City of Sacramento
Active Transportation Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2024-01952 | 11/21/2024 | **Discussion Item 4.**

Streets for People: Neighborhood Connections Draft Plan

File ID: 2024-01952

Location: Citywide

Recommendation: Discuss and provide feedback on the Neighborhood Connections Draft Plan.

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Presenter: Jeff Jelsma, Transportation Planner, 916-808-5347, jjelsma@cityofsacramento.org, Department of Public Works

Attachments:
1-Description/Analysis
2-Neighborhood Connections Draft Plan

Description/Analysis
Issue Detail: The Streets for People Plan will identify an all ages and abilities network for people walking, biking, and rolling citywide. The Plan will identify two types of active transportation routes:

1. The citywide Active Transportation Network serves longer distance trips on major collectors and arterial streets. These are generally regional or inter-community connections

2. The Neighborhood Connections Network is made up of residential streets and minor collectors that connect to neighborhood destinations, such as parks and retail. The network includes proposed traffic-calming treatments to reduce vehicle speeds and volumes to support people walking, biking, and rolling.

Together, the networks will identify low-stress connections for Sacramento communities to connect to the places they need to go using active modes of transportation.

The Streets for People Plan will be completed in two parts; part one will include completing the Neighborhood Connections portion of the Plan, with the Public Review Draft Plan available in November 2024, and Plan adoption by February 2025; part two will include completing the Streets for People Active Transportation Plan, with the Public Review Draft Plan available for review in spring 2025, and Plan adoption in summer 2025.

The Neighborhood Connections portion of the Plan is funded by a Caltrans Sustainable Communities Grant that requires Plan adoption by the end of February 2025.

The Neighborhood Connections Plan provides a framework for building and maintaining a comfortable and accessible neighborhood-oriented active transportation network for people of all ages and abilities. Sometimes referred to as “bicycle boulevards” or “neighborhood greenways,” these routes are neighborhood streets designed to prioritize people walking, biking, and rolling, as well as to make neighborhood streets people-oriented rather than oriented to motor vehicles.

The Neighborhood Connections network includes all local streets and minor collectors in the city. The network identifies both primary and secondary routes; primary routes provide access to everyday destinations via traffic-calmed streets; secondary routes connect users to the primary network using wayfinding and additional signage. The core principles guiding the development of the network include:

- Establishing direct, people-oriented connections to everyday destinations
- Connecting to or crossing major roads, rather than running parallel to them
- Implementing measures to slow traffic, and
- Providing facilities that accommodate people of all ages and abilities.

The Neighborhood Connections Primary Network includes 237 miles of streets consisting of bike routes and bike lanes (Class III and II) with traffic-calming treatments, intersection crossing enhancements, and wayfinding and pavement markings. The Neighborhood Connections Secondary Network includes 194 miles of streets consisting of bike routes (Class III) with wayfinding and pavement markings.

The Draft Neighborhood Connections Network will connect communities to destinations citywide, and within 200 feet of the network Sacramentans can reach:

- 58% residential parcels in disadvantaged communities
- 57% of all residential parcels
- 68% essential needs (shopping centers, health facilities, grocery stores)
- 69% major institutions (government buildings, major hospitals, colleges and universities

- 90% K-12 schools
- And 86% of social and civic needs (museums, libraries, parks, religious services, post offices)

The Neighborhood Connections Plan has identified a number of policies and actions which could support implementation of the network. The policy recommendations were developed based on policies that have been successful in other jurisdictions in California and elsewhere for similar projects. These policies would also support previously adopted plans and policies by the City of Sacramento. The following broad categories of strategies are considered:

1) **Traffic calming by default** includes processes to get Neighborhood Connections treatments considered and built on city streets.
2) **Design policy updates** includes potential elements of design policy which could be considered in addition to the traffic calming elements to be applied with or independent of any of the “Traffic calming by default” elements.
3) **Funding and partnerships** includes ways the city could initiate and fund projects, outside of grant opportunities and general fund efforts.
4) **Building projects fast** includes ways to speed up construction and reduce costs.

The Plan is informed by feedback from community engagement that occurred in neighborhoods citywide. Engagement with the community consists of three phases:

Phase One - Informing the Network (Summer 2023): The purpose of this phase was to introduce the project to the community, receive feedback about key destinations that community members travel to in and outside of their neighborhood, and how they typically get to those destinations. Phase One was completed in coordination with the Streets for People Active Transportation Plan team.

Phase Two - Refining the Network (Summer 2024): The purpose of this phase was to focus on confirming the draft recommendations and network, identify network gaps, and review options for neighborhood traffic-calming treatments. Phase two was completed in coordination with the Streets for People Active Transportation Plan team.

Phase Three - Public Draft Plan (Fall 2024): Phase three will present the Draft Neighborhood Connections Plan to receive feedback and comments from communities citywide. The Public Draft Plan will be available for review from November 4 through December 1, 2024.

Community members are encouraged to engage with the Plan to learn more about the recommendations and give feedback on the Plan. There are several ways community members can get engaged, including:

- Provide feedback on the Plan by commenting on the online Plan review tool available on the project web page www.sacstreetsforpeople.org
- Email the project team comments about the plan at streetsforpeople@cityofsacramento.org
- Attend a citywide, virtual workshop to learn about the Plan and provide feedback to the project team. Workshop details below:

Neighborhood Connections Public Draft Plan
Virtual Citywide Workshop #1
Wednesday, November 13
6:00 - 7:30 PM
Register at this link: https://www.eventbrite.com/e/city-of-sacramento-neighborhood-connections-phase-3-virtual-workshop-tickets-1043039969627?aff=oddtdtcreator

Neighborhood Connections Public Draft Plan
Virtual Citywide Workshop #2
Wednesday, November 20
12:00 - 1:30 PM
Register at this link: https://www.eventbrite.com/e/city-of-sacramento-neighborhood-connections-phase-3-virtual-workshop-tickets-1043220118457?aff=oddtdtcreator

The Draft Neighborhood Connections Plan is available for review and comment on the project web page, www.sacstreetsforpeople.org. The public review period is from November 4 through December 1, 2024.

Policy Considerations: The Neighborhood Connections Plan is consistent with the goals and policies from the Sacramento 2040 General Plan, including:

M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.
M-2: Reduced reliance on single-occupant vehicles.
M-3: Streets designed and maintained as places that contribute to quality of life.
M-4: A safer transportation system.
M-5: Connections to the regional transportation network that facilitates the movement of people and goods.
M-6: Mobility planning and choices informed by data, technology, and innovation.
LUP-2.2: Interconnected City - The City should establish a network of interconnected activity centers, corridors, parks, and neighborhoods that promotes walking, bicycling, and mass transit use as viable alternatives to private vehicles.
LUP-2.5: Design for Connectivity - The City shall require that all new development maximizes

existing and new connections with surroundings and with centers, corridors, parks, and neighborhoods to enhance efficient and direct pedestrian, bicycle, and vehicle movement. When feasible, grid patterns should be utilized to facilitate multiple routes.
LUP-4.10: Multi-Modal Access - The City shall require that new development provide bicycle, pedestrian, and transit access where appropriate to reduce the need for onsite parking and to improve the pedestrian experience within corridors and centers with street trees and landscaping.
ERC-3.2: Tree Canopy Expansion. The City should strive to achieve a 25 percent urban tree canopy cover by 2030 and 35 percent by 2045. Prioritize tree planting and tree maintenance in areas with the lowest average canopy cover and explore strategies to reduce barriers to tree planting in disadvantaged communities and improve tree health.
YPRO-1.15: Path Connections - The city shall maintain existing and pursue new connections to local and regional shared-use paths, especially when connecting to public parkland.

The Neighborhood Connections Plan is consistent with the goals and policies of the Climate Action and Adaptation Plan, including:

TR-1: Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045.
TR-1.3: Complete and adopt the Streets for People: Active Transportation Plan, which will consolidate the Bicycle Master Plan and Pedestrian Master Plan and identify the physical barriers to active transportation, including network gaps and other issues affecting pedestrian and bicyclist safety, by 2025.
TR-2: Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045.

Economic Impacts: None.

Environmental Considerations:

California Environmental Quality Act (CEQA): The action requested is review of a citywide planning study to be used as guidance for future engineering, design, and analysis. Projects consistent with the Plan will be subject to review pursuant to the California Environmental Quality Act during the Preliminary Design and Environmental phase. The City Council will be asked to review and approve the Plan’s conceptual approach and provide general direction, an action which is covered by CEQA Guidelines Section 15262. That section provides an exemption from CEQA review for a project that involves "...only feasibility or planning studies for future actions which the...agency...has not approved, adopted or funded.

Sustainability: The transportation sector accounts for 57% of community-wide greenhouse gas emissions, the largest single sector in the community. This plan will encourage less driving and

further reduce dependence on the private automobile, laying the groundwork to significantly reduce the use of fossil fuels. The Active Transportation Plan will support City Council sustainability priorities, with a focus on supporting active transportation modes, safety, and transit access. The plan will improve the experience for those walking, bicycling, and using transit to foster behavioral change throughout the City.

Commission/Committee Action: None.

Rationale for Recommendation: The action requested is to review and provide feedback on the Draft Neighborhood Connections Plan. The Active Transportation Commission can provide valuable insight and perspective on the Draft Plan and the proposed network and policies.

Financial Considerations: This is a Caltrans funded planning document and does not obligate funding for the proposed improvements, and no funding has been identified for implementation at this time.

Local Business Enterprise (LBE): Not applicable.

Sacramento

Neighborhood Connections Plan

DRAFT | October 2024

STREETS FOR PEOPLE
SACRAMENTO'S ACTIVE TRANSPORTATION PLAN

City of SACRAMENTO
Department of Public Works

KITTELSON & ASSOCIATES

Acknowledgments

The Neighborhood Connections plan was made possible by collaboration between City departments and with City partners including community members who gave their time to provide input at workshops and public meetings. The plan was funded by a California Department of Transportation (Caltrans) planning grant and supplemented by a local match. Kittelson & Associates, Inc. assisted the City in preparing the plan.

City of Sacramento

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Please note that this report is intended to be viewed as a two-page spread.

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1 Introduction

Chapter 1: Introduction

The City of Sacramento has been actively redesigning its streets to better connect residents, workers, and visitors to their desired destinations by walking, biking, and rolling (active transportation). This includes projects like the Central City Mobility project which has recently introduced over 60 blocks of parking-protected bikeways and crossing enhancements. In response to the City's desire for more active transportation options that enhance connectivity, address safety concerns and comfort, and provide equitable access, the City launched the Slow and Active Streets pilot during the COVID-19 pandemic. This pilot project prioritized walking and biking on select residential streets using tools like signs and cones to temporarily reduce traffic speeds in neighborhoods. Building on the positive momentum from the pilot project, the City has developed the Neighborhood Connections network, a part of the City's Streets for People Active Transportation Plan. Streets for People identifies two types of active transportation routes:

- **Citywide Active Transportation Network:** Designed for longer trips along major corridors, including facilities such as separated bike lanes, standard and buffered bike lanes, and shared use paths on major collectors and arterials.
- **Neighborhood Connections:** Focused on neighborhood streets, featuring traffic calming treatments to slow traffic and support more comfortable walking, biking, and rolling to neighborhood destinations for people of all ages and abilities.

The City of Sacramento's **Neighborhood Connections** plan provides a framework for building and maintaining a comfortable and accessible neighborhood-oriented active transportation network for people of all ages and abilities. Sometimes referred to as "bicycle boulevards" or "neighborhood greenways," these routes are neighborhood streets designed to prioritize biking, walking, and rolling, as well as to make neighborhood streets people-oriented rather than oriented to motor vehicles. The Neighborhood Connections network emphasizes the importance of comfort and connectivity on neighborhood streets, recognizing that the transportation system significantly impacts the physical, mental, and social well-being of the City's residents.

The network's vision is to connect Sacramentans and visitors conveniently and comfortably to reach essential destinations within their neighborhoods, whether a grocery store, a school, a restaurant, a park, or a library. This Vision is consistent with the City's Climate Action and Adaption Plan to mitigate and adapt to climate change, including increasing active transportation mode share to 6% and transit mode share to 11% for everyday trips by 2030. The network identifies project opportunities designed for everyone, from those new to biking to occasional walkers and daily commuters.

Study Streets

The study streets for the Neighborhood Connections network include all local streets and minor collectors in Sacramento. These neighborhood streets provide an attractive alternative everyone can enjoy, while integrating traffic calming needs and supporting local access to destinations.

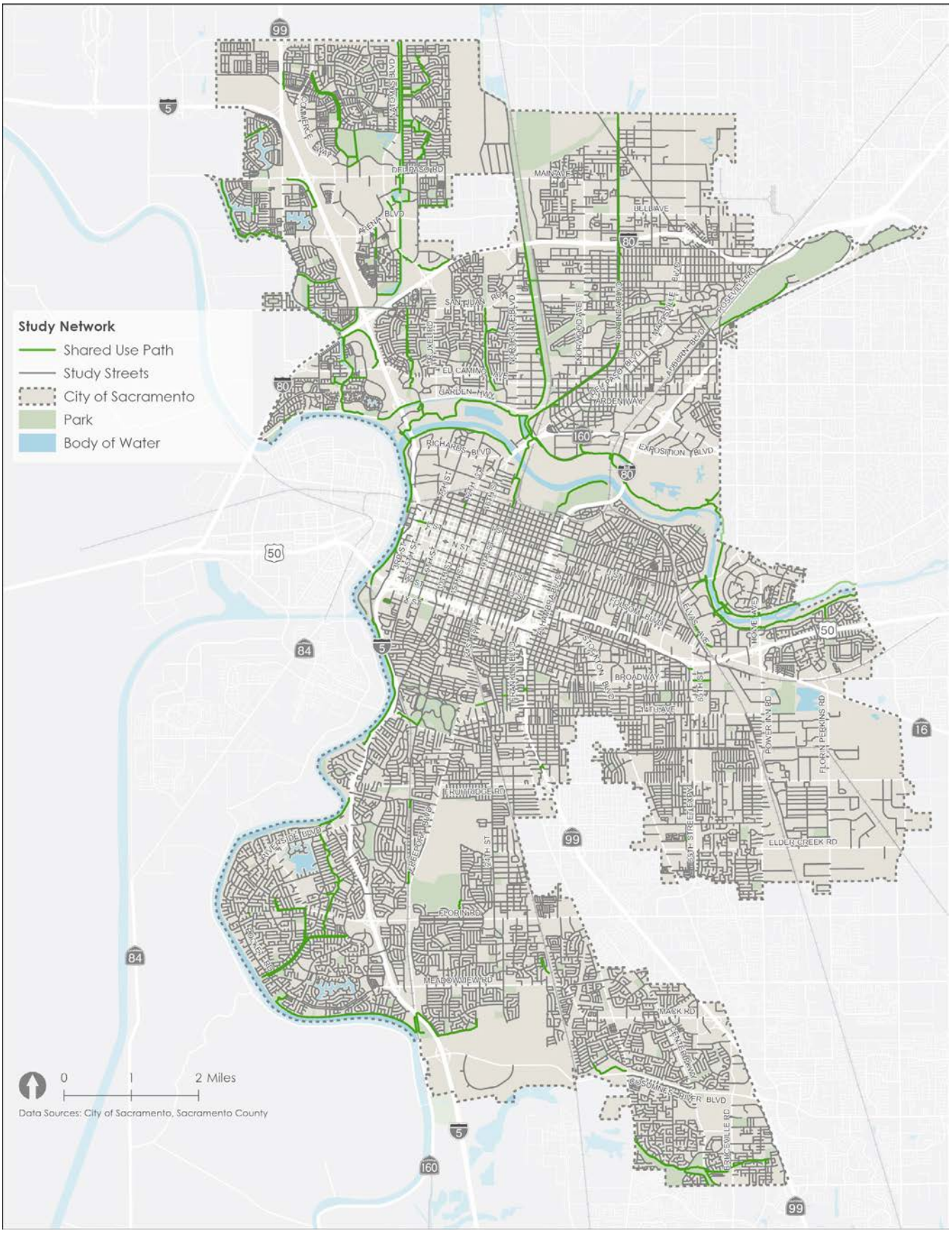
The Neighborhood Connections study area can be seen in **Figure 1** on the next page.

Report Organization

This report includes the following sections:

- **Why Neighborhood Connections:** Describes what, why, and who we are planning for.
- **Community Engagement:** Reports on engagement activities and how the community informed the network.
- **Existing Conditions:** Shares current multimodal, demographic, and land use characteristics in Sacramento.
- **Developing the Network:** Describes the process of defining the network.
- **Implementing the Network:** Identifies strategies to effectively slow streets and create a neighborhood connections network for all ages and abilities.

› **Figure 1 –** Study Streets



2

Why Neighborhood Connections?

Chapter 2: Why Neighborhood Connections?

What are Neighborhood Connections?

The City of Sacramento is working to redesign its streets to better connect people who work, live, and travel here to the places they want to go and people they want to see. The **Active Transportation** network develops convenient and comfortable connections for people walking and bicycling across the City between neighborhoods or regionally. The **Neighborhood Connections** network identifies neighborhood streets that are comfortable to walk, bike, and roll for people of all ages and abilities. Once implemented, they will utilize traffic calming measures, wayfinding, and walking and biking crossing enhancements to better connect people to schools, grocery stores, parks, and other everyday neighborhood destinations through active transportation.

Neighborhood Connections are defined as neighborhood streets with fewer, slower moving automobiles to make streets more people-oriented and prioritizes bicycling along the route and enhances conditions for walking and rolling. This slow and calm route is achieved through a variety of tools to help reduce the speed of cars and, in some cases, reduce the number of cars on a street as well. Lowering speeds and volumes of motor vehicles creates a more comfortable environment for walking, biking, and rolling. Neighborhood connections also include enhanced crossings at intersections, where appropriate, and wayfinding to help guide people along the route and to their destination.

The Neighborhood Connections network was developed based on an analysis of the transportation network, including:

- **Interaction:** The Neighborhood Connections Network (focused on local neighborhood streets and minor collectors) expects most biking to take place in a shared street environment. Comfort in shared lanes depends on slow and less frequent vehicle traffic. An analysis identified where additional traffic calming features may be needed to reduce speeds, improve comfort, and reduce the opportunity for conflicts.
- **Connectivity:** Walking and biking trips require direct and efficient routes. The network seeks to minimize detours by identifying parallel routes at regular intervals and removing dead end and looped streets to provide a cohesive network with minimal gaps.
- **Space:** Roadway geometry and facility widths also impact comfort when walking and biking. Wider bike lanes and sidewalks accommodate social travel, while narrower roadways and traffic calming help manage vehicle speeds.
- **Experience:** Walking and biking comfort is affected by traffic conditions and surroundings. Lower speeds, tree shade, and engaging environments improve the user experience. Analysis considered these factors for Neighborhood Connections.

Who are We Planning For?

The Sacramento **Neighborhood Connections Plan** is a plan to create streets that are comfortable to walk, bike, and roll on for people of all ages and abilities, whether they are eight or eighty. In practice, this might mean identifying and installing treatments on streets to slow or limit vehicle traffic, provide separate space for walking and biking, or increasing shade or lighting. This includes people of all social needs in the city including:

- Children, families, and seniors
- People on small wheels (e.g. scooters, skates, etc.)
- People accessing everyday needs walking, biking, or rolling
- Road bicycling enthusiasts
- People with disabilities
- Visitors
- Recreational

Each of these users are sensitive to a variety of road conditions including sensitivity to gaps in infrastructure, sensitivity to perception of safety, sensitivity to traffic volumes and speeds, and sensitivity to pavement quality.

Current City Practices Related to Neighborhood Connections

The City of Sacramento has a variety of existing plans that address local street connections, low-stress routes, and pedestrian connections, all of which are pivotal components for establishing the Neighborhood Connections network. Themes among the recommendations in the adopted plans include safety and access for people who walk, bike, and roll. The City also has adopted several Citywide documents which are related to or impact Neighborhood Connections.

GUIDANCE DOCUMENTS

The City has adopted roadway guidelines and procedures that recommendations must adhere to, including:

Criteria and Guidance for Creative Crosswalks (2021): Outlines criteria for artistic crosswalks in the city.

Pedestrian Crossing Guidelines – Treatment Applications Guide (2021): Offers design and implementation guidance for selecting pedestrian crossing treatments for new or existing crosswalks.

City of Sacramento Complete Streets Policy (2019): Promotes inclusive transportation network planning.

Design and Procedures Manual Section 15: Street Design Standards (2009): Aims to ensure safe and efficient movement of people driving, biking, and walking while considering future maintenance costs.

City of Sacramento Speed Lump Program Guidelines (2014): Advances traffic safety, neighborhood livability, and uniformity in the installation of speed lumps within the city.

City of Sacramento Transportation Priorities Plan: Council adopted strategy to prioritize transportation investments across the City based on five community values:

1. Improving air quality, climate, and health
2. Providing equitable investment
3. Providing access to destinations
4. Improving transportation safety
5. Fixing and maintaining the system.

Climate Action & Adaptation Plan (CAAP): establishes Sacramento's greenhouse gas reduction target for 2030 and a goal of carbon neutrality by 2045. The CAAP adopted two transportation measures related to the Neighborhood Connections plan:

- **TR-1:** Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045
- **TR-2:** Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045

CITYWIDE PLANS

Walking and Biking Plans

The existing Bicycle and Pedestrian Master Plans identify planned networks of infrastructure for people biking and walking. These plans have been reviewed to provide context for the Sacramento Streets for People Plan.

- Bicycle Master Plan (2016 – amended 2018)
- Pedestrian Master Plan (2006)

The Pedestrian Master Plan echoes a lot of the recommendations identified in the walk audit reports: adequate crossing times, minimized crossing distances, roadway width reduction, pedestrian refuge islands, and countdown signals. The Bicycle Master Plan also includes a recommendation for hundreds of miles of on- and off-street bikeways and amenities like parking and wayfinding. Equity is a key focus for prioritization in all plans.

Vision Zero

In January 2017, the City adopted a goal to work collaboratively in a data-informed effort to eliminate traffic fatalities and serious injuries by 2027. Vision Zero Plans include:

- Vision Zero Sacramento Action Plan (2018)
- Vision Zero Top 5 Corridors (2020)
- Vision Zero School Safety Study (2021)

The three documents complement each other. The Action Plan lays out goals and policies to achieve zero traffic fatalities and serious injuries by 2027 and provides an extensive list of recommendations to reach this goal. The Corridor and Safety Study reports make more location-specific recommendations along five one-mile corridor segments and around 20 local schools, including adding new signals and increased signage, reducing vehicles speeds to 15 mph, refreshed pavement markings and edge line striping, slowed green waves, and advanced dilemma zone detection.

3

Community Engagement

Chapter 3: Community Engagement Process

Engagement Phases and Events

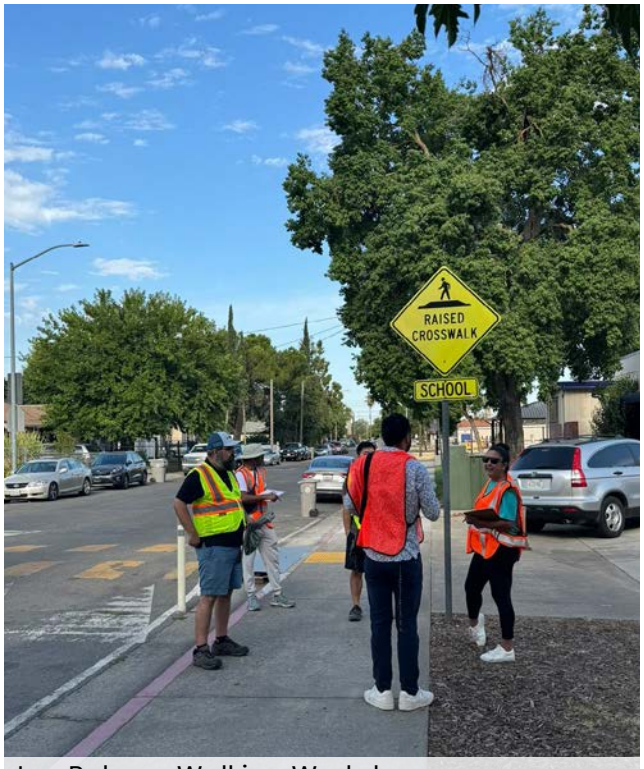
Data only tells part of the story. It is important to validate our conclusions, identify gaps, and refine our recommendations using local knowledge from the people who travel on City streets every day. The community is a partner in this vision, and we want to make sure that the network is one that people feel meets their needs. The project consisted of three engagement phases:

Phase One: Informing the Network (Spring 2023 – Fall 2023)
The purpose of Phase One engagement was to introduce the project to the community, receive feedback about key destinations that residents travel to in and around their neighborhood, and how they typically get to those destinations.

Phase Two: Refining the Network (Fall 2023 – Summer 2024)
Engagement for this phase focused on ground-truthing draft recommendations and identifying neighborhood network gaps through a combination of community-scale focus groups, workshops, pop-in events, walking workshops, and online resources. The primary goals of Phase Two project engagement were to:

1. share potential destinations and network alignments with the community,
2. review options for neighborhood connection and traffic calming solutions, and
3. receive community feedback to help finalize the network alignment and develop community-supported implementation recommendations.

Phase Three: Public Draft Plan (Fall 2024 – Spring 2025) During Phase Three, the project team presented the Public Draft Plan and received community input on recommendations for goals, network, and toolkit elements, as well as priorities for implementation of improvements.



Las Palmas Walking Workshop

The neighborhood connections plan is ultimately a series of community connections. To ensure that we were able to see both the neighborhood-scale and Citywide picture we employed several strategies designed to provide people options for how they wished to provide their input.

Focus Group Meetings

During the weeks of July 15th and 22nd, 2024, the City hosted a series of three virtual focus group meetings with representatives from neighborhood groups in College Area, Natomas and Northgate Areas, and South Sacramento as part of Phase Two.

Pop-Up Events and Community Meetings:

The City hosted pop-up events and attended community meetings in several neighborhoods to engage residents locally and reduce travel barriers to participation. These events provided project information and gathered input on key destinations and challenges to walking or biking in the area. They took place at parks, farmers' markets, and other community spots during Phase One (May – June 2023) and Phase Two (June – July 2024).

Online Storyboard and Engagement Map:

An engagement map for Phases One and Two was hosted by the larger Streets for People team but also included information on the proposed Neighborhood Connections network and allowed community members to leave comments on whether the draft neighborhood network met their needs. As part of Phase Two, and ArcGIS StoryMap provided project background information and goals, described the neighborhood network development process, and linked to the engagement map for community feedback.

Community Planning Team

To guide the development of Streets for People, the City created a Community Planning Team (CPT) composed of a diverse group of residents from the Streets for People focus plan areas. The CPT provided feedback for Neighborhood Connections in a June 17, 2024 meeting focused on project engagement and recommendations to meet the unique needs of each focus plan area.

Walking Workshops:

In-person walking workshops were held on corridors within five neighborhoods. These events provided the community with the opportunity to express their concerns about their perceptions of safety, accessibility, and comfort in real-time and brainstorm their vision for what the corridor could look like in the future. During Phase One (August – September 2023) locations included streets surrounding Steve Jones Park, Robertson Park, Robla Elementary School, Will C. Middle School, Irene B. West Elementary School, and Hiram Johnson High School. During Phase Two (July – August 2024) walking workshops occurred along Redding Avenue, N. Park Drive, Las Palmas Avenue, and Potomac Avenue.

Outreach Methods

The team prepared and distributed outreach materials including event flyers, social media posts, City blog posts, e-blasts, and event invitations sent directly to stakeholders. Event information was also provided on the project webpage at www.sacstreetsforpeople.org. Outreach and event materials for the general public were provided in English, Spanish, Mandarin, Vietnamese, and Hmong.

Robertson Community Center Popup

What We Heard

The project team used the knowledge gathered from each tool and event to refine the neighborhood connections network and the traffic calming recommendations. We recognize that not everybody has the time, capacity, or internet access to go out of their way to engage with projects like ours, which is why we went directly to many different parts of the city and provided multiple means of engagement as mentioned above. Below is a summary of what we heard during each phase of the project.

PHASE ONE: INFORMING THE NETWORK

Unsafe Driver Behavior: Drivers seemed to be traveling at unsafe speeds at each location and general dangerous behavior such as not looking during turns, veering into bike lanes, or evidence of tire marks from donuts or burnouts was observed.

Crossing Concerns: Crossings felt unsafe due to traffic conditions, too infrequent, and pedestrian signal timing.

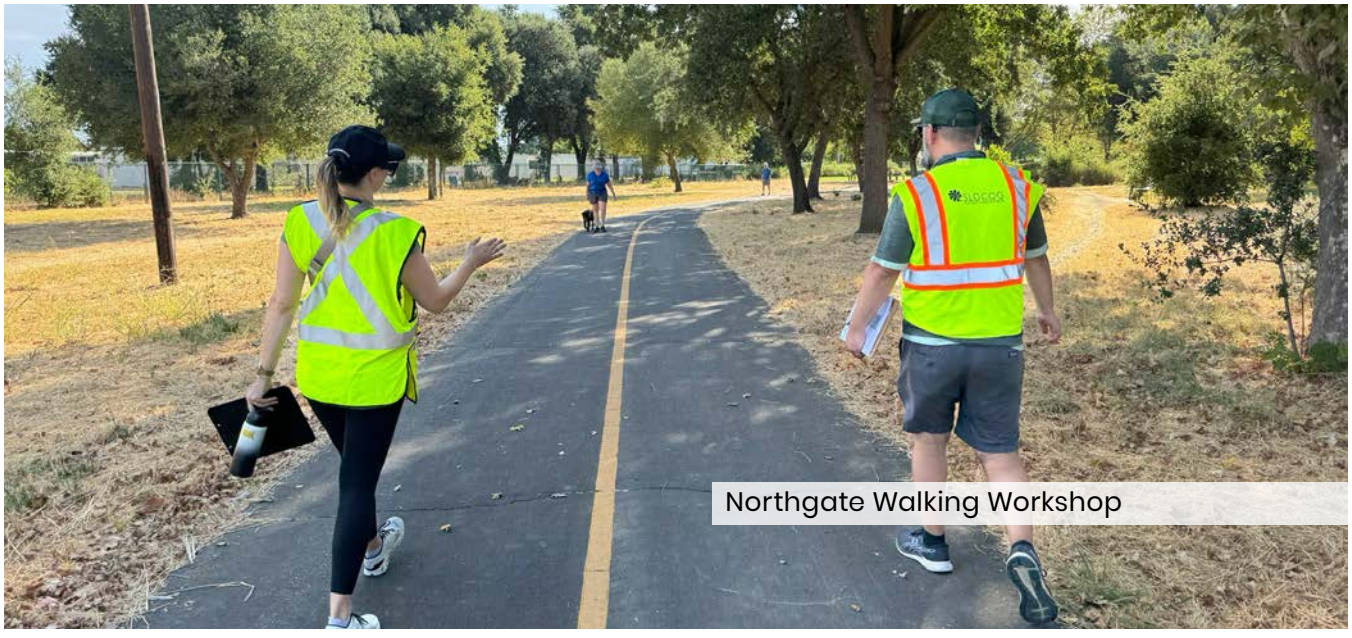
Sidewalk Issues: Sidewalks felt like they were too narrow to use comfortably, frequently cracked or in poor condition, and blocked by utility poles or boxes. Rolled curbs allowing the drivers to park on the sidewalk was a general concern.

Bike Facility issues: Bike lanes felt like they were too narrow, in poor condition, or were non-existent.

Lack of Shade: Lack of shade was a frequent concern both along sidewalks and at bus stops.

Lack of Lighting: A lack of pedestrian scale lighting was observed both throughout neighborhood streets and where multi-use paths were included, along the paths as well.

Destinations: The project team verified destinations (like schools, stores, or community centers) people want to go within their communities and how they get there or what route they would take if there were comfortable facilities.



Northgate Walking Workshop

PHASE TWO: REFINING THE NETWORK

Safety Concerns: Safety for pedestrians, cyclists, and scooter riders was a recurrent theme. Participants repeatedly raise issues regarding unsafe conditions for biking and walking on busy streets.

Cut-through Traffic: Vehicles using smaller neighborhood streets as a cut-through to avoid traffic on arterials can often result in high traffic speeds and safety concerns for pedestrians and cyclists.

Connectivity Challenges: There are significant concerns about east-west and north-south connectivity, particularly when navigating major roadways without a vehicle. There is also a desire to improve connectivity for active transportation methods to key destinations, such as parks, shopping centers, and river trails.

Infrastructure Improvements and Equity: There is a need for improved infrastructure, including bike lanes, sidewalks, and raised crosswalks to enhance walkability and safety. Prioritization of projects should be done in an equitable manner, with a focus on ensuring that all neighborhoods receive adequate attention and resources.

Environmental Considerations: Sustainable active transportation options reduce car dependency and air pollution. Trees and green spaces not only provide shade for enhanced walking and biking, but also improve air quality, public health, and well-being for the community.

PHASE THREE: PUBLIC DRAFT PLAN

To be added after the Public Draft review period.

4

Existing Conditions

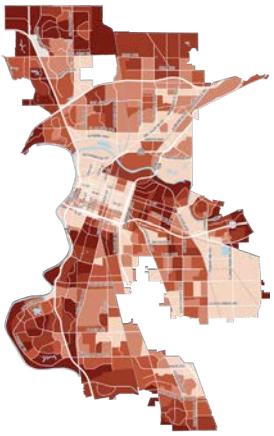
Chapter 4: Existing Conditions

The Existing Conditions Report describes a layered approach to identify needs and opportunities in the City. This approach involved multiple factors and perspectives to comprehensively understand and address the community's needs. By layering various data, such as traffic patterns, safety concerns, and environmental impacts, key opportunities for improvement were identified. Understanding current mobility trends and challenges is essential for laying the foundation for Sacramento's future.

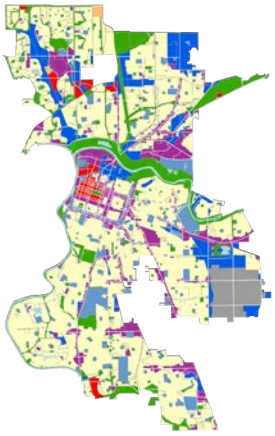
› **Figure 2 –** Existing Conditions Data Considered

Street Network

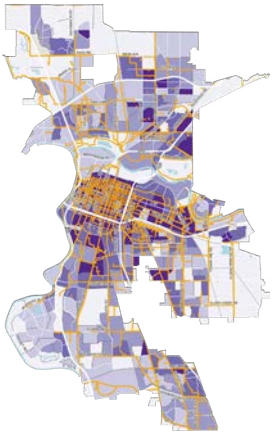
Social Needs



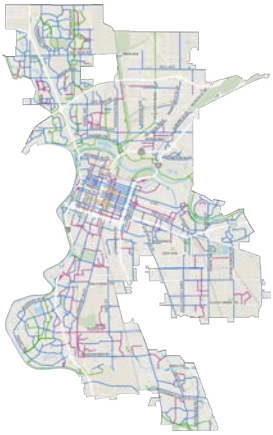
Land Use & Destinations



Travel Patterns

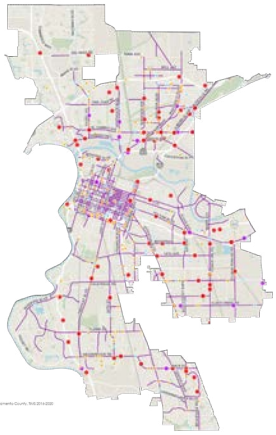


Walking & Biking Facilities



Transit Routes & Ridership

Crashes & Safety



Who lives in Sacramento?

To better connect people who live, work, and travel throughout Sacramento, it is important to understand the demographic changes in the city. According to the 2021 5-Year ACS and 2010 5-Year ACS, Sacramento is increasing in age, education, wealth, and diversity. The following facts from the ACS data provide an overview of existing and emerging demographic trends in Sacramento:

The median age is 35.2 years old. A significant part of the population falls within the 24 to 34 age range, followed by those aged 35 to 44, and then by the 45 to 54 age group.

For residents aged 25 and older, the percentage of those with a bachelor's degree or higher increased by 5% between 2010 and 2021. In 2021, those who had obtained that level of education equated to 24% of the 25 and over population.

15% of the population lives below the poverty line of $49,000 as income.

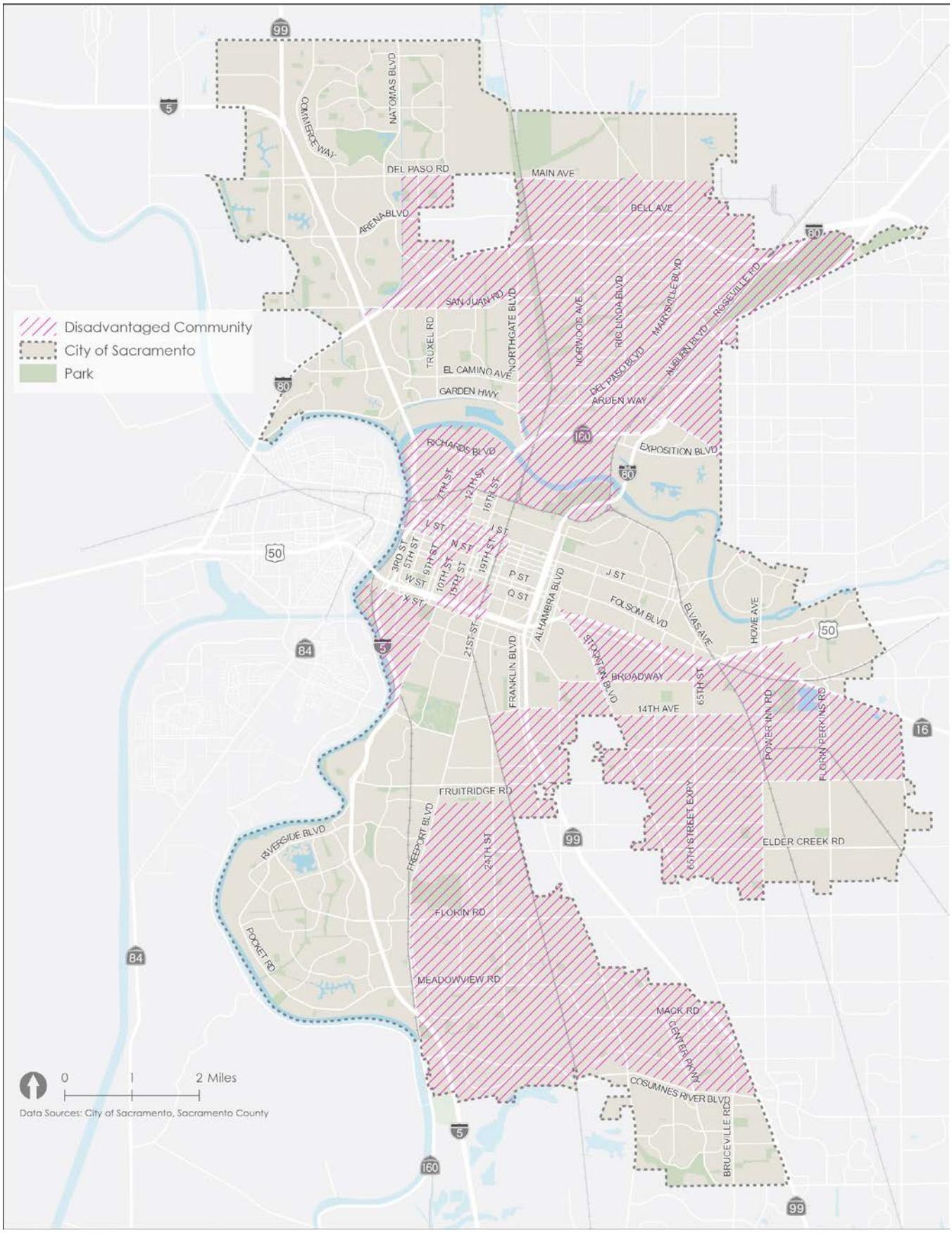
The city is diverse. Of the population, 31.14% of residents are white, 28.89% are Hispanic, 20.45% are Asian or Pacific Islander, 12.76% are black, 6.50% are two or more races, and 0.26% are American Indian. Of this demographic makeup, 12% live with a disability.

Compared to the State and County, the city has a higher percentage of minority residents, households below the federal poverty level, and households with no access to a vehicle. Individuals without vehicle access and disadvantaged populations are more likely to walk, bike, and use public transit. Disadvantaged populations (› **Figure 3**) are characterized by various factors, including low income, racial and ethnic minority status, limited access to grocery stores, and exposure to water and air pollution. For this effort, Disadvantaged Communities are identified as Census Tracts that rank in the top 25% of the California Office of Environmental Health Hazard Assessment's CalEnviroScreen tool or are designated as disadvantaged by the U.S. Environmental Protection Agency's Climate and Economic Justice Screening tool (CEJST).

Additionally, the Center for Neighborhood Technology (CNT) sets a "driving budget" for an area based on the average household income and the concept that no more than 15% of income should be allocated toward transportation. The CNT estimates that the average annual cost of vehicle ownership in the City of Sacramento is $14,784, which is 136% higher than the area's affordable "driving budget". Additionally, the CNT's Housing & Transportation Index sets a threshold of 45% of household income that should reasonably go toward housing and transportation. Sacramento households spend 46% of their income on housing and transportation which means that the average resident is housing and transportation burdened.

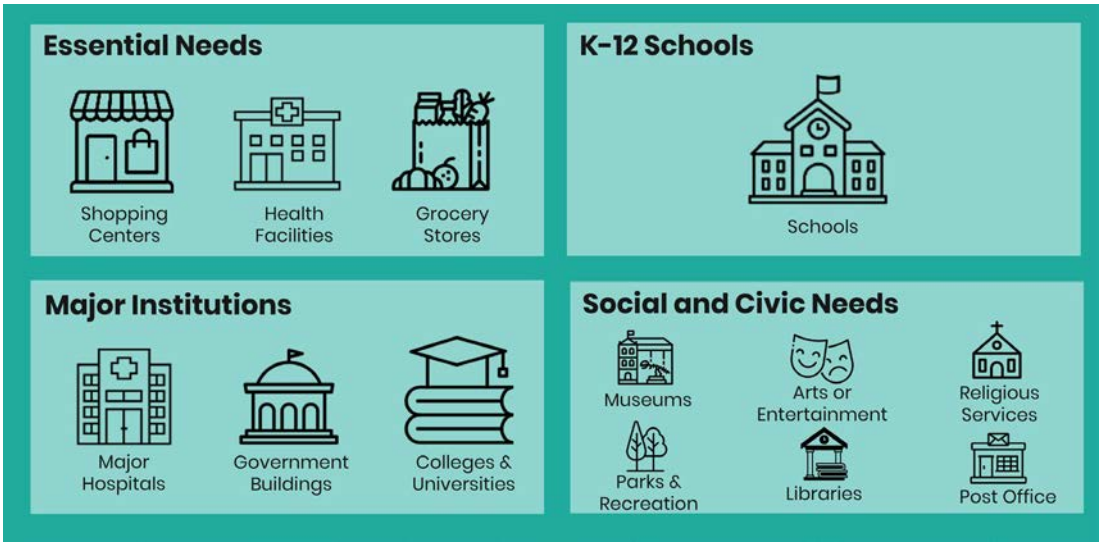
As shown in › **Figure 3**, much of the City is either considered a Disadvantaged Community or Housing and Transportation cost burdened. Improving the network for people walking and biking expands travel options for people who do not have access to a vehicle and increases opportunities for people to walk or bike to access community destinations. Further details can be found in the Sacramento Neighborhood Connections Existing Conditions Analysis in **Appendix A**.

› **Figure 3 –** Disadvantaged Communities



Where Do We Want to Go?

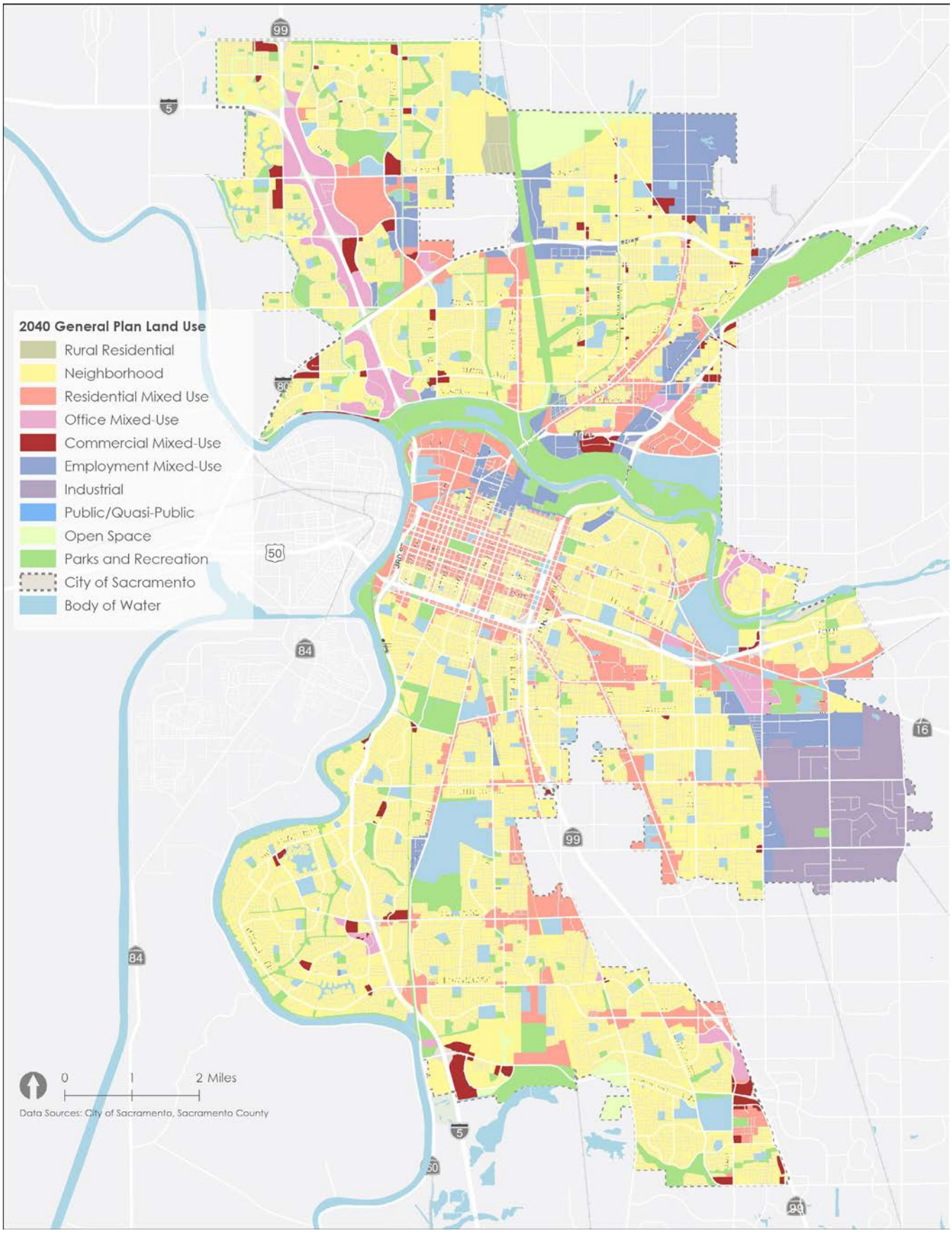
Differences in land use significantly affect active transportation access to neighborhood destinations. The current land use in the city can be seen in **› Figure 4**. In Midtown and Downtown, people can generally bike, walk, or roll to destinations due to the greater proximity of various services and amenities. In contrast, in much of the rest of the city where destinations are separated from neighborhood homes, people experience more limited access. Additionally, commercial development in these areas is often concentrated along major corridors, further impacting accessibility for people walking, biking, or rolling. Neighborhood Connections focus on improving connections for walking and biking to everyday needs including the following uses, located throughout the city as shown in **› Figure 5.**



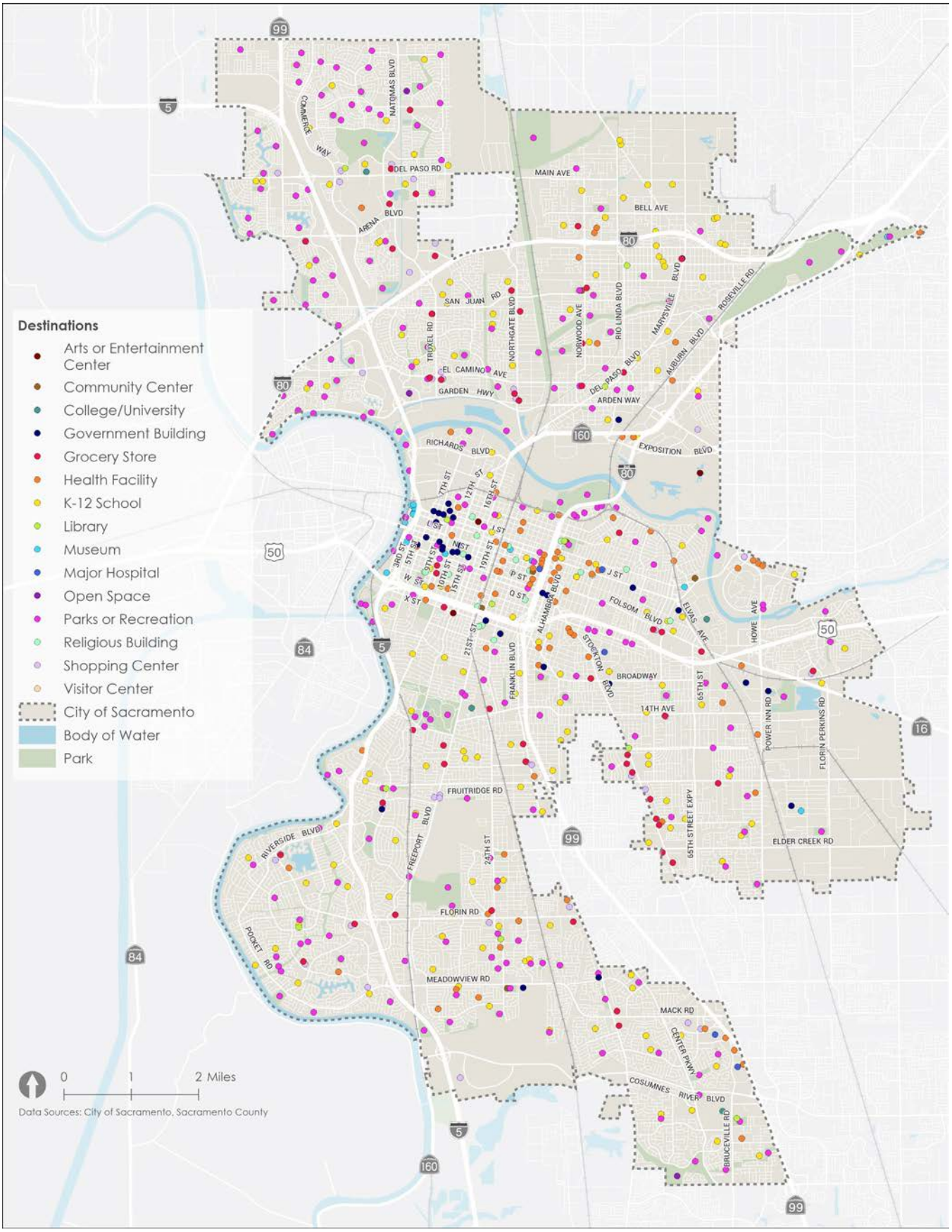
Completing these trips by foot, bike, or other nonmotorized means offers residents of Sacramento more opportunities to save money, contribute to climate action, and engage in physical activity. To better understand the way people move around Sacramento, the Neighborhood Connections Plan reviewed modeled trip lengths using Replica. Replica is a private company that aggregates data from cellular locations, the census, credit card purchases, and other datasets to estimate travel behavior for where people are going and how they get there (such as by walking, biking, or driving). This software was used to identify where trips of 2 miles or less – approximately a 15-minute bike ride – are frequently taken. The results, seen in **› Figure 6**, provided insights on where the potential demand for low-stress connections aligns with the need for improved access to key destinations.

Nearly half of the trips Sacramentans take are to do things like shop, eat, socialize, and run errands, while work or school trips make up the other half. While driving remains the most common mode of transportation, Sacramentans choose to walk or bike in certain contexts. For example, although most trips to and from work are made by people driving, nearly one in four students walks or bikes to school. For trips of five miles or less, residents choose to walk or bike nearly a quarter of the time. Frequent walking trips often occur along major roadways, particularly in areas with diverse land uses. Short trips are more prevalent in locations with a higher concentration of neighborhood destinations. The Neighborhood Connections Network seeks to make these short trip connections more comfortable and appealing when walking, biking, or rolling.

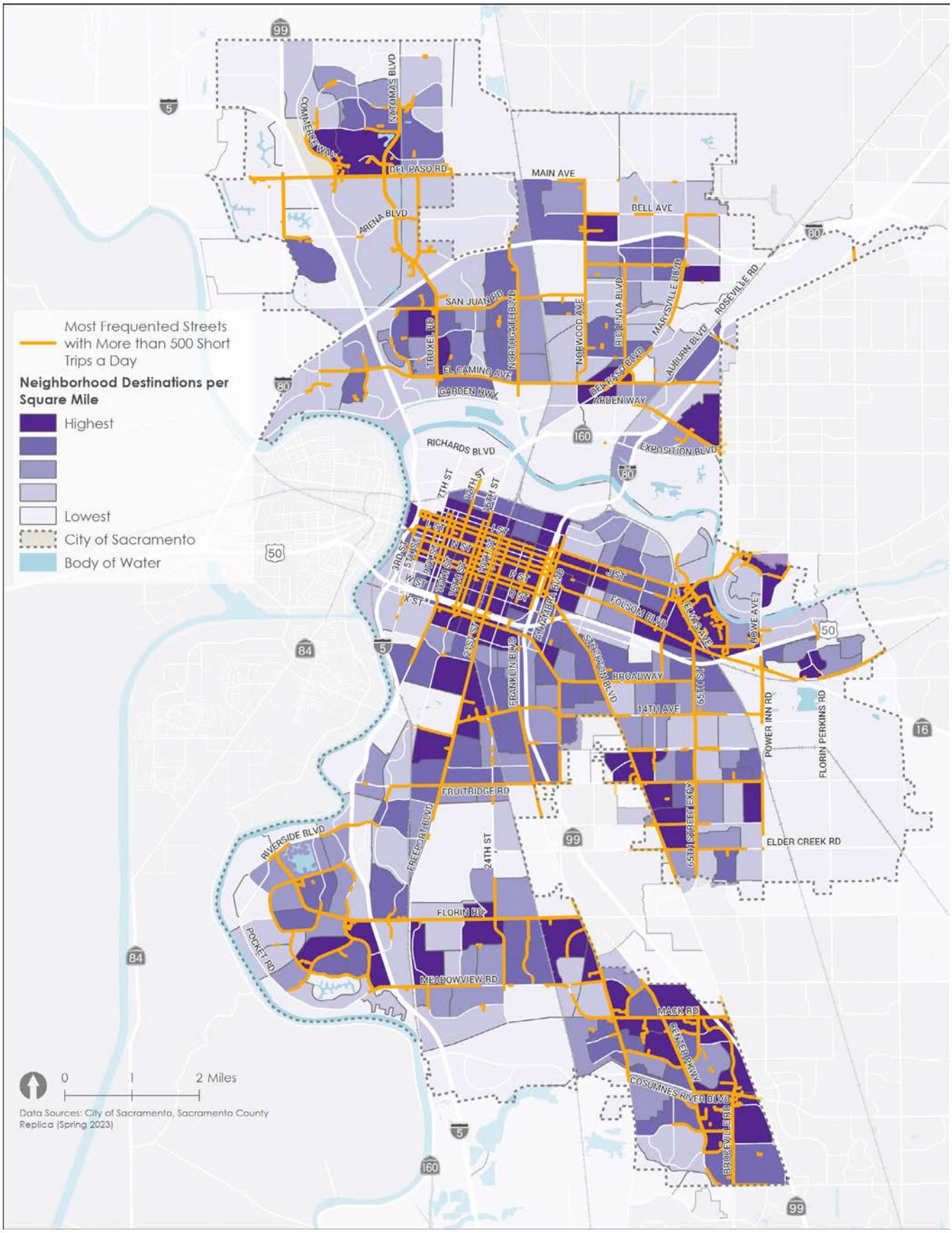
› **Figure 4 –** Land Use



› **Figure 5 –** Neighborhood Destinations



› **Figure 6 –** Frequent Short Trips



Walking Today

Sacramento is a diverse city that is growing in its urban and suburban areas. Mixed use infill development increases opportunities for people to walk and bike as the distances between their destinations decrease with more limited opportunities to change existing infrastructure. New suburban development offers opportunities for new infrastructure to help provide comfortable connections. As Sacramento develops, the demand for transportation options is increasing. To address these changing needs and desires, it is important to understand what makes a place safe and comfortable for walking. People walking are:

- Sensitive to detours that increase the time or distance to their destination;
- More comfortable when routes provide shade, water, and places to rest; and
- In need of walkways with accessible and comfortable designs for people who use mobility devices and people with hearing and visual impairments.

Sidewalks are present on most streets in Sacramento. However, infrastructure is missing on one or both sides of the road in the north- and southeastern reaches of the City, where land uses are characterized by rural homes and industrial uses. Additionally, some local streets in residential areas are lacking sidewalks.

CROSSING THE STREET

One of the most significant barriers to walking is how frequently and comfortably someone can cross the street to get to their destination. Having frequent crossings and pedestrian access points can significantly decrease the distance needed to walk to a destination. In Downtown, crossings are frequent even across major roads. Outside of Downtown, there are fewer opportunities to cross. Additionally, the type of crossing can have a major impact on mobility for people walking. For example, signalized intersections generally provide a dedicated time and space for people walking to cross. However, most intersections are not signalized. The types of crossing treatments which can be found in Sacramento at unsignalized intersections are shown and described on the next page.

Full Crossings have marked crosswalks on all legs of the intersection.

Half Crossings have marked crosswalks on at least one leg of each street.

Partial Crossings have a marked crosswalk that crosses one street.

Midblock Crossings facilitate crossing to places people want to cross where no stop signs or traffic signals regulate the crossing.

Rectangular Rapid-Flashing Beacons are user-actuated yellow flashing lights to improve safety at uncontrolled, marked crosswalks. They are used to alters drivers to yield where people walking have the right-of-way crossing a road.

WALKING COMFORT

In order to understand comfort for people walking on a given roadway, a pedestrian comfort metric was developed. A variety of factors are known to influence comfort for walking, such as the speed and volume of traffic, presence of a sidewalk, available shade, and design of the road. As illustrated below, the walking comfort metric ranges from Level 1 through 4. Level 1 indicates facilities are comfortable for people of any age or ability to walk and roll on like neighborhood streets or shared use paths along streets with low vehicle speeds and numbers of lanes. Level 4 indicates facilities that people might only walk or roll along if they have no other choice, such as a high speed arterial or a street with no sidewalks and higher numbers of lanes or speeds. This analysis includes surface streets and shared use paths, but freeways are not analyzed as walking and biking is prohibited.

Comfort Scoring

The criteria shown in **Table 1** were used to determine the walking comfort scores shown in **› Figure 7** for each street in Sacramento.

Table 1 – *Walking Comfort Criteria for Streets in Sacramento*

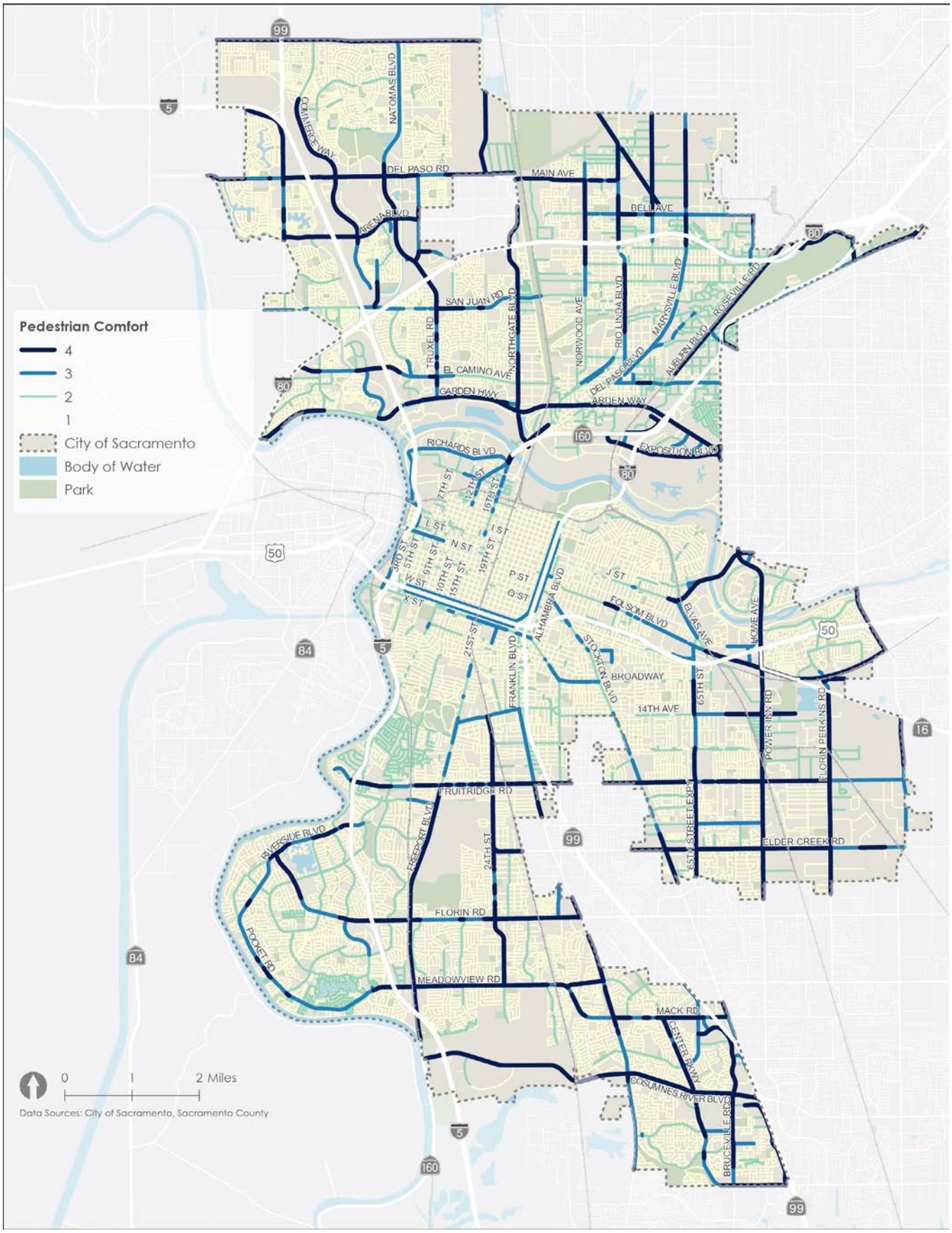
Posted Speed Limit	Number of Lanes	No Sidewalk	Sidewalk	Shaded Sidewalk*	Shared Use Path
25 MPH or Lower	2 Lanes	2	1	1	1
	3 Lanes	4	2	1	1
	4+ Lanes	4	3	2	1
30-35 MPH	2-3 Lanes	3	2	1	1
	4-5 Lanes	4	3	2	1
	6+ Lanes	4	4	3	3
40 MPH or Greater	2-3 Lanes	4	3	2	1
	4-5 Lanes	4	4	3	2
	6+ Lanes	4	4	4	3

**For the purposes of this analysis, a shaded sidewalk is one in which the estimated tree canopy provides coverage over at least 50% of the street as measured in linear feet. The City's street tree layer was utilized to identify tree locations, and an average 20' canopy (10' in each direction from tree trunk center point) was assumed per tree.*

Walking Comfort Level (1 - Most Comfortable to 4 - Least Comfortable)

1 2 3 4

› **Figure 7 –** Walking Comfort



WALKING ASSESSMENT

While sidewalks are one key element in determining comfort for people walking, they do not tell the whole story. As noted previously, things like missing or uncomfortable crossings, proximity to the street, and other elements can create barriers to walking. In order to evaluate access to destinations via walking, a walkability assessment was conducted which identifies the presence of sidewalks as well as crossings, destination locations, and other elements. Access to the key destinations was assessed for people walking using the following elements:

- Determine key destinations (see **› Figure 5**).
- Define the low stress network and crossings and identify barriers for people walking. The analysis assumes people of all ages and abilities will walk along low stress streets and cross at low stress intersections, but that not all people will utilize higher stress streets or intersections.
- Calculate the area people can comfortably walk from a given destination for a person walking four feet per second on a 15-minute trip—just under 0.70 miles.

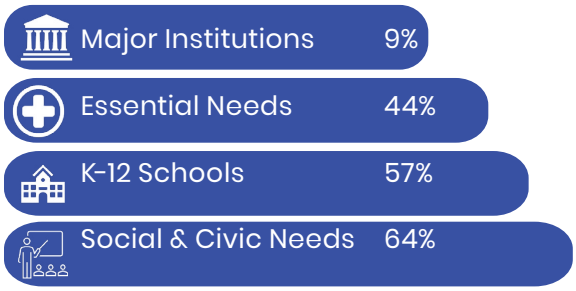
› Figure 8 shows an illustrative example of the analysis of a 15-minute walk shed for the typical rider. Notably, people living east of Truxel Road are unable to access the Foodmaxx due to limited places to cross the street. The high speeds and volumes also make Truxel Rd a high stress road.

› Figure 8 – Walk Access Barrier Example

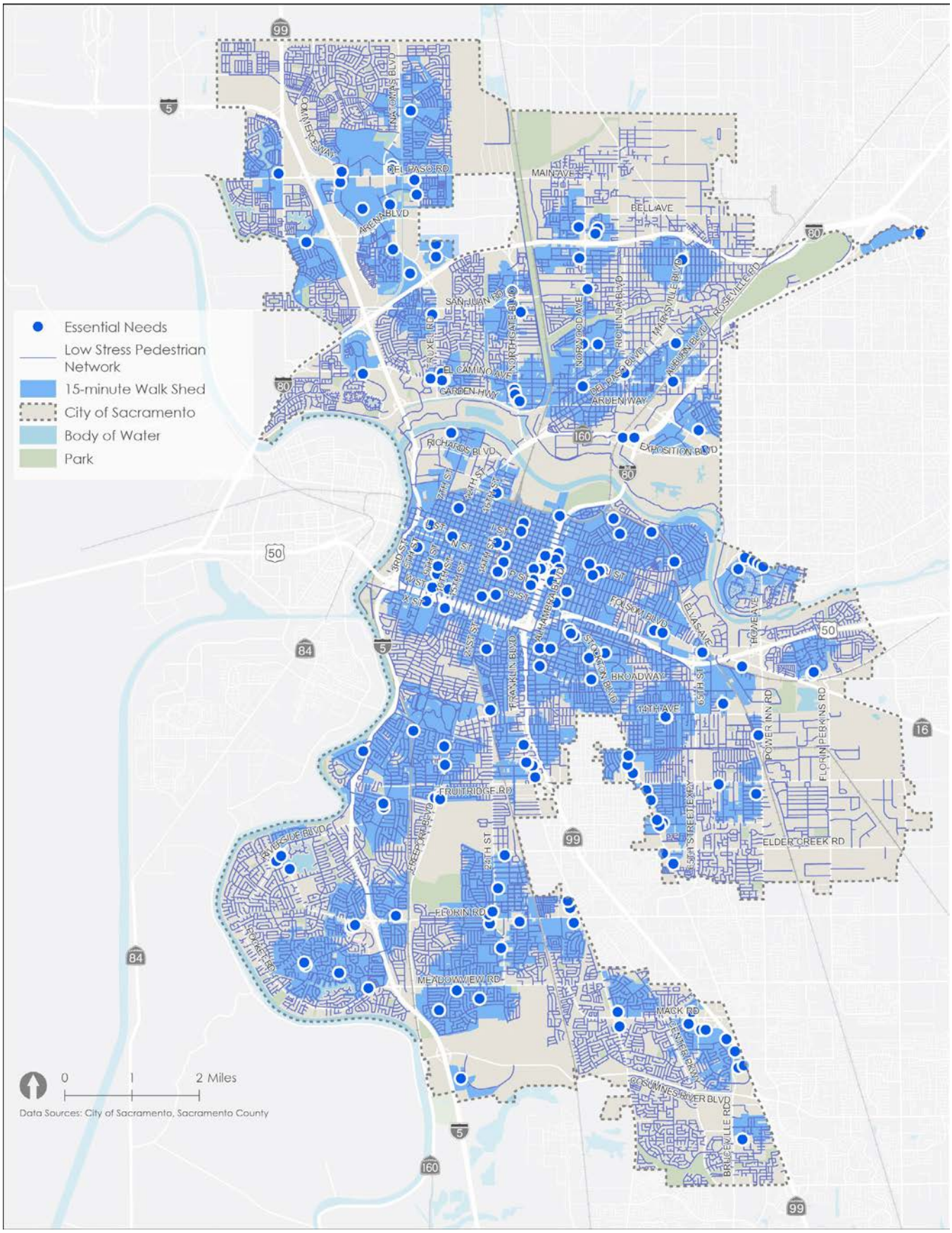
The analysis interprets Federal Highway Administration's (FHWA) Guidebook for Measuring Multimodal Network Connectivity and National Association of City Transportation Officials' (NACTO) Designing for All Ages and Abilities, as well as taking into consideration local conditions and available data to create a tailored model for Sacramento. This analysis includes surface streets and shared use paths, but freeways are not analyzed as walking and biking is prohibited. For more information on the calculations, see the Existing Conditions Analysis in **Appendix A**.

The results of the walking analysis can be seen in **› Figure 9** The following key observations resulted from the walking assessment:

- Less than half (44%) of residents have access to essential needs (grocery stores, health care, and shopping centers) by walking.
- Proximity and directness are critical to access destinations walking.
- Not everyone walks at the same pace or "average speed" – people who walk slower due to age or disability may have less access.
- Places to cross barriers like highways, rivers, and major streets are limited, which makes it less convenient to access some destinations.



› **Figure 9 –** Walk Access to Essential Needs



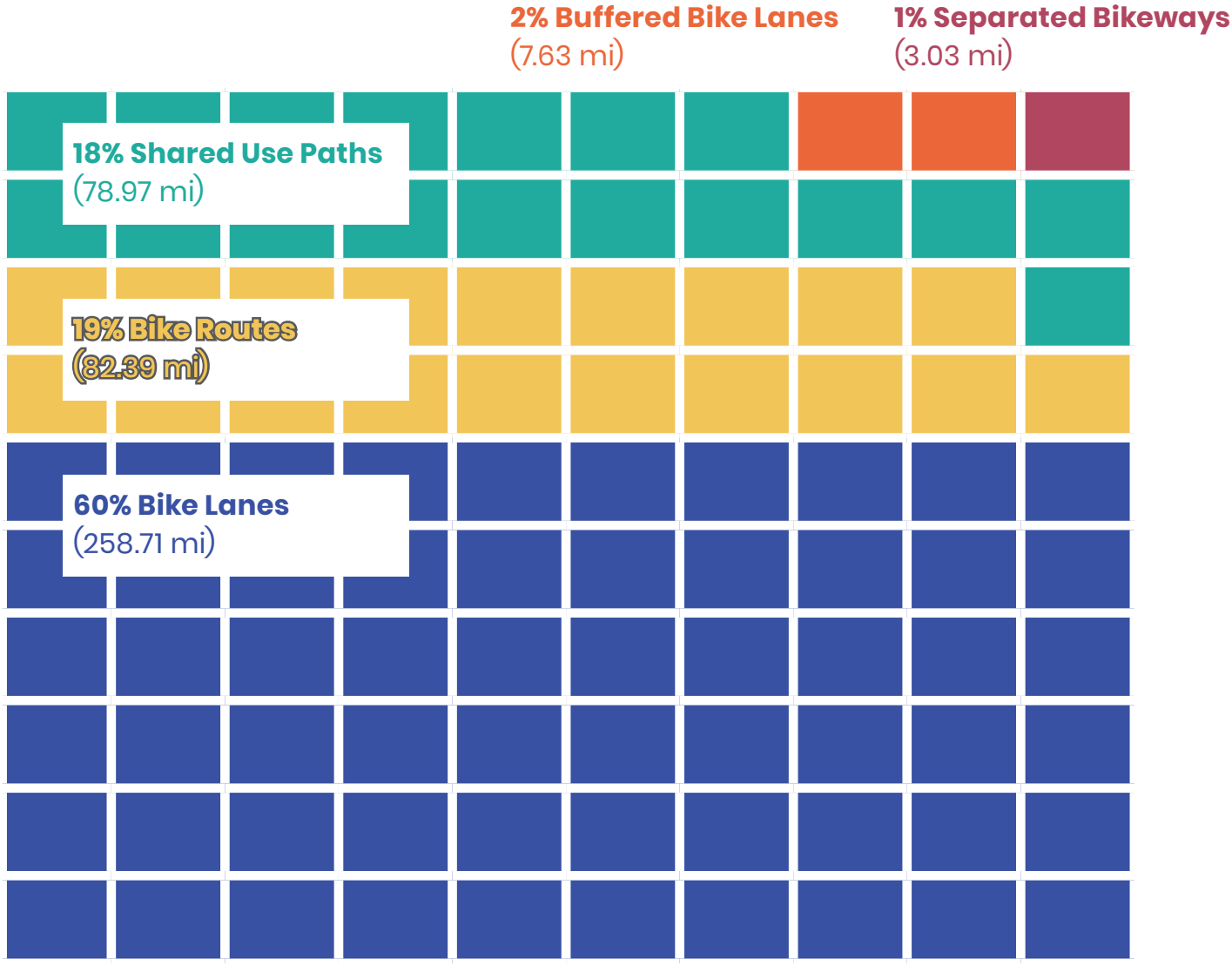
Biking Today

A complete, connected bike network that is comfortable and safe for people of all ages and abilities is critical to make biking a viable transportation option in Sacramento. Expanding and enhancing the bicycle network throughout the city can help reduce congestion as people can choose to bike rather than drive. This shift can lead to better health, less traffic congestion, and reduced greenhouse gas emissions.

BIKE FACILITIES IN SACRAMENTO

The next page shows examples of bike facilities currently provided in Sacramento. › **Figure 10** shows the lane miles of each facility type in Sacramento today. State facility classes are noted in parentheses for each, as defined in the California Highway Design Manual.

› **Figure 10 –** Mileage of Bike Facilities by Type



Shared Use Paths (Class 1) are paved trails, physically separated from motorized traffic and designed for use by people biking, walking, and rolling. These facilities are generally considered comfortable for all users and are used for commuting, access to everyday needs, and recreation. Shared use paths run along the Sacramento River and American River, as well as in several neighborhoods throughout the city.

Bike Lanes (Class 2) are striped lanes with pavement markings and signs that designate an exclusive lane for bicycle use only. Bike lanes are dispersed throughout the city. Bike lanes are most appropriate on lower speed and volume streets; those on multi-lane streets or those with higher vehicle speeds and volumes may not be comfortable for most users.

Buffered Bike Lanes (Class 2) are bike lanes with a striped buffer between the bikeway and vehicle traffic and/or adjacent parking lane. The buffers can improve user comfort.

Bike Routes (Class 3) are signed and/or marked streets where drivers share the travel lane with people biking. Bike routes may include additional traffic calming elements to improve user comfort. Bike routes on higher speed and volume roads are generally not considered comfortable for most users.

Separated Bikeways (Class 4) are physically separated from other modes of traffic. Separated bikeways can be designed for one direction of traffic or bi-directional. Some forms of separation include flex posts, curbs, planters, or other forms of separation. Separated bikeways may be designed at street level or elevated to sidewalk level. These types of bikeways are generally considered comfortable for most users.

BICYCLE COMFORT

Neighborhood connections are focused on creating places to bike that are comfortable for anyone, regardless of their age, skills, or ability. As with walking, a variety of factors are known to influence comfort for biking, such as the speed and volume of traffic, presence and type of bicycle facility, and the design of the road. As illustrated below, the biking comfort metric ranges from low-stress streets comfortable for children (Level 1) to high-stress streets only comfortable for experienced riders (Level 4). This analysis includes surface streets and shared use paths, but freeways are not analyzed as walking and biking is prohibited. Bicycle LTS results of city streets can be seen in › **Figure 11**.

Roadways without designated bike infrastructure were analyzed as "Mixed Traffic." Routes with mixed traffic pose barriers to people biking as most are major roads with higher speeds, more travel lanes, and greater traffic volumes. These factors also limit the number of comfortable crossings located throughout the city. The map shows that while neighborhood streets might be comfortable to most, many streets can be uncomfortable to some due in part to the lack of traffic calming along a roadway, lack of dedicated bicycle facilities, and stress caused by adjacent motor vehicles.

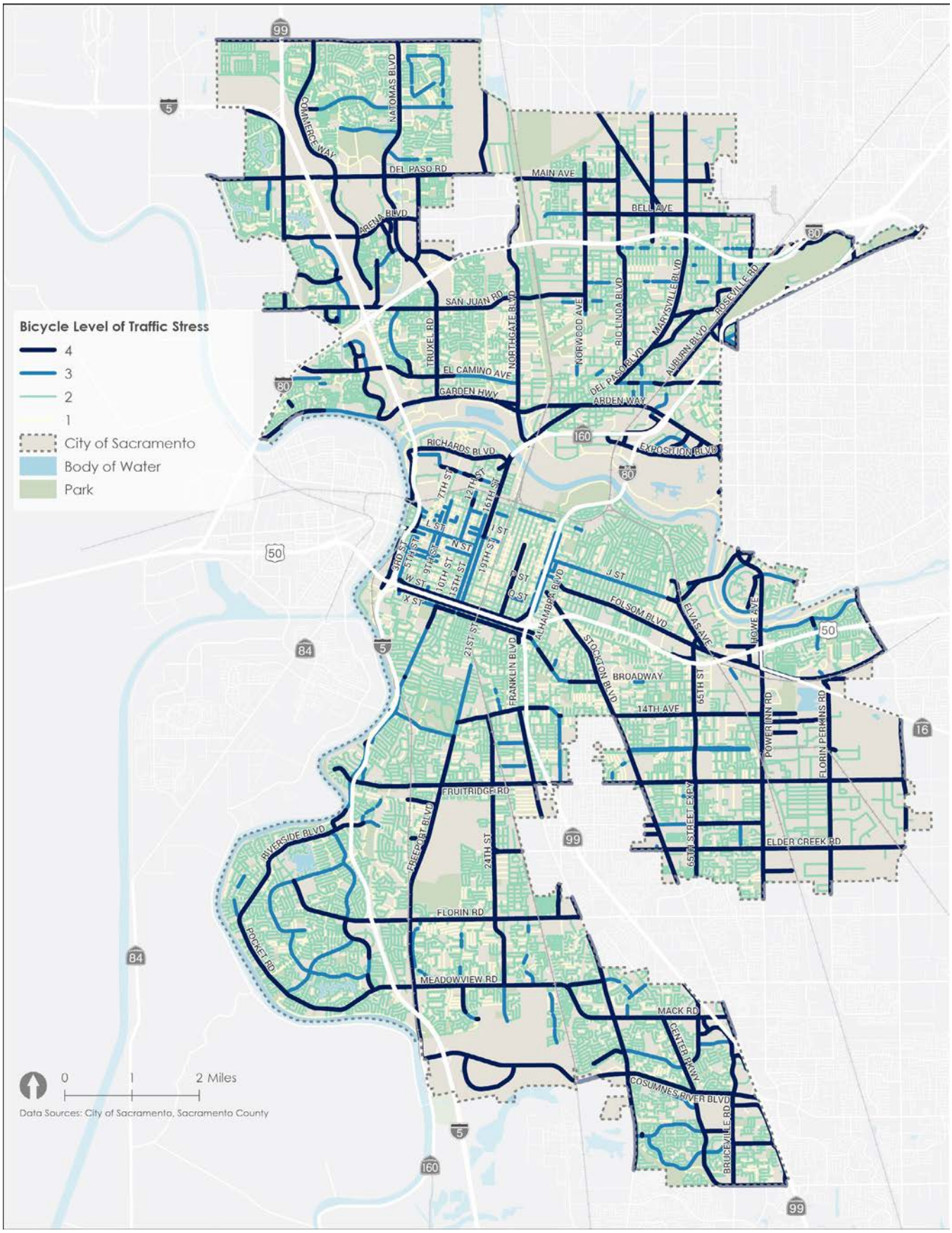
Table 2 – *Bicycle Level of Traffic Stress Criteria for Streets in Sacramento*

Posted Speed Limit	Number of Lanes	Mixed Traffic / Bike Routes	Bicycle Boulevards	Striped Bike Lane	Buffered Bike Lane	Protected Bike Way	Shared Use Path
25 MPH or Lower	2 Lanes	2	1	1	1	1	1
	3 Lanes	3	2	1	1	1	1
	4+ Lanes	4	4	1	1	1	1
30 MPH	2 Lanes	3	2	1	1	1	1
	3 Lanes	4	4	1	1	1	1
	4-5 Lanes	4	4	3	2	1	1
	6+ Lanes	4	4	4	3	2	1
35 MPH	2-3 Lanes	4	4	4	2	1	1
	4-5 Lanes	4	4	4	3	1	1
	6+ Lanes	4	4	4	4	3	1
40 MPH or Greater	2-3 Lanes	4	4	4	4	2	1
	4-5 Lanes	4	4	4	4	2	1
	6+ Lanes	4	4	4	4	3	1

Biking Comfort Level (1 - Most Comfortable to 4 - Least Comfortable)

1 2 3 4

› **Figure 11 –** Bicycle Level of Traffic Stress (LTS)



BIKING ASSESSMENT

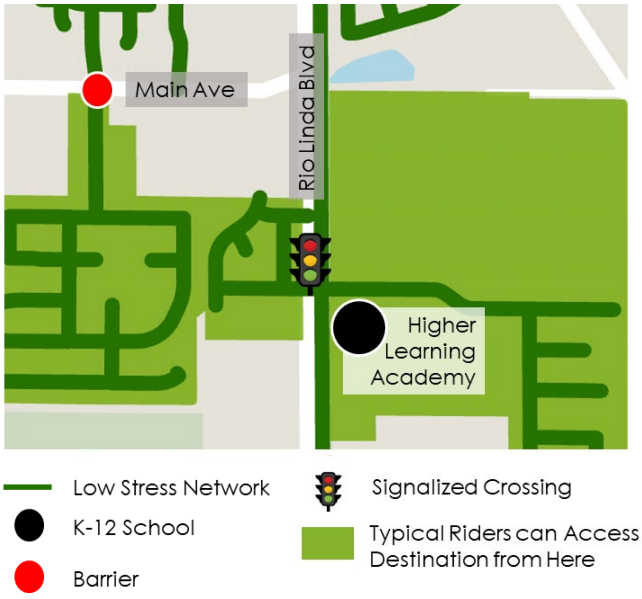
People biking experience the roadway differently than people driving and may be dissuaded from riding entirely if the infrastructure does not feel safe. As with walking, the type of bike infrastructure as well as the treatment at crossings can make biking more or less comfortable. A "bikeability assessment" was conducted beginning with the "low stress network" and integrating additional elements related to crossing infrastructure and locations of destinations. Steps in the biking assessment include:

- Determine key destinations (see **› Figure 5**).
- Define the low stress network and crossings and identify barriers for people biking. The analysis assumes people of all ages and abilities will bike along low stress streets and cross at low stress intersections, but that not all people will utilize higher stress streets or intersections.
- Calculate the area a typical bike rider that travels 8 MPH, or up to 2 miles, can reach on a 15-minute trip. People riding electric bikes and athletic riders that may be capable of higher average speeds can likely access more destinations than the typical rider; however, using the typical rider allows the sheds to reflect a greater portion of the biking population.

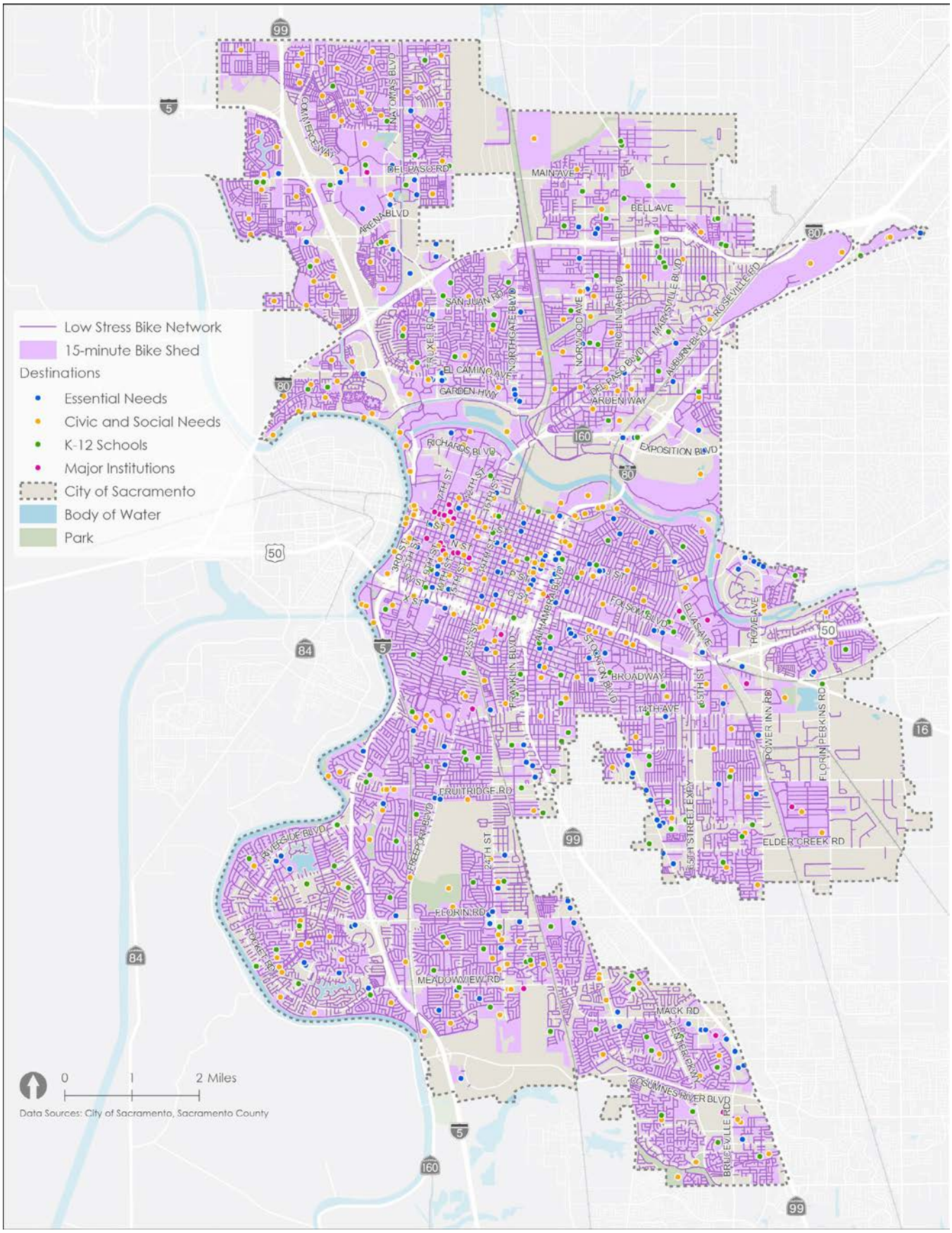
› Figure 12 shows an illustrative example of the analysis of a 15-minute bike shed for the typical rider. Notably, the low stress network is not continuous enough to provide typical riders access to the K-12 schools in the area. Higher Learning Academy has a barrier along Main Avenue as it is a 40MPH road with unsignalized intersections. This segregates the northern portion of the neighborhood from accessing the school.

The analysis interprets FHWA's Guidebook for Measuring Multimodal Network Connectivity, FHWAs Bikeway Selection Guide, and NACTO's Designing for All Ages and Abilities as well as taking into consideration local conditions and available data to create a tailored model for Sacramento. This analysis includes surface streets and shared use paths, but freeways are not analyzed as walking and biking is prohibited. For more information on the calculations, see the Existing Conditions Report **(Appendix A)**.

› Figure 12 – 15-Minute Bike Shed Example

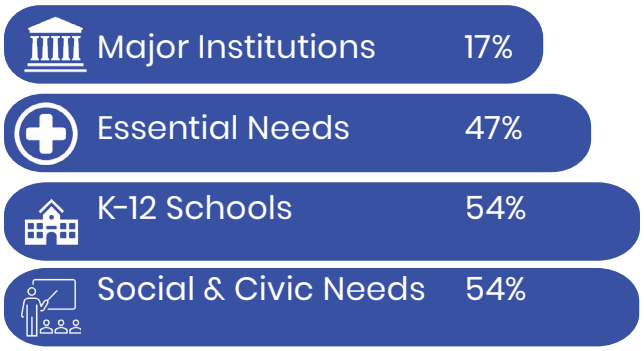


› **Figure 13 –** Bike Access to At Least One Neighborhood Destination



The results of the biking analysis can be seen in **> Figure 13.** The following key observations resulted from the biking assessment:

- Less than half (47%) of residents have access to essential needs by bike.
- The distance traveled for a rider in 15 minutes varies; people using e-bikes might travel faster and families riding with children might travel slower.
- Places to cross barriers like highways, rivers, and major streets are limited, which makes it less convenient to access some destinations. Suburban residents are most disconnected from daily needs, schools, and major destinations because destinations are often located along major roads.



Walking and Biking Safety

While the comfort scores above are centered around the perception of comfort, the feelings of comfort along a roadway are directly associated with safety experienced along a roadway. As a result, experienced safety is a barrier for Neighborhood Connections, and streets that are perceived as unsafe are often avoided by people walking, biking, or rolling. Key opportunities for potential safety improvements for Neighborhood Connections, similar to the barriers mentioned above, were crossings of major and minor roads as well as routes without traffic calming elements in place.

Crashes were evaluated for a five-year period between 2016 and 2020 using the Transportation Injury Mapping System (TIMS), which is maintained by SafeTREC at the University of California, Berkeley. Of the people killed or seriously injured walking or biking on low-speed roads, the crash analysis found that 111 involved a person walking and 80 involved a person biking. Of the 111 walking fatal or serious injury crashes, 31 occurred at an intersection while 80 occurred along a roadway segment. Of the 80 bicycle fatal or serious injury crashes, 32 occurred at an intersection while 28 occurred along a roadway segment.

Other key findings include:

- 1 in 5 pedestrian fatal or serious injury crashes occur as people walk along the road.
- 1 in 4 pedestrian fatal or serious injury crashes occur due to crossing outside of a crosswalk.
- 1 in 4 bicycle fatal or serious injury crashes involve a vehicle driver turning into a person biking.
- 1 in 4 bicycle fatal or serious injury crashes occur due to wrong way riding.

› **Figure 14 –** Key Facts: Collisions on Low-Speed Streets

People Killed or Seriously Injured Walking or Biking on Low-Speed Roads

111 Walking
31 Intersection
80 Segment

80 Biking
32 Intersection
28 Segment

In Road, Including Shoulder: 1 in 5 pedestrian KSI-collisions occur as people walk along the road.

Crossing Outside of a Crosswalk: accounts for more than 1 in 4 pedestrian KSI-collisions.

Improper Turning: 1 in 4 bicycle KSI-collisions involve a vehicle driver turning into a person biking.

Wrong Way Riding: accounts for almost 1 in 4 KSI-collisions involving people biking.

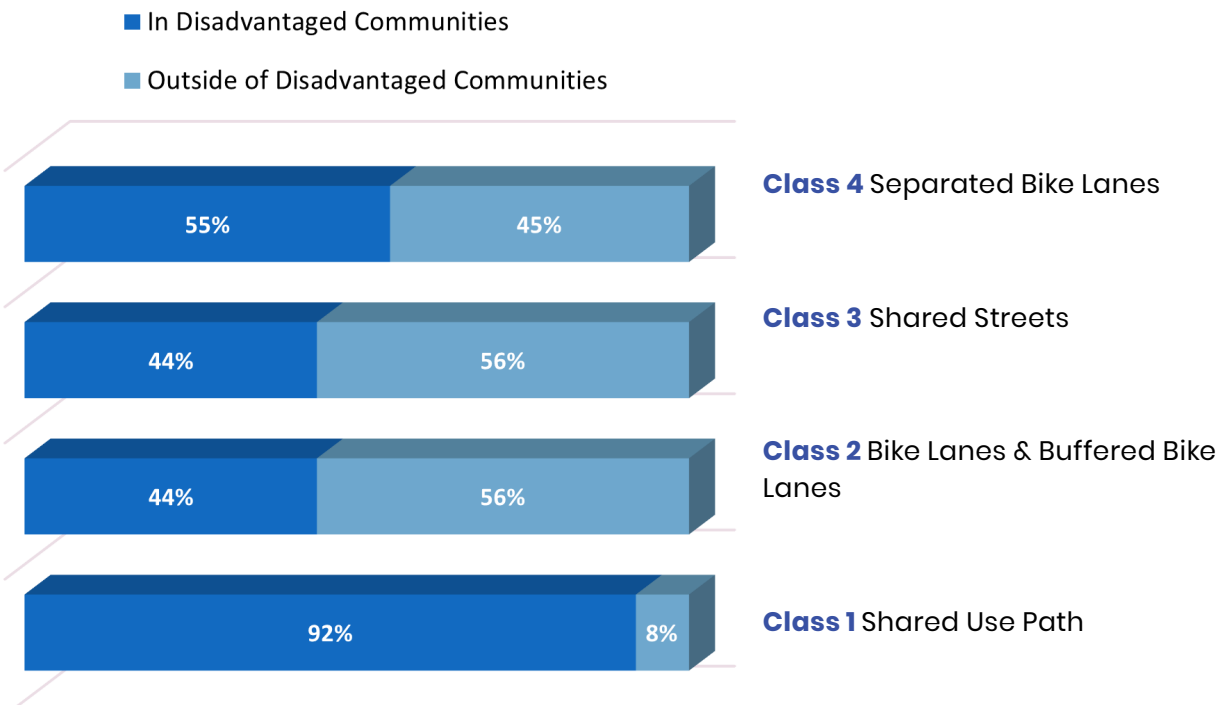
How Equitable is Our System?

Transportation equity is about more than making sure people have comfortable places to walk and bike. Different population groups have different needs when it comes to transportation. We also know that historically in the United States, transportation decisions have had greater negative impacts on racial and ethnic minority groups. These groups often stand to gain the most from transportation improvements today when those investments meet their unique needs.

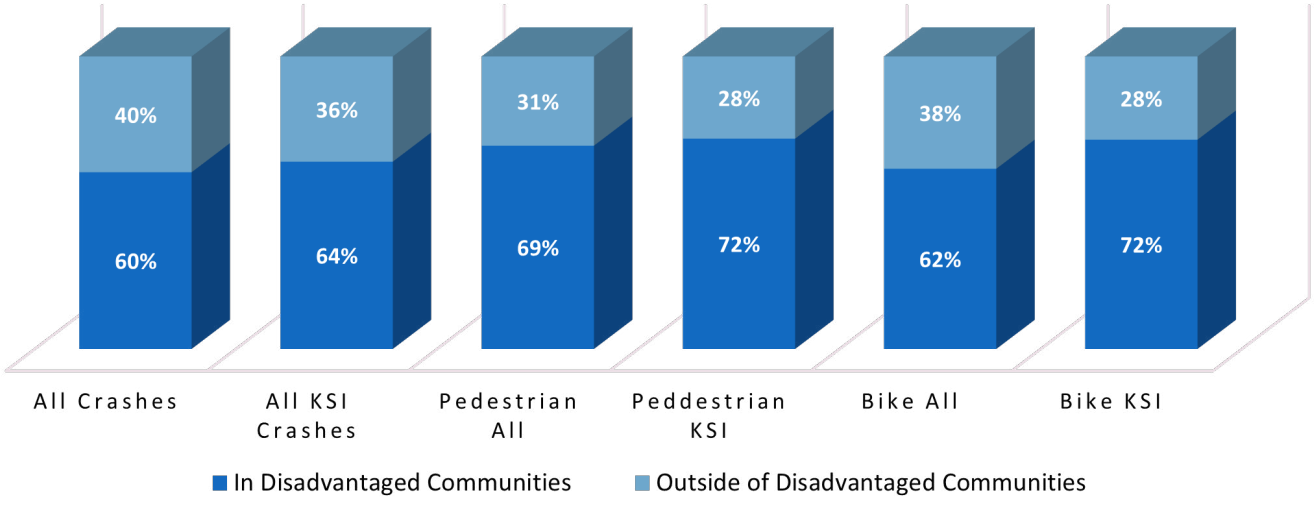
To understand how equitable the Sacramento transportation system is today, a screening was conducted based on the previous analyses as compared to Disadvantaged Communities as mapped in **› Figure 3** and defined in the **Who lives in Sacramento?** section. The findings include:

- **Comfort for People Walking:** 57% of street miles considered uncomfortable streets for walking (those scoring a 3 or 4 on the comfort scale) are in Disadvantaged Communities. Regarding comfortable streets (those scoring 1 or 2 on the comfort scale), 45% of street miles are located in Disadvantaged Communities.
- **Comfort for People Biking:** As with walking, street miles considered uncomfortable for biking (those scoring LTS 3 or 4) are slightly overrepresented in Disadvantaged Communities and comfortable streets are slightly underrepresented. 54% of LTS 3 or 4 street miles and 45% of LTS 1 or 2 street miles are located in Disadvantaged Communities.
- **Bike Facilities:** Approximately 45% of streets with bike facilities are located within Disadvantaged Communities. As shown in **› Figure 15**, the most comfortable facilities (Class 1 and 4) are more often located in Disadvantaged Communities than in other places.
- **Traffic Calmed Streets:** Approximately 56% of traffic calmed streets are located in Disadvantaged Communities.
- **Households with No Vehicles:** Approximately 11% of households in Disadvantaged Communities do not have access to a vehicle, whereas only 7% do not have access to a vehicle citywide.
- **Crashes:** Generally, all crash types, including those involving people who are killed or seriously injured (KSI), are overrepresented in Disadvantaged Communities, as shown in **› Figure 16**.

› **Figure 15 –** Bike Facility Types in Disadvantaged Communities

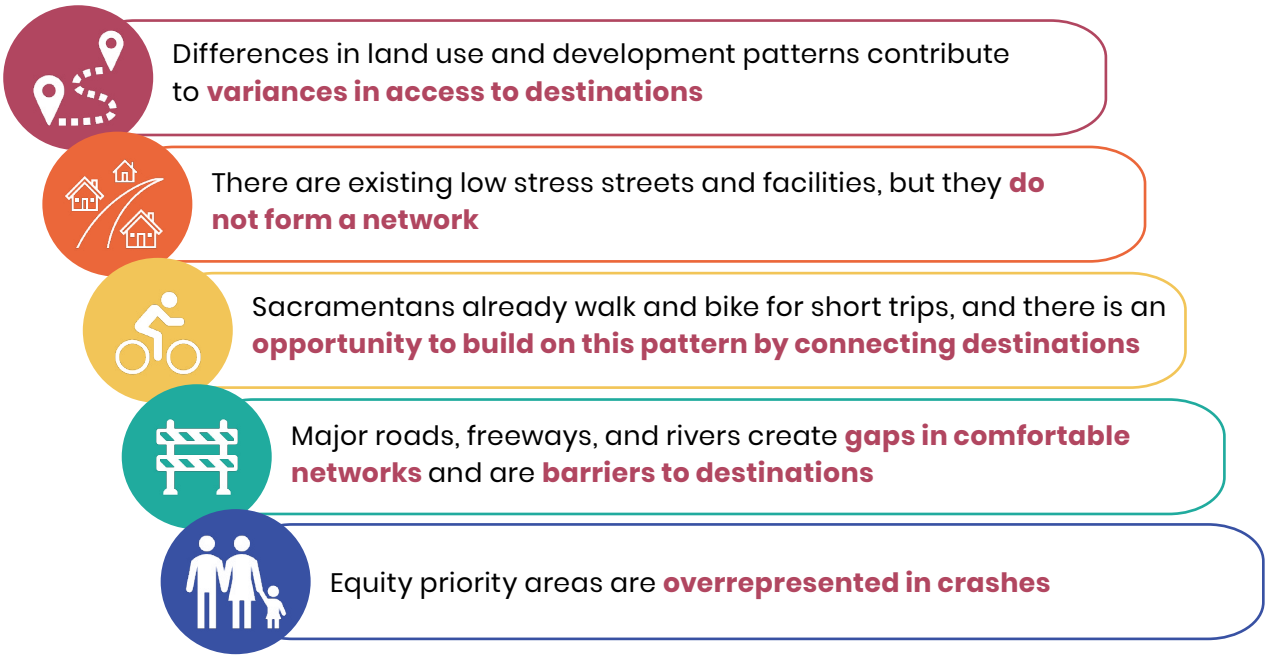


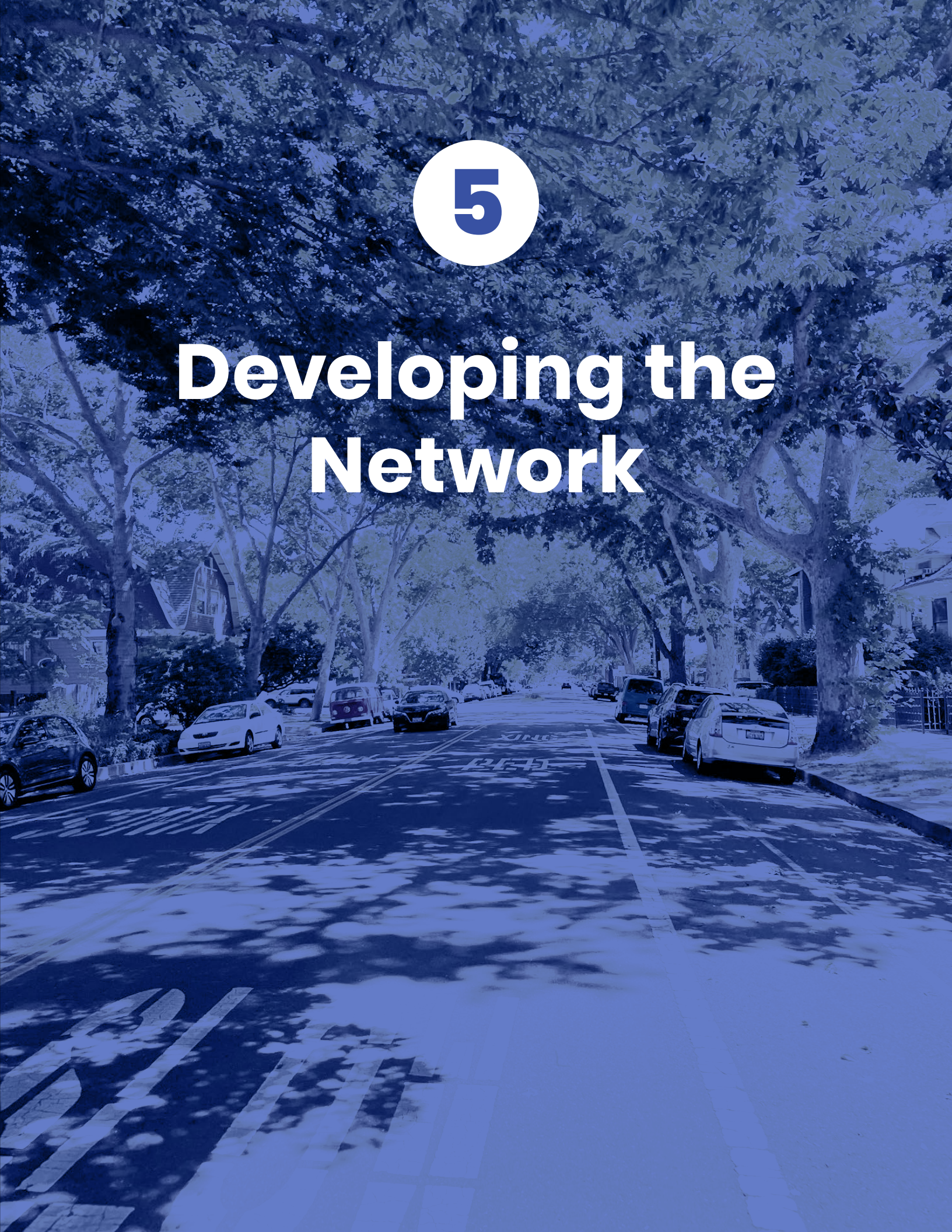
› **Figure 16 –** Crashes in Disadvantaged Communities



Summary of Existing Conditions

The following conclusions can be drawn from the existing conditions. These conclusions helped define the baseline for the Neighborhood Connections network and treatment development.





5

Developing the Network

Chapter 5: Developing the Network

Network Principles and Network Development Process

Based on the existing conditions assessment and community input, streets were identified that are appropriate for the Neighborhood Connections network. The destinations, as defined in the prior chapter, include essential needs, K-12 schools, major institutions, and social and civic needs. Routes within the network were identified that could provide comfortable access to these neighborhood destinations for people walking, biking, or rolling. This process involved several considerations, including routes highlighted by community engagement efforts, the need for access to neighborhood destinations, and low stress routes. Streets with a high level of activity were also identified, specifically those with over 500 short trips per day as reported by the Replica analysis in the prior chapter and seen in › **Figure 6**.

The core principles guiding the development of the Neighborhood Connections network include:

- Establishing direct, people-oriented connections to everyday destinations.
- Connecting to or crossing major roads, rather than running parallel to them.
- Implementing measures to slow traffic.
- Providing facilities that accommodate people of all ages and abilities.

The network development process was comprised of five steps as outlined one the next page.

Table 3 – *Network Development Process*

Define the Network	1 **Identify Destinations**	• Identify destination type (e.g., education, retail, recreation). • Consider user needs and existing or desired travel patterns.
	2 **Identify Neighborhood Connections**	• Remove Arterials and Major Collectors from consideration. • Remove disconnected or dead-end streets from consideration. • Connect to major roads but do not identify neighborhood connections on these roads. • Close gaps in existing and planned facilities. • Connect network to destinations. • Meet desired network density where feasible.
Identify Routes	3 **Select Primary Routes**	• Build on the existing walking, biking, and rolling facilities. • Highlight routes identified in engagement. • Identify direct routes to destinations. • Avoid roads with level of traffic stress of 3 or 4 where feasible. • Identify "feeder" secondary routes to the primary network.
Refinement	4 **Refine Network**	• Refined based on community input. • Refined draft network with City staff to confirm the network meets neighborhood access needs.
	5 **Integrate Active Transportation Network**	• Overlay the Neighborhood Connections network with the **Active Transportation** network. • Identify critical crossing gaps where the Neighborhood Connections network crosses high-stress Arterials and Major Collectors roadways which can be addressed by the **Active Transportation** network.

What is the Network?

The Neighborhood Connections Network consists of two complementary components:

Primary Routes: These routes provide access to everyday destinations. Future efforts will focus on implementing traffic calming measures and enhancing the comfort of streets and access to destinations for individuals of all ages and abilities, facilitating walking, biking, and rolling to destinations, as well as additional signage and wayfinding to assist navigation to destinations from neighborhoods.

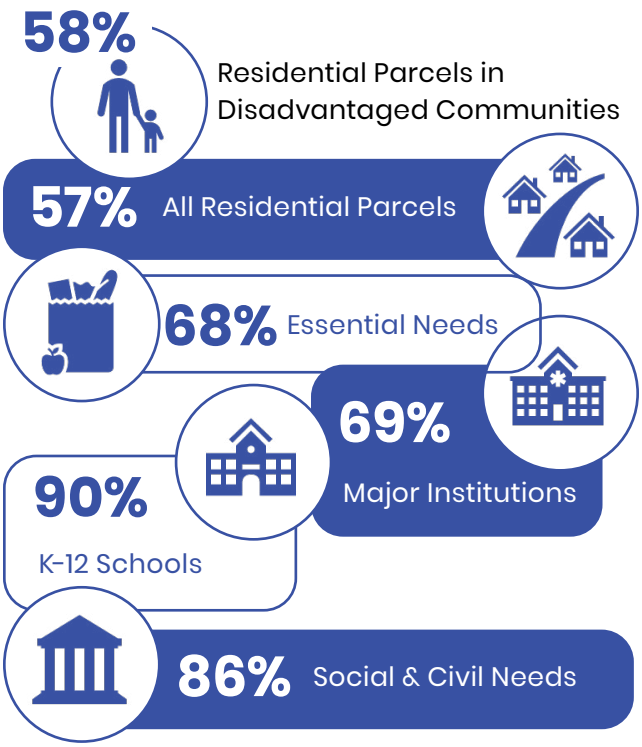
Secondary Routes: Serving as "feeder routes," these streets will extend connectivity, linking additional users to their desired destinations. Designed primarily as bike routes, they will feature additional signage and wayfinding to assist navigation to and from the main network.

The Neighborhood Connections network, shown in › **Figure 17**, will integrate with the **Active Transportation Network**. The active transportation network will establish a plan for walking and biking facilities, including separated bikeways and shared use paths, to support longer-distance travel between communities and across the region.

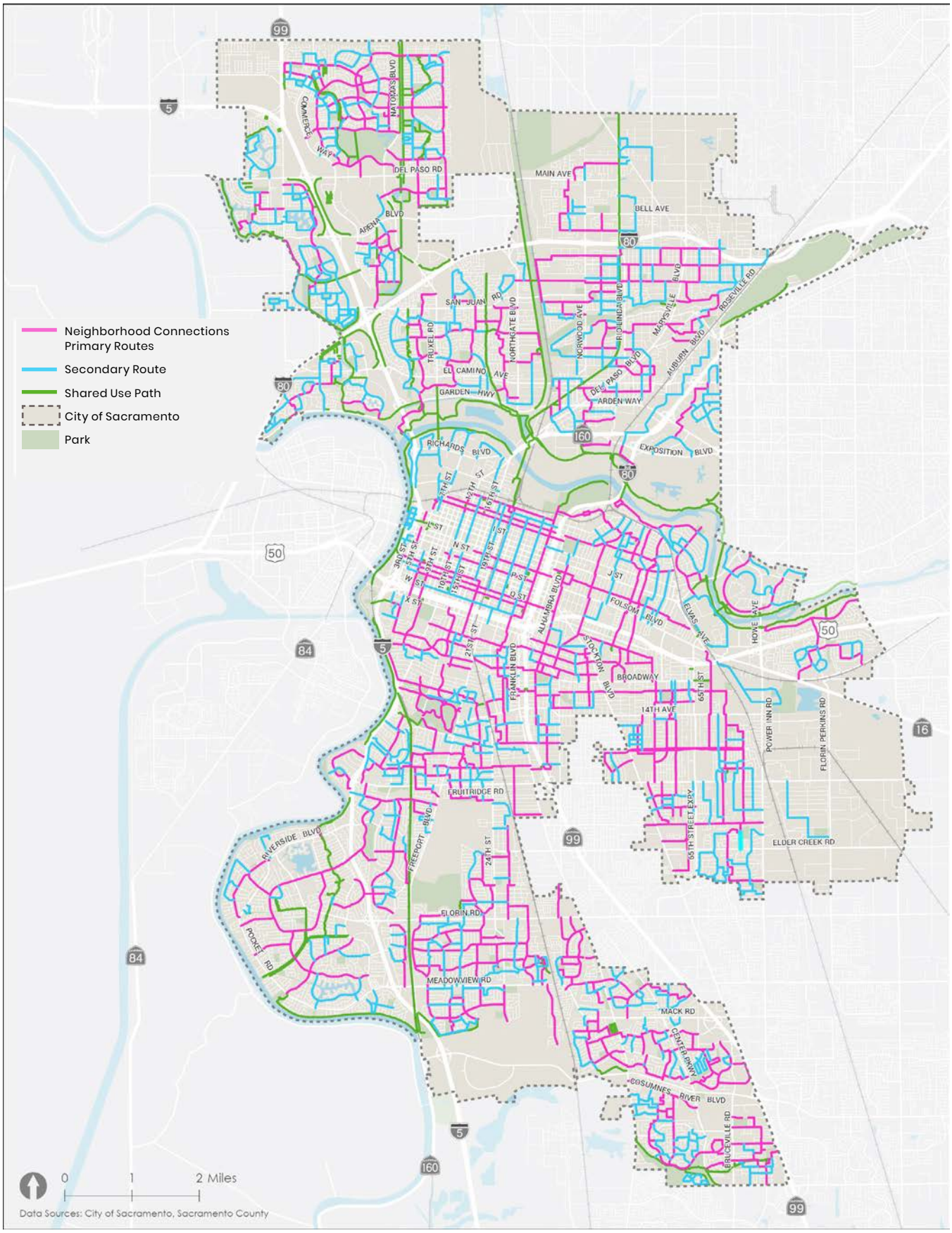
Network Access and Benefits

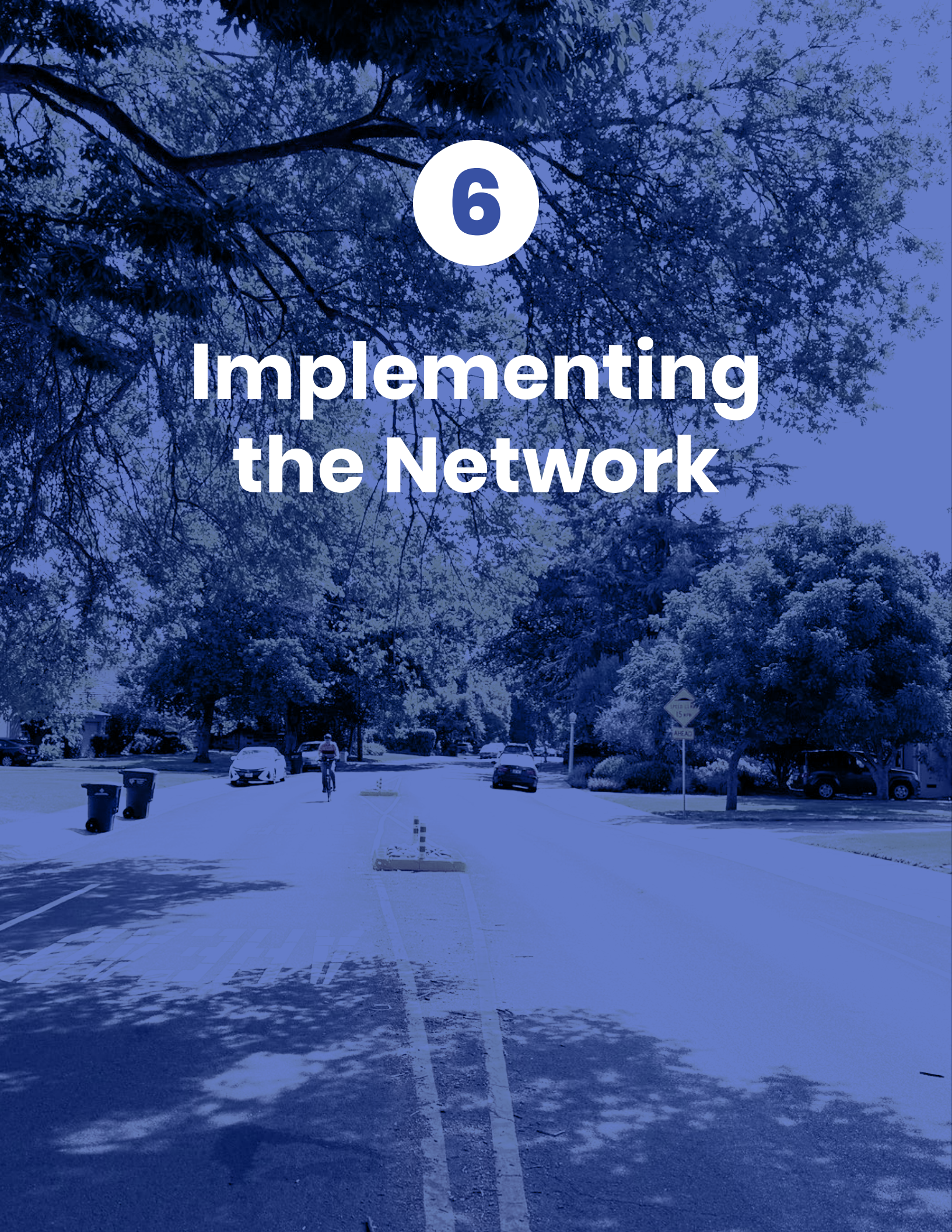
The Neighborhood Connections network is a part of the City's **Active Transportation Network** to ensure seamless citywide connectivity. However, it is important to assess the connectivity provided by the Neighborhood Connections network independently. As proposed, the Neighborhood Connections network is designed to meet access needs across much of the City.

Within 200 feet of the Neighborhood Connections Network, Sacramentans can Reach...



› **Figure 17 –** Neighborhood Connections Network





6

Implementing the Network

Chapter 6: Implementing the Network

How do we get this done?

Implementing the Neighborhood Connections network will take place over time and within the context of many competing priorities for the city. This chapter lays the groundwork for what a Neighborhood Connection route could look like and describes the tools that are available to support comfortable access to neighborhood destinations for people walking, biking, and rolling. Beyond design, funding and building the network will require an incremental approach. The network has been segmented into projects to help develop logical networks of Neighborhood Connections and connect those routes to likely funding sources. A map of the network broken into routes is shown in **> Figure 18 and > Figure 19**. A full list of the Neighborhood Connections route extents can be found in **Appendix B**.

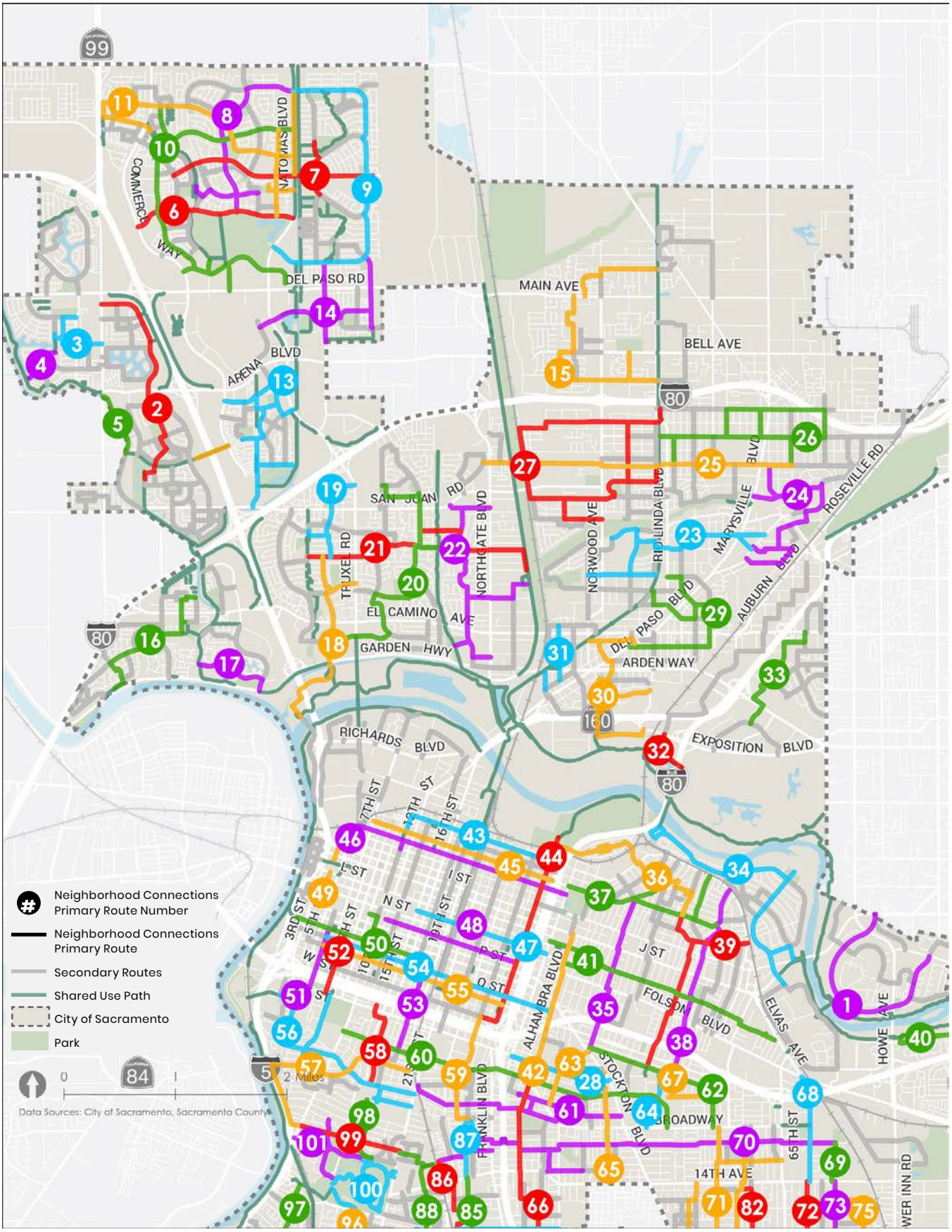
Prioritization of the implementation of the Neighborhood Connection routes will be done through the City's Transportation Priorities Plan (TPP). The TPP was adopted by City Council in March 2022 to guide the prioritization of investments in the transportation system in Sacramento. This prioritization method is based on criteria framed around five community-identified transportation values and priorities:

- Improves Air Quality, Climate, and Health,
- Provides Equitable Investment,
- Provides Access to Destinations,
- Improves Transportation Safety, and
- Fixing and Maintains Transportation System.

Neighborhood Connection projects identified in this plan will be evaluated and prioritized based on the TPP metrics to develop an overall priority list for all of the City's transportation projects.

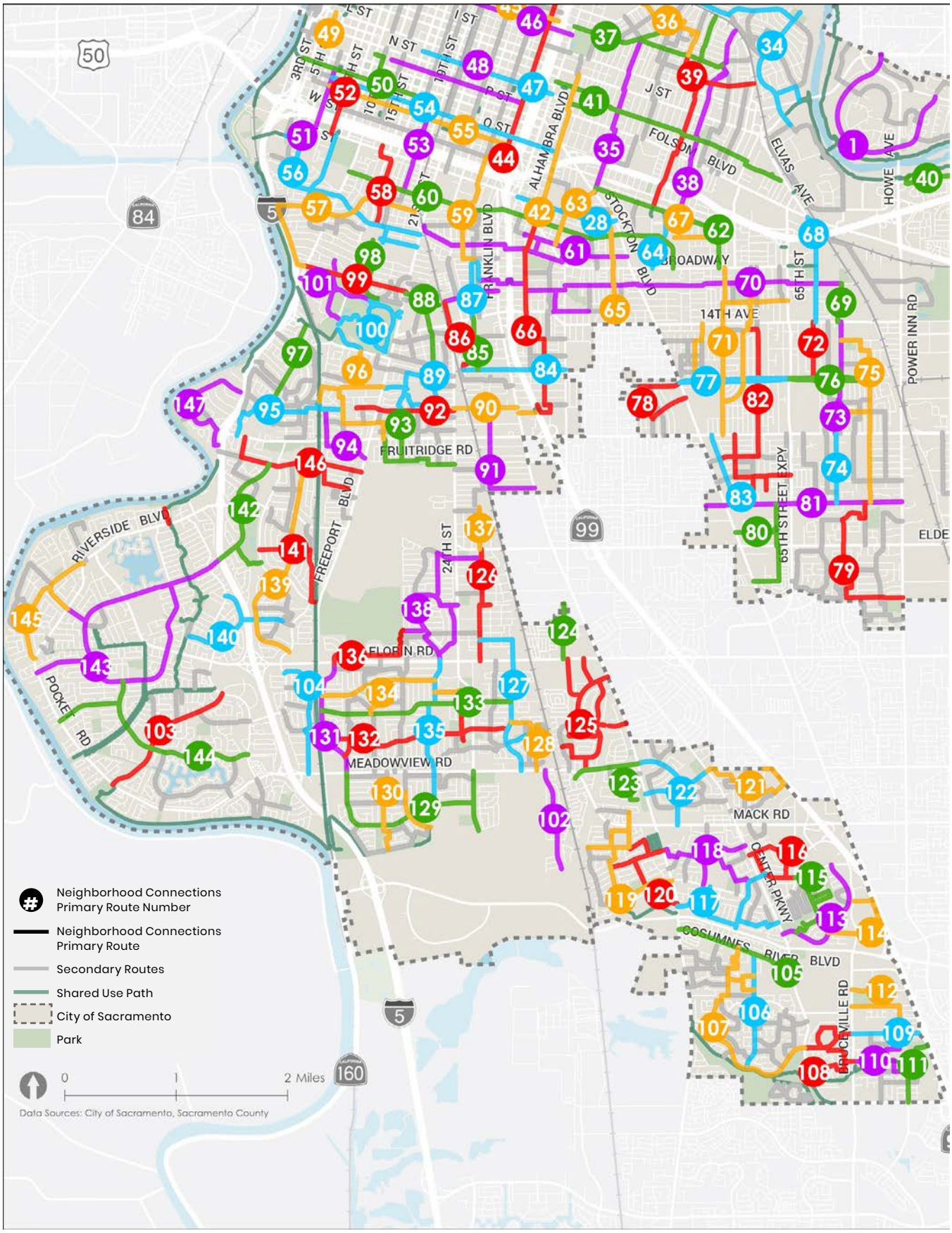
Finally, the chapter closes with consideration of additional actions the City may undertake or study to support implementation of the Neighborhood Connections routes and its associated goals.

› **Figure 18 –** Neighborhood Connections Routes - Northern Half of Sacramento



Notes: Route colors are for visual differentiation only. Route numbers do not indicate priority.

› **Figure 19 –** Neighborhood Connections Routes - Southern Half of Sacramento



Notes: Route colors are for visual differentiation only. Route numbers do not indicate priority.

What does a Neighborhood Connection look like?

Once the Neighborhood Connections network is finalized, recommended treatments are evaluated to enhance comfort for people walking and biking. While some streets may already meet comfort standards, most will require a combination of additional treatments to effectively calm traffic and ensure comfortable crossings.

The City has already been implementing traffic calming treatments which could create great neighborhood connections. For example, the City recently installed improvements on Vallejo Way from 5th Street to Muir Way in Land park. The treatments included pedestrian refuges, median islands, and speed lumps spaced every 50 to 180 feet. Marked places for people to cross the street are present every 300 to 750 feet. The combination of treatments and frequent crossing opportunities makes it comfortable to walk, bike, roll, and slowly drive through the area.

› **Figure 20 –** Traffic Calming Treatments

Pedestrian refuge

Marked crosswalk

Speed lump

Median island

What is Traffic Calming?

Traffic calming treatments are recommended on the Neighborhood Connections network to make the streets comfortable for people walking, biking, and rolling. Sacramento already has many treatments implemented on neighborhood streets, including speed humps, curb extensions, and median islands. With the establishment of the Neighborhood Connections, additional treatments are assessed to be placed in combination with existing treatments to further enhance the experience and safety of those walking and biking throughout their neighborhood. Design treatments include those that slow vehicle speeds, lower vehicle volumes, and create comfortable places to cross the street.

To successfully slow speeds, reduce traffic volumes, and provide comfortable facilities for people walking and biking, the following treatments can be considered:

- **Horizontal deflection:** Horizontal deflection provides motorists visual cues to slow down by creating horizontal shifts in long, straight roads. These may include median islands, roundabouts, traffic circles, chicanes, or pinch points. These treatments are most effective at lowering speeds when spaced about every 250 to 500 feet.
- **Vertical deflection:** Vertical speed control measures are wide, slight pavement elevations to slow vehicle speeds. These may include speed lumps, tables, or raised crosswalks. These treatments are speed reducing treatments which may also encourage lower vehicle traffic. These treatments are most effective at lowering speeds when spaced about every 250 to 500 feet.
- **Lane width and edge friction:** Narrowing lanes and adding visual cues creates perception of a constrained roadway making drivers more aware of traffic and other road users. This treatment helps support primary elements, such as the horizontal and vertical deflection treatments, and can provide comfort and placemaking elements. This treatment may not reduce speeds on their own and should be used in combination with other treatments.
- **Intersection calming:** Crossing and turning movement treatments occur at intersections. Crossing treatments improve the experience of crossing the street by shortening crossing distances and increasing visibility for users. Crossing treatments may also be implemented at mid-block. Such treatments include curb extensions or raised crossing facilities. Turning movement treatments slow turning vehicles and improve visibility between people driving and people walking or biking across the street. Such treatments include geometry changes, reduced curb radii, and hardened centerlines.
- **Filtered permeability:** Restricts vehicle traffic while allowing walking and biking traffic to proceed through an intersection. This treatment is primarily to control traffic volumes. Traffic diverters successfully shift traffic to other streets.

The above list of treatment recommendations will help make walking and biking more comfortable through inclusion of regular crossings, shade, and other treatments to lower vehicle speeds and volumes. Vertical, horizontal, and intersection calming treatments are the most effective treatments while lane width and edge friction should be considered supplemental.

Traffic Calming Toolbox

To slow traffic speeds and lower vehicle volumes to a level that people of all ages and abilities feel comfortable sharing the road with vehicle traffic, the following treatments were assessed for ten corridors. The full toolbox can be found in the **Appendix C**.

Speed Lump: Elevated mounds 3-4 inches in height placed in the roadway to slow vehicles.

Traffic Diverter: Barriers that partially or fully close the street to cars while still allowing access for people walking and biking.

Median Island: Placed in the center of the road, requiring people driving to navigate around them to slow traffic. They may include a cut out to provide a protected space for people walking and biking when crossing the street.

Mini Roundabouts / Traffic Circles: An unsignalized, circular intersection where incoming traffic yields to traffic in the intersection. Traffic circles require less space and may be stop controlled.

Chicanes: Segments of curb, landscaping, or other treatments to create a narrow or curved roadway, requiring people driving to slow down.

Pinch Point: Horizontal extension of the curb into the street, narrowing travel lanes by 1 to 2 feet requiring drivers to yield to each other.

Raised Crosswalks / Intersections: Crosswalks or intersections that are elevated to the sidewalk level, which helps to slow drivers and improves the visibility of people who are walking across the street or who are waiting to cross.

Street Trees: Trees planted along a street can change the perception of drivers such that the road appears narrower than it is. Street trees also provide shade and can decrease temperatures on hot days.

On Street Parking: Reduces roadway width by allowing parking along a roadway curb, causing a driver to experience increased "friction" on the side of the road resulting in lower driver speeds.

Lane Narrowing: Narrowing lanes to 11 feet reducing the total of space vehicles have. This provides a visual cue for drivers to slow down through painted striping or adding a bikeway.

Curb Extensions: Horizontal extensions of the curb slowing vehicles, expanding the space where people can stand, and providing shorter crossing distances for people walking.

Hardened Centerline: Treatments are typically a flexible delineator post of raised speed hump along the road centerline at an intersection to narrow the path through the intersection, slowing turning drivers.

Curb Radii / Geometry Changes: Changing roadway geometry or narrowing curb radii increases the amount of curb space, requiring vehicles to slow down when turning. This treatment can also be used to realign skewed intersections to right angles.

Example Neighborhood Connections Corridor Applications

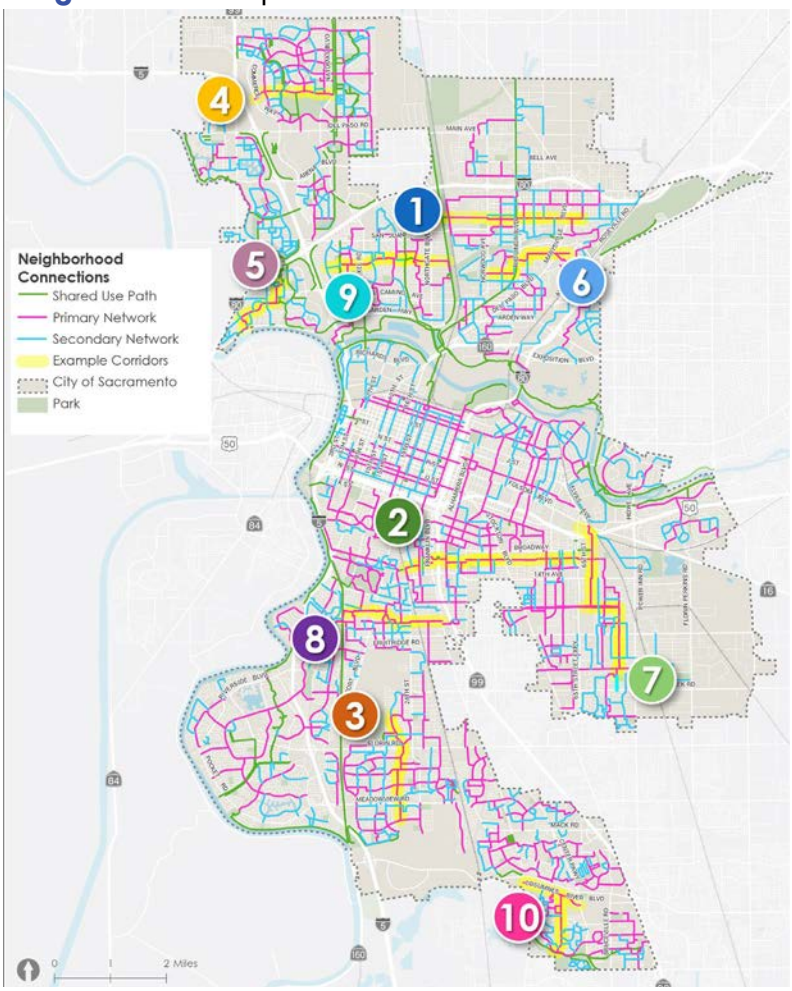
Ten Neighborhood Connections primary routes were selected to demonstrate application of the traffic calming toolbox and network principles to support comfortable neighborhood walking, rolling, and biking routes across a broad cross-section of community contexts within Sacramento.

The ten example corridors are shown in **› Figure 21**. Sample drawings are shown in the following pages and in further detail in **Appendix D.**

1. **South Ave/Altos Ave/Ford Rd** (Del Paso Heights)
2. **8th Ave/9th Ave** (Oak Park/Tahoe Park)
3. **Tamoshanter Way** (Golf Course Terrace/Meadowview)
4. **N Park Dr** (North Natomas)
5. **W River Dr** (Willow Creek)
6. **Las Palmas Ave/Sonoma Ave** (Richardson Village/Hagginwood)
7. **Redding Ave/Bradford Dr/75th St** (Tahoe Park/Colonial Manor)
8. **Wentworth Ave/Irwin Ave/26th Ave** (South Land Park/Hollywood Park)
9. **Pebblewood Dr/Potomac St** (Northgate/South Natomas)
10. **Ehrhardt Ave/Carlin Ave** (Valley Hi/ North Laguna)

Each of these corridors would be subject to additional engineering study and design to further understand the feasibility of the improvements prior to seeking funding for implementation. The example corridors emphasized capturing as many applications of the traffic calming toolbox treatments as possible – ultimate treatments selected may be different to better respond to design constraints and/ or neighborhood preferences.

› Figure 21 – Example Corridors



1 SOUTH AVE / ALTOS AVE / FORD RD

South Avenue is on the Primary Network. South Avenue from Larchwood Drive to Kern Street is a two-lane street with on-street parking provided along the corridor. The posted speed limit ranges from 15 to 35 mph and there are existing speed lumps along the corridor.

QUICK FACTS

- Primary Network
- **4** Connections to HIN Streets
- In DAC
- **2** Shared use path connection
- **2.8 MI** Length

MULTIMODAL FEATURES:

- Desire line to access Ueda Parkway.
- Intersection with the Sacramento Northern Bike Trail.
- Transit route on Rio Linda Boulevard.
- Bicycle Level of Traffic Stress (LTS): 3 High Stress.
- 1 bicycle serious injury crash at the intersection of South Avenue and Kern Street.

MAJOR CORRIDORS SERVED:

- Northgate Boulevard
- Norwood Avenue
- Rio Linda Boulevard
- Marysville Boulevard

DESTINATIONS SERVED:

- Garden Valley Elementary School
- Garden Valley Park
- Del Paso Park
- Grant West High School
- Catori Park
- Michael J. Castori Elementary

CORRIDOR EXTENTS:

Larchwood Drive to Kern Street (2.80 miles)

NEARBY DESTINATIONS:

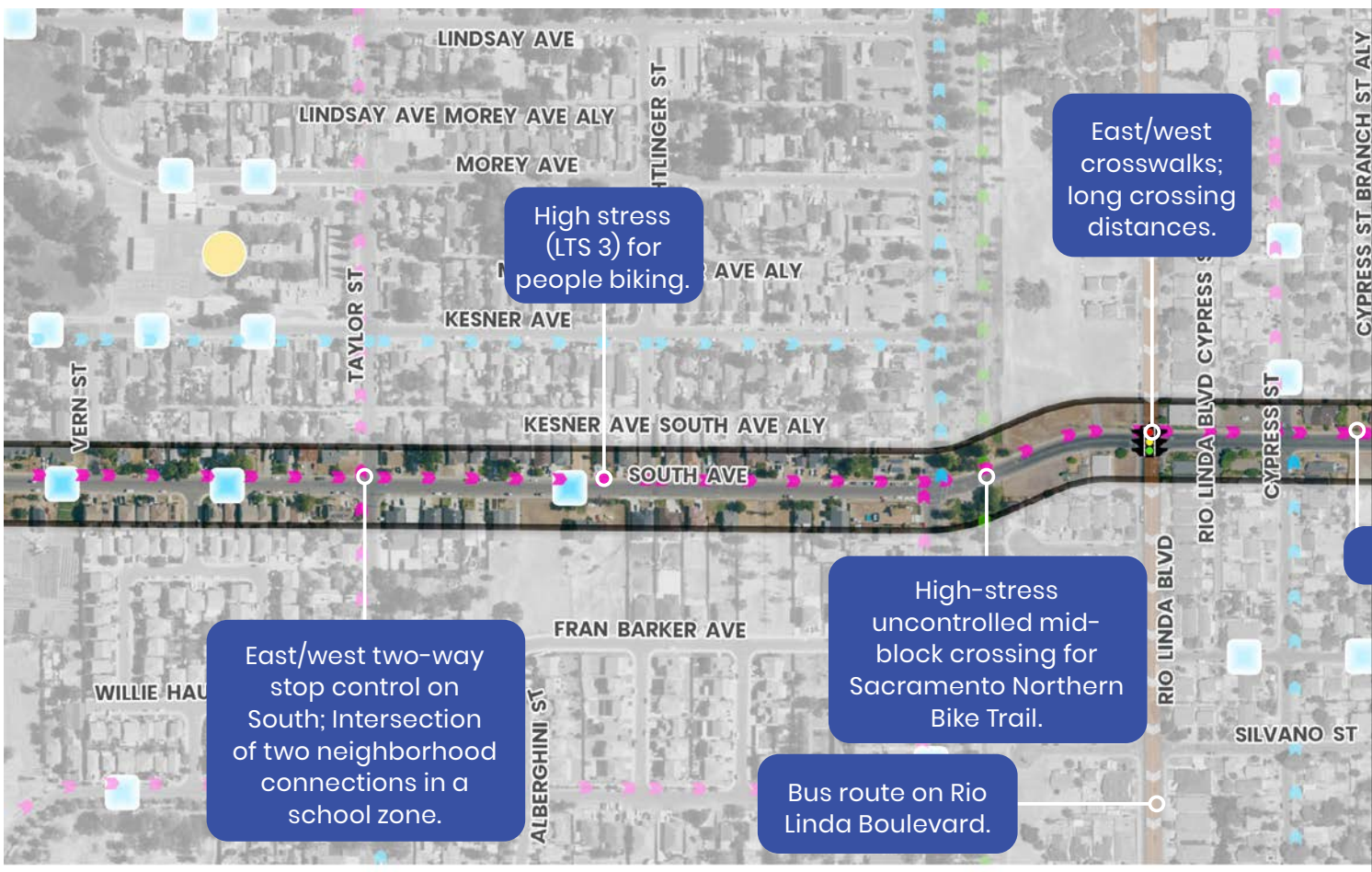
- Garden Valley Elementary School
- Garden Valley Park
- Del Paso Park
- Grant West High School
- Castori Park
- Michael J. Castori Elementary

Crash data source: Transportation Injury Mapping System (TIMS), 2016-2020

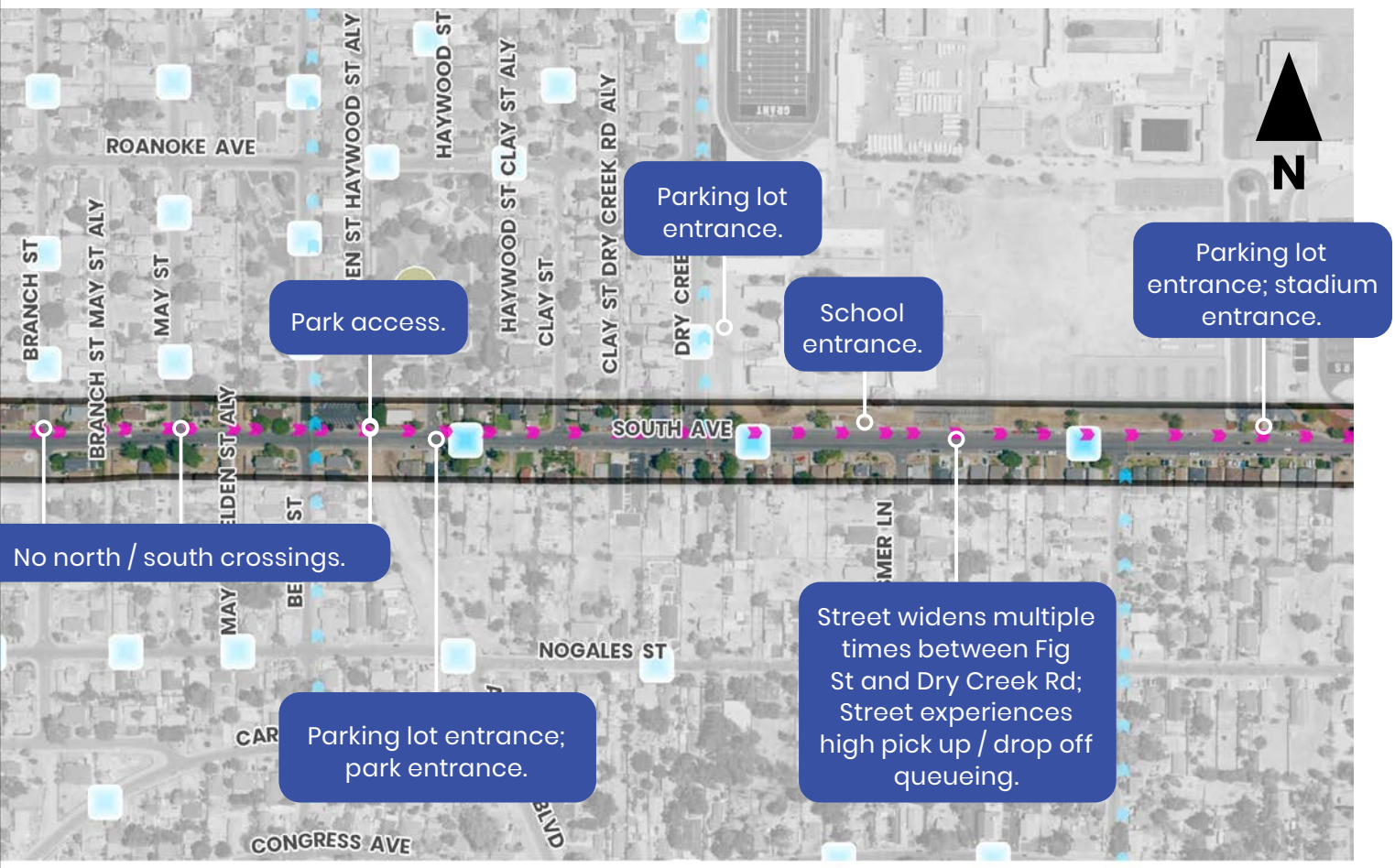
ISSUE	COUTERMEASURE
CORRIDOR-WIDE RECOMMENDATIONS	
Limited marked crossings across South Avenue.	Add high visibility marked crossings at stop-controlled intersections.
Level of Traffic Stress 3 (High Stress).	Add traffic calming along the corridor to slow vehicles; add shared lane markings on South Avenue.
Inconsistent speed lump placement.	Add speed lumps along the corridor.
Vehicular speeding.	Add curb extensions at placement of proposed speed lumps along South Avenue east of Taylor Street.
LOCATION-SPECIFIC RECOMMENDATIONS	
Missing crosswalks at Taylor Street (Primary Network) near Del Paso Heights Elementary.	Add raised intersection and high visibility marked crosswalks.
Wide turning radii on side streets.	Add curb extensions at Knightlinger Street, Altos Avenue, Rio Linda Boulevard, and Cypress Street.
High-stress, uncontrolled midblock crossing at Sacramento Northern Bike Trail.	Add raised crosswalk.
Missing crosswalks at Belden Street (Secondary Network) near Mama Marks Park.	Add raised intersection and high visibility marked crosswalks.
Missing crosswalks at Dry Creek Road (Secondary Network) near West High School.	Add raised intersection and high visibility marked crosswalks.
Wide cross section near West High School.	Evaluate for sidewalk level separated bikeway or very wide shared use path from Dry Creek Road to Marysville Boulevard.
High-stress, uncontrolled midblock crossing at High Street (Secondary Network) near West High School.	Add raised crosswalk.

Recommendations are for demonstration purposes and should not be considered approved or final. Each recommendation is subject to further engineering and design studies to determine feasibility and consistency with City policies.

1 SOUTH AVE / ALTOS AVE / FORD RD

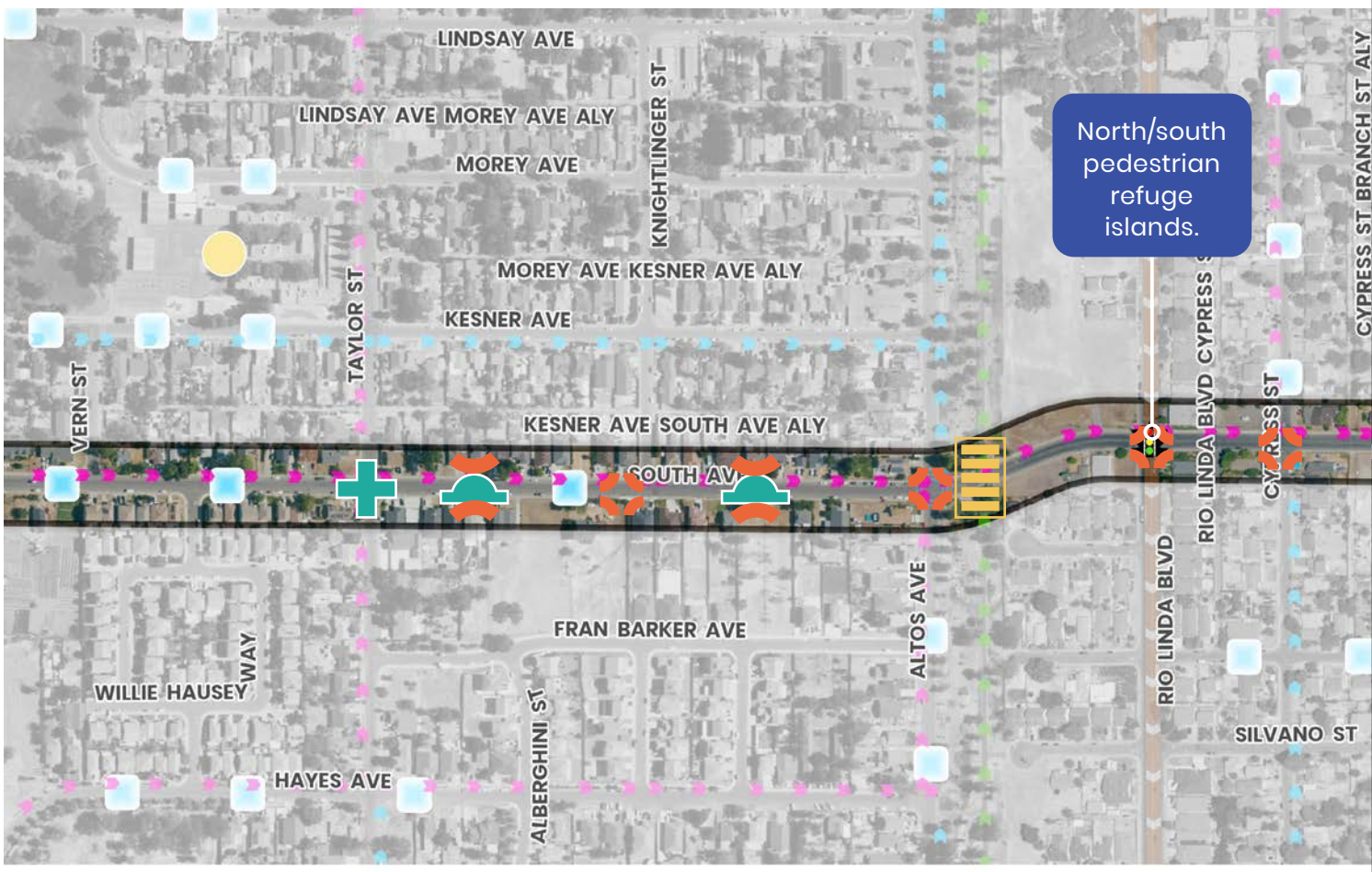


Existing Conditions



- Pedestrian Serious Injury
- Shared Use Path
- Primary Network
- Secondary Network
- Signalized Intersection
- Speed Lump
- K-12 School
- Civic / Recreation
- High Injury Network

1 SOUTH AVE / ALTOS AVE / FORD RD



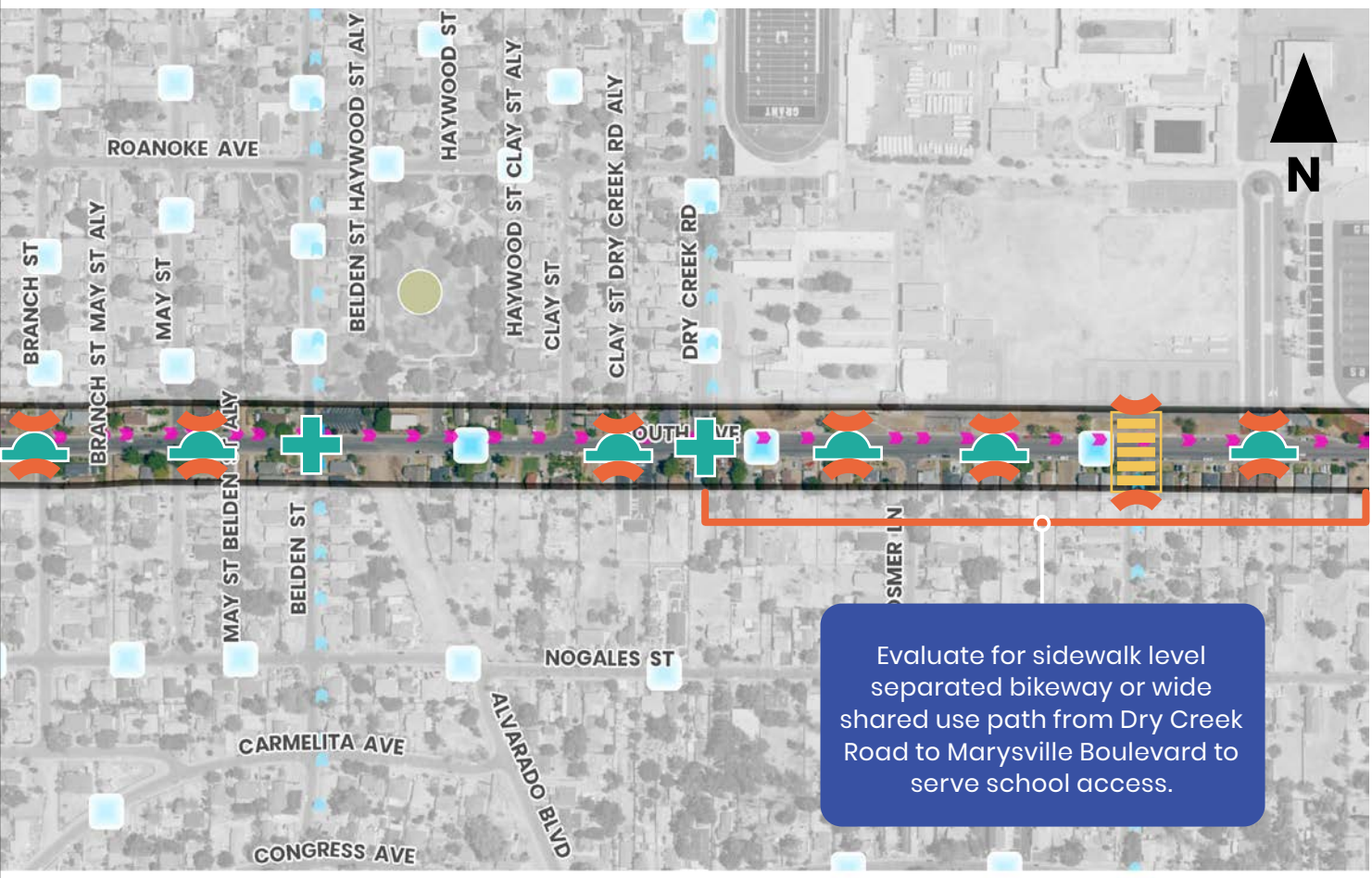
RECOMMENDED TREATMENTS:

- Curb extension
- Raised crosswalk
- Raised intersection
- Speed lump

ADDITIONAL TREATMENTS:

- Shared lane markings on South Avenue
- Evaluate lighting at all crossings
- Evaluate opportunities for street tree planting
- All crosswalks should be evaluated for enhanced crossing treatments

Recommendations



Pedestrian Serious Injury
Shared Use Path
Primary Network
Secondary Network
Signalized Intersection
Speed Lump
K-12 School
Civic / Recreation
High Injury Network

2 8TH AVE / 9TH AVE

8th Avenue is on the Primary Network. The project corridor along 8th Avenue, from 10th Avenue to 65th Street is a two-lane street with on-street parking provided along the corridor. The posted speed limit ranges from 25 to 35 mph and there are existing speed lumps along the corridor on 9th Avenue.

QUICK FACTS

- Primary Network
- **4** Connections to HIN Streets
- In DAC
- **2** Shared use path connection
- **3.4 MI** Length

MULTIMODAL FEATURES:

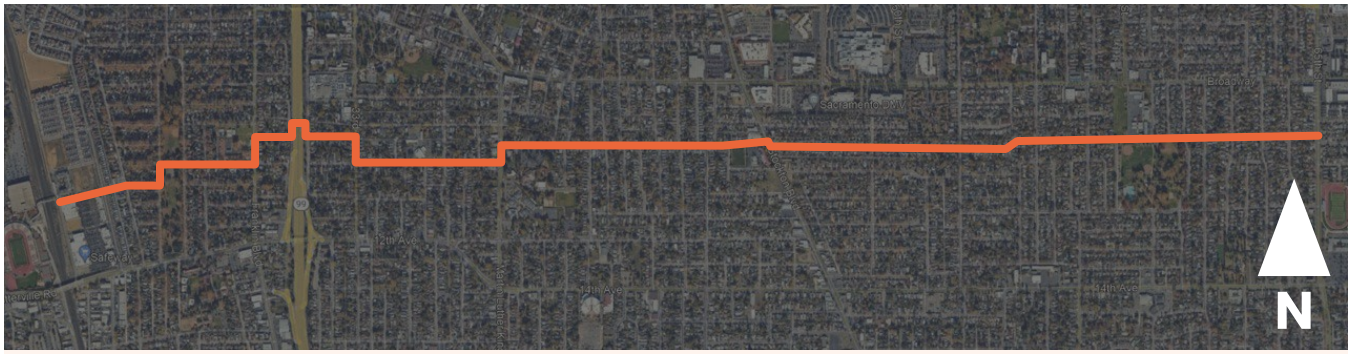
- Transit route on Franklin Boulevard and Martin Luther King Junior Boulevard.
- Connection to bicycle lanes on Martin Luther King Junior Boulevard and Stockton Boulevard.
- Multimodal connection through Curtis Park and Tahoe Park.
- 1 pedestrian serious injury crash at the intersection of 9th Avenue and 33rd Street.

MAJOR CORRIDORS SERVED:

- 24th Street
- Franklin Boulevard
- Martin Luther King Jr Boulevard
- Stockton Boulevard
- 65th Street

DESTINATIONS SERVED:

- Hughes Stadium
- Curtis Park
- Bret Harte Elementary School
- Oak Park Community Center
- Tahoe Elementary School
- Tahoe Park



CORRIDOR EXTENTS:

10th Avenue to 65th Street (3.40 miles)

NEARBY DESTINATIONS:

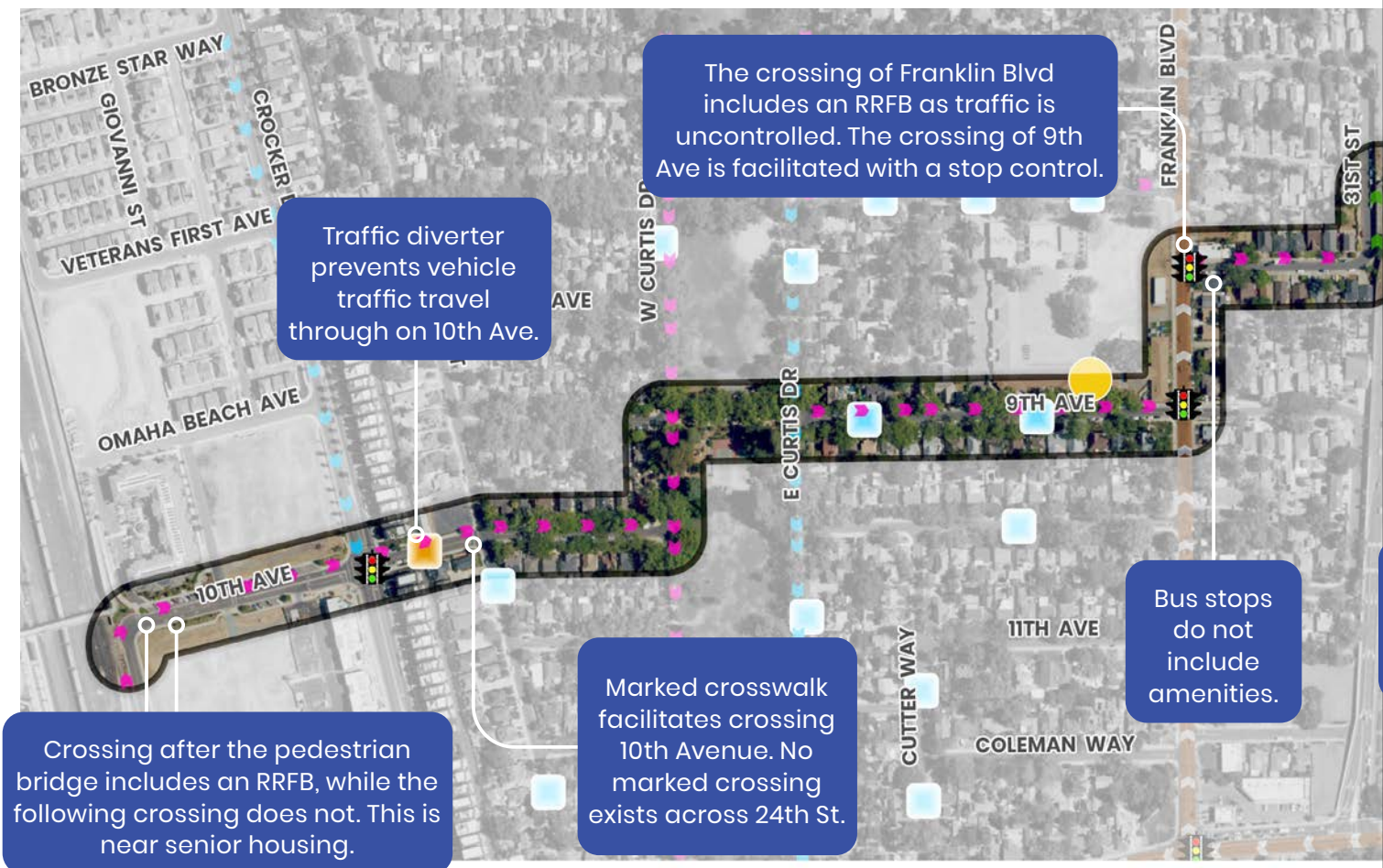
- Hughes Stadium
- Curtis Park
- Bret Harte Elementary School
- Oak Park Community Center
- Tahoe Elementary School

Crash data source: Transportation Injury Mapping System (TIMS), 2016-2020

ISSUE	COUTERMEASURE
CORRIDOR-WIDE RECOMMENDATIONS	
Limited pedestrian visibility.	Evaluate lighting at all crossings.
Limited shade.	Evaluate presence of street trees.
LOCATION-SPECIFIC RECOMMENDATIONS	
High-stress, uncontrolled midblock crossing at the Curtis Park Pedestrian Bridge.	Add raised crosswalk.
Missing multimodal park connections.	Add marked crosswalks at 9th Avenue and W Curtis Drive and E Curtis Drive to connect to Curtis Park.
Speeding on 10th Avenue near Curtis Park.	Add speed lump between 24th Street and W Curtis Drive.
Speeding on 9th Avenue near Bret Harte Elementary School; widely spaced speed lumps.	Add a chicane between speed lumps between E Curtis Drive and Franklin Boulevard.
High demand for path through Curtis Park.	Widen path through Curtis Park.
Wide turning radii at intersection of 9th Avenue and Franklin Boulevard (HIN segment and bus route).	Add curb extensions.
Missing connections and midblock crossing to pedestrian overpass at 8th Avenue over the S Sacramento Freeway.	Add raised crosswalks on 8th Avenue, east and west of the pedestrian overpass.
Narrow path on pedestrian/bike bridge.	Improve comfort and quality of bridge.
Vehicle speeding on bicycle connection on 33rd Street from 8th Avenue to 9th Avenue.	Add speed lumps on 33rd Street spaced approximately 500' apart north of 8th Avenue and north of 9th Avenue.
Missing marked crossings at all-way stop at 33rd Street and 9th Avenue (Primary Network intersection).	Add marked crosswalks on all intersection legs.
Missing marked crossings at all-way stop at 37th Street (Secondary Network) and 9th Avenue.	Add marked crosswalks on all intersection legs.
Missing bicycle and pedestrian connections on Martin Luther King Junior Boulevard between 9th Avenue and 8th Avenue.	Construct a shared use path along Martin Luther King Junior Boulevard.

Recommendations are for demonstration purposes and should not be considered approved or final. Each recommendation is subject to further engineering and design studies to determine feasibility and consistency with City policies.

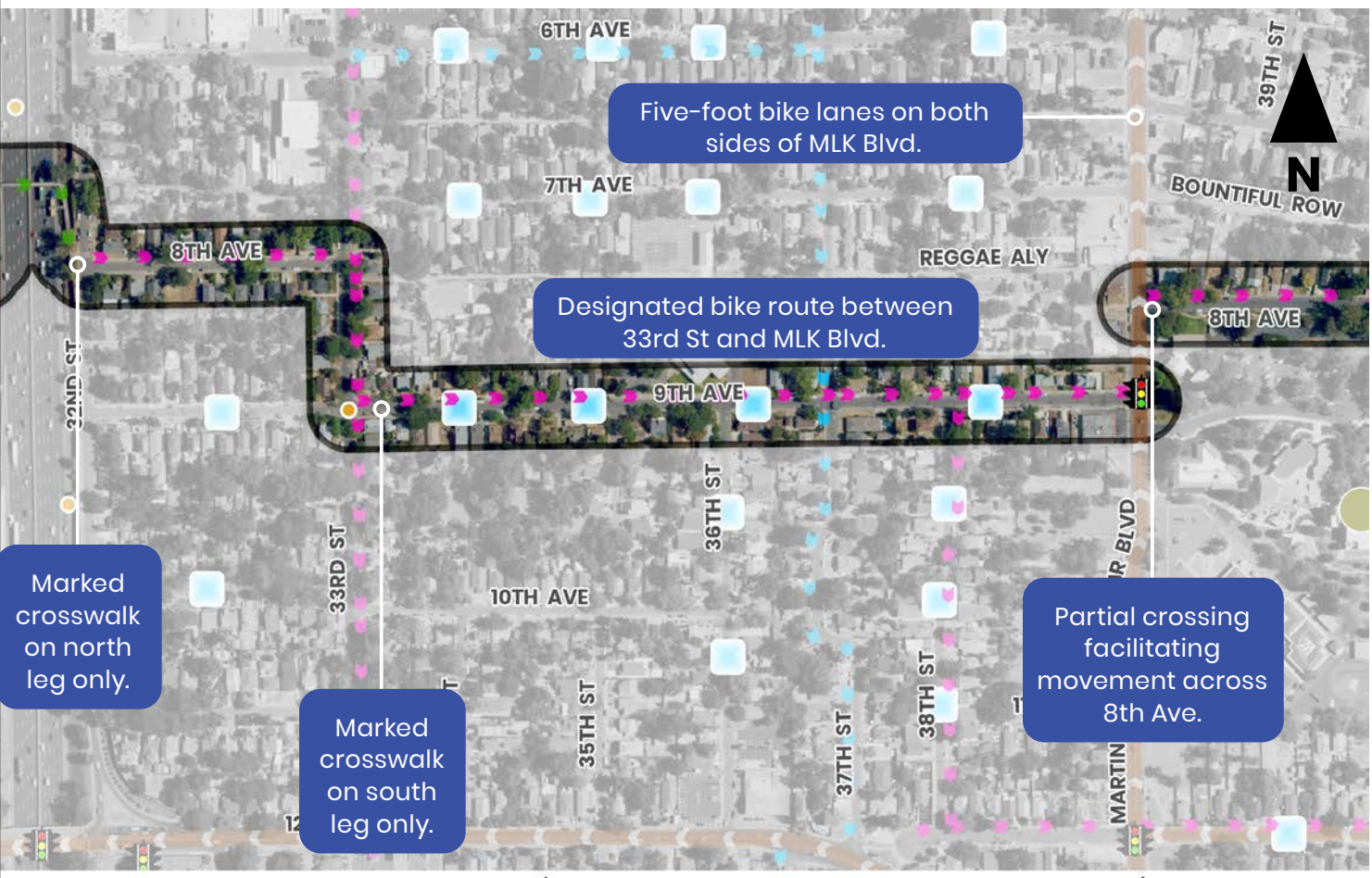
2 8TH AVE / 9TH AVE



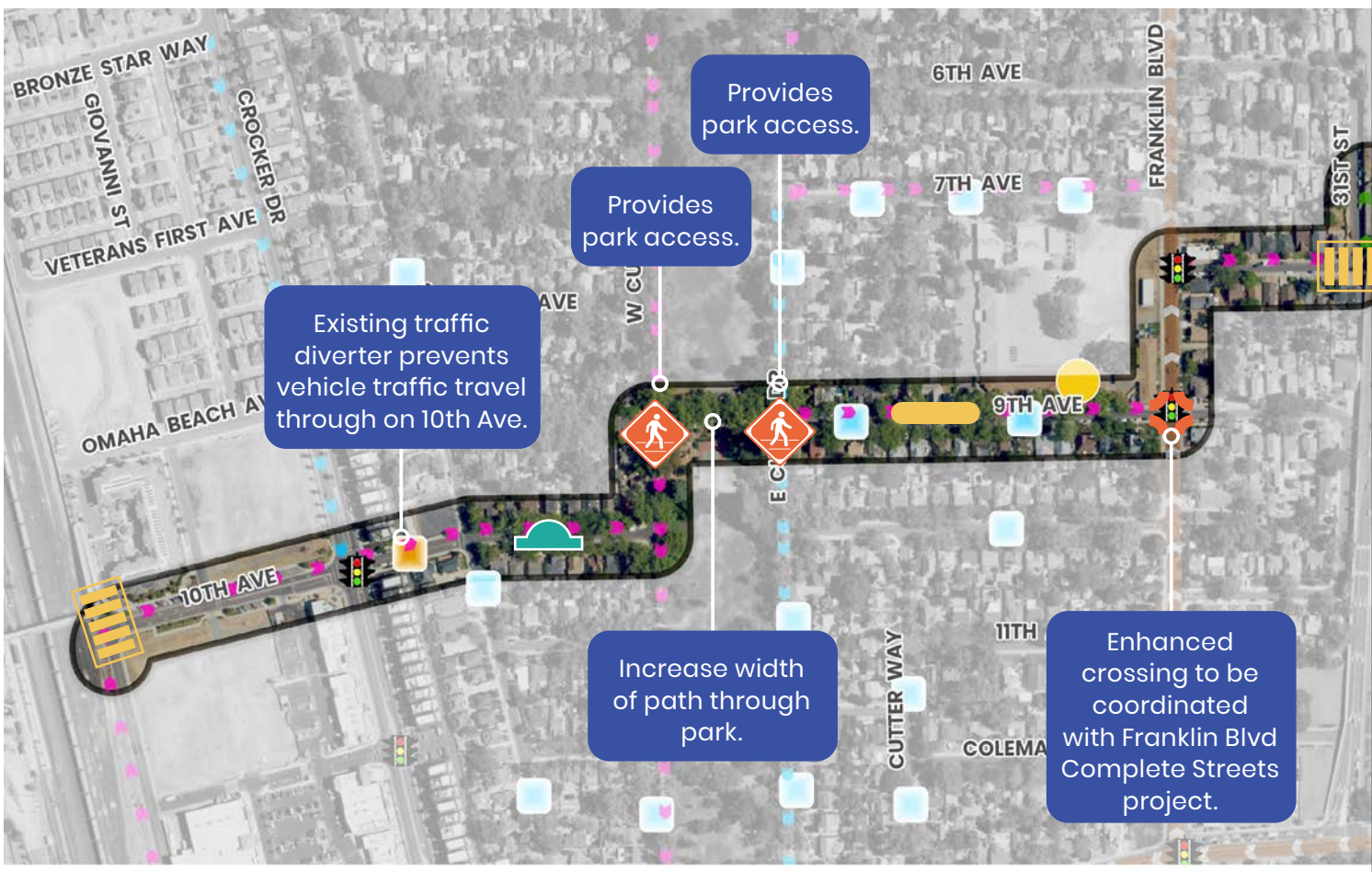
OTHER:

- Vulnerable users along corridor with senior facility and elementary school

Existing Conditions



2 8TH AVE / 9TH AVE



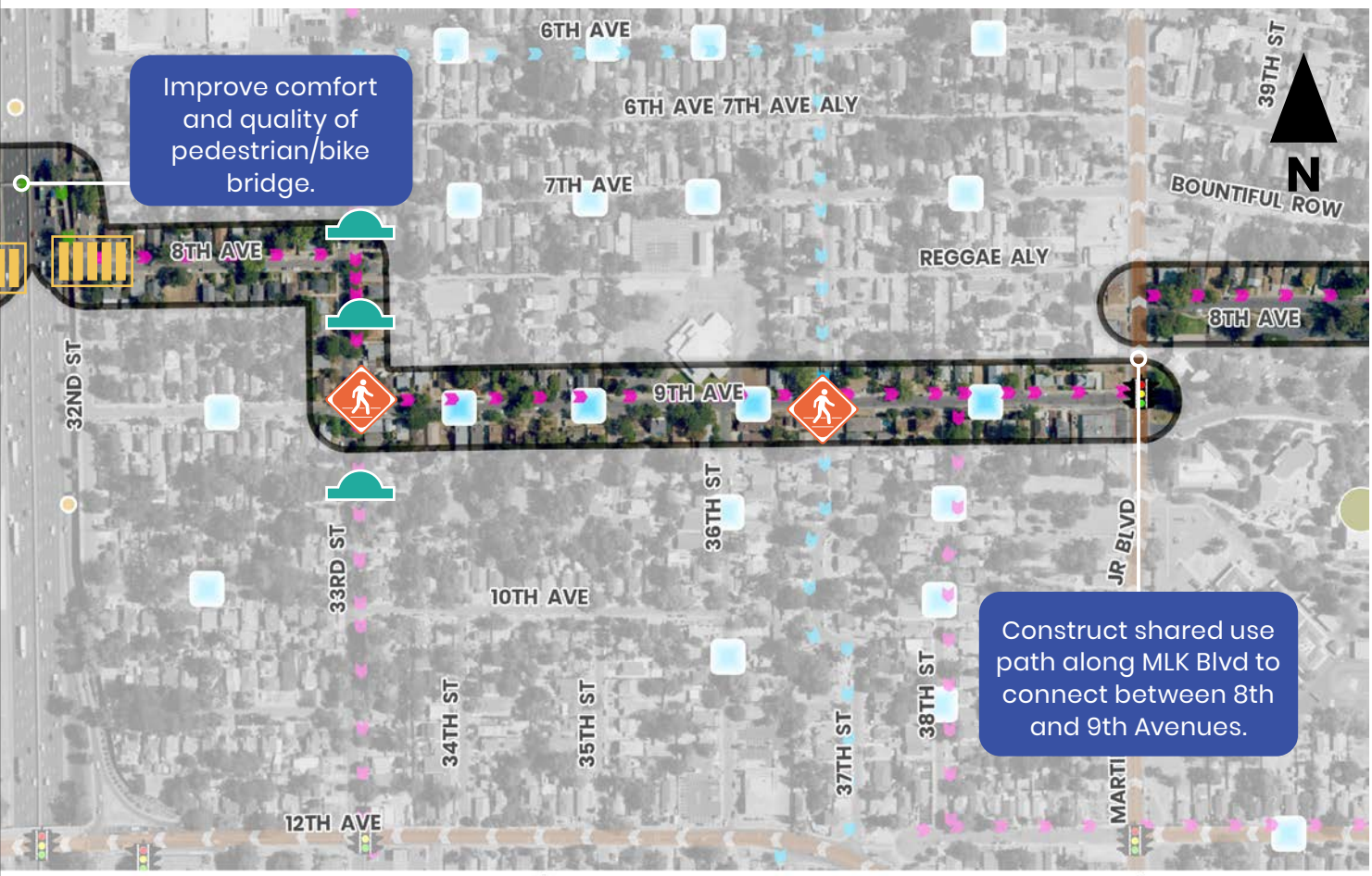
RECOMMENDED TREATMENTS:

- Curb extension
- Marked crosswalk
- Raised intersection
- Raised crosswalk
- Speed lump
- Median island

ADDITIONAL TREATMENTS:

- Shared lane markings on Patio Avenue and South Avenue
- Evaluate lighting at all crossings
- Evaluate opportunities for street tree planting
- All crosswalks should be evaluated for enhanced crossing treatments

Recommendations



3 TAMOSHANTER WAY

Tamoshanter Way is on the Primary Network. The project corridor along Hogan Drive, Tamoshanter Way, and 22nd Street, from Middlecoff Way to John Still Drive is a two-lane street with on-street parking. The posted speed limit ranges from 20 to 25 mph and there are existing speed lumps along the corridor.

QUICK FACTS

- Primary Network
- **2** Connections to HIN Streets
- In DAC
- **0** Shared use path connection
- **2.07 MI** Length

MULTIMODAL FEATURES:

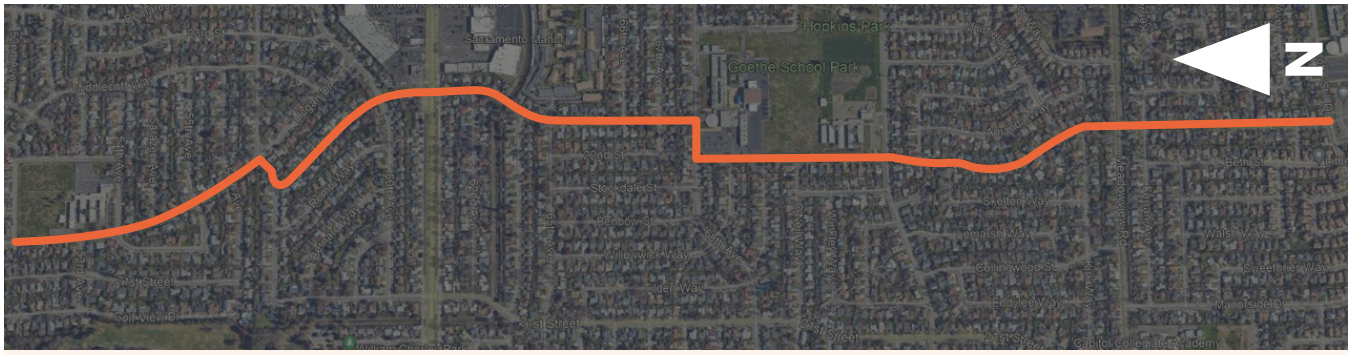
- Intersects with 68th Avenue bike lanes and Meadowview Road bike lanes.
- Shared lane markings on Hogan Drive from Middlecoff Way to 57th Avenue.
- Transit route on Florin Road and Meadowview Road.

MAJOR CORRIDORS SERVED:

- Florin Road
- 24th Street
- Meadowview Road

DESTINATIONS SERVED:

- HW Harkness Elementary School
- Florin Square Shopping Center
- Goethe School Park
- John H. Still K-8 School
- MLK Jr Library
- Steve Jones Park



CORRIDOR EXTENTS:

Middlecoff Way to John Still Drive (2.07 miles)

NEARBY DESTINATIONS:

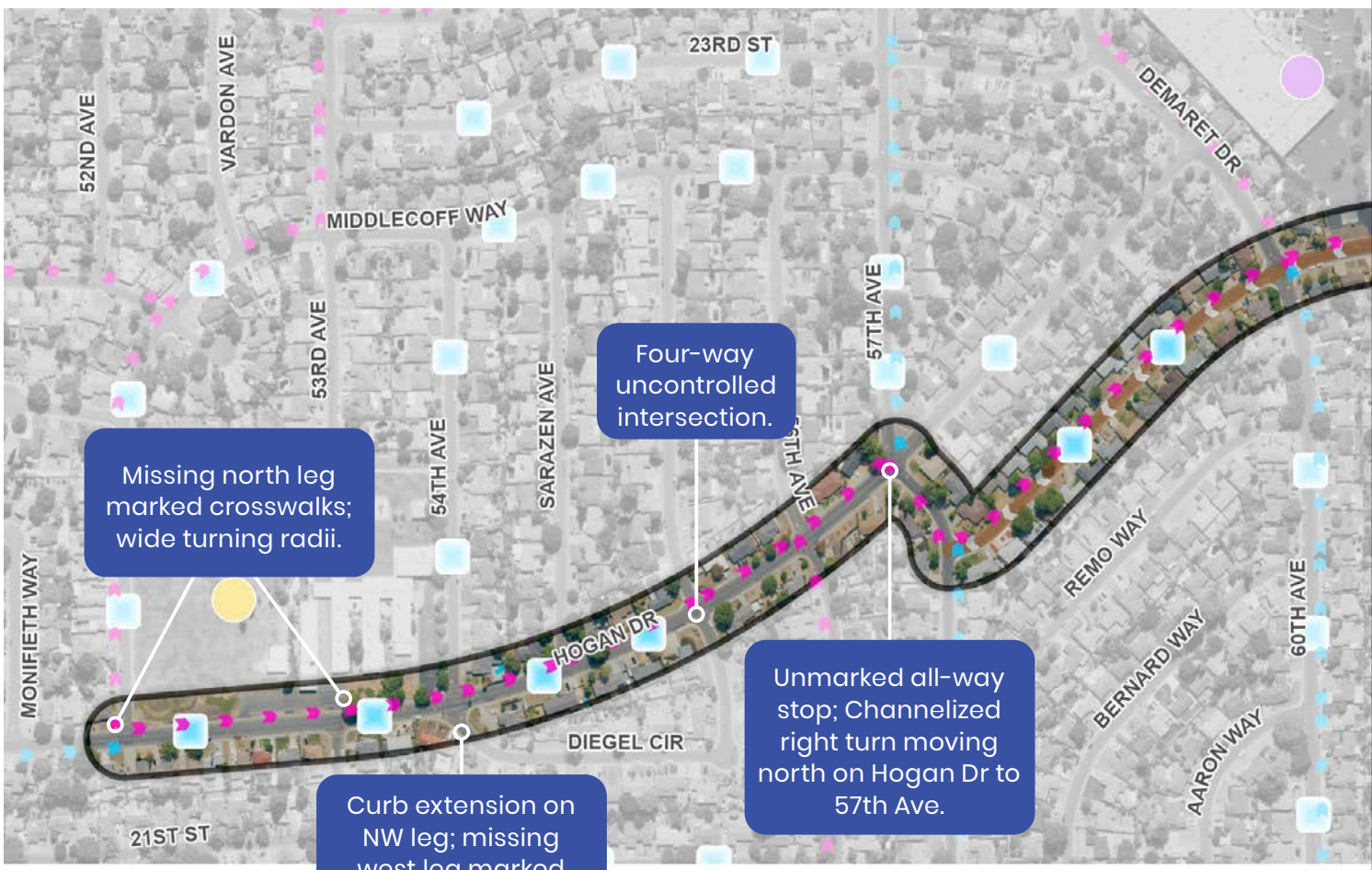
- HW Harkness Elementary School
- Florin Square Shopping Center
- Goethe School Park
- John H. Still K-8 School
- MLK Jr Library
- Steve Jones Park

Crash data source: Transportation Injury Mapping System (TIMS), 2016-2020

ISSUE	COUTERMEASURE
LOCATION-SPECIFIC RECOMMENDATIONS	
Missing marked crosswalk on all-way stop-controlled intersection of Middlecoff Way and Hogan Drive, near HW Harkness Elementary School.	Add raised intersection and marked crossing on north leg.
Wide intersection turning radii at Diegel Circle and Hogan Drive.	Increase curb extension on northwest leg and add marked crossing on west leg.
Wide turning radii at Hogan Drive and Sarazen Avenue.	Add curb extensions.
Four-way intersection with no stop control or marked crossings.	Add stop signs on 55th Avenue and add marked crosswalks.
Missing marked crossings across stop controlled 56th Avenue (Primary Network) at Hogan Drive.	Add marked crosswalks on east and west legs of intersection.
Complex intersection with no marked crossings at Hogan Drive and 57th Avenue (Secondary Network).	Close slip lane from Hogan Drive to 57th Avenue.
Lack of traffic calming treatments create uncomfortable conditions for people biking and walking.	Add traffic diverter on 57th Avenue between Hogan Drive and Tamoshanter Way.
Wide turning radii, no stop control, and no marked crossings at 57th Avenue (Secondary Network) and Tamoshanter Way (Primary Network, HIN corridor).	Add curb extensions and intersection stop control with marked crosswalks.
Missing marked crossings at all-way stop at Tamoshanter Way and Demaret Drive (Primary Network) near Florin Square Shopping Center.	Add raised intersection and marked crosswalks on all intersection legs.
Vehicle speeding on Tamoshanter Way south of Florin Road.	Add speed lump south of Florin Road to complement existing speed lump.
Wide intersection turning radii at Tamoshanter Way and 65th Avenue (Primary Network) and no marked crossings at all-way stop-controlled intersection.	Add curb extensions and add marked crosswalks to all intersection legs.
Wide intersection turning radii at Tamoshanter Way and 66th Avenue (Primary Network).	Add curb extensions and add marked crosswalk across 66th Avenue.
Wide intersection turning radii at Tamoshanter Way and 68th Avenue (Primary Network) and no marked crossings at all-way stop-controlled intersection (east Tamoshanter Way).	Add curb extensions and add marked crosswalks to all intersection legs.
Bicycle connection on 68th Avenue to Tamoshanter Way.	Add hardened centerline on 68th Avenue to slow turning vehicles on to Tamoshanter Way.
Wide intersection turning radii at Tamoshanter Way and 68th Avenue (Primary Network) and uncontrolled crossing (west Tamoshanter Way).	Add curb extensions to improve visibility for people biking and walking.
Speeding on Tamoshanter Way from 68th Avenue to O'Neil Way.	Add chicanes.
Wide turning radii on Tamoshanter Way at Willowick Way and uncontrolled marked crossing, near Success Academy.	Add curb extensions.
Wide turning radii on Tamoshanter Way at O'Neil Way and uncontrolled marked crossing, near Success Academy.	Add curb extensions.

Recommendations are for demonstration purposes and should not be considered approved or final. Each recommendation is subject to further engineering and design studies to determine feasibility and consistency with City policies.

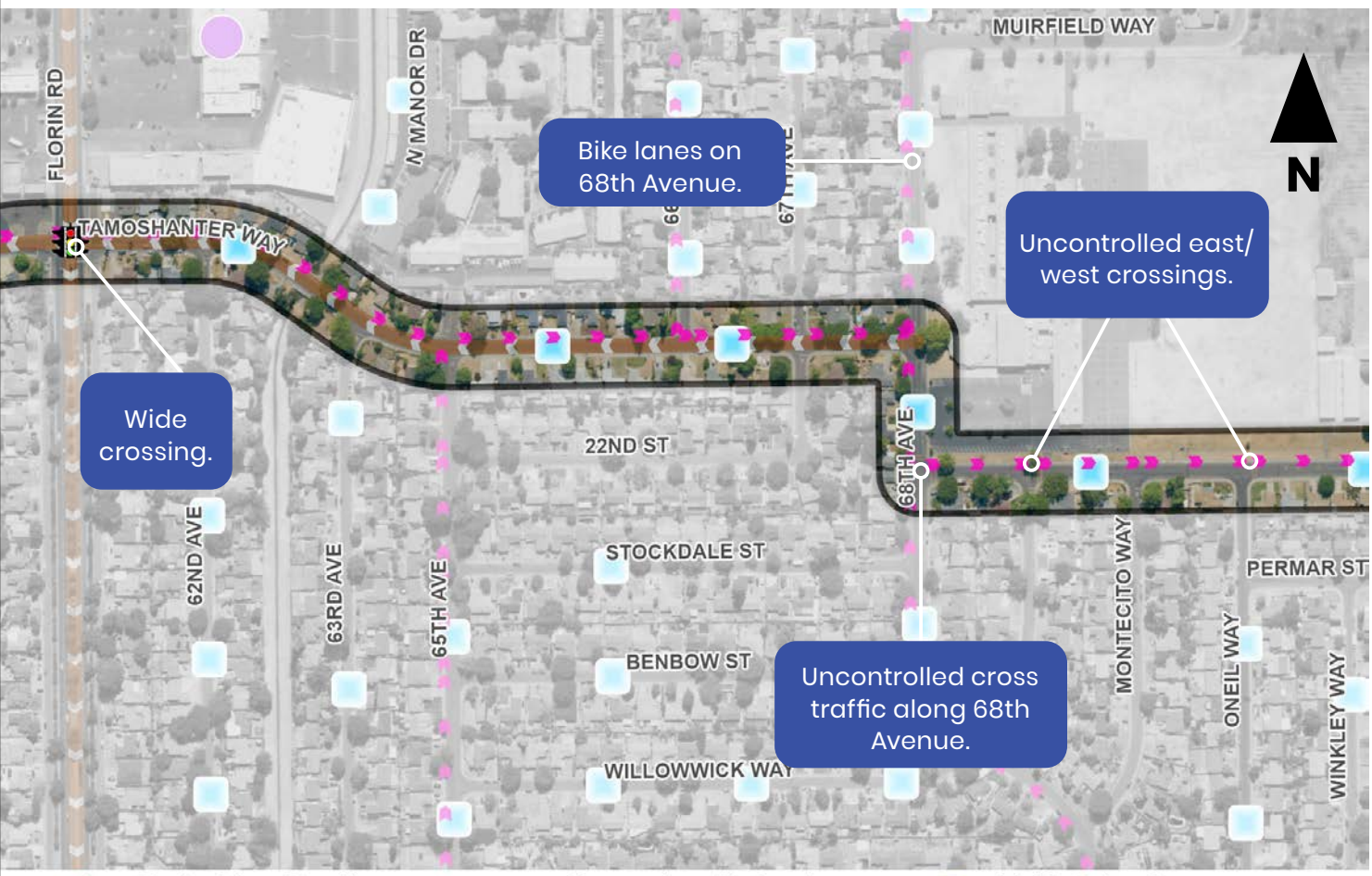
3 TAMOSHANTER WAY



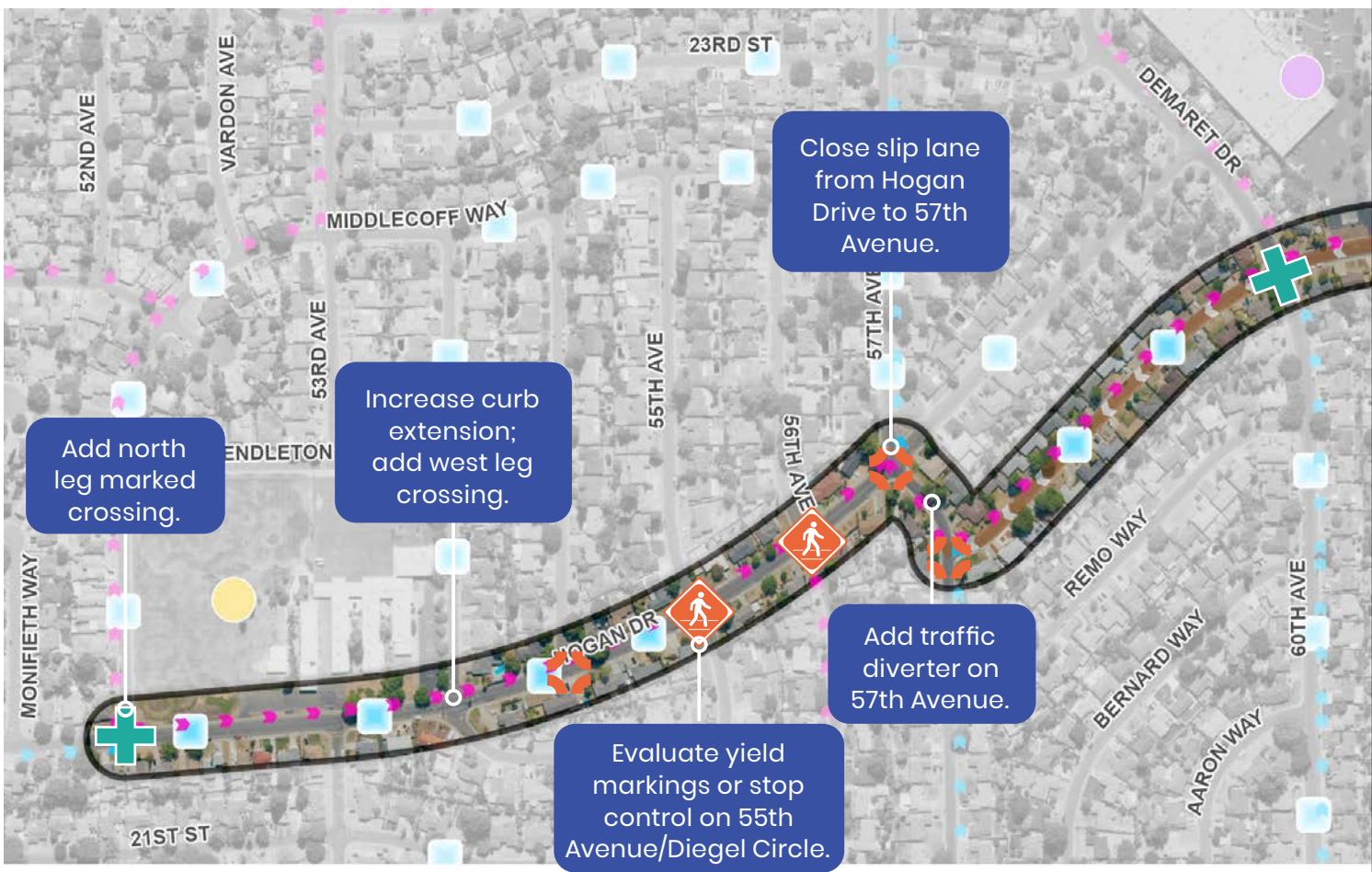
OTHER:

- Severe pedestrian and bicycle crash history along Florin Road.

Existing Conditions



3 TAMOSHANTER WAY



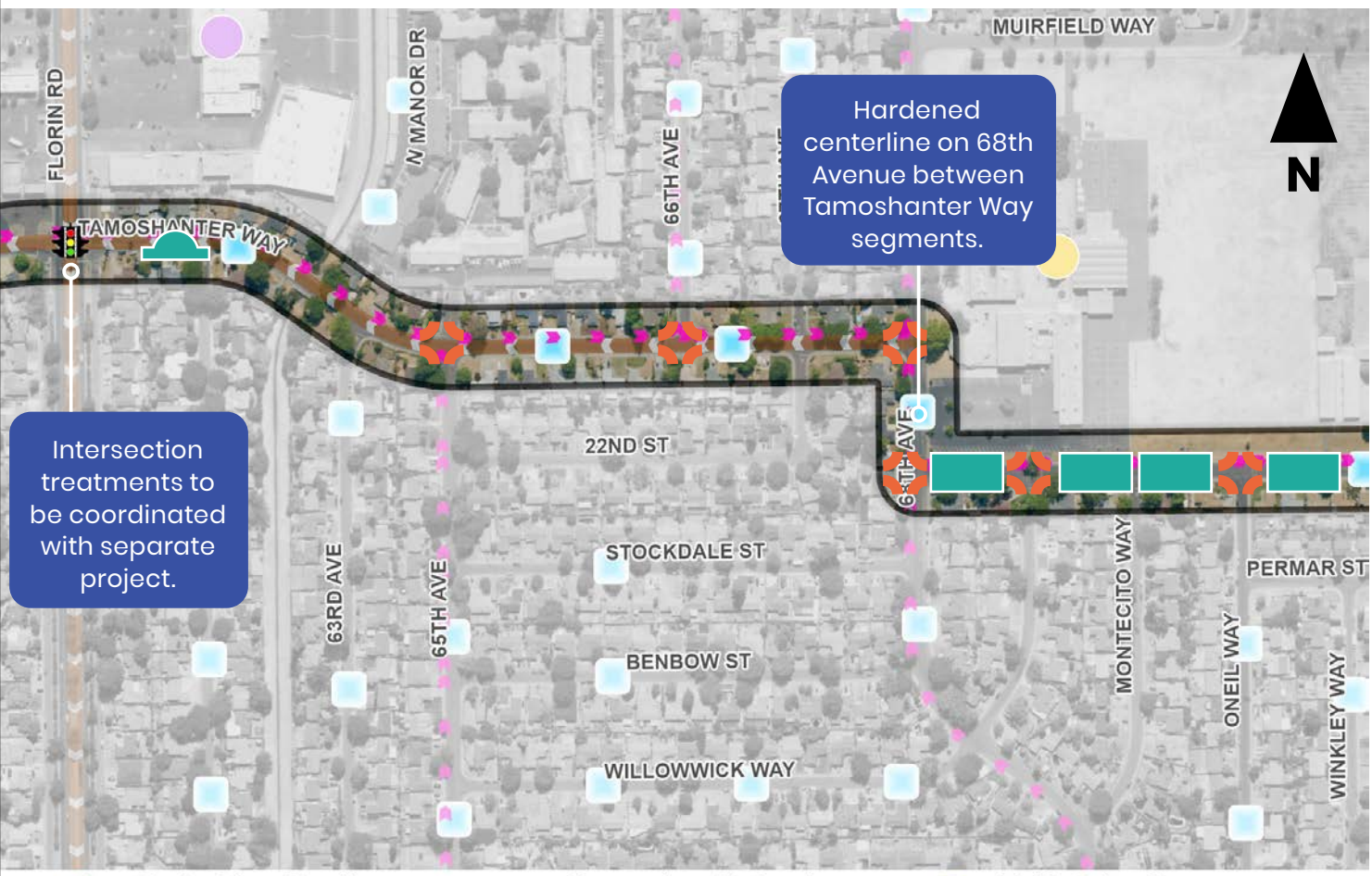
RECOMMENDED TREATMENTS:

- Curb extension
- Marked crosswalk
- Raised intersection
- Chicane
- Speed lump

ADDITIONAL TREATMENTS:

- All crosswalks should be evaluated for enhanced crossing treatments

Recommendations



4 N PARK DR

N Park Drive is on the Primary Network. N Park Drive from E Commerce Way to Natomas Boulevard is a two-lane street with turn lanes at intersections. On-street parking is provided along portions of the corridor nearby Natomas Middle School and a small segment from Bessemer Cout to Northborough Drive. N Park Drive has existing bike lanes. The posted speed limit ranges from 25 to 30 mph. There are existing speed lumps and constructed/striped median lanes near the middle school.

QUICK FACTS

- Primary Network
- **0** Connections to HIN Streets
- Not In DAC
- **4** Shared use path connection
- **1.44 MI** Length

MULTIMODAL FEATURES:

- Shared use path connections to Wild Rose Park and North Natomas Regional Park.
- Transit route along the N Park Drive corridor and along E Commerce Way, Kokomo Drive, Brookmere Way, Northborough Drive, and Natomas Boulevard.
- Existing bike lanes – gap in northern bike lane form Broadwater Drive to Kankakee Drive.
- N Park Drive Bicycle LTS: 4.
- N Park Drive Pedestrian Comfort Level 2.

MAJOR CORRIDORS SERVED:

- E Commerce Way
- Natomas Boulevard

DESTINATIONS SERVED:

- Natomas Middle School
- H. Allen Hight Elementary School
- Wild Rose Park
- Heron School
- North Natomas Regional Park

CORRIDOR EXTENTS:

E Commerce Way to Natomas Blvd (1.44 miles)

NEARBY DESTINATIONS:

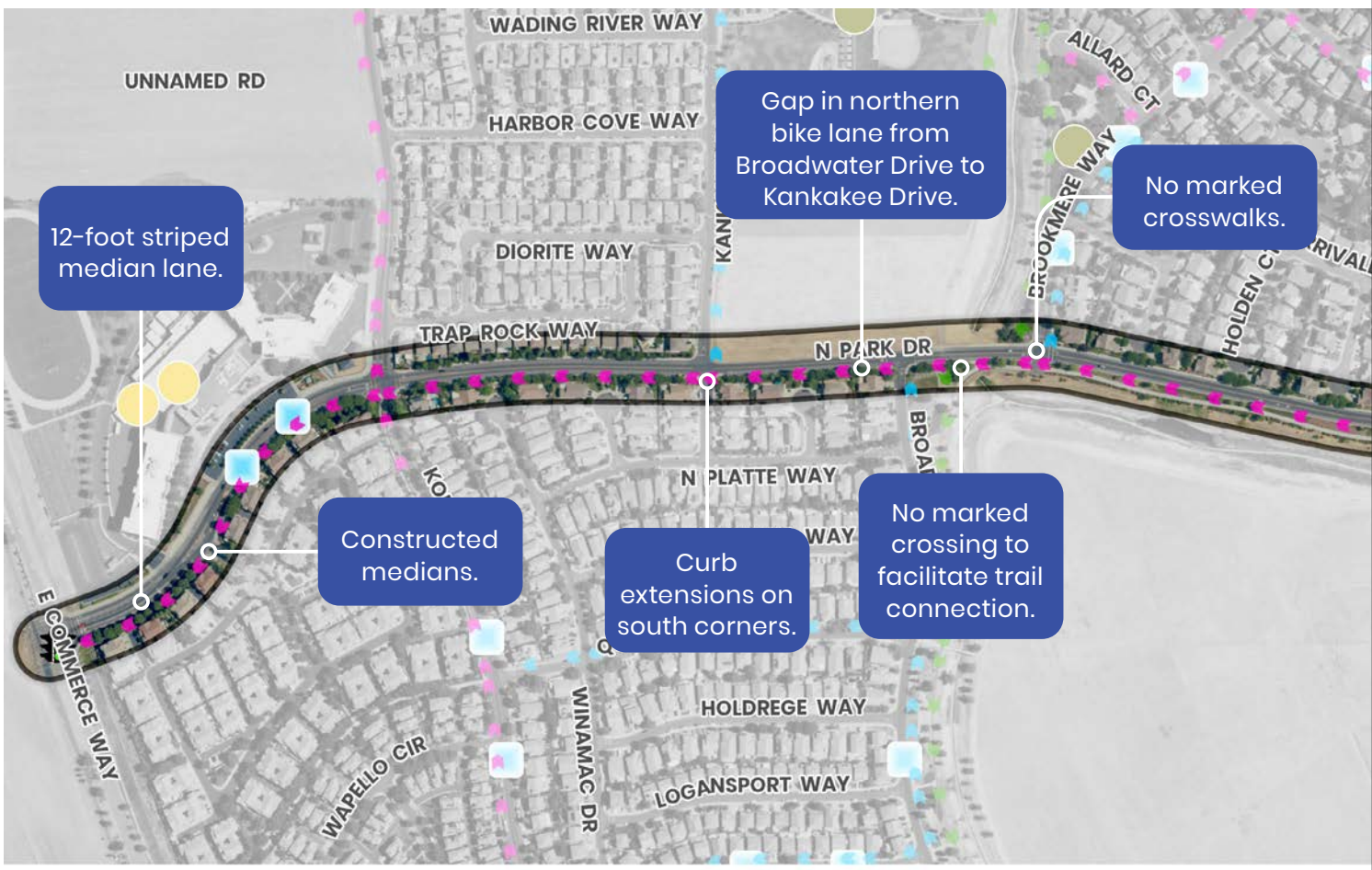
- Natomas Middle School
- H. Allen Hight Elementary School
- Wild Rose Park
- Heron School
- North Natomas Regional Park

Crash data source: Transportation Injury Mapping System (TIMS), 2016-2020

ISSUE	COUTERMEASURE
CORRIDOR-WIDE RECOMMENDATIONS	
Limited pedestrian visibility.	Evaluate lighting at all crossings.
Limited shade.	Evaluate presence of street trees.
Lack of existing traffic calming to help slow vehicle speeds.	Place speed lumps approximately every 500 ft along N Park Drive.
Ranked bicycle LTS 4.	Stripe buffered bike lanes along N Park Drive.
LOCATION-SPECIFIC RECOMMENDATIONS	
High traffic crossing at Kokomo Drive nearby school.	Add raised intersection and high visibility marked crosswalks .
Four-way intersection with no stop control or marked crossings at N Park Drive and Kankakee Drive.	Add curb extensions to the north side of the intersection and add hardened centerline on N Park Drive.
Missing marked crossings at Broadwater Drive to facilitate trail connections.	Realign trails to Broadwater Drive with enhanced crossing; include bike ramps to the street.
Missing marked crossings at Brookmere Way to facilitate trail connections.	Add raised intersection and connect trail crossing between Brookmere Way and Broadwater Drive.
Lack of traffic calming to slow vehicle speeds at crossings.	Reconstruct existing midblock crossing at North Natomas Regional Park Trail to be a raised crosswalk and include curb extensions.
Missing marked crosswalks at Northborough Drive.	Add raised intersection.
Lack of traffic calming to slow vehicle speeds at crossings.	Add raised intersections at Fredericksburg Way and Banfield Drive.
Lack of connection between on-street bike facilities and shared use paths.	Transition on-street bikes west of Natomas Boulevard to shared use path/sidewalk with bike ramps.

Recommendations are for demonstration purposes and should not be considered approved or final. Each recommendation is subject to further engineering and design studies to determine feasibility and consistency with City policies.

4 N PARK DR



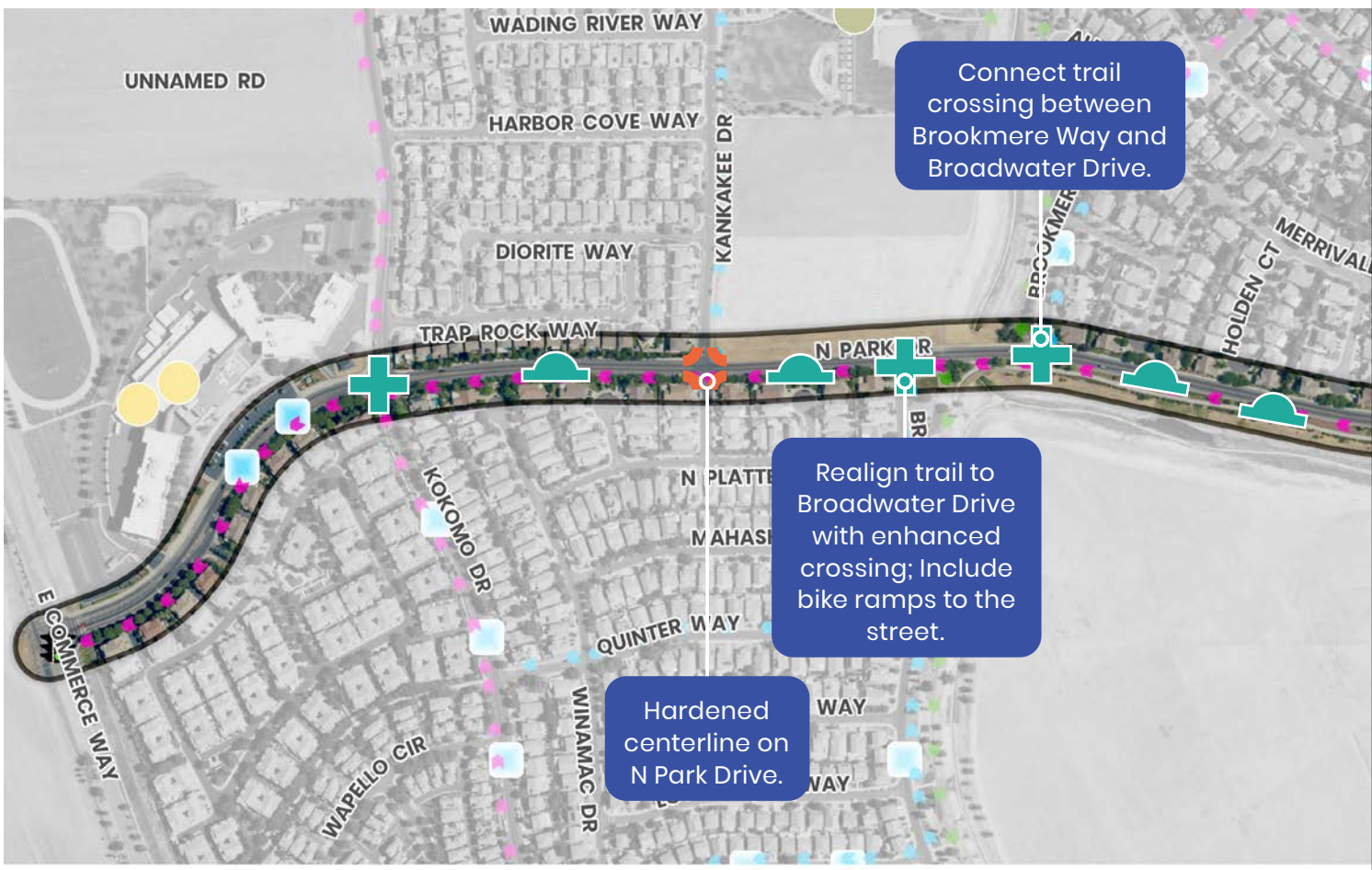
OTHER:

- Bike lanes along N Park Drive.
- Traffic calming lacks along corridor to help slow vehicle speeds.
- N Park Drive is ranked a bicycle LTS 4 and pedestrian comfort level 2.
- Inconsistent crosswalk markings.
- Lack of corridor traffic calming treatments.

Existing Conditions

- Pedestrian Death
- Pedestrian Serious Injury
- Shared Use Path
- Primary Network
- Secondary Network
- Signalized Intersection
- Pedestrian Refuge
- Speed Lump
- K-12 School
- Civic / Recreation

4 N PARK DR



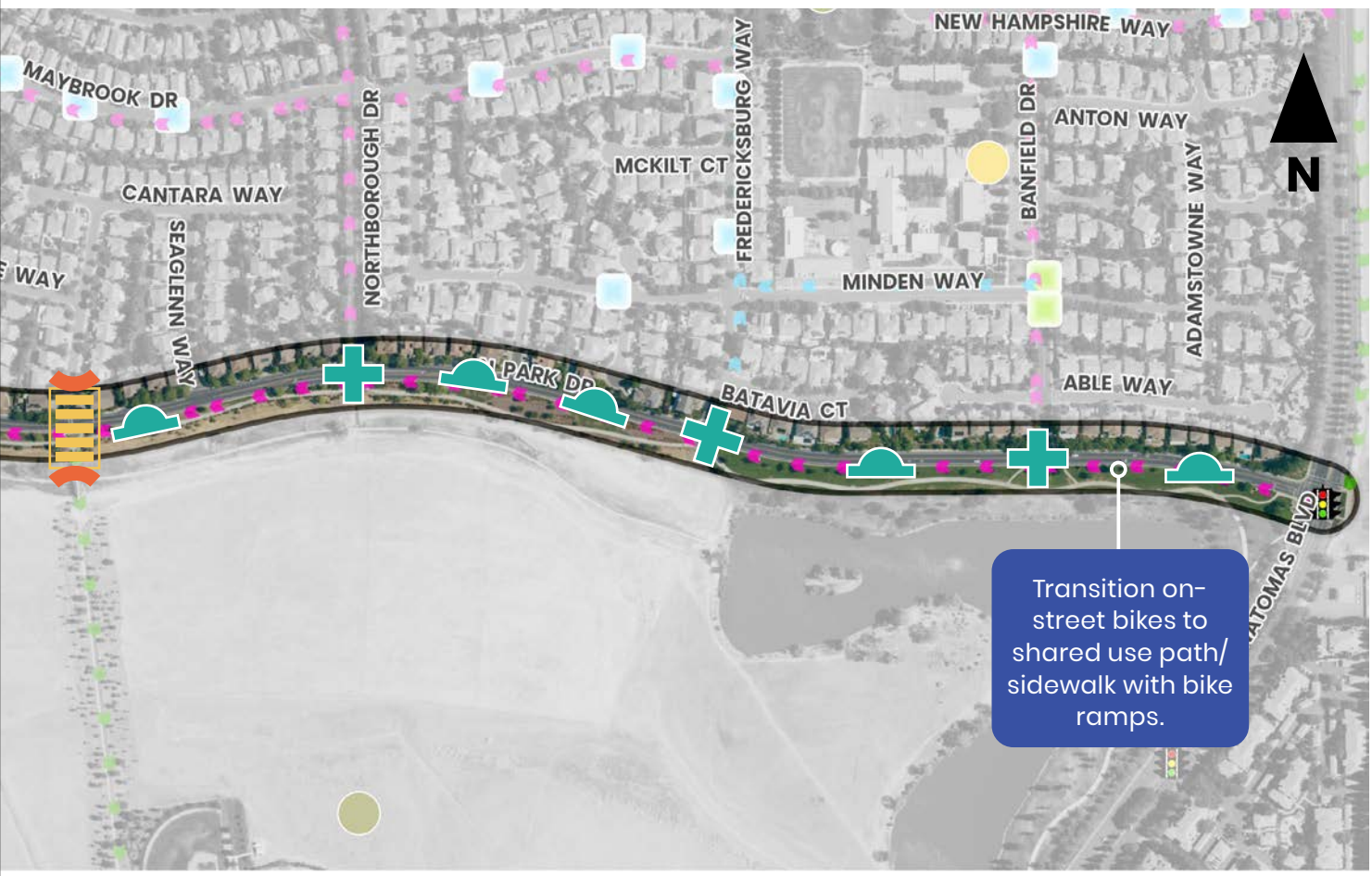
RECOMMENDED TREATMENTS:

- Curb extension
- Raised crosswalk
- Raised intersection
- Speed lump

ADDITIONAL TREATMENTS:

- Evaluate lighting at all crossings.
- Evaluate presence of street trees.
- Speed lumps spaced .approximately every 500' along N Park Drive.
- Stripe buffered bike lanes along N Park Drive.

Recommendations



- Pedestrian Death
- Pedestrian Serious Injury
- Shared Use Path
- Primary Network
- Secondary Network
- Signalized Intersection
- Pedestrian Refuge
- Speed Lump
- K-12 School
- Civic / Recreation

5 W RIVER DR

W River Drive is on the Primary Network. A portion of this corridor on Shorebird Drive is on the Secondary Network. The project corridor along Shorebird Drive, W River Drive, and N Cove Dr, from Swainson Way to Lavender Jade Avenue is a two-lane street with on-street parking. The posted speed limit ranges from 25 to 30 mph and there are existing speed lumps along the corridor.

QUICK FACTS

- Primary and Secondary Network
- **0** Connections to HIN Streets
- Not In DAC
- **3** Shared use path connection
- **1.38 MI** Length

MULTIMODAL FEATURES:

- Existing bike lanes on W River Drive. to Orchard Lane as well as on North Cove Drive.
- W River Dr Bicycle LTS: 3.
- W River Dr Pedestrian Comfort Level: 2.

MAJOR CORRIDORS SERVED:

- Garden Highway
- W El Camino Avenue

DESTINATIONS SERVED:

- Shorebird Park
- Two Rivers Elementary School
- Leroy Greene Academy
- Orchard Park

CORRIDOR EXTENTS:

Swainson Way to Lavender Jade Ave (1.38 miles)

NEARBY DESTINATIONS:

- Shorebird Park
- Two Rivers Elementary School
- Leroy Greene Academy
- Orchard Park

Crash data source: Transportation Injury Mapping System (TIMS), 2016-2020

ISSUE	COUTERMEASURE
LOCATION-SPECIFIC RECOMMENDATIONS	
Limited lighting near Shorebird Park.	Evaluate lighting at the park.
Uncontrolled north/south marked crosswalk near Shorebird Park.	Add raised intersection at Kittiwake Drive and Swainson Way.
Missing bike connections on Shorebird Drive.	Provide shared lane markings.
Limited marked crosswalks across Shorebird Drive.	Add marked crosswalks at Shearwater Court and at W River Drive.
Missing marked crosswalks and safe crossing distances.	At the intersection of Shorebird Drive and W River Drive, expand the existing median island to provide pedestrian refuge.
Lack of traffic calming.	Add speed lumps on Swainson Way, Shrearwater Drive, Barandas Drive, and Nautica Court.
Missing marked crossing .	Add marked crosswalk at Shearwater Drive and Swainson Way.
No marked crosswalks at two-way stop control intersection of Barandas Drive and W River Drive.	Replace existing traffic circle with mini roundabout.
High traffic crossing at 2 Rivers Drive nearby school.	Add raised intersection and high visibility marked crosswalks.
Ranked bicycle LTS 3.	Remove left turn lane and medians and add buffered bike lanes on W River Drive.
Concern of speeding and pedestrian comfort near school.	Raise existing midblock crossing near Discovery Shores Way.
Lack of connection between on-street bike facilities and sidewalk/paths.	Add shared lane markings and ramps for bikes to transition to sidewalk/path at the roundabout at Orchard Lane. Remove parking on the east /south side of W River Dr between Orchard lane and El Camino Avenue and add bike lanes.
Lack of traffic calming to slow vehicle speeds outside of school zone.	Add speed lumps on W River Drive between Orchard Lane and Unity Pointe Avenue.
Lack of traffic calming to slow vehicle speeds at crossings.	Add raised crossing and curb extensions to connect park and trail on W River Dr south of Bergamo Way .
Inconsistent crosswalk striping and traffic calming nearby trail approach.	Add raised intersection at N Cove Drive and Endsley Avenue. Add raised intersection at Mossy Creek Street and Lavender Jade Avenue.
Lack of connection between on-street bike facilities and trails.	Add shared lane markings from North Cove Drive to trail entrance at Lavendar Jade Avenue. Add raised crosswalk and curb extensionsat connection to trail.

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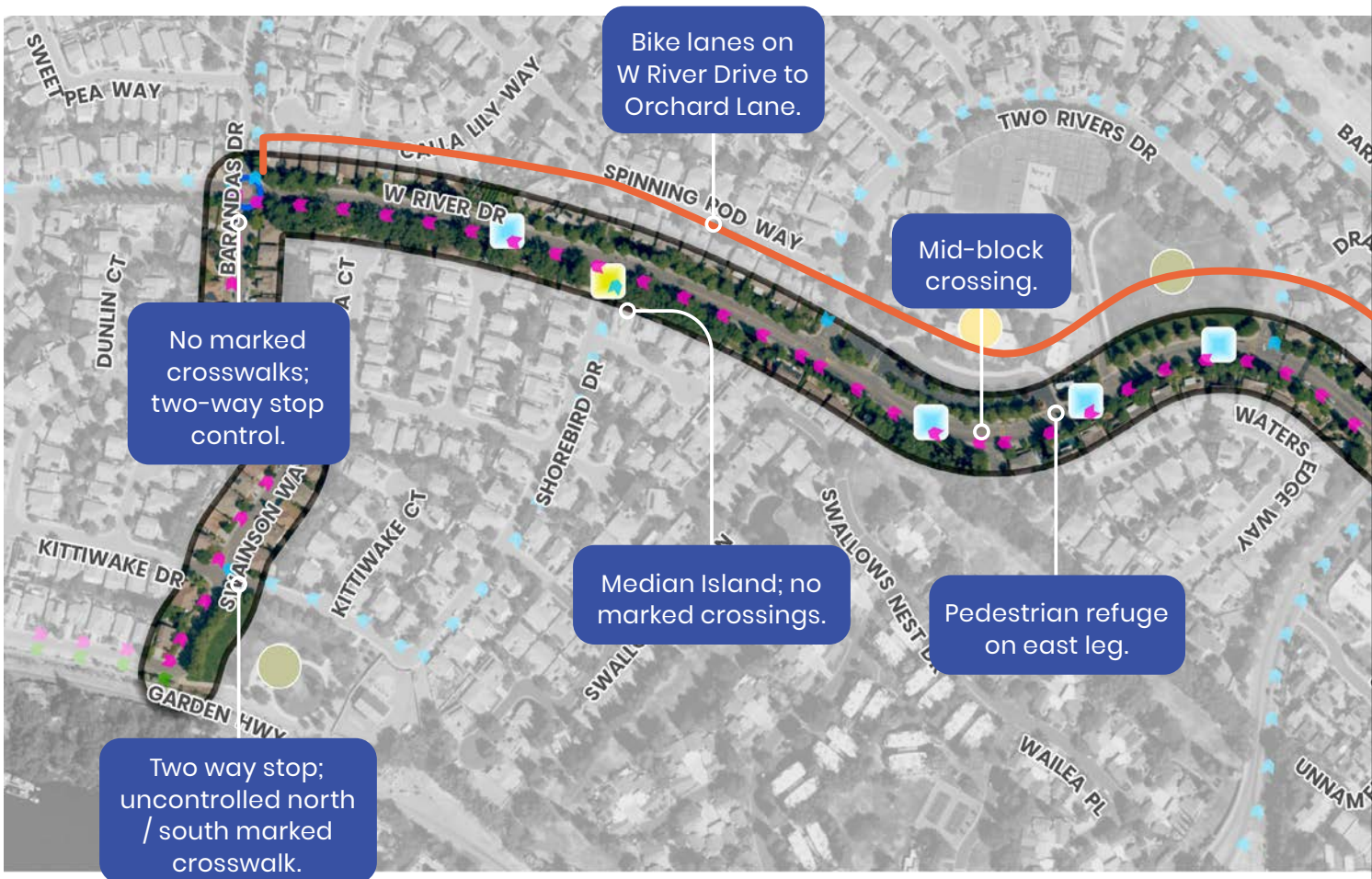
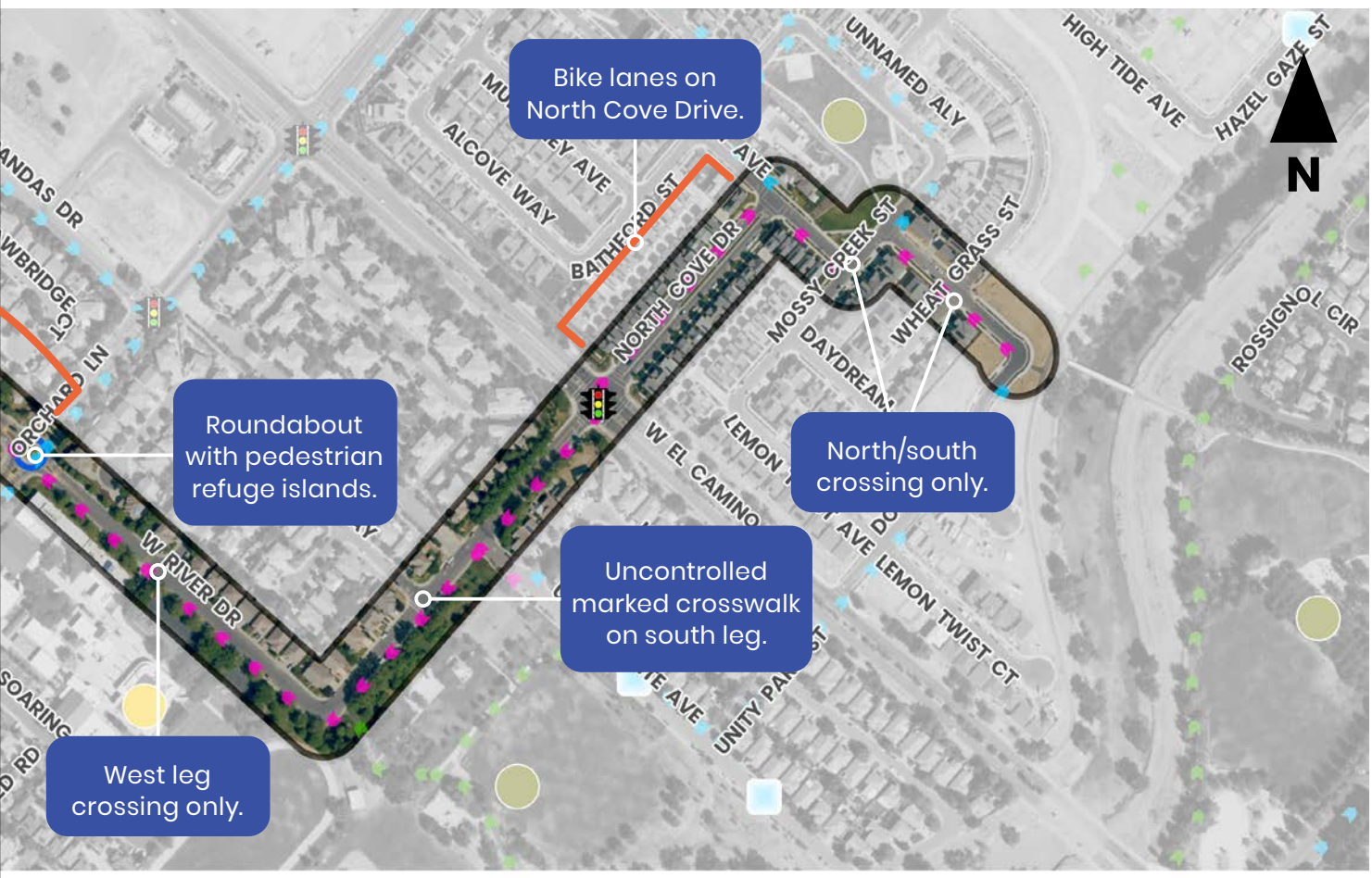
5 W RIVER DR



OTHER:

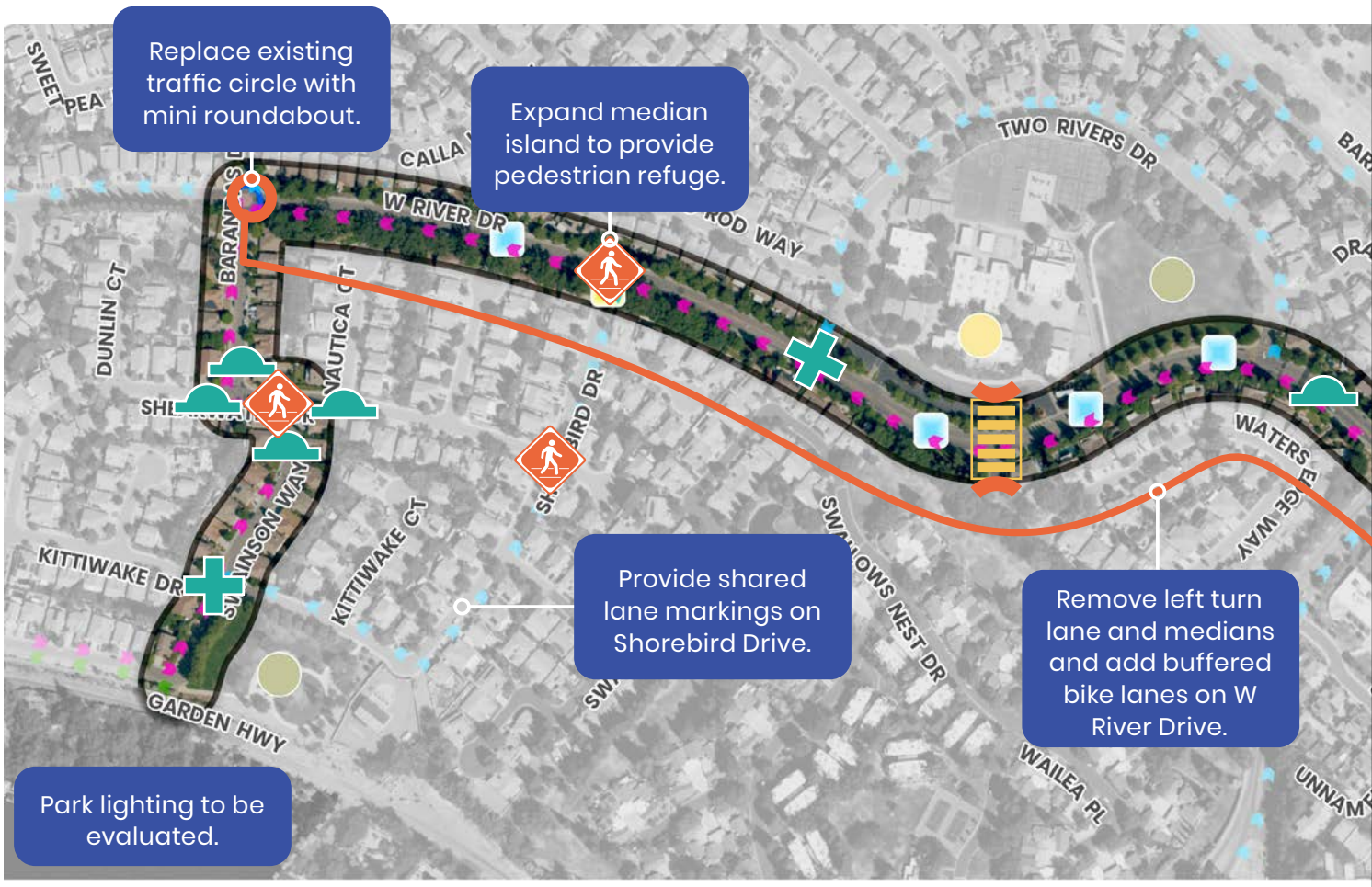
- W River Dr is ranked as bicycle LTS 3 and pedestrian comfort level 2.
- Limited marked crosswalks across Shorebird Drive.
- Inconsistent crosswalk striping.

Existing Conditions



Shared Use Path
Primary Network
Secondary Network
Signalized Intersection
Median Island
Speed Lump
Traffic Circle
K-12 School
Civic / Recreation

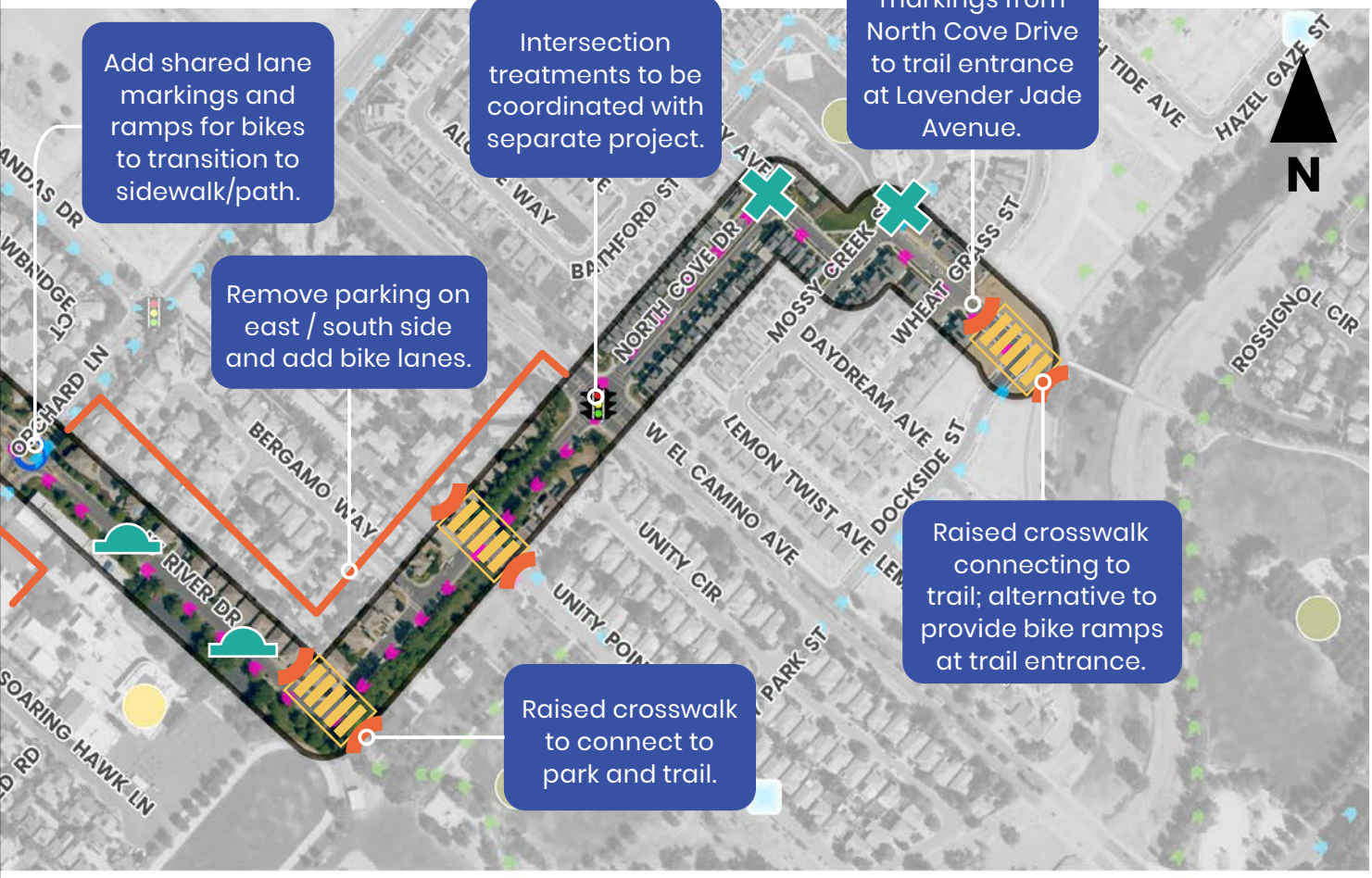
5 W RIVER DR



RECOMMENDED TREATMENTS:

- Curb extension
- Marked crosswalk
- Raised intersection
- Raised crosswalk
- Speed lump
- Mini roundabout

Recommendations



6 LAS PALMAS AVE / SONOMA AVE

Las Palmas Avenue, Acacia Avenue, Branch Street and Sanoma Avenue are on the Primary Network while Altos Avenue is on the Secondary Network. The project corridor from Norwood Avenue to Del Paso Boulevard is a two-way street with on-street parking. The posted speed limit is 25 mph and there are existing speed lumps along the corridor.

QUICK FACTS

- Primary and Secondary Network
- **4** Connections to HIN Streets
- In DAC
- **1** Shared use path connection
- **1.82 MI** Length

MULTIMODAL FEATURES:

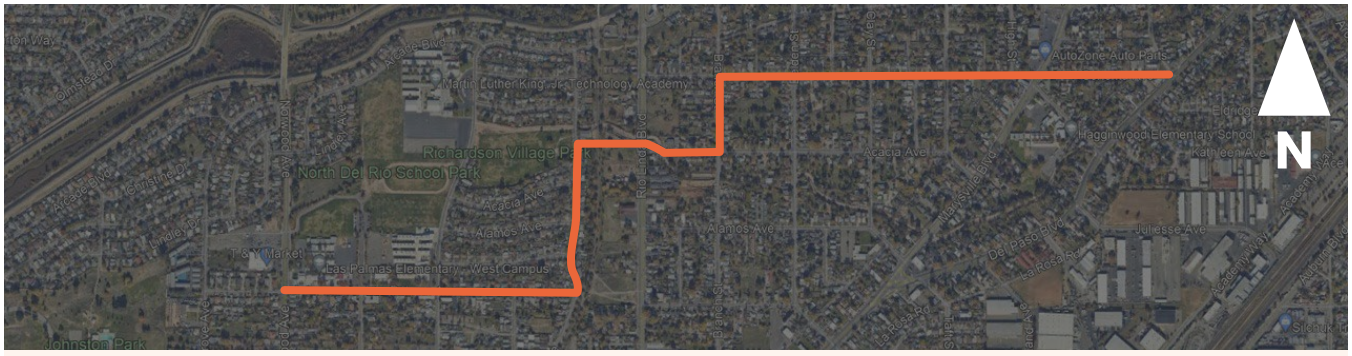
- Connection to Sacramento Northern Bike Trail.
- Transit route along Norwood Avenue and Rio Linda Boulevard.
- Existing north side bike lane on Acacia Avenue from Altos Avenue to Rio Linda Boulevard.
- Connection to bike lanes on Del Paso Boulevard.
- 1 fatal pedestrian crash at Norwood Avenue and Las Palmas Avenue.
- 1 bicycle serious injury crash on Acacia Avenue between Altos Avenue and Rio Linda Boulevard.
- 1 bicycle serious injury crash and 1 fatal pedestrian crash at Sonoma Avenue and Del Paso Boulevard.

MAJOR CORRIDORS SERVED:

- Norwood Avenue
- Rio Linda Boulevard
- Arcade Boulevard
- Marysville Boulevard
- Del Paso Bolevard

DESTINATIONS SERVED:

- Las Palmas Elementary
- Richardson Village Park
- Hagginwood Elementary School
- North Del Rio School Park



CORRIDOR EXTENTS:

Norwood Ave to Del Paso Blvd (1.82 miles)

NEARBY DESTINATIONS:

- Las Palmas Elementary
- Richardson Village Park
- Hagginwood Elementary School
- North Del Rio School Park

Crash data source: Transportation Injury Mapping System (TIMS), 2016-2020

ISSUE	COUTERMEASURE
LOCATION-SPECIFIC RECOMMENDATIONS	
Connection to HIN segment.	Suggest curb extensions and median refuge islands at Norwood Avenue and Las Palmas Avenue. Suggest eliminating slip lane on Acacia Avenue and installing curb extensions and bike boxes on Acacia Avenue approaches at Rio Linda Boulevard.
High traffic crossings nearby school.	Add raised intersection and high visibility marked crosswalks at Forrest Street and Altos Avenue Add mini traffic circle at Fairfield Street.
Wide cross section near school.	Narrow cross section in from of Las Lamas Elementary using flex posts on north side or in median in the short term. Long term recommendation to construct wider sidewalks.
High traffic volumes along Altos Avenue.	Install traffic diverter on Altos Avenue allowing access for people walking and biking.
Limited traffic calming along Altos Avenue.	Add to the existing chicane on Altos Avenue.
Missing crosswalks at Altos Avenue and Acacia Avenue providing access to Richardson Village Park.	Add raised intersection.
Lack of traffic calming nearby trails creating uncomfortable conditions for people walking and biking.	Add median refuge to create pinch point at trail crossing at Sacramento Northern Bike Trail.
Lack of biking connection to trails.	Evaluate potential to install eastbound bike lane on Acacia Avenue between Altos Avenue and Rio Linda Boulevard.
Wide turning radii.	Add mini roundabout at Acacia Avenue and Branch Street and strip crosswalks on all legs.

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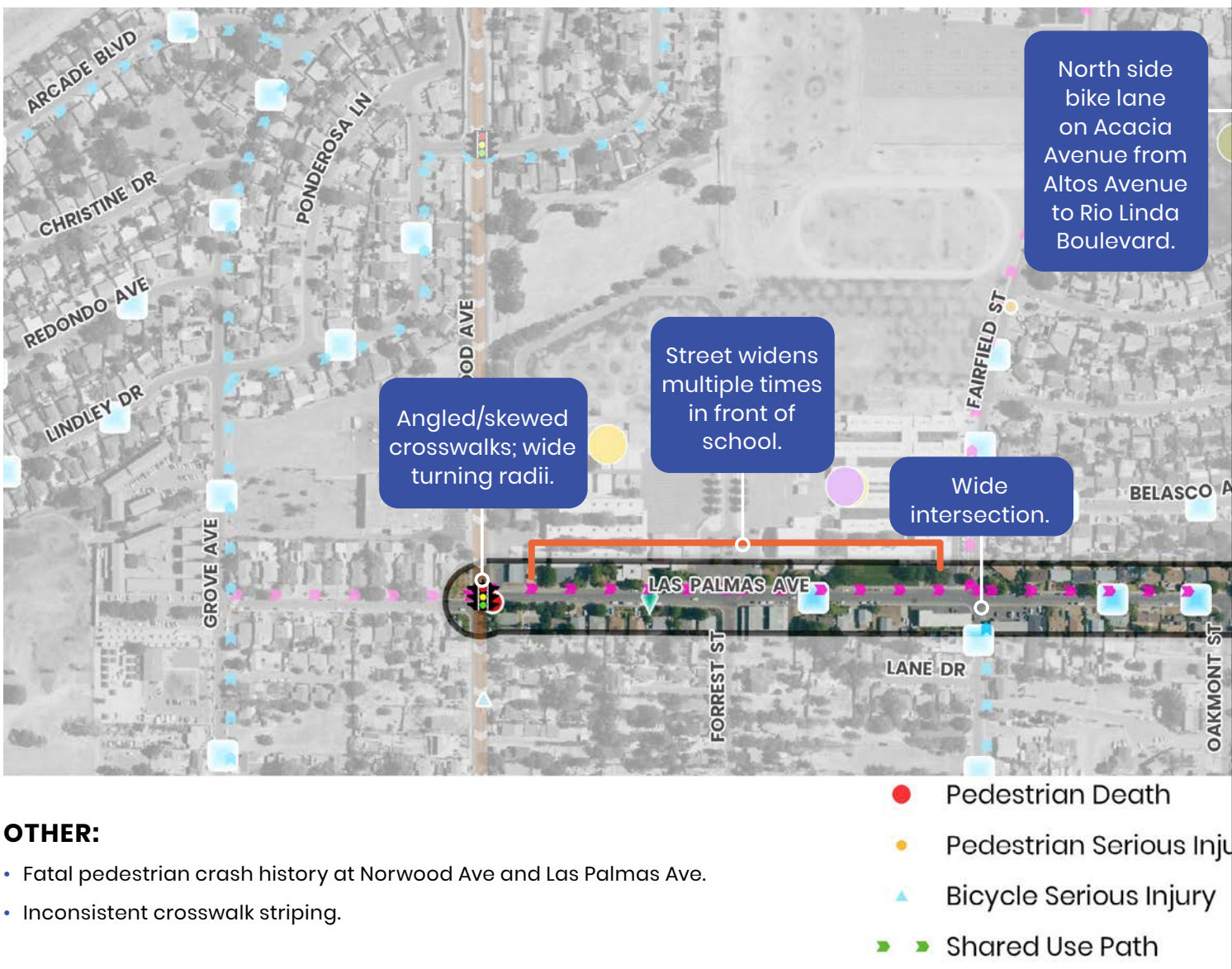
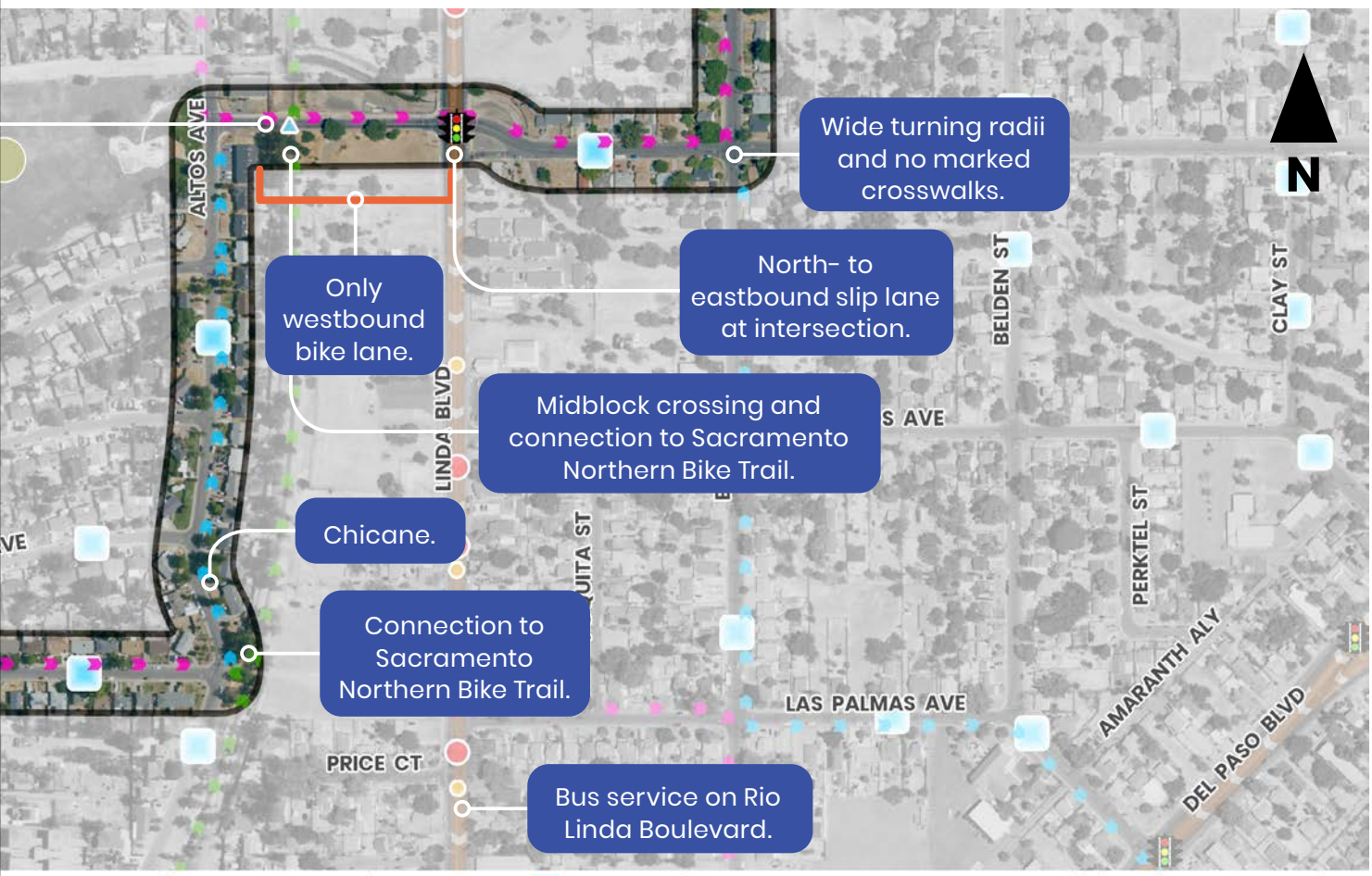
6 LAS PALMAS AVE / SONOMA AVE



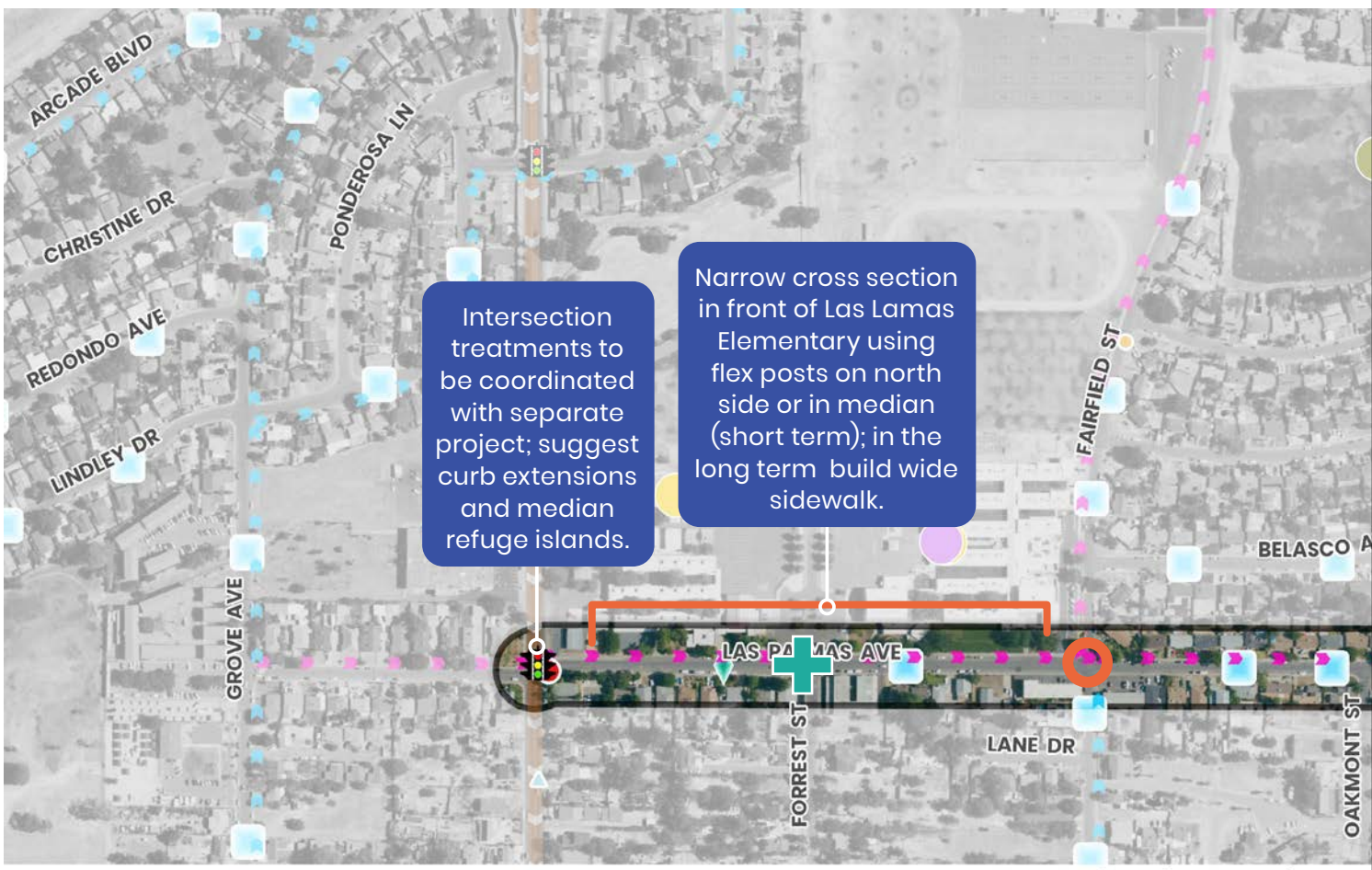
OTHER:

- Fatal pedestrian crash history at Norwood Ave and Las Palmas Ave.
- Inconsistent crosswalk striping.

Existing Conditions



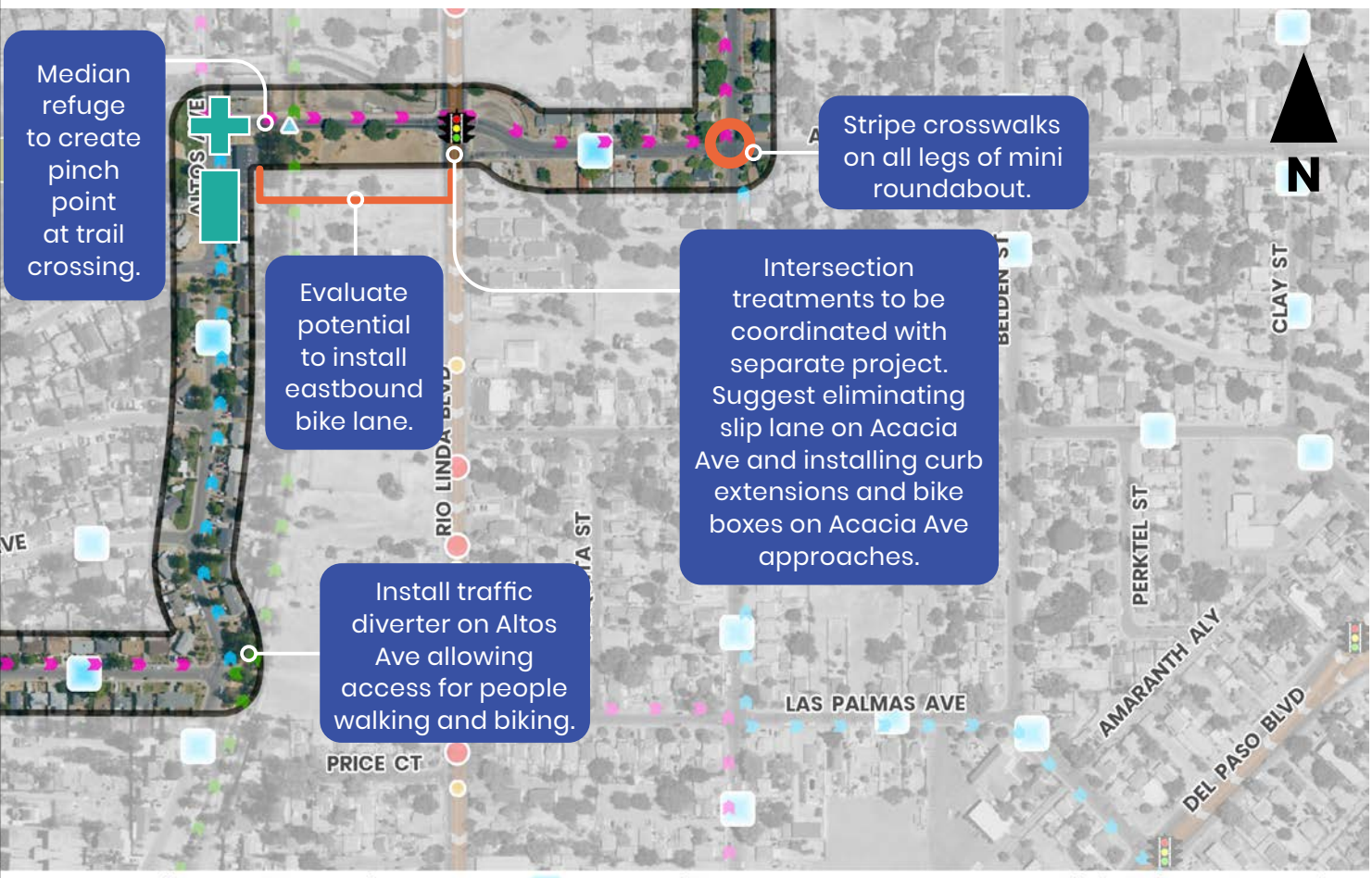
6 LAS PALMAS AVE / SONOMA AVE



RECOMMENDED TREATMENTS:

- Raised intersection
- Chicane
- Mini roundabout

Recommendations



ADDITIONAL TREATMENTS:

- Remove parking on north side of Las Palmas Avenue from Forrest Street to Fairfield Street to extend sidewalk

7 REDDING AVE / BRADFORD DR / 75TH ST

Redding Avenue, 21st Street, Bradford Drive, Wilkinson Street, and 33rd Avenue are on the Primary Network while 71st Street and Logan Street are on the Secondary Network. The project corridor from 65th Street to Power Inn Road is a two-way street with on-street parking. The posted speed limit ranges from 25 to 35 mph, however, requires transitions along 40 to 45 mph streets. There are existing speed lumps and existing bike lanes along portions of the corridor.

QUICK FACTS

- Primary and Secondary Network
- **6** Connections to HIN Streets
- In DAC
- **1** Shared use path connection
- **4.54 MI** Length

MULTIMODAL FEATURES:

- Connection to Mae Fong Park.
- Connection to Gold Line Light Rail.
- Transit routes along 65th Street, Redding Avenue, 21st Avenue, Bradford Drive, Wilkinson Street, Logan Street, Elder Creek Road, and 75th Street.
- 21st Street Bicycle LTS: 4.
- Existing bike lanes on both sides of Redding Avenue north of San Joaquin Street to Folsom Boulevard.
- Existing bike lanes on the southbound bike lane from San Joaquin Street to 14th Avenue.
- Existing bike lanes on 14th Avenue east of 71st Street.
- Existing bike lanes on Lemon Hill Avenue.
- 2 fatal pedestrian crashes on Lemon Hill Avenue.
- 1 fatal pedestrian crash at 65th Street and Q Street.

MAJOR CORRIDORS SERVED:

- 65th Street
- Folsom Boulevard
- 14th Avenue
- Fruitridge Road
- Elder Creek Road
- Power Inn Road

DESTINATIONS SERVED:

- Danny Nunn Park
- Camelia Elementary School
- George Sim Community Center
- Max Baer Park
- Hiram W. Johnson High School
- Mae Fong Park

Crash data source: Transportation Injury Mapping System (TIMS), 2016-2020

ISSUE	COUTERMEASURE
LOCATION-SPECIFIC RECOMMENDATIONS	
Threatening intersection at Q Street and 65th Street.	Add pedestrian refuge across Q Street and create full bike box.
Q Street has limited curbs and angled parking on south sides with no existing sidewalks.	Formalize parking and add bike lanes to connect to light rail.
High traffic volumes.	Add traffic diverter on Redding Avenue north of El Dorado Freeway.
Lack of traffic calming nearby trails creating uncomfortable conditions for people walking and biking.	Add raised crosswalks at trail entrances at Mae Fong Park.
Wide intersections.	Add curb extensions at Q Street and 69th Street Add curb extensions at Redding Avenue and 4th Avenue.
High traffic crossings nearby school.	Add raised intersection at Redding Avenue and San Joaquin Street. Increase the size of the median to provide pedestrian refuge. Add marked crossings. Add raised intersection at Redding Avenue and 14th Avenue.

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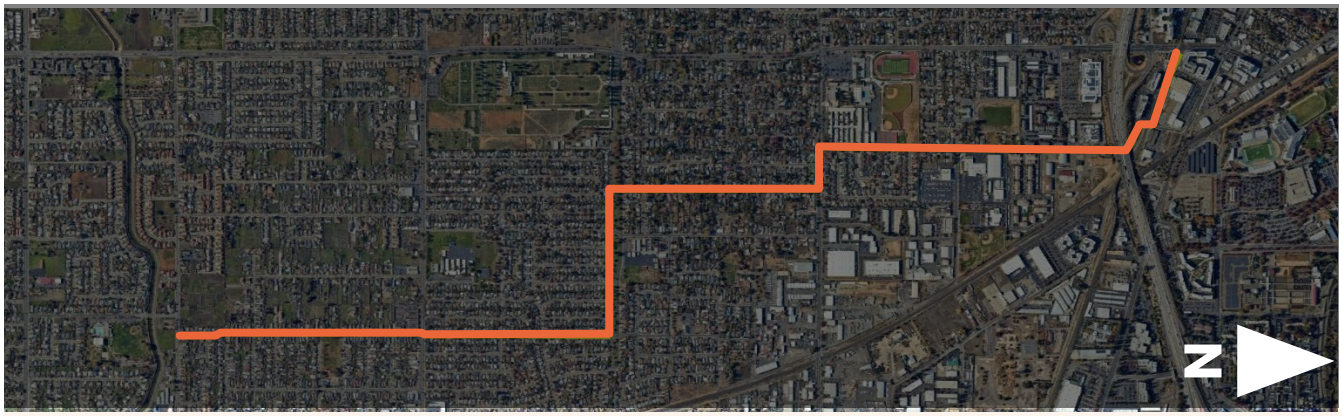


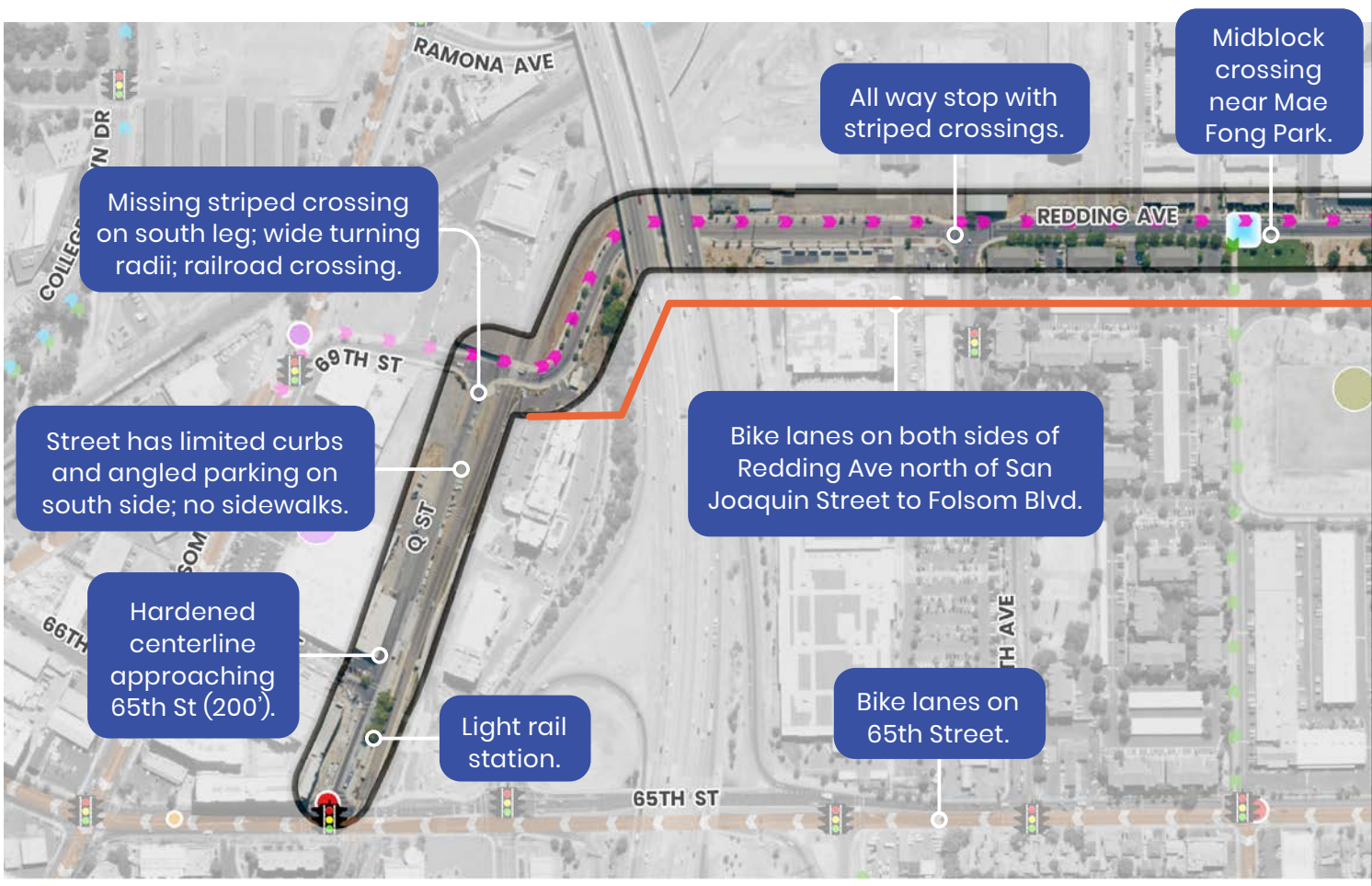
CORRIDOR EXTENTS:

Lemon Hill Ave to 65th St (3.18 miles)

NEARBY DESTINATIONS:

- Danny Nunn Park
- Camelia Elementary School
- George Sim Community Center
- Max Baer Park
- Hiram W. Johnson High School
- Mae Fong Park

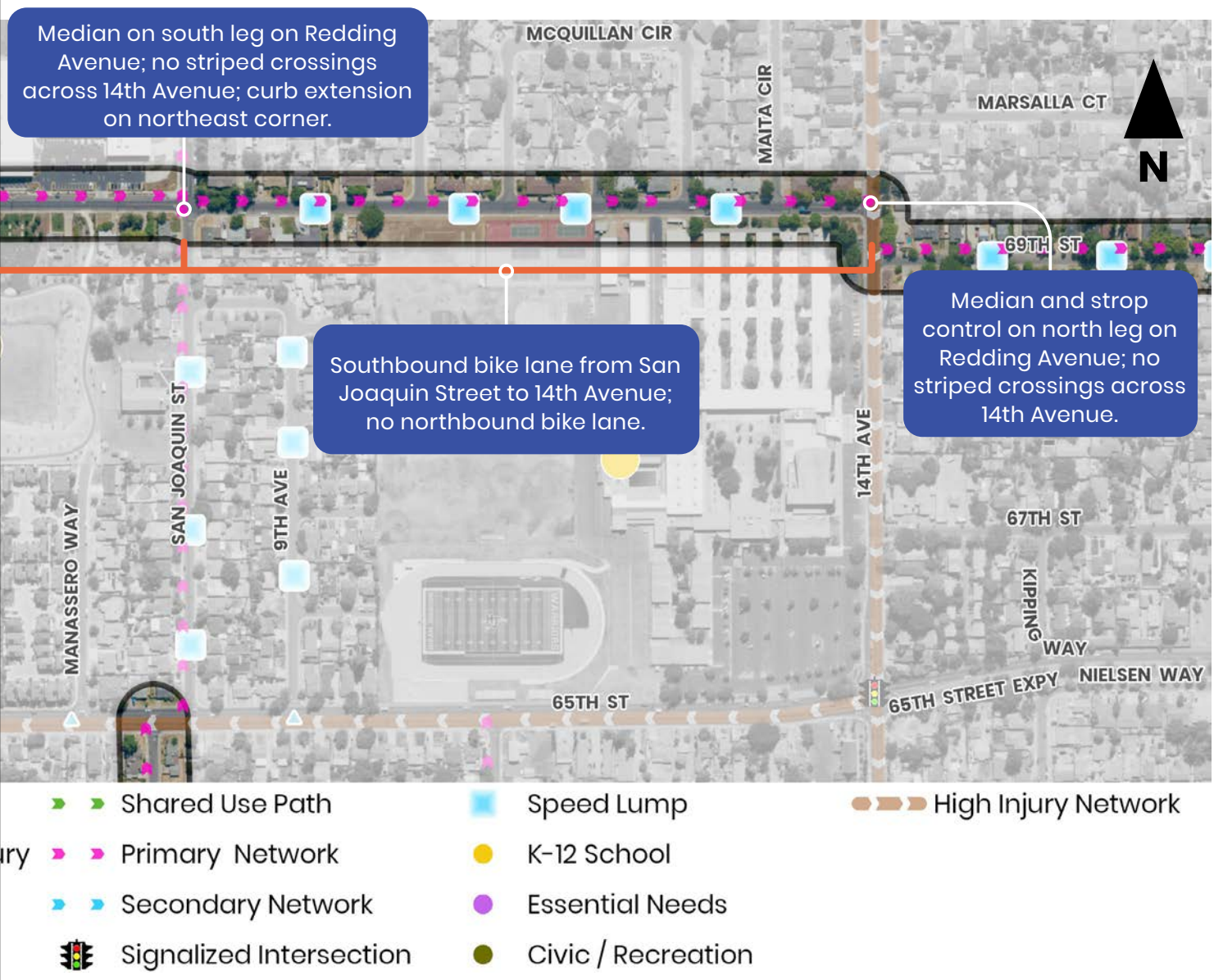
7 REDDING AVE / BRADFORD DR / 75TH ST



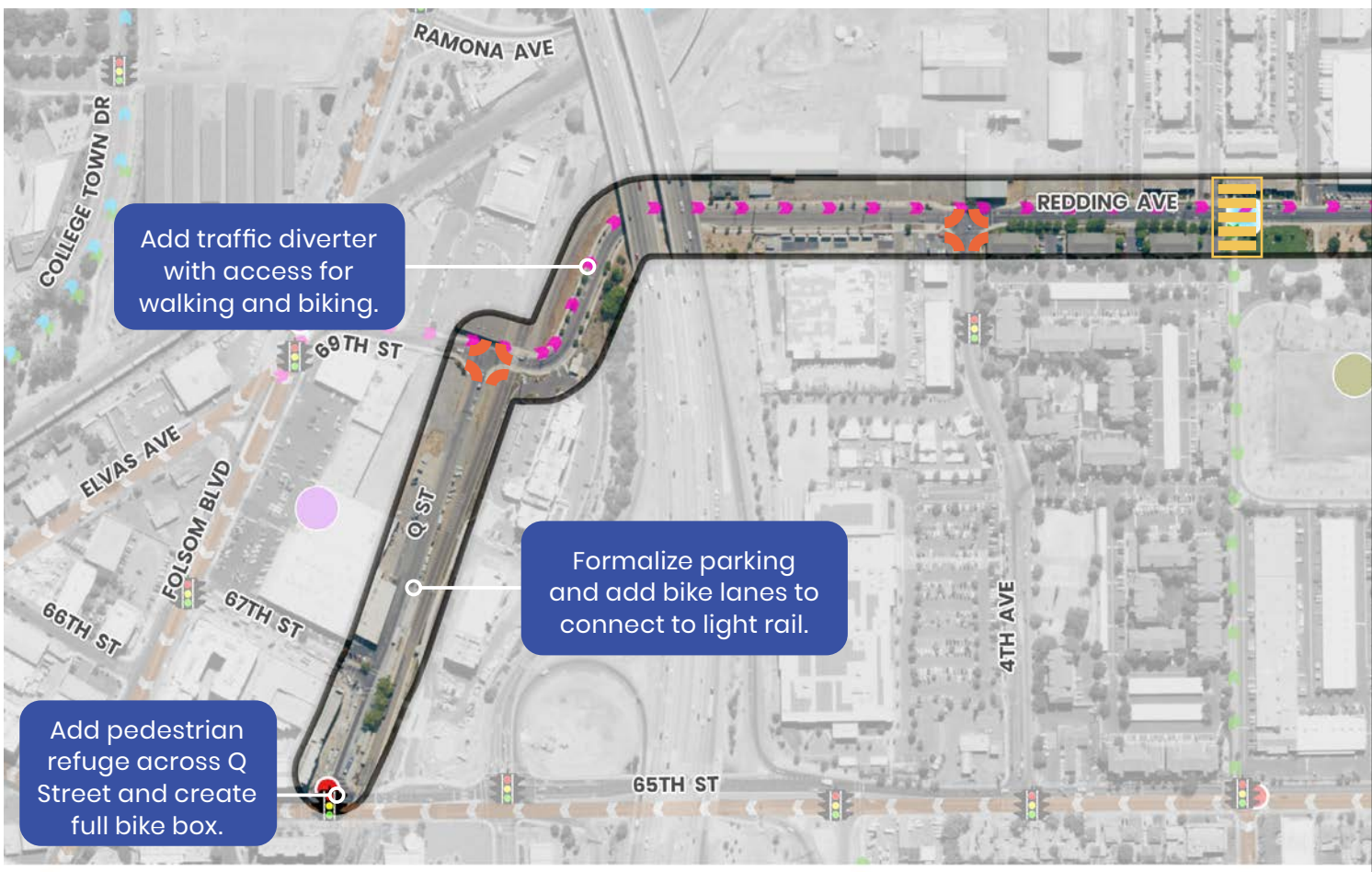
OTHER:

- No striped crossings across Redding Avenue, north of Maita Circle.

Existing Conditions



7 REDDING AVE / BRADFORD DR / 75TH ST

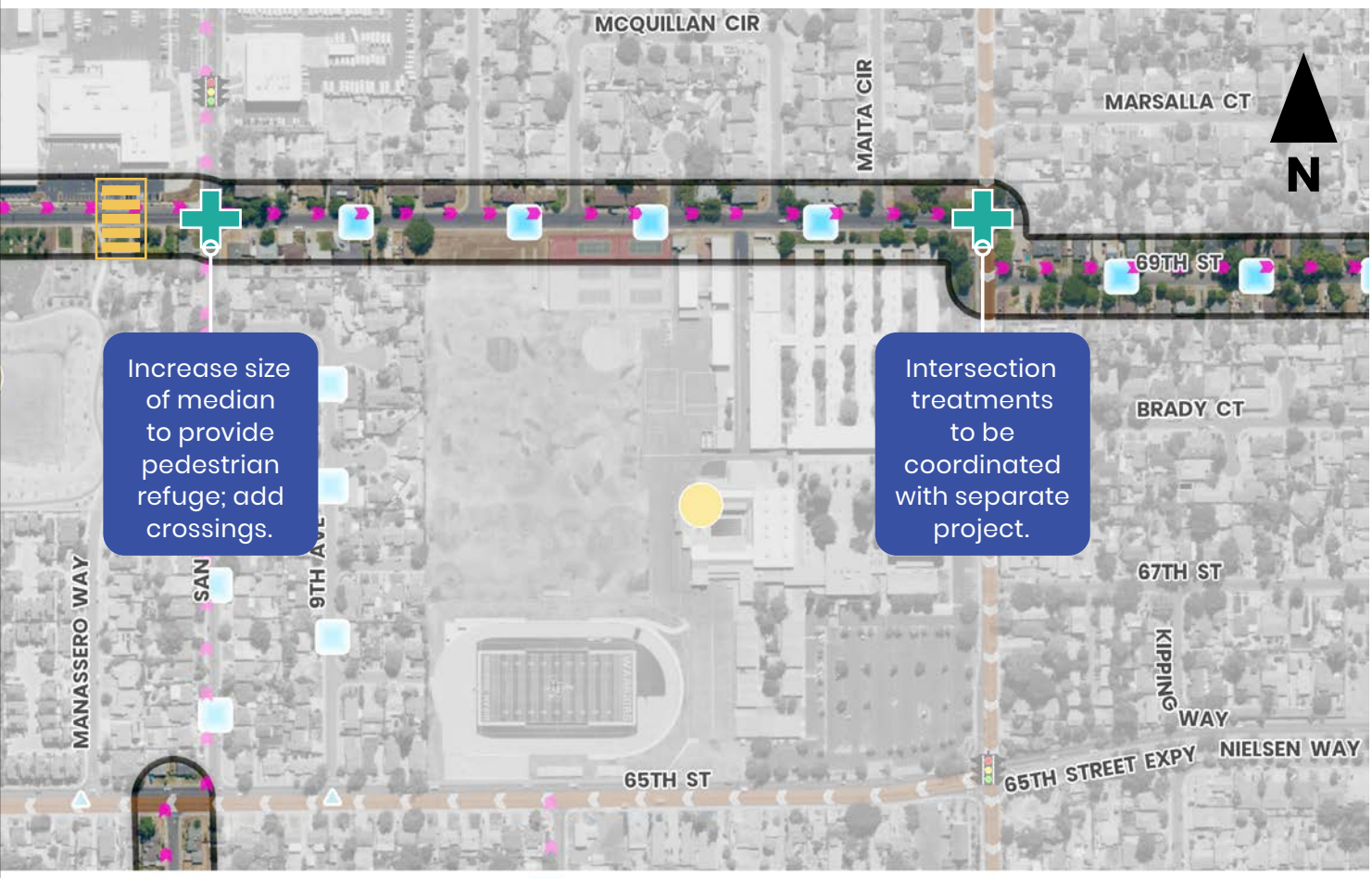


RECOMMENDED TREATMENTS:

- Curb extension
- Raised crosswalk
- Raised intersection

- Pedestrian Death
- Pedestrian Serious Inju
- Bicycle Death
- Bicycle Serious Injury

Recommendations



8 WENTWORTH AVE / IRVIN WAY / 26TH AVE

Wentworth Avenue, Irvin Way, and 26th Avenue are on the Primary Network, while Harte Way in on the Secondary Network. The project corridor from Normandy Lane to Franklin Boulevard is a two-lane street with on-street parking. The posted speed limit ranges between 25 to 30 mph, however, requires transitions along 24th Street which is posted to be 40 mph. There are existing speed lumps along the corridor and a railroad crossing.

QUICK FACTS

- Primary and Secondary Network
- **2** Connections to HIN Streets
- In DAC
- **1** Shared use path connection
- **2.1 MI** Length

MULTIMODAL FEATURES:

- Connection to shared used path along Del Rio Road.
- Transit routes along Freeport Boulevard.
- Connection to Blue Line Light Rail.

MAJOR CORRIDORS SERVED:

- Freeport Boulevard
- 24th Street
- Fruitridge Road
- Franklin Boulevard

DESTINATIONS SERVED:

- Leonardo Da Vinci K-8 School
- Hollywood Park Elementary
- Fruitridge SacRT Station

CORRIDOR EXTENTS:

Normandy Lane to Franklin Boulevard

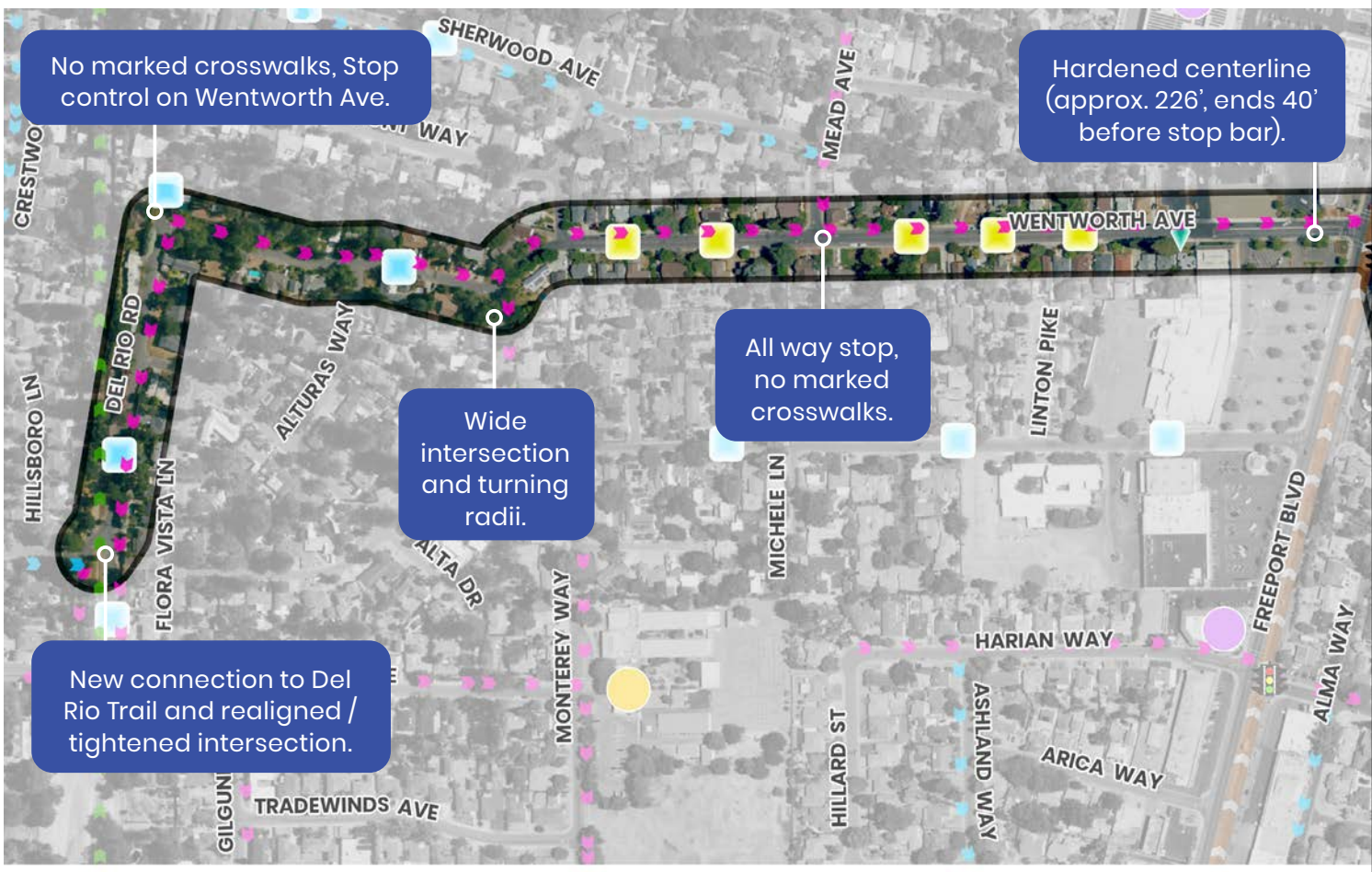
NEARBY DESTINATIONS:

- Leonardo Da Vinci K-8 School
- Hollywood Park Elementary
- Fruitridge SacRT station

Crash data source: Transportation Injury Mapping System (TIMS), 2016-2020

ISSUE	COUTERMEASURE
CORRIDOR-WIDE RECOMMENDATIONS	
Gaps in the sidewalk network.	Evaluate adding a sidewalk on one side on Del Rio Road and Wentworth Avenue from Del Rio Road to Monterey Way.
LOCATION-SPECIFIC RECOMMENDATIONS	
Lack of existing traffic calming to slow vehicle speeds.	Add speed lumps along Del Rio Road, Wentworth Avenue, and Stacia Way approaching the corridor.
Wide intersection and turning radii with unmarked crossings.	Add curb extensions at Monterey Way and Mead Avenue with Mead Avenue including addition of marked crosswalks.
Wide lanes.	Add striped buffer between parking and driving lane to narrow driving lane.
Lack of marked crosswalks at uncontrolled intersections.	Add RRFB at Del Rio Road and Wentworth Avenue. Mark new crosswalk at 23rd Street and Irwin Way. Raise existing marked crosswalk and add curb extensions at Hooke Way and Irvin Way.
Existing hardened centerline on Wentworth Avenue approaching Freeport Boulevard ends 40' before stop bar.	Extend hardened centerline to crosswalk and add bike boxes on Wentworth Avenue and Stacia Way.
Offset intersections are wide allowing vehicles to speed and are uncomfortable to cross for people walking and biking.	Install northbound traffic diverter on Shielah Way and raised crosswalk across Shielah Way.
High traffic crossings nearby school.	Add raised intersection at Shielah Way and Joaquin Way. Add raised intersection at Carmen Way and Irvin Way. Raise existing midblock crosswalk and add RRFB.

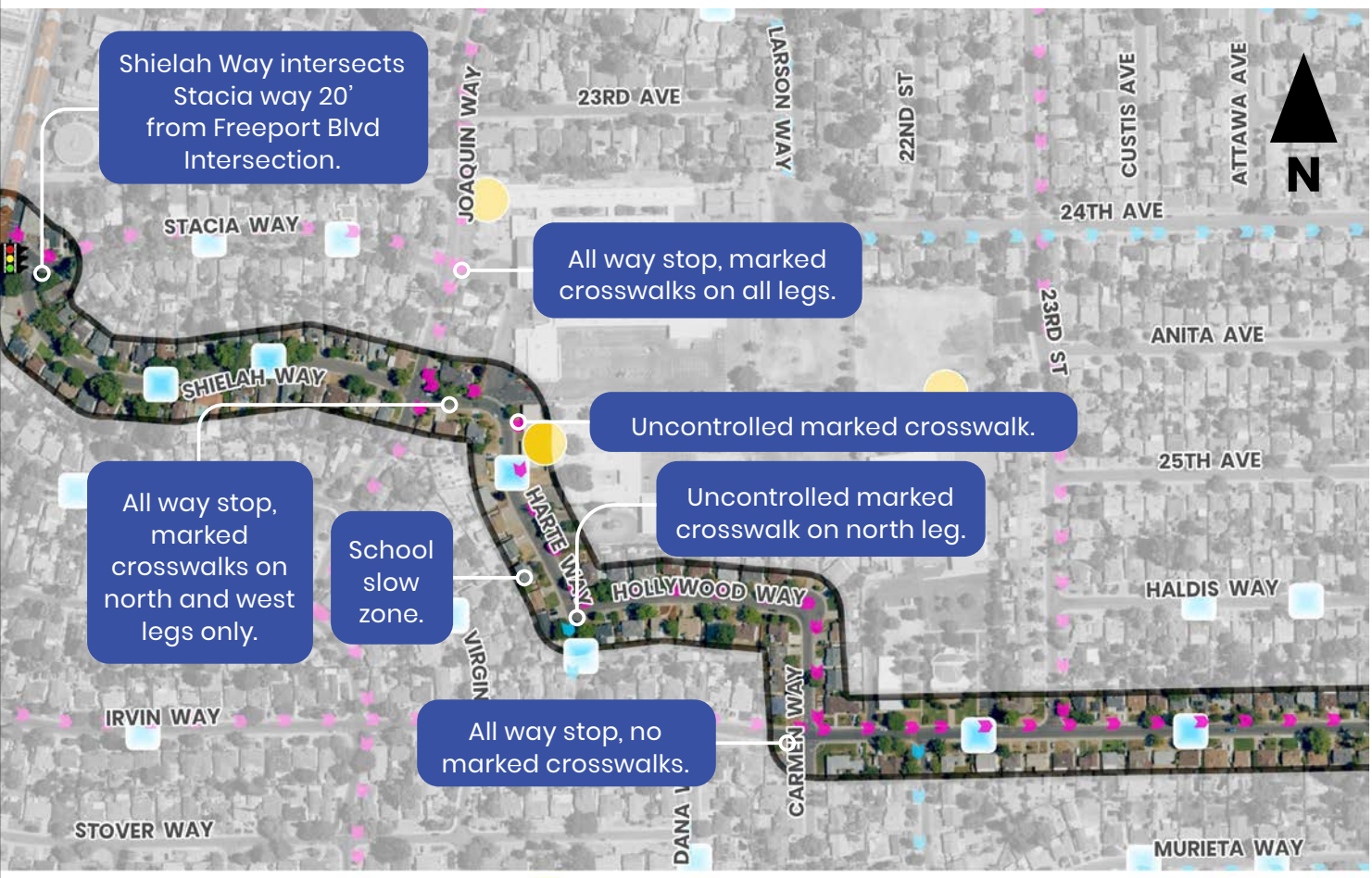
8 WENTWORTH AVE / IRVIN WAY / 26TH AVE



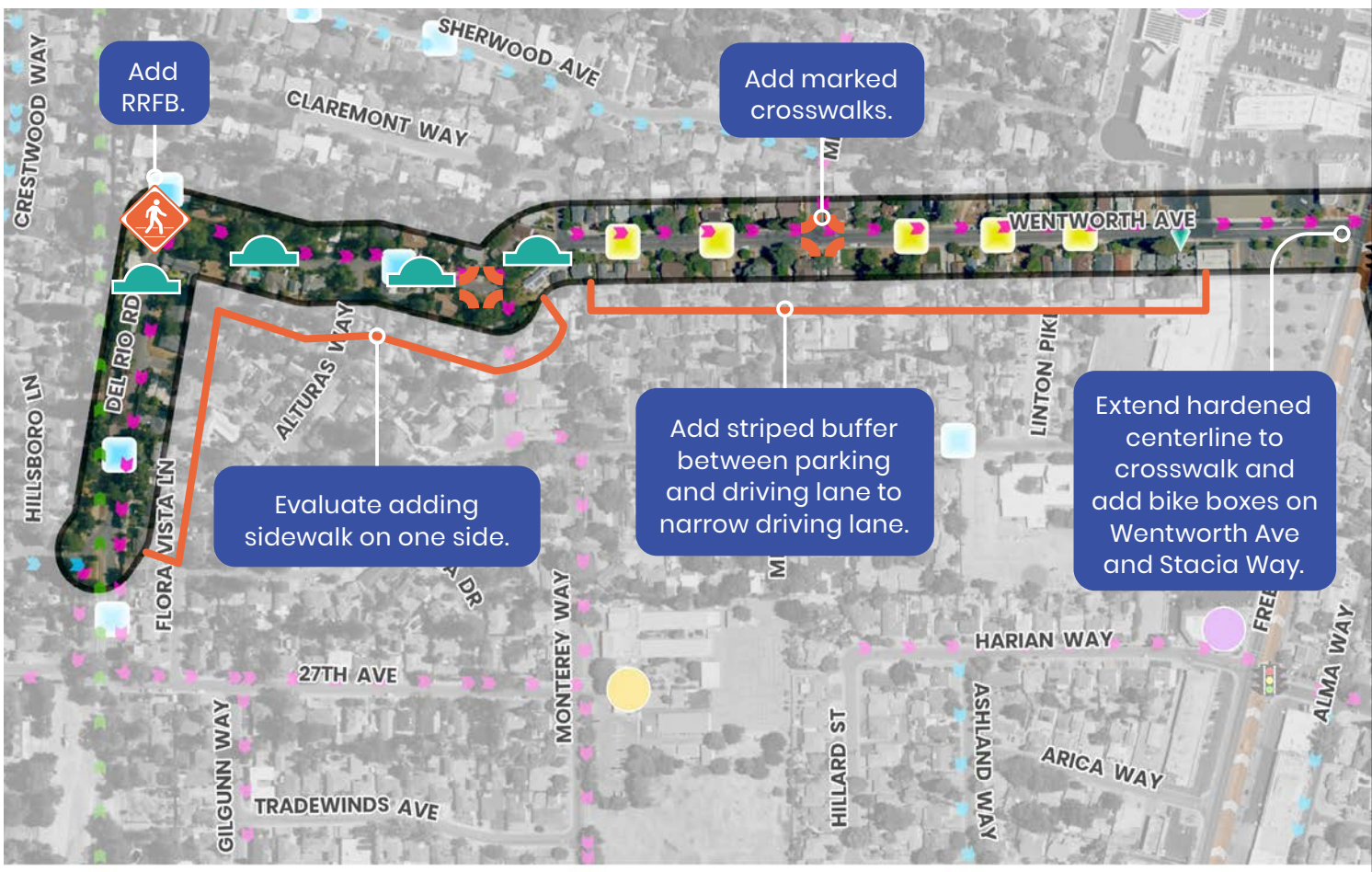
OTHER:

- No sidewalks on Del Rio Road or Wentworth Avenue from Del Rio Road to Monterey Way.
- Sidewalks, sharrows, and on-street parking on Wentworth Avenue east of Monterey Way.
- Garbage cans and on-street parking occupy curbside along Shielah Way.

Existing Conditions



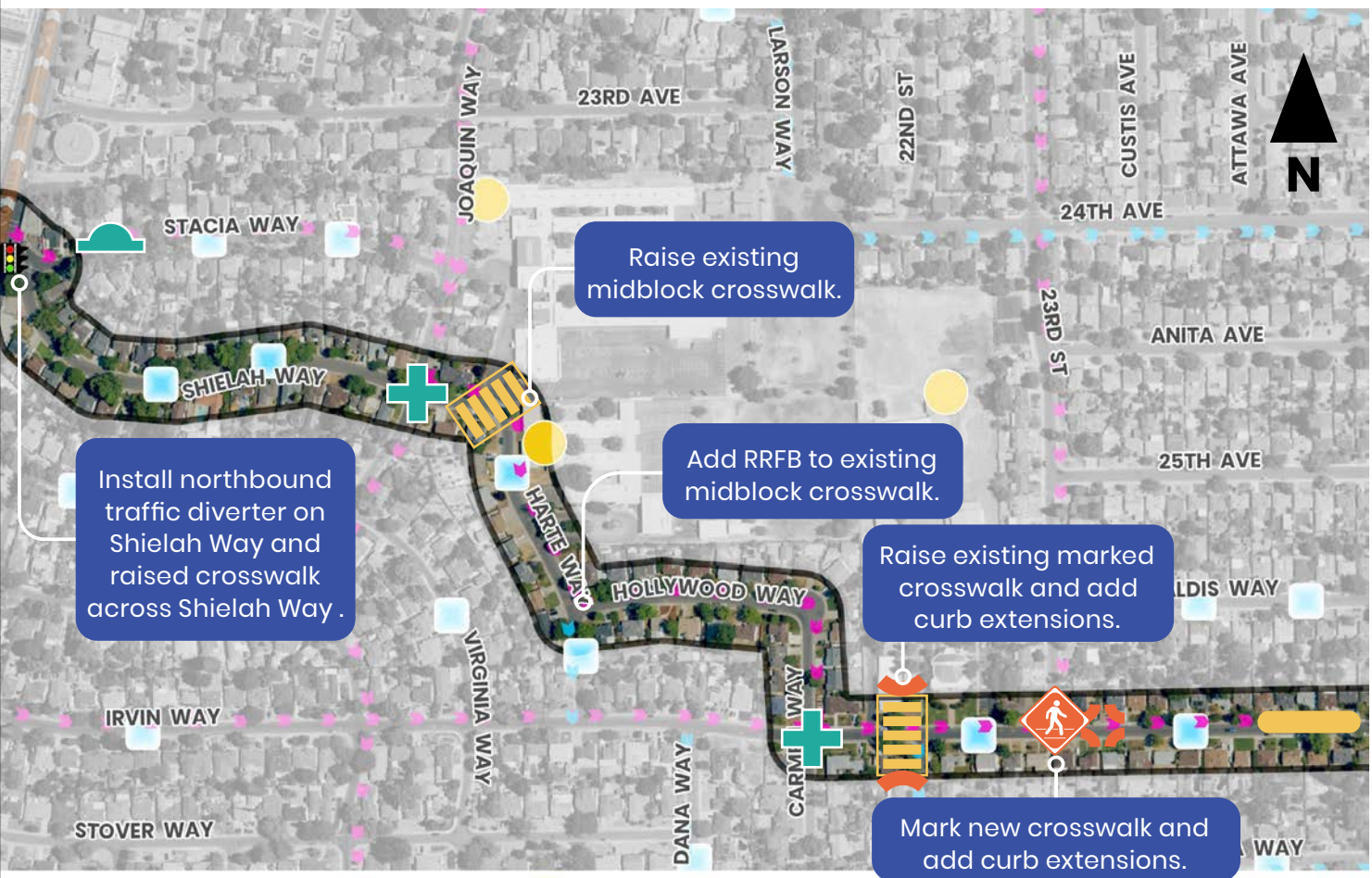
8 WENTWORTH AVE / IRVIN WAY / 26TH AVE



RECOMMENDED TREATMENTS:

- Curb extension
- Marked crosswalk
- Raised intersection
- Raised crosswalk
- Speed lump
- Median island

Recommendations



9 PEBBLEWOOD DR / POTOMAC AVE

Pebblewood Drive is on both Primary and Secondary Networks. Potomac Avenue is on the Primary Network. The project corridor from Azevedo Drive to Natoma Street is a two-way street with on-street parking. The posted speed limit is 25 mph and there are existing speed lumps along the corridor.

QUICK FACTS

- Primary and Secondary Network
- **2** Connections to HIN Streets
- In DAC
- **3** Shared use path connection
- **2.26 MI** Length

MULTIMODAL FEATURES:

- Transit route and bike lanes on Azevedo Drive.
- Bike sharrows on Pebblewood Drive.
- Bike lanes on Truxel Road.
- Desire line to Niños Parkway.
- 1 fatal bicycle crash at Pebblewood Drive and Truxel Road.

MAJOR CORRIDORS SERVED:

- San Juan Road
- W El Camino Avenue
- Truxel Road
- Northgate Boulevard

DESTINATIONS SERVED:

- Jefferson School
- Bannon Creek Park and Parkway
- South Natomas Community Center
- Niños Parkway
- John Straunch Park and Elementary School
- E Levee Road Trail

CORRIDOR EXTENTS:

Azevedo Drive to Natoma Street

NEARBY DESTINATIONS:

- Jefferson School
- Bannon Creek Park and Parkway
- South Natomas Community Center
- Ninos Parkway
- John Straunch Park and Elementary School
- E Levee Road trail

Crash data source: Transportation Injury Mapping System (TIMS), 2016-2020

ISSUE	COUTERMEASURE
CORRIDOR-WIDE RECOMMENDATIONS	
Observed speeding.	Add speed lumps along Pebblewood Drive and add additional to support the existing ones along Potomac Avenue.
LOCATION-SPECIFIC RECOMMENDATIONS	
Missing connection to Niños Parkway.	Add bike and pedestrian connection to Niños Parkway.
Observed speeding near school zone.	Add raised intersection at Potomac Avenue at Northstead Drive.
Wide turning radii and no marked crossings.	Add curb extensions at Pebblewood Drive and Mendel Way. Add curb extensions at Pebblewood Drive and Bridgeford Drive. Add curb extensions at Regatta Drive and Northstead Drive, approaching the corridor. Add curb extensions and marked crosswalks on all legs at Potomac and Northview Drive.
Wide cross section may encourage faster driving.	Stripe bike lanes and maintain on street parking on both sides on Potomac Avenue from Northstead Drive to Northgate Boulevard.
Missing bike and pedestrian connection to E Levee Road.	Add bike and pedestrian connection to E Levee Road. Add traffic diverter that allows bike access.
Missing supporting bike facilities.	Consider bike boxes and curb extension on side street approaches at the intersection of Potomac Avenue and Northgate Boulevard.

9 PEBBLEWOOD DR / POTOMAC AVE

OTHER:

- 44' + curb to curb width on Potomac Avenue (west of Northgate Boulevard) and Northstead Drive.

Existing Conditions

- Pedestrian Death
- Pedestrian Serious Injury
- Shared Use Path
- Primary Network
- Secondary Network
- Signalized Intersection
- Raised Crosswalk
- Speed Lump
- K-12 School
- Civic / Recreation
- High Injury Network

9 PEBBLEWOOD DR / POTOMAC AVE

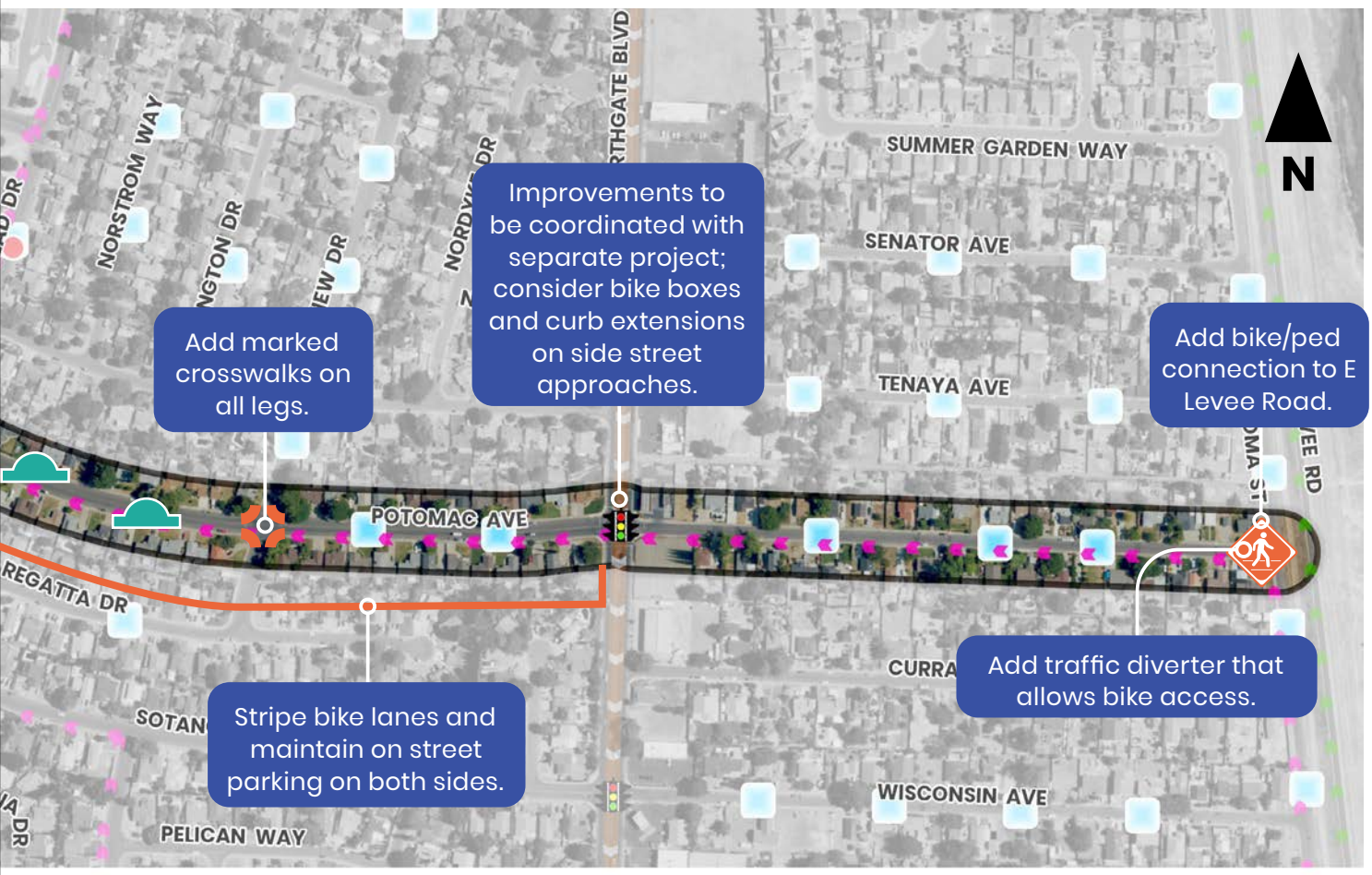
RECOMMENDED TREATMENTS:

- Curb extension
- Marked crosswalk
- Raised intersection
- Speed lump

ADDITIONAL TREATMENTS:

- Reduce turning radii and add marked crosswalks across side streets along Pebblewood Dr.

Recommendations



- Pedestrian Death
- Pedestrian Serious Injury
- Shared Use Path
- Primary Network
- Secondary Network
- Signalized Intersection
- Raised Crosswalk
- Speed Lump
- K-12 School
- Civic / Recreation
- High Injury Network

10 EHRHARDT AVE / CARLIN AVE

Ehrhardt Avenue and Carlin Avenue are on the Primary Network. The extents of the project corridor include Ehrhardt Avenue from Franklin Boulevard to Center Parkway, Carlin Avenue from Ehrhardt Avenue to Jacinto Avenue, and Jacinto Avenue from Carlin Avenue to Wingina Court. Ehrhardt Avenue and Carlin Avenue are two-lane streets with on-street parking and posted speeds of 30 and 25 mph, respectively. They include existing speed lumps and bike sharrows. Jacinto Avenue is a two-lane street with a center turn lane and a posted speed of 35 mph with on-street parking, speed lumps, and bike lanes.

QUICK FACTS

- Primary Network
- **3** Connections to HIN Streets
- Not In DAC
- **1** Shared use path connection
- **2.27 MI** Length

MULTIMODAL FEATURES:

- Existing bike lane on the south side and sharrow on the north side of Ehrhardt Avenue from Franklin Boulevard to Eddington Way.
- Existing bike boxes at the intersection of Ehrhardt Avenue and Franklin Boulevard to facilitate turns.
- Existing Protected bike lanes on Franklin Boulevard.
- Existing sharrows on Carlin Avenue.
- Existing bike lanes on Calvine Road and Jacinto Avenue.
- Nearby blue line light rail.
- 1 bicycle serious injury crash at the intersection of Ehrhardt Avenue and Frankling Boulevard.

MAJOR CORRIDORS SERVED:

- Consumnes River Boulevard
- Franklin Boulevard
- Center Parkway
- Calvine Road

DESTINATIONS SERVED:

- Hollywood Park Elementary
- Valley High School
- Consumnes River College and park
- John Reith Elementary School
- North Laguna Creek Wildlife Area

Crash data source: Transportation Injury Mapping System (TIMS), 2016-2020

ISSUE	COUTERMEASURE
CORRIDOR-WIDE RECOMMENDATIONS	
Lack of traffic calming to help slow vehicle speeds.	Add median islands along Carlin Avenue narrowing lanes.
Lack of ADA ramps along Carlin Avenue.	Add pedestrian ramps and crosswalks across streets.
LOCATION-SPECIFIC RECOMMENDATIONS	
Unmarked crosswalk facilitating north/south movement at Ehrhardt Avenue and Carline Avenue.	Add raised intersection.
Unsignalized midblock crossings near school zone on Carlin Avenue.	Add raised intersections at Subblefield Way and Langtree Way.
Long crossings and wide turning radii at Carlin Avenue and Calvine Road.	Add curb extensions.
Wide turning radii and unmarked crossing at Carlin Avenue and Culpepper Drive.	Add curb extensions.
Unmarked crosswalks and missing connection to shared use path.	Add mini roundabout at Carlin Avenue and Jacinto Avenue with bike and pedestrian crossing and RRFBs to shared use path.

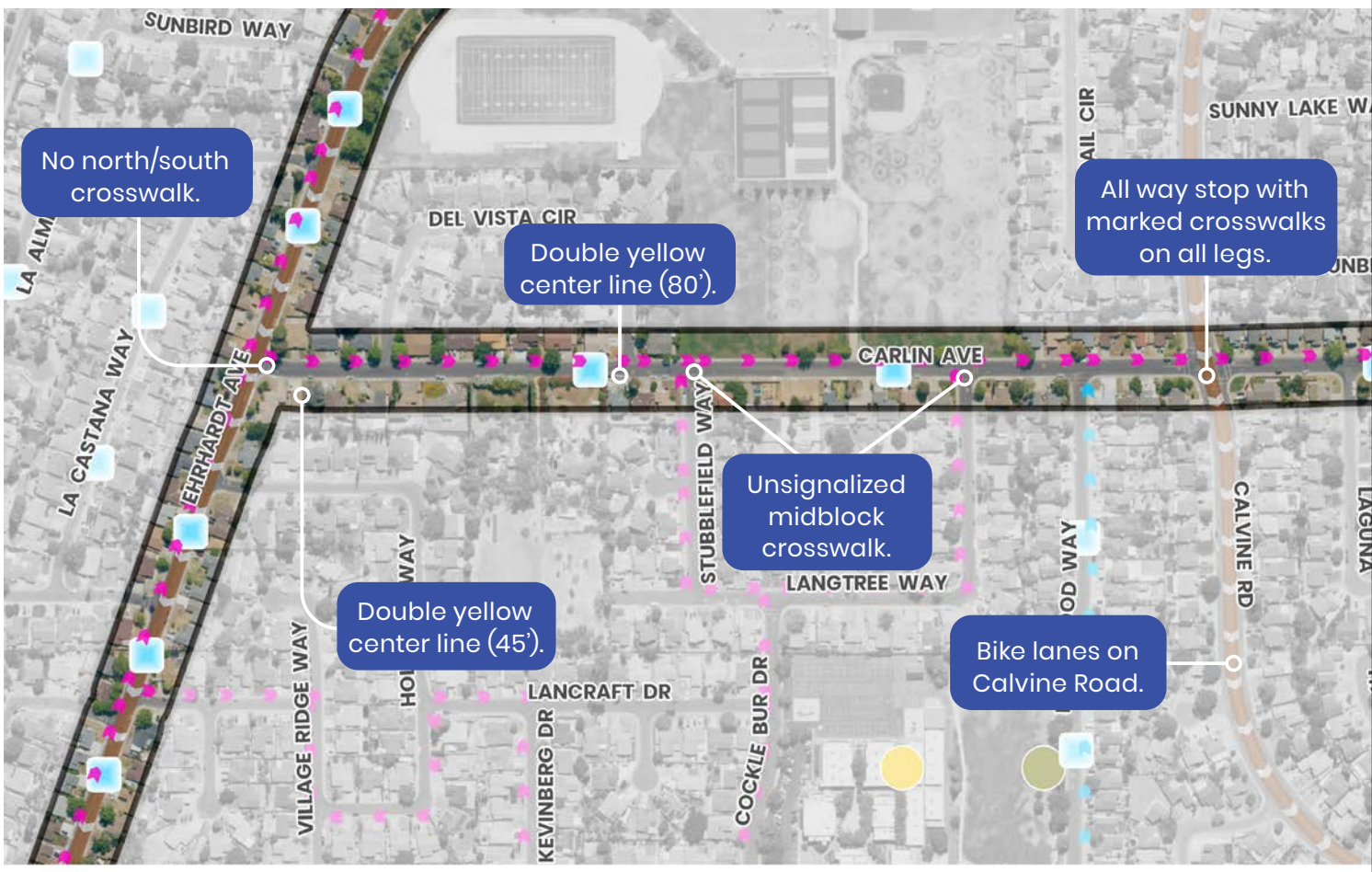
CORRIDOR EXTENTS:

- Ehrhardt Avenue from Franklin Boulevard to Center Parkway and
- Carlin Avenue from Ehrhardt Avenue to Jacinto Avenue and
- Jacinto Avenue from Carlin Avenue to Wingina Court

NEARBY DESTINATIONS:

- Hollywood Park Elementary
- Valley High School
- Consumnes River College and park
- John Reith Elementary School
- North Laguna Creek Wildlife Area

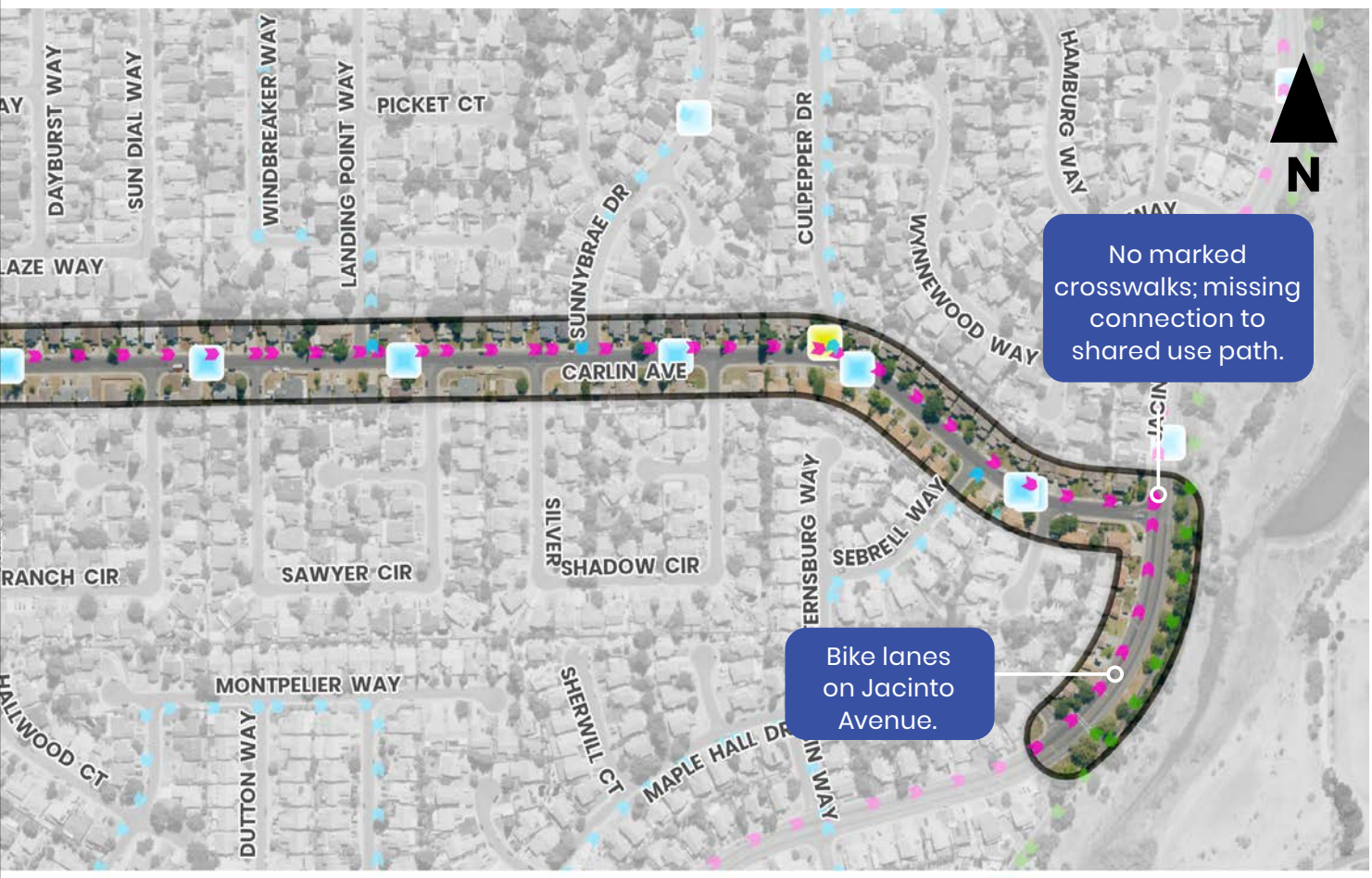
10 EHRHARDT AVE / CARLIN AVE



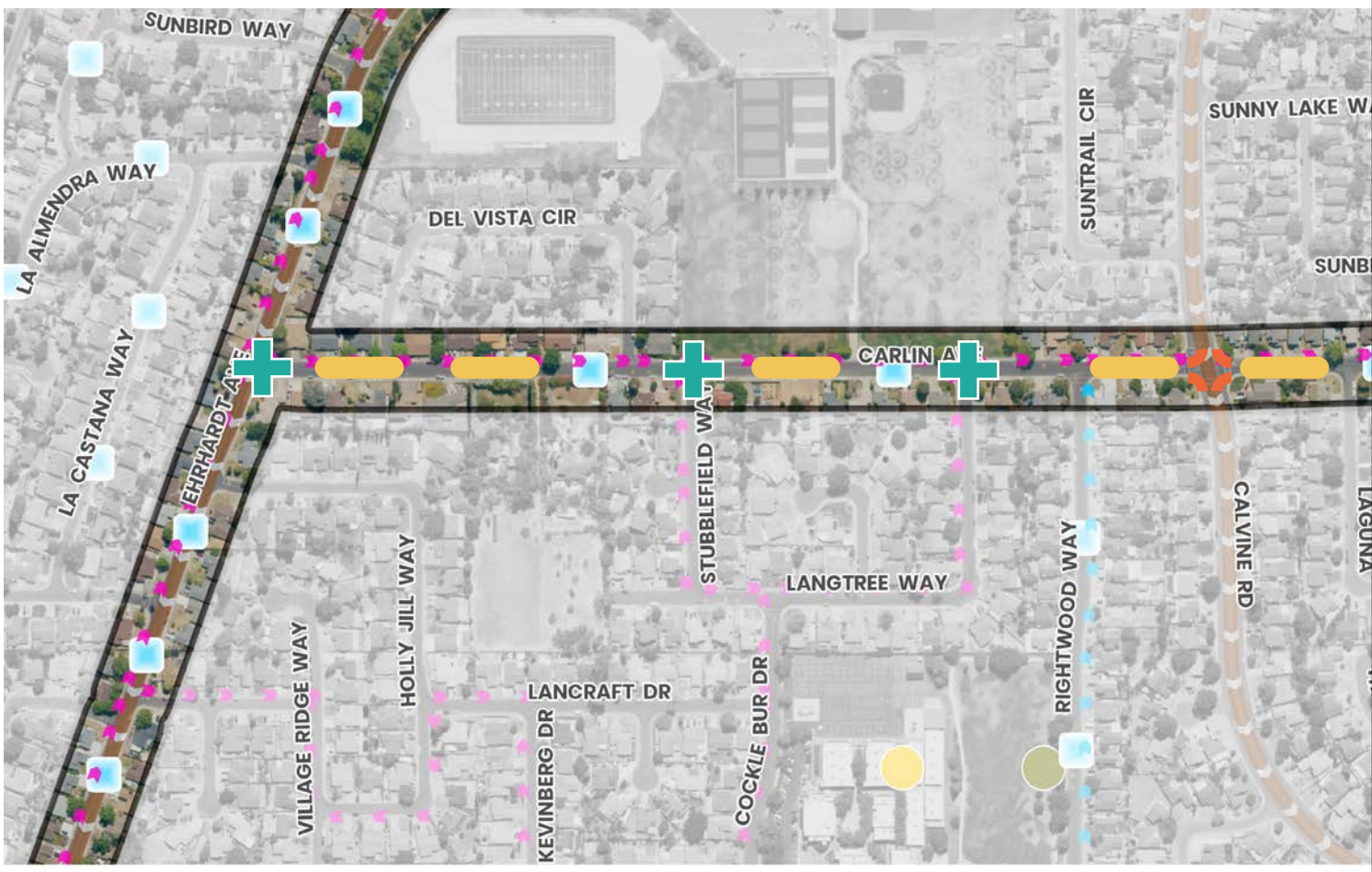
OTHER:

- Sharrows on Carlin Avenue.
- No marked crosswalks or pedestrian ramps unless otherwise noted; distances between east/west crosswalks up to ¾ mile.
- Slow School Zone from Rightwood Way to Del Vista Circle.
- No marked crosswalks across Carlin Avenue south of Calvine Road.

Existing Conditions



10 EHRHARDT AVE / CARLIN AVE



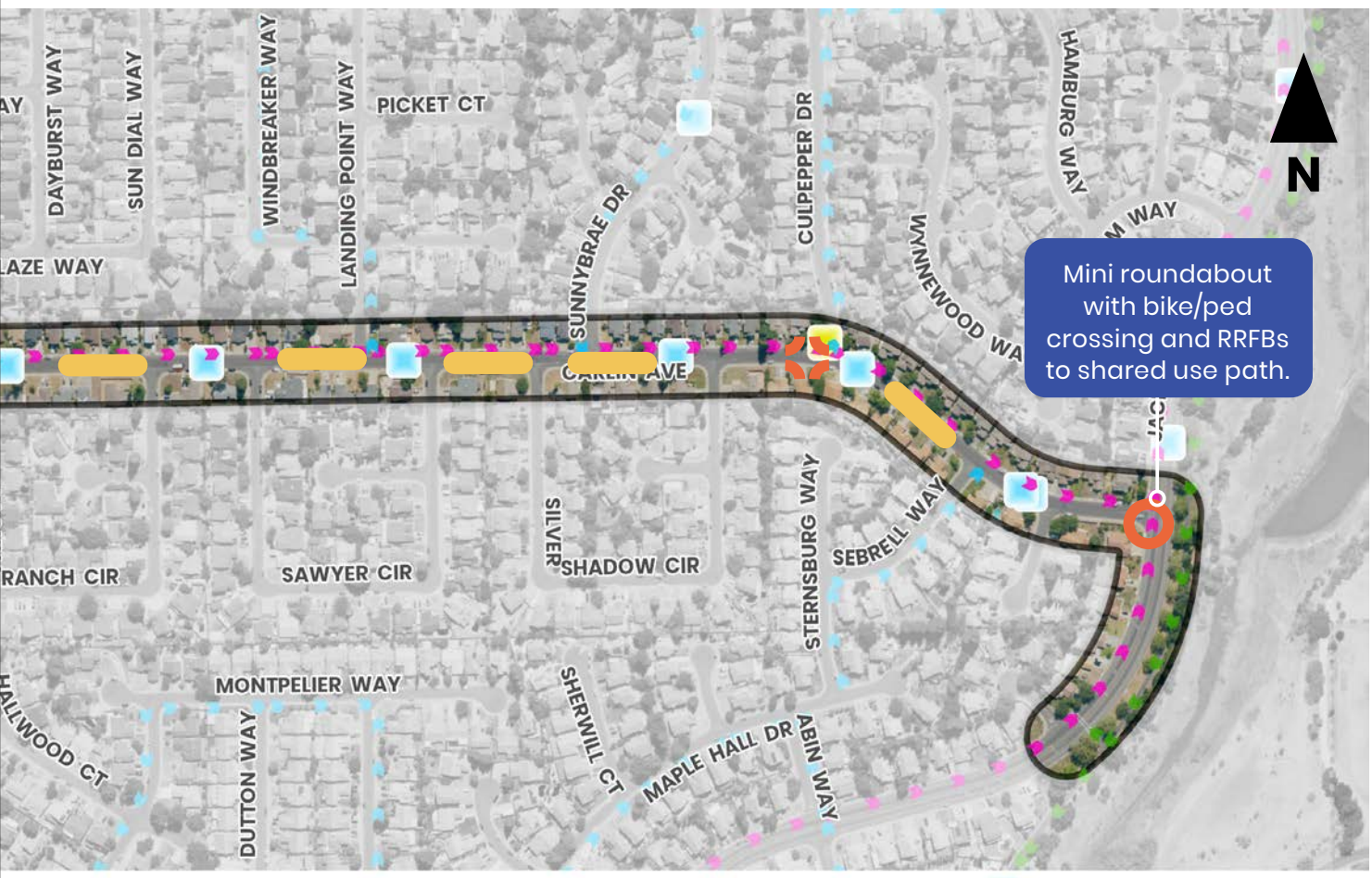
RECOMMENDED TREATMENTS:

- Curb extension
- Median island
- Raised intersection
- Mini roundabout

ADDITIONAL TREATMENTS:

- Add pedestrian ramps and crosswalks across streets along Carlin Avenue.

Recommendations



Policy Recommendations and Implementation Guidance

In addition to the network recommendations discussed above, the Neighborhood Connections plan has identified a number of potential policies and actions which could be explored by the City to support implementation of the Neighborhood Connections network. The policy recommendations were developed based on policies that have been successful in other jurisdictions in California and the United States for similar projects. These policies would support previously adopted plans and policies adopted by the City of Sacramento. The following broad categories of strategies are considered:

- **Traffic Calming by Default** includes processes to get Neighborhood Connections treatments considered and built on City streets.
- **Design Policy Updates** includes potential elements of design policy which could be considered in addition to the traffic calming elements to be applied with or independent of any of the "Traffic Calming by Default" elements.
- **Funding and Partnerships** includes ways the City could initiate and fund projects, outside of grant opportunities and general fund efforts.
- **Diversifying Implementation Opportunities** identifies a variety of ways Neighborhood Connections could be built from community led approaches in addition to longer term projects.
- **Building Projects Fast** includes ways to speed up construction and reduce costs.

The following table briefly summarizes the various options, what they would include, and places similar treatments have been implemented.

Table 4 – *Policy Overview and Inspiration Cities*

Policy	Description	Inspiration Cities
Traffic Calming by Default		
Neighborhood Connections as a Street Type	Identify a new Functional Classification or Street Typology overlay for Neighborhood Connections which prioritizes the through movement of people walking and biking. This would require an update to the General Plan. In the interim the Neighborhood Connections network may be used as an overlay similar to the Vision Zero High-Injury Network to support integration with other projects/efforts.	• Portland, OR • Phoenix, AZ • Gilbert, AZ
Blanket Neighborhood Connections Toolbox Approval	Blanket approval of the use of toolbox elements on Neighborhood Connections streets by City Council. Requires additional minor guidance to identify specific criteria to include or exclude each treatment.	• San Francisco, CA
Design Policy Updates* (To be applied with any or all of the "Traffic Calming by Default" options)		
Raised Crossings Near Schools and Parks	Develop a policy which requires consideration for raised crossings providing access to schools and parks within 1-3 blocks.	
Protected Crossings at Arterials	Develop a policy requiring the consideration for protected / enhanced crossings where Neighborhood Connections cross arterials consistent with the Pedestrian Crossing Guidelines.	• Portland, OR
Funding and Partnerships		
Integrating Neighborhood Connections into Repaving and Overlay Projects	For repaving and overlay projects, identify if the corridor is on a Neighborhood Connection. If so, consider adding relevant treatments from the Neighborhood Connections Toolbox that could be implemented. This would require identifying a subset of treatments which could be installed by the repaving/ overlay team.	• San Diego, CA

Policy	Description	Inspiration Cities
Tying Implementation to Other Projects	For every corridor project or neighborhood plan, identify Neighborhood Connections which tie into it to expand the reach of the corridor projects to nearby residents and destinations. Include recommendations from the Toolbox on those streets. This approach can help support stronger grant funding applications.	• Redding, CA
Online Neighborhood Connections Map	Create a public-facing online map of streets eligible to be Neighborhood Connections. This would support slow streets implementation per California Vehicle Code §21101.	• San Francisco, CA
Require Neighborhood Connections in Development Approvals	Implement a policy requiring developers to build Neighborhood Connections treatments in proximity to new developments on the Neighborhood Connections network. Amend Street Design Standards to define typical applications and treatments for considerations as part of development reviews/approvals.	• San Francisco, CA • Los Angeles, CA
Building Projects Fast		
Implement Field Engineering	Implement an approach and establish guidance for certain treatments to allow for limited design to be conducted, instead having engineers address final tweaks in the field.	• Austin, TX
Develop a Quick Build Toolbox	Identify a set of pre-approved tools and standard details for quick build treatments to allow quick build projects to be implemented faster and save on design costs.	• Orlando, FL

Funding and Ways to Get the Network Built

Building the Neighborhood Connections Network will require grant funding and leveraging other funding sources including developer impact fees, and formula-based funding methods. Typical funding sources at the local, state, and federal level are summarized below:

LOCAL AND REGIONAL

Sacramento Transportation Authority (STA) Measure A

This half-cent sales tax imposed in Sacramento County, administered by STA, is distributed to the City of Sacramento, other incorporated cities, and unincorporated Sacramento County to fund specific transportation maintenance and projects. This includes: Traffic Safety, Bicycle/Pedestrian Safety, and Maintenance funds.

Transportation Development Act (TDA) Article 3

TDA is administered locally by the Sacramento Area Council of Governments (SACOG). This act allocated federal funding toward transit and transportation projects, including bicycle and pedestrian facilities. 2% of the funding is designated for bicycle and pedestrian projects under the TDA Local Transportation Fund (LTF).

Maintenance and Rehabilitation

Future resurfacing, maintenance, and construction projects are one method of providing pedestrian improvements and traffic calming. Integrating Neighborhood Connections as an overlay during the development of these projects is critical to supporting implementation through these efforts.

Development Impact Fees and Approval Requirements

The City of Sacramento funds and/or requires the construction of roadway and associated improvements needed to accommodate traffic generated by new development in the city of Sacramento as part of the approval of development projects. Integrating and establishing a nexus for fees or approval requirements to consider Neighborhood Connections traffic calming will help to implement the network over time.

SACOG Active Transportation Program

SACOG's Active Transportation Program (ATP) funds projects and programs consistent with the vision of the Blueprint and support the implementation of the region's long range plans for active transportation. El Dorado County Transportation Commission (EDCTC), Placer County Transportation Planning Agency (PCTPA), and SACOG invest infrastructure and programmatic projects that increase and attract active transportation users and provide facilities for walking, rolling, and biking in urban, suburban, and rural areas of the region.

SACOG Carbon Reduction Program

As part of the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), the USDOT established the Carbon Reduction Program to reduce transportation-related carbon emissions from on-road highway sources. Regional funds in this program seek to position the region to better compete for zero emission vehicle (ZEV) implementation grants, advance implementation of the regional trail network, and strategically implement programs that will reduce carbon emission including sustainable mobility options and alternatives to driving alone.

SACOG Engage, Empower, Implement (EEI)

The EEI funding program establishes and funds community-based outreach and engagement projects throughout the SACOG region. Community-based organizations (CBOs) and jurisdictions will partner to plan and implement projects int their local communities with assistance from the EEI process, technical resources, and tools. EEI will use community-led planning and design principles to identify communities' priorities and develop projects that meet their needs to develop community-drive and equitable projects ready for federal, state, and local funding opportunities.

SACOG Green Means Go

Green Means Go allocates state funding to projects that create more infill housing, increase mobility, and reduce vehicle emissions. Funding will be directed to locally-nominated Green Zones, areas that cities and counties have identified for infill development in their local plan that are within a center, corridor, or established community as identified in SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy. One of the three program areas includes accelerating travel options including increasing transit, bicycle and walking trips through programs, infrastructure improvements, and new mobility options.

SACOG Mode Shift

The Mode Shift program aims to further racial equity through projects and programs that directly reach and engage low-income, disabled, and/or communities of color to address their community's transportation needs. The Mode Shift program award grants for small non-infrastructure programs, events, quick-build projects, tactical urbanism, or projects to reduce single occupancy vehicle trips and miles by encouraging biking, walking, riding transit, carpooling, vanpooling, and teleworking as options for reducing car trips.

STATE AND FEDERAL

California Active Transportation Program

California's Active Transportation Program (ATP) funds infrastructure and programmatic projects that support walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years. Eligible applications include infrastructure projects, education and encouragement non-infrastructure projects, and planning projects.

Active Transportation Infrastructure Investment Program (ATIIP)

ATIIP is a competitive grant program created by the BIL to construct projects to provide safe and connection active transportation facilities in active transportation networks or active transportation spines. ATIIP project help improve safety, efficiency, and reliability of active transportation networks and communities; improve access to transit; and help protect the environment and improve the quality of life in disadvantaged communities.

Highway Safety Improvement Program (HSIP)

HSIP focuses on infrastructure treatments with known crash reduction factors, such as countermeasures at locations with documented collision and safety issues. Projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

RAISE funds major infrastructure projects, especially with road, bridge, transit, or intermodal components consistent with national objectives. Previously known as Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER). Minimum grant size of $5 million. It is possible to propose a program (or network) of projects that address the same transportation challenge.

Safe Streets & Roads for All (SS4A)

The BIL established the SS4A program to fund planning, demonstration activities, and projects to prevent roadway deaths and serious injuries. It provides funding for community-led projects to support safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

Reconnecting Communities

The Reconnecting Communities Pilot grant program focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and fostering equitable development and restoration. This grant program includes both capital construction and community planning. Capital construction funding is available for reconnecting-focused projects and small projects focused on reducing environmental harm and improving access in disadvantaged communities. Community planning grants provide funds for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges.

STREETS FOR PEOPLE

SACRAMENTO ACTIVE TRANSPORTATION PLAN