
File ID: 2025-00456

2/25/2025

Consent Item 9.

Streets for People: Neighborhood Connections Draft Final Plan (T15180400)

File ID: 2025-00456

Location: Citywide

Recommendation: Adopt a **Resolution:** 1) approving the Neighborhood Connections Plan; 2) amending the Bicycle Master Plan to reflect the citywide Neighborhood Connections network; and 3) rescinding the Class III (Bike Routes) network from the Bicycle Master Plan.

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Presenter: None

Attachments:

- 1-Description/Analysis
- 2-Resolution
- 3-Neighborhood Connections Draft Final Plan
- 4-Bicycle Master Plan Amendments

Description/Analysis

Issue Detail: In December 2022, the City of Sacramento kicked off the Neighborhood Connections Plan as part of the Streets for People Active Transportation Plan. The purpose of the Neighborhood Connections Plan (the Plan) is to identify a citywide network that connects communities to important local destinations via low-stress routes for people walking, bicycling, and rolling.

The Final Draft Plan is a result of a two-year long community engagement and transportation planning process.

This is an action item to pass a Resolution approving the Neighborhood Connections Plan, amend the Bicycle Master Plan to include these bikeways, and rescind the Class III bikeways that Neighborhood Connections bikeways will be replacing the adopted Plan will be incorporated into the final Streets for People Active Transportation Plan.

The terminology of the adopted Bicycle Master Plan and Pedestrian Master Plan is reflective of past practices and will be replaced and renamed upon adoption of the Streets for People Active Transportation Plan.

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

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.

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

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 Neighborhood Connections Plan is consistent with the goals outlined in the Climate Action and Adaptation Plan (CAAP) to reduce greenhouse gas emissions and vehicles miles traveled by increasing active mode share citywide to 6% by 2030, 12% by 2045. The Plan will also help connect communities to transit citywide, helping achieve the CAAP goal to increase public transit mode share to 11% by 2030.

Commission/Committee Action: At the January 16, 2025, Active Transportation Commission meeting, the Commission passed a motion to forward a recommendation to City Council to approve the Neighborhood Connections Plan.

Rationale for Recommendation: The action requested is to pass a Resolution approving adopting and approving the Neighborhood Connections Plan. The Neighborhood Connections Plan will help the City meet its mobility, safety, equity, and climate goals through the implementation of the recommended network and policy recommendations. The Plan will connect communities conveniently and comfortably to reach essential destinations within their neighborhoods via active transportation, which is consistent with the City's Climate Action and Adaption Plan to increase active transportation mode share to 6% and transit mode share to 11% for everyday trips by 2030.

Financial Considerations: This plan represents the long term improvement to accomplish to plan's goals. The planning level estimated cost to implement the Neighborhood Connections Plan is approximately \$676,920,000, which includes conceptual design and environmental clearance, as well as final design and implementation. Previous bikeway plans were also estimated at hundreds of millions of dollars in improvements.

Approval of this Plan does not obligate funding for the recommendations, and no funding for implementation of the Plan has been identified at this time. Generally, these recommendations will be incorporated into private development requirements when appropriate and will be pursued through various grant programs.

Local Business Enterprise (LBE): Not applicable.

Background: The Streets for People Plan will establish 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 create 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 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 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 Neighborhood Connections 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 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 took place in 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 presented the Draft Neighborhood Connections Plan to receive feedback and comments from communities citywide.

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

RESOLUTION NO.

Adopted by the Sacramento City Council

Neighborhood Connections Plan Final Draft (T15180412)

BACKGROUND

- A. In December 2022 the City of Sacramento kicked off the Neighborhood Connections Plan as part of the Streets for People Active Transportation Plan.
- B. The purpose of the Neighborhood Connections Plan is to identify a citywide network that connects communities to important local destinations via low-stress routes for people walking, bicycling, and rolling. The Neighborhood Connections network serves local and minor collector streets, while the Streets for People network serves major collectors and arterials streets.
- C. Through the existing conditions analysis and community engagement with communities citywide, the following core principles were developed to guide the development of the planned network:
 - a. Establishing direct, people-oriented connections to everyday destinations
 - b. Connecting to or crossing major roads, rather than running parallel to them
 - c. Implementing measures to slow traffic, and
 - d. Providing facilities that accommodate people of all ages and abilities.
- D. The Final Draft Plan was developed based on community feedback, technical analysis, and best practices.

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

- Section 1. The Neighborhood Connections Plan is approved as the City's guiding concept plan for a citywide network of traffic-calmed, neighborhood streets. Additional efforts will be taken for environmental clearance and final design for each project identified as part of the Plan.

Section 2. City Council hereby amends the City's Bicycle Master Plan to include the Neighborhood Connections network as set forth in Attachment 4.

Section 3. City Council hereby rescinds the Class 3 Bike Route network in the Bicycle Master Plan.