

General Plan

Circulation

Element

Public Review Draft
November 8, 2006

Updated May, 2007¹

County of Sacramento
Planning and Community Development Department

¹ All changes are shown in underline/~~strikeout~~ format, with underlines signifying text additions and ~~strikeouts~~ indicating text deletions.

SACRAMENTO COUNTY GENERAL PLAN CIRCULATION ELEMENT

SECTION I

INTRODUCTION

Introduction

The Circulation Element provides the framework for Sacramento County decisions concerning the countywide transportation system, which includes various transportation modes and related facilities. It also provides for coordination with the cities and unincorporated communities within the county, with the Metropolitan Transportation Plan adopted by the Sacramento Area Council of Governments, and with State and Federal agencies that fund and manage transportation facilities within the county.

The main theme of the Circulation Element of this General Plan is to provide for mobility through choices. Rather than invest in one or two modes of travel, the intent is to invest in all modes of travel so that the residents of Sacramento County have access to multiple viable and efficient transportation alternatives. This integrated and balanced transportation system requires investment in not only the roadway and transit system, but also substantial investment in ~~transit~~, bicycling and pedestrian modes of travel.

Establishing a multi-modal transportation system not only facilitates travel choice, but also helps to disperse travel loads among the alternatives, especially at times of peak demand. In addition, developing a more balanced transportation system, especially through increased public transportation and bicycle and pedestrian opportunities, will improve the mobility of those who cannot own or drive an automobile due to age, illness, income, or disability.

~~The Circulation Element reflects both the urban and rural nature of Sacramento County. The element establishes standards that guide the development and management of the transportation system throughout the unincorporated areas of the county.~~

~~The element is divided into two sections. The first~~ second ~~section~~ of the Circulation Element describes the County's Transportation Plan and functional roadway classification system and the ~~second~~ third ~~section~~ establish goals, policies and implementation programs organized into ~~six~~ seven sub-sections: Mobility; Streets and Highways~~Roadways~~; Transit; Bicycle and Pedestrian Facilities; Transportation System Management; Rail Transportation; and Air Transportation.

**SACRAMENTO COUNTY GENERAL PLAN
CIRCULATION ELEMENT**

SECTION II

TRANSPORTATION PLAN

Description and Purpose of the Transportation Plan

California law requires that the projects shown on a Circulation Element Plan are consistent with the Land Use Element and can be funded within the planning period. The Transportation Plan that accompanies this Element has been prepared to meet these requirements. A grid of major ~~streets~~ roadways and ~~transportation~~ transit corridors is shown in the existing urban area. In the urban fringe areas that are designated for near-term development in the Land Use Element, a similar grid that is expected to be developed within the next 20 years is shown. The road portion of this network is fundable within the time frame of this Plan through established funding sources. The transit component can be provided also, although the intensity of service and the transit technology employed (light rail or bus) will vary depending on the development of funding sources and transit-supportive land uses.

In the urban fringe areas of this Plan, a less intense grid of post-2030 major streets is shown. This does not imply intent to provide this level of road improvements within the time frame of this Plan. Nor is adequate current funding implied by this designation, although established funding sources will be able to provide for much of this road network whenever these areas are developed. The purpose of designating these long-term roadways is to maintain the ability to plan for the ultimate urbanization of these areas. This allows Sacramento County to control setbacks and require offers of dedication of the appropriate width for future roads in these areas.

Some areas beyond the urban fringe are not expected to be developed with urban uses. In these areas, a low-intensity post-2030 major road grid is shown which will be sufficient to carry traffic generated by build out of the designated rural land uses in these areas beyond the time frame of this Plan. A network of existing two-lane rural collector roads is shown. No major street status is implied by this designation. However, any development that occurs along these rural collectors should provide broad setbacks and offers of dedication for future right-of-way. This will provide an option for road or transit service along these alignments at some time in the distant future if that becomes appropriate.

Well-designed transportation systems can help promote the health of county residents. Provisions for walking, bicycling, and transit use can help residents increase daily physical activity and reduce overweight and the development of chronic diseases. Switching from private automobiles to walking, bicycling, and transit use reduces vehicle emissions, air pollution, and associated health problems such as asthma and respiratory disease. And, with appropriate street design, rates of injuries to motorists and pedestrians decline. To achieve health outcomes, the transportation system is designed to accomplish the following goals:

- Provide affordable, safe, and sustainable public transportation options
- Decrease private motor vehicle trips and miles traveled
- Increase traffic safety for all users

Transportation Plan and Standards

The Transportation Plan depicts the proposed circulation system for unincorporated Sacramento County to support existing and planned development under the Land Use Element. This circulation system is shown on the Transportation Plan by means of a set of roadway classifications, developed to guide Sacramento County's long-range planning and programming. Roadways are classified in this system based on the linkages they provide, their function in the hierarchy of roadways, and the importance of the route's service to the residents and businesses of Sacramento County.

Roadway Functional Classification System

Roadways serve two necessary but often conflicting functions: mobility and access. High and constant speeds, with few interruptions and limited conflicting traffic, are desirable for mobility. Whereas, on local streets, low speeds, on-street parking, and full access to adjacent properties and intersecting streets is desirable. A functional classification system provides for specialization in meeting the appropriate access and mobility requirements of development permitted under the Land Use Element while maintaining the intent and function of the roadway system. Local streets emphasize property access; freeways, and thoroughfares emphasize high mobility for through-traffic; and arterials and collectors attempt to achieve a balance between both functions.

An efficient transportation system is an important component of a strong and dynamic economy. Access control is the greatest single correlative to traffic safety and regional mobility. Good access management practices will ensure that the transportation system will continue to serve the needs of Sacramento County and the regional economy far into the future by insuring safe, efficient, and convenient mobility.

The Transportation Plan represents the existing and future transportation infrastructure necessary to support the land uses shown in the Land Use Element. This infrastructure includes roadways, transit, ~~transportation corridors~~railroad, and related facilities (interchanges, ~~terminals~~grade separations, etc.). ~~Transportation corridors are designated without specifying the transportation mode operating in the corridor.~~ The roadway terms are consistent with the roadway designations in the Sacramento County Code and those used by the Sacramento County ~~Public Works Department~~Municipal Services Agency. Local bus routes, neighborhood streets, and other minor components of the road and transit systems are not shown.

The following paragraphs define the linkage and functions provided by each class of roadways, transit and other transportation facilities as well as their general design and access control standards.

Transportation Corridors

Transportation corridors are intended to be the backbone of a regional system linking high quality transportation with high intensity land uses. The Land Use Element contains a discussion of the program to channel high intensity development along these corridors. Transportation corridors may include a combination of major roadway and transit facilities. High frequency transit service and good linkage throughout the system are essential in these corridors. High occupancy vehicle (HOV) lanes and bikeways may be included in these corridors. Pedestrian access along these corridors and to them from nearby areas is critical. Two types of corridors are designated on the Transportation Plan, Trunk Line Network and Feeder Line Network. They differ primarily in the nature of the transit service that will be provided, as discussed below. Short shuttle lines offering the same level of high quality transit service may not be shown on this map but will be considered "transportation corridors" when evaluating development projects.

Regional Rail

Regional rail or commuter rail provides a passenger rail service of relatively high capacity and speed but with a lower frequency of service and minimum stops. Regional rail provides service between major destinations such as a central business district, major employment centers, urban and suburban communities, and other locations that draw large numbers of people on a regular basis. Regional rail is typically built to heavy rail standards and is able to coexist with freight or intercity rail services. Regional rail generally operates with a high capacity, and high speed, and with a scheduled based and a lower frequency of service.

Light Rail Transit

Light Rail Transit (LRT) also provides a passenger rail service of relatively high capacity and speed. LRT differs from Regional Rail in that LRT generally has a greater frequency of service and a greater number of stops. LRT utilizes an overhead electrical power source and can operate in an exclusive right-of-way or can share a right-of-way with automobile traffic. At the crossing of major roadways, the LRT line should be grade separated from the roadway crossing to preserve the mobility of other modes of travel.

Bus Rapid Transit

Bus Rapid Transit (BRT) is defined as a high capacity mode of transit that, through improvements to infrastructure, vehicles and scheduling, uses buses to provide a service that is of a higher quality than an ordinary bus service. BRT service may include one or more of the following elements:

- High frequency, all day service
- Intelligent Transportation System (ITS) components such as traffic signal priority and queue jumps at intersections
- Specialized vehicles and stations with unique image and identification
- Off bus fare collection
- Elevated platforms

The Transportation Plan identifies two different BRT designations which differ from each other in whether or not BRT operates in an exclusive right-of-way or shares a right-of-way with other modes of travel. Implementation of BRT service will likely occur incrementally as the demand for higher quality of transit service is realized through higher density development with mixed uses.

The Bus Rapid Transit (BRT) – Exclusive Lanes is reserved for those corridors with the highest expected transit demand and will operate in a vehicle lanes reserved for the exclusive use by BRT. The BRT – Exclusive Lanes designation may include operation within an exclusive right-of-way separate from the roadway system or on the roadway system but within vehicle lanes for the exclusive use by BRT. The exclusive BRT lanes are in addition to the number of lanes specified by the roadway designation of the Transportation Plan. A corridor designated on the Transportation Plan as both a Thoroughfare roadway and a BRT – Exclusive Lanes will have a right-of-way width to accommodate a total of eight lanes of travel, six roadway lanes and two BRT lanes. Likewise, a corridor designated as an Arterial and for exclusive BRT will have a right-of-way width to accommodate a total of six lanes of travel, four roadway lanes and two BRT lanes.

The BRT – Mixed Use Lanes is reserved for those corridors with a high expected transit demand but not such that an exclusive right-of-way is necessary. The BRT – Mixed Use Lanes operates in a vehicle lane which is shared by other modes of travel. A corridor designated on the Transportation Plan as both a Thoroughfare roadway and a BRT – Mixed Use Lanes will have a right-of-way width to accommodate a total of six lanes of travel for shared use by all modes. Likewise, a corridor designated as an Arterial and for BRT – Mixed Use Lanes will have a right-of-way width to accommodate a total of four lanes of travel for shared use by all modes.

Bus Trunk Line Network

The line-haul express regional transit system. This system will generally be light rail transit, but may also consist of bus rapid transit or other high quality bus service with 15 minute frequency.

Feeder Line Network

A high quality surface street bus system feeding the regional trunk LRT and BRT lines with 15 minute frequency. This service is more local in nature, making more frequent stops than LRT and BRT trunk line express service.

Freeways

Freeways provide for high-speed through-traffic movement on continuous routes with full access control. Freeways connect points within the county and link the county to other parts of the state.

Thoroughfares

Thoroughfares provide for mobility within the county, carrying through traffic on continuous routes and providing transportation links between major residential, employment, commercial, and retail areas. Access to abutting private property and intersecting local streets shall generally be restricted. Thoroughfares generally have the following functional characteristics:

- Thoroughfares shall typically be developed as six-lane roadways with a raised center median.
- Bikeways along designated thoroughfares may be Class I, Class II, or Class III facilities.
- Access to a thoroughfare may occur at intersections with other thoroughfares, arterials, and collectors. Access to and from local streets and private properties may be restricted to right turn movements only through the use of islands and turn lanes.
- Direct access points shall be located at sufficient intervals from each other and from public roads to maintain the safety and the traffic carrying capacity of the roadway.

Continuous Right-Turn Lane

A continuous right-turn lane is designed for situations where closely spaced driveways exist within one or more blocks of a roadway. The continuous right-turn lane is designed to function between adjacent signalized intersections and, as such, can't serve through traffic. The purpose of the continuous right-turn lane is to reduce the impact that right turning movements, both entering and exiting vehicles, have on through traffic operations and safety.

A roadway designated on the Transportation Plan as a Thoroughfare with a Continuous Right-Turn Lane will have a right-of-way width to accommodate a total of eight lanes of travel, six through lanes and two continuous right-turn lanes.

Arterials

Arterials provide for a link between thoroughfares with their limited access and through movement capacity and collectors which have greater access and serve local streets. Arterials can also provide for mobility and direct access within commercial and retail corridors through two-way left-turn lanes. Arterials have the following functional characteristics:

- Arterials shall typically be developed as four-lane roadways with either a center two-way left-turn lane or a raised center median.
- Bikeways along designated arterials may be Class I, Class II, or Class III facilities.
- Based on the function of a particular arterial, access may be provided to adjacent properties through a two-way left-turn lane or more restricted through a raised center median.

Rural Collectors

Rural collectors are two-lane roads in rural areas. These roads are intended to have a right-of-way sufficient for 4 lanes to maintain the potential for capacity increases in the post-2030 planning period.

Collectors

Collectors provide for internal mobility within communities, and connect local roads to thoroughfares and arterials. Direct access to abutting private property shall generally be permitted. Collectors have the following functional characteristics:

- Collectors shall typically be developed as two-lane roadways.
- Bikeways along designated arterials may be Class I, Class II, or Class III facilities.
- Direct access to abutting private property shall generally be permitted.

Local Streets

Local streets provide direct access to abutting property and connect with other local roads and collectors, arterials, and thoroughfares. Local streets are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted. Local streets are ~~not~~ shown on the Transportation Plan for reference purposes only.

Limited Access Roadways

~~Limited access roadways are streets with limited access designed to decrease driveway related activity and improve traffic flow.~~

Interchanges and Freeway-to-Freeway Interchanges

Freeway interchanges, on either existing or future freeways. Future interchanges on existing freeways can be funded within the time frame of this Plan through existing financing mechanisms. Interchanges provide grade separation and access between the intersecting facilities.

Existing and Future Grade Separations

Grade separations are similar to interchanges, but do not allow for access between the facilities.

Park and Ride

~~This symbol marks the location of designated park and ride lots where individuals may leave cars to ride in carpools or use transit.~~

Urban Interchanges

An urban interchange is an intersection of two roadways in which one or more of the grade separated facility where the major vehicle movements, are grade separated. The purpose of an urban interchange is to enhance the capacity of both intersecting roadways which is constrained by the capacity of the intersection that experience high turning movements. An urban interchange can include either overpasses, underpasses, or a combination of both. wo surface streets intersect. Access between the streets is provided.

Wildlife Corridor/Trails Grade Separation

Grade separation allows pedestrians or bicyclists and motor vehicles to cross at the different levels, avoiding potential collisions. Grade separated crossings can also reduce pedestrian and vehicle travel times. Trails for pedestrians and bicyclists are generally routed over or under the roadway and vehicles will cross at grade. Bridges, elevated walkways, and skyways are examples of overpasses. Pedestrian tunnels and below grade pedestrian networks are examples of underpasses. Underpasses usually provide more access than overpasses because they require less change in elevation. Underpasses should be designed to provide adequate site lines (from both a seated and standing position), adequate levels of illumination and adequate vertical clearance.

Grade separation also allows wildlife to cross over or under an intersecting roadway. A wildlife over crossing, also called an ecoduct, wildlife bridge, green bridge or biobridge, should be covered with vegetation and must be designed to facilitate movement of wildlife over a roadway. Wildlife may also pass over a roadway when a tunnel is constructed for traffic to pass through, allowing undisturbed vegetation and soil on top. An underpass bridge allows wildlife to pass under an intersecting roadway. The bridge forms part of the roadway and is typically at least 20 feet long. A culvert is another means by which a grade separation allows wildlife to cross a roadway. A culvert is a conduit covered with embankment around the entire perimeter. It may or may not convey water.

Wildlife corridor/trails grade separations shown on the Transportation Plan are intended to provide planners with the conceptual locations of below or above grade crossings. The Wildlife corridor/trails grade separations shown on the Transportation Plan will be analyzed individually and a feasibility study will determine the exact location and design of each grade separation. In some instances grade separations will not be practical or financially feasible to build and therefore may not occur as illustrated on the Transportation Plan.

Off-street (Class I) Bikeways

High quality off-street bicycle routes.

Limited Access Roadways

These roadways are intended to have limited access regardless of their lane capacity. Access limitations improve safety and promote traffic flow, increasing the capacity of the roadway without adding lanes. There are two types of limited access roadways in the county; locally

declared freeways as provided in the Streets and Highway Code, and expressways as created under County Code. The limited access roadways are shown in the following exhibit, presented in an inset map on the Transportation Plan Map.

The following roadways are designated as County declared freeways:

Alta Arden Expressway: Ethan Way to Watt Avenue
 Dillard Road: Meiss Road to Jackson Highway
 Elk Grove-Florin Road: Florin Road to Jackson Highway
 Elkhorn Boulevard: I-80 to Walerga Road
 Greenback Lane: Park Oaks Drive to I-80
 Sunrise Boulevard: Douglas Blvd. to Kiefer Blvd.
 Sunrise Boulevard: Winding Way to Greenback Lane
 Watt Avenue: Jackson Highway to Folsom Blvd.
 65th Street: Stockton Blvd. to Fruitridge Road.

High Occupancy Vehicle Lanes

High Occupancy Vehicle (HOV) lanes have restrictions that limit their use by the public. One of the objectives of are restricted to carpools, vanpools, and transit vehicles. Most HOV lanes may be used by any vehicle carrying two or more people, although some are restricted to vehicles with three or more passengers. HOV lanes are intended is to increase the person-carrying capacity of the transportation system without requiring additional vehicle capacity. This is cost-effective for government, and improves air quality. Sacramento County supports the development of a regional network of HOV lanes as shown in the following exhibit, inset map on the Transportation Plan Map.

Transportation Reservation Corridor

A transportation reservation corridor is a linear corridor, usually an inactive or active railroad corridor, that given its continuity and existing right of way reservation through urban, suburban and rural areas of the county, has the potential to accommodate various modes of transportation. A transportation reservation corridor may serve multiple modes of transportation at a time, and over time, the mode of transportation may evolve to accommodate greater mobility needs. Although the ultimate use of the transportation reservation corridors may not be evident at this time, the potential future value as a transportation corridor is recognized and every effort to acquire the rights to the transportation reservation corridors should be utilized.

Mobility Corridors

Mobility corridors are those transportation corridors within Sacramento County that are currently heavily utilized, are subject to existing and/or future undesirable levels of congestion, and if free from congestion, will provide critical overall mobility for the residents of this County.

The Mobility Strategies for County Corridors, Final Report, dated September 2004 (Mobility Strategies) was developed to identify a series of candidate strategies to improve mobility for the

County's most congested corridors. For each of the eleven studied corridors, four to five scenarios have been developed that incorporate the most promising strategies to improve mobility throughout the County. The strategies address:

- Enhanced mobility as defined by reduced travel times and improved travel time reliability
- Increased people moving capacity
- Improved safety for all users of the transportation system

The Mobility Corridors will be subject to further study to evaluate the appropriate transportation infrastructure to optimize the mobility in the corridor while supporting the designated land uses in the corridor. The Mobility Corridors are identified in the inset map on the Transportation Plan Map.

Timing of Projects

Projects are further classified according to timing:

- Pre-2030. Projects scheduled prior to the year 2030. In some instances the year of construction is known. Other projects are simply expected to be constructed sometime during the 20 year period. Some added capacity may be necessary prior to the year 2030 for roadways shown for post-2030 improvements. If such a need is determined, then some interim improvements will be viewed as consistent with this plan.
- Post-2030. Road segments or projects which are not scheduled or necessary in the next 20 years. Future right-of-way (ROW) and setbacks should be preserved to hold options open for road or transit improvements beyond the 20 year planning horizon. This is necessary due to the difficulty of establishing ROW if lot patterns and development do not reflect wider streets.

**SACRAMENTO COUNTY GENERAL PLAN
CIRCULATION ELEMENT**

SECTION III

TRANSPORTATION POLICY PLAN

Goals, Policies, and Implementation Programs

This part of the Transportation and Circulation Element sets out goals, policies, and implementation measures for mobility, streets and highways/roadways, transit, bicycle and pedestrian facilities, transportation systems management, rail transportation, and air transportation.

Mobility

Providing greater mobility through a balanced transportation system provides benefits beyond the efficient movement of people and goods. A number of beneficial external impacts may also be realized, including cleaner and more energy-efficient travel options, reduced vehicle miles traveled and associated improvements to air quality, and increased physical activity of residents through more appealing and plentiful walking and biking opportunities.

Access to a variety of transportation options enables county residents to replace private vehicle trips with walking, bicycling and transit use, which can help reduce rates of overweight and chronic diseases. In addition, replacing vehicle trips with walking and bicycling reduces emissions from vehicles, a significant component of air pollution in Sacramento County. Elevated levels of air pollution are a factor in asthma, lung cancer, respiratory and cardiovascular diseases, and by reducing dependence on private vehicles and increasing use of walking, bicycling, and public transit, a multitude of public health and environmental benefits will result.

However, these benefits cannot be achieved through transportation planning efforts alone – it will require that land use and transportation decisions be made in concert. To that end, the goals and policies found in the Circulation and Land Use Elements are not only interconnected, but are mutually supportive in their goal to create a livable environment and a high quality of life for all County residents.

For a transportation system to function efficiently, it must be tightly integrated with land use planning, and vice-versa. As such, this General Plan advocates that land use and transportation system planning efforts be carried out concurrently whenever possible to ensure this necessary integration. For instance, the growth management strategies in the Land Use Element, most notably those that direct additional growth to commercial corridors and new growth areas, will lead to a significant increase in residents, businesses and employees in these areas. This growth will necessitate a similar increase in transportation capacity and travel options, including significant investment and/or reinvestment in roadways, additional and/or enhanced transit opportunities, and increased amenities to facilitate walking and biking. Therefore, land use and

transportation planning for these areas must be coordinated from the start to ensure that current and future residents can move safely and freely within their neighborhoods and throughout surrounding communities.

This coordination is especially important in the Jackson Highway area, a 12,500 acre new growth area identified in this General Plan. The Land Use Element contains policies that will direct future growth into transit-oriented “nodes” identified within this area. These nodes will cluster higher density residential, commercial and employment opportunities around existing or potential transit stations. Not only will this land use configuration support enhanced transit services by providing for increased ridership, but the compact and diverse nature of these centers will also encourage walking and biking to destinations, thereby decreasing resident’s reliance on automobiles to accomplish daily errands.

In essence, mobility can only be guaranteed through smart land use and transportation choices that achieve diversity and redundancy. Just as land uses must be varied in type and density to achieve balance, the transportation system must offer a variety of modes and routes to give residents a choice regarding how to travel. A transportation system that relies too heavily on one mode will certainly be faced with undue congestion, leading to reduced mobility for all. Numerous policies in the Land Use Element encourage land use patterns that support a multi-modal transportation system, including higher density, mixed use developments concentrated around major transit stops to increase transit ridership, as well as more compact, diverse and integrated neighborhoods that facilitate walking and biking.

The Circulation Element and the Land Use Element both support the concept of complete streets. Complete streets are designed and operated to enable safe access for all users and for all modes of travel. Pedestrians, bicyclists, motorists and transit riders, including users of all ages and abilities such as the elderly, children and people with disabilities are able to safely move along and across complete streets.

GOAL: Provide mobility for current and future residents of Sacramento County through complete streets and through a balanced and interconnected transportation system which includes all modes of travel - automobile, transit, pedestrian and bicycling.

Policies:

- CI-X1. Promote complete streets with access to a diversity of safe and efficient travel modes for all new and existing land uses within Sacramento County.
- CI-X2. Promote continued mobility for individuals whose access to automobile transportation is limited by age, illness, income, desire, or disability.
- CI-X3. Travel modes should be interconnected to form an integrated, coordinated and balanced multi-modal transportation system, planned and developed consistent with the land uses to be served.

CI-X4. Provide multiple transportation choices to link housing, recreational, employment, commercial, educational, and social services.

Implementation Measures:

- A. Collaborate with transit providers and planning staff to ensure that all transit oriented development and identified commercial corridors are considered for comprehensive transit service and have full bicycle and pedestrian access.
- B. Adopt measures to ensure that all transportation facility construction provides access between modes, or multi-modal connections, so that Sacramento County residents can easily use multiple travel modes in conjunction with one another.
- C. During the planning of the Jackson Highway corridor new growth area, collaborate with the Planning Department in developing a balanced circulation system that features adequate roadway improvements and transit opportunities to link identified development nodes while also provide ample facilities to encourage walking and biking opportunities within and between the nodes.
- D. Assess the use of developer fees and/or improvement districts to contribute to improved transit, pedestrian and bicycle facilities in commercial corridors.
- E. Promote safety education and skills training programs.

Streets And Highways Roadways

The Sacramento County Circulation System is a street and highway plan designed to provide for the safe and efficient movement of people and goods to and within the county and to ensure safe and continuous access to land. Using the State freeways and highways and the County's system of roadways as its basic framework, the Transportation Plan brings together the circulation plans of the cities and unincorporated communities within the county into a unified, functionally integrated, countywide system that is correlated with the Land Use Element of the General Plan.

Policies in this section seek to create a unified, coordinated, and cost-efficient countywide roadway system by maintaining and rehabilitating existing roads, maintaining an acceptable level of service (LOS), coordinating improvements with other local jurisdictions, maintaining adequate funding, and providing multi-modal uses where appropriate along roadway corridors.

GOAL: Provide a balanced and integrated roadway system that maximizes the mobility of people and goods in a safe and efficient manner.

Policies:

- CI-1 Plan and construct transportation facilities as delineated on the Transportation Plan of the Sacramento County General Plan. Transportation facilities shall be consistent with the Sacramento County, Municipal Services Agency Improvement Standards and Construction Specifications, and supplemented by the California Department of Transportation (Caltrans) design standards. The County may deviate from the adopted County Improvement Standards and Construction Specifications in circumstances where conditions warrant special treatment.
- ~~CI-2 Increase overall mobility by providing connectivity between various modes of travel, including transit, bicycling, and walking.~~
- CI-3 Maintain and rehabilitate the roadway system to maximize safety, mobility, and cost efficiency.
- CI-4 Plan and design the roadway system in a manner that meets Level of Service (LOS) D on rural roadways and LOS E on urban roadways. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural.
- CI-5 Land development projects shall be responsible to mitigate the project's adverse impacts to local and regional traffic
- CI-6 To preserve public mobility, freeways and thoroughfares should have limited access and maintain functional characteristics that predominantly accommodate through-traffic.
- CI-7 To preserve public safety and local quality of life on collector and local roadways, land development projects shall incorporate appropriate treatments of the Neighborhood Traffic Management Program.
- CI-8 Collaborate with regional transportation planning agencies and neighboring jurisdictions to provide cross jurisdictional mobility.
- ~~CI-9 To improve mobility in the most congested transportation corridors, the County will initiate processes to evaluate and adopt appropriate transportation measures of the Mobility Strategies for County Corridors.~~
- CI-10 Pursue all available sources of funding for the development, improvement, and maintenance of the roadway system.

Implementation Measures:

- A. Update the County Improvement Standards as needed to maintain consistency with adopted transportation plans and current engineering practices.

- B. Fund, design and construct capital improvement projects as adopted in the Transportation Improvement Plan.
- C. Establish roadway maintenance and rehabilitation priorities through the Pavement Management System.
- D. Assess the transportation impacts of land development projects as set forth in the Sacramento County Traffic Impact Analysis Guidelines.
- E. Fund and implement traffic calming and other traffic management improvements in accordance with the Neighborhood Traffic Management Program.
- F. Actively participate in regional forums and staff interjurisdictional committees that address regional transportation issues.

~~G. Initiate and fund processes to evaluate and adopt appropriate transportation measures of the Mobility Strategies for County Corridors.~~

Transit

Transit systems—both buses and rail—provide alternatives to automobile use and are especially important for those who cannot or do not drive. As Sacramento County grows, the potential for transit use and the need for transit will increase. The General Plan supports expansion of the existing transit system, especially in connection with new development.

Policies in this section seek to develop a safe and efficient transit system by promoting transit services within urban corridors of dense population and employment, assuring that users are provided with adequate transportation choices, addressing user needs, ~~(i.e., seniors, minority, handicapped)~~, developing convenient transfers between transportation systems, and ensuring adequate funding for the system.

GOAL: Promote a balanced and integrated transit system to maximize mobility in a safe and efficient manner.

Policies:

- CI-11 Collaborate with transit providers to provide transit services within the county that are responsive to existing and future transit demand.
- CI-12 Promote transit services in appropriate commercial corridors and where population and employment densities are sufficient or could be increased to support those transit services.
- CI-13 Collaborate with neighboring jurisdictions and other agencies to achieve land use patterns and densities in areas planned for development that support

transit services, preserve adequate rights-of-way, and enhance transit services in the designated transit corridors.

- CI-14 Collaborate with the Sacramento Area Council of Governments and transit service providers to pursue all available sources of funding for transit services when consistent with General Plan policies and long-term funding capabilities.
- CI-15 Consider the transit needs of senior, disabled, low-income, and transit-dependent persons in making recommendations regarding transit services.
- CI-16 Collaborate with transit providers for the development of facilities that provide for efficient links and interconnectivity with ~~between~~ different transportation modes, including bicyclists and pedestrians.
- CI-17 Consider the need for future transit right-of-way in reviewing and approving plans for development. Rights-of-way may either be exclusive or shared with other modes of travel.
- CI-18 Consider the expansion of Neighborhood Shuttle services in unincorporated area communities.

Bicycle and Pedestrian Facilities

Bicycling and walking are key components of a multi-modal transportation system that provides choices, reduces congestion and improves air quality. Facilities that improve and maintain bicycle and pedestrian mobility are integral parts of the transportation infrastructure.

Policies in this section seek to provide safe, continuous, convenient and accessible bicycle and pedestrian systems that serve and connect unincorporated neighborhoods and communities, and link communities with other cities facilities, and regional parks; and facilitate bicycle and pedestrian access to other modes of transportation.

GOAL: Provide safe, continuous, efficient, integrated, and accessible bicycle and pedestrian systems that encourages the use of the bicycle and walking as a viable transportation mode and as a form of recreation and exercise.

Policies:

- CI-19 Promote the development of a comprehensive, safe, convenient and accessible bicycle and pedestrian system that serves and connects the County's employment, commercial, recreational, educational, social services, and housing and other transportation modes ~~reas~~.

- CI-20 Adopt, implement and periodically update the Bikeway Master Plan for unincorporated Sacramento County that sets forth the goals, policies, guidelines, programs and improvements necessary to accomplish the goals of this section.
- CI-21 Adopt, implement and periodically update the Pedestrian Master Plan for unincorporated Sacramento County that sets forth the goals, policies, guidelines, programs and improvements necessary to accomplish the goals of this section.
- CI-22 Construct and maintain bikeways and multi-use trails to minimize conflicts between bicyclists, pedestrians, and motorists.
- CI-23 Require land development projects to finance and install bicycle and pedestrian facilities and multi-use trails as appropriate and in accordance with the Bikeway and Pedestrian Master Plans.
- CI-24 Collaborate with neighboring jurisdictions and regional agencies to coordinate planning and development of the County's bikeways, pedestrian facilities and multi-use trails with those of neighboring jurisdictions, and to support a regional bicycle and pedestrian network.
- CI-25 Pursue all available sources of funding for the development, improvement, and maintenance of bikeways, pedestrian facilities and multi-use trails, and to support bicycle and pedestrian safety, education, encouragement and enforcement programs.
- CI-26 Design and construct pedestrian facilities to ensure that such facilities are accessible to all users.

Implementation Measures:

- A. Fund, design, construct and maintain bikeways and other bicycle improvement projects, and implement bicycle safety, education, encouragement and enforcement programs, in accordance with the adopted Bikeway Master Plan.
- B. Fund, design, construct and maintain pedestrian improvement projects in accordance with the adopted Pedestrian Master Plan.
- C. Fund, design, construct and maintain disability access improvements in accordance with the adopted Americans with Disabilities Act (ADA) Transition Plan.
- D. Design and construct roadway capital improvement projects consistent with the policies, guidelines and improvements set forth in the Bikeway Master Plan, Pedestrian Master Plan and ADA Transition Plan.

- E. Condition land development projects based on the policies, guidelines and improvements set forth in the Bikeway Master Plan, Pedestrian Master Plan and ADA Transition Plan.

Transportation Systems Management

Sacramento County has a relatively complex transportation system, serving cars, heavy trucks, agricultural and commercial vehicles, buses, transit, bicycles, and pedestrian traffic. Coordinating these many forms of transportation, and managing the demand on the system, is critical to achieving maximum road efficiency and minimizing costly road expansion or construction.

Policies in this section seek to reduce travel demand on the county's roadway system and maximize the operating efficiency of transportation facilities through the development and implementation of transportation systems management (TSM) programs. The intent is to reduce vehicle emissions and reduce the needed investment in new or expanded facilities. In rural areas, transportation management can sometimes be better addressed through development location and access management rather than conventional systems management.

GOAL: Manage travel demand on the roadway system and maximize the operating efficiency of transportation facilities in order to reduce impacts on air quality and to minimize the need for new or expanded facilities.

Policies:

- | | |
|-------|--|
| CI-27 | Plan and implement intelligent transportation system (ITS) strategies within the County's high-demand travel corridors and support efforts to deploy ITS strategies on a regional level. |
| CI-28 | Require land development projects to fund, implement, operate and/or participate in TSM programs to manage travel demand associated with the new development project. |
| CI-29 | Consider TSM programs that increase the average occupancy of vehicles and divert automobile commute trips to transit, walking, and bicycling. |
| CI-30 | Collaborate with other agencies to develop measures to provide for more efficient traffic flow, reduce vehicular travel demand and meet air quality goals. |

Rail Transportation

Rail transportation has played an important historical role in the development of the county. Currently, the County's role in rail transportation is limited primarily to land use regulation

through the Zoning Ordinance. Federal and State agencies have primary jurisdiction over rail facilities and operations.

Policies in this section seek to provide a safe, efficient, and environmentally-sound rail system by supporting improvements to at-grade crossings, protecting and supporting acquisition of railroad rights-of-way, and developing multi-modal stations that link rail with other transportation modes.

GOAL: Promote the maintenance and improvement of rail transportation.

Policies:

- CI-31 Support improvements to at-grade rail crossings within the county. Support efforts to develop and fund the construction of grade-separated rail crossings where appropriate and cost effective to improve safety and reduce congestion.
- CI-32 Support acquisition by local agencies of railroad rights-of-ways that are designated transportation corridors.
- CI-33 Support multi-modal stations at appropriate locations to integrate rail transportation with other transportation modes.
- CI-34 Support the development of a statewide high-speed rail service through the Central Valley that serves Sacramento County.

Air Transportation

Air transportation plays a key role in the movement of goods and people not only to locations outside of the county but also between locations within the county. Currently, the County's role in air transportation is strictly limited to land use regulation through the Zoning Ordinance. State and Federal agencies have primary jurisdiction over airport facilities and operations.

Policies in this section seek to promote the maintenance and improvement of general and commercial aviation facilities by avoiding potential land use conflicts between airports and surrounding urban uses and supporting the local Airport Land Use Commission.

GOAL: Promote the maintenance and improvement of general and commercial aviation.

Policies:

- CI-35 Support Federal and State regulations governing operations and land use restrictions related to airports in the county.



