

# **Section 5**

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## **Circulation Element**

**CIRCULATION ELEMENT  
SECTION FIVE CONTENTS**

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# **CIRCULATION ELEMENT**

## **INTRODUCTION**

A Circulation Element is a required part of the General Plan (Government Code Section 65302 (b)). This element presents goals and policies that coordinate the transportation and circulation system with planned land uses; promote the efficient movement of people, goods, and services both within the city and in the region; use the existing system to its fullest extent; and plan for practices that maintain or improve environmental quality.

The Circulation Element must consider the “general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the general plan.” (Government Code Section 65302(b))

The principal focus of this Element is on the surface transportation system: Freeways, streets and roads, transit, non-motorized travel, and programs and facilities to manage the use of the system, the element contains an overall strategy for coordination, system management, safety, economic development, and environmental objectives. This element also provides policies for those transportation modes that primarily serve as external connectors: Airports, railroads, and the deep water port. The strategy for each mode of travel is followed by goals and policies, with explanation.

## **OVERALL GOALS**

The following goals are designed to meet the City’s transportation needs:

### **Goal A**

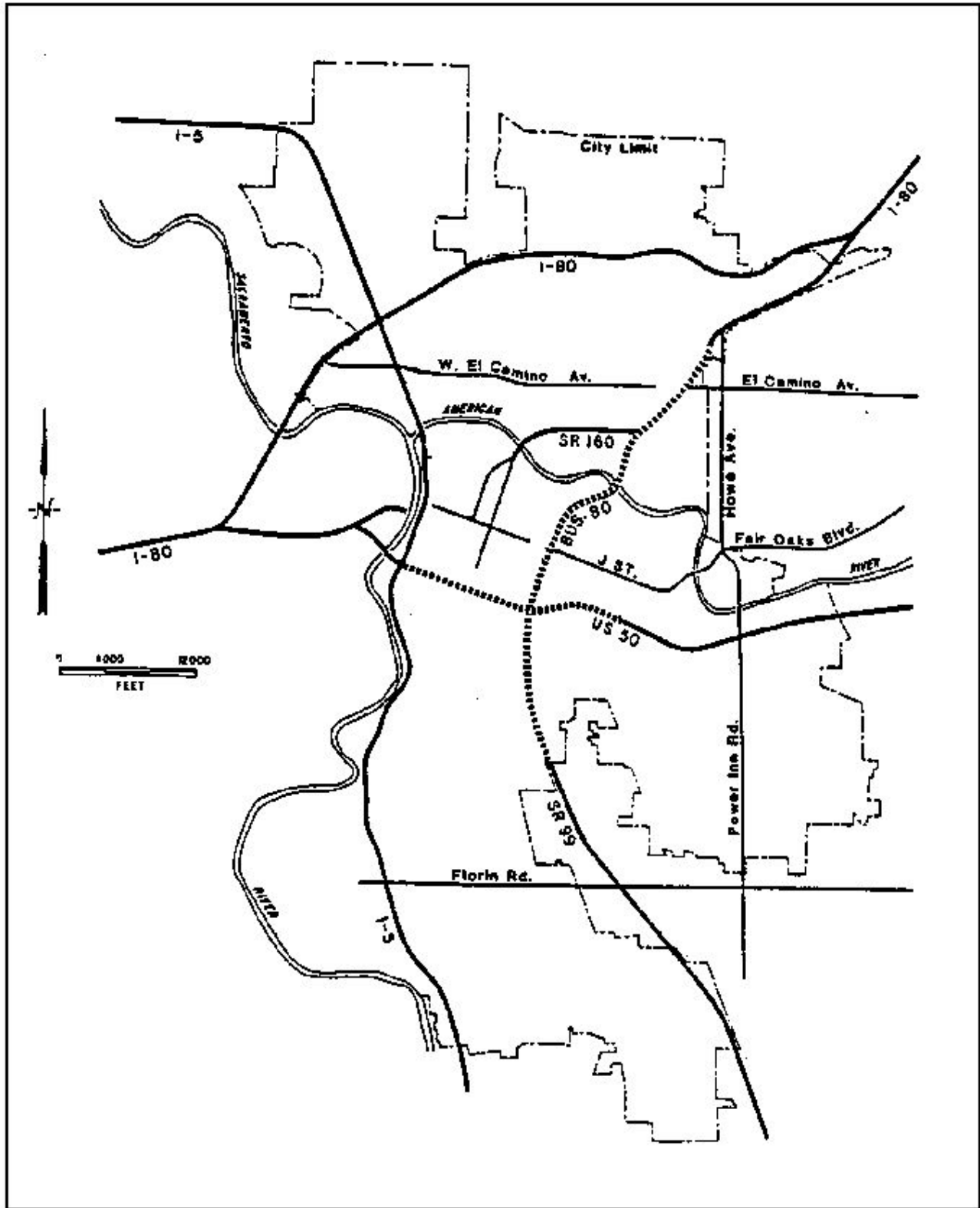
**Create a safe, efficient surface transportation network for the movement of people and goods.**

### **Goal B**

**Provide all citizens in all communities of the City with access to a transportation network which serves both the City and region, either by personal vehicle or transit. Make a special effort to maximize alternatives to single occupant vehicle use, such as public transit.**

### **Goal C**

**Maintain a desirable quality of life, including good air quality while supporting planned land use and population growth.**



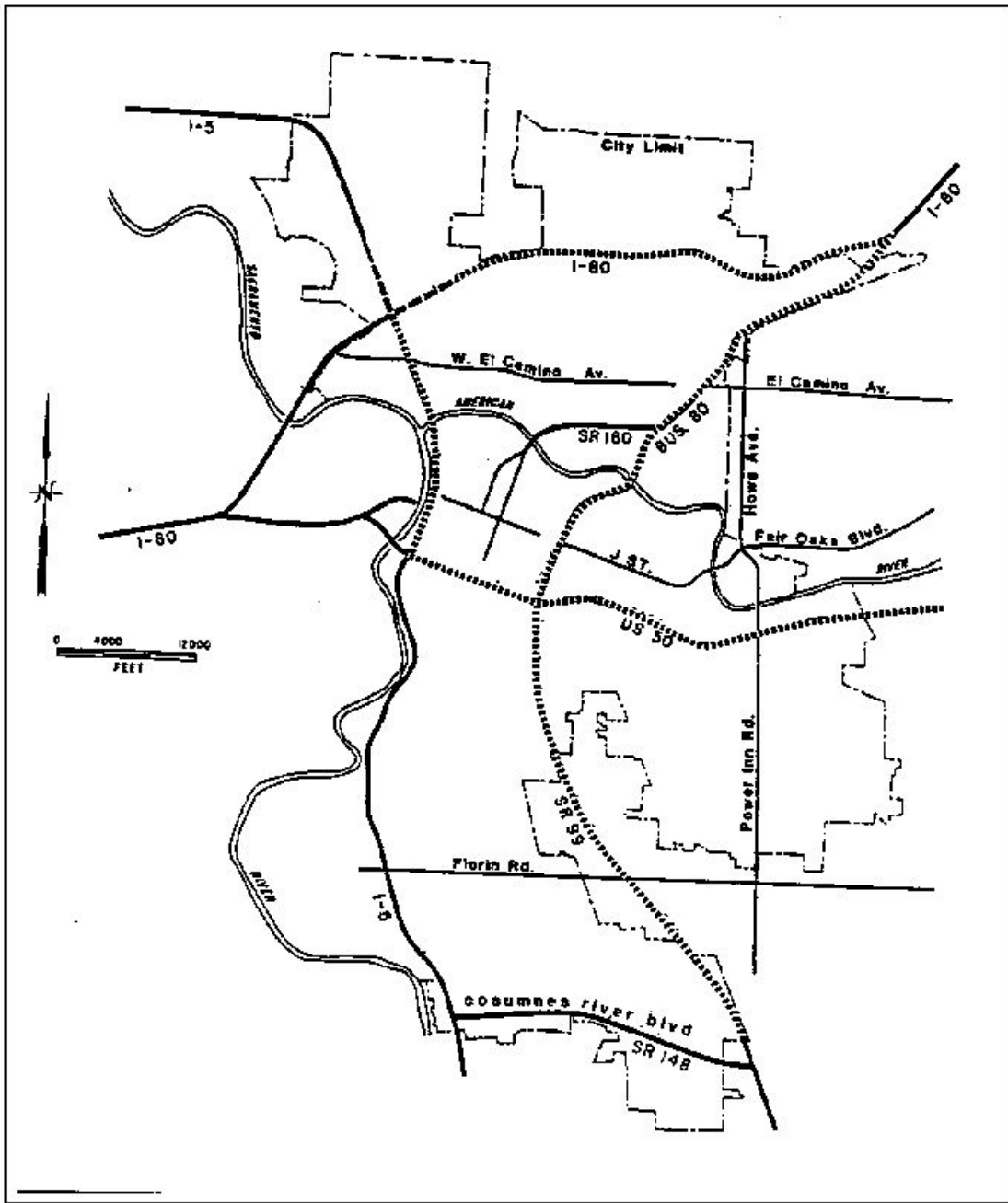
CITY FREEWAY SYSTEM CURRENT CONDITIONS (YEAR 1986)

Planning and Building Department  
City of Sacramento

..... SEGMENTS WITH SIGNIFICANT CONGESTION

**GP**  
GENERAL PLAN  
update 1995-2005

Map 2



CITY FREEWAY SYSTEM - FUTURE CONDITIONS  
SEGMENTS WITH SIGNIFICANT FUTURE CONGESTION

Planning and Building Department  
City of Sacramento

**GP**

GENERAL PLAN  
update 1995-2005

## **EXISTING CONDITIONS**

In the past, transportation planning has mainly been concerned with designing and building of roads and freeways. During the 1950's , there was an important need to build an interstate freeway system as well as upgrade various State highways. Substantial progress has ben made in providing these facilities. Changing circumstances, however, have resulted in a need to coordinate road construction with transit services and other non-automobile related programs. This new direction has occurred because of increasing roadway congestion, changes in traffic management programs, reduced funding, and the need to maintain environmental quality.

## **TRANSPORTATION NETWORK**

The City of Sacramento is served by an extensive freeway system that radiates from the central city in several directions. Substantial urban and suburban development has occurred along the freeway corridors to the South (I-5, US -99): east (US-50, I-80), and is planned to the north of the central city, there are no adequate circumferential routes to allow through traffic to bypass the central city connections.

Regional transit bus and light rail systems are structured to focus on the peak hour commute to the central city. In this way the available transit service directly improves the peak hour capacity of the freeway system.

Sacramento's freeways are beginning to suffer from peak hour congestion. Traffic delays are sporadic and last 10-20 minutes in several places. This kind of congestion is similar to what occurred in parts of Los Angeles during the later 1950's, in Orange and Santa Clara counties during the late 1960's, and in San Diego during the 1970's. Within five to ten years, the Sacramento, CalTrans expects that peak periods of congestion lasting one or more hours will occur at many places on Sacramento's freeways. Urban development has occurred and is planned to continue along these routes in the City, the County and other jurisdictions. The distribution of employment centers as well as residential developments have reduced the effectiveness of the radial freeway and transit system. The City cannot solve the regional problem of dispersed land uses and increasing congestion. The City can, coordinated with other jurisdictions and transportation agencies, attempt to manage the growing problem. Maps 1 and 2 indicated present and projected future (2016) freeway system congestion.

There are few opportunities to expand the existing freeways in the urbanized area because of the costs and the impacts from removing adjacent developments. Costs have been rising at a rate which outstrips the ability of available revenue to finance improvements.

## **REGIONAL STRATEGY**

The following strategies are introduced to reduce future congestion on Sacramento's freeways and highways:

- Additional freeway capacity should be developed through the use of ridesharing, transit improvements, preferential treatment for buses or other high occupancy vehicles, ramp metering, flextime, park and ride lots, and adding additional lanes in existing rights-of-way.
- Major freeway improvements should be targeted for a new beltway route or arterials which can redistribute traffic on the system and relieve several congestion points simultaneously.
- Investments that feed more traffic into the freeway system, such as new interchanges on congested freeway routes or widening of suburban radial routes, should be carefully

weighed against other alternative solutions that would not impair the flow of the system as a whole.

- Funding constraints as well as the intensity of development therefore requires the use of other forms of transportation besides the construction of new roads. Appropriate private sector financing mechanisms need to be developed and implemented that will provide the necessary improvements required by new development.
- Residential and employment development around light rail transit stations and bus transit centers should be intensified to provide the necessary ridership to make the transit system function effectively.

The challenge is to establish a planning process which can combine automobile and non-automobile related programs to avoid significant levels of congestion.

## **TRANSPORTATION PLANNING**

In order to achieve the goals and follow the policies of the City in regards to the transportation system, transportation planning must look to the future in several ways. Since transportation facilities usually require a long lead time (5 -10 years) to go from concept to opening, and transportation services, such as transit, require public input as well as detailed analysis and financial commitment for implementation, a flexible process should be established that allows the time for proper analysis.

This planning process begins with general goals and policies for a twenty year horizon; it progresses to intermediate range plans which translate policies into programs (TIP) that assign funding priorities and construction dates. Intermediate plans can span the 5 to 20 year horizon. In addition, individual agencies develop plans based on their needs.

### **GOALS, POLICIES, ACTIONS FOR TRANSPORTATION PLANNING**

#### **Goal A**

**Establish and implement a comprehensive regional transportation plan that identifies needs, integrates the existing transportation network with planned growth, and proposes new facilities.**

#### **Policy 1**

**Establish and implement a City Transportation Plan that identifies long range transportation system improvements in State, regional and local transportation planning efforts.**

#### **Policy 2**

**Participate in State, regional and local transportation planning efforts.**

Action a): Take an active role in establishing the City's priorities for regional transportation system management.



Action b): Use technical analysis methods to identify potential TIP improvements which can reduce congestion.

### Policy 3

**Work with appropriate agencies to explore ways to protect future transportation corridors from development that could preclude construction of needed facilities.**

### Policy 4

**Incorporate approved Citywide street improvements as well as non-auto related projects and programs into community plans and special land use studies.**

Action a): Review Citywide transportation improvement priorities annually to identify areas and needs which should be studied further.

Action b): Consider street projects and non-auto related improvements which can reduce identified transportation problems in new and updated Community Plans and in special land use studies.

### Policy 5

**Request that Regional Transit provide a plan for the provision of adequate transit services which meets the needs of this plan, and that the transit plan to be updated on a regular basis.**

Action a): Make land use policy decisions supportive of light rail and bus transit, based on established plans.

Action b): Reserve designated light rail and transportation rights-of-way from encroachment or inappropriate development.

### Policy 6

**Review development projects for conformance with adopted transportation policies and standards, and require appropriate site improvements.**

Action a): Develop guidelines which will specify the type of street and non-auto related improvements a development project should provide to alleviate expected traffic problems.

Action b): Develop and maintain an efficient process for the review of proposed development projects.

Action c): Develop a citywide transportation model to analyze the impacts of development projects and the effectiveness of proposed transportation improvements. New analysis techniques and the development of a transportation model for this Plan will allow both the Planning Division and Traffic Engineering to assess these needs on an ongoing basis. This model should be coordinated with the County and Regional transportation models.

## **Goal B**

**Consider air quality along with traffic flow efficiency when making decisions about transportation.**

### **Policy 1**

Include transportation considerations when developing an Air Quality Improvement Program which will include strategies and specific programs that reduce air pollution.

- Action a): Maintain a Transportation System Management Program (TSM) that incorporates alternative methods of travel to reduce congestion and improve air quality.
- Action b): Work with other agencies to develop and implement a Regional Air Quality Plan that contains measures to reduce air pollution emissions.

## **STREETS AND ROADS**

Many areas are experiencing increased levels of traffic congestion. Furthermore, major new developments may cause traffic problems in neighboring communities. Communities undergoing change need attention to their special transportation problems. Consequently, it is important to understand on a Citywide basis what expected levels of traffic will be.

### **PROJECTED DEFICIENCIES**

At buildout of the General Plan (year 2016), all of the freeways into and out of the Central Core, with the exception of I-5 to the south, will be severely congested during peak periods. This would include I-80 from its split with Business 80 to its connection with I-5. I-5 from south of the Central City would suffer moderate congestion during the peak travel hours. In addition, every existing crossing of the American River will have significant congestion during peak periods. Route 160 as it becomes 12th & 15th Street and 16th Street through the downtown core will also have significant congestion during peak periods. Howe Avenue will be congested most of the day. These are examples of what will happen to the major roadways in the City. In addition, congestion levels can be expected to rise on all major streets, especially during peak hours.

In responding to these deficiencies, the City, SACOG, and Caltrans will be developing transportation plans to provide some relief. The General Plan transportation network consists of the existing highway network plus the Arden-Garden connector, Cosumnes River Boulevard connecting I-5 and US 99, and the extension of Exposition Boulevard to State Route 160. The Plan recognizes that additional facilities and programs will be needed to meet the projected deficiencies in the year 2016. Within the twenty year timeframe of growth projections for this General Plan, there is an opportunity to plan for new and expanded facilities and TSM/transit programs to help reduce the magnitude of the projected roadway deficiencies. In determining the changes and additions to the network, the types of facilities that might be proposed should be defined.

In 2000, the City approved the implementation of the Power Inn Road/Folsom Boulevard Intersection Area Improvements Project (Southeast Area Transportation Study, Phase 1). The project consists of a set of improvements needed to address several existing transportation system deficiencies and to plan for traffic growth forecasted with the development of Granite

Regional Park, along with long-term growth in regional traffic. Major components of the project include the widening of Howe Avenue/Power Inn Road to six lanes between the US 50 on-ramps on the north to 14<sup>th</sup> Avenue to the south, realignment of State Route 16 (Jackson Road) from Power Inn Road to S. Watt Avenue, and construction of new two-lane road from Ramona Avenue to Folsom Boulevard.

The Major Streets Plan for the City is shown on Map 3.

## **TYPES OF FACILITIES**

### **Freeways:**

Freeways are limited access grade separated facilities that provide a high level of mobility for travel through the region. Freeways carry high volumes of traffic at high speeds. Freeway volumes vary based on the capacity of the facility.

### **Major Streets**

The role of a major street is to move traffic from one section of the City to another. There are different types:

**Major Street System:** The major street system is comprised of Expressways and Arterials, and their intersections with local streets comprised of Collectors and Locals. Intersections, collectors and local streets are included in the major street system if they affect its operation and traffic flow.

**Expressways:** Expressways are streets designed for relatively long distance through-movement. They have limited access with few cross streets. All cross street intersections are signalized. Residential driveways are prohibited, but limited non-residential driveways are allowed based upon driveway spacing. Expressways accommodate moderate to high speeds with moderate to high volumes of traffic on eight or fewer travel lanes. Sixty-Fifth Street Expressway is an example of an expressway.

**Arterial:** Arterials are streets that accommodate moderate speeds with moderate to high volumes of traffic on six or fewer travel lanes. The arterial street system provides a high level of mobility for travel through the region and within and between adjacent subareas of the city. Six lane arterials (major arterials) provide intra-city transportation and inter-region transportation for large volumes of vehicles while providing access to abutting properties. Four lane arterials (minor arterials) connect major facilities, but provide more access than a six lane arterial. Principal land-uses that are served by arterials are central business districts, community shopping centers, community colleges, large industrial plants, high schools, large office complexes, community hospitals, clinics, golf courses, and fire stations. Traffic volumes can range from 14,000 to 48,000 vehicles per day. Examples of arterial street designs are shown in Figure 1A.

**Minor Arterial:** This is a roadway that connects major facilities, but has more access than a Principal Arterial. Parking is allowed, but may be limited. Intersections

with other arterials are signal controlled. Access is restricted , with no residential driveways except for multi-family or when adequate sight distance is created.

**Collectors:**

Collectors are streets that accommodate low speeds, with low to moderate volumes of traffic on two or three lanes. The collector street system is deployed throughout the entire city to provide mobility between neighborhoods and the arterial street system. An adequate collector system is needed to ensure that these localized movements do not occur on major arterials. Abutting properties are directly accessible with emphasis on collection and distribution of trips within an arterial grid. Principal land-uses that are served by collectors are elementary schools, smaller industries and warehouse facilities, neighborhood shopping centers, small office buildings including clinics, neighborhood parks, residential uses and community service uses. Volumes can range from 4,000 to 7,000 vehicles per day. Examples of collector street designs are shown in Figure 1B.

**Local streets:**

Local streets are streets that accommodate low speeds with low volumes of traffic on two travel lanes. The local street system is used throughout the city to provide local circulation and direct access to abutting properties. It provides mobility within neighborhoods and other homogeneous land uses, and comprises the largest percentage of total street mileage. Principal land-uses that are served by local streets are the access needs of abutting properties. Local streets are not intended to move through-traffic. Volumes on residential local streets will typically be 2,000 or fewer vehicles per day but could be as high as 4,000 vehicles per day. Volumes on non-residential local streets will typically be between 7,000 to 14,000 vehicles per day. Examples of local residential and local non-residential street designs are shown in Figures 1C and 1D, respectively.

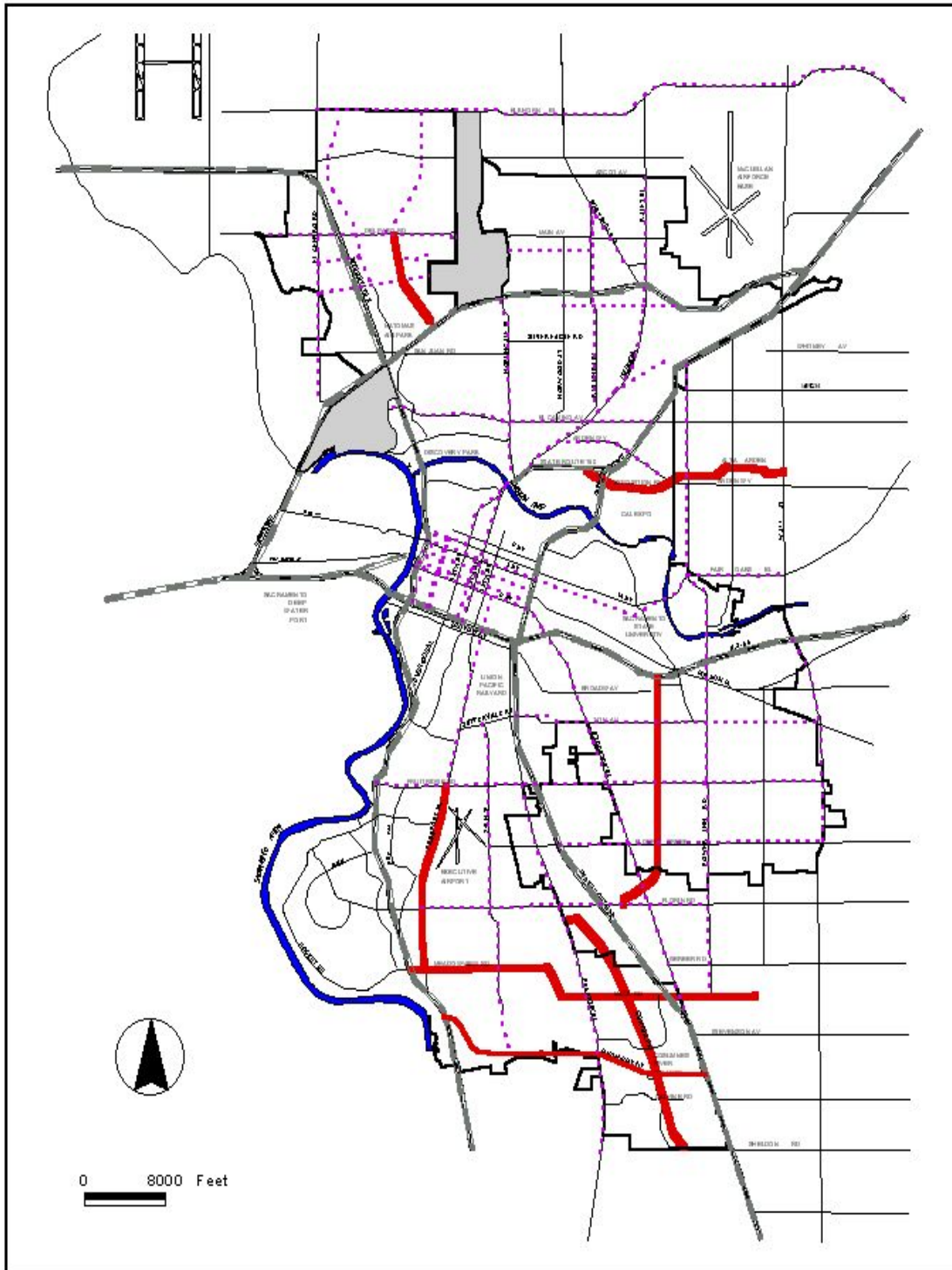
Freeway, expressway and arterial street designations are shown in Map 3. Map 3 is intended to illustrate approximate locations and street classifications only. More specific information shall be kept on file in the City of Sacramento Department of Public Works.

**GOALS, POLICIES, ACTIONS FOR STREETS AND ROADS**

**Goal A**

**Create a street system which will ensure the safe and efficient movement of people and goods within and through communities and to other areas of the City and region.**

Map 3



**MAJOR STREETS PLAN**

FREEWAYS	ARTERIALS	GP AREA
EXPRESSWAYS	MINOR ARTERIALS	

Planning and Building Department  
City of Sacramento

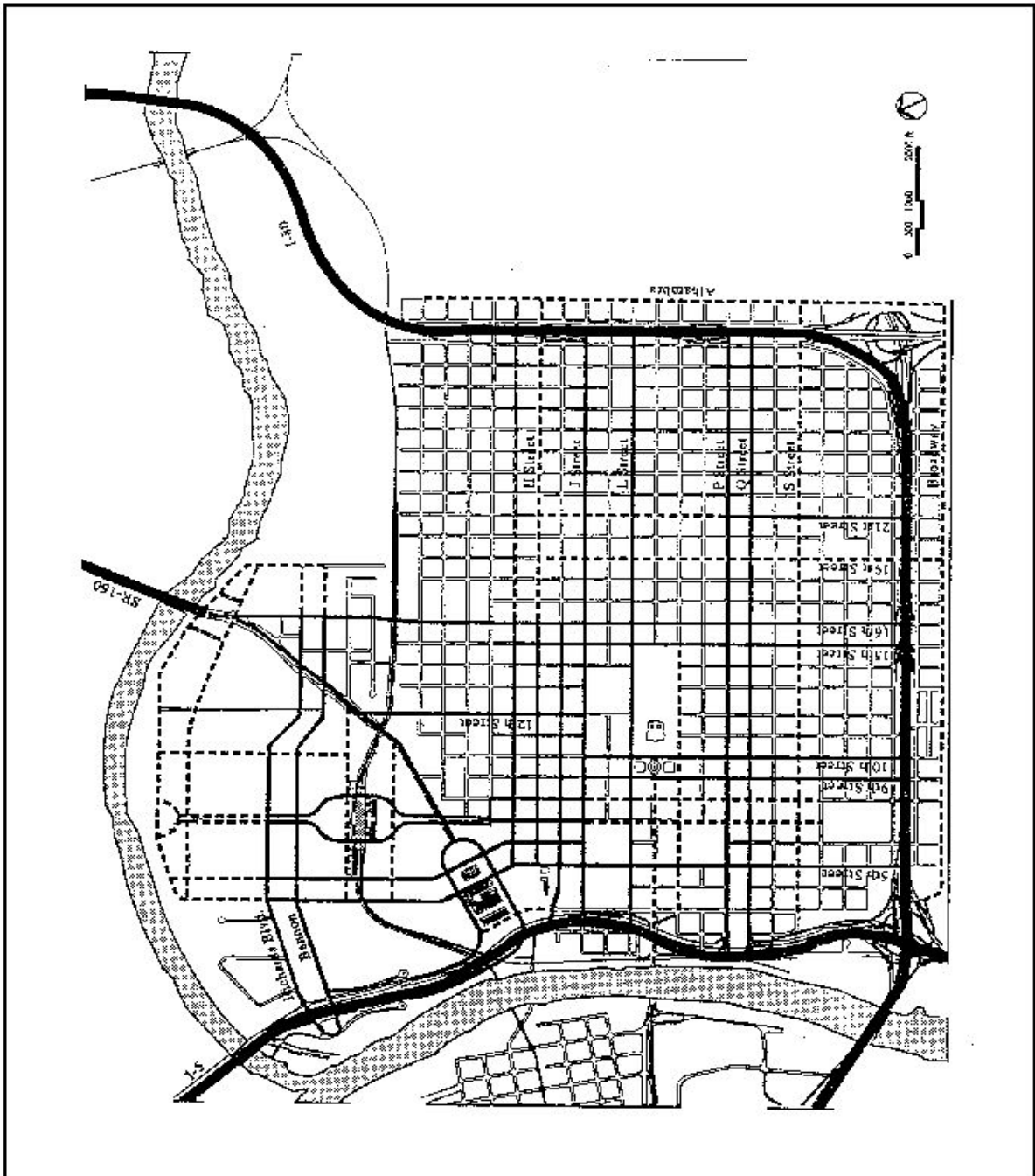
GP

GENERAL PLAN  
update 1998-2002

*(Amended by Resolution #93-740, #94-686, #2000-569)*

*(Classifications pertain to City portion only)*

Map 3A



Map 3A  
Central City: Major Streets Plan

<ul style="list-style-type: none"> <li> Freeways</li> <li> Arterials</li> <li> Minor Arterials</li> <li> Local Streets</li> </ul>	<ul style="list-style-type: none"> <li> Planned Intermodal Terminal for Amtrak Intercity/Commuter Rail</li> </ul>
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Planning and Building Department  
City of Sacramento

GP

GENERAL PLAN  
update 1995-2005

(Added 12/14/93, by Resolution #93-740)

### Policy 1

**Explore actions which allow for the prioritization, planning and construction of new facilities.**

Action a): Develop long range and short range priority plans for new highway and transit facilities.

### Policy 2

**Determine the feasibility of improving access to the downtown core by increasing the number and/or capacity of crossings over the American River and Sacramento River.**

Examples of facilities that have been proposed to relieve the congestion crossing the American River are:

The extension of Truxel Road from its present terminus to the core via 7th street. This facility would carry traffic from South and North Natomas into the core and relieve the congestion on I-5.

An all-weather Northgate Boulevard. This facility is often closed in the winter months because it is at grade through the American River floodway. Raising it above grade would allow passage at all times and again provide access to the northern communities.

A connector between Richards Boulevard and north-south Business 80. This facility, although it does not directly cross the river, would allow an alternative east-west link for traffic going north or south on I-5 freeway.

As West Sacramento develops, the need for joint Transportation studies becomes more critical. Future access into downtown from West Sacramento has the potential of becoming an issue which should be addressed.

### Policy 3

**Maintain and keep the City's street design standards current.**

Action a): Begin a study to update and modernize the City's street design standards to support the goals and policies of the Circulation Element.

Action b): Use adopted street design standards during the review of development projects.

Current street design standards used by the City are shown in Figure 1A-1J. Alternative street sections are available that may be used within specified areas of the City or under certain circumstances.

### Policy 4

**Through the community, specific, and redevelopment planning process, identify major street improvements for inclusion in the Capital Improvements Program.**

### Policy 5

**Continue wherever possible to provide for a balanced approach to street design and to approve development applications in such manner as to encourage vehicular speeds of less than 25 mph in residential neighborhoods and provide for direct, safe and efficient movement of pedestrians and cyclists.**

**Goal B**

**Maintain the quality of the City's street system.**

Policy 1

**Continue to identify streets that are in need of major upgrading, and develop a priority listing for their inclusion in the Capital Improvements Program.**

Policy 2

**Target street improvements to areas which are in identified revitalization areas.**

**Goal C**

**Create and maintain a street system which protects residential neighborhoods from unnecessary levels of traffic.**

Policy 1

**Continue wherever possible to design streets and to approve development applications in such a manner as to minimize vehicular volumes and parking problems in residential neighborhoods.**

**Goal D**

**Work towards achieving an overall Level of Service C on the City's local and major street systems.**

Level of Service C is in the range of stable traffic flow, but marks the beginning in which the operation of individual users becomes affected by the interactions with others in the traffic stress. The selection of speed is affected by the presence of others, and maneuvering within the traffic stress requires vigilance on the part of the user.

Policy 1

**Assess the impacts of land use decisions on the surrounding City street system.**

Policy 2

**Work towards the more efficient use of the City's existing street system.**

Policy 3

**Explore alternative transportation modes that will lead to a decrease in demand of the City's surface street system.**



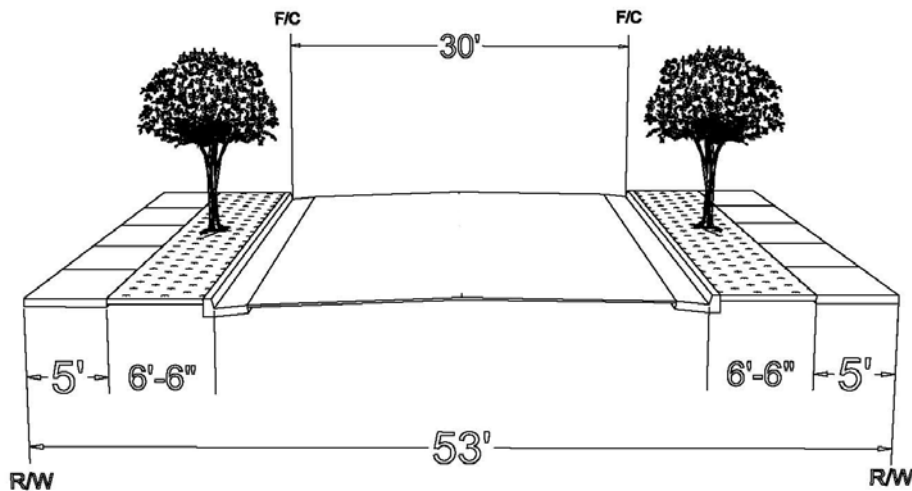
**Figure 1-A**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **A**

*Residential Street*

Bike Lane	No
Parking	Yes



53' Right-Of-Way  
(0-4000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② Rolled curb only may be constructed at street elbows and cul-de-sacs with approval by the City Manager or the designee.
- ③ The planter width only may be reduced or the planter removed to meet residential housing densities or to conform to existing street rights-of-way with approval by the City Manager or the designee.

MINOR DEVIATIONS FROM THE STANDARDS REQUIRE THE APPROVAL OF THE CITY MANAGER OR THE DESIGNEE.

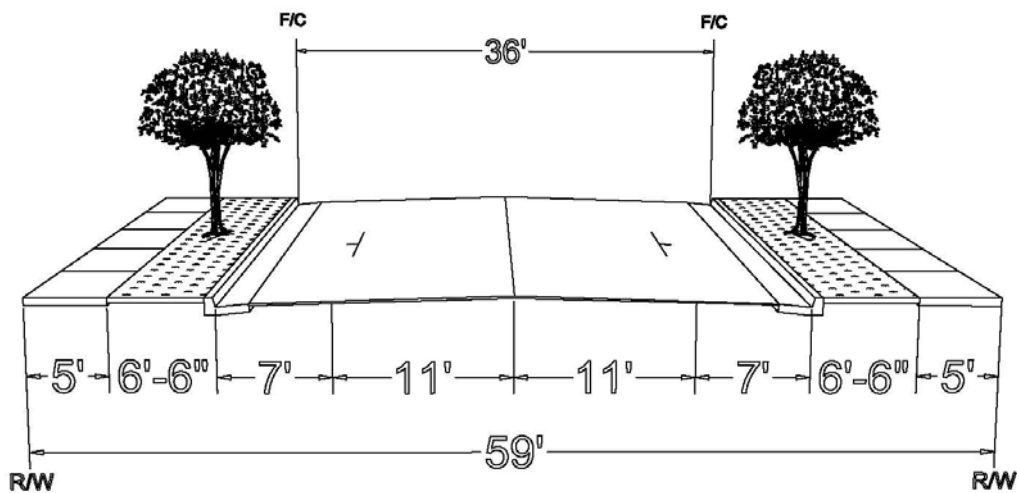
**Figure 1-B**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **B**

*Local Commercial Street*

Bike Lane	No
Parking	Yes



59' Right-Of-Way  
(0-14,000 ADT)

Notes

- ① Dimensions shown are approximate.

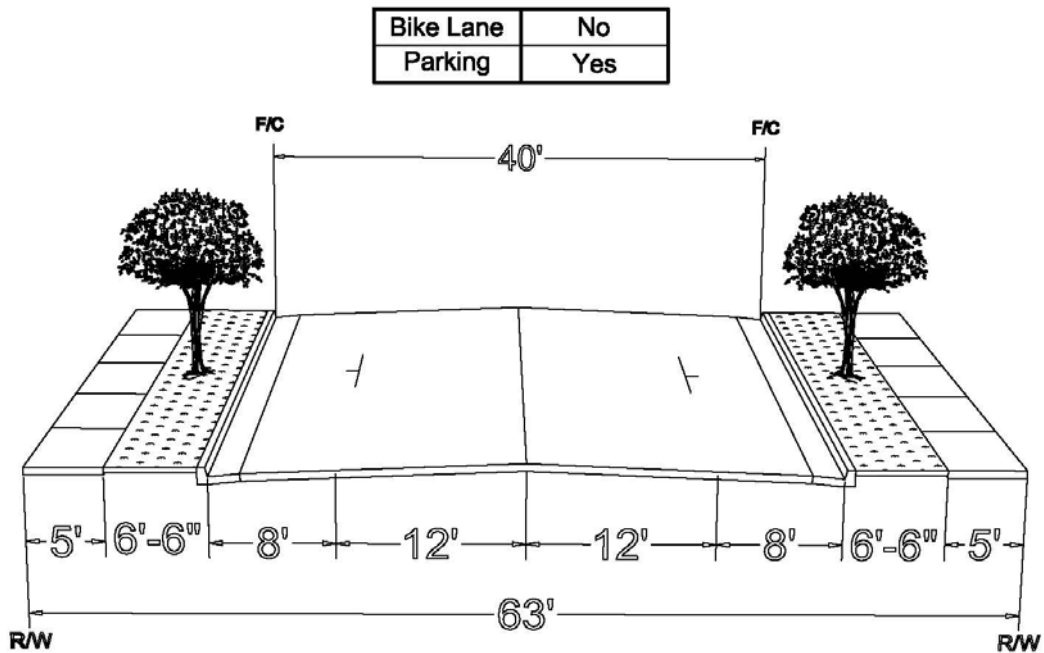
MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

**Figure 1-C**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **C**

*Local Industrial Street*



63' Right-Of-Way  
(0-14,000 ADT)

Notes

- ① Dimensions shown are approximate.

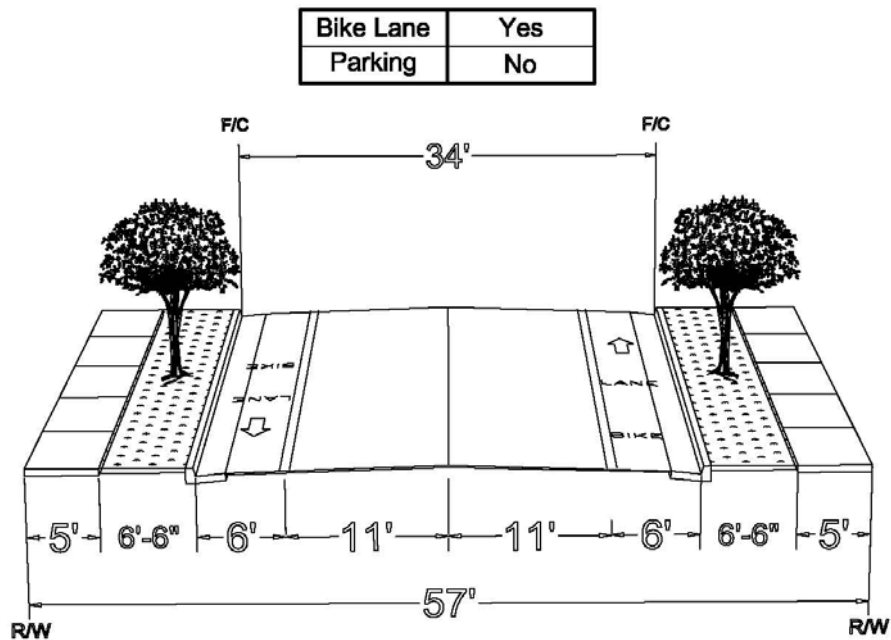
MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY MANAGER  
OR THE DESIGNEE.

**Figure 1-D**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **D**

*Collector Street-Minor*



57' Right-Of-Way  
(4,000–7,000 ADT)

Notes

- ① Dimensions shown are approximate.

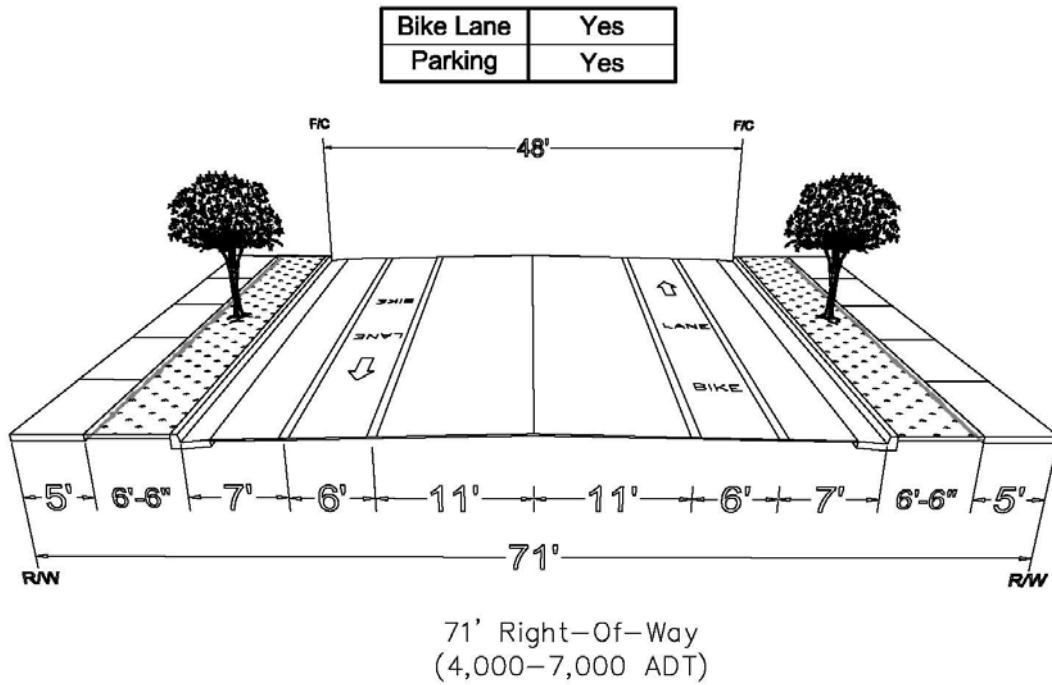
MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

**Figure 1-E**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*



*Collector Street-Minor*



Notes

- ① Dimensions shown are approximate.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

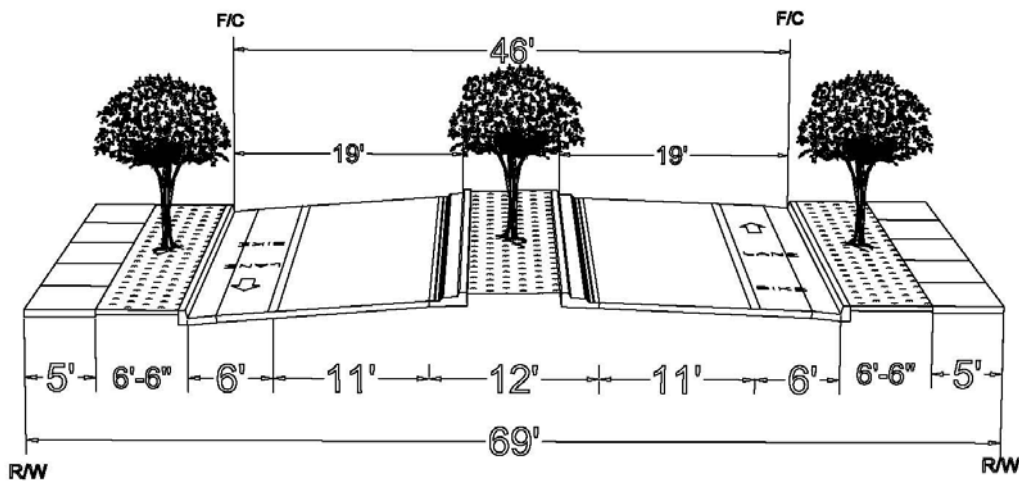
**Figure 1-F**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

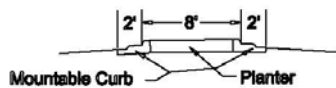
Street *F*

*Collector Street-Major*

Bike Lane	Yes
Parking	No



69' Right-Of-Way  
(7,000-14,000 ADT)



Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.
- ③ Median and median landscaping to be mountable.

MINOR DEVIATIONS FROM THE STANDARDS REQUIRE  
THE APPROVAL OF THE CITY MANAGER OR THE  
DESIGNEE.

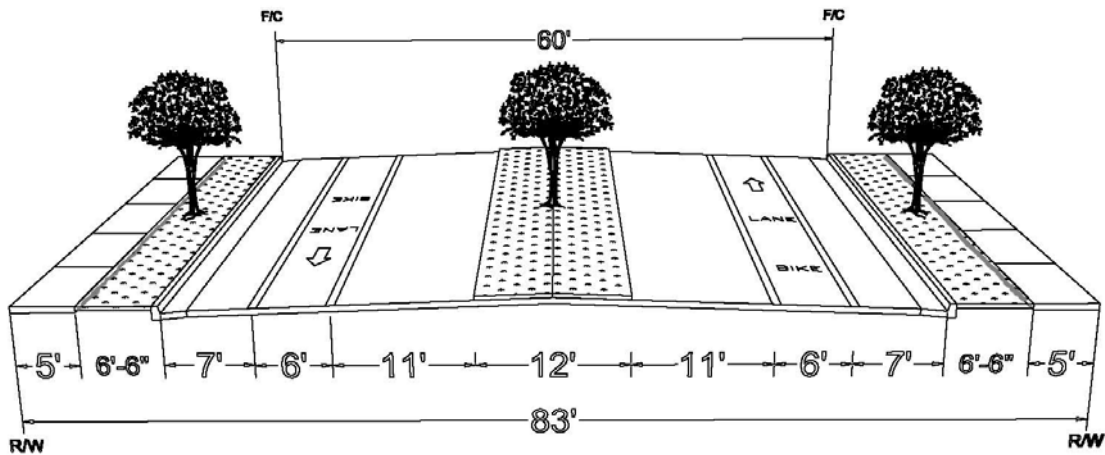
**Figure 1-G**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **G**

*Collector Street-Major*

Bike Lane	Yes
Parking	Yes



83' Right-Of-Way  
(7,000-14,000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

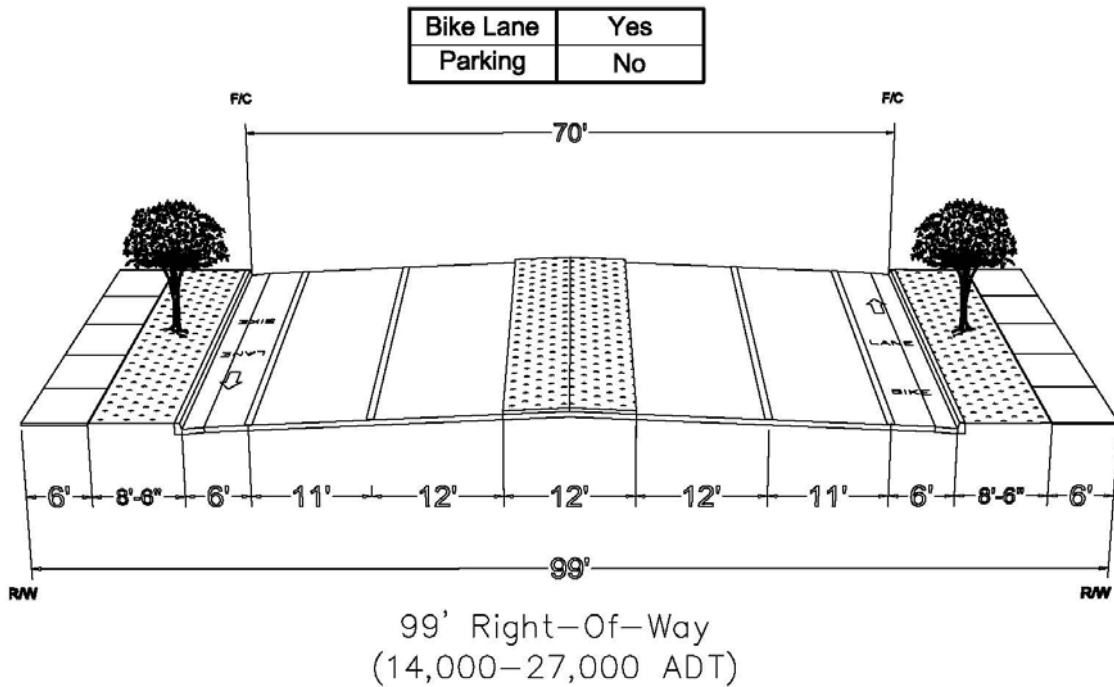
MINOR DEVIATIONS FROM THE STANDARDS REQUIRE  
THE APPROVAL OF THE CITY MANAGER OR THE  
DESIGNEE.

**Figure 1-H**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*



*Four-Lane Arterial*



Notes

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MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.



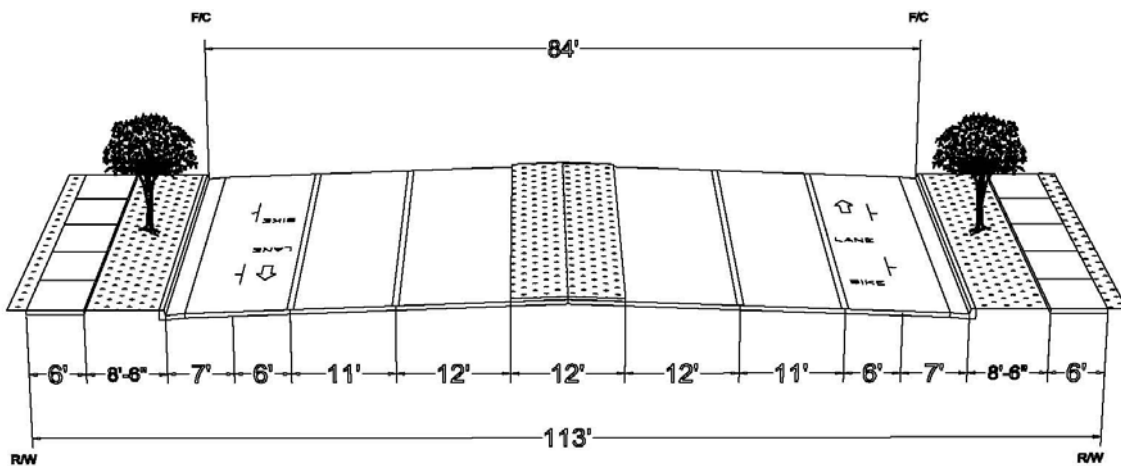
**Figure 1-I**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **I**

*Four-Lane Arterial*

Bike Lane	Yes
Parking	Yes



113' Right-Of-Way  
(14,000–27,000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

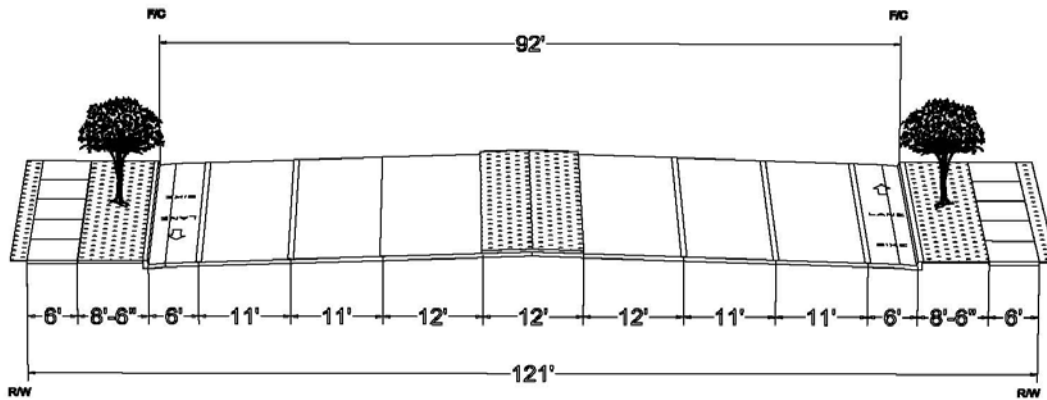
**Figure 1-J**

*PEDESTRIAN FRIENDLY STREET STANDARDS  
TYPICAL CROSS-SECTIONS  
CITY OF SACRAMENTO*

Street **J**

*Six-Lane Arterial*

Bike Lane	Yes
Parking	No



121' Right-Of-Way  
(27,000-48,000 ADT)

Notes

- ① Dimensions shown are approximate.
- ② The City Manager or the designee will determine whether a turn lane or a landscaped median is installed.

MINOR DEVIATIONS FROM THE STANDARDS  
REQUIRE THE APPROVAL OF THE CITY  
MANAGER OR THE DESIGNEE.

## **TRANSPORTATION SYSTEMS MANAGEMENT**

Transportation Systems Management (TSM) is a set of strategies that makes the maximum use of the existing transportation system, reducing the need for or putting off the construction of new facilities. TSM strategies work in several ways: to reduce trips, spread out traffic, or improve flow. TSM measures may also help reduce air pollution levels.

### **GOALS, POLICIES, ACTIONS FOR TRANSPORTATION SYSTEMS MANAGEMENT**

#### **Goal A**

**Increase the commute vehicle occupancy rate by fifty percent.**

According to the 1980 Census, the vehicle occupancy rate for the City of Sacramento was 1.28 persons/vehicle. A goal of increasing vehicle occupancy will incorporate all of the strategies considered in a TSM program, reducing vehicular trips therefore increasing road capacity and allowing continued growth with good air quality.

#### **Policy 1**

**Encourage and support programs that increase vehicle occupancy.**

#### **Policy 2**

**Support actions/ordinance/development/agreements that reduce peak hour trips.**

The largest effect of TSM programs on work commute trips.

#### **Goal B**

**Increase the capacity of the transportation system.**

#### **Policy 1**

**Support programs to improve traffic flow.**

Examples might include signal optimization and/or geometric improvements to intersections.

## **CENTRAL CITY TRANSPORTATION**

Because of the intensity of development in the Central City and its role as the hub of the metropolitan area, special goals and policies are needed if this community is to continue its role as the centerpiece of the region and to function properly through this plan's time horizon.

Increasing traffic has impacted the residential neighborhoods, the shopping, and employment portions of the Central City. Actions to protect existing residential areas reducing the level and speed of traffic have been suggested in the Central City Community Plan. Street maintenance and improvements are also necessary to improve the flow of traffic and facilitate access in the core shopping and employment area. Additional efforts should be taken to encourage transit or

other non-automobile related transportation improvements. Adequate parking facilities are essential if the Central City is to support new development and maintain its vitality.

## **GOALS, POLICIES, ACTIONS FOR CENTRAL CITY TRANSPORTATION**

### **Goal A**

**Provide a street system within the Central City which ensures the safe and efficient movement of people and goods consistent with other transportation needs.**

#### **Policy 1**

**Improve the street circulation system in order to provide access to new development.**

Action a): During the development review process identify potential traffic impacts and consider various street improvements and traffic management measures which can mitigate traffic problems.

Action b): Reduce on-street parking on major one-way arterials during peak hours.

This action will have a two-fold effect. It will allow for more capacity during the peak morning and afternoon demand periods, and by not allowing parking until mid-morning and restricting it after mid-afternoon, short term parking will be made available for shopping downtown.

#### **Policy 2**

**Provide specific street improvements which will support downtown development and the Central City Urban Design Plan.**

Action a): Consider the appropriateness of using the Richards Boulevard and Business 80 connector to improve local and regional traffic.

Action b): Consider the construction of an off-ramp from north bound I-5 freeway to S street in order to provide better access to the core area.

Action c): Develop additional proposals which may improve access to the downtown area including vehicular, transit and bicycle improvements connecting the Richards/Railyards site to the downtown area.

### **Goal B**

**Direct traffic in the Central City away from residential neighborhoods to the extent feasible.**

Action a): Protect existing residential areas. Continue the City program of converting portions of the Central City into two way streets.

Action b): Identify needed road and streetscape improvements which can support the Central City Urban Design Plan, which do not obstruct transit operations, and determine which improvements should be made by the City and those which should be made by the private sector.

## **Goal C**

**Develop a balanced transportation system which will encourage the use of public transit, multiple occupancy of the private automobile, and other forms of transportation.**

### **Policy 1**

**Encourage the use of light rail transit and other alternative methods of transportation to facilitate the circulation in the downtown core, through the Railyards site and the Richards Boulevard Area.**

- Action a): Consider requiring the use of carpool and vanpool program incentives to and within the Central City.
- Action b): Encourage the private purchase of transit passes for employees in order to increase the use of public transit.
- Action c): Identify the types of transportation management measures which will reduce traffic congestion and facilitate the movement of people.
- Action d): Configure future land uses and development intensities in the Railyards and Richards Boulevard planning areas in a way that reinforces transit ridership and supports public investment in transit facilities.

### **Policy 2**

**Maintain and upgrade existing streets in order to facilitate the movement of automobiles and to support other modes of transportation.**

- Action a): Continue to identify and upgrade streets in need of maintenance and resurfacing.
- Action b): During the annual Capital Improvement Program Review of street projects in the Central City, determine those improvements and controls which are needed to maintain acceptable traffic flow.

### **Policy 3**

**Consider the use of pedestrian pathways that can support the efficient movement of people, new development, and adopted Central City Design Concepts.**

- Action a): Identify measures which can establish, preserve, and protect pedestrian pathways identified in the Central City Urban Design Plan or at other locations that are recommended in subsequent special studies.

## **Goal D**

**Provide an adequate amount of parking to support continued downtown development prosperity, alternative modes of transportation , and the Central City Urban Design Plan.**

### **Policy 1**

**Provide additional parking as part of development projects and in free standing parking structures.**

- Action a): As part of the Citywide parking study, identify sites for free standing parking structures. These structures should supplement parking provided in development projects and complement the Central City Urban Design Plan.
- Action b): During the project review process identify the appropriate amount of on-site parking needed to support the land uses contained in the project.

### **Goal E**

#### **Create a multi-model transportation center in the Central City.**

A multi-model transportation center would provide access to all forms of transportation at a place convenient for travelers into the downtown area.

#### **Policy 1**

#### **Support the development of a regional intermodal transportation center in the Richards Boulevard Redevelopment area.**

- Action a): Designate the North B Street/7th Street location as the preferred site for the regional intermodal transportation center.

### **Goal F**

#### **Work with the State of California, as the Central City's largest employer, to fully participate in the implementation of these policies.**

## **TRANSIT**

In the future peak hour traffic will place additional burdens on the City's freeways and major roads. The continued development and expansion of an efficient light rail and bus transit system will help reduce the severity of peak hour traffic congestion and help achieve level of service standards. Not all bus transit should serve the major commute routes, however, and the needs of those who don't have automobiles should be met by available transit systems. Therefore, transit service needs to be expanded in new developing areas and maintained in areas of high ridership or in areas which are transit dependent.

The existing system is made up of numerous providers, with different constituencies and service. The Sacramento Regional Transit District (RT) provides fixed route transit with a bus service system and light rail (RT Metro). This system serves commuters and provides access to schools, hospitals, and shopping. The RT Metro system provides light rail service centered at the "K" Street mall, along the two major commute corridors, with access to regular and feeder bus routes. There are commute busses that serve areas beyond Regional Transit's service area. Some are private, some public. In addition, those with special needs are served by a variety of social service agencies that provide transportation to destinations with demand-response system.

Map 4 shows the existing light rail routes along Business-80 and Highway 50 corridors into downtown, the adopted route in North Natomas, and the suggested additional alignments identified in the Light rail transit Extension Study (SACOG, May 1986).

The City is served with intercity bus carriers, providing both fixed route and special services. Funding for transit capital and operating cost is limited. New sources of public and private capital must be identified to provide better and expanded service. A partnership between federal, state, regional, County, City, and private industry is needed in order to help promote transit; and thereby facilitate the reduction of traffic congestion.

## **GOALS, POLICIES, ACTIONS FOR TRANSIT**

### **Goal A**

**Promote a well designed and heavily patronized light rail and transit system.**

#### **Policy 1**

**Provide transit service in newly developing areas at locations which will support its highest usage.**

- Action a): Request that the transit providers identify the location of light rail and bus route extensions and new stations in areas experiencing new development.
- Action b): Work with transit providers to determine the proper location of routes and stations, and consider, if necessary, modifications of existing land use policy.
- Action c): Encourage Regional Transit to develop guidelines or ordinances for implementation by the City, which will allow developer exactions for bus facilities and improvements.

#### **Policy 2**

**Consider requiring developers of employment center needing mitigation of negative transportation impacts to support light rail or bus transit improvements.**

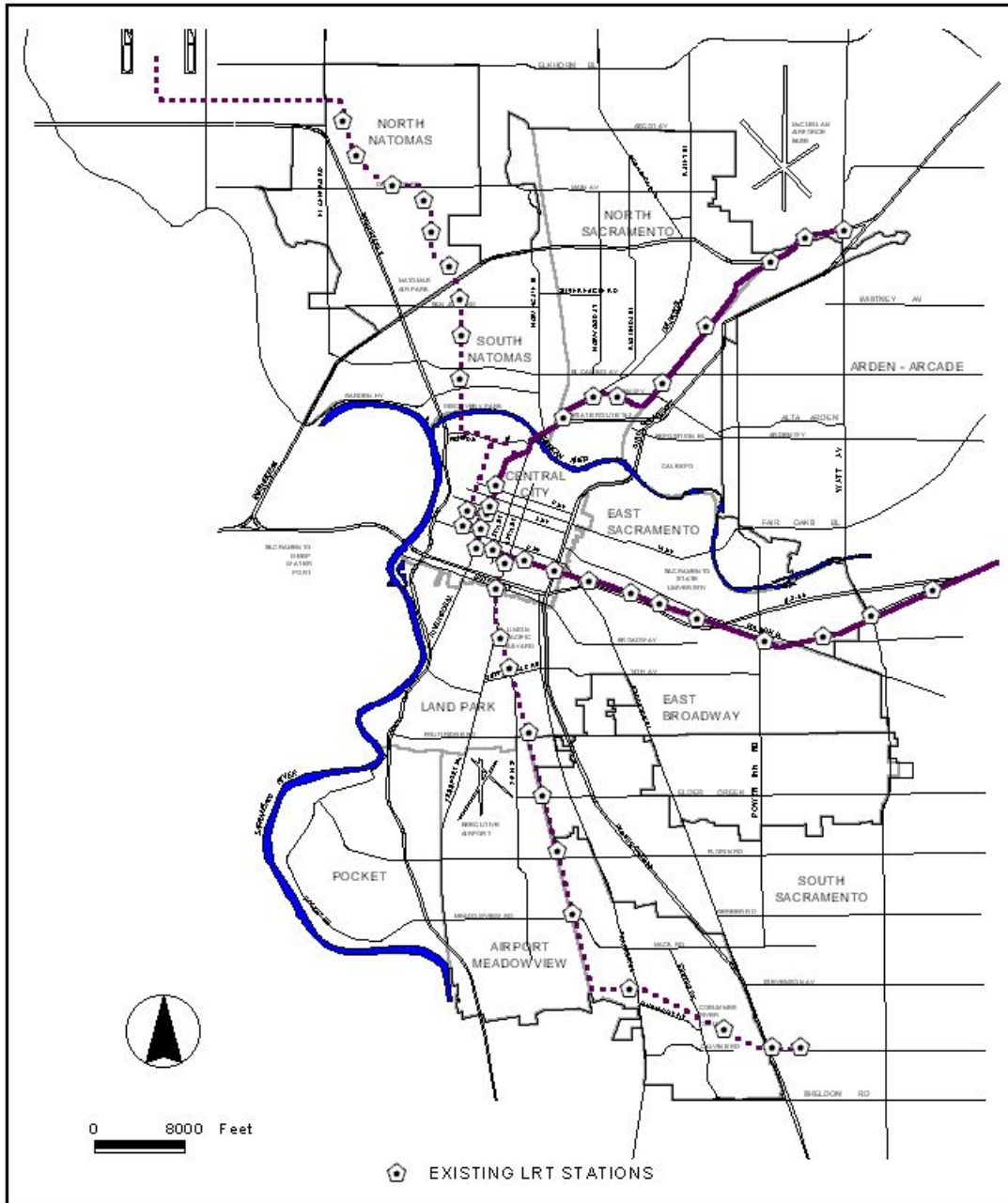
- Action a): Work with developers to integrate within their projects a Transportation Systems Management Program of various measures such as shuttle bus service, ridesharing, transit subsidies, LRT stations stop improvements, or other programs which can help provide transit service.

#### **Policy 3**

**Support a well designed light rail system which will meet future needs and complement the regional transit system.**

- Action a): Support the extension of light rail service to North Natomas, Metropolitan Airport, Meadowview-Calvine, South Sacramento, and Hazel Avenue.

Map 4



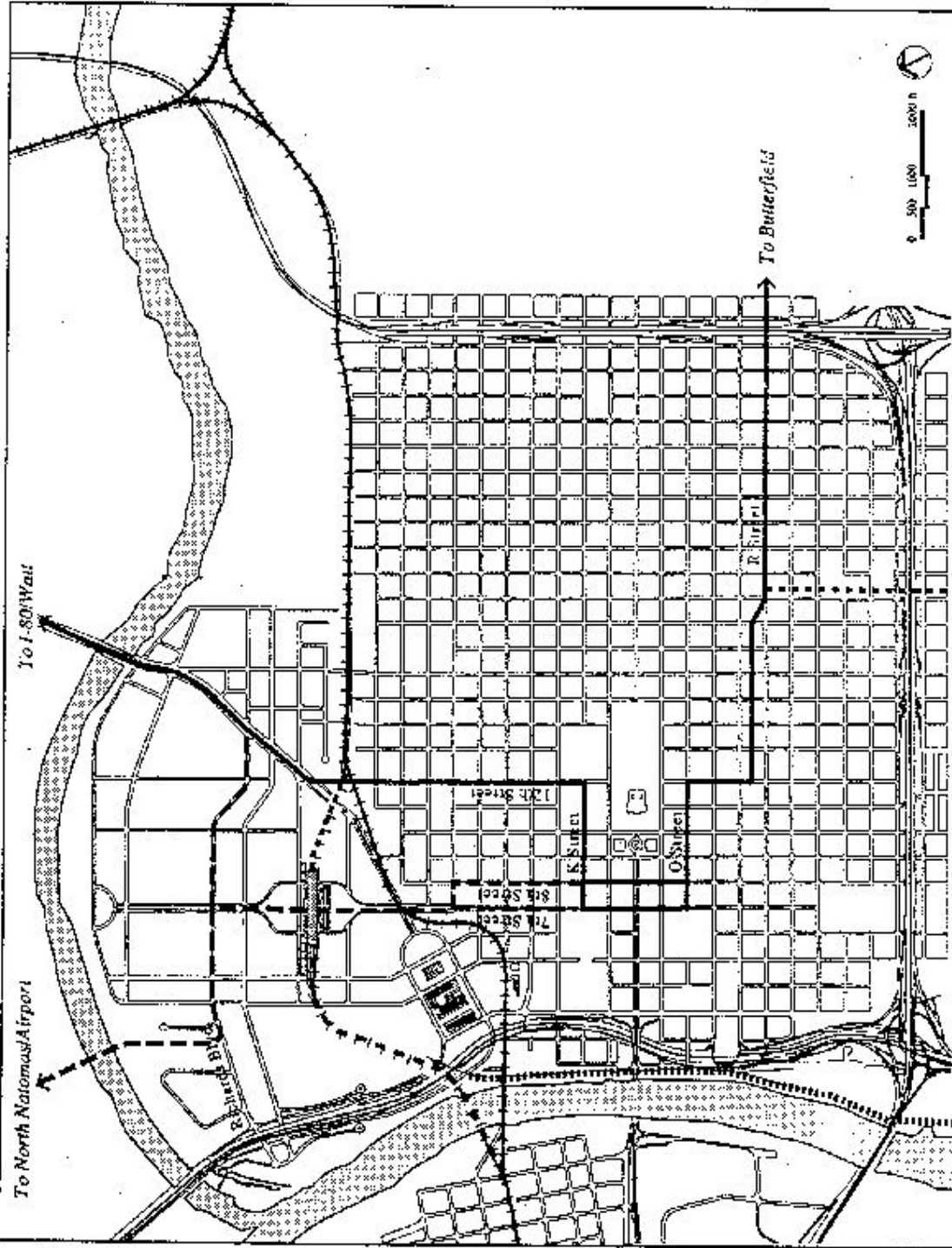
SACRAMENTO LIGHT RAIL TRANSIT SYSTEM

- Existing Light Rail
- ..... Proposed Light Rail
- City Limit
- Community Plan

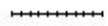






Planning and Building Department  
 City of Sacramento  
**GP**  
 GENERAL PLAN  
 Update 1995-2005

(Amended 6/4/98 by Resolution #98-232)





Map 4A  
Central City: Rail Transit Plan

- |   |   |
|---|---|
|  Existing Main Line Rail Alignment             |  UPRR LRT Extension Alternative    |
|  Proposed Main Line Rail Alignment             |  Alt. Landpark Meadowview LRT Ext. |
|  Existing Light Rail                           |  Planned Intermodal Terminal for   |
|  Downtown Natomas Airport Alignment (Proposed) | Amtrak Intercity/Commuter Rail  |

Planning and Building Department

City of Sacramento

**GP**

GENERAL PLAN

update 1995-2005

(Added 12/14/93, by Resolution #93-740)

- Action b): Assist the Regional Transit District in identifying and preserving rights-of-way suitable for light rail transit.
- Action c): Reserve designated rights-of-way for the extension of the light rail system.
- Action d): Make land use policy decisions supportive of light rail transit.
- Action e): Review the design of new light rail stations to ensure the incorporation of adequate lighting, parking, landscaping, and to ensure their proper locations.
- Action f): Continue to support the Light Rail Transit Extension Study.

#### Policy 4

**Study, along with regional Transit, funding mechanisms to finance public transit expansion.**

#### Policy 5

**Development shall meet the target average density as defined by the applicable General Plan land use category to otherwise increase and maximize potential transit ridership within one quarter mile radius of existing and future light rail stations.**

#### Policy 6

**Discourage low density, low employment intensity, and auto related uses within one quarter mile of existing and future light rail stations that have low transit compatibility.**

#### Policy 7

**Projects located within ¼ mile of existing and planned light rail transit stations should provide direct pedestrian and bicycle access to the station area, to the extent feasible.**

#### Policy 8

**Maximum project densities and intensities should be encouraged within ¼ mile of light rail stations, consistent with the adopted policies of Regional Transit, the recommendations of the Transit for Livable Communities project, and the adopted land use plans and policies of the City.**

## **Goal B**

**Encourage some level of transit service in all communities.**

### **Policy 1**

**Work with the transit providers to improve the frequency and location of bus service connecting residential areas with activity centers for the highest potential use by the citizens of the City.**

### **Policy 2**

**Support the continuation of bus service in areas with transit dependent populations.**

Action a): Work with the Regional Transit District to develop methods to maintain bus service in areas of high transit use, including financial mechanisms.

### **Policy 3**

**Work with Regional Transit District in reviewing public and private construction projects and supporting Regional Transit recommendations and improvements.**

Action a): Consider a formal land use/transit coordination review process with Regional Transit when higher density projects along transportation, transit, and light rail corridors undergo study following this Plan's adoption.



## **PARKING**

The need to provide adequate off-street parking is essential to support new development, to allow people access to shopping and jobs, and to protect residential areas from congestion. Parking is provided both by the City and by private industry according to adopted parking standards. Yet, given the growth of the City, there is a need to expand and review existing standards to ensure that new types of development will provide their fair share of parking. In addition, in the City's older areas which are experiencing revitalization, efforts should be taken to ensure that adopted standards will not inhibit new growth. In these areas, careful analysis should determine how adequate parking should be provided. Other measures can be assessed to meet requirements. In lieu of parking measures, parking assessment districts, parking lots, or other methods, could be used to encourage revitalization as well as to provide needed parking.

The preferential parking program should be continued in residential areas experiencing high levels of non-resident on-street parking. In some areas, the amount of people visiting or working at a site has resulted in the use of residential areas for parking.

### **GOALS, POLICIES, ACTIONS FOR PARKING**

#### **Goal A**

**Provide adequate off-street parking for new development and reduce the impact of on-street parking in established areas.**

Policy 1

**Continue to use parking standards which will provide adequate off-street parking.**

Action a): Periodically review existing parking standards and make modifications where necessary to ensure adequate parking for contemporary land uses.

Policy 2

**Develop special parking standards other measures which can support the development of areas identified for revitalization.**

Action a): Study the feasibility of considering parking management programs in areas identified for revitalization. These programs should consider the use of in lieu of parking measures, parking assessment districts, parking lots and structures, or other measures which can help provide parking for areas being revitalized.

Policy 3

**Encourage the providing of expanded Central City perimeter and suburban park-and-ride lots in order to promote alternative transportation and reduce traffic congestion within the core business area and in other parts of the city.**

Policy 4

**Continue to use the preferential parking program in residential areas where traffic and on-street parking generated from non-residential projects would otherwise have a major negative impact.**

**Goal B**

**Require the parking program to be financially self-supporting.**

Policy 1

**Encourage a public-private partnership to construct and operate parking facilities.**

## **PEDESTRIANWAYS**

The Sacramento region has the climate and topography for walking. People can and will walk to work, shopping, school, transit stops, etc., providing it is convenient. Much of the convenience derives from placing people closer to where they have to go via land use policies. Developing safe, enjoyable walkways between home, work, shopping areas, school, and recreation areas is also essential.

### **GOALS, POLICIES, ACTIONS FOR PEDESTRIANWAYS**

#### **Goal A**

**Increase the use of the pedestrian mode as a mode of choice for all areas of the city.**

##### **Policy 1**

**Require new subdivisions and planned unit developments to have safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.**

Action a): Evaluate areas of high concentration of people for ways to increase pedestrian usage.

Walkers are encouraged by close knit, interesting urban development. Sidewalks with shaded, planted parking strips separating the walker from auto traffic are inviting to walk along. Long, undistinguished vistas or unshaded sidewalks do not encourage walkers. Also, sidewalks in urban commercial areas which are located on the perimeter of large parking lots discourage pedestrians.

##### **Policy 2**

**Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear.**

##### **Policy 3**

**Encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways using planting, trees and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.**

##### **Policy 4**

**Encourage mixed use developments to generate greater pedestrian activity.**

##### **Policy 5**

**Require developments to provide street-separated pedestrian access to shopping centers, business activity centers and transit stations and facilities.**

Action a): Identify incentives for developer participation in street separated pedestrian way improvements.

Action b): Amend the City's Transportation Systems Management Ordinance to include this requirement.

## **BIKEWAYS**

The City recognizes bikeways as an integral part of the transportation system. The bicycle has the potential to become a major transportation mode given the climate and flat topography of the City. To achieve this potential several things need to occur. Bikeways must be extended and maintained. Support facilities need to be placed at major places of employment. Appropriate storage facilities need to be placed in new residential areas., apartment complexes, shopping centers and internodal transfer points (e.g., bus stops, light rail stations).

The City's Bikeway Master Plan consists of the text (adopted in 1976) containing background information, goals and policies (Pages 17 and 18); and a Bikeway Map (adopted in 1977) showing existing and proposed on-street bikeways. Route identified on the map are established as the basis for making implementation and acquisition decisions. Routes are, however, conceptual and may be altered by other approved specific planning priorities (Bikeway Master Plan page17, #8 A and D). The Bikeway Map is a part of this General Plan. See Map 5. Financing bikeways has been extremely difficult in recent years. Less than 20 percent of all proposed bikeways have been developed. Additional bikeways are being proposed in the North and South Natomas and South Sacramento areas.

Bikeways policy promotes the separation of bikeways from the street system in order to provide greater safety benefits to bicyclists, although on-street bikeways have been established throughout the City street system. Bikeways can be facilitated by new development which has been and can be required to provide the necessary street widths for bikeways. For commuter bicyclists access to employment facilities is more closely met by the on-street system.

### **GOALS, POLICIES, ACTIONS FOR BIKEWAYS**

#### **Goal A**

**Develop bicycling as a major transportation and recreational mode.**

#### **Policy 1**

**Develop bikeways in a coordinated manner with the County and other agencies, to facilitate commuting to and from major trip generators.**

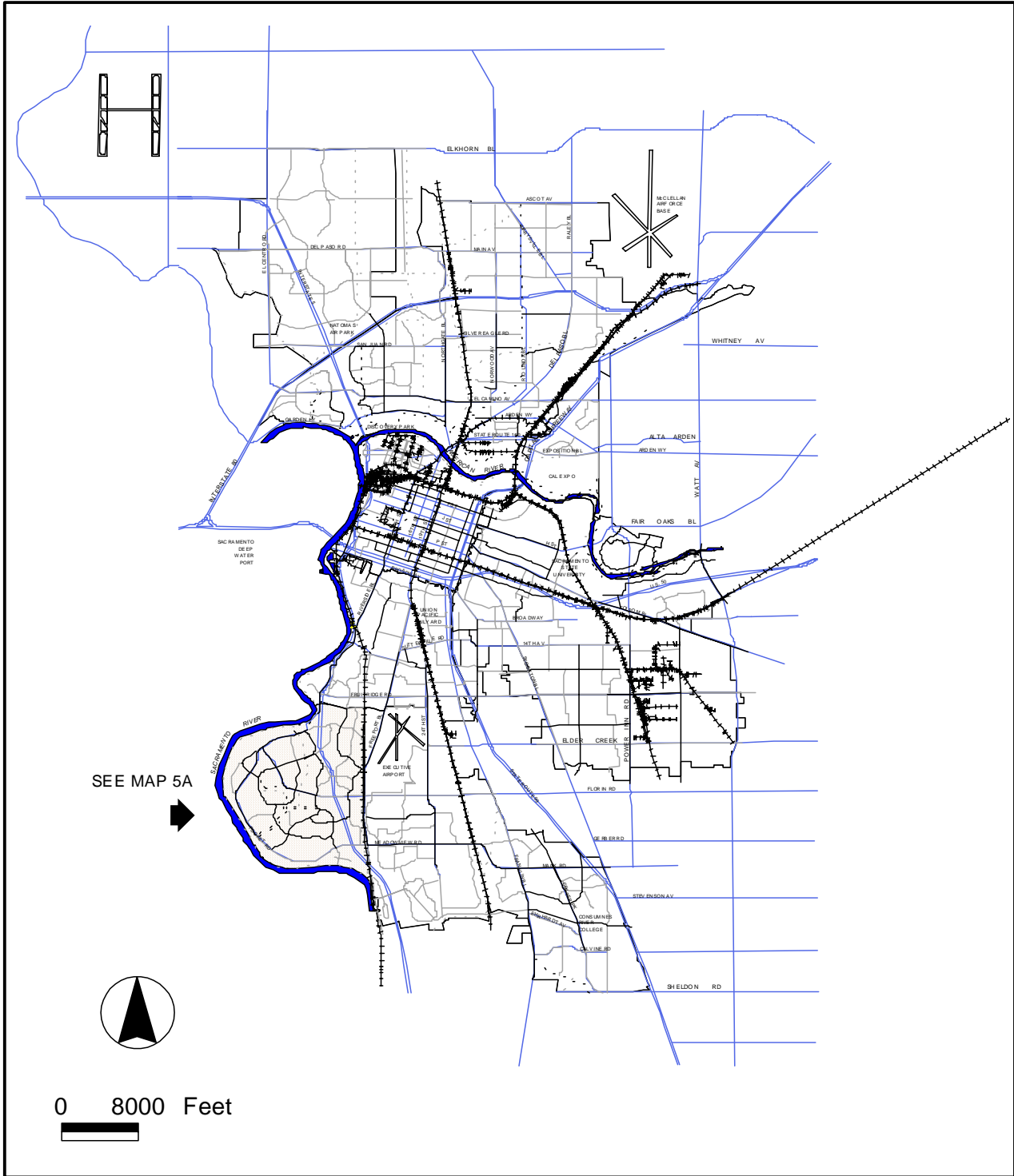
Less than 20 percent of the City's identified bikeways have been built while a 30 percent increase in bicyclists has been counted by the City at specific locations over a two year period in 1980 and 1981. As the growth trend continues, more miles of the unidentified system will have to be built to accommodate demand.

#### **Policy 2**

**Require major employment centers (50 or more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.**

Recent studies conducted by the U.S. Department of Transportation have shown that many more people would commute by bicycle if shower facilities and secure bicycle parking facilities were available.

# Map 5



## SACRAMENTO BIKEWAY MASTER PLAN

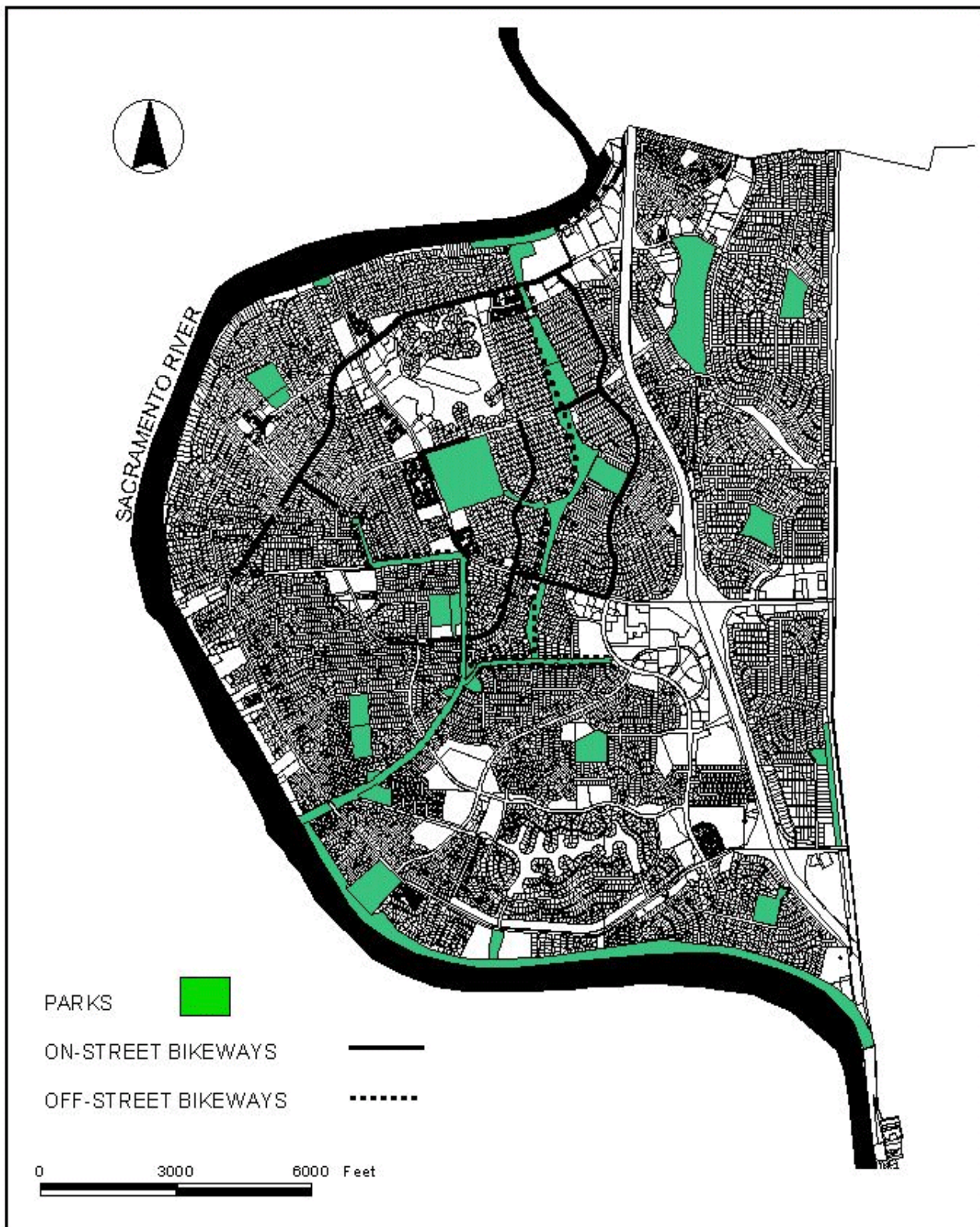
- EXISTING ON STREET BIKEWAY
- ..... EXISTING OFF STREET BIKEWAY
- PROPOSED ON STREET BIKEWAY
- ..... PROPOSED OFF STREET BIKEWAY

- STREETS
- +++++ RAILROAD
- ===== FREEWAY
- ~~~~~ RIVERS AND LAKES

Neighborhoods, Planning, and  
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update 1986-2006

(Amended 11/9/93 by Reso. #93-632, 633, 634)





PARKS



ON-STREET BIKEWAYS



OFF-STREET BIKEWAYS



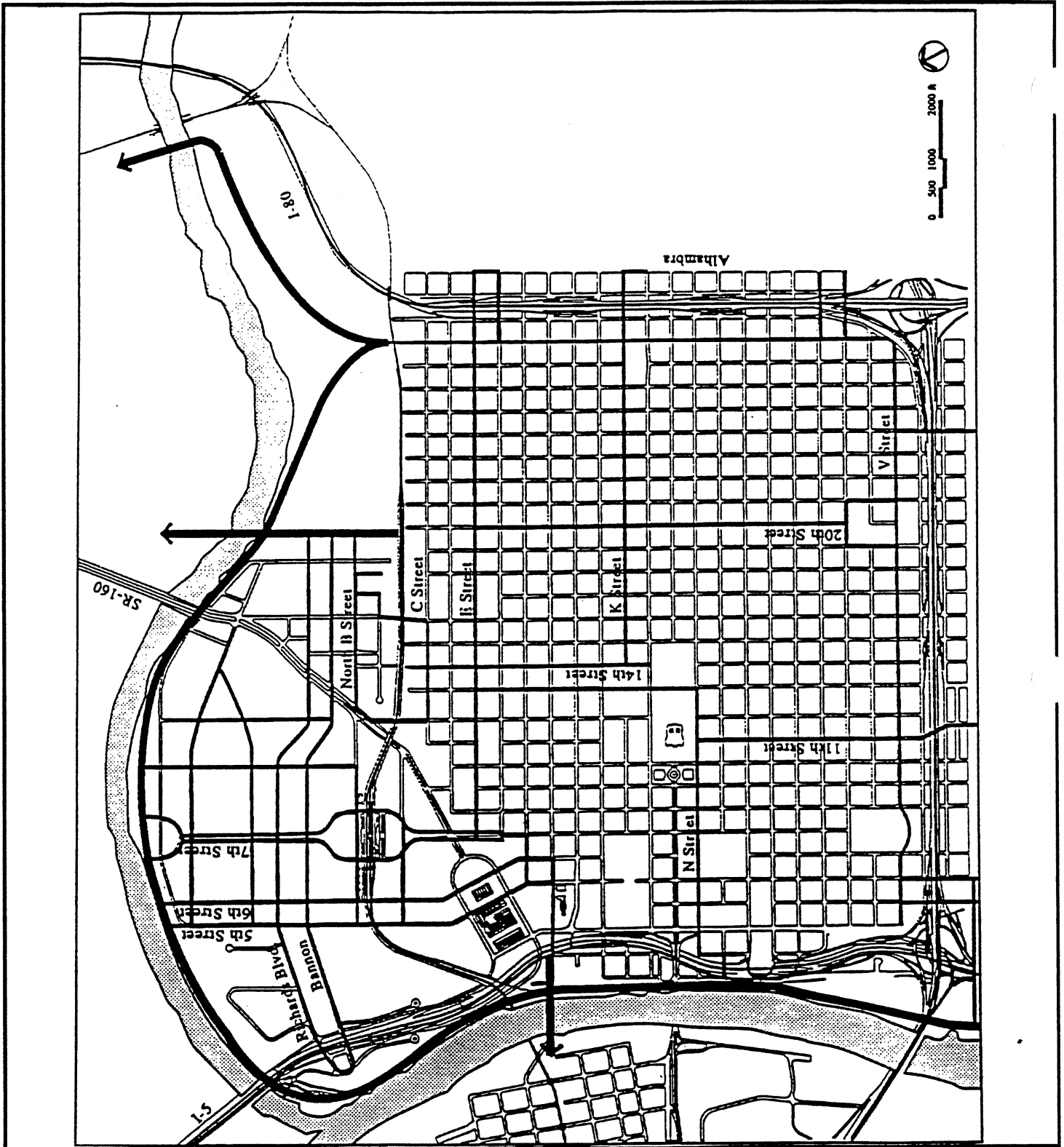
0 3000 6000 Feet

### POCKET COMMUNITY BIKEWAY PLAN

Planning and Building Department  
City of Sacramento

# GP

GENERAL PLAN  
Update 1995-2008



Map 5B  
 Central City: Bikeway Master Plan  
 General Plan

Off-Street  
 On-Street

Planning and Building Department  
 City of Sacramento  
**GP**  
 GENERAL PLAN  
 update 1986-2006

(Added 12/14/93, by Resolution #93-740)

### Policy 3

**Maintain public bikeways in a manner that promotes their use, by developing a continuous repair and maintenance program.**

In many locations, there have been past complaints that bicycle facilities are littered with broken glass and that other maintenance has been slow.

Action a): Publish and regularly distribute to potential users a community bikeways map which designates classes of bikeways and their locations.

Many people are unaware of existing bicycle routes that could be used for commuting from home to work and for recreation purposes.

Action b): Make extensive efforts to secure funds available for the construction of bicycle routes and related facilities.

Many of the transportation fund sources which allow for construction of bicycle projects are not being utilized.

Action c): Upgrade existing bikeways to conform to the minimum planning and design criteria for bikeways established pursuant to sections 2372-2376 of the Streets and Highways Code.

### Policy 4

**Working with the County, Bikeway Advisory Committee, Regional Transit, and other agencies to implement the 2010 Bikeway Master Plan.**

### Policy 5

**Support the County of Sacramento's "Rails to Trails," bikeway program.**

### Goal B

**Provide a network of safe and convenient bikeways. (Vol-1 Sec 3 pg 3 BWMP)  
Promote bicycling as a feasible transportation alternative which conserves energy, improves air quality, reduces traffic congestion, and improves public health. (Vol-1 Sec 3 pg 11 BWMP)**

### Policy 1

**Integrate efforts of planning, recreation, public works, and other departments of the city and county government and other agencies that are involved in planning, construction of operational elements of the bikeway system. (Vol-1 Sec 3 pg 2 BWMP)**

### Policy 2

**Promote law enforcement and educational awareness programs which would improve bicycle safety. (Vol-1 Sec 3 pg 3 BWMP)**

Policy 3

**Incorporate adequate street widths into street plans and developments to ensure a reasonable level of safety for bicyclists and motorists. (Vol-1 Sec 3 pg 5 BWMP)**

Policy 4

**Design on-street and off-street bicycle parking facilities for maximum security and, when possible, for protection from the elements. (Vol-1 Sec 3 pg 5 BWMP)**

Policy 5

**Provide appropriate bicycle signing for parking and storage facilities. (Vol-1 Sec 3 pg 6 BWMP)**

Policy 6

**Provide adequate signing, and other traffic control measures in all bikeway design plans to insure a reasonably high level of safety for bicyclists and motorists (Vol-1 Sec 3 pg 6 BWMP)**

Policy 7

**Promote and fund an effective maintenance program for bikeways and related facilities. (Vol-1 Sec 3 pg 8 BWMP)**

Policy 8

**Bikeway maintenance should provide a safe, clean smooth surface. (Vol-1 Sec 3 pg 8 BWMP)**

Policy 9

**Bikeways should take full advantage of the beauty and natural features of the Sacramento area by blending with the terrain and topography. (Vol-1 Sec 3 pg 9 BWMP)**

Policy 10

**Actively support legislation which will promote the policies of this plan. (Vol-1 Sec 3 pg 11 BWMP)**

Policy 11

**Require future developments to conform to the Bikeways Master Plan. (Vol-1 Sec 3 pg 11 BWMP)**

Policy 12

**Explore new financing mechanisms to construct and maintain bikeways. (Vol-1 Sec 3 pg 11 BWMP)**

Policy 13

**At the time of new street construction, pavement overlays, or seal coat operations, all bikeways within the project limits as detailed in this master plan shall be implemented. (Vol-1 Sec 3 pg 11 BWMP)**

Policy 14

**To improve operator awareness of, and competence in, bicycle transportation through enforcement of existing traffic laws and regulations governing bicyclist. (Vol-1 Sec 8 pg 2 BWMP)**

Policy 15

**To teach the traffic law to all bicyclists.**

Policy 16

**To develop bicycle-transit facilities in areas which integrate land use and transit linkages. (Vol-1 Sec 14 pg 2 BWMP)**

Policy 17

**To provide bicycle-transit facilities in new and existing pedestrian and transit friendly developments. (Vol-1 Sec 14 pg 2 BWMP)**

## **AIRPORTS**

The Sacramento area has an unusually complex airspace due to the proximity of three major facilities, Sacramento Metropolitan Airport, McClellan and Mather Air Force Bases, plus two general aviation airports within the City., and others nearby. Executive Airport is located in the Airport-Meadowview Community and Natomas Air Park is located in the North Natomas area, General aviation facilities will be needed in the future to meet future demand. However, the area will be losing capacity needs to be addressed on a regional basis.

Within the City limits, the only heliport is located at Executive Airport. Several helipads are also within the City for public, private and emergency uses. As traffic congestion increases on the City's streets, requests for additional heliports and helipads may be anticipated. Noise and safety are the issues of concern. The already complicated airspace in the Sacramento area will become increasingly more complex with increased helicopter activity.

The airports have restrictive land use designations in their immediate vicinity. Compatible land uses are those that are not affected by the noise generated by aircraft operations and those that limit the concentrations of people. These issues are addressed by airport land uses plans and in decisions concerning development around Sacramento airports.

Sacramento Metropolitan Airport's position and future growth in the Northern California air transportation market will improve ground transportation system that complement air transportation schedules. The North Natomas Community Plan and SACOG's Sacramento Light Rail Extension Study identify a light rail transit extension route between the airport and downtown Sacramento.

## **GOALS, POLICIES, ACTIONS FOR AIRPORTS**

### **Goal A**

**Promote general, commercial and military aviation facilities within the parameters of compatible surrounding land uses.**

Aviation is an important segment of Sacramento's economic vitality. In order to function as they need to, each of the four separate airport facilities desires compatible land uses within certain radii of their runways and ground operations and within certain noise contour levels. The City recognizes these important factors in land use decision making.

### **Policy 1**

**Adopt and maintain compatible land use designations adjacent to Sacramento Metropolitan Airport and McClellan and Mather Air Force Bases.**

The three airport facilities have Comprehensive Land Use Plans which identify the various safety zones and noise impacted areas. Compatible land uses are identified for each zone.

### **Policy 2**

**Adhere to the land uses set forth by the safety zone map for Sacramento Executive Airport.**

The safety zone map and regulated land uses adjacent to Sacramento Executive Airport promote compatibility in the surrounding neighborhoods. It is important to make decisions on projects consistent with the Ordinance provisions.

### **Policy 3**

**Promote efficient ground connections from the City to its air transport facilities.**

### **Policy 4**

**Limit helicopter usage to existing and designated areas determined by the Helicopter Ordinance for the City of Sacramento.**

Emergency helicopter facilities provide a needed service to the metropolitan area. Where it is not a vital service, helicopter activity can be a nuisance to nearby residential and office and school environments. The placement of general use helicopter facilities should be carefully considered in light of the significant impacts they can cause on the surrounding environment.

## **RAILROADS**

Sacramento has a long history as a railroad center. Goods and passengers from many areas are transported to, from, and through the City by rail. There are two major railroads in the Sacramento area, the Southern Pacific and the Union Pacific. In addition to freight traffic Amtrak serves the City, providing relatively frequent passenger service.

With two railroad lines traversing the city both north-south and east-west, there are conflicts with other forms of transportation. The north-south Union Pacific track is at-grade through the City, which has an impact on automobile traffic operations. The east-west line is also a barrier to automobile movement.

Railroads have played, and will continue to play, a large role in the commerce of the Sacramento region. Steps must be taken to assure that this vital role is not compromised consistent with other concerns of the community regarding pollution, noise, and safety.

### **GOALS, POLICIES ACTIONS FOR RAILROADS**

#### **Goal A**

**Maintain railroads as movers of goods and people to and from the City.**

#### **Policy 1**

**Facilitate railroad movement of goods and people through the City where it is not a matter of public health and safety.**

Action a): Coordinate schedules to keep trains out of downtown during peak travel hours.

Action b): Study grade separations for at-grade crossings within the Central City.

There are over 20 at-grade crossings within the City, and both train and competing forms of traffic should be allowed to move as efficiently as possible. Efforts should be made to assure operation schedules that do not conflict with peak hour traffic.

#### **Policy 2**

**Encourage and promote transcontinental passenger service to and through the Sacramento area.**

Action a): The City should encourage the continued use of the Amtrak passenger service through promotional campaigns and direct correspondence with this transportation source.

## **DEEP WATER PORT**

Although the Port of Sacramento is not within the City's political jurisdiction, it is located in the City's economic sphere of influence and has an economic impact associated ship canal provide direct access of bulk trade goods with the international market. The Port is pursuing an aggressive role as a major west coast port. Plans are underway to dredge the facility deeper in order to allow for larger vessels. Action is also being taken to establish the port as a foreign Trade Zone which allows it to compete with the more established ports in Oakland and Seattle.

### **GOALS, POLICIES, ACTIONS FOR THE DEEP WATER PORT**

#### **Goal A**

**Promote a first-class deep water port.**

#### **Policy 1**

**Support the Port's proposed deep water dredging and facility expansion.**

It is a complex process to obtain government approvals to dredge the Sacramento River ship canal and turn around basin at the Port facility in West Sacramento. The City should provide support.

#### **Policy 2**

**Assist the Port of Sacramento in becoming a Foreign trade Zone.**

The establishment of the Port of Sacramento as a foreign trade zone would bring on increases of both export and import activity to the region. This activity would be an additional economic boost to Sacramento. The City should assist the port in whatever way feasible to achieve this policy.

#### **Policy 3**

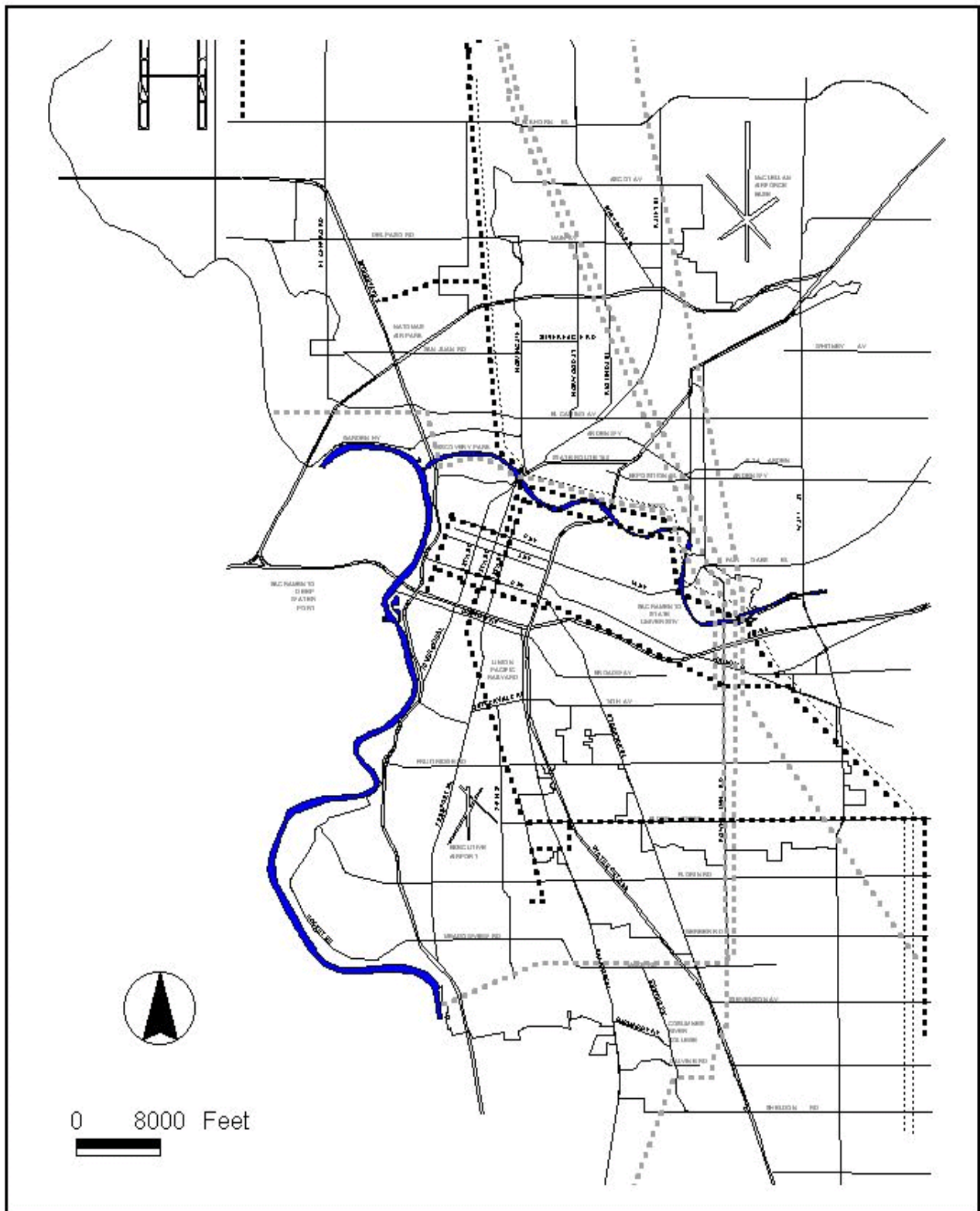
**Promote continued development of Port facilities.**

In order to promote Port development, new transportation facilities are needed. Joint planning studies with Yolo County, West Sacramento, and other jurisdictions are needed to ensure continued vitality of the Port. Caltrans long-range planning identifies the need for a southern access into the Port and residential developments in West Sacramento.

## **OTHER UTILITIES AND RELATED FACILITIES**

Section Seven, the Public Facilities and Services Element, contains discussion of many City utility services such as water, sanitary sewer, drainage, telephone, cable, gas and electrical. For compliance with State Planning Law, Map 6 - Major Electrical Transmission Lines, and Map 8-Regional Sewer System are included in the Circulation Element as supplemental information on utility services and facilities. These maps show both existing and planned systems.





MAJOR ELECTRICAL TRANSMISSION LINES

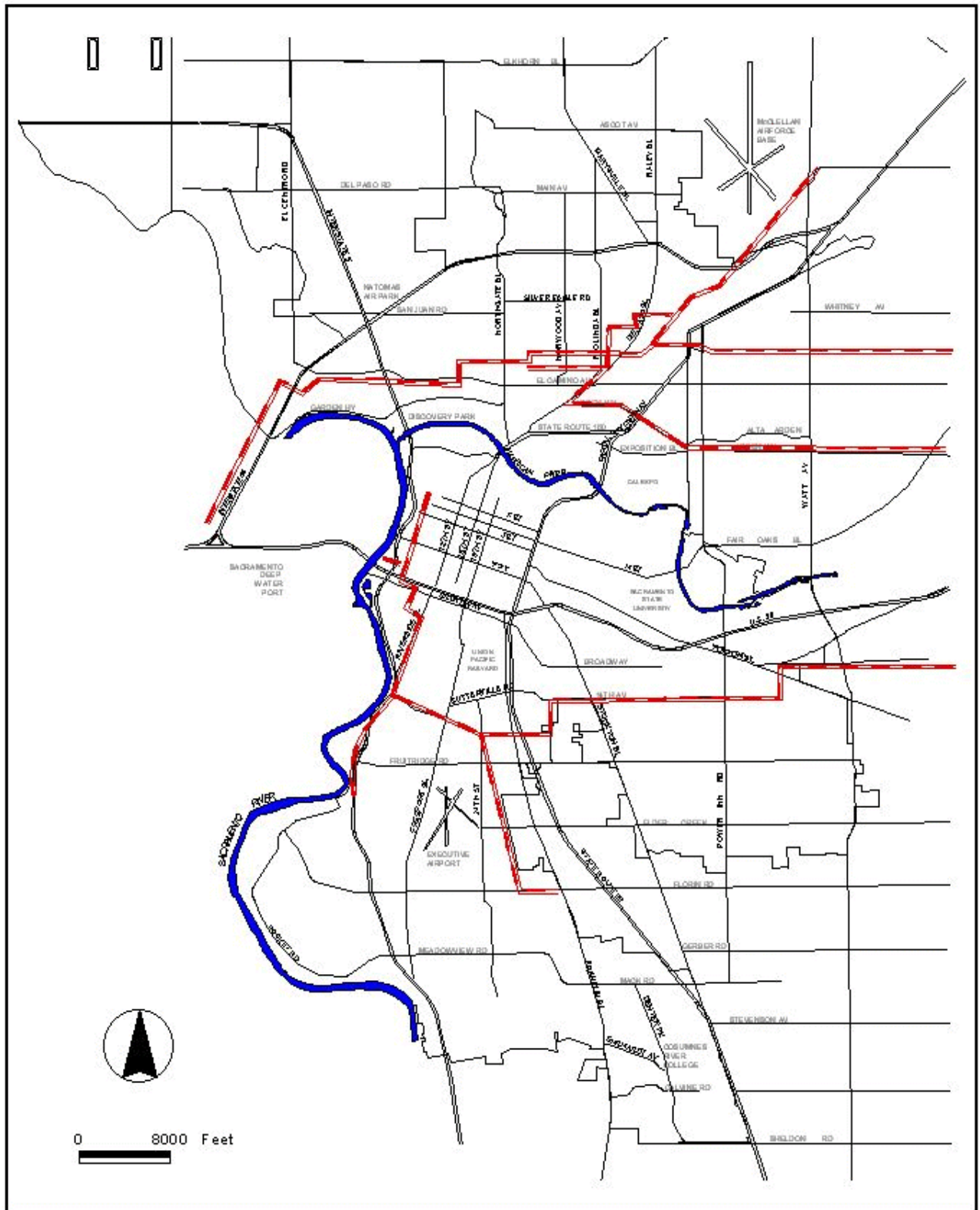
- SMUD 230KV/115KV SYSTEM
- PG&E 230KV/115KV SYSTEM
- WESTERN AREA POWER 230KV SYSTEM

Planning and Building Department  
City of Sacramento

GP

GENERAL PLAN  
update 1995-2005

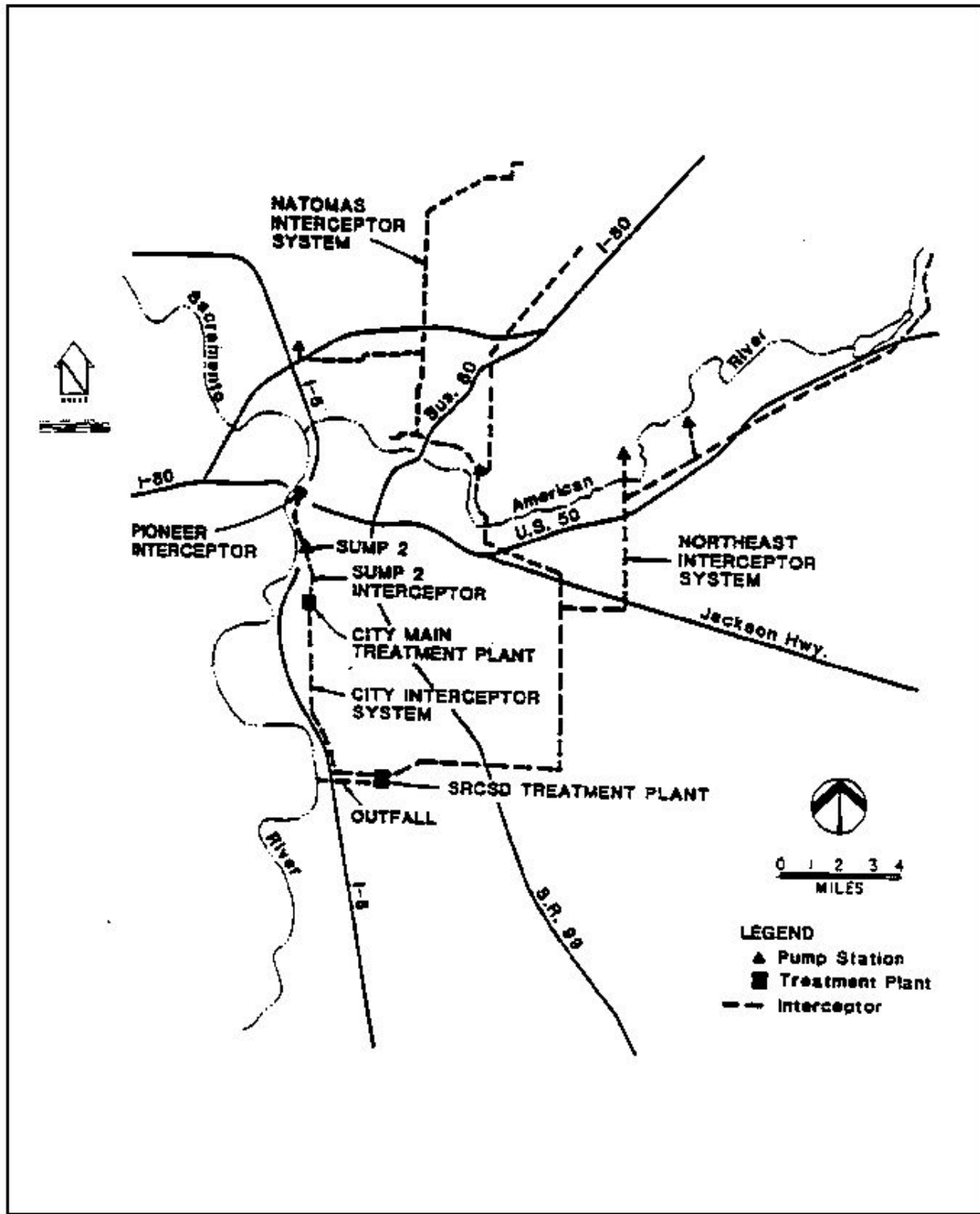
(Amended 11/22/94 by Resolution #94-686)



PG&E GAS TRANSMISSION LINES

— GAS TRANSMISSION SYSTEM

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update 1985-2005



REGIONAL SEWER SYSTEM

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update 1988-2008