

General Plan

Circulation Element

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SACRAMENTO COUNTY GENERAL PLAN CIRCULATION ELEMENT

SECTION I

ELEMENT INTRODUCTION

Introduction

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

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

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

The second section of the Circulation Element describes the County's Transportation Plan and functional roadway classification system. The third section establishes goals, policies and implementation programs organized into nine sub-sections: Mobility; Roadways; Transit; Bicycle and Pedestrian Facilities; Transportation System Management; Rail Transportation; Air Transportation; Smart Growth Streets; and Scenic Highways.

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**SACRAMENTO COUNTY GENERAL PLAN
CIRCULATION ELEMENT**

SECTION II

THE TRANSPORTATION PLAN

Description and Purpose of the Transportation Plan

California law requires that the transportation network shown on the Circulation Element Plan is consistent with the Land Use Element and can be funded within the planning period. The Transportation Plan (Figure 10) that accompanies this Element has been prepared to meet these requirements. A grid of major roadways and transit corridors is shown in the existing urban area. In the urban fringe areas that are designated for near-term development in the Land Use Element, a similar grid that is expected to be developed within the next 20 years is shown. The road portion of this network is fundable within the time frame of this Plan through established funding sources. The transit component can be provided also, although the intensity of service and the transit technology employed (light rail or bus) will vary depending on the development of funding sources and transit-supportive land uses.

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

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

Well-designed transportation systems can help promote the health of County residents. Provisions for walking, bicycling, and transit use can help residents increase daily physical activity and reduce overweight and the development of chronic diseases. Switching from private automobiles to walking, bicycling, and transit use reduces vehicle emissions, air pollution, and associated health problems such as asthma and respiratory disease. And, with appropriate street design, rates of

injuries to motorists and pedestrians decline. To achieve health outcomes, the transportation system is designed to accomplish the following goals:

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

Transportation Plan and Standards

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

Timing of Projects

Projects are classified on the Transportation Plan, in part, according to timing:

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

Roadway Functional Classification System

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

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

The Transportation Plan represents the existing and future transportation infrastructure necessary to support the land uses shown in the Land Use Element. This infrastructure includes roadways, transit, railroad, and related facilities (interchanges, grade separations, etc.). The roadway terms are consistent with the roadway designations in the Sacramento County Code and those used by the Sacramento County Public Works and Infrastructure Agency. Local bus routes, neighborhood streets, and other minor components of the road and transit systems are not shown.

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

Regional Rail

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

Light Rail Transit

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

Streetcar/European Street Tram

Streetcars and European street trams provide passenger rail service of lower capacity and speed when compared to LRT. Streetcars and trams utilize an overhead electrical power source and can operate in an exclusive right-of-way or can share a right-of-way with automobile traffic. Both streetcars and trams provide easy, accessible street level service connecting destinations within communities and commercial/business districts. Streetcars differ from European street trams in that streetcars typically operate as single cars of lower capacity, while European street trams can

operate as a single car or multiple cars can be joined together. European street trams also typically have lower floor cars and can be of larger capacity.

Bus Rapid Transit/Hi-Bus

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

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

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

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

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

Freeways

Freeways are multilane divided highways with a minimum of two lanes for the exclusive use of traffic in each direction and full control of access without traffic interruption. Freeways provide for high-speed through-traffic movement on continuous routes. Freeways connect points within the County and link the County to other parts of the state.

Thoroughfares

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

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

Continuous Right-Turn Lane

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

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

Arterials

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

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

Rural Collectors

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

Collectors

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

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

Local Streets

Local streets provide direct access to abutting property and connect with other local roads and collectors. Local streets are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted. Local streets are shown on the Transportation Plan for reference purposes only.

One-Way Couplet

One-Way Couplets (couplets) are pairs of one-way streets that function as a single higher-capacity street. Couplets are usually separated by one city block, allowing travel in opposite directions. Because all vehicular travel is flowing in the same direction on each street in the couplet, there are fewer movements at intersections and better synchronization of traffic signals is possible, all of which contribute to a higher transportation capacity than an equivalent two-way street. A couplet's greater vehicle capacity in some cases may result in the need for fewer vehicle lanes.

In addition, couplets can provide a more pedestrian/bicycle friendly setting. The crossing distances are shorter, all traffic is moving in a single direction, there are fewer vehicle turning movements which conflict with pedestrian and bicycle paths, and vehicle speeds may be lowered through traffic signal synchronization.

The couplet designation is applied to Watt Avenue and 34th Street Corridors from James Way to U Street in anticipation of future growth in the North Watt Corridor and West of Watt areas, as

well as to accommodate regional growth. Land use and circulation concepts will be further studied and refined as part of a future comprehensive and integrated planning effort for the West of Watt Area.

Interchanges and Freeway-to-Freeway Interchanges

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

Existing and Future Grade Separations

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

High Capacity Intersection

In most cases, the crossing or meeting of two or more roadways is typically accomplished through an at-grade intersection. The movement of vehicles through an intersection can be controlled in many ways, such as, yield-controlled, stop-controlled, or traffic signal controlled. The intersection will also determine the permitted movements, such as left-turn, U-turn, through, and right-turn. The capacity of an intersection is largely dependent on the physical geometry and the time allocation to each vehicle movement through the intersection. Along the County's busiest roadways, intersections tend to be the limiting factor that become congested, induce delays, and tend to constrain the vehicle capacity along a roadway segment. The resulting congestion and delay can result in driver frustration and have a negative impact on air quality due to stop and go vehicle movements and longer travel times.

A high capacity intersection would utilize special treatments to increase the capacity of the intersection so as to reduce congestion and travel delay. Since each intersection could have unique travel movements, volumes and existing context sensitive conditions, the special treatments utilized at each high capacity intersection will be selected to meet the specific needs of each intersection. The range of special treatments is quite wide, ranging from the restriction of certain turning movements to various combinations that could include grade separating certain movements. While the field of traffic engineering is ever expanding and evolving resulting in the use of new technologies and treatments, special treatments such as the following could be utilized at a high capacity intersection:

- Restricting turning movements
- Median U-turns
- Roundabouts
- Split intersections
- Quadrant roadway intersections
- Bowtie intersections
- Directional flyovers

- Center turn overpass
- Grade separated Roundabout
- Diverging diamond grade separation
- Compact diamond grade separation
- Single point urban grade separation
- Traditional urban grade separation

Wildlife Corridor/Trails Grade Separation

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

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

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

Limited Access Roadways

These roadways are intended to have limited access regardless of their lane capacity. Access limitations improve safety and promote traffic flow, increasing the capacity of the roadway without adding lanes. There are two types of limited access roadways in the County; locally declared freeways as provided in the Streets and Highway Code, and expressways as created under County Code. (Figure 1)

The following roadways are designated as County declared freeways:

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

Bus/Carpool Lanes

Bus/Carpool lanes, is also known as High Occupancy Vehicle (HOV) lanes, is a system of exclusive lanes signed and striped for use by vehicles, buses, motorcycles, and vanpools with multiple occupants (two or more or three or more persons). Bus/Carpool lanes are designed to reduce traffic congestion, improve safety, reduce fuel consumption, and improve air quality. Sacramento County supports the development of a regional network of Bus/Carpool lanes as shown in Figure 2.

Transportation Reservation Corridor

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

The Capital SouthEast Connector

The Capital SouthEast Connector (Connector) is a future multi-modal and multi-jurisdictional roadway improvement for which there is a separate set of functional classifications and design guidelines. These separate documents are necessary to facilitate coordination between Sacramento County and four other jurisdictions to ensure an efficient, fully functional and uniform roadway.

Connector Project History.

In December 2006, the Cities of Elk Grove, Rancho Cordova, and Folsom, and Sacramento and El Dorado Counties (member jurisdictions) collaborated to form the Capital SouthEast Connector Joint Powers Authority (Connector JPA). The objectives of the Connector JPA are to facilitate the planning, environmental review, engineering design, and construction of the

Connector. The Connector Project proposes a 35-mile long multi-modal transportation facility that will link communities in Sacramento and El Dorado Counties, including Elk Grove, Rancho Cordova, Folsom and El Dorado Hills. The Connector Project limits extend from the Interstate 5/Hood Franklin Road interchange in southwest Sacramento County northeasterly along the Kammerer Road, Grant Line Road, and White Rock Road alignments to its terminus at U.S. Highway 50 at a future interchange at Silva Valley Parkway in El Dorado County.

Connector Project Objectives.

The overall objectives of the Connector Project are to improve mobility, access, and connections between residential and nonresidential land uses, and to assist in preservation of open space and threatened habitats. The Connector Project is intended to link employment centers and residential areas along the Connector roadway and address current and future deficiencies in transportation capacity, safety, and land use compatibility. The Connector will serve both regional and local travel needs, and will relieve congestion on heavily used local roadways that currently serve the project area. The specific objectives of the Connector Project are to:

- Enhance mobility options and support planned growth.
- Aid economic vitality by improving accessibility to existing and planned job centers and commercial areas.
- Provide a limited-access, multi-modal facility.
- Preserve open space, wildlife habitat, and production agriculture.

The overall design concept for the Connector involves limiting access to the roadway facility, to improve capacity along the Connector roadway, and to limit unplanned growth. Access limitation refers to the level of control of access to the roadway from adjacent land uses to reduce the level of “friction” from side street and driveway traffic on the Connector, which increases the capacity of the travel lanes, and in some cases results in fewer travel lanes. Access planning and control must balance the need to maximize the Connector capacity with the need to accommodate local traffic including that of residents and the need for access to accommodate agricultural and other business activities.

Connector Description.

The Connector is composed of three functional roadway segment types based on the existing and future physical environments and travel demands. The three functional roadway segments are described in detail below and consist of an expressway segment, a thoroughfare segment, and a special segment.

The application of the three functional roadway segments that comprise the Connector roadway within Sacramento County are listed below. See the Transportation Plan (Figure 10) for the same information in a map form.

- A four-lane expressway segment from the I-5/Hood Franklin Road interchange easterly along an extension of Kammerer Road to the existing Kammerer Road/Bruceville Road intersection.
- A four to six-lane thoroughfare segment east of the Kammerer Road/Bruceville Road intersection along Kammerer Road and then northeast on Grant Line Road to its intersection with Bond Road.
- A four-lane Special Segment along Grant Line Road from the intersection of Bond Road northeasterly to the intersection of Calvine Road.
- A four to six lane expressway segment on Grant Line Road from its intersection with Calvine Road northeasterly to the intersection of White Rock Road, and then on White Rock Road from its intersection with Grant Line Road easterly to the Sacramento County/El Dorado County line.

Capital SouthEast Connector Functional Classifications.

The following details of the functional classification are presented for descriptive purposes. Per policy CI-7, the ultimate design is tied to the most current Connector JPA Design Guidelines which may vary as it is updated.

Expressway Segment. The Connector expressway segment consists of four to six high-speed traffic lanes separated by a center median. Access to and from the Connector roadway will be minimized and strictly controlled so as to preserve the through travel mobility of the Connector. Access will be limited to grade-separated interchanges (either undercrossing or overcrossing) signalized intersections and limited-access intersections. Other existing and future access not intended to have direct access to the Connector roadway may be consolidated and conveyed to appropriate interchanges, traffic signals and/limited-access intersections via a frontage roadway. At-grade signalized intersections and limited-access intersections may be converted to grade-separated interchanges as required by the future travel demand and LOS conditions.

Bicyclists and pedestrians will be accommodated on a separated, class I (multi-use path) facility with graded shoulders. Consideration shall be given to providing either an undercrossing or overcrossing of the Class I (multi-use path) at grade-separated interchanges. The Class I (multi-use path) will also include some bicycle/pedestrian overcrossing/undercrossings at key locations between the interchange locations to provide connectivity to local development.

A typical right-of-way width of 200 feet is required for a Connector expressway segment to accommodate the planned improvements. A right-of-way width greater than 200 feet will be necessary at intersections and/or interchange locations.

Thoroughfare Segment. The Connector thoroughfare segments consist of four to six traffic lanes separated by a raised landscaped median. Left-turn movements would only be allowed at at-grade signalized intersections. Access to and from the Connector roadway will be minimized and strictly controlled so as to preserve the through travel mobility of the Connector. Direct access to the roadway will be minimized and planned and existing driveways will be consolidated or eliminated where feasible.

Bicyclists and pedestrians will be accommodated on a separated Class I (multi-use path) facility. Bicyclists will also be accommodated with Class II bike lanes on the roadway.

A typical right-of-way width of 146 feet is required on Connector thoroughfare segments to accommodate the planned improvements. A right-of-way width greater than 146 feet will be necessary at intersections and/or interchange locations.

Special Segment. The Connector Special Segment is located along Grant Line Road in the Sheldon area and will consist of four traffic lanes with paved shoulders and a center median. Access to and from the Connector roadway will be minimized and controlled so as to preserve the through travel mobility of the Connector. Access will be limited to where it is feasible, with left-turns allowed only at signalized intersections.

Bicyclists and pedestrians will be accommodated on a Class III shoulder as well as a separated Class I (multi-use path) facility.

The right-of-way width will likely vary due to the existing, built infrastructure that will be preserved in this Connector Special Segment.

Connector Project Design Guidelines.

Given that the Connector Project extends through five jurisdictions, each with their own design standards and guidelines, the Connector Project Design Guidelines (Design Guidelines) have been developed by the Connector JPA to provide for consistent planning and design of the Connector such that it has the following characteristics:

- Is uniform in character, appearance, facilities provided, and blends with the communities.
- Is positioned effectively with the surroundings to minimize impacts.
- Provides effectively located access to maximize the efficiency of the roadway.
- Integrates other modes of travel and provides a high level of service.
- Provides well-coordinated, efficient traffic operations.
- Implements sustainable solutions.

- Maintains the integrity of the regional transportation systems.
- Allows cost-effective implementation of the project.

The Design Guidelines are a technical tool used for development of the Connector Project to provide clarity in the scope, shape, and appurtenant features. The Design Guidelines provide a technical reference for roadway cross sections, engineering design standards, access locations, associated appurtenant facilities, and anticipated right-of-way widths. All components of the Connector shall be developed according to the most recent version of the Design Guidelines adopted by the Connector JPA.

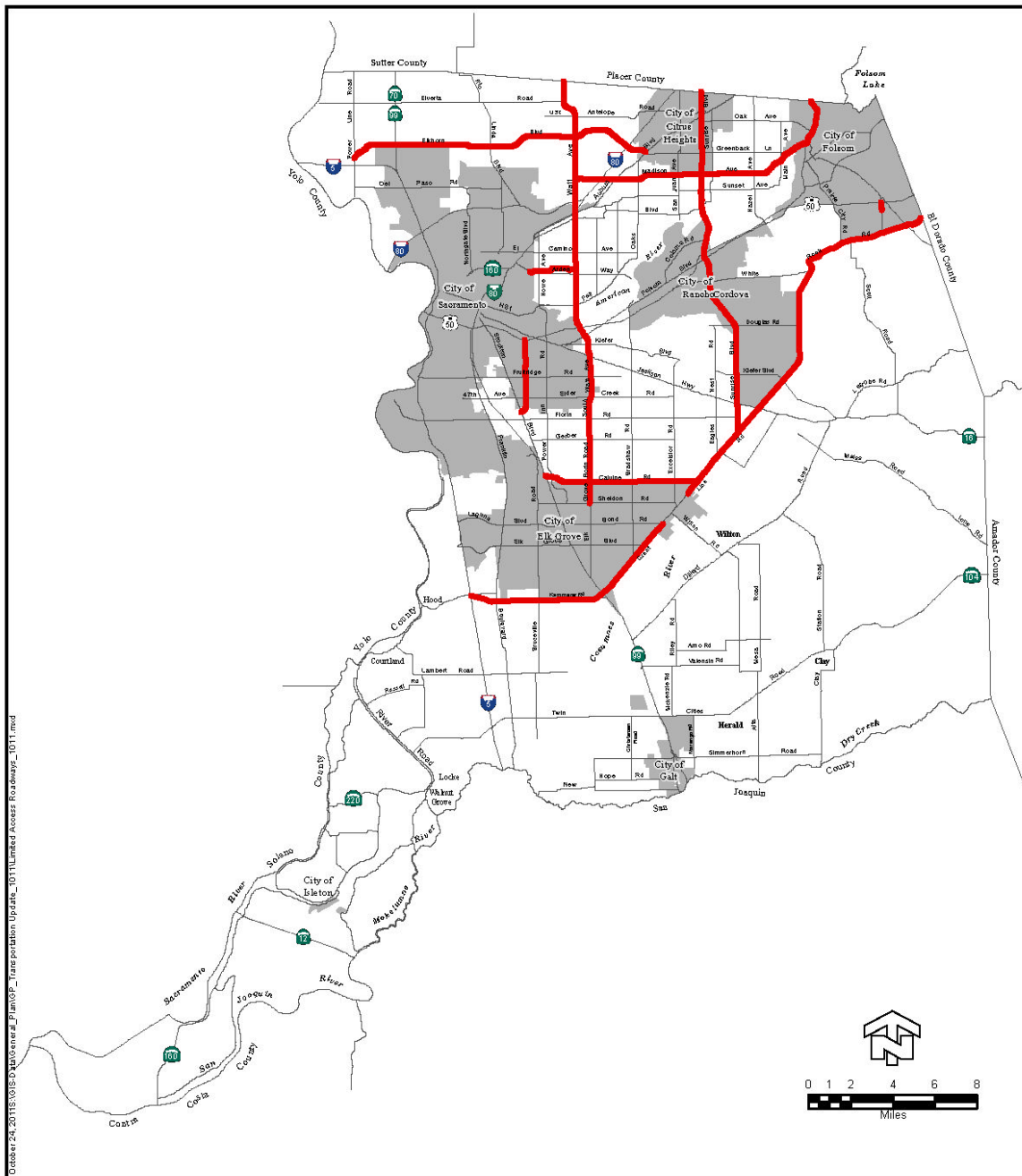
The Design Guidelines also include an exception approval process for non-standard or special conditions which deviate from the standard policy or requirements contained in the Design Guidelines.

The Design Guidelines are intended to be a living document and will be subject to revision by the Connector JPA. Prior to adopting any revisions to the Design Guidelines, the Connector JPA will consult with the appropriate staff from each of the member jurisdictions regarding any revisions to the Design Guidelines.

Interim Improvements along the Connector Alignment.

Any interim and/or partial improvements planned or constructed along the Connector Project alignment is allowable with consultation with the Connector JPA provided that it is compatible with the Design Guidelines and that it will minimize the amount of “throw away” improvements. Interim and/or partial improvements may not construct all improvements or amenities for the Connector Project as defined in the Connector Design Guidelines. At-grade signalized intersections and limited-access intersections may be considered as an interim improvement and may be subject to conversion to a grade-separated interchange as required by the future travel demand and to preserve an acceptable LOS.

FIGURE 1



Limited Access Roadways

- Limited Access Roadways
- Incorporated Areas

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**SACRAMENTO COUNTY GENERAL PLAN
CIRCULATION ELEMENT**

SECTION III

TRANSPORTATION POLICY PLAN

Goals, Policies, and Implementation Programs

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

Mobility

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

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

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

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

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

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

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

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

Policies:

- CI-1. Provide complete streets to provide safe and efficient access to a diversity of travel modes for all urban, suburban and rural land uses within Sacramento County except within certain established neighborhoods where particular amenities (such as sidewalks) are not desired. Within rural areas of the County, a complete street may be accommodated through roadway shoulders of sufficient width or other means to accommodate all modes of travel.
- CI-2. Promote continued mobility for individuals whose access to automobile transportation is limited by age, illness, income, desire, or disability.
- CI-3. Travel modes shall be interconnected to form an integrated, coordinated and balanced multi-modal transportation system, planned and developed consistent with the land uses to be served.
- CI-4. Provide multiple transportation choices to link housing, recreational, employment, commercial, educational, and social services.

- CI-5. Land use and transportation planning and development should be cohesive, mutually supportive, and complement the objective of reducing per capita vehicle miles travelled (VMT). The standards shown in Table CI-1 shall be used as thresholds of significance for all projects subject to CEQA. Where the VMT level standards of Table CI-1 are predicted to be exceeded, all feasible mitigation measures shall be included to reduce projected VMT levels.
- CI-6. Provide support for community based corridor planning processes on existing roadways with excess vehicle capacity within built communities to optimize the public right-of-way by utilizing the excess width for other modes of travel or public amenities such as bike lanes, landscaping, walkways, parking, or medians.

Implementation Measures:

- A. Collaborate with transit providers and Planning and Environmental Review staff to ensure that all transit oriented development and identified commercial corridors are considered for comprehensive transit service and have full bicycle and pedestrian access. (SACDOT, PLANNING & ENVIRONMENTAL REVIEW, RT)
- B. Adopt measures to ensure that all transportation facility construction provides access between modes, or multi-modal connections, so that Sacramento County residents can easily use multiple travel modes in conjunction with one another. (SACDOT, RT)
- C. Assess the use of developer fees and/or improvement districts to contribute to improved transit, pedestrian and bicycle facilities in commercial corridors. (PLANNING & ENVIRONMENTAL REVIEW, RT)
- D. Promote safety education and skills training programs. (SACDOT)
- E. Assess the transportation impacts of land development projects as set forth in the Sacramento County Transportation Analysis Guidelines. (SACDOT)

Table CI-1	
Significance Thresholds for CEQA Transportation Analysis for Development Projects	
Project Type¹	VMT Significance Criteria
Residential	Project VMT per capita exceeds 85 percent of the regional average VMT per capita
Office/Business Professional	Project VMT per employee exceeds 85 percent of the regional average VMT per employee
Industrial	Project VMT per employee exceeds the regional average VMT per employee
Regional Retail	Net increase in regional VMT

Regional Public Facilities/Services	Net increase in regional VMT
Redevelopment	Projects that result in a decrease to existing regional total VMT are presumed to have a less-than-significant VMT impact; otherwise, apply the relevant threshold based on the proposed land use (treating existing use as vacant)
Mixed Use	Apply the relevant threshold to each land use component individually
Phased	Apply the relevant threshold to each phase independently
Land Development with Roadway Component	For locally-serving roadways, the significance determination is based on the land use component. For regional roadways, apply thresholds of significance for transportation projects.
¹ As defined in the Sacramento County Transportation Analysis Guidelines, Appendix A	

Roadways

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

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

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

Policies:

CI-7. Plan and construct transportation facilities as delineated on the Transportation Plan of the Sacramento County General Plan. Transportation facilities shall be consistent with the Sacramento County Improvement Standards and Construction Specifications, the Connector Project Design Guidelines, and supplemented by the California Department of Transportation (Caltrans) design standards. The County may deviate from the adopted County Improvement Standards and Construction Specifications in circumstances where conditions warrant special treatment. The Capital SouthEast Connector, as designated in the Transportation Plan map, shall be consistent with the most current JPA-approved “Capital SouthEast Connector JPA Project Design Guidelines,” provided that the Project Design Guidelines will not be applied to diminish or alter the rights of County-approved projects and provided that the design exception process within the Project Design Guidelines is not amended to diminish the County’s land use authority to approve future projects proximate to or its authority to determine access to the Capital SouthEast Connector.

The Capital SouthEast Connector is intended to serve the transportation demand for both existing land uses and future growth within the Urban Services Boundary (USB). The County reserves all of its rights and powers to assure that sufficient access to and from the Connector roadway is available to accommodate the existing land uses as well as the future growth within the USB. For areas of the unincorporated County outside of the USB, the County will limit access to and from the Connector roadway to only accommodate the existing and future land uses permitted outside of the USB.

- CI-8. Maintain and rehabilitate the roadway system to maximize safety, mobility, and cost efficiency.
- CI-9. Plan and design the roadway system in a manner that meets Level of Service (LOS) D on rural roadways and LOS E on urban roadways, unless it is infeasible to implement project alternatives or improvements that would achieve LOS D on rural roadways or LOS E on urban roadways. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural.
- CI-10. Land development projects shall be responsible to provide improvements which address the project’s adverse effects on local and regional roadways.
- CI-11. To preserve public mobility, freeways and thoroughfares should have limited access and maintain functional characteristics that predominantly accommodate through-traffic.

- CI-12. To preserve public safety and local quality of life on collector and local roadways, land development projects shall incorporate appropriate treatments of the Neighborhood Traffic Management Program.
- CI-13. Collaborate with regional transportation planning agencies and neighboring jurisdictions to provide cross jurisdictional mobility.
- CI-14. Pursue all available sources of funding for the development, improvement, and maintenance of the roadway system.
- CI-15. Support the relinquishment of State Highways to the County when the operation of the highway supports local travel demand rather than longer interregional travel demand. Relinquished State Highways shall be developed as a complete street that accommodates all modes of travel.
- CI-16. The County supports creating communities that promote access and mobility for all modes of travel through the development of roadway networks based on a grid or modified grid layout.
- CI-17. Ensure that transportation infrastructure improvement projects initiated by the County include a comprehensive public outreach process and involves affected local stakeholders and communities in the beginning and throughout the planning and development process for the project.
- CI-18. The County shall plan and prioritize the implementation of intersection improvements, where feasible, in corridors identified as congested.

Implementation Measures:

- A. Update the County Improvement Standards as needed to maintain consistency with adopted transportation plans and current engineering practices. (SACDOT, COUNTY ENGINEERING)
- B. Fund, design and construct capital improvement projects as adopted in the Transportation Improvement Plan. (SACDOT)
- C. Establish roadway maintenance and rehabilitation priorities through the Pavement Management System. (SACDOT)
- D. Assess the transportation effects of land development projects as set forth in the Sacramento County Transportation Analysis Guidelines. (SACDOT)
- E. Fund and implement traffic calming and other traffic management improvements in accordance with the Neighborhood Traffic Management Program. (SACDOT)

- F. Actively participate in regional forums and staff interjurisdictional committees that address regional transportation issues. (SACDOT, PLANNING & ENVIRONMENTAL REVIEW)
- G. The County shall establish Level of Service standards and desirable thresholds for all modes of travel including pedestrian, bicycle, and transit modes of travel. (SACDOT, PLANNING & ENVIRONMENTAL REVIEW)
- H. The County shall establish connectivity policies and standards that promote walkable and bikeable communities through the development of roadway networks based on a grid or modified grid layout. (SACDOT, PLANNING & ENVIRONMENTAL REVIEW)
- I. The County shall establish speed management policies and standards that consider appropriate operating speeds for each mode of travel that will result in a safe environment for all users. (SACDOT)
- J. Any applicable mitigation measures contained within the JPA’s “Mitigation Monitoring and Reporting Program for the Connector Project” (MMRP) incorporated herein by this reference, shall be applied to any portion of the Connector Project that the County decides to carry out, finance, or approve. (SACDOT, PLANNING & ENVIRONMENTAL REVIEW)
- K. In the event that one of the incorporated cities makes a change to the circulation element of its general plan, County staff shall amend the Transportation Plan to reflect this change administratively.

Transit

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

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

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

Policies:

- CI-19. Collaborate with transit service providers to provide transit services within the County that are responsive to existing and future transit demand.
- CI-20. Promote transit services in appropriate commercial corridors and where population and employment densities are sufficient or could be increased to support those transit services.
- CI-21. Collaborate with neighboring jurisdictions and other agencies to achieve land use patterns and densities in areas planned for development that support transit services, preserve adequate rights-of-way, and enhance transit services in the designated transit corridors.
- CI-22. Collaborate with the Sacramento Area Council of Governments and transit service providers to pursue all available sources of funding for transit services when consistent with General Plan policies and long-term funding capabilities.
- CI-23. Consider the transit needs of senior, disabled, low-income, and transit-dependent persons in making recommendations regarding transit services.
- CI-24. Collaborate with transit service providers for the development of facilities that provide for efficient links and interconnectivity with different transportation modes, including bicyclists and pedestrians.
- CI-25. The County shall develop right-of-way acquisition guidelines for the implementation of transit services shown on the Transportation Plan.
- CI-26. Consider the expansion of Neighborhood Shuttle services in unincorporated area communities.
- CI-27. Public Facilities Financing Plans shall incorporate capital costs for transit. Infrastructure Master Plans shall include transit planning.
- CI-28. Collaborate with local transit service providers in obtaining all available sources of funding for the development, improvement, and maintenance of the transit system.
- CI-29. The County shall work with transit service providers to establish and implement development guidelines to maximize the ability of new development and redevelopment to support planned transit services. New development and redevelopment shall have an orientation to travel patterns that are conducive to transit service. This will include concentration of development in centers and along linear corridors such that trip origins and destinations are concentrated near transit services.
- CI-30. The County shall collaborate with transit service providers to promote the phased implementation of transit services to all growth areas as development occurs.

- CI-31. In BRT corridors that are anticipated to be congested in the future, the County shall implement all feasible measures to minimize the effects of congestion on transit travel times.

Bicycle and Pedestrian Facilities

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

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

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

Policies:

- CI-32. Develop a comprehensive, safe, convenient and accessible bicycle and pedestrian system that serves and connects the County's employment, commercial, recreational, educational, social services, housing and other transportation modes.
- CI-33. Adopt, implement and periodically update the Sacramento County Active Transportation Plan for unincorporated Sacramento County that sets forth the goals, policies, guidelines, programs and improvements necessary to accomplish the goals of this section.
- CI-34. Construct and maintain bikeways and multi-use trails to minimize conflicts between bicyclists, pedestrians, and motorists.
- CI-35. The applicant/developer of land development projects shall be responsible to install bicycle and pedestrian facilities in accordance with Sacramento County Improvement Standards and may be responsible to participate in the fair share funding of regional multi-use trails identified in the Sacramento County Active Transportation Plan.
- CI-36. Collaborate with neighboring jurisdictions and regional agencies to coordinate planning and development of the County's bikeways, pedestrian facilities and multi-use trails with those of neighboring jurisdictions, and to support a regional bicycle and pedestrian network.

- CI-37. Pursue all available sources of funding for the development, improvement, and maintenance of bikeways, pedestrian facilities and multi-use trails, and to support bicycle and pedestrian safety, education, encouragement and enforcement programs.
- CI-38. Design and construct pedestrian facilities to ensure that such facilities are accessible to all users.

Implementation Measures:

- A. Fund, design, construct and maintain bikeways and other bicycle improvement projects, and implement bicycle safety, education, encouragement and enforcement programs, in accordance with the adopted Sacramento County Active Transportation Plan. (SACDOT)
- B. Fund, design, construct and maintain pedestrian improvement projects in accordance with the adopted Active Transportation Plan. (SACDOT)
- C. Fund, design, construct and maintain disability access improvements in accordance with the adopted Americans with Disabilities Act (ADA) Transition Plan. (SACDOT, COUNTY ENGINEERING)
- D. Design and construct roadway capital improvement projects consistent with the policies, guidelines and improvements set forth in the Sacramento County Active Transportation Plan and ADA Transition Plan. (SACDOT)
- E. Condition land development projects based on the policies, guidelines and improvements set forth in the Sacramento County Active Transportation Plan and ADA Transition Plan. (SACDOT, PLANNING & ENVIRONMENTAL REVIEW)

Transportation Systems Management

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

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

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

Policies:

- CI-39. Plan and implement intelligent transportation system (ITS) strategies within the County’s high-demand travel corridors and support efforts to deploy ITS strategies on a regional level.
- CI-40. Whenever possible, the applicant/developer of new and infill development projects shall be conditioned to fund, implement, operate and/or participate in TSM programs to manage travel demand associated with the project.
- CI-41. Consider TSM programs that increase the average occupancy of vehicles and divert automobile commute trips to transit, walking, and bicycling.
- CI-42. Collaborate with other agencies to develop measures to provide for more efficient traffic flow, reduce vehicular travel demand and meet air quality goals.
- CI-43. The County shall promote transit-supportive programs in new development, including employer-based trip-reduction programs (employer incentives to use transit or non-motorized modes), “guaranteed ride home” for commute trips, and car-share or bike-share programs.

Rail Transportation

Rail transportation has played an important historical role in the development of the County. Currently, the County's role in rail transportation is limited primarily to land use regulation through the Zoning Ordinance. Federal and State agencies have primary jurisdiction over rail facilities and operations.

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

GOAL: Promote the maintenance and improvement of rail transportation.

Policies:

- CI-44. Support improvements to at-grade rail crossings within the County. Support efforts to develop and fund the construction of grade-separated rail crossings where appropriate and cost effective to improve safety and reduce congestion.
- CI-45. Support acquisition by local agencies of railroad rights-of-ways that are designated transportation corridors.
- CI-46. Support multi-modal stations at appropriate locations to integrate rail transportation with other transportation modes.
- CI-47. Support the development of a statewide high-speed rail service through the Central Valley that serves Sacramento County.
- CI-48. Support the pursuit of all available sources of funding for the development, improvement, and maintenance of the rail system.

Air Transportation

Air transportation plays a key role in enhancing economic prosperity and quality of life for the residents of Sacramento County and greater Northern California. Sacramento County airports are vital to the efficient movement of goods and people to, from, and within the County and surrounding region. While the role of most County Departments in air transportation is limited to land use regulation by means of Zoning Ordinance review and enforcement, the County of Sacramento also operates five airports: Sacramento International, Sacramento Executive, Sacramento Mather, Franklin Field, and McClellan Airport. The County has adopted and periodically updates various plans and policies to ensure practical and efficient management, operation, and development of these facilities in compliance with all applicable Federal and State regulations. (See the Airport Section of the Land Use Element for a detailed description of the

Sacramento County Airport System). Additionally, there are a number of privately owned airports within Sacramento County operated for both public and private use. Together, these facilities provide Sacramento County connectivity to the rest of the State, Country, and the world.

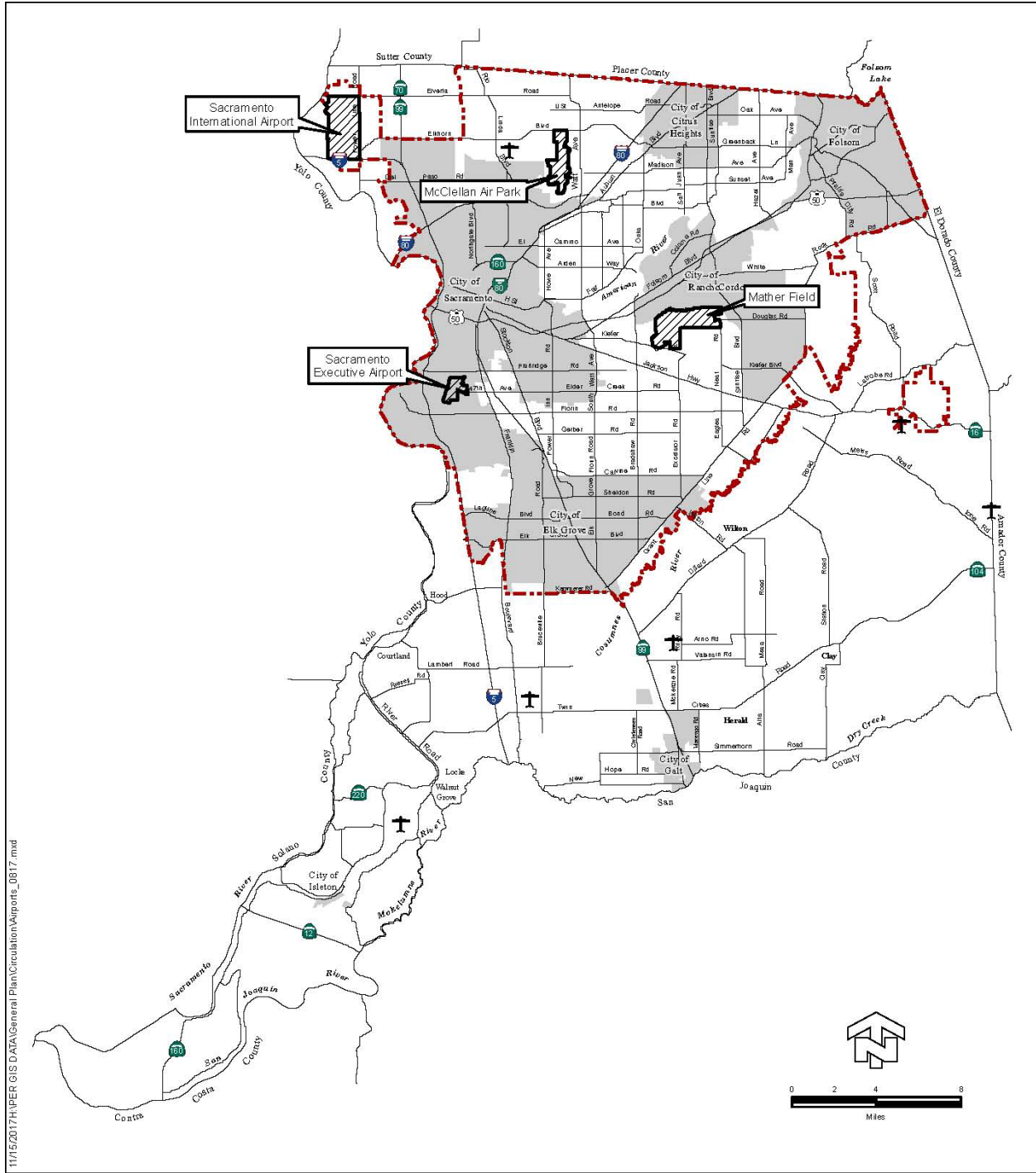
Policies in this section seek to address aviation demand and capacity by promoting the maintenance and improvement of general and commercial aviation facilities, and maintaining an adequate supply of general and commercial aviation airport capacity.

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

Policies:

- CI-49. Consider sufficient aviation capacity and facilities to meet the current and future demand for general and commercial aviation.
- CI-50. Collaborate with local agencies in obtaining available sources of funding for the development, improvement, and maintenance of general and commercial aviation airports.

FIGURE 2A



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Airports in Sacramento County

-  Major Airports
-  Urban Services Boundary (USB)
-  Small Airports
-  Cities

Scenic Highways

GOAL: To preserve and enhance the aesthetic quality of scenic roads.

Officially Designated State and County Scenic Highways in Sacramento County

In order to be designated as a State Scenic Highway, the highway must be included in the State Department of Transportation's Scenic Highway Program. This program comprises a limited number of truly scenic highways. Roads may be added to the Scenic Highway Program only by an act of the Legislature. Designation of the eligible highways as Official State Scenic Highways can occur after the State has accepted a local plan to protect the visual corridor of the highway. County roads may be designated by the State as Official County Scenic Highways if the local jurisdiction prepares an acceptable protective plan and program for the route.

Objective: To retain designation of the River Road (State Route 160) as an Official State and County Scenic Highway and to preserve and enhance its scenic qualities.

Sacramento has a single route in the Scenic Highway Program. This is the River Road (Highways 160). This road runs along the Sacramento River levees in the Delta from the Sacramento City Limits at the northern edge of Freeport to the southern tip of the Delta at Antioch Bridge (Senator John Nejedly Bridge). A portion of Isleton Road from Isleton Bridge to State route 160 at Paintersville Bridge is also designated as a County Scenic Highway. Both the Sacramento and Contra Costa portions of the River Road have already been designated as Official State Scenic Highways. The Sacramento portion was designated in 1969.

The River Road runs on top of levees along the Sacramento River. It provides a view of the river on one side and of extensive rich farmland on the other. It runs through the historic and quaint communities of Locke and Walnut Grove and provides access to recreational areas of the Delta. This is an outstandingly scenic road and is worthy of its designation as an Official State Scenic Highway.

Other Roads Protected By Scenic Corridor Designations

There are a number of County roads that have scenic qualities and are protected by County scenic corridor designations. These are briefly discussed below.

The Garden Highway:

Objective: To take necessary steps to preserve and enhance the scenic qualities of the Garden Highway.

The Garden Highway runs along the crown of the Sacramento River levee from the Sacramento city limits north to the Placer County line. As one drives along this narrow two-lane road, there are wide expanses of rich farm land to the landward side and glimpses of the river through thick

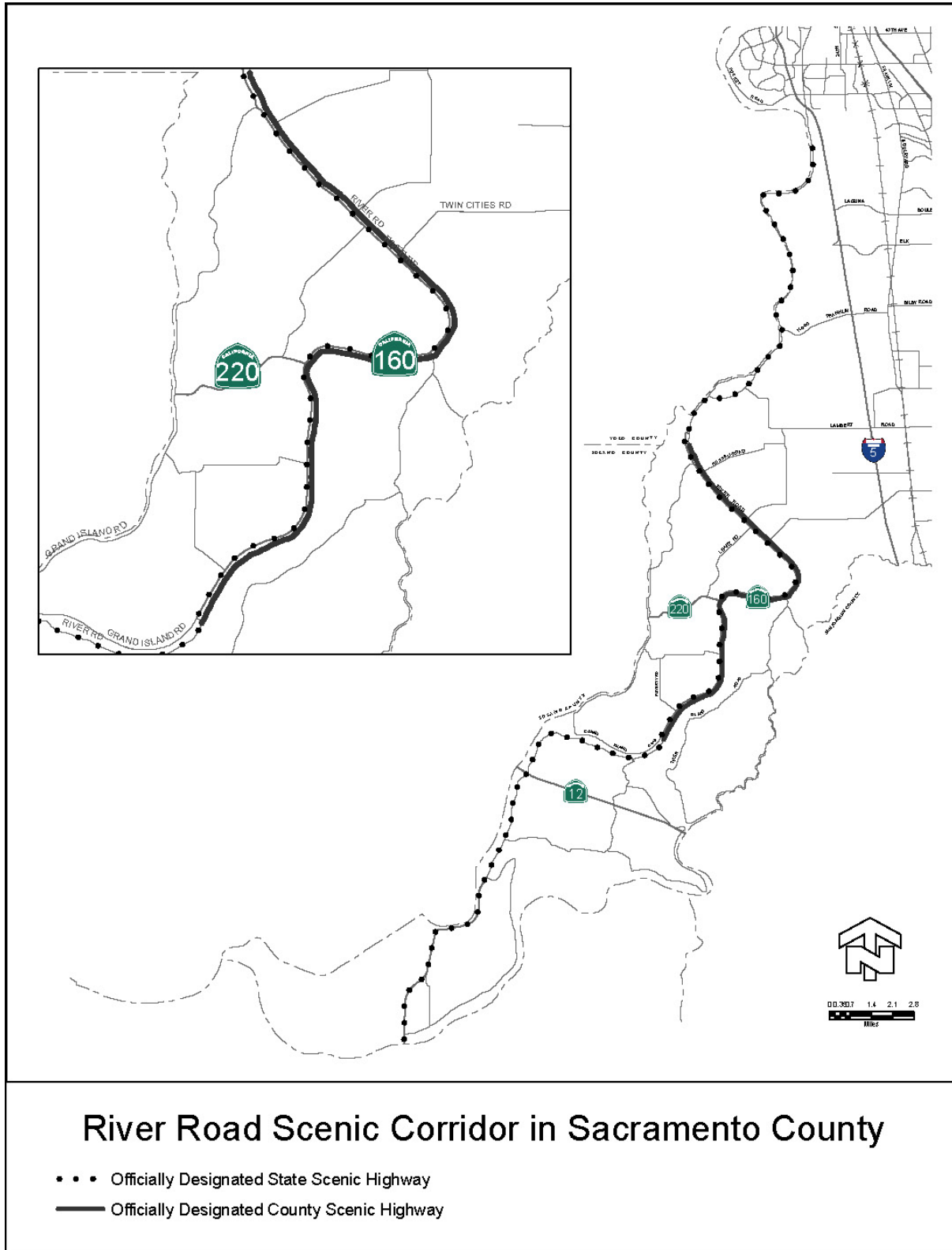
vegetation on the water side. Many houses are located on the river side of the levee. Existing houses are usually well screened by domestic gardens, giving the road a quiet residential atmosphere.

The General Plan shows the Garden Highway corridor as mainly Agricultural Cropland, with small portions designated as Public-Quasi Public and Agricultural Residential. The zoning is largely Agricultural on the landward side, AG-20 with areas of AG-80, AG-40 and AR-2. It is residential and recreational on the river side. The scenic corridor extends to the middle of the Sacramento River on the river side and 500 feet on the landward side. This corridor provides sign control protection per the zoning code.

The Streams, Sloughs, and Channels of the Delta:

A number of County roads run on the crowns of levees along the rivers and sloughs of the Delta. These are narrow roads which give a near view of the water and far views of fields on both sides. The roads are used to give access to the Delta, including recreational access. Like the River Road, these roads are protected by the General Plan designation of Permanent Agriculture and by agricultural zoning. They are also protected by scenic corridor sign controls.

FIGURE 3



Other Scenic Corridors on County Roads and Rivers:

The following additional County roads are protected by scenic corridor sign controls:

- Isleton Road
- River Road

In addition, the Sacramento and American Rivers are protected within Sacramento County by scenic corridors extending 500 feet to each side of the river, as measured from the middle of the channel or by a minimum of a corridor 300 feet from the edge of the river.

Scenic Corridor Protection of the Freeways:

The freeways are heavily traveled commuter routes in the County, but for the most part are not particularly scenic. Beautifying the freeways makes that travel more pleasant and creates a more attractive image of the urban area of Sacramento.

Currently the freeways are protected by scenic corridors which extend 660 feet to each side beyond the right-of-way. Some stretches of freeway are landscaped, including notably the stretch of Highway 99 at the entrance to the City.

County Roads Proposed for Scenic Corridor Protection

Objective: To extend County scenic corridor protection to additional specific scenic roads in the rural portions of the County.

Several County roads in the rural portions of the County are especially scenic. These roads run through lands shown on the General Plan as Permanent Agriculture and Recreational. Zoning is almost entirely agricultural. These roads warrant scenic corridor protection. They are:

- Scott Road from White Rock Road south to Latrobe Road
- Latrobe Road
- Michigan Bar Road

These three routes curve through the low foothills of the eastern part of the County. The view on both sides is grasslands and grazing cattle. Michigan Bar Road, especially, provides wide views as one tops the crests of the little knolls.

One additional road that warrants scenic corridor protection is Twin Cities Road from Highway 160 east to Highway 99. This road travels through rich farm lands and riparian lands of the Cosumnes River and Snodgrass Slough areas. It, like the three above, runs mostly through planned Permanent Agricultural land and is agriculturally zoned.

FIGURE 4

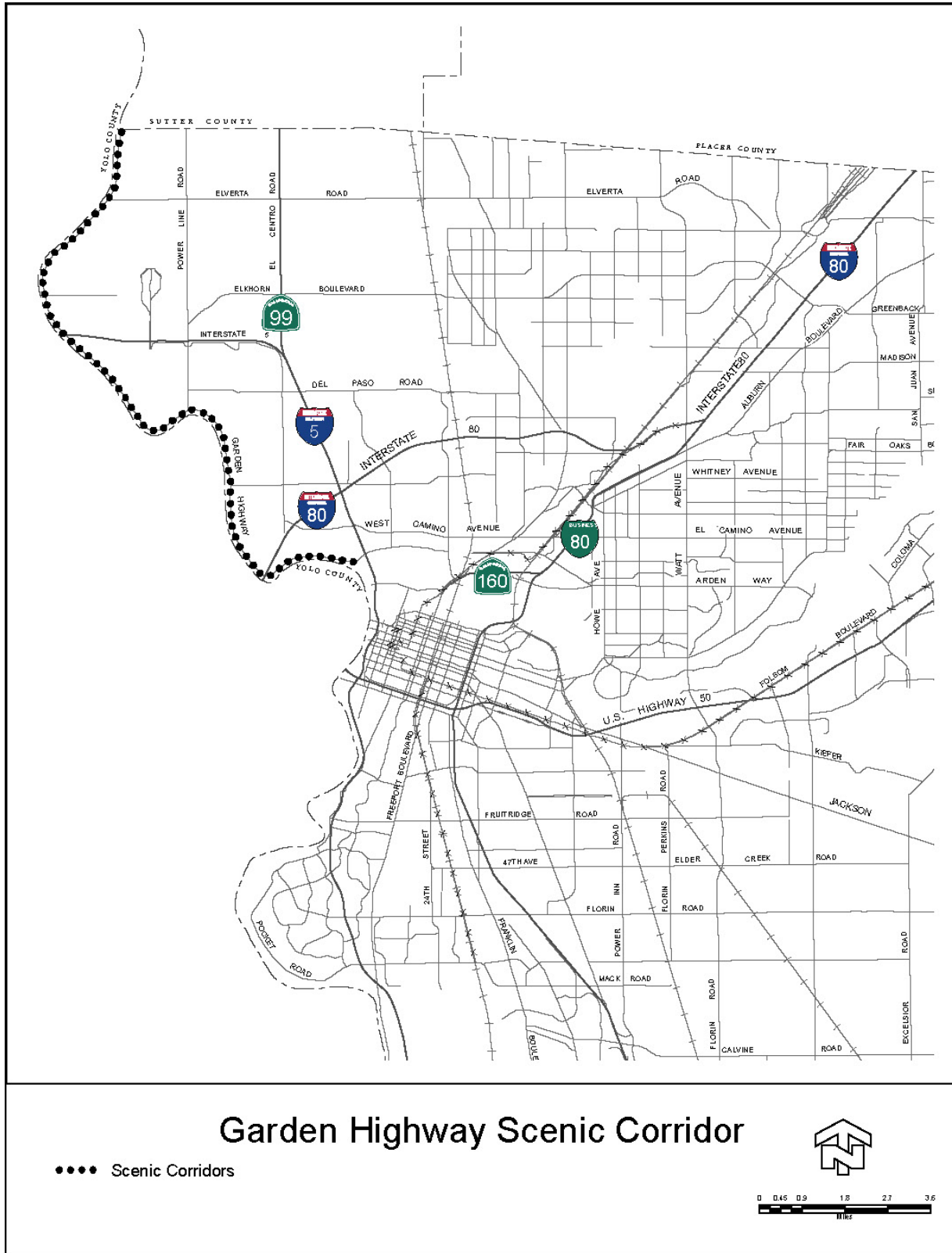
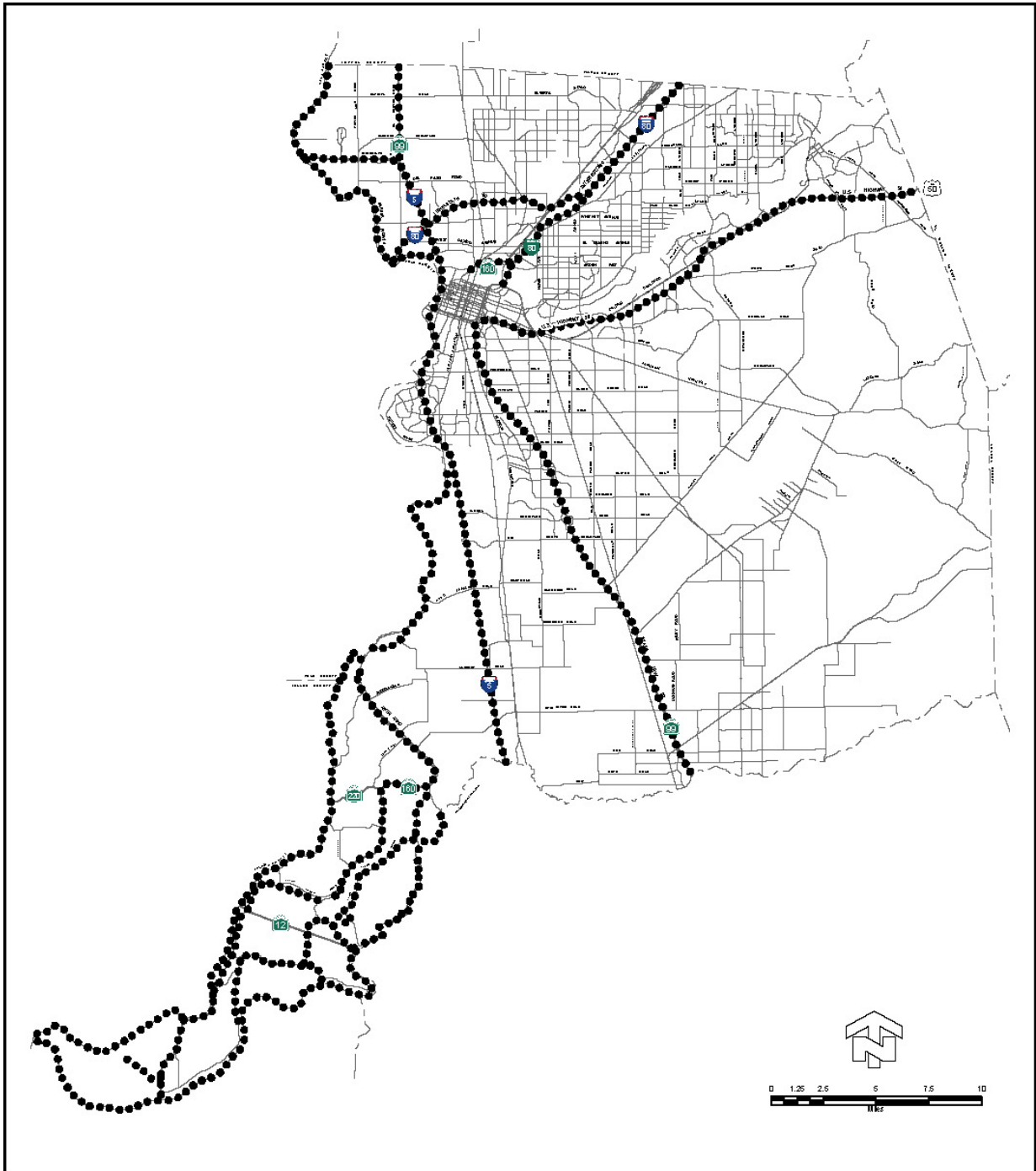


FIGURE 5



Existing Scenic Highways and Scenic Corridors

NOTE:

The Sacramento River has a designated scenic corridor addition to any scenic corridors or roads along the river.

..... Scenic Corridors

FIGURE 6

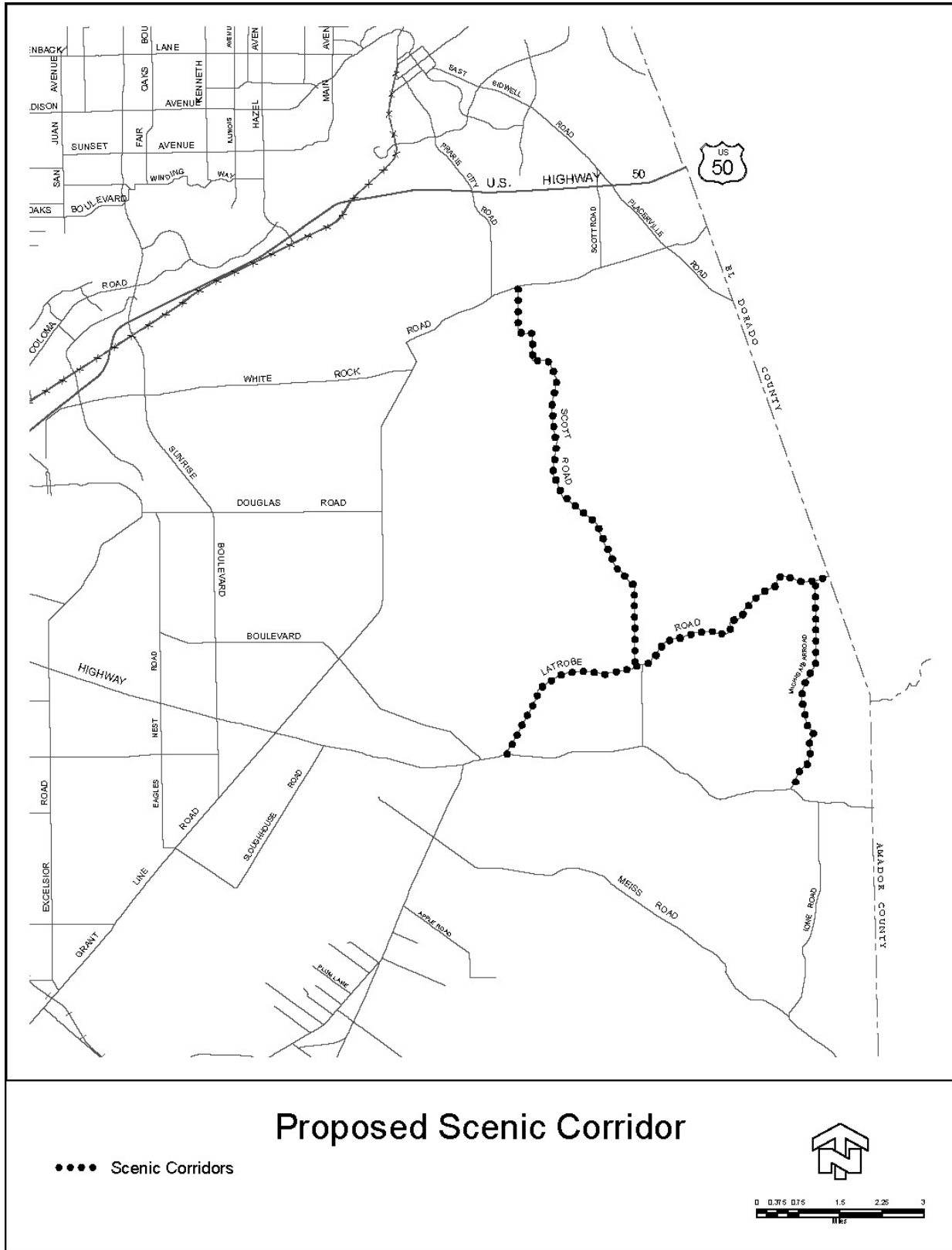
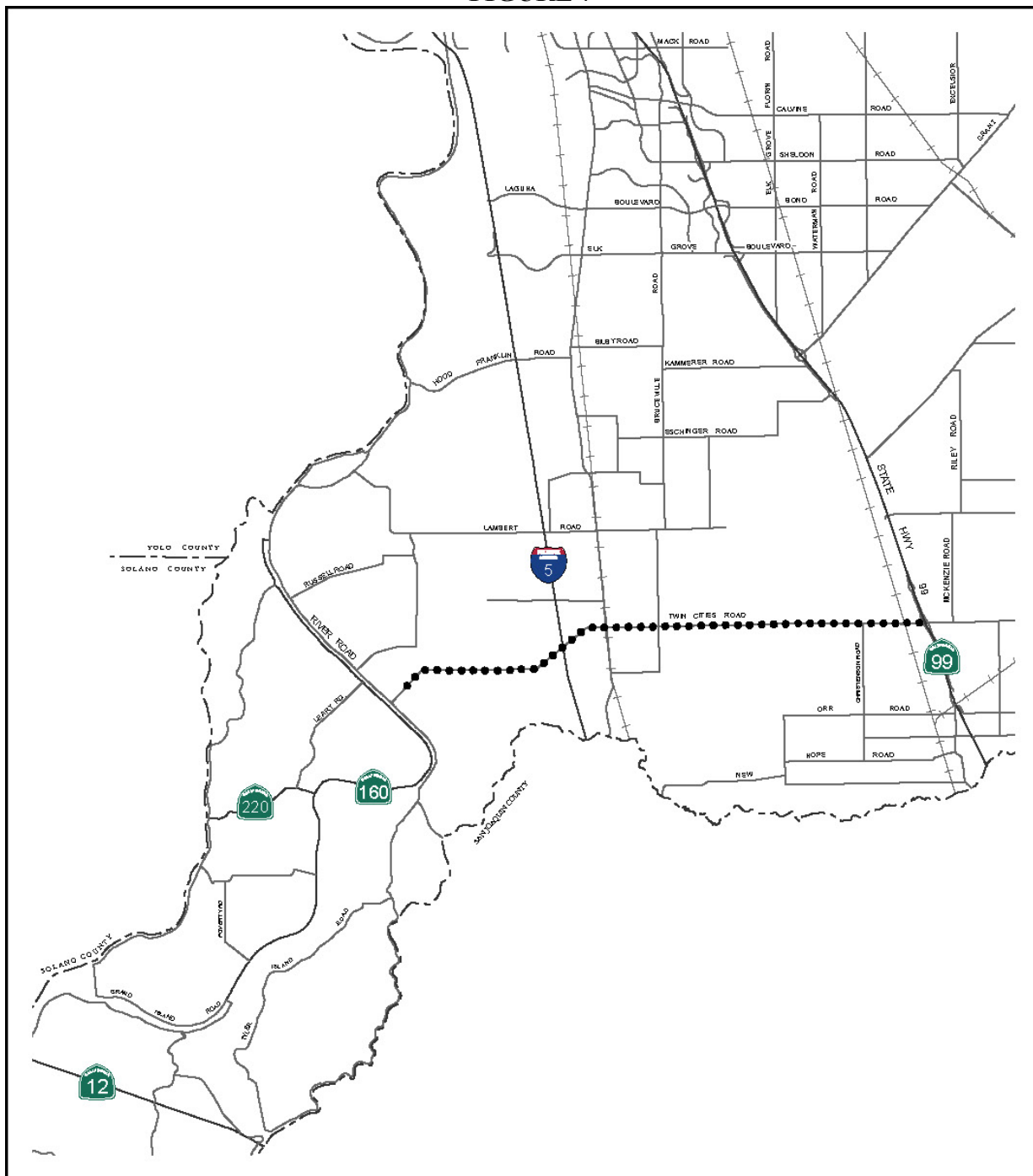
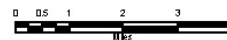


FIGURE 7



Proposed Scenic Corridor

●●●● Scenic Corridors



Objective: To strengthen the provisions of scenic corridor regulations so as to further protect the aesthetic values of the County's freeways and scenic roads.

Policies

- CI-51. Strengthen the scenic corridor provisions of the Zoning Code to require design review of all signs and other structures within the corridor, with the exception of single-family homes and agricultural related structures and appurtenances consistent with existing zoning.
- CI-52. Fully enforce all sign controls in the scenic corridors.
- CI-53. Roadway improvements along established scenic corridors shall be designed and constructed so as to minimize impacts to the scenic qualities of the corridor.
- CI-54. Provide additional access and parking sites for fishermen, picnickers, boaters, and sight-seers along the River Road.
- CI-55. Encourage in coordination with the Delta Citizens Municipal Advisory Council the Department of Water Resources, the State Reclamation Board, and the U.S. Army Corps of Engineers to determine how the present strict requirements for levee stripping and burning can be revised to take into account aesthetic and environmental considerations, and including consideration of enhancement and replanting of levees.
- CI-56. Encourage the State Reclamation Board and the U.S. Army Corps of Engineers to riprap on levees no higher than the average annual high water level.
- CI-57. Investigate the desirability of designating the Garden Highway as an Official County Scenic Highway.
- CI-58. Continue to provide scenic corridor protection for Scott Road from White Rock Road south to Latrobe Road, Michigan Bar Road, and Twin Cities Road from Highway 160 east to Highway 99.
- CI-59. Encourage Caltrans to landscape the freeways within Sacramento County, particularly stretches which form entrances to urban areas.
- CI-60. Encourage maintenance of natural roadside vegetation and landscaping with native plants which usually provide the best habitats for native wildlife.
- CI-61. Study additional roads which would appropriately be designated as County Scenic Corridors. Roads to be considered are Jackson Highway in the foothills, Stonehouse Road, approach roads to the City of Folsom, the balance of Twin Cities Road, Ione Road, Meiss Road, and all roads running through the Permanent Agricultural lands.

- CI-62. Investigate in coordination with other County agencies the provision along scenic corridors of rustic or distinctive sign groupings, bridges, roadside barriers, and road striping.
- CI-63. Investigate in coordination with other County agencies the provision of distinctive planting schemes, vista points, and picnic areas along scenic corridors.
- CI-64. Investigate in coordination with other County agencies the routing of bike trails and equestrian paths along scenic corridors.

Implementation Measures

- A. Identify illegal signs known to Planning and Environmental Review staff and inform Code Enforcement of their locations. (PLANNING & ENVIRONMENTAL REVIEW)
- B. Request the Recreation and Parks Commission study and make recommendations regarding development of additional access and parking sites for fishermen, picnickers, boaters, and sight-seers along the River Road. (REGIONAL PARKS)
- C. Amend the Zoning Code to include the above roads as scenic corridors. (PLANNING & ENVIRONMENTAL REVIEW)
- D. Staff to conduct a study in coordination with other County Departments and the appropriate State agencies, yielding a set of priorities on freeway stretches most desirable for landscaping. (SACDOT, PLANNING & ENVIRONMENTAL REVIEW)
- E. Coordinate with the Sacramento Area Flood Control Agency, the U.S. Army Corps of Engineers, the Delta Citizens Municipal Advisory Council, and the County Public Works and Infrastructure Agency in a request to the above-named agencies that alternatives to levee stripping be investigated and that riprapping are done no higher than the average annual high water level. (DWR)
- F. Upon Commission approval of these priorities, a request be sent to Caltrans that their landscaping program include County priorities. (SACDOT)

Smart Growth Streets

GOAL: “Smart Growth Streets” that enable safe and efficient mobility and access for all users while positively contributing to the adjacent corridor, surrounding community and natural environment.

In years past, the predominant focus of transportation planning was to provide for the safe and efficient movement of vehicular traffic. However, this focused approach often failed to pay equal attention to accommodating other modes of travel, particularly walking and biking. The idea of

“Complete Streets” responds to this inequity by striving to design and operate streets that enable safe and efficient mobility and access for all users. Successfully planned and constructed Complete Streets allow pedestrians, bicyclists, motorists and transit riders of all ages and abilities to safely move along and across the street. Sacramento County is committed to ensuring that all streets are built as Complete Streets.

The concept of “Smart Growth Streets” expands upon the Complete Streets concept. While both Smart Growth Streets and Complete Streets are pedestrian, bicycle and transit friendly, Smart Growth Streets take a holistic view of the street, the adjacent corridor, the surrounding community and the natural environment, while allowing for more flexibility in the design of street and corridor improvements. The County intends to apply the Smart Growth Streets concept to identified mixed use corridors and major transit corridors to support and encourage infill development and revitalization efforts. This concept is vital to the County’s goal of implementing SACOG’s adopted Blueprint Vision and concepts related to smart growth and transit-oriented development promoted in the County’s General Plan.

The Smart Growth Streets concept will be implemented by designating applicable areas with a “Smart Growth Street” designation on the General Plan Land Use Diagram and the Transportation Plan. This designation requires a focused planning effort to comprehensively plan for highly coordinated and interconnected land uses, transportation infrastructure and public realm amenities.

Objective: Incorporate “green infrastructure” to the greatest extent feasible.

To make streets truly adhere to smart growth principles, they should be planned, engineered and constructed to not only safely and efficiently accommodate all modes of travel, but also to incorporate “green infrastructure.” Green infrastructure can include a number of strategies, but generally can be described as a physical improvement that reduces environmental impacts and/or results in a net environmental benefit, all while creating a more pleasant environment for users.

CI-65. Incorporate Low Impact Design (LID) techniques to the greatest extent feasible to improve water quality runoff and erosion control, infiltration, groundwater recharge, visual aesthetics, etc. LID techniques may include but are not limited to:

- Bioretention techniques, such as filtration strips, swales, and tree box filters
- Permeable hardscape
- Green roofs
- Erosion and sediment controls
- Reduced street and lane widths where appropriate

CI-66. Use recycled and/or recyclable materials whenever feasible.

CI-67. When feasible, incorporate lighter colored (higher albedo) materials and surfaces, such as lighter-colored pavements, and encourage the creation of tree canopy to reduce the built environment’s absorption of heat to reduce the urban “heat island” effect.

Objective: Create and/or improve community identity by coordinating improvements to the streetscape and the surrounding corridor to achieve a consistent look and feel or carry through a specific “theme.”

CI-68. Smart Growth Street planning efforts shall identify specific, implementable measures to create and/or improve community identity.

CI-69. Incorporate public art into streetscape improvements to the extent feasible.

Objective: Create an “outdoor room” along the street to establish a sense of place and improve the comfort and overall experience of all users, particularly pedestrians and bicyclists.

CI-70. Smart Growth Streets shall incorporate features such as shade trees and plantings, well designed benches and other street furniture, trash receptacles, news racks, outdoor dining experiences, entertainment, public art, pedestrian scaled lighting fixtures, wayfinding signage, bicycle racks and other amenities as appropriate.

Objective: Create communities and corridors using a holistic perspective when considering land uses and the design context of street and corridor improvements.

No two streets, nor two communities, are the same. As such, the concept of smart growth and sustainable streets encourages a holistic perspective of considering land uses and the design context of street and corridor improvements to allow them to be “tailored” to the area and the surrounding community. Implementing this concept will entail holistic and innovative corridor analysis techniques to account for increased pedestrian, bicycle and transit usage and regional VMT reductions associated with Smart Growth Street improvements. Such an analysis may lead to the conclusion that a reduced LOS for motor vehicles is acceptable in certain instances provided that the land uses and enhancements to other modes of travel result in an overall positive benefit to mobility and access and may also reduce VMT. The County recognizes that within specific defined corridors that a highly coordinated and interconnected land uses and transportation infrastructure can result in improved walk-ability, bicycle use, transit opportunities and other forms of mobility, which can result in an environmental benefit and enhancements to a community. Where a corridor planning analysis indicates that motor vehicular travel will operate at LOS F, fees may be assessed to improve other modes of travel, such as enhancements to bicycle,

pedestrian, transit, and public realm amenities, to encourage and facilitate travel through alternative, non-automobile modes of travel.

The following policies apply to areas and corridors identified as Smart Growth Streets on the General Plan Land Use Diagram and the Transportation Plan. Smart Growth Streets may include commercial corridors as designated by the County, regional rail, light rail, and Bus Rapid Transit (BRT) corridors, areas within ½ mile walking distance of a regional rail, light rail or BRT stations, and mixed use-corridors as designated by the County. The intent is that these areas should include frequent transit service, enhanced pedestrian and bicycle systems, a mix of land uses at densities that support transit use and be characterized as quality development.

- CI-71. A Smart Growth Street designation requires a focused and holistic corridor planning analysis that considers highly coordinated and interconnected land uses and transportation infrastructure within the corridor while also considering the impacts to surrounding communities and the natural environment. A Smart Growth Street should recognize that they will remain major corridors for through auto traffic that should be accommodated on the Smart Growth Street and not shifted to neighborhood streets surrounding it.
- CI-72. On a Smart Growth Street, the County shall strive to maintain operations and capacity on urban roadways and intersections at LOS E or better, unless maintaining this LOS would, in the County’s judgment, be infeasible and conflict with the achievement of other Smart Growth Street objectives. Congestion in excess of LOS E may be acceptable provided that provisions are made to improve overall mobility, reduce overall VMT and/or promote non-automobile transportation.
- CI-73. Where a Smart Growth Street planning analysis indicates that a roadway improved to its general plan designation will be congested in excess of LOS E, mobility impacts fees may be assessed to the properties within the Smart Growth Street area. Such mobility fees shall be fairly apportioned to the properties and shall be sufficient in amount to improve other Smart Growth Street objectives such as improvements that would enhance pedestrian, bicycle, transit, other modes of mobility, and public realm amenities.
- CI-74. Evaluation of Smart Growth Street corridors and development within those corridors shall utilize multi-modal level of service standards, including pedestrian, bicycle, and transit modes of travel in addition to motor vehicle travel, to support and encourage overall mobility through improvement to all modes of travel.

Objective: Encourage the use of shared driveways to reduce the total number of driveways along a Smart Growth Street to improve overall mobility and safety for all modes of travel.

An excessive number of driveways increase the amount of turning movements along a roadway, both slowing traffic and increasing potential conflicts between turning vehicles and pedestrians/bicyclists. Shared driveways thereby improve traffic flow and reduce vehicle-pedestrian conflicts.

CI-75. Smart Growth Street planning efforts shall develop a comprehensive strategy to significantly reduce the total number of driveways along the roadway, including specific measures to ensure implementation, such as requiring cross-access and reciprocal parking agreements between adjacent property owners.

Objective: Encourage the use of shared parking facilities and reduced parking requirements.

Redundant and/or excessive parking facilities are not only an inefficient use of land, they are also expensive to build and maintain, are rarely used to their capacity, increase the urban “heat island” effect, and create environments that are unfriendly to pedestrians and bicyclists. Encouraging adjacent land uses to share parking facilities and/or reducing the parking requirements in certain areas can provide an incentive for infill development by reducing the amount of land and expense that a builder must devote to parking facilities, while also leading to a more efficient use of land. It also avoids large expanses of asphalt, which impede pedestrian and bicycle travel and contribute to the “heat island” effect. Shared parking also supports the objective of reducing the number of driveways along a Smart Growth Street.

CI-76. Smart Growth Street planning efforts shall develop a comprehensive strategy to reduce both the total amount of parking and total surface area dedicated to parking facilities. In general, reduced parking requirements and innovative parking solutions such as, shared parking, structured parking, parking maximums rather than minimums, on street parking, performance parking pricing, parking benefit districts and other innovative parking solutions will be strongly encouraged wherever feasible, while large surface parking lots will be strongly discouraged.

Objective: Design corridors that equitably accommodate all users, and complement the unique characteristics of the surrounding community and mix of uses.

Successfully-designed corridors accommodate the needs of all users and complement the unique assets of their surrounding communities. Corridors can accommodate the needs of all users with design that allows access to a full range of transportation modes. Corridors can also complement the unique characteristics of the surrounding community and mix of uses with appropriately-scaled design, and by providing full connectivity between destinations.

To accommodate the unique characteristics of the surrounding community, corridor design must be appropriately scaled to the community and the regional context. Corridors serving local destinations, while accommodating a range of modes, should emphasize enhanced pedestrian and

bicycle access and connections. These roadways should accommodate vehicular speeds of no more than 35 miles per hour, to ensure safety for non-motorized modes such as pedestrian and bicycle travel. Corridors serving a more regional context, while accommodating a range of transportation modes, may necessitate roadways of more than 2-lanes with speeds greater than 35 mph. In this case, context sensitive solutions should be considered so as to minimize barriers to pedestrian and bicycle travel.

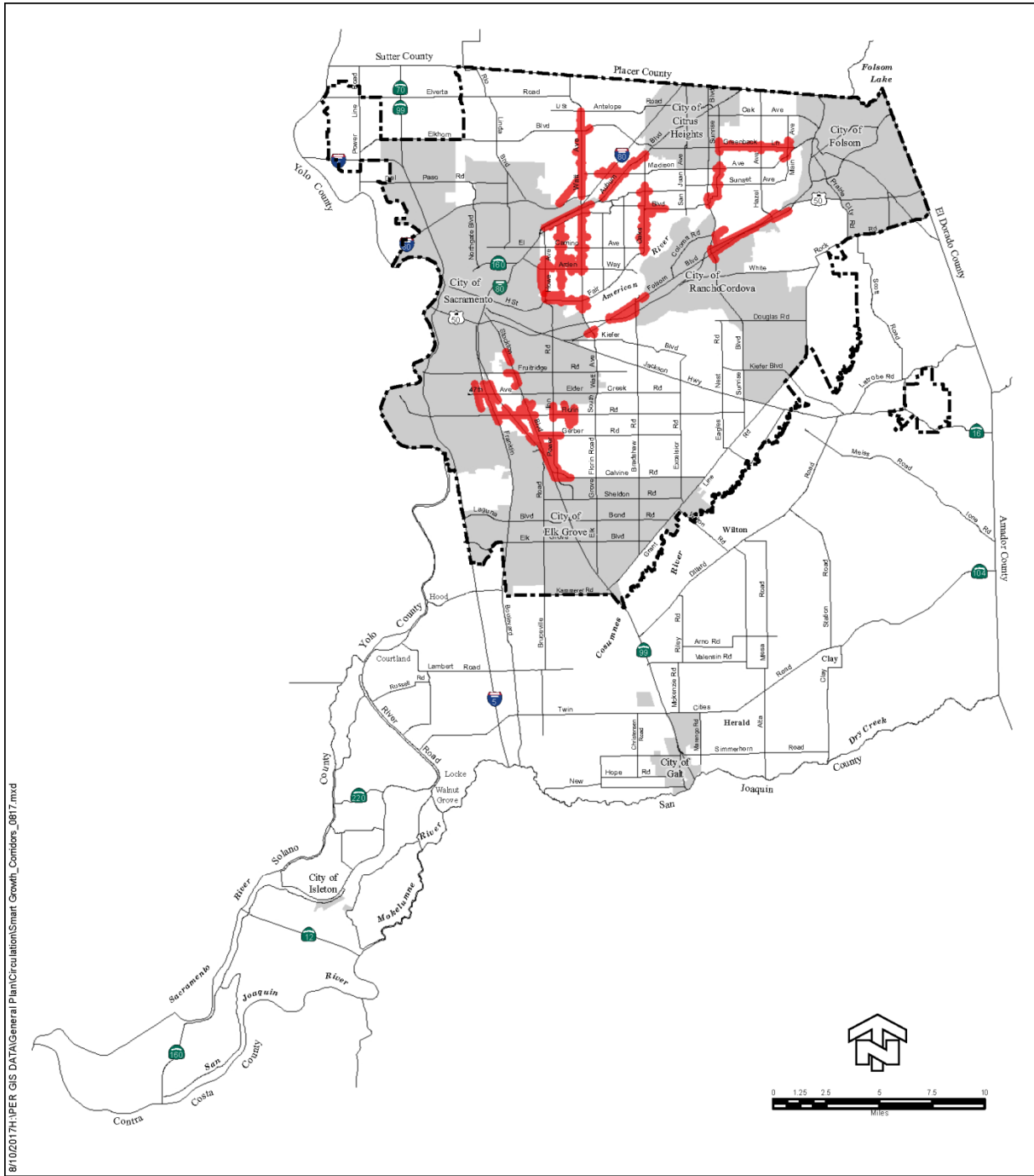
One method that should be considered within existing corridors is the concept of a road diet. A road diet is a treatment given to an urban roadway in which the number or width of lanes is reduced, and the freed space converted to parking, bike lanes, landscaping, walkways, or medians, while still meeting the mobility needs of motor-driven vehicles. Road diets are implemented to provide additional pavement and safety for bicyclists and pedestrians, reduce vehicle speeds, and enhance public realm amenities.

To provide full connectivity between destinations requires providing the most direct possible routes, as well as route choices. Successful accommodation of non-motorized travel modes requires good connectivity; due to their slower speeds (relative to motorized travel), longer than necessary distances between destinations are especially inefficient. Connectivity standards to ensure equitable travel options for all users might include block size standards or a requirement for direct pedestrian / bicycle ways between all major destinations.

Finally, corridor evaluation methods must consider the accommodation of a full range of transportation modes. A measure of community objectives for corridor success must be developed, to facilitate the creation and design of corridors that achieve those objectives.

- CI-77. Planning processes for Smart Growth Street corridors shall consider road diets, pedestrian and bicycle enhancements, traffic calming measures and other feasible measures to create a corridor that equitably accommodates all users and modes of travel.
- CI-78. Establish connectivity standards to implement within Smart Growth Street corridors, to ensure safe, pleasant and direct travel between destinations for all users.
- CI-79. To ensure the safety and comfort of all users, support and encourage street design to accommodate vehicular speeds of up to 40 miles per hour as appropriate.

FIGURE 8



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Candidate Smart Growth Street Corridors

- Candidate Smart Growth Street Corridors
- Urban Services Boundary (USB)
- Cities

FIGURE 9

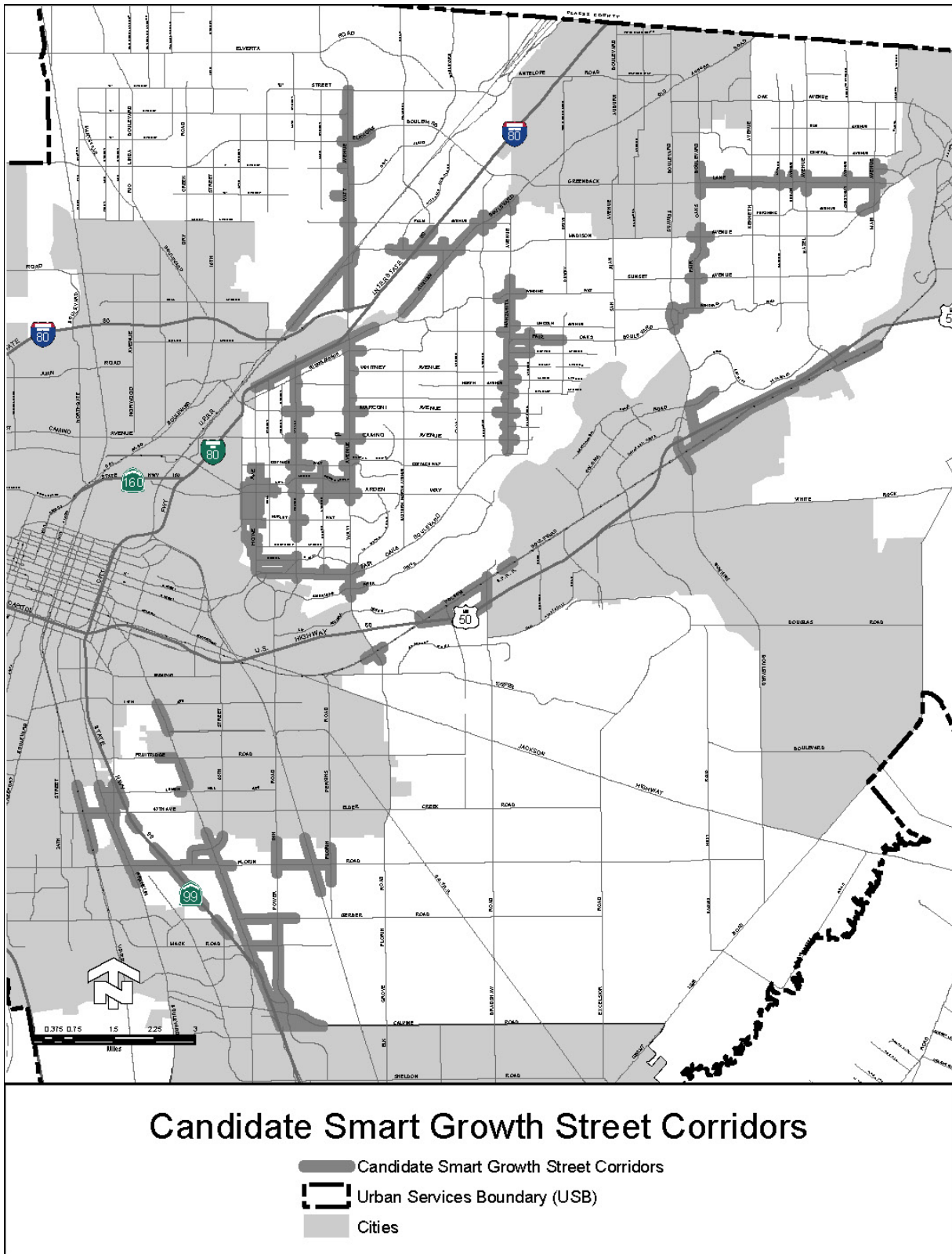


FIGURE 10

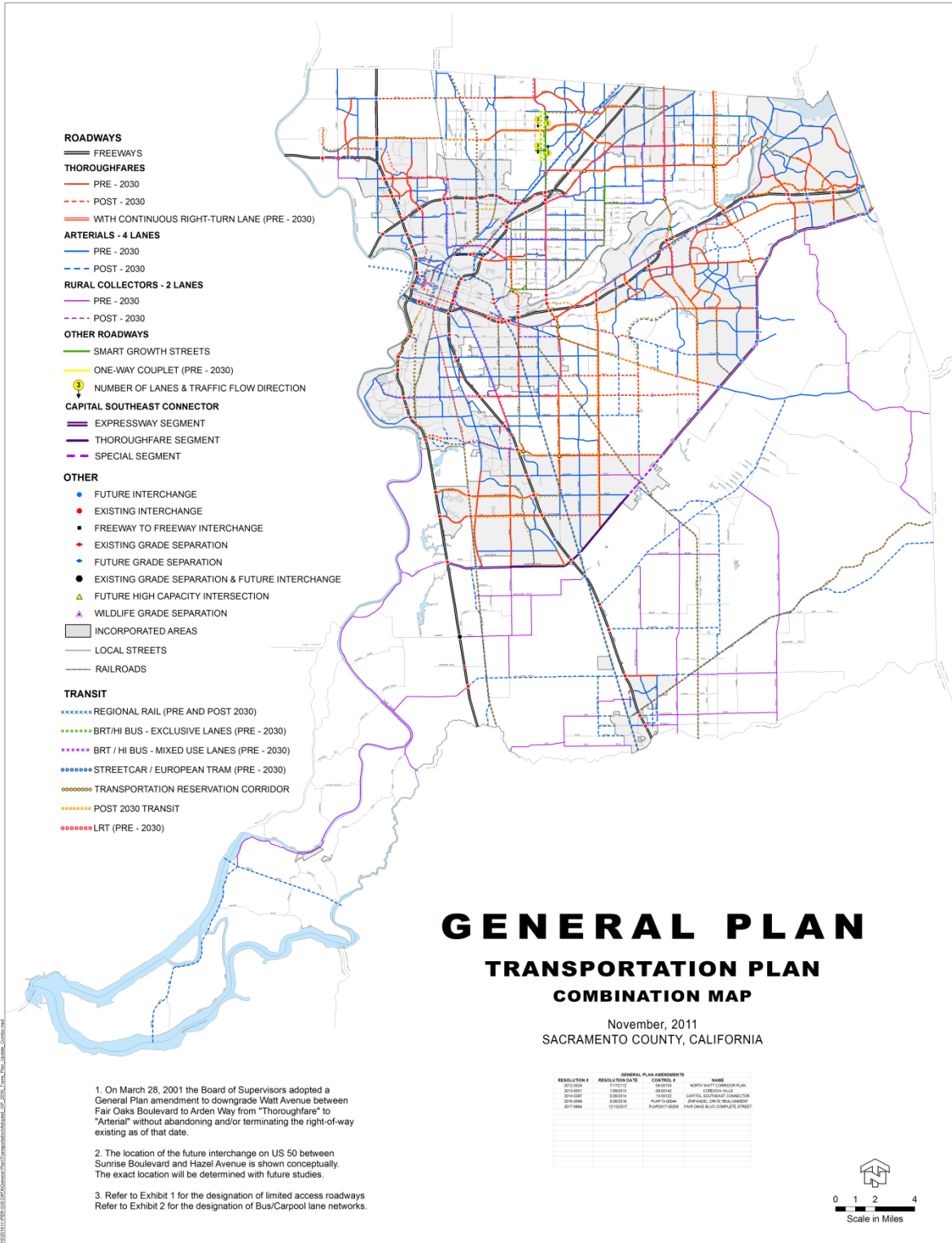


FIGURE 11

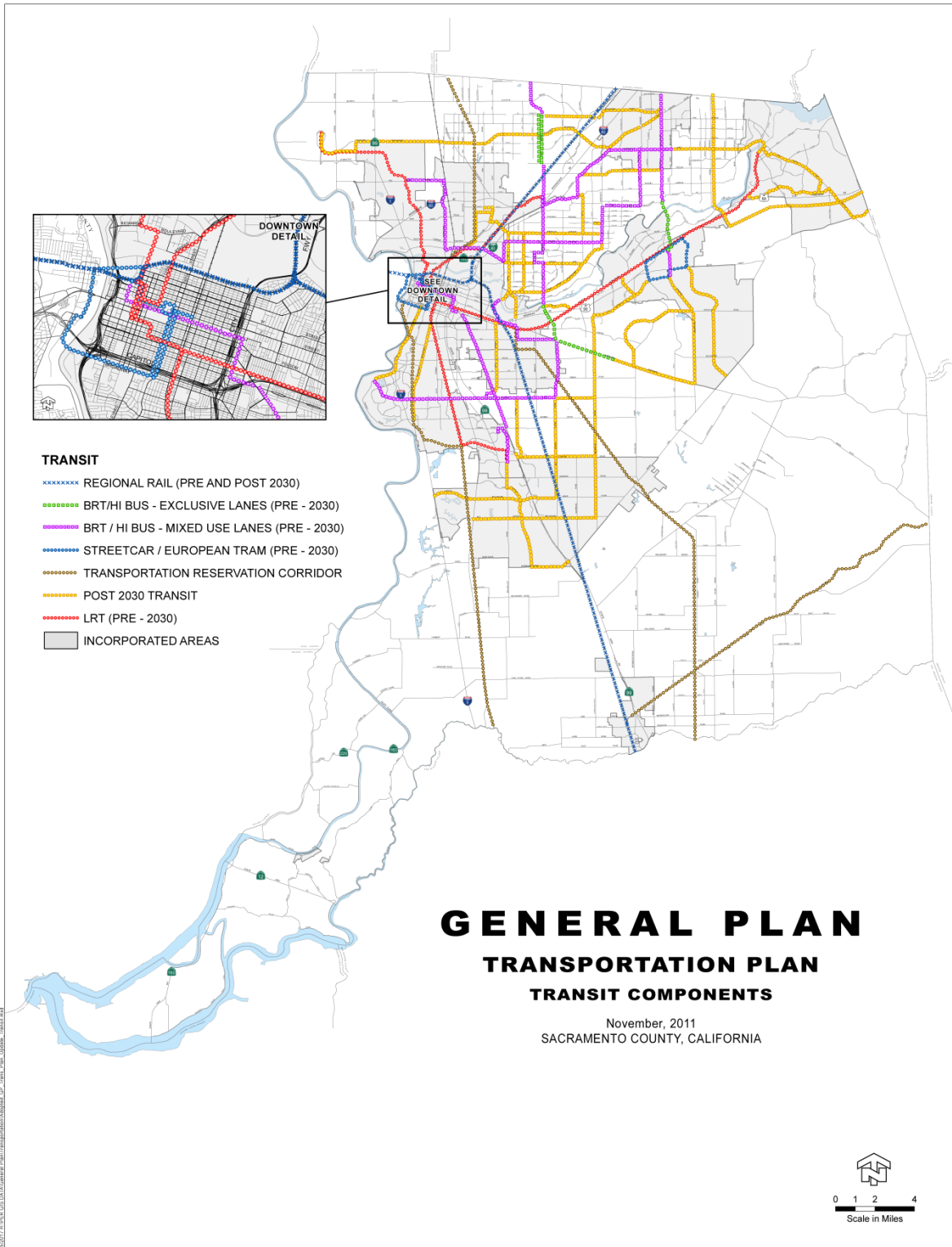


FIGURE 12

