8

MOBILITY

The General Plan promotes mobility and transportation choices for all Sacramentans with an integrated approach to land use and transportation. This Mobility Element of the General Plan outlines a strategy for mobility and access improvements that enhance transportation safety, bolster connectivity, and shift trips to active modes, public transit, and high-occupancy vehicles to meet the needs of all users citywide. Equally, it recognizes the need to prioritize investments in disadvantaged areas with the highest need as part of the roadmap to a sustainable and equitable city.

There is a strong connection between the way people move in and around the city and the type and location of land uses. Clustering most of the city's housing and job growth in centers and along corridors and near transit creates synergies between land use and transportation, reduces car trips and land needed for parking, and can provide the concentration of people necessary to support more frequent transit services, reduce vehicle miles traveled, and reduce greenhouse gas (GHG) emissions. This is especially important since 57 percent of the city's GHG emissions are from gas-powered cars, trucks, and buses moving around the city.

This Element satisfies the statutory requirements for the general plan circulation element in part, providing a circulation diagram that identifies the city's major thoroughfares and transportation routes as well as a policy framework to balance walking, bicycling, transit service, and driving within a multimodal network. It also addresses the regional movement of people and goods by road, rail, and air. This Element discusses standards and proposals that meet demands resulting from changes in land use in this General Plan. The related topic of land use synergies with transit, including transit-oriented development, is addressed in the Land Use and Placemaking Element. Access to parks and recreational facilities and promotion of active, healthy lifestyles are addressed in the Youth, Parks, Recreation and Open Space Element. Airport compatibility is addressed in the Environmental Resources and Constraints Element. Transport of hazardous materials is addressed in the Environmental Justice Element, and emergency evacuation is addressed in the Public Facilities and Safety Element.

A Multimodal System

EQUITABLE AND SUSTAINABLE MOBILITY

An equitable, sustainable multimodal circulation system ensures that people who live, work, and visit Sacramento can choose the transportation mode that works best for the trip they want to take; that the benefits and burdens of the system are distributed fairly throughout the community; that emergency vehicles can reach emergencies in a reasonable time; and that greenhouse gases are not being generated by unnecessary car trips. **Map M-1** shows proposed roadway changes that will prioritize walking, biking, and transit over automobiles. These segments were selected based on early community input, traffic modeling results, Vision Zero corridors, and high-frequency transit corridors. Additional consideration was given to minimize gridlock and ensure continued operation of the transportation network. The proposed future roadway reallocations shown in Map M-1 do not include the roadway segments identified for reductions as part of Grid 3.0, the Central City Specific Plan, the Broadway Complete Streets Project, the North 12th Street Complete Streets Project, the Vision Zero Top 5 Corridor Study, and the Stockton Boulevard Corridor Plan. As funding is available the City plans to study implementation of these proposed changes that can provide many benefits, including improving transit frequency and reliability, slowing drivers down, and creating more comfortable space for those walking and biking. Some general travel lanes on some roadways used primarily by cars can be reallocated to other users who need space too.

A complete streets approach that balances the needs of all users of the street is integral to achieving this. System-wide, a complete streets approach means emphasizing a diversity of modes and users across the network and assessing whether the system can accommodate the needs of all travelers, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. In 2019, the Sacramento City Council adopted a Complete Streets Policy (Resolution 2019-0460), affirming the City's commitment to provide a complete, connected multimodal transportation network that contributes directly to the safety, health, economic vitality, and quality of life of all residents especially the most vulnerable, those walking and rolling.

COMPLETE STREETS ACT

The California Complete Streets Act (Assembly Bill 1358) of 2008 requires cities to consider the needs of all users of the street in the planning, design, construction, operation, and maintenance of transportation networks. The City of Sacramento has previously adopted a comprehensive "complete streets" policy that applies to city projects as well as to private developments within the city and guides its approach to the transportation system:

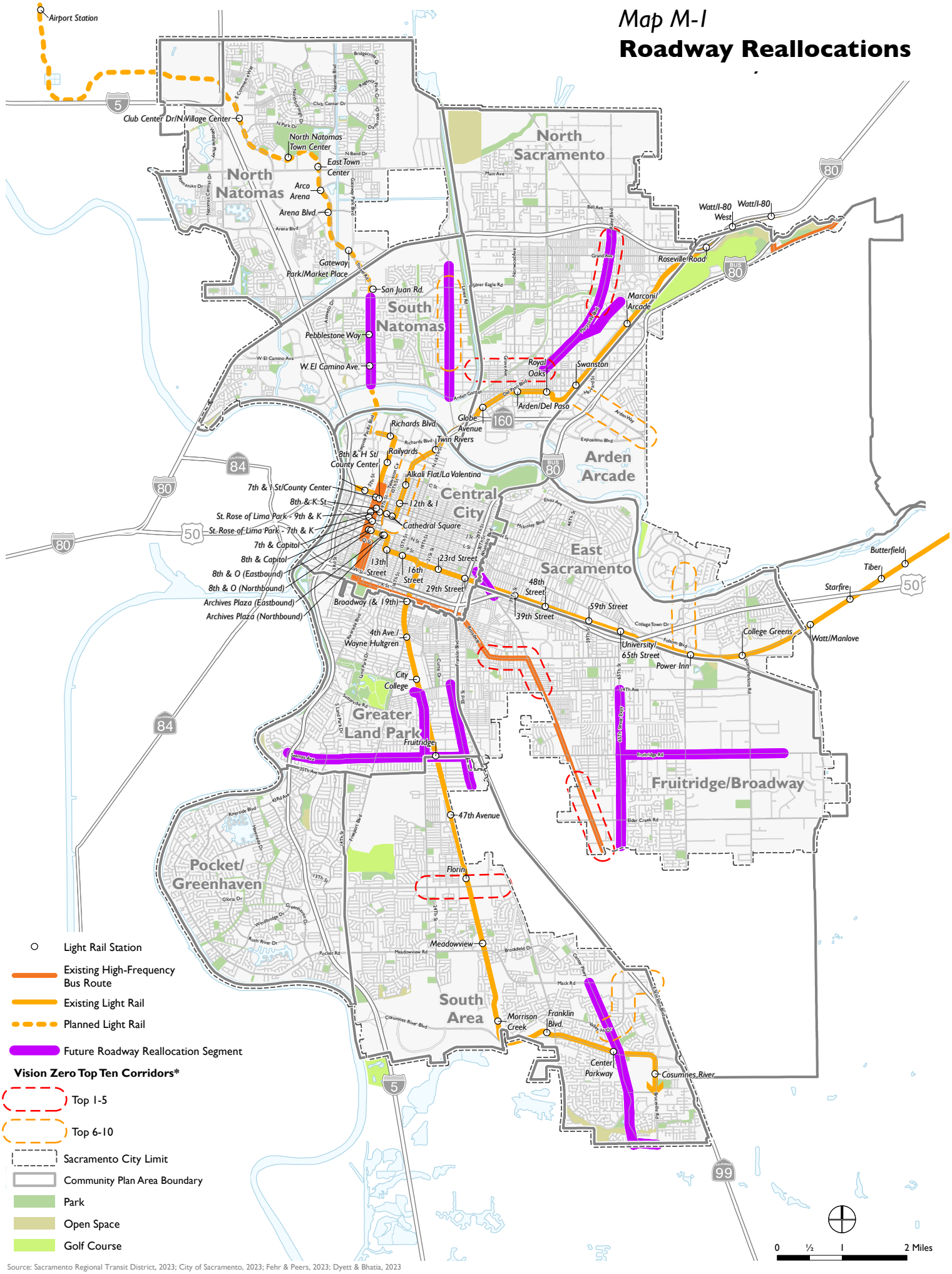
Existing (2022) City of Sacramento policy: The City of Sacramento shall approach every transportation improvement and project phase as an opportunity to apply a Complete Streets framework to create safer, more accessible streets for all roadway users, while upholding the City's Design Procedures Manual.

Working toward an equitable, sustainable multimodal transportation system requires a focus on enhancing the viability and variety of options for travel within the system. As the City seeks to focus on infill development in existing centers and corridors, having multimodal options will become increasingly important to accommodate and support intensifying uses and traffic on existing roadway infrastructure. Accommodating active transportation modes and transit within denser, activity-rich mixed-use areas — and especially around light rail stations — to make it easier to get around without driving and parking is especially important for achieving communitywide sustainability objectives. Sacramento is well-positioned to support frequent, reliable transit given its pattern of linear commercial arterials with significant capacity for redevelopment and the extensive light rail system that connects the city from north to south and east to west.

CIRCULATION DIAGRAM AND STREET CLASSIFICATIONS

Map M-2a and 2b shows the circulation system that supports development consistent with the Land Use Diagram (**Map LUP-5**) located in the Land Use and Placemaking Element. The circulation system is represented by a set of street classifications that have been

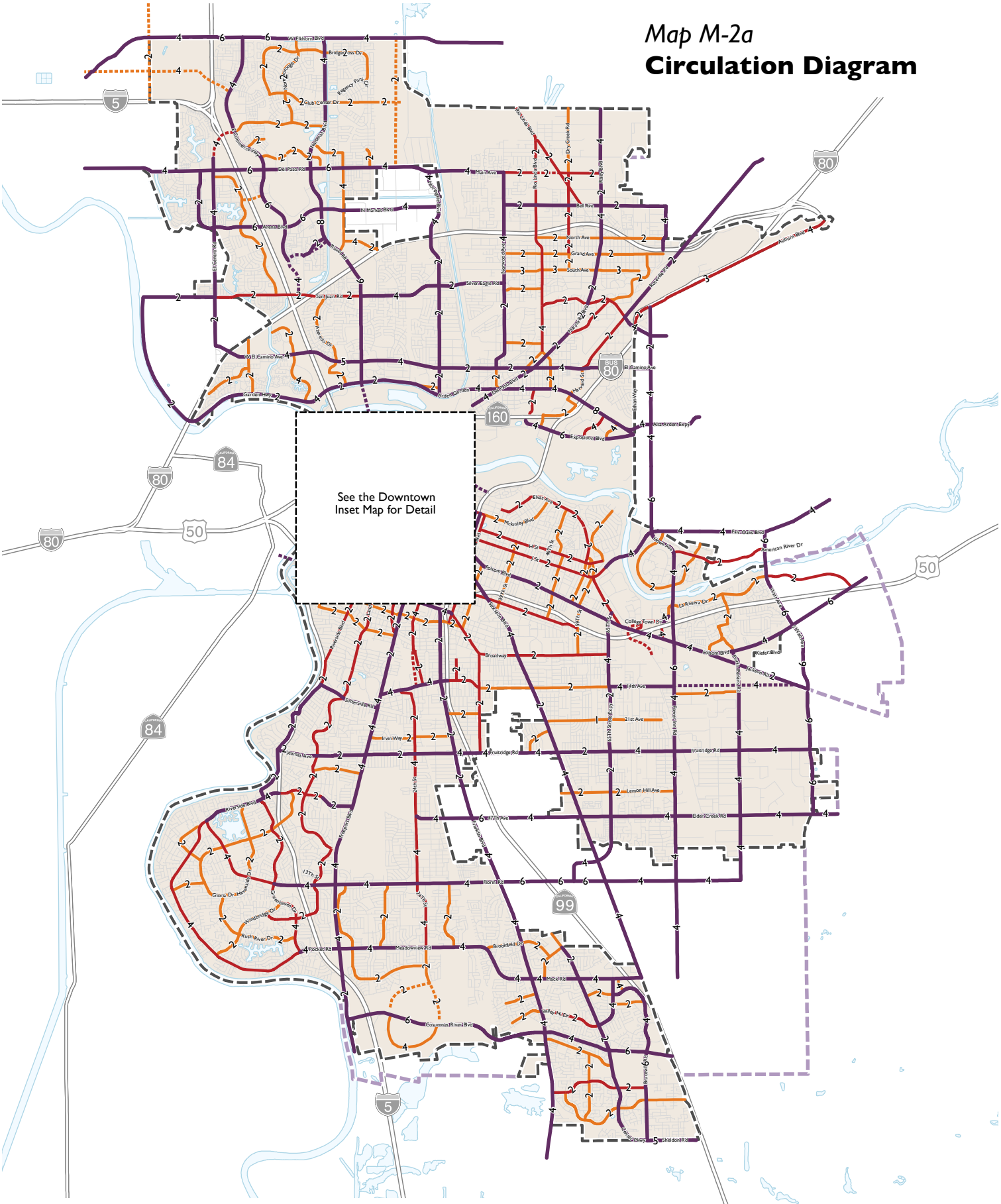
Map M-1
Roadway Reallocations



Source: Sacramento Regional Transit District, 2023; City of Sacramento, 2023; Fehr & Peers, 2023; Dyett & Bhatia, 2023

Map M-2a

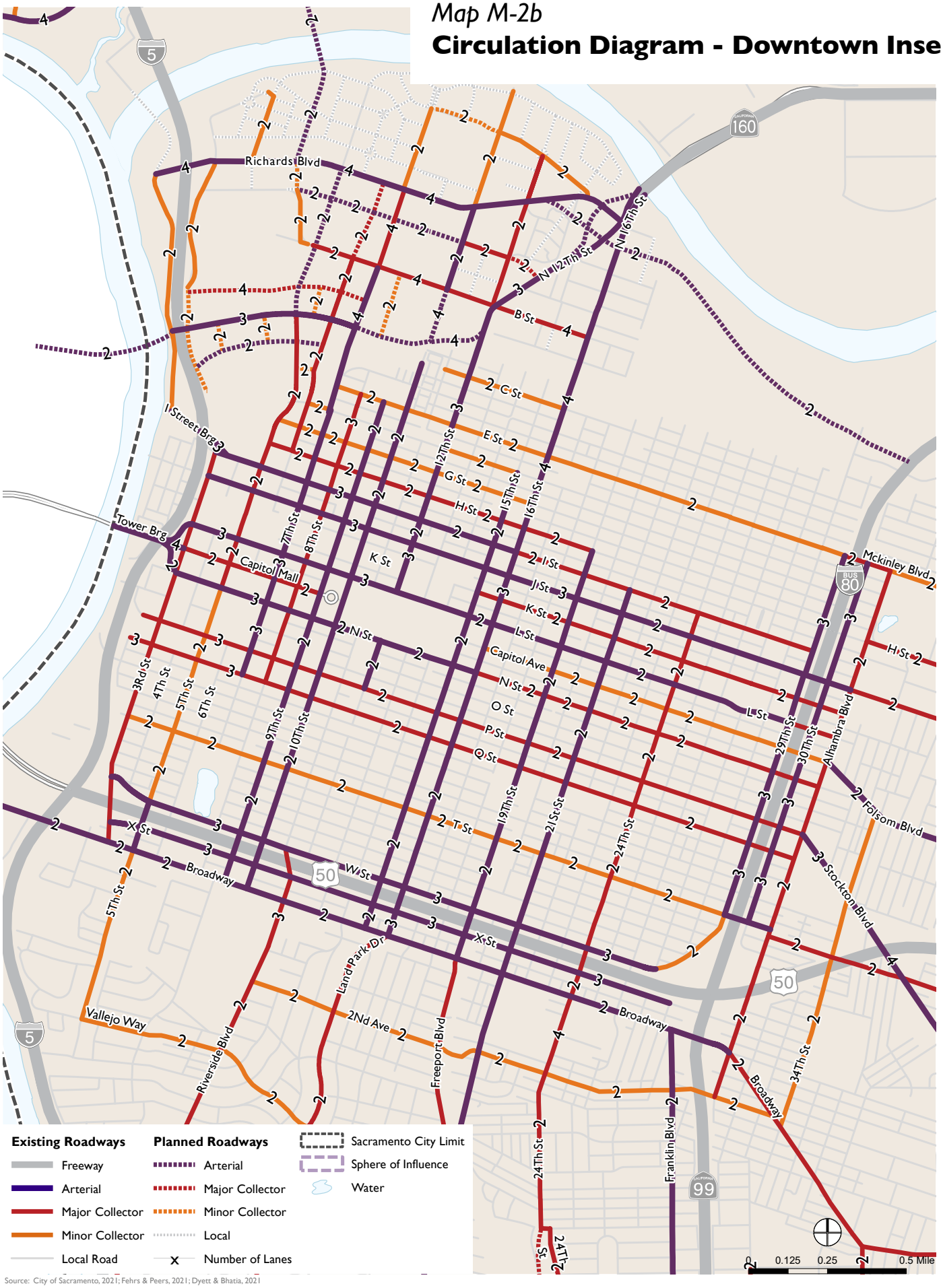
Circulation Diagram



Source: City of Sacramento, 2023; Fehrs & Peers, 2023; Dyett & Bhatia, 2023

Map M-2b

Circulation Diagram - Downtown Inset



Source: City of Sacramento, 2021; Fehrs & Peers, 2021; Dyett & Bhatia, 2021

developed to guide the planning, design, construction, operation, and maintenance of the network. Based on these generalized characteristics, streets often vary in terms of right-of-way, roadway width, number of lanes, intersection and traffic signal spacing, speed, and other factors. In addition, they may contain elements such as pedestrian or bicycle infrastructure to comply with a Complete Streets-based approach to mobility.

The street classifications are as follows:

- **Major and Minor Arterial:** Provides mobility and regional connectivity
- **Major and Minor Collector:** Connects local streets to arterials
- **Local Residential:** Serves residential land uses
- **Local Commercial:** Serves commercial land uses
- **Local Industrial:** Serves industrial land uses

GEOMETRY OF SUCCESSFUL TRANSIT SERVICE

The General Plan seeks to focus new development along several key corridors, and has identified strong candidates for investing in existing and/or new frequent, reliable transit service routes based on their geometry and other factors (selections are shown on Map M-3). The Sacramento Regional Transit District (SacRT) provides primary transit service on these corridors and the City will need to collaborate with SacRT to refine the candidate network and prioritize corridors for frequent service as development conditions warrant and SacRT's funding allows. Implementation of frequent service would also be contingent on the City's management of corridor operations to provide for adequate speed and reliability, including through signalization timing, intersection design, the creation of transit-only lanes, and the strategic placement of stops and stations.

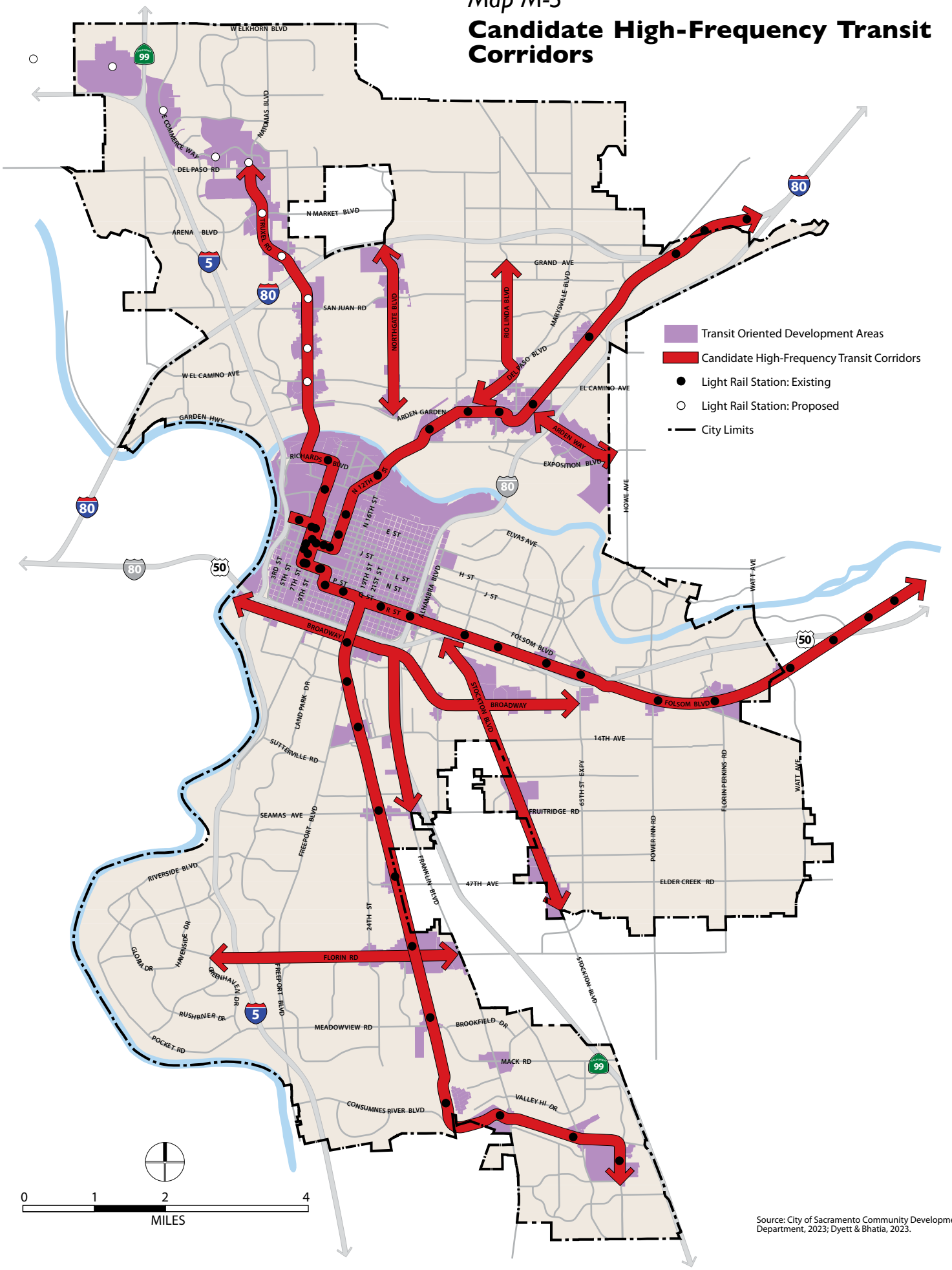
Transit is typically more efficient and convenient when it runs on relatively straight routes along a network of corridors, without meandering routes that add time to the journey. Improving accessibility to transit routes can also help make increased transit frequency more economically feasible for transit providers. Given the higher cost to provide more frequent transit service, it is helpful to plan strategically and select corridors with specific characteristics that can set up higher-frequency service for success.

These characteristics include, but are not limited to, the following:

- They are linear paths through areas that are relatively dense and walkable.
- They serve developed areas, not passing through large undeveloped areas.
- They connect with each other to form a network. Everywhere that frequent lines intersect, the number of potential trips served is multiplied by the connection. As a result, a network of intersecting routes is more useful than a set of parallel ones.
- They have anchors. On average, transit tends to empty out toward the end of the line, because it is going to fewer places. Efficient transit planning, and thus efficient transit-oriented development, puts major destinations at the ends of lines so that more people will use the capacity all the way to the end of the line.
- They do not compete with each other.

Map M-3

Candidate High-Frequency Transit Corridors



Source: City of Sacramento Community Development Department, 2023; Dyett & Bhatia, 2023.

ELECTRIC VEHICLES

Achieving a better modal balance that involves a higher share of trips made by active and shared modes will take time and sustained efforts. Vehicle trips will continue to constitute a significant portion of the overall trips made in Sacramento so ensuring that as many of those trips as possible are zero-emission trips is essential for achieving long-term climate action and mobility objectives while also promoting healthier transportation options, particularly for residents of disadvantaged communities. This General Plan seeks to catalyze a shift to electric and zero-emission vehicles in both the near and long term by expanding access to vehicle charging infrastructure, shared electric vehicles, incentives, and information.

Sacramento was an early adopter of electric vehicle (EV) technology, first implementing an EV Parking Program that provides discounts to EV drivers in City-owned parking garages in 1994. The City has achieved national recognition for its Fleet Sustainability Policy, which commits Sacramento to aggressively incorporating low-emission vehicles and zero-emission vehicles (ZEV) into its fleet of public safety and maintenance vehicles and exploring other fuel efficiency and emissions reduction strategies. The City is a member of the Sacramento Area plug-in EV (PEV) Collaborative, engaged in rolling out a regional EV Readiness and Infrastructure Plan, and the City ranks among the highest densities of public fast charging infrastructure in the nation. The City also supports innovative, public-private initiatives such as the Green Tech Mobility Hub in Del Paso Heights, which provides clean car share vehicles, charging stations, an electric shuttle, solar powered benches and a kiosk with community information and charging stations for smartphones and laptops to residents at a diverse community in North Sacramento. Ensuring equitable access to ZEVs and charging infrastructure is critical for widespread adoption. This will require a continued focus on expanding public fast vehicle charging infrastructure for renters or those who do not have access to a garage as well as incentives for employers and residential building managers to retrofit existing buildings with charging stations. It will also involve expanding EV car share for people who cannot afford or choose not to buy a car of their own and building out a network of E-Mobility Hubs throughout the city.

MAINTENANCE AND FUNDING

The city's transportation network is vast and aging, and keeping the transportation network in good repair is necessary for all modes of travel; buses travel more efficiently and on schedule, and bicycling is safer and more comfortable. Every other year, the City examines all its arterials and one-third of its local streets and uses the results to prepare a report on pavement conditions to guide investments with finite maintenance funding. A key challenge for Sacramento is that existing revenue streams do not fully cover operations and maintenance costs, and this same funding is also used to support implementation of improvements for safety and mobility throughout the city.

Major transportation projects are often funded with a mix of federal, state, and regional sources. Competitive grant funding is used to pay for the bulk of capital improvements planned in Sacramento. New development may be required to pay impact fees, and/or be required to pay for or directly construct or improve transportation infrastructure to address project-specific impacts. With limited resources and limited funding, and seeking to balance the diverse range of mobility needs within the community, the City developed a Transportation Priorities Plan with extensive community input to lay out a comprehensive citywide approach to prioritize implementation of transportation projects.

The policies in this section incorporate strategies that prioritize mobility and connectivity for active and shared transportation modes to foster a better balance within the entire system through system planning, design, and operations; supporting active transportation; collaborating to improve transit service; supporting the adoption of zero- and low-emission vehicles; and committing to find maintenance and funding for this work.

GOAL AND POLICIES

M-1 **An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.**

System Planning, Design, and Operations

M-1.1 **Street Classification System.** The City shall maintain a street classification system that considers the role of streets as corridors for movement but prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit.

M-1.2 **User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-1.3 **Healthy Transportation System Options.** The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, non-motorized modes, high-occupancy, and zero-emission vehicles (ZEVs) viable, attractive alternatives to automobiles that use internal combustion engines.

M-1.4 **Designing to Move People.** In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.

M-1.5 **Street Design Standards.** The City shall maintain street design and operations standards that prioritize comfort and travel time for walking, bicycling, and transit, while managing vehicle speeds and traffic volumes, updating them as best practices evolve.

M-1.6 **Transit Integration.** Wherever feasible, the City shall design buildings, the public realm, streets, and pedestrian access to integrate transit into existing neighborhoods and proposed developments and destinations such as schools, employment centers, commercial centers, major attractions, and public walking spaces to improve access for users by transit.

M-1.7 **Fine-Grained Network.** As new development and redevelopment occurs, the City shall seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a 1/2-mile walk of light rail stations and transit stops.

M-1.8 **Vacation of Public Right-of-Way.** The City shall recognize that streets, alleys, bikeways, sidewalks, and other public rights-of-way play an important role in facilitating connectivity in a multimodal system and ensure that any approvals for vacating public right-of-ways include considerations of opportunities for enhanced connectivity.

M-1.9 **Equitable Processes and Outcomes.** The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

M-1.10 **Community Engagement.** The City shall continue to engage the community in decisions that affect mobility, including planning, design outcomes and implementation, with a particular focus on planning with, and not for, historically marginalized, disadvantaged communities and environmental justice communities.

Active Transportation

M-1.11 **Increase Bicycling and Walking.** The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

M-1.12 **Light Rail Transit (LRT) Station Access Improvements.** Through the development approval process and public and private investments, the City shall foster additional walking and bicycling connections to light rail stations and strengthen existing connections to enhance first/last-mile connectivity and make it easier to travel between the station and surrounding neighborhoods and destinations. As feasible, connections should include pedestrian-level streetlighting and tree shading.

M-1.13 **Walkability.** The City shall design streets to prioritize walking by including design elements such as the following:

- Grid networks that provide high levels of connectivity;
- Closely spaced intersections;
- Frequent and low-stress crossings;
- Wide, unobstructed walkable sidewalks;
- Separation from vehicle traffic;
- Street trees that provide shading; and
- Minimal curb cuts.

M-1.14 **Walking Facilities.** The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, by building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees.

M-1.15 **Improve Walking Connectivity.** The City shall require new subdivisions, new multi-unit dwelling developments, and new developments along commercial corridors to include well-lit, tree-shaded walkways where feasible, that provide direct links to the public realm or adjacent public destinations such as transit stops and stations, schools, parks, and shopping centers.

M-1.16 **Barrier Removal.** The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:

- Provision of curb ramps, crosswalks, and overpasses;
- Relocation of infrastructure or street furniture that impedes travel pathways;
- Reducing or consolidating driveways and curb cuts;
- Providing long and short-term bicycle and scooter parking to minimize sidewalk obstructions; and
- Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.

M-1.17 **Improve Bicycling Connectivity.** The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.

M-1.18 **Bicycling Safety.** When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.

M-1.19 **Walking Safety.** When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking.

Transit Service

M-1.20 **High-Frequency Transit Service.** The City shall collaborate with the Sacramento Regional Transit District (SacRT) to facilitate implementation of high-frequency transit service on a network of interconnected corridors with characteristics that best support high-frequency transit service and those characteristics that meet City goals, managing corridor operations to provide for adequate transit vehicle speed and reliability.

M-1.21 **Extension of Transit Service.** The City shall coordinate with the Sacramento Regional Transit District (SacRT) to plan for the extension of frequent transit service and other related transit improvements that are comfortable, convenient, and interconnected from the Greater Land Park, North Natomas, Pocket/Greenhaven, South Area, and South Natomas Community Plan Areas to areas with concentrated employment. This may include frequent bus service provided by SacRT as an interim solution along routes ultimately planned for light rail service.

M-1.22 **Increase Transit Ridership.** The City shall support work to increase transit ridership citywide.

M-1.23 **Transit Priority.** Where appropriate, the City shall support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.

M-1.24 **Transit-Only Lanes.** Where appropriate, the City shall support implementation of transit-only lanes to facilitate high-frequency reliable bus and/or light rail service to and between major destinations, job centers, residential areas, and intermodal facilities in Sacramento.

M-1.25 **First/Last-Mile Solutions.** The City shall support "first-mile, last-mile solutions" such as e-bikes/e-scooters as well as multimodal transportation services, public realm improvements (e.g., bicycle parking infrastructure), and other innovations in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.

M-1.26 **Bus Stop Design.** The City shall encourage the Sacramento Regional Transit District (SacRT) to implement bus shelter design that encourages transit use, informed by ADA-compliance, bus stop placement, and passenger safety best practices. Where feasible, the City should collaborate with SacRT on bus stop designs for major corridor improvement projects.

Zero- and Low-Emissions Vehicles

M-1.27 **Electric Vehicle (EV) Strategy.** In the near-term, the City shall use the EV Strategy to accelerate EV adoption, guide investment in EV infrastructure, and raise awareness of public charging options.

M-1.28 **Zero-Emission Vehicle (ZEV) Capital.** The City shall strive to be the ZEV Capital of California, to achieve equitable access to ZEV technologies and benefits across the community, including job training and employment opportunities, and strengthen the local ecosystem of ZEV innovation and industry.

M-1.29 **Shared Zero-Emission Vehicles (ZEVs).** The City shall promote shared ZEV options, especially for local trips, that can reduce vehicle trips and the need for personal vehicle ownership, prioritizing low-income and high-need neighborhoods lacking transit and other transportation options.

M-1.30 **Public Electric Vehicle (EV) Infrastructure Deployment.** The City shall strategically deploy public City-owned EV charging infrastructure to catalyze a transition to zero-emission vehicle use, prioritizing areas where barriers to adoption exist, including supporting charging infrastructure at regional intermodal facilities.

M-1.31 **Private Electric Vehicle (EV) Infrastructure Deployment.** The City shall encourage private property owners to first install EV charging infrastructure on their property before requesting the City to install EV charging infrastructure in the public right-of-way to serve their property. The City shall prioritize the public right-of-way for public use first.

M-1.32 **Supportive Infrastructure in the Public Right-of-Way.** The City shall provide the use of public rights-of-way near transit stations, major activity centers, and high demand curb locations where appropriate for electric vehicle (EV) charging infrastructure and other facilities that support emerging mobility technologies. Curbside charging in the public right-of-way shall only be allowed where pedestrian safety and accessibility needs can be met while also minimizing conflicts with other users, street trees, and transit infrastructure.

M-1.33 **Electric Vehicle (EV) Car Share and Electric Bike Share.** The City shall facilitate the establishment or expansion of EV car share and electric bike share programs, with priority given to disadvantaged neighborhoods with lower-than-average levels of electric vehicle ownership in conjunction with efforts to increase access to EVs and electric bicycles in these locations.

M-1.34 **Electric Mobility (E-Mobility) Hubs.** The City shall support transit agencies, e-mobility operators, transportation network companies (TNCs), and other interested parties to create and operate intermodal e-mobility hubs that serve as connectivity centers offering a suite of integrated electrified mobility solutions and supportive active transportation elements such as bike parking. E-mobility hubs should be located in areas with a concentration of employment, housing, shopping, education, and/or recreational uses based on siting criteria that include transit access, intermodal transfer options,

active transportation infrastructure, parcel size, socioeconomic equity, and potential to catalyze new development.

M-1.35 **Zero-Emission Vehicle (ZEV) First.** The City shall maintain a ZEV First commitment and continue to use the Fleet Sustainability Policy to guide the management of the municipal vehicle fleet, including refuse collection trucks, street sweepers, police cruisers and other vehicles to improve air quality, reduce greenhouse gas (GHG) emissions, and achieve cost savings.

M-1.36 **Electric Vehicles (EVs) in New Development.** The City shall support minimum levels of EV infrastructure readiness and installation in new development and incentivize additional levels of EV charging, and EV car share, beyond City Code minimums.

M-1.37 **Electric Vehicle (EV) Charging in Existing Development.** The City will collaborate with local and regional partners to encourage the installation of EV charging in private development, prioritizing the expansion of charging in existing multi-unit and affordable housing, as well as promote available rebates, incentives, and programs.

M-1.38 **Electric Vehicles (EVs), and Energy Resiliency.** The City will support innovative vehicle-to-grid technologies and encourage the deployment of integrated energy generation, storage, and vehicle technologies for energy reliability, flexibility, and cost benefits.

Maintenance and Funding

M-1.39 **Maintain the Street System.** The City shall maintain streets and shared-use paths using a pavement management system and maintenance program for public streets and shared-use paths throughout the city based on available funding.

M-1.40 **Contributions from New Development.** The City shall require new development to construct or pay a proportionate share of the cost of improvements based on mobility-related impacts of the new development.

M-1.41 **Funding.** The City shall assess the level of funding shortfalls to meet identified transportation policy objectives and explore options to reduce the shortfalls, including actions to ensure adequate shares of regional funding, identification of new funding sources, and prioritization of funding opportunities.

Reduced Reliance on Single-Occupant Vehicles

Reducing our reliance on single-occupant vehicles will take more than infrastructure and building bikeways, sidewalks, and transit stations. Our driving habits are firmly entrenched, and a robust framework of programs and regulations are needed to incentivize a behavioral shift.

Transportation Demand Management (TDM) refers to a set of strategies that result in increased efficiency in a transportation system by changing travel behavior. The implementation of TDM programs can encourage transit, bicycling, carpooling, and walking. The City has adopted a TDM ordinance, called the transportation systems management (TSM) program, which establishes requirements for employers to reduce vehicle miles traveled (VMT) and traffic congestion and improve air quality. Sacramento also boasts several well-established Transportation Management Associations (TMAs), which are independent non-profit associations of employers and building managers that work collaboratively with the City and the business community to coordinate TDM programs. Sacramento TMA's provide a wide range of programs and incentives from employee commuter tax benefit programs, bicycle repair subsidies, fix it stations, and ride together programs to teleworking resources and transportation improvement grants that support employers in installing amenities or creating innovative solutions that reduce employment-related VMT.

The curbside is the public space in a transportation network "where movement meets access." Curb space has traditionally been used to accommodate private vehicle storage or on-street parking; however, cities are increasingly recognizing the changing demand for curbside use generated by transit boarding, emergency vehicle access, pedestrians, bicycles, bicycle infrastructure, taxis, transportation network companies (TNCs), private vehicle parking, and delivery vehicles as well as the need to satisfy the requirements of federal and State disability access laws. The General Plan envisions development and deployment of a Curbside Management Plan that balances the needs of different curbside users and incorporates best practices such as the following:

- Collecting data to analyze the use of the curb by time of day;
- Ensuring that pick-up/drop-off areas and commercial delivery areas are located appropriately;
- Configuring roadways to ensure that they do not interfere with bikeways;
- Accounting for general parking uses; and
- Incorporating "flex spaces" that can allow a curb space to play many roles (such as loading, parking, or public space) over time depending on demand.

For most people in Sacramento, the automobile remains the primary mode of transportation. As such, adequate private vehicle parking is important to retain to support the economic vitality of many commercial districts. Continuing to prioritize space for car parking, however, limits space for housing, businesses, parks, and other land uses that benefit residents and contribute to the local tax base. With growing numbers of people working from home and shopping online, and car ownership rates among younger generations decreasing, and especially if driverless cars become a reality, it is likely that the need for parking spaces will decrease further in the future, particularly in transit-rich areas as service becomes more frequent and reliable. The convergence of these factors makes it important to adopt a strategic approach to parking management that builds on actions the City has already implemented. The policies in this section supports the development of a progressive parking strategy that identifies ad-

ditional measures to use existing off- and on-street parking more effectively that will be implemented on an incremental basis in response to evolving conditions. The policies in this section also seek to reduce reliance of single-occupant vehicles. Strategies covered by this section include transportation demand management, curbside management, and parking management.

GOAL AND POLICES

M-2 **Reduced reliance on single-occupant vehicles.**

Transportation Demand Management

M-2.1 **Transportation Demand Management (TDM).** The City should promote the greater use of Transportation Demand Management strategies by employers and residents to reduce dependence on single-occupancy vehicles with the target that 17 percent of all trips are made by transit and active transportation modes by 2030 and 23 percent of all trips are made by transit and active transportation modes by 2045.

M-2.2 **Wider Participation.** The City should encourage Transportation Management Associations (TMAs), public agencies, major employers, and school districts to expand and increase participation in programs that reduce vehicle miles traveled (VMT) and increase regional average vehicle occupancy. When designing rewards and incentives, prioritize opportunities to support local businesses.

M-2.3 **Vehicle Miles Traveled (VMT) as Metric.** Consistent with state law, the City shall evaluate transportation California Environmental Quality Act (CEQA) impacts using vehicle miles traveled or other metrics as determined by the City, and shall not rely on automobile delay, as described by level of service or similar measures of vehicular delay as a measure of environmental significance. Local Transportation Analyses (LTA) shall continue to be required when necessary to aid in conditioning project entitlements for needed operational improvements.

M-2.4 **Shared Shuttles.** The City shall encourage employers to partner with the Sacramento Regional Transit District (SacRT) and local Transportation Management Associations (TMAs) to connect employment areas with the multimodal transit stations, light rail stations, and other major destinations, and to offer employees training and incentives for use of shuttles.

M-2.5 **Onsite Childcare.** As a Transportation Demand Management (TDM) strategy, the City shall encourage large scale employers to provide onsite childcare services within employment districts to reduce or avoid vehicle trips associated with child pick-up and drop-off.

M-2.6 **Transit/Event Coordination.** The City shall encourage collaboration between transit partners and event producers to promote awareness of additional and timely transit service before and after large events.

M-2.7 **Free or Discounted Transit Passes.** The City shall partner with transit agencies to provide free or more affordable transit passes for low-income residents, youth, and/or senior citizens.

M-2.8 **Micro-Transit Service.** The City shall encourage the Sacramento Regional Transit District (SacRT) in efforts to expand and enhance on-demand micro-transit service for areas with limited fixed-route transit service in Sacramento, focusing on disadvantaged communities as a priority and to connect to major transit stations.

M-2.9 **Advocacy and Events.** The City shall encourage Transportation Management Associations (TMAs), transit agencies, and other community partners to lead promotional campaigns and events that encourage use of transit and active modes of transportation for work, shopping, entertainment, and tourism-related trips within and into and out of Sacramento. Events may include May is Bike Month, Sunday Streets, Car-Free Saturdays, Spare the Air, and others.

Curbside Management

M-2.10 **Curbside Management.** The City shall manage the use of curb spaces to meet multimodal demands safely and efficiently.

M-2.11 **Passenger Pick-Up/Drop-Off.** The City shall plan and price accordingly passenger pick-up/drop-off locations within the public right-of-way for transit, autonomous vehicles, transportation network companies, and micro-transit to limit traffic disruptions, congestion and increase safety by identifying and designating specific locations for safer pick-ups and drop-offs.

M-2.12 **Innovative Mobility Solutions and Curb of the Future.** The City shall establish and maintain standards for prioritizing the use of the curb and shall pilot new projects and adopt new technology to facilitate mobile solutions of the future.

M-2.13 **Curb and Mobility Use Data.** The City may implement technologies for inventory and curb usage data to monitor the effectiveness of curbside management guidelines and provide evidence to support or make changes to curb space designations and/or management strategies.

Parking Management

M-2.14 **Parking Supply.** The City shall balance on-street and off-street parking supply with objectives for reducing vehicle miles traveled (VMT), improving air quality, supporting economic vitality, and fostering a high quality of life throughout the city.

M-2.15 **Incentives for Zero-Emission Vehicles (ZEVs).** The City shall continue to lead by example by continuing to incentivize the use of ZEVs, such as providing incentives for ZEV parking or charging in City parking lots and structures.

M-2.16 **Shared Parking.** Through the development review process, the City shall encourage project applicants proposing duplex, multi-unit, mixed-use, and non-residential projects to first explore shared-use of existing parking spaces that can be available for dual uses before proposing to construct new parking facilities.

M-2.17 **Parking Management Strategy.** The City shall continue to deploy a parking management strategy that optimizes the use of existing supply, minimizes the need for the construction of new parking facilities, and promotes the use of active modes of transportation, public transit, and high-occupancy vehicles. Program components could include the following:

- Adjusting parking management strategies based on goals and needs;
- Adjusting parking meter hours and pricing for effective management;
- Implementing parking maximums along established transit corridors;
- Allowing unbundled parking in conjunction with strategies to reduce the need for private automobiles;
- Incorporating or facilitating technology such as smart-phone apps and wayfinding signage that direct drivers to open parking spaces in real-time, automated and/or stacked parking systems, or parking technologies that improve parking efficiency in mixed-use centers and corridors;
- Supporting the use of alternative modes by providing alternative programs in lieu of monthly parking passes and discounts; and
- Improving branding, communications, and wayfinding signage.

M-2.18 **Technology to Optimize Parking Utilization.** The City shall invest in new technologies that facilitate the efficient management and turnover of parking supply, including solutions that facilitate payments and provide real-time information on the location of available spaces in City on-street and off-street parking inventory.

M-2.19 **Optimizing Residential Utilization.** The City shall update the Residential Permit Parking Program to ensure that any request for the issuance of residential permits shall be considered only after a determination that priority was first given to the use or availability of existing onsite parking for single-unit and duplex-dwellings residences such as garages, carports, and driveway space for personal vehicles to increase the availability of on-street parking.

Neighborhood Streets as Places

Local or neighborhood streets are an important component of the public realm - a place where neighbors converse and children learn to ride bikes. Specific choices in street design, maintenance, and policy can provide opportunities to increase the use of Sacramento's streets for more than just mobility - to foster neighborhood connections and a sense of community. Trees, landscaping, and green stormwater infrastructure on streets not only add interest and beauty, but can also help to reduce the impact of hot summertime temperatures, and reduce carbon emissions, and noise. Using a combination of regulations and design strategies, such as crosswalks, speed lumps, on-street parking, and sidewalk plantings can help limit traffic speed and volumes on local streets and optimize their value for neighborhood life. These strategies can enhance walkability and include promoting a grid pattern of streets that maximizes direct connections to destinations and completing the city-wide sidewalk network.

Streets can be further used to their full potential as public spaces by closing streets to cars for events, festivals, and block parties. The City of Sacramento issues special event permits for block parties, which allows residents to temporarily utilize the public right-of-way to create a safe, vehicle-free environment for neighborhood gatherings. The policies in this section promote safety, multimodal accessibility, and creative use of neighborhood streets, fostering them as places where residents and visitors choose to spend time.

TRAFFIC CALMING

Traffic calming on residential streets slow down drivers and can reduce vehicle traffic, making it more pleasant for people walking and bicycling. Traffic calming measures can include speed lumps, narrow lanes, trees and pocket parks, and sidewalk bulbouts. The City of Sacramento uses a combination of these techniques to make streets friendlier for all users, making sure that traffic calming does not inhibit access for emergency vehicles or people using walkers, wheelchairs, or strollers.

SEPARATED BIKEWAYS

SPEED LUMPS

TREE-LINED STREETS

SIGNAGE

GOAL AND POLICIES

M-3 **Streets designed and maintained as places that contribute to quality of life.**

M-3.1 **Local Streets.** The City shall provide a slow speed network of local-serving neighborhood streets. Existing street trees should be maintained and replaced, new trees installed where feasible, and street trees should be incorporated into new neighborhood streets.

M-3.2 **Street Design.** The City shall ensure street design and potential redesign opportunities for existing streets minimize driver speed as appropriate within residential neighborhoods and incorporate street trees wherever possible without compromising connectivity for emergency access or people bicycling, walking, and using mobility devices.

M-3.3 **Traffic.** The City shall support planning and managing traffic from the perspective of the adjacent uses, using traffic management and traffic calming techniques.

M-3.4 **Cul-de-Sacs.** The City shall discourage the use of cul-de-sacs in new development, favoring the application of grid networks to disperse traffic and promote connectivity. If cul-de-sacs are permitted, then the development shall have cut-throughs for people walking and bicycling.

M-3.5 **Open Street Events.** The City shall encourage regular citywide and neighborhood-specific "open street" events and repurposing of the public right-of-way for promoting recreation, active transportation, and a sense of community. Event planning shall consider transit access and seek to minimize disruption of transit service.

M-3.6 **Outdoor Dining Program.** The City shall continue the development of an outdoor dining program that may incorporate portions of sidewalks, parking spaces, parkways, and streets to provide a path for merchants, community organizations, and business owners to expand indoor spaces to useful space outdoors that may otherwise be underutilized.

Safety

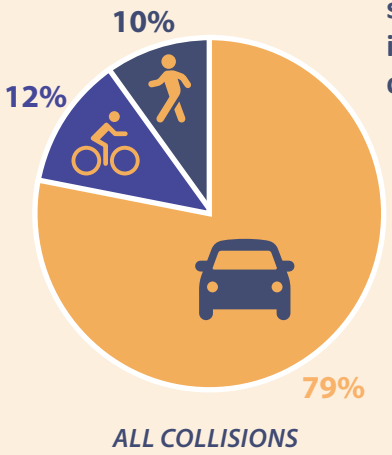
Safety is critical for mobility. To ensure a truly varied and viable range of transportation options, people must feel comfortable and secure on the street, no matter their mode of travel. For decades, however, streets were designed to move cars quickly and efficiently, prioritizing driving speed and convenience without regard to the impact on the safety and convenience of other modes of transportation. Increased driving speeds pose a higher safety risk to others on the road, especially to pedestrians and bicyclists. Data from the U.S. Department of Transportation shows that the risk of fatalities significantly increases with increased driver speeds. Driving at unsafe speeds is the most common crash factor in Sacramento. Although cars are involved in the vast majority of traffic crashes in the city, half of the people killed or seriously injured in crashes between 2009 and 2015 were people walking or bicycling, and over half of these crashes occurred near a transit stop. In addition, the proportion of serious injury or death to residents of disadvantaged communities is notably higher than in other parts of the city.

VISION ZERO

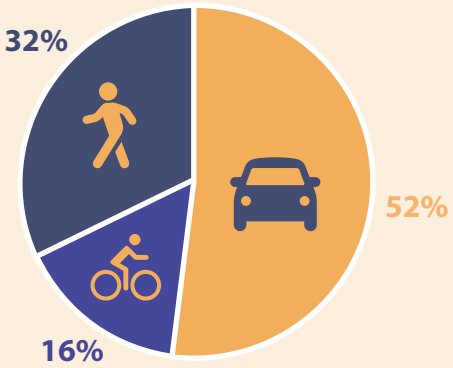
Originating in Sweden in the 1990s and increasingly adopted by major cities in the U.S., Vision Zero is based on the conviction that **everyone has the right to move safely** in their communities, and that policy makers, transportation planners, and engineers all share the responsibility to ensure safe systems for travel. It is inevitable that people will sometimes make mistakes, so the Vision Zero approach incorporates policies and design strategies to ensure those mistakes do not result in severe injuries or fatalities. **Vision Zero emphasizes managing speed, centering equity, and engaging the community.** The City of Sacramento's Vision Zero Action Plan recognizes that crashes are preventable incidents that can and must be addressed systematically. It lays out a collaborative and data-driven strategy to eliminate traffic fatalities and serious injuries by 2027, focusing on the City's Top 5 and Top 10 highest injury corridors, as well as a high injury network (HIN), comprised of the corridors with the highest numbers of crashes involving a fatality or serious injury.

VISION ZERO TRAFFIC STATISTICS

Although cars are involved in the majority of traffic collisions in Sacramento, **half** of people killed or seriously injured (KSI) in crashes are bicyclists or pedestrians.

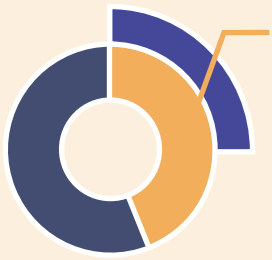


ALL COLLISIONS



KSI COLLISIONS

Although only **25%** of the City's roadway network are in a disadvantaged communities,



44% of KSI fatal crashes occur on these streets.

54% of pedestrian KSI crashes occurred within 200 feet of a transit stop.

Designing safer streets requires a multi-faceted approach, involving engineering, education, and enforcement. Reducing driver speeds, unbiased enforcement of speed limits, and implementing street enhancements that improve safety for people walking, bicycling and otherwise rolling — such as separated bikeways, enhanced crosswalks, and street lighting — are integral to building a safer transportation system. **Map M-1** Roadway Reallocations shows street segments throughout the city that have been identified as places where excessive roadway capacity — in other words, too many vehicle travel lanes — could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design. Construction and event detour signage and facilities that provide a clear route of passage for all modes can also heighten safety for those walking and bicycling. The City has adopted a number of programs designed to reduce collisions, including the Vision Zero Action Plan, Pedestrian Crossing Guidelines, the Speed Lump Program, and the Public Right-of-Way Accessibility Program. The policies in this section aim to create safer streets citywide and incorporate strategies that build on those programs to foster a safer transportation system.

GOAL AND POLICIES

M-4 **A safer transportation system.**

M-4.1 **Application of Safety.** The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

M-4.2 **Safer Driving Speeds.** The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

M-4.3 **Vision Zero.** The City shall utilize a data-driven, "vision zero" approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

M-4.4 **Collaborative Safety Solutions.** The City shall collaborate with educational institutions, senior living facilities, community organizations, and other interested parties when developing and implementing programs and improvements that increase safety and encourage the use of active transportation and transit modes.

M-4.5 **Safety-Related Training.** The City shall encourage ongoing transportation safety-related training and support for City staff responsible for street design and transportation enforcement activities.

M-4.6 **Rail Crossings.** When designing improvements near rail crossings, the City shall collaborate with rail agencies to improve safety at street-grade intersections with rail crossings and in the vicinity of light rail stations through design, planning, and operation.

M-4.7 **Integrated Goods Movement.** The City shall work to ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.

M-4.8 **Detour Facilities.** The City shall design, implement, and maintain construction, work zone, or special event diversions and/or detour facilities to provide comfortable and convenient passage, prioritizing mobility for active transportation and transit for the duration of construction, work zones, or special events.

M-4.9 **Safe Routes to School.** The City shall assess opportunities to develop and support Safe Routes to School programming.

REGIONAL TRANSIT

Every day over 136,000 people commute to jobs in Sacramento from within the city and the wider region, while more than 100,000 residents commute to jobs outside the city, some as far away as the Bay Area. The overwhelming majority of these trips are made by car. With the Capital Corridor passenger rail service connecting Sacramento to the Bay Area and Placer County, and the planned Valley Rail Sacramento Extension Project (expanding passenger rail services between Sacramento and the San Joaquin Valley with four new stops in the city), there are opportunities to shift more of these trips to transit, reducing vehicle miles traveled, congestion, air pollution, and GHG emissions. Regional transit trips terminate at the Sacramento Valley Station (SVS), which is also envisioned as the northern terminus of the California High Speed Rail project linking Northern and Southern California. An overhead concourse bridging the tracks is planned at the SVS to complement the existing passenger tunnel, providing vertical access to the platforms from both the station and the public plaza in the planned Railyards Historic Shops District. As part of the project, EV charging stations for regional buses will be provided to help catalyze the electrification of intra-regional transit.

Regional Connectivity

Sacramento is a major regional transportation hub within the Central Valley and a critical link in a Northern California economic mega-region that extends from the San Francisco Bay Area to Sacramento and the northern San Joaquin Valley. With a collective annual economic output of $10 billion, people and goods move regionally by rail, road, and air, making connections, transfers, and deliveries that directly impact local quality of life and the environment. As such, the City has a vested interest in the planning and operation of the regional transportation system. Sacramento's regional transportation facilities, shown on **Map M-4**, include Interstate 5 (I-5), I-80, Business Loop 80, U.S. 50, State Route 99 (SR-99), SR-16, SR-84, SR-160, and SR-275/Tower Bridge; Union Pacific Railway tracks that carry both freight and passengers; a regional intermodal station; and four airports, including Sacramento International Airport and three general aviation fields. All of these facilities are managed by entities other than the City. The policies in this section support regional connectivity and close coordination with other agencies and jurisdictions in the region and beyond to ensure a high level of regional connectivity critical for economic and social development.

Map M-4

Regional Connectivity

Source: City of Sacramento Community Development Department, 2023; SACOG, 2023; Sacramento County, 2020; Dyett & Bhatia, 2023.

GOAL AND POLICIES

M-5 **Connections to the regional transportation network that facilitates the movement of people and goods.**

Regional Mobility

M-5.1 **Regional Mobility System.** The City shall partner with regional mobility partners to plan and operate a cohesive regional mobility system, including the following:

- Sacramento Area Council of Governments (SACOG),
- Sacramento Regional Transit District (SacRT),
- Yolo County Transportation District,
- California Department of Transportation (Caltrans),
- Freight rail operators,
- Regional passenger rail and bus operators,
- Adjacent cities and unincorporated areas, and
- Local transit operators.

M-5.2 **Sacramento Valley Station.** The City shall work to establish Sacramento Valley Station as the premier regional transit hub of Northern California, linking regional rail, light rail, bus, and high-speed rail service, and plan for the expansion of rail service to strengthen connections between Sacramento, the Central Valley, the Bay Area, Northern California, and beyond.

M-5.3 **Bridges.** The City shall maintain existing bridges and plan and seek funding for new bridges, when appropriate, to improve multimodal connectivity and provide for emergency evacuation routes.

M-5.4 **Rail Operations Impacts.** The City shall proactively coordinate with rail operators to minimize negative impacts and maximize benefits to Sacramento from any existing and future rail service that runs through the city.

M-5.5 **Regional Advocacy.** The City shall advocate for dedicated goods movement funding and collaborate with regional partners to designate freight corridor investment priorities, including dedication of separate freight and rail corridors where appropriate.

Goods Movement

M-5.6 **Goods Movement Facilities.** The City shall support improvements to regional goods movement facilities that facilitate local economic development and limit environmental impacts, including investments in technology, such as blockchain, that improve tracking and coordination at intermodal freight facilities.

M-5.7 **Zero-Emission Fleets.** The City shall coordinate with public agencies in the Sacramento region to catalyze the development and deployment of zero-emission medium- and heavy-duty vehicle fleets, buses, and lighter duty electric bicycles, and shall support development of shared charging hubs and resources, and prioritization of zero-emission vehicle (ZEV) technologies for goods movement in the city.

M-5.8 **Zero-Emission Delivery.** The City shall encourage delivery services to use zero-emission travel such as electric trucks, cars, and cargo bikes.

M-5.9 **Truck Route Design.** The City shall design streets designated as truck routes so that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use.

Aviation

M-5.10 **Aviation Facilities.** Through its own regulations and collaboration with other responsible agencies, the City shall work to foster the compatibility of general and commercial aviation facilities with surrounding uses.

M-5.11 **Aviation Services.** The City shall work with the Sacramento County Airport System (SCAS) to plan for a full range of aviation services and promote airline service that meets the present and future needs of residents and the business community.

M-5.12 **Zero-Emission Aircraft.** The City shall collaborate with the Sacramento County Airport System (SCAS) to facilitate the expansion of zero-emission aircraft trainers and vehicles in the region.

M-5.13 **Efficient Ground Connections.** The City shall encourage fast and climate-friendly ground connections to air transport facilities, including the Green Line light rail transit (LRT) extension to the Sacramento International Airport, and zero-emission equipment and vehicles for airport operations.

M-5.14 **Helicopter Use.** The City shall maintain designated areas for helicopter use.

M-5.15 **Drones.** The City shall support regulation of the use of model aircraft and civil unmanned aircraft systems at the State and County level to address operation for commercial, recreational and public safety purposes.

Supporting Goals through Data, Technology, and Innovation

Evolving technology continues to change the way we travel, inform our travel choices, and expand our options. Technology also helps the City manage the transportation system more effectively. Sacramento is a regional leader in developing and deploying advanced technologies that enhance mobility, improve safety, and reduce traffic congestion for residents, commuters, and tourists alike. The City adopted an Intelligent Transportation Systems (ITS) Master Plan in 2019 to guide municipal investments in mobility technology and innovation to improve system performance, safety, and sustainability. Sacramento has installed more than 100 miles of fiber optic cable that together with detection technology and connected infrastructure at traffic signals will allow access to data in real-time to proactively manage traffic flow, reduce congestion along major corridors, and improve safety by alleviating stop-and-go conditions and helping to avoid vehicle-bicycle and vehicle-pedestrian conflicts. Data such as vehicle speed, travel time, congestion, delay, and origin-destination will be collected, compiled, and processed to inform system management and investment decisions. The City also facilitates the broader use of beneficial technologies through collaboration with other public agencies, institutions, and private sector partners. In 2017, the City launched the Autonomous Transportation Open Standards Lab (ATOS), a public-private consortium dedicated to speeding the development of autonomous vehicle technology. ATOS has resulted in an array of public-private partnerships and pilot projects to date and is helping to create a regulatory environment to make it easy for companies to test their products in Sacramento. The policies in this section envision a continued focus on data, technology, and innovation to improve mobility and support decision-making.

GOAL AND POLICIES

M-6 **Mobility planning and choices informed by data, technology, and innovation.**

M-6.1 **Pioneer New Mobility Technologies.** The City shall support the adoption of new mobility technologies that meet City goals around safety, climate, and equity, including intelligent transportation systems, autonomous vehicles, low- and zero-emission vehicles, and supporting infrastructure.

M-6.2 **Mobility Partnerships.** The City shall seek out opportunities to collaborate and partner with public agencies, non-profit operators, and private sector entities to accelerate adoption of new technology or access funding streams where shared goals, cost savings, and the potential for economies of scale exist.

M-6.3 **Mobility Data Access.** The City shall request data from mobility providers and outside transportation agencies to track and influence the adoption of innovative mobility solutions including but not limited to shared micro-mobility, on-demand microtransit, and autonomous vehicles (AVs). The City may use the data to review and adjust City requirements, policy, and facilities, such as roadway design or parking standards, to ensure safety and access for all users and modes.

M-6.4 **System Management.** The City shall expand the use of data and analytics to monitor metrics such as speed, travel times, counts, and related key metrics to improve the mobility experience, enhance street safety, better manage the transportation system, and understand existing travel patterns.

M-6.5 **Data-Driven Prioritization.** The City shall use data as a key metric to evaluate mobility strategies, prioritizing projects and programs.

M-6.6 **Innovation for System Performance.** The City shall evaluate opportunities to incorporate new materials, technologies, or design features that improve the transportation system, including materials that will have a longer life cycle, require less maintenance, and are climate friendly.

M-6.7 **Data to Spur Innovation.** The City shall explore opportunities to make anonymized transportation data collected by the City publicly available to spur data driven innovation and entrepreneurship.

M-6.8 **Data from Private Operators.** The City shall require private transportation companies and autonomous vehicle operators to share data that supports the City's ongoing transportation planning work and permit monitoring, with a focus on equity and access for all.

IMPLEMENTING ACTIONS

Plans and Programs

M-A.1: **Transportation Investment Priorities.** The City shall use the Transportation Priorities Plan in conjunction with the General Plan update ensuring the outcomes align with the General Plan goals.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

M-A.2: **Online Truck Route Maps.** The City shall create easily understood truck route maps, potentially through online applications, to be distributed to interested parties.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

Planning Studies and Reports

M-A.3: **High Injury Network.** The City shall continue to annually assess progress toward the adopted actions of the Vision Zero Action Plan and, as warranted, update the High Injury Network and associated intervention priorities.

Responsible Entity: Department of Public Works

Timeframe: Ongoing

M-A.4: **Curb Space Management Plan.** The City shall develop a plan for managing curb space throughout the city's commercial, mixed-use, and higher-density areas to facilitate the following:

- Balanced supply and promotion of efficient package and food deliveries;
- Delivery of goods to restaurants/retail;
- Safe pick-up/drop-off of passengers by transit, taxis, and on-demand shared ride services;
- The safe movement of pedestrians and bicyclists; and
- Support and prioritization of zero-emission vehicle activities and goods deliveries over internal combustion engine vehicles.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

M-A.5: **Regional Vehicle Miles Traveled (VMT) Mitigation.** The City shall complete a study, with input from regional and state partners, to assess the feasibility of regional VMT mitigation measures, including banks, exchanges, and impact fees.

Responsible Entity: Department of Public Works

Timeframe: Mid-term (2030-2035)

M-A.6: **Sacramento Valley Station Regional Governance Structure.** The City shall investigate the creation of a regional governance structure and operational model for the Sacramento Valley Station to provide for a sustainable operating framework.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

M-A.7: **Roadway Reallocations.** As funding is available, the City shall study implementation of roadway reallocations to prioritize walking, bicycling, and transit use in the locations shown on **Map M-1** as well as other locations that align with the Transportation Priorities Plan and are determined to be appropriate for reallocation. Preparation of the studies will provide opportunities for community input and feedback on streetscape design.

Responsible Entity: Department of Public Works

Timeframe: Ongoing

M-A.8: **Bus Rapid Transit.** As funding is available, the City shall study implementation of Bus Rapid Transit along corridors, such as Stockton Boulevard. Preparation of studies will provide opportunities for community input and feedback.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

Regulations, Standards, and Development Review

M-A.9: **Transportation Demand Management (TDM) Ordinance.** The City shall update the existing Transportation Systems Management Program requirements in the City Code to promote wider adoption of transportation demand management strategies. The update should include a fee structure to support staffing for regular monitoring/reporting and provide for enforcement with meaningful penalties for non-compliance.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

M-A.10: **Street Design Standards Update.** The City shall review and update City Street Design Standards as needed to ensure they adequately support objectives for prioritizing people throughput, safety, and efficient transportation management.

Responsible Entity: Department of Public Works

Timeframe: Near-term (2024-2029)

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