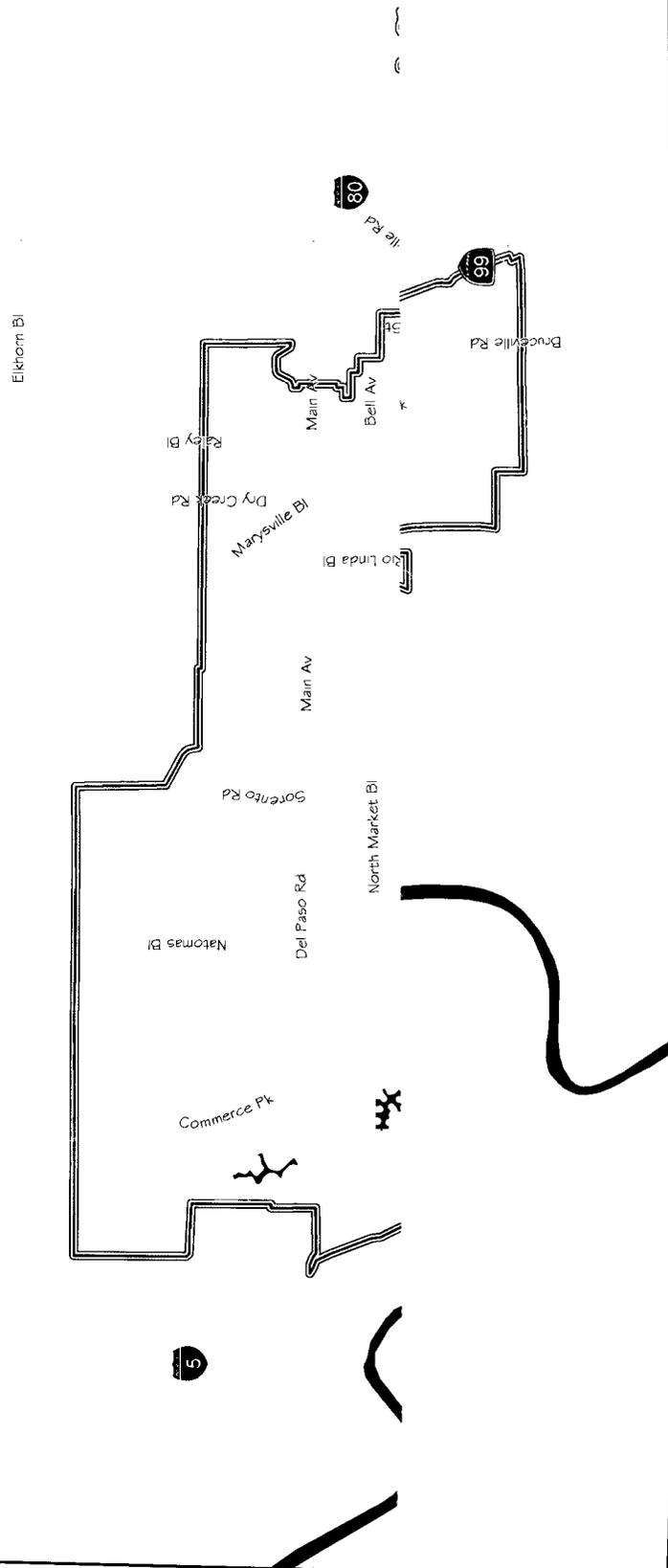
**2030 General Plan -
Transit Corridors**





CITY OF SACRAMENTO GENERAL PLAN

Building a Great City



Legend

- Riverfront Zone for Potential Future Bridge Crossings
- Policy Area
- Water
- Proposed Bridge Crossing (Transit/Ped/Bike)
- Proposed Bridge Crossing (Ped/Bike)
- Existing Bridge Crossing (Ped/Bike)

Planned Bridges

- ① R St. Ped/Bike Bridge
- ② Richards Blvd. Ped/Bike Bridge
- ③ Truxel. Rd. LRT/Ped/Bike Bridge
- ④ American River (Northgate) Ped/Bike Bridge
- ⑤ American River (Sutter's Landing) Ped/Bike Bridge

Figure 6.12-12

**2030 General Plan -
River Corridors**



Exhibit B
Draft Goals and Policies

2030 Sacramento General Plan FINAL DRAFT POLICIES

MOBILITY (M)

The City of Sacramento recognizes the importance of developing a first class, well-balanced, efficient, multi-modal transportation network that minimizes impacts to the environment and to neighborhoods in achieving its vision as the most livable city in the nation.

Despite the desire for a balanced transportation system, auto is the dominant mode of travel today. Increasing congestion, sustainability goals, population growth, demographic shifts, reduced energy resources, and a limited ability to build new roads, point to the need for new transportation and land use practices that will result in a transportation system with increased travel choices.

The Mobility Element contains policies that will create a well-connected transportation network, support increased densities and a mix of uses in multi-modal districts, help walking become more viable for short trips, support bicycling for both short and long-distance trips, improve transit to serve highly frequented destinations, conserve energy resources, and do so while preserving auto mobility. The element also includes policies related to parking, goods movement, airports, and transportation funding. Achieving a balanced transportation system will require a greater investment in transit, pedestrian, and bicycle infrastructure.

The following guiding principle provides the vision for the mobility element.

Ensure the City's transportation's system supports and enriches the quality of life for present and future generations by improving mobility and accessibility through investment in a balanced, multi-modal system.

Cross Reference: *See the Land Use Element for additional policies regarding connectivity and the provision of pedestrian way, bicycle, transit, and road facilities.*

CIRCULATION SYSTEM (M 1)

Circulation System policies provide for increased transportation choices through the development of an integrated, multi-modal transportation system. A flexible Level of Service (LOS) standard will support the land use plan and require that enhanced infrastructure be provided to support transit, walking, and biking in multi-modal districts. The transportation network will be well-connected. Emerging technologies that promote a balanced transportation system will be supported.

Goal

M 1.1 Overall Transportation System. Provide a transportation system that is effectively planned, managed, operated, and maintained.

Policies

M 1.1.1 Right-of-Ways. The City shall manage the use of transportation right-of-ways by all travel modes to best serve future travel demand. *(SO)*

M 1.1.2 Travel System. The City shall manage the travel system to ensure safe operating conditions. *(SO)*

M1.1.3 Emergency Services. The City shall coordinate the development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels. *(IGC/JP)*

M 1.1.4 Facilities and Infrastructure. The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system. *(SO)*

Goal

M 1.2 Multimodal System. Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.

Policies

M 1.2.1 Multimodal Choices. The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation. *(MPSP/SO)*

M 1.2.2 LOS Standard. The City shall allow for flexible Level of Service (LOS) standards of significance. The flexible LOS standards will permit increased densities and mix of uses to increase transit ridership, biking, and walking, thereby reducing auto travel, air pollution and energy consumption.

- a. Level of Service Standard for Multi-Modal Districts – The City shall seek to maintain the following standards in multi-modal districts that are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development. This shall include the Central Business District, areas within ½ mile walking distance of light rail stations, and mixed use corridors as designated by the City.
 - Maintain operations on all roadways and intersections at Level of Service E or better at all times, including peak travel times, unless maintaining this LOS would, in the City’s judgment, be infeasible and/or conflict with the

achievement of other goals. Congestion in excess of Level of Service E may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

- Maintain multiple transit routes with headways of 30 minutes or less, and provide transit signage, shelters or benches at major transit stops or stations.
 - Provide an extensive and directly-connected sidewalk network within ½ mile walking distance of, and a direct sidewalk connection to, transit stops.
 - Provide appropriate bicycle facilities on roadways, preferably within ½ mile of development projects.
- b. Base Level of Service Standard – the City shall seek to maintain the following standards for all areas outside of multi-modal districts.
- Maintain operations on all roadways and intersections at LOS D or better at all times, including peak travel times, unless maintaining this Level of service would, in the City’s judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project. (RDR)

M 1.2.3 Multimodal Access. The City shall promote the provision of multimodal access to activity centers such as commercial and employment centers, airports, schools, parks, recreation areas, and tourist attractions. (MPSP/SO)

Goal

M 1.3 Barrier Removal. Improve system connectivity by removing barriers to travel.

Policies

M 1.3.1 Grid Network. The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend street(s) to develop a transportation network, preferably a modified grid that provides for a well-connected, walkable community. (RDR)

M 1.3.2 Complete Streets. The City shall require large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing roadway system. (RDR)

M 1.3.3 Eliminate Gaps. The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks.

- a. The City shall construct new multi-modal crossings of the Sacramento and American Rivers.
- b. The City shall plan and seek funding to construct grade-separated crossings of freeways and rail lines to improve connectivity.
- c. The City shall construct new bikeways and pedestrianways in existing neighborhoods to improve connectivity. (MPSP/SO)

- M 1.3.4** **Connections to Transit Stations.** The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. *(MPSP/SO)*
- M 1.3.5** **Multi-Jurisdictional Transportation Corridors.** The City shall work with adjacent jurisdictions to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved. *(IGC)*
- M 1.3.6** **Regional Transportation Planning.** The City shall continue to actively participate in SACOG's regional transportation planning efforts to coordinate priorities with neighboring jurisdictions. *(IGC)*

Goal

- M 1.4** **Transportation Demand Management.** Decrease the dependence on single-occupant use of motor vehicles through Transportation Demand Management.

Policies

- M 1.4.1** **Increase Vehicle Occupancy.** The City shall work with transportation management agencies to encourage and support programs that increase vehicle occupancy including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods. *(MPSP/PI)*
- M 1.4.2** **Transit Subsidies.** The City shall encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools. *(JP/PI)*
- M 1.4.3** **Transportation Management Associations.** The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations. *(JP/PI)*
- M 1.4.4** **Off-Peak Deliveries.** The City shall encourage business owners to schedule deliveries at off-peak traffic periods. *(JP/PI)*

Goal

- M 1.5** **Emerging Technologies.** Use emerging transportation technologies and services to increase transportation system efficiency.

Policies

- M 1.5.1** **Facilities for Emerging Technologies.** The City shall assist in the provision of support facilities (e.g., need examples) for emerging technologies such as alternative fueling stations. *(RDR/JP)*
- M 1.5.2** **Use of Public Right-of-Way.** The City shall provide for the use of public right-of-way, including parking facilities at major transit stations and employment centers, for support facilities (e.g., need examples) in urban centers and other areas where appropriate. *(RDR/SO)*

- M 1.5.3 Public-Private Transportation Partnerships.** The City shall provide incentives for and cooperation with public-private transportation partnerships (such as car sharing companies) to establish pilot programs within the Central City, in urban centers, in employment centers, and other appropriate districts. *(IGC/JP)*
- M 1.5.4 Neighborhood Electric Vehicles.** The City shall encourage developments and street systems that support the use of Neighborhood Electric Vehicles (NEV). *(RDR/JP)*

WALKABLE COMMUNITIES (M 2)

Walkable Communities policies support the goal of making Sacramento a model pedestrian-friendly city – the “Walking Capital”. Safe, walkable environments will be created through the provision of a continuous pedestrian network with sidewalks that are enjoyable to walk along. Residents will be encouraged to integrate walking into their daily activities to promote a healthier lifestyle and improve energy resource conservation goals.

Goal

M 2.1 Integrated Pedestrian System. Provide a universally-accessible, safe, convenient, and integrated pedestrian system that promotes walking.

Policies

M 2.1.1 Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan. *(MPSP)*

M 2.1.2 Cohesive Network. The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. *(MPSP)*

M 2.1.3 Continuous Network. The City shall provide a continuous pedestrian network in existing and new neighborhoods that connects through blocks and sites, and connects buildings to each other, to the street, and to transit facilities. *(MPSP)*

M 2.1.4 Building Design. The City shall ensure that new buildings are designed to encourage walking. *(RDR)*

M 2.1.5 Parking Facility Design. The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access. *(RDR)*

M 2.1.6 Housing and Destination Connections. The City shall require new subdivisions and large scale development or major development to include safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers. *(RDR)*

M 2.1.7 Pedestrian Awareness Education. The City shall develop partnerships with local organizations to develop education materials and promote pedestrian awareness. *(IGC/PI)*

M 2.1.8 Safe Pedestrian Crossings. The City shall improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings. *(SO)*

M 2.1.9 Speed Management Policies. The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians. *(RDR/PS)*

M 2.1.10 Safe Sidewalks. The City shall develop safe, convenient bicycle facilities to reduce the use of sidewalks by bicyclists to increase sidewalk safety for pedestrians. *(RDR)*
[Note: New policy based on GPAC discussion/request]

PUBLIC TRANSIT (M 3)

Public Transit policies seek to foster increased transit use through the provision of new service lines or the extension of existing lines, increased frequency of service, and the provision of direct pedestrian and bicycle access to transit station areas. Increased transit use will further the City's efforts to become a more sustainable and energy efficient. Transit and land use will be tightly linked, with transit stations integrated into walkable, transit-oriented districts and neighborhoods. Plans will be developed for new transit service such as high speed rail, regional rail, bus rapid transit, streetcars, new bus routes between urban centers, and neighborhood bus service.

Goal

M 3.1 Safe, Comprehensive, and Integrated Transit System. Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a vibrant transportation system.

Policies

M 3.1.1 Transit for All. The City shall support a well-designed transit system that will meet the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. *(IGC)*

M 3.1.2 Maintain Services. The City shall work with transit providers to maintain services within the city that are timely, cost-effective, and responsive to growth patterns and enhance inter-city transit where feasible. *(IGC)*

M 3.1.3 Variety of Transit Types. The City shall consider a variety of transit types including high speed rail, inter-city rail, regional rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, neighborhood shuttles, and jitneys to meet the needs of residents, workers and visitors. *(MPSP)*

M 3.1.4 Unified Traveler Information System. The City shall work with Regional Transit and SACOG to support local transit providers in developing and maintaining a unified traveler information system. *(IGC/PI)*

M 3.1.5 Safe System. The City shall coordinate with Regional Transit to maintain a safe and rider-friendly environment near transit stations within the city. *(IGC)*

M 3.1.6 Transit Amenities. The City shall work with transit providers to incorporate features such as traffic signal priority, queue jumps, exclusive transit lanes to improve transit operations. *(MPSP/SO/IGC)*

M 3.1.7 Light Rail and Bus Service. The City shall support the enhancement and improvement of light rail and bus service. *(IGC)*

M 3.1.8 Demand-Responsive Service. The City shall support the provision of demand-responsive service (e.g., paratransit) and other transportation services for those unable to use conventional transit. *(IGC/JP)*

M 3.1.9 New Facilities. The City shall work with transit providers to identify alignments for light rail and bus route extensions and new station locations. *(MPSP/IGC)*

- M 3.1.10 Right-of-Way Preservation.** The City shall assist Regional Transit in identifying and preserving rights-of-way suitable for light rail and bus rapid transit. *(MPSP/IGC)*
- M 3.1.11 Direct Access to Stations.** The City shall ensure that projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible. *(RDR)*
- M 3.1.12 Light Rail Extension to Airport and South Sacramento.** The City shall support the extension of light rail service to Sacramento International Airport and further extension in South Sacramento. *(MPSP/IGC)*
- M 3.1.13 Streetcar Facilities.** The City shall support the development of streetcar lines in the Central City and other multi-modal districts. *(MPSP)*
- M 3.1.14 Dedicated Bus Facilities.** The City shall support the provision of dedicated bus lanes and related infrastructure as appropriate. *(MPSP)*
- M3.1.15 Developer Contributions.** The City shall require developer contributions for bus facilities and improvements. *(RDR/FB)*
- M 3.1.16 Transit Extension Studies.** The City shall continue to support transit extension studies. *(PSR)*

Goal

- M 3.2 Long-Distance Passenger Rail Services.** Support long-distance passenger rail service.

Policies

- M 3.2.1 Passenger Rail Service.** The City shall encourage and promote passenger rail service to and through the Sacramento area. *(IGC/PI)*
- M 3.2.2 Sacramento Intermodal Transportation Facility.** The City shall support the development of the Sacramento Intermodal Transportation Facility. *(MPSP/JP)*
- M 3.2.3 Transcontinental Passenger Rail Service.** The City shall support the continued provision of transcontinental passenger rail service to Sacramento by Amtrak. *(IGC)*
- M 3.2.4 Capitol Corridor.** The City shall support Capitol Corridor and other regional rail service to downtown Sacramento. *(IGC)*
- M 3.2.5 High Speed Rail Service.** The City shall support and advocate extension of High Speed Rail service to Sacramento. *(MPSP/IGC)*

Goal

- M 3.3 Private Transit Services.** Support private transit services to provide greater choices.

Policies

- M 3.3.1 Private Inter-City Bus Service.** The City shall promote the continued operation of private inter-city bus service. *(JP/PI)*

- M 3.3.2** **Taxi Service.** The City shall promote the continued operation of taxi service including the provision of dedicated, on-street loading spaces where appropriate. *(MPSP/JP)*
- M 3.3.3** **Private Water Transportation Services.** The City shall support the development of private water transportation services, where appropriate, along the Sacramento River by continuing to operate publicly-owned dock facilities. *(MPSP/JP)*

ROADWAYS (M 4)

Roadway policies provide for streets that are designed to balance the diverse needs of pedestrians, bicyclists, transit riders, and motorists. Streets will be categorized according to both function and typology, considering the surrounding land use context. Street improvements will be designed to minimize environmental and neighborhood impacts.

Goal

M 4.1 Roadway System. Create a roadway system that will ensure the safe and efficient movement of people, goods, and services that supports livable communities.

Policies

M 4.1.1 Emergency Access. The City shall develop a roadway system that is redundant to the extent feasible to ensure mobility in the event of emergencies. *(MPSP)*

M 4.1.2 Balancing Community Impacts with Economic Development Goals. The City shall evaluate and strive to balance impacts to the community with economic development goals when adding or modifying roads and bridges. *(MPSP/PSR)*

M 4.1.3 Community Outreach. The City shall continue to work with the community on an individual project basis to identify feasible solutions to lessen the impacts of arterial and collector improvements on local streets *(PI)*

M 4.1.4 Partnerships with Other Agencies. The City shall develop partnerships with agencies to inspect and maintain any new bridge facilities. *(IGC)*

M 4.1.5 Bridge Crossings. The City shall continue to work with adjacent jurisdictions affected by river crossings to establish the appropriate responsibility for planning, evaluation, design, funding, construction, and maintenance for those bridges. *(IGC)*

Goal

M 4.2 Complete Streets. Provide complete streets that balance the diverse needs of diverse users of the public right-of-way. *(SO)*

Policies

M 4.2.1 Adequate Rights-of-way. The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility. *(MPSP)*

M 4.2.2 Pedestrian Facilities. The City shall ensure that new streets in areas with high pedestrian activity levels (e.g., employment centers, residential areas, mixed-use areas, schools, etc.) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians for pedestrian refuge, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings. *(MPSP)*

- M 4.2.3 Adequate Street Tree Canopy.** The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy. *(MPSP)*
- M 4.2.4 Pedestrian and Bicycle Facilities on Bridges.** The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. *(MPSP)*
- M 4.2.5 Multi-Modal Corridors.** The City shall designate multi-modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors to receive increased investment for transit, bikeway and pedestrianway improvements. *(MPSP)*
- M 4.2.6 Identify Gaps in Complete Streets.** The City shall identify streets that can be “more complete” either through a reduction in the number of travel lanes or conversions, with consideration for emergency vehicle operation. The City shall consider new bikeways, enhanced sidewalks, on-street parking, and exclusive transit lanes on these streets. *(PSR)*

Goal

- M 4.3 Neighborhood Traffic.** Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management techniques.

Policies

- M 4.3.1 Neighborhood Traffic Management Program.** The City shall continue its efforts to manage neighborhood traffic through the Neighborhood Traffic Management Program (NTMP). *(MPSP/SO)*
- M 4.3.2 Neighborhood Traffic Management.** The City shall incorporate traffic control measures in new residential neighborhoods in an effort to manage neighborhood traffic. *(RDR)*
- M 4.3.3 Improvement Impacts on Residential Streets.** The City shall attempt to minimize the long term impacts of roadway improvements on existing residential streets through continued use of the Neighborhood Traffic Mitigation Program (NTMP). *(SO)*

Goal

- M 4.4 Roadway Functional Classification and Typology.** Develop an interconnected system of streets that allows travel on multiple routes by multiple modes.

Policies

- M 4.4.1 Roadway Network Development.** The City shall develop a roadway network that categorizes streets according to function and type, considering the surrounding land use context.

Street Functional Classification

The City of Sacramento’s streets are classified based on both function and typology. Figure 1 shows the functional classification of City roadways. The functional classification for the City’s roadways is defined as follows.

- **Major Arterial:** High-speed/high-capacity roadways that provide access to regional transportation facilities. Access to parcels is a secondary function and should be limited to the extent feasible. Four-lane to six-lane arterials have right-of-way widths of approximately 100-120 feet. Boulevards have right-of-way widths of approximately 90-160 feet.
- **Minor Arterial:** A roadway that connects major facilities but has more access to parcels than a Major Arterial. Parking is allowed, but may be limited. Intersections with other arterials are signal controlled. Access is restricted, with no residential driveways except from multi-family units. Two-lane arterial streets have right-of-way widths of approximately 70-90 feet.
- **Collector:** Medium-speed, medium-volume roadways that provide access within and between neighborhoods. Connects residential uses to the major street system. Two-lane collector streets have right-of-way widths of approximately 60-85 feet.
- **Local:** Low-speed, low-volume roadways that provide direct access to abutting land uses. Serves the interior of a neighborhood. Two-lane local streets have right-of-way widths of approximately 50-60 feet.
- **Alley:** Provides rear access to residential and commercial uses and avoids garage and parking lot access from the street side not intended for general traffic circulation.

Street Typology

Street typologies expand upon the functional classifications to consider street context and non-auto travel modes. This definition ensures that street standards are not uniformly applied but consider a street’s relation to surrounding land uses, appropriate travel speeds, and need to accommodate multiple travel modes. Table 1 lists the street types appropriate for each functional classification.

Table 1 Street Typology System Integrating Street Function and Type						
Functional Class	Street Type					
	Residential Street	Main Street	Mixed-Use Street	Commercial Street	Industrial Street	Boulevard
Major Arterial		✓	✓	✓	✓	✓
Minor Arterial	✓	✓	✓	✓	✓	✓
Collector	✓	✓	✓		✓	✓
Local	✓	✓	✓		✓	
Alley						

Most street types can be found in more than one functional class, and vice versa. Street design should consider both street function and street type when enhancements are made to the multi-modal street system. For example, a street that

has an arterial function and a residential type will have different characteristics and design features than a residential street with a collector or local access function. Residential arterial streets serve longer distance trips than residential collector or local streets. As such, maintaining the through capacity should be a higher priority on a residential arterial than on a residential collector or local street. Similarly, a mixed-use collector street and an industrial collector street have different characteristics. A mixed-use collector emphasizes accommodating several transportation modes while an industrial collector emphasizes accommodating heavy trucks and automobiles.

- **Residential Streets:** Residential Streets serve two major purposes. As arterials, Residential Streets balance multi-modal mobility with land access. As collector or local streets, Residential Streets are designed to emphasize walking, bicycling, and land access. In both cases, Residential Streets tend to be more pedestrian-oriented than Commercial Streets.
- **Main Streets:** Main Streets serve retail and mixed land uses including downtown areas and neighborhood centers. Unlike Commercial Streets, Main Streets are designed to promote walking, bicycling, and transit with attractive streetscape and pedestrian-oriented design elements. Generally, Main Street activities are concentrated along a two- to eight-block area, but may extend further depending on the type of adjacent land uses and the area served. Narrower street widths can be used to reduce travel speeds on main street segments. An arterial main street segment will likely include additional travel lanes and turn pockets, wider sidewalks, curb extensions to reduce crosswalk widths, etc..
- **Mixed-Use Streets:** Mixed-Use Streets are located in high intensity mixed-use commercial, retail, and residential areas with substantial pedestrian activity. Alternative modes of travel are emphasized on Mixed-Use Streets with increased use of pedestrian, bicycle and transit design elements.
- **Commercial Streets:** The most common Commercial Streets are the strip commercial arterials. Strip commercial arterials typically serve commercial areas containing numerous small retail strip centers with buildings set back behind fronting parking lots. Strip commercial arterials have numerous intersections and driveways to access adjacent businesses.
- **Industrial Streets:** Industrial Streets are designed to accommodate significant volumes of large vehicles such as trucks, trailers, and other delivery vehicles. Because these areas are relatively low-density, bicycle and pedestrian travel is more infrequent than in other types of neighborhoods, but still should be accommodated.
- **Boulevards:** Boulevards are arterials that serve a gateway or civic purpose and should be considered for special treatments that include expansive landscaped medians, wide sidewalks, and on-street or off-street bike lanes. Traffic flow should be maintained and transit access optimized. An optional design element could include medians that separate travel lanes from parking access lanes, to reduce delays caused by on-street parking and provide an additional buffer for adjacent land uses. (MPSP)

BIKEWAYS (M 5)

Bikeways policies support an increase in trips taken by bicycling, given that 40 percent of all trips are two miles or shorter. The construction of a comprehensive citywide bikeway network, support facilities such as convenient and secure bicycle parking, and an educated driving public will facilitate increased bicycling.

Goal

M 5.1 Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourages bicycling that is accessible to all.

Policies

M 5.1.1 Bikeway Master Plan. The City shall maintain and implement a Bikeway Master Plan. *(MPSP)*

M 5.1.2 Appropriate Bikeway Facilities. The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways. *(MPSP)*

M 5.1.3 Conformance with Applicable Standards. The City shall require all bikeways to conform to applicable Federal and State standards. *(MPSP)*

M 5.1.4 Motorists and Bicyclists Conflicts. The City shall seek innovative bikeway treatments to avoid conflicts between motorists and bicyclists. *(MPSP/PI)*

M 5.1.5 Connections between New Development and Bicycle Facilities. The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities. *(RDR)*

M 5.1.6 Class II Bike Lane Requirements. The City shall require Class II bike lanes on all new arterial and collector streets. *(RDR)*

M 5.1.7 Connections between New Development and Bikeways. The City shall ensure that new residential development projects provide a direct connection to the nearest bikeway along an arterial or collector street. *(RDR)*

M 5.1.8 Conversion of Underused Facilities. The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever possible and desirable. *(MPSP/SO)*

M 5.1.9 Bike Safety for Children. The City shall support infrastructure and programs that encourage children to bike safely to school. *(MPSP/SO)*

M 5.1.10 Bike Facilities in New Developments. The City shall require that larger new development projects (e.g., park-and-ride facilities, employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle racks, personal lockers, showers, and other bicycle-support facilities. *(RDR)*

M 5.1.11 Bicycle Parking at Transit Facilities. The City shall coordinate with transit operators to provide for secure short-and long-term bicycle parking at all light rail and bus rapid transit stations, and bicycle racks at all major bus transfer stations. *(IGC/JP)*

- M 5.1.12 Public Information and Education.** The City shall promote bicycling through public information and education, including the publication of literature concerning bicycle safety and the health and environmental benefit of bicycling. *(PI)*
- M 5.1.13 Encourage Bicycle Use.** The City shall encourage bicycle use in neighborhoods where significant segments of the population do not drive and where short trips are most common. *(PI)*

PARKING (M 6)

Parking policies focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment. Reduced parking requirements will be provided where appropriate to promote walkable communities and alternative modes of transportation. On-street parking use will be maximized through the use of parking management tools. Parking pricing will continue to be applied in appropriate locations.

Goal

M 6.1 Managed Parking. Provide and manage parking such that it balances the citywide goals of economic development, livable neighborhoods, sustainability, and public safety with the compact multi-modal urban environment prescribed by the General Plan.

Policies

M 6.1.1 Adequate Parking. The City shall ensure that adequate parking is provided, considering access to existing and funded transit, shared parking opportunities for mixed-use development, and implementation of Transportation Demand Management plans. (RDR)

M 6.1.2 Reduce Minimum Parking Standards. The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles. (RDR/PSR)

M 6.1.3 Identify Parking Deficiencies and Conflicts. The City shall monitor parking supply and utilization to identify deficiencies or conflicts as they develop. (PSR)
[Note: Please clarify which parts of the city are included and whether this applies to both public and private parking areas/facilities?]

M 6.1.4 Reduction of Parking Areas. The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management plans to reduce parking needs. (RDR)

M 6.1.5 Maximize On-Street Parking Turnover. The City shall implement parking management tools (including emerging technology) that maximize on-street parking turnover, where appropriate. (RDR)

M 6.1.6 Residential Permit Parking. The City shall manage the City's Residential Permit Parking (RPP) areas in a way that protects the residential character of the neighborhoods, ensures adequate parking availability for residents, and supports the needs of small, neighborhood-supporting businesses. (RDR/SO)

M 6.1.7 Disincentives for Single-Occupant Vehicle Trips. The City shall discourage single-occupant vehicle trips through parking supply and pricing controls in areas where supply is limited and alternative transportation modes are available. (RDR/SO)

M 6.1.8 Parking Cash-Out. The City shall provide incentives for projects that unbundle parking costs (i.e., separate the cost of parking from lease payments) and offer a parking cash-out. (RDR) [Notes: Please clarify what kind/type of incentives would be given.]

GOODS MOVEMENT (M 7)

Goods Movement policies support the movement of goods via rail, truck, marine (i.e., port) and air transportation modes. Programs to reduce the impacts of rail and truck operations on adjacent sensitive land uses are provided.

Goal

M 7.1 Safe Movement of Goods. Provide for the safe and efficient movement of goods to support commerce in the city and region.

Policy

M 7.1.1 Efficient Goods Movement. The City shall support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade, including facilities for the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes. *(MPSP)*

M 7.1.2 Goods Movement by Rail. The City shall work with railroad operators to facilitate the transport by rail of goods through the city. *(JP)*

M 7.1.3 Minimize Freight Trains during Peak Hours. The City shall work with railroad operators to coordinate schedules to keep freight trains out of Downtown during peak travel hours. *(JP)*

M 7.1.4 Grade Separations within Central City. The City shall consider pursuing grade separations for at-grade freight crossings within the Central City. *(PSR)*

M 7.1.5 Train Noise Minimization. The City shall work with railroad operators to minimize the impact of train noise on adjacent sensitive land uses. *(RDR/JP)*

M 7.1.6 Truck Traffic Route Designation. The City shall designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses. *(MPSP)*

M 7.1.7 Truck Traffic Noise Minimization. The City shall seek to minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods. *(RDR) [Note: Would this be covered by the "Noise Ordinance"?)*

M 7.1.8 Port of Sacramento. The City shall support the Port of Sacramento's proposed deep water dredging and facility expansion plan. *(IGC)*

AVIATION (M 8)

Airport policies support general and commercial aviation, while protecting surrounding uses. Efficient ground connections to airport facilities will be provided.

Goal

M 8.1 Aviation Facilities. Promote general and commercial aviation facilities within the parameters of compatible surrounding uses.

Policies

M 8.1.1 Aviation Services. The City shall work with the County Airport System to plan for a full range of aviation services and promote airline service that meets the present and future needs of residents and the business community. *(MPSP)*

M 8.1.2 Efficient Ground Connections. The City shall promote efficient ground connections to its air transport facilities. *(MPSP)*

M 8.1.3 Helicopter Use. The City shall maintain designated areas for helicopter use. *(RDR)*

TRANSPORTATION FUNDING (M 9)

Transportation Funding policies support the development of new locally controlled transportation funds for the construction, maintenance, management, and operation of the transportation system. Federal and state funding will continue to be pursued for projects that serve regional travel needs. The implementation of key transportation facilities will be advanced through bonding or innovative funding measures.

Goal

M 9.1 Transportation Funding. Provide sufficient funding to construct and maintain the transportation facilities needed to achieve the City's mobility goals.

Policies

M 9.1.1 New Development Fees. The City shall assess fees on all new development for all transportation modes to ensure that new development bears its fair share of the costs for new and expanded facilities. *(RDR/FB)*

M 9.1.2 New Funding for Facility Maintenance. The City shall develop new funding sources for maintenance of roadway, pedestrian, and bikeway facilities. *(MPSP/FB)*

M 9.1.3 Dedicated Funding Sources. The City shall investigate additional sources of funding and support the development of a stable, dedicated funding source at the state and national level for all modes to provide continuing maintenance, operation, and management of the city's transportation network. *(FB)*

M 9.1.4 Use of Pricing. The City shall support the use of pricing (e.g., increasing parking costs), where appropriate, to maximize resources that can be used to fund new transportation facilities including roads and expanded transit service. *(FB)*

M 9.1.5 Funding of Facilities for Urban Centers. The City shall advance the implementation of transportation backbone facilities in the Central Business District and other urban centers through bonding and innovative funding measures. *(FB)*