MOBILITY

The City of Sacramento recognizes the importance of maintaining investments in the transportation network and is committed to developing a first class, efficient, multi-modal transportation network that minimizes impacts to the environment and neighborhoods. The Mobility Element contains policies to create a well-connected transportation network, help walking become more practical for short trips, support bicycling for both short- and long-distance trips, improve transit to serve key destinations, conserve energy resources, reduce greenhouse gas emissions and air pollution, and do so while continuing to accommodate auto mobility. The element also includes policies related to parking, goods movement, airports, and transportation funding. Achieving a balanced transportation system will require a greater investment in transit, pedestrian, and bicycle infrastructure. Additional policies that address connectivity support increased densities and a mix of uses in multimodal districts, and provide for pedestrian ways, bicycle routes, transit, and road facilities can be found in the Land Use and Urban Design Element.


Capital Rubber Co.
FedEx

Circulation System

Policies in this section provide for increased transportation choices through the development of an integrated, multi-modal transportation system. A flexible Level of Service (LOS) standard will support planned development and require enhanced infrastructure to support transit, walking, and biking in multi-modal districts. The transportation network will be well-connected. Emerging technologies that promote a balanced transportation system will be supported.

GOAL M 1.1

Comprehensive Transportation System. Provide a multimodal transportation system that supports the social, economic and environmental vision, goals, and objectives of the City, and is effectively planned, funded, managed, operated, and maintained.

Policies

M 1.1.1 **Right-of-Ways.** The City shall preserve and manage rights-of-way consistent with: the circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection established in Policy M4.4.1: Roadway Network Development, Street Typology System. *(SO)*

M 1.1.2 **Transportation System.** The City shall manage the travel system to ensure safe operating conditions. *(SO)*

M 1.1.3 **Emergency Services.** The City shall prioritize emergency service needs when developing transportation plans and making transportation network changes. *(IGC/JP)*

M 1.1.4 **Facilities and Infrastructure.** The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system. *(SO)*

Sacramento Regional Transit bus.

Ensure the City's transportation's system supports and enriches the quality of life for present and future generations by improving mobility and accessibility through investment in a balanced, multi-modal system.

GOAL M 1.2

Multimodal System. Increase multimodal accessibility (i.e., the ability to complete desired personal or economic transactions via a range of transportation modes and routes) throughout the city and region with an emphasis on walking, bicycling, and riding transit.

Policies

M 1.2.1 **Multimodal Choices.** The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions. *(MPSP/SO)*

M 1.2.2 **Level of Service (LOS) Standard.** The City shall implement a flexible context- sensitive Level of Service (LOS) standard, and will measure traffic operations against the vehicle LOS thresholds established in this policy. The City will measure Vehicle LOS based on the methodology contained in the latest version of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The City's specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City's diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday conditions, including AM and PM peak hour with the following exceptions described below and mapped on Figure M-1:

A. Core Area (Central City Community Plan Area) - LOS F allowed

B. Priority Investment Areas – LOS F allowed

C. LOS E Roadways - LOS E is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.

- 65th Street: Elvas Avenue to 14th Avenue
- Arden Way: Royal Oaks Drive to I-80 Business
- Broadway: Stockton Boulevard to 65th Street
- College Town Drive: Hornet Drive to La Rivera Drive
- El Camino Avenue: I-80 Business to Howe Avenue
- Elder Creek Road: Stockton Boulevard to Florin Perkins Road
- Elder Creek Road: South Watt Avenue to Hedge Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Fruitridge Road: SR 99 to 44th Street
- Howe Avenue: El Camino Avenue to Auburn Boulevard
- Sutterville Road: Riverside Boulevard to Freeport Boulevard

LOS E is also allowed on all roadway segments and associated intersections located within ½ mile walking distance of light rail stations.

D. Other LOS F Roadways - LOS F is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.

- 47th Avenue: State Route 99 to Stockton Boulevard
- Arcade Boulevard: Marysville Boulevard to Roseville Road
- Carlson Drive: Moddison Avenue to H Street
- El Camino Avenue: Grove Avenue to Del Paso Boulevard
- Elvas Avenue: J Street to Folsom Boulevard
- Elvas Avenue/56th Street: 52nd Street to H Street
- Florin Road: Havenside Drive to Interstate 5
- Florin Road: Freeport Boulevard to Franklin Boulevard
- Florin Road: Interstate 5 to Freeport Boulevard
- Folsom Boulevard: 47th Street to 65th Street
- Folsom Boulevard: Howe Avenue to Jackson Highway
- Folsom Boulevard: US 50 to Howe Avenue

- Freeport Boulevard: Sutterville Road (North) to Sutterville Road (South)
- Freeport Boulevard: 21st Street to Sutterville Road (North)
- Freeport Boulevard: Broadway to 21st Street
- Garden Highway: Truxel Road to Northgate Boulevard
- H Street: Alhambra Boulevard to 45th Street
- H Street 45th: Street to Carlson Drive
- Hornet Drive: US 50 Westbound On-ramp to Folsom Boulevard
- Howe Avenue: US 50 to Fair Oaks Boulevard
- Howe Avenue: US 50 to 14th Avenue
- Raley Boulevard: Bell Avenue to Interstate 80
- South Watt Avenue: US 50 to Kiefer Boulevard
- West El Camino Avenue: Northgate Boulevard to Grove Avenue

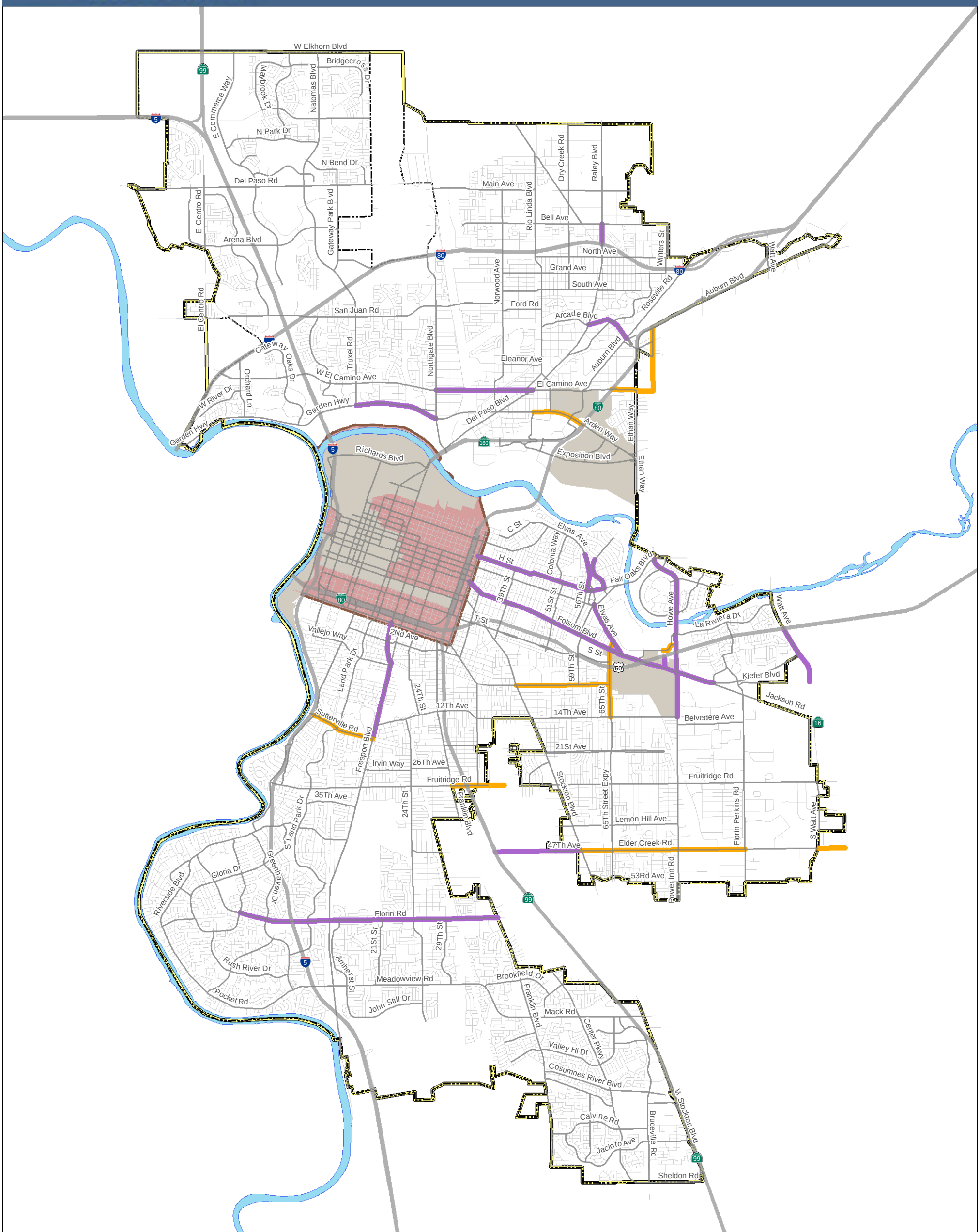
E. If maintaining the above LOS standards would, in the City's judgment be infeasible and/or conflict with the achievement of other goals, LOS E or F conditions may be accepted provided that provisions are made to improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures as part of a development project or a city-initiated project. Additionally the City shall not expand the physical capacity of the planned roadway network to accommodate a project beyond that identified in Figure M4 and M4a (2035 General Plan Roadway Classification and Lanes).

M1.2.3 **Transportation Evaluation.** The City shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines.

M 1.2.4 **Multimodal Access.** The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions. *(MPSP/SO)*

SACRAMENTO 2035 GENERAL PLAN

Figure M1
Vehicle Level of Service Exception Areas



Legend

- Core Area
- Tier 1 Priority Investment Areas
- LOS F Roadway Segments
- LOS E Roadway Segments
- City Limits
- Waterways

N W E S

0 1 2 Miles

Data Source: City of Sacramento, 2012.

GOAL M 1.3

Barrier Removal. Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.

Policies

M 1.3.1 **Grid Network.** To promote efficient travel for all modes, the City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that is well-connected, both internally and to off-site networks preferably with a grid or modified grid-form. *(RDR)*

The City shall require private developments to provide internal complete streets (see Goal M.4.2) that connect to the existing roadway system. *(RDR)*

M 1.3.2 **Eliminate Gaps.** The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks. To this end:

a. The City shall construct new multi-modal crossings of the Sacramento and American Rivers.

b. The City shall plan and pursue funding to construct grade-separated crossings of freeways, rail lines, canals, creeks, and other barriers to improve connectivity.

c. The City shall construct new bikeways and pedestrian paths in existing neighborhoods to improve connectivity. *(MPSP/SO)*

Pedestrianway and bikeway connection between Sacramento State and the adjacent commercial district and residential neighborhoods.

Complete Streets

Complete streets include facilities and designs that enable safe access for all users (i.e., pedestrians, bicyclists, motorists and transit riders) of all ages and abilities. Characteristics of complete streets include the following:

- *A comprehensive, integrated, and connected network*
- *Balanced design to accommodate walking, cycling, transit, driving, parking, and deliveries*
- *Variety of uses and activities that create a varied streetscape*
- *Design that relates well to the street's bordering uses and allows for continuous activity*
- *Pedestrian and biking facilities that promote safety and maximize access to bordering uses*
- *Aesthetically designed street lights that provide sufficient illumination of sidewalks*
- *Consistent landscaping that includes street trees and landscaped medians and sidewalks*
- *Sustainable design that minimizes runoff, minimizes heat island effects, and responds to climatic demands and conserves scarce resources*
- *Well-maintained facilities*

M 1.3.3 **Improve Transit Access.** The City shall support the Sacramento Regional Transit District (RT) in addressing identified gaps in public transit networks by working with RT to appropriately locate passenger facilities and stations, pedestrian walkways and bicycle access to transit stations and stops, and public rights of way as necessary for transit- only lanes, transit stops, and transit vehicle stations and layover. *(RDR/MPSP/IGC)*

M 1.3.4 **Barrier Removal for Accessibility.** The City shall remove barriers, where feasible, to allow people of all abilities to move freely and efficiently throughout the city. *(MPSP/SO)*

M 1.3.5 **Connections to Transit Stations.** The City shall provide and improve connections to transit stations by identifying, roadways, bikeways and pedestrian improvements within walking distance (1/2 mile) of existing and planned transit stations. Such improvements shall emphasize the development of complete streets. *(MPSP/SO)*

M 1.3.6 **Multi-Jurisdictional Transportation Corridors.** The City shall work with adjacent jurisdictions and the Sacramento Area Council of Governments (SACOG) to identify existing and future transportation corridors that should be linked across jurisdictional boundaries to provide desired upstream and downstream traffic operations and to preserve sufficient right-of-way. *(IGC)*

M 1.3.7 **Regional Transportation Planning.** The City shall continue to actively participate in Sacramento Area Council of Government's (SACOG's) regional transportation planning efforts to coordinate priorities with neighboring jurisdictions and continue to work with all local transit providers and the California Department of Transportation (Caltrans) on transportation planning, operations, and funding. *(IGC/FB)*

GOAL M 1.4

Transportation Demand Management. Reduce reliance on the private automobile.

Meadowview Light Rail Station with pedestrianway and bikeway improvements.

Policies

M 1.4.1 **Increase Vehicle Occupancy.** The City shall work with a broad range of agencies (e.g., SACOG, SMAQMD, Sacramento RT, Caltrans) to encourage and support programs that increase regional average vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, road and parking pricing, and other methods. *(MPSP/PI)*

M 1.4.2 **Automobile Commute Trip Reduction.** The City shall encourage employers to reduce the number of single-occupant vehicle commute trips to their sites by enforcing the existing trip reduction ordinance in the City Code. *(JP/PI)*

M 1.4.3 **Transportation Management Associations.** The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations to reduce single-occupant vehicle trips. *(JP/PI)*

M 1.4.4 **Off-Peak Deliveries.** The City shall encourage business owners to schedule deliveries at off-peak traffic periods. *(JP/PI)*

Electric vehicle parking at a City of Sacramento parking garage.

GOAL M 1.5

Emerging Technologies and Services. Use emerging transportation technologies and services to increase transportation system efficiency.

Policies

M 1.5.1 **Facilities for Emerging Technologies.** The City shall assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies. *(RDR/JP)*

M 1.5.2 **Use of Public Rights-of-Way.** The City shall provide for the use of public rights-of-way at transit stations and major activity centers, where appropriate for emerging technology support facilities such as advanced fueling stations. *(RDR/SO)*

M 1.5.3 **Public-Private Transportation Partnerships.** The City shall cooperate with public-private transportation partnerships (such as car sharing companies) to establish programs within the City that support the goals and policies of the General Plan. *(IGC/JP)*

M 1.5.4 **Regional Emissions Reductions.** The City shall support its partner agencies in their efforts to remove gross polluters from the regional vehicle fleet. *(IGC/JP)*

M 1.5.5 **Support Zero- and Low-Emission Vehicle Adoption.** The City shall continue to collaborate with its State and regional partners to support)rapid adoption of zero-emissions and low-emission vehicles, including standardizing infrastructure and regulations for public electric vehicle charging stations, streamlining the permit-process for private electric vehicle charging stations (including home charging stations), developing guidelines and standards for dedicated and preferential parking for zero- and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary).

M 1.5.6 **Support State Highway Expansion.** The City shall support State highway improvement projects and management plans consistent with the SACOG MTP/SCS. *(RDR/MPSP/IGC)*

M 1.5.7 **Freeway Improvement Coordination.** The City shall work with Caltrans and adjacent jurisdictions to identify funding for improvements that address cumulative effects of planned development on the freeway system. *(FB/IGC)*

Walkable Communities

Policies in this section support the goal of making Sacramento a model pedestrian-friendly city—the "Walking Capital." Safe, walkable environments will be created through the provision of a continuous pedestrian network with sidewalks that are safe and enjoyable places to walk. Residents will be encouraged to integrate walking into their daily activities to promote a healthier lifestyle and improve energy resource conservation goals.

Pedestrianway connecting K Street Mall and L Street, on the north side of the State Capitol.

GOAL M 2.1

Integrated Pedestrian System. Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.

Policies

M 2.1.1 **Pedestrian Master Plan.** The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan. *(MPSP)*

M 2.1.2 **Sidewalk Design.** The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate all users including persons with disabilities and complement the form and function of both the current and planned land use context of each street segment (i.e. necessary buffers, amenities, outdoor seating space). *(MPSP)*

See the City of Sacramento Pedestrian Master Plan, Pedestrian Corridors and Nodes Map. Pedestrian street corridors are areas targeted for upgraded pedestrian improvements, and pedestrian nodes are areas within the city with the highest levels of pedestrian demand.

M 2.1.3 **Streetscape Design.** The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities. *(MPSP)*

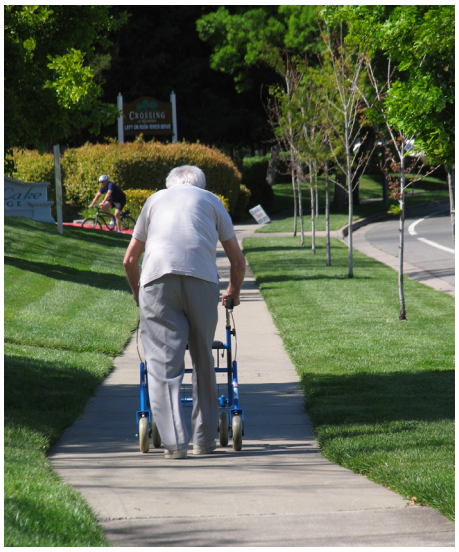
M 2.1.4 **Cohesive and Continuous Network.** The City shall develop a pedestrian network of public sidewalks, street crossings, and other pedestrian paths that makes walking a convenient and safe way to travel citywide. The network should include a dense pattern of routes in pedestrian-oriented areas such as the Central City and include wayfinding where appropriate. *(MPSP)*

M 2.1.5 **Housing and Destination Connections.** The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, schools, parks, and shopping centers. *(RDR)*

M 2.1.6 **Pedestrian Awareness Education.** The City shall continue pedestrian safety outreach to the public through the City's website and develop partnerships with local organizations to develop educational materials and programs that promote pedestrian awareness. *(IGC/PI)*

M 2.1.7 **Safe Pedestrian Crossings**. The City shall improve pedestrian safety at appropriate intersections and mid-block locations by providing safe pedestrian crossings. *(SO)*

M 2.1.9 **Safe Sidewalks**. The City shall require pedestrian facilities to be constructed in compliance with adopted design standards. *(RDR)*




Meadowview
133

Public Transit

Policies in this section seek to foster increased transit use through the provision of new service lines and the extension of existing lines, increased frequency of service, and the provision of direct pedestrian and bicycle access to transit station areas. Increased transit use will further the City's efforts to become more sustainable and energy efficient. Transit and land use will be tightly linked, with transit stations integrated into walkable, transit-oriented districts and neighborhoods. Plans will be developed for new transit service such as high speed rail, regional rail, bus rapid transit, streetcars, new bus routes between urban centers, and neighborhood bus service.

Figures M2 and M3 shows transit corridors including existing and future light rail routes, the Capitol Corridor rail line, the proposed high speed rail alignment, and candidate transit corridors. The candidate transit corridors shown on these figures do not represent specific routes but indicate links between major activity centers that are anticipated to be served in the future by bus service such as bus rapid transit, enhanced bus, and/or express bus service.

Sacramento Regional Transit trolley.

Amtrak regional rail.

Sacramento Regional Transit light rail.

GOAL M 3.1

Safe, Comprehensive, and Integrated Transit System. Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a multimodal transportation system.

Policies

M 3.1.1 **Transit for All**. The City shall support a well-designed transit system that provides accessibility and mobility for all Sacramento residents, workers and visitors. The City shall enhance bicycle and pedestrian access to stations. *(IGC)*

M 3.1.2 **Increase Transit Service**. The City shall work with transit operators and community partners to increase public transit service (i.e. frequency, number of lines and stops, dedicated transit lanes) above and beyond what is already planned in the MTP/SCS, as funding is available.

M 3.1.3 **Expand Transit Coverage**. The City shall work with transit operators and community partners to develop and implement a policy that expands affordable public transportation coverage to within walking distance of all city residents, as funding is available. *(IGC)*

M 3.1.4 **Maintain Services.** The City shall work with transit providers to maintain and enhance services within the city that are frequent, reliable, timely, cost-effective, and responsive to growth patterns and enhance transit where feasible and as funding allows. *(IGC)*

M 3.1.5 **Variety of Transit Types.** The City shall consider a variety of transit types including high speed rail, inter-city rail, regional rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, car sharing, bike sharing, neighborhood shuttles, pedi-cabs, and jitneys to meet the needs of residents, workers, and visitors. *(MPSP)*

Traffic signalization providing priority to transit to improve mobility circulation.

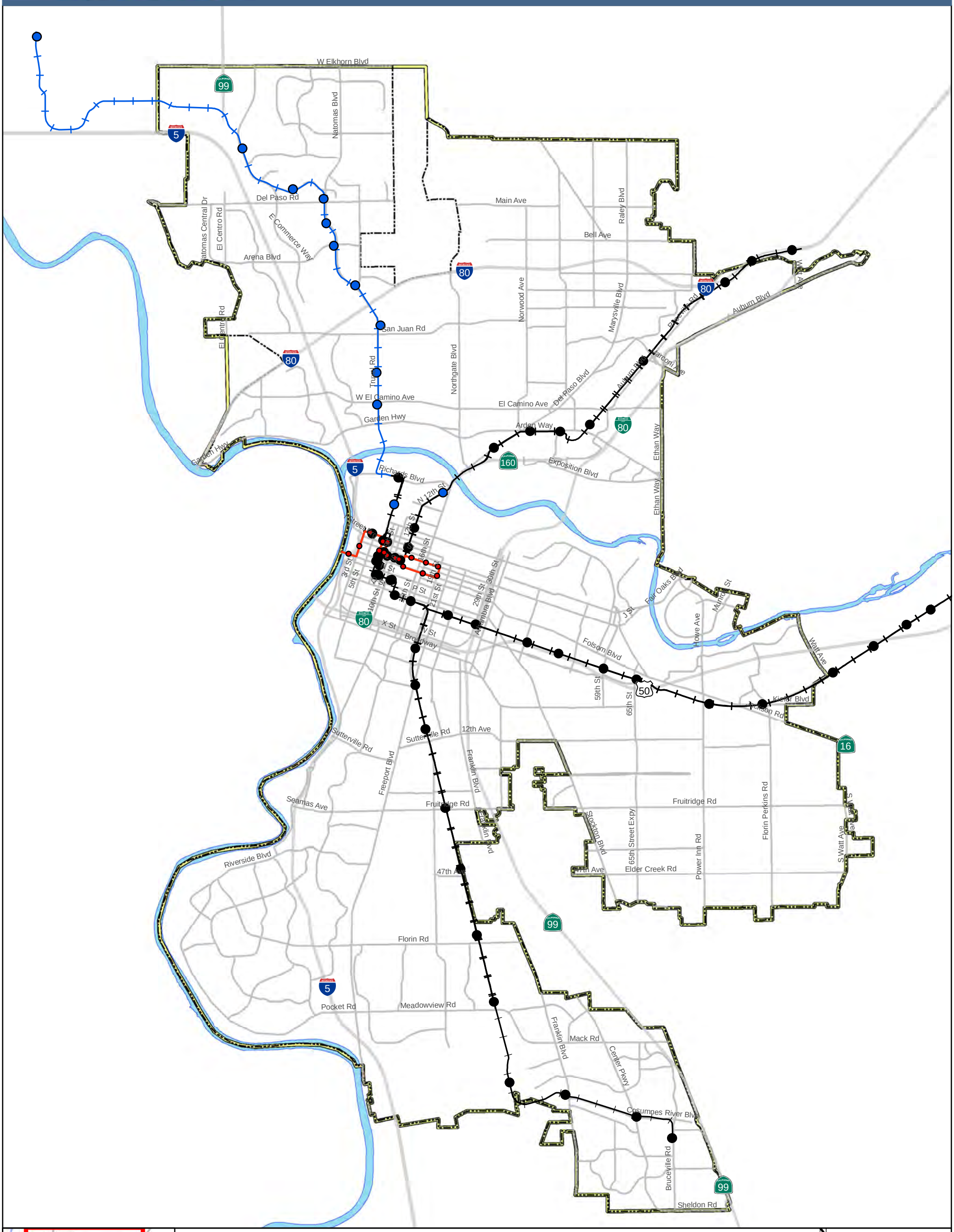
M 3.1.6 **Reduced Fares and Universal Transit Pass Programs.** The City encourage Regional Transit to plan and implement reduced fare programs and/or universal "fare free" transit pass programs for certain high density/intensity areas (e.g., Central Business District) of the city, and to expand access to such programs among major employees and institutions, to facilitate increased transit ridership. *(IGC)*

M 3.1.7 **Unified Traveler Information System.** The City shall work with Regional Transit and SACOG to support local transit providers in developing and maintaining a unified traveler information system. *(IGC/PI)*

M 3.1.8 **Safe System.** The City shall coordinate with Regional Transit to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the city. *(IGC)*

SACRAMENTO 2035 GENERAL PLAN

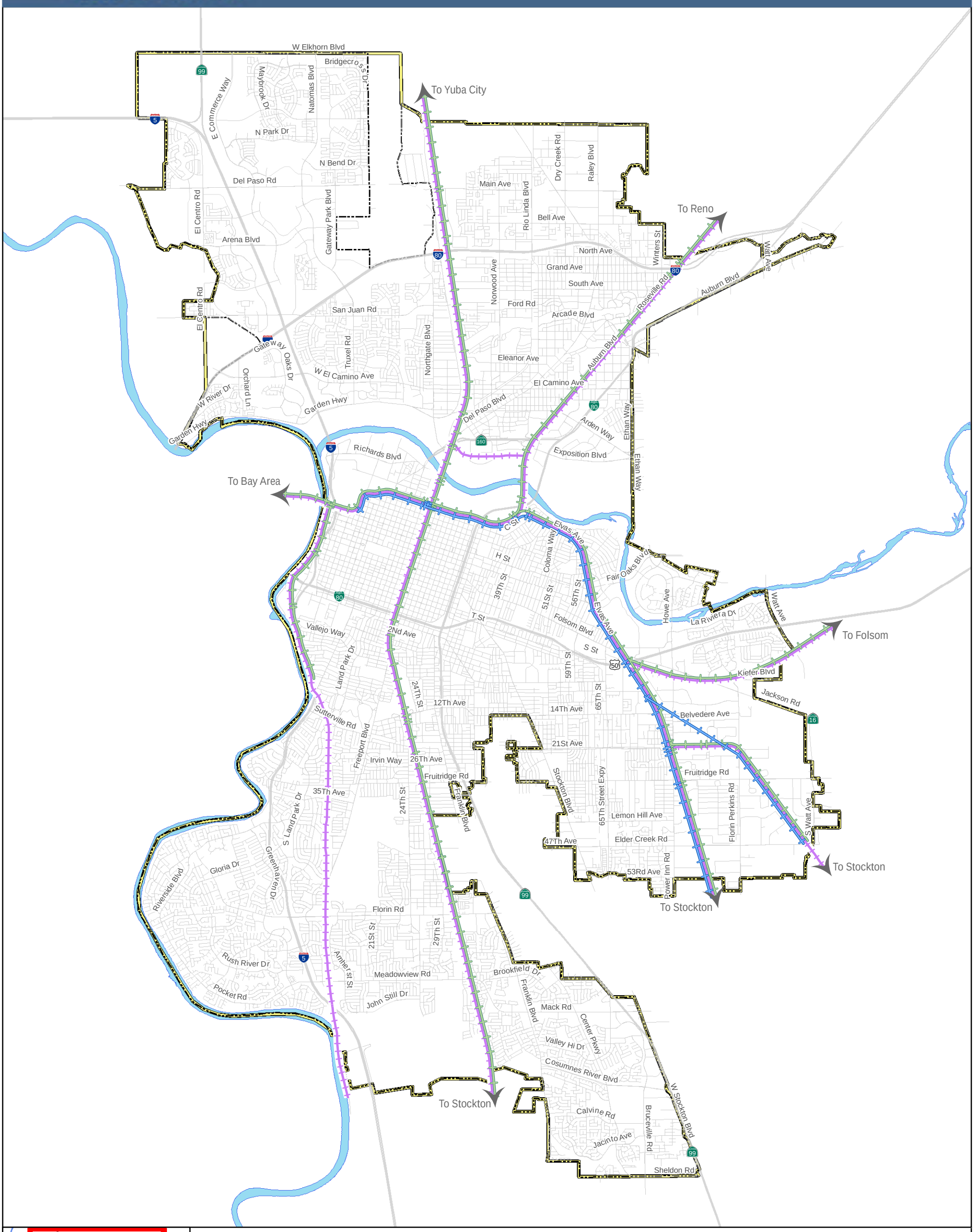
Figure M2
Light Rail Facilities



Data Source: City of Sacramento

SACRAMENTO
2035 GENERAL PLAN

Figure M3
Existing/Planned Heavy Rail Corridors



Legend

- California High Speed Rail
- Passenger Rail
- Freight Rail
- City Limits
- Waterways

N
W E
S

0 1 2 Miles

Data Source: City of Sacramento, 2012; Census 2010

M 3.1.9 **Transit Amenities**. The City shall work with transit providers to incorporate features such as traffic signal priority, queue jumps, and exclusive transit lanes to reduce transit passenger delay, and improve transit speed, reliability and operating efficiency. *(MPSP/SO/IGC)*

M 3.1.10 **Transit Service**. The City shall support the enhancement and improvement of transit service, particularly in Frequent Transit Corridors and street segments where transit is prioritized in the Roadway Network and Street Typologies section. *(IGC)*

M 3.1.11 **Demand-Responsive Service.** The City shall support the provision of demand- responsive service (e.g., paratransit) and other transportation services for those unable to use conventional transit. *(IGC/JP)*

M 3.1.12 **New Facilities**. The City shall work with transit providers and private developers to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (i.e., electricity, fiber-optic cable, etc.), alignments for transit route extensions, new station locations, bus stops, and transit patron waiting area amenities (i.e. benches, real- time traveler information screens). *(MPSP/IGC)*

M 3.1.13 **Right-of-Way Preservation**. The City shall assist Regional Transit in identifying and preserving rights-of-way suitable for transit services and/or non- motorized transportation facilities. *(MPSP/IGC)*

M 3.1.14 **Direct Access to Stations**. The City shall ensure that development projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible. *(RDR)*

M 3.1.15 **Light Rail Extensions and Enhancements**. The City shall support the extension of light rail service to Sacramento International Airport, further extension in South Sacramento, and other improvements to facilities such as the 65th Street, Royal Oaks, and Swanston stations. *(MPSP/IGC)*

M 3.1.16 **Streetcar Facilities**. The City shall support the development of streetcar lines and related infrastructure and services in the Central City and other multi-modal districts. *(MPSP)*

Photograph courtesy of Paratransit, Inc.

M 3.1.17 **Dedicated Bus Facilities.** The City shall consider the provision of dedicated bus lanes and related infrastructure where transit is clearly prioritized in the Roadway Network and Street typologies section of this General Plan. *(MPSP)*

M 3.1.18 **Developer Contributions.** Consistent with the City's established transportation impact analysis and mitigation guidelines, the City shall require developer contributions for bus facilities and services and related improvements. *(RDR/FB)*

M 3.1.19 **Transit Extension Studies.** The City shall continue to support transit service extension and expansion studies. *(PSR)*

M 3.1.20 **City Defined Transit Infrastructure and Services.** The City shall work with transit operators toward delivery of public transit facilities and services that are aligned with the City's priorities consistent with the goals and policies of the General Plan. *(IGC/FB)*

GOAL M 3.2

Long-Distance Passenger Rail Services. Support long-distance passenger rail service.

Amtrak train station passenger waiting area.

Policies

M 3.2.1 **Passenger Rail Service.** The City shall encourage and promote the enhancement of passenger rail service to and through the Sacramento area, including the development of new infrastructure and services associated with the California High Speed Rail Project. *(IGC/PI)*

M 3.2.2 **Sacramento Intermodal Transportation Facility** . The City shall support the development of the Sacramento Intermodal Transportation Facility. *(MPSP/JP)*

The City's intermodal station will serve local, regional, and transcontinental travelers.

M 3.2.3 **Transcontinental Passenger Rail Service** . The City shall support the continued provision and enhancement of transcontinental passenger rail service to Sacramento by Amtrak. *(IGC)*

M 3.2.4 **Capitol Corridor** . The City shall support Capitol Corridor and other regional rail service to downtown Sacramento. *(IGC)*

M 3.2.5 **High Speed Rail Service** . The City shall support and advocate extension of High Speed Rail service to Sacramento. *(MPSP/IGC)*

GOAL M 3.3

Private Transit Services. Support the development and provision of privately funded and/or privately-operated transit services that support citywide and regional goals by reducing single- occupant vehicle (SOV) trips, vehicle miles traveled and greenhouse gas (GHG) emissions.

Policies

M 3.3.1 **Inter-City Bus Service** . The City shall promote the continued operation and expansion of private inter-city bus service. *(JP/PI)*

Dedicated, on-street parking for taxicabs.

M 3.3.2 **Taxi Service.** The City shall promote the continued operation of taxi service, including the provision of dedicated, on-street loading spaces where appropriate, incremental improvements in gas mileage, and improved access for passengers with disabilities. *(MPSP/JP)*

M 3.3.3 **Private Water Transportation Services.** The City shall support the development of private water transportation services, where appropriate, along the Sacramento River by continuing to operate publicly owned dock facilities. *(MPSP/JP)*

M 3.3.4 **Private Shuttle Services.** The City shall support the integration of privately- operated shuttle services into the transportation system that complement existing public bus and rail transit service. *(MPSP/JP)*

City of SACRAMENTO

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SWIFT

Streets and Roadways

Policies in this section provide for streets that are designed to balance the diverse needs of pedestrians, bicyclists, transit riders, and motorists. Streets will be categorized according to both function and typology, considering the surrounding land use context. Street improvements are designed to minimize environmental and neighborhood impacts.

GOAL M 4.1

Street and Roadway System. Create a context-sensitive street and roadway system that provides access to all users and recognizes the importance that roads and streets play as public space. As such, the City shall strive to balance the needs for personal travel, goods movement, parking, social activities, business activities, and revenue generation, when planning, operating, maintaining, and expanding the roadway network.

Policies

M 4.1.1 **Emergency Access.** The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies. *(MPSP)*

M 4.1.2 **Balancing Community, Social, Environmental, and Economic Goals.** The City shall evaluate and strive to address community, environmental, and citywide economic development goals when adding or modifying streets, roads, bridges, and other public rights-of-way. *(MPSP/PSR)*

M 4.1.3 **Community Outreach.** The City shall conduct public outreach to community organizations and members of the general public in corridor planning early in the project development process to identify feasible opportunities to provide community benefits and to lessen any potential impacts of modifications to local streets and roadways. *(PI)*

M 4.1.4 **Partnerships with Other Agencies.** The City shall work with Caltrans, SACOG, Sacramento County, and other agencies to inspect and maintain bridge facilities. *(IGC)*

M 4.1.5 **Bridge Crossings.** The City shall continue to work with adjacent jurisdictions and other agencies (i.e. Regional Transit) in the context of multimodal corridor planning

The Tower Bridge provides a bridge crossing over the Sacramento River for pedestrians, bicycles, and vehicles connecting Sacramento to the City of West Sacramento.

to determine the appropriate responsibilities to fund, evaluate, plan, design, construct, and maintain new river crossings. *(IGC)*

M 4.1.6 **Roundabouts.** Where feasible, the City shall consider roundabouts as an intersection traffic control option with demonstrated air quality, safety, and mobility benefits. *(MPSP)*

M 4.1.7 **Sutters Landing Interchange.** The City shall continue to evaluate the need for the Sutter's Landing Parkway and Interchange depicted on the Circulation Diagram, and shall assess it within the citywide transportation network as part of the next five-year General Plan Update. *(MPSP/PSR)*

Well-marked pedestrian crossings provide pedestrian safety at intersections and mid-block locations that helps encourage walking.

Photograph courtesy of Michael Zwahlen

See M 2, Walkable Communities and LU 4, Neighborhoods, LU 5, Centers, LU 6, Corridors, and LU 7, Employment for additional policies on pedestrian facilities.

GOAL M 4.2

Complete Streets. The City shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users – pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.

Policies

See ER 3, Urban Forest for additional policies on the city's street tree canopy.

M 4.2.1 **Accommodate All Users.** The City shall ensure that all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility. *(MPSP)*

M 4.2.2 **Pedestrian and Bicycle-Friendly Streets.** In areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools), the City shall ensure that all street projects support pedestrian and bicycle travel. Improvements may include narrow lanes, target speeds less than 35 miles per hour, sidewalk widths consistent with the Pedestrian Master Plan, street trees, high-visibility pedestrian crossings, and bikeways (e.g. Class II and Class III bike lanes, bicycle boulevards, separated bicycle lanes and/or parallel multi-use pathways). *(MPSP)*

M 4.2.3 **Adequate Street Tree Canopy.** The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy. *(MPSP)*

M 4.2.4 **Pedestrian and Bicycle Facilities on Bridges.** The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. *(MPSP)*

M 4.2.5 **Multi-Modal Corridors.** Consistent with the Roadway Network and Street Typologies established in this General Plan, the City shall designate multi-modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors appropriate for comprehensive multimodal corridor planning and targeted investment in transit, bikeway, and pedestrian path improvements if discretionary funds become available. *(MPSP)*

Safe pedestrian crossings, on-street parking, street trees, and landscaped medians on Del Paso Boulevard.

Traffic circle in midtown Sacramento.

M 4.2.6 **Identify and Fill Gaps in Complete Streets**. The City shall identify streets that can be made "complete" either through a reduction in the number or width of travel lanes or through two-way conversions, with consideration for emergency vehicle operations. The City shall consider including new bikeways, sidewalks, on-street parking, and exclusive transit lanes on these streets by re- arranging and/or re-allocating how the available space within the public right of way issued. All new street configurations shall provide for adequate emergency vehicle operation. *(PSR)*

GOAL M 4.3

Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City's desire to provide a grid system that creates a high level of connectivity.

Policy

M 4.3.1 **Neighborhood Traffic Management.** The City shall continue wherever possible to design streets and approve development applications in a manner as to reduce high traffic flows and parking problems within residential neighborhoods. *(RDR/MPSP)*

M 4.3.2 **Traffic Calming Measures.** Consistent with the Roadway Network and Street Typology policies in this General Plan and Goal M 4.3, the City shall use traffic calming measures to reduce vehicle speeds and volumes while also encouraging walking and bicycling.

GOAL M 4.4

Roadway Functional Classification and Street Typology. Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place- making functions with sensitivity to the existing and planned land use context of each corridor and major street segment.

Policy

M 4.4.1 **Roadway Network Development.** The City shall develop the roadway network depicted in the Circulation Diagram is shown in Figures M4 and M4a. The lanes shown in these figures represent the number expected to be constructed by 2035 based on current funding projections.

Street Functional Classification

The City of Sacramento's streets are classified based on the following functional classifications.

- *Major Arterial:* A four to six-lane street that serves longer distance trips and serves as the primary route for moving traffic through the city connecting urban centers, residential neighborhoods, and commercial centers to one another, or to the regional transportation network. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. These streets carry moderate-to-heavy vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. Typical major arterials have right-of-way widths of 80 to 150 feet. Arterials configured as boulevards have right-of-way widths of 90 to 180 feet.
- *Minor Arterial:* A two-lane street that serves longer distance trips and provides access to the regional transportation system. These streets carry low-to-moderate vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. These roadways typically have high levels of access control. Typical minor arterial streets have right-of-way widths of 50 to 90 feet.

- *Major Collector:* A two-to four-lane street that primarily provides travel between arterial streets and collector or local streets and, secondarily, provides access to abutting properties. These streets carry low-to- moderate vehicular movement, low-to-heavy pedestrian movement, moderate-to-heavy bicycle movement, and low-to-moderate transit movement. These roadways have medians and moderate access control. Typical major collector streets have right-of-way widths of 60 to 120 feet.
- *Minor Collector:* A two-lane street that connects residential uses to the major street system. These roadways are undivided and have lower levels of access control to abutting properties control than arterials or major collectors. Typical minor collector streets have right-of-way widths of 40 to 80 feet.
- *Local:* A two-lane street that provides direct access to abutting land uses. Local streets serve the interior of a neighborhood. These streets carry low vehicular movement, low-to-heavy pedestrian movement, and low-to- moderate bicycle movement. Typical local streets have right-of-way widths of 40 to 60 feet.

Street Typology

Street typologies expand upon the functional classification and take into account street context, land use context, and travel mode prioritization. This typology ensures that street standards are not uniformly applied but consider a street's relation to surrounding land uses, appropriate travel speeds, and need to accommodate multiple travel modes and user abilities. Table M 1 lists the street types appropriate for each functional classification.

Table M 1 Street Typology System Integrating Street Function and Type

Functional Class	Street Type			
	Residential Street	Mixed-Use Street	Commercial Street	Industrial Street
Major Arterial			●	●
Minor Arterial	●	●	●	●
Major Collector	●	●	●	●
Minor Collector	●	●	●	●
Local	●	●		●

Most street types can be found in more than one functional class, and vice versa. Street design should consider both street function and street type when improvements are made to the multi-modal street system. For example, a street that has an arterial function and a residential type will have different characteristics and design features than a residential street with a collector or local access function. Residential arterial streets serve longer distance trips than residential collector or local streets. As such, maintaining the through capacity should be a higher priority on a residential arterial than on a residential collector or local street. Similarly, a mixed-use collector street and an industrial collector street have different characteristics. A mixed-use collector emphasizes accommodating several transportation modes while an industrial collector emphasizes accommodating heavy trucks and automobiles.

- *Residential Streets:* Residential Streets serve two major purposes. Minor arterials that serve as residential streets balance multi-modal mobility with land access. As collector or local streets, residential streets are designed to emphasize walking, bicycling, and property access. In both cases, residential streets tend to be more pedestrian-oriented than commercial streets.
- *Mixed Use Streets:* Mixed Use Streets serve retail and mixed land uses including downtown areas and neighborhood centers and corridors. Unlike commercial streets, mixed use streets are designed to promote walking, bicycling, and transit with attractive streetscape and pedestrian- oriented design elements, and on-street parking to serve adjacent retail uses. Narrower street widths can be used to reduce travel speeds on main street segments.
- *Commercial Streets:* The most common commercial streets are strip commercial arterials. Strip commercial arterials have historically served commercial areas containing numerous small retail strip centers with buildings set back behind fronting parking lots. Many commercial streets are anticipated to transition over time, as redevelopment/reuse occurs, to incorporate many of the characteristics of the Mixed-Use Street typology.

- *Industrial Streets:* Industrial Streets are designed to accommodate significant volumes of large vehicles such as trucks, trailers, and other delivery vehicles. Because these areas are relatively low-density, bicycle and pedestrian travel is more infrequent than in other types of neighborhoods, but still should be minimally accommodated.

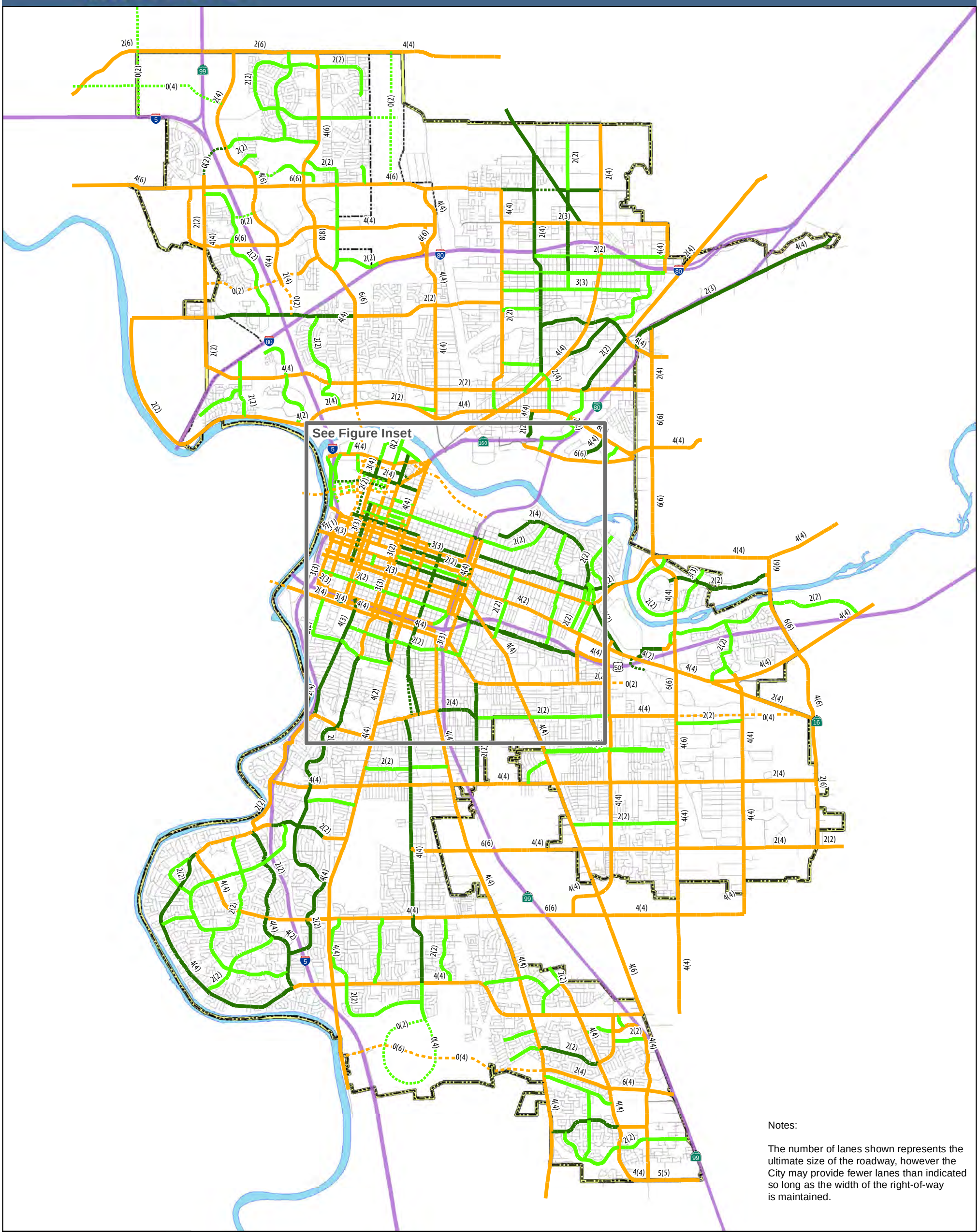
M 4.4.2 **Transportation Performance Metrics.** The City shall apply appropriate transportation performance metrics and thresholds in a manner consistent with State law and the community values expressed in the goals and policies of this general plan when measuring transportation system impacts for subsequent projects, making General Plan consistency determinations, and developing transportation financing programs. *(RDR/MPSP/FB)*

M 4.4.3 **One-way to Two-way Street Conversions.** The City shall consider one-way streets for potential conversion into two-way to make them more transit, bicycle, and pedestrian friendly. *(MPSP/PSR)*

M 4.4.4 **Traffic Signal Management.** To improve traffic flow and associated fuel economy of vehicles traveling on city streets, the City shall synchronize the remaining estimated 50 percent of the city's eligible traffic signals by 2035, while ensuring that signal timing considers safe and efficient travel for all modes.

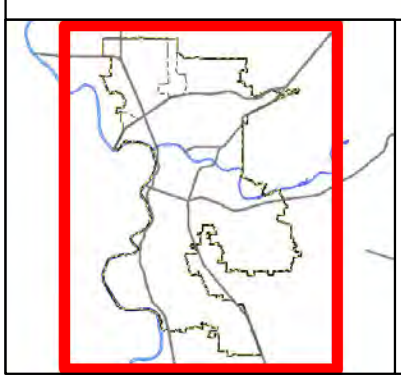
SACRAMENTO
2035 GENERAL PLAN

Figure M4
Citywide Circulation Diagram



Notes:

The number of lanes shown represents the ultimate size of the roadway, however the City may provide fewer lanes than indicated so long as the width of the right-of-way is maintained.



Legend

- X(Y) Existing (Future) Number of Lanes
- Freeway
- Arterial
- Major Collector
- Minor Collector
- Planned Local Road
- Planned Arterial
- Planned Major Collector
- Planned Minor Collector
- City Limits
- Waterways

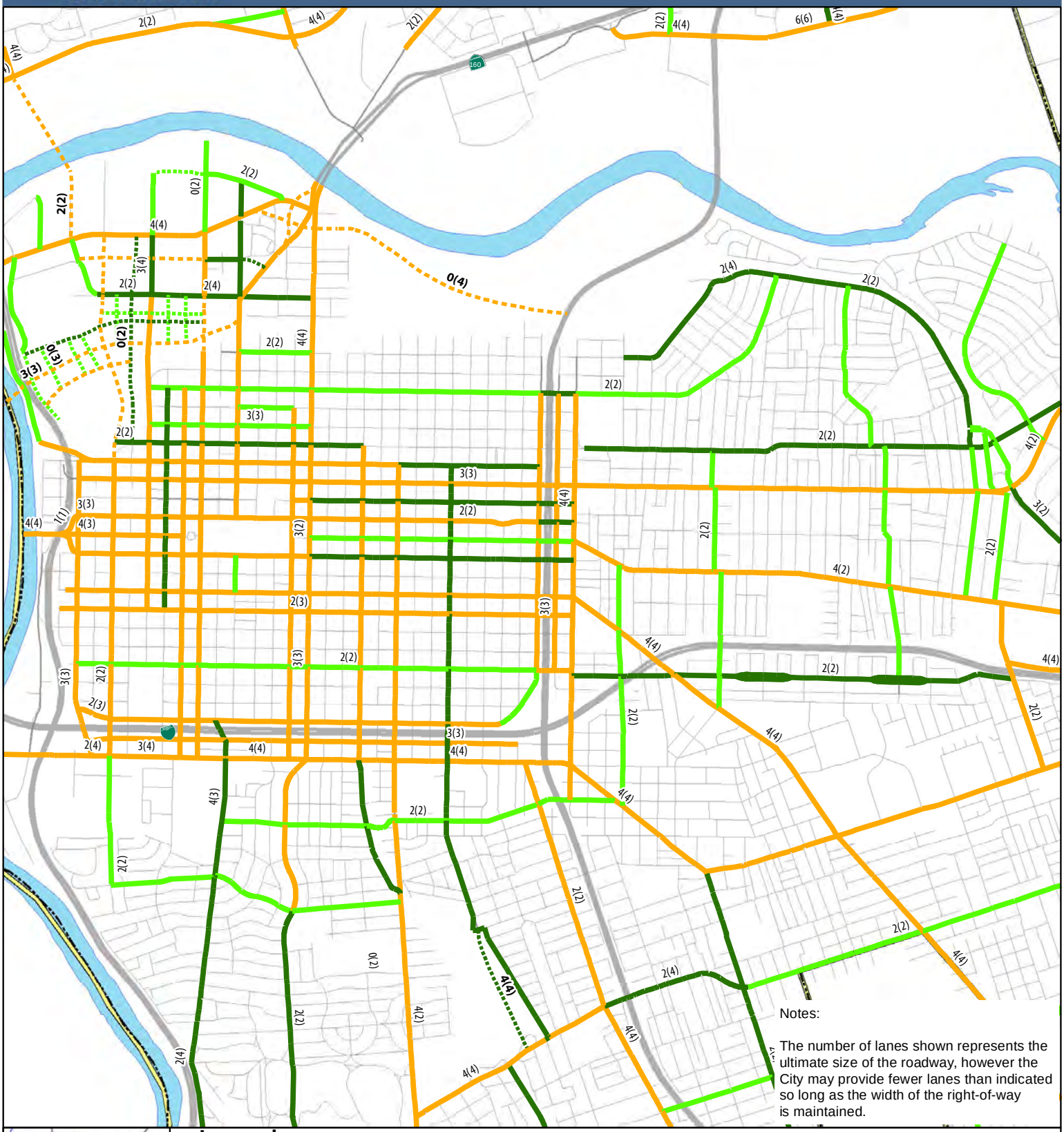
N
W E
S

0 1 2 Miles

Data Source: City of Sacramento, 2012;

SACRAMENTO 2035 GENERAL PLAN

Figure M4A
Citywide Circulation Diagram - Central City Inset



Legend

- X(Y) Existing (Future) Number of Lanes
- Freeway
- Arterial
- Major Collector
- Minor Collector
- Planned Local Road
- Planned Arterial
- Planned Major Collector
- Planned Minor Collector
- City Limits
- Waterways

N E S W

0 0.25 0.5 Miles

Data Source: City of Sacramento, 2012;

Bikeways

Policies in this section support and encourage bicycling, given that 40 percent of all trips are 2 miles or shorter. The construction of a comprehensive citywide bikeway network, support facilities such as convenient and secure bicycle parking, and an educated driving public will facilitate increased bicycling.

GOAL M 5.1

Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs and services and implement other transportation and land use policies as necessary to achieve the City's bicycle mode share goal as documented in the Bicycle Master Plan.

Safe and convenient bikeways reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists, and pedestrians on sidewalks.

Policies

M 5.1.1 **Bicycle Master Plan.** The City shall maintain and implement a Bicycle Master Plan that carries out the goals and policies of the General Plan All new development shall be consistent with the applicable provisions of the Bicycle Master Plan. *(MPSP)*

M 5.1.2 **Appropriate Bikeway Facilities.** The City shall provide bikeway facilities that are appropriate to the street classifications and type, number of lanes, traffic volume, and speed on all rights-of-way. *(MPSP)*

M 5.1.3 **Continuous Bikeway Network.** The City shall provide a continuous bikeway network consisting of bike-friendly facilities connecting residential neighborhoods with key destinations and activity centers (e.g., transit facilities, shopping areas, education institutions, employment centers). *(PI)*

M 5.1.4 **Conformance to Applicable Standards.** The City shall require all bikeways to conform to applicable Federal, State, and City standards while considering a full range of innovative bikeway design best practices. *(MPSP)*

M 5.1.5 **Motorists, Bicyclists, and Pedestrian Conflicts.** The City shall develop safe and convenient bikeways, streets, roadways, and intersections that reduce conflicts between bicyclists and motor vehicles on streets, between

A Sacramento Police officer properly fits a bicycle helmet for elementary school students.

bicyclists and pedestrians on multi-use trails and sidewalks, and between all users at intersections. *(MPSP/PI)*

M 5.1.6 **Connections between New Development and Bicycle Facilities.** The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities. *(RDR)*

M 5.1.7 **Bikeway Requirements.** The City shall provide bike lanes on all repaved and/or reconstructed arterial and collector streets to the maximum extent feasible. The appropriate facility type for each roadway segment shall be consistent with the Roadway Network and Street Typologies defined in this General Plan. *(RDR)*

M 5.1.8 **Connections between New Development and Bikeways.** The City shall ensure that new commercial and residential development projects construct bikeway facilities identified in the Bicycle Master Plan that have a direct nexus with the project. *(RDR)*

M 5.1.9 **Conversion of Underused Facilities.** The City shall convert underused rights-of-way, including drainage canals, freeway easements, railroad corridors, and underutilized travel and parking lanes to bikeways bicycle and/or pedestrian facilities where possible and appropriate. *(MPSP/SO)*

M 5.1.10 **Bike Safety for Children.** The City shall support infrastructure improvements and programs that encourage children to bike safely to school. *(MPSP/SO)*

M 5.1.11 **Bike Facilities in New Developments.** The City shall require that major new development projects (e.g., , employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle parking (i.e., short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities. *(RDR)*

M 5.1.12 **Bicycle Parking at Transit Facilities.** The City shall coordinate with transit operators to provide for secure short- and long-term bicycle parking at all light rail stations, bus rapid transit stations, and major bus transfer stations. *(IGC/JP)*

Gathering at the State Capitol to kick-off bicycle commute month for the Sacramento Region.

M 5.1.13 **Public Information and Education.** The City shall promote bicycling through public information and education, including the publication of literature concerning bicycle safety and the health and environmental benefit of bicycling. *(PI)*

M 5.1.14 **Encourage Bicycle Use.** The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common. *(PI)*


PARKING
City of Sacramento
P

Parking

Policies in this section focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment. Reduced parking requirements will be provided where appropriate to promote walkable communities and non-automobile forms of transportation. On-street parking use will be maximized through the use of parking management tools. Parking pricing will continue to be applied in appropriate locations.

GOAL M 6.1

Managed Parking. Provide and manage parking such that it balances the citywide goals of economic development, livable neighborhoods, sustainability, and public safety with the compact multi-modal urban environment prescribed by the General Plan.

Policies

M 6.1.1 **Appropriate Parking.** The City shall manage public parking and regulate the provision and management of private parking to support parking availability and auto access to neighborhoods across the city, with consideration for access to existing and funded transit service, mixed-use development, and shared parking opportunities. *(RDR)*

M 6.1.2 **Reduce Minimum Parking Standards.** The City shall reduce minimum parking standards over time and eliminate minimum parking requirements when and where appropriate to promote walkable neighborhoods and districts and to increase the use of transit and bicycles. *(RDR/PSR)*

M 6.1.3 **Identify Parking Deficiencies and Conflicts.** The City shall monitor the supply and utilization of public parking to identify deficiencies in its availability and/or conflicts as they develop, particularly in the Central City. *(PSR)*

M 6.1.4 **Reduction of Parking Areas.** The City shall strive to reduce the amount of land devoted to parking through such measures as the elimination or reduction of minimum off-street parking requirements in selected areas or citywide, support for the development of shared public parking structures, the application of shared parking for mixed-use developments, and the implementation of transportation demand management plans to reduce parking needs. *(RDR)*

Multi-level parking structure.

M 6.1.5 **Maximize On-Street Parking Turnover.** The City shall implement parking management tools (including emerging technology) that maximize on-street parking turnover, where appropriate. *(RDR)*

M 6.1.6 **Residential Permit Parking.** The City shall manage the city's Residential Permit Parking (RPP) areas in a way that protects the residential character of the neighborhoods, ensures adequate parking availability for residents, and supports the needs of small, neighborhood-supporting businesses. *(RDR/SO)*

M 6.1.7 **Disincentives for Single-Occupant Vehicle Trips.** The City shall discourage single-occupant vehicle trips through parking supply and management programs and policies, including pricing of on-street and/or off-street parking, where appropriate to maintain adequate availability. *(RDR/SO)*

M 6.1.8 **Separate Parking Costs.** The City shall allow projects to separate the cost of parking from the cost of commercial and/or residential space in lease or sale agreements. *(RDR)*

Sacramento neighborhood with a residential parking permit requirement.

City of SACRAMENTO

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PACER STACKTRAIN
53
110"
PACU 895716
24,000lbs
460
GATX

Goods Movement

Policies in this section support the movement of goods via rail, truck, marine (i.e., port), and air transportation modes. Policies also seek to reduce the impacts of rail and truck operations on adjacent neighborhoods and sensitive land uses.

GOAL M 7.1

Safe Movement of Goods. Provide for the safe and efficient movement of goods to support commerce while maintaining livability in the city and region.

Policies

M 7.1.1 **Efficient Goods Movement.** The City shall support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade, including facilities for the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes. *(MPSP)*

M 7.1.2 **Goods Movement by Rail.** The City shall work with railroad operators to facilitate the transport by rail of goods through the city. *(IP)*

M 7.1.3 **Minimize Freight Trains during Peak Hours.** The City shall work with railroad operators to coordinate schedules to keep freight trains out of Central City during peak travel hours. *(JP)*

M 7.1.4 **Train Noise Minimization.** The City shall work with railroad operators to minimize the impact of train noise on adjacent sensitive land uses. *(RDR/JP)*

M 7.1.5 **Truck Traffic Route Designation.** Consistent with the Roadway Network and Street Typologies in this General Plan Element, the City shall designate official truck routes, where goods movement and loading/unloading are priority functions of the street/roadway to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses. *(MPSP)*

M 7.1.6 **Truck Traffic Noise Minimization.** The City shall seek to minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods. *(RDR)*

M 7.1.7 **Port of Sacramento.** The City shall support the Port of Sacramento's proposed deep water dredging and facility expansion plans. *(IGC)*

Port of Sacramento.

City of SACRAMENTO

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SACRAMENTO EXECUTIVE AIRPORT
1 5953 CA. DEPARTMENT OF FISH & GAME
2 5957 SACRAMENTO AVIATION MANAGEMENT CO.
3 5963 AIRCRAFT, INC.
4 5979 CARTWRIGHT AERIAL SURVEYS, INC.
5 5999 ENTERPRISES
6 6107 SACRAMENTO EXECUTIVE HELICOPTERS AIRLINE TRANSPORT PROFESSIONALS
7 6133 SAC JET CENTER
8 6155
9 6151 AIRPORT ADMINISTRATION & OPERATIONS CFI SKYWALK EXECUTIVE FLYERS REACH SRCO AIR TRAFFIC CONTROL TOWER
10 6249 AMERICAN AERIAL
11 6273 CLARKSBURG AIR REPAIR UNION FLIGHTS
12 SKY WALK INC.
13 6293 SHERIFF'S AERO SQUADRON
14 6365 AIRBORNE ELECTRONICS
YOU ARE HERE
FREEPORT BLVD.
43RD AVE.

Aviation

Policies in this section support general and commercial aviation, while protecting surrounding uses and promoting efficient ground connections to airport facilities.

Sacramento International Airport.

See LU 8, Public/Quasi-Public and Special Uses, for additional policies on aviation and airports.

GOAL M 8.1

Aviation Facilities. Promote general and commercial aviation facilities within the parameters of compatible surrounding uses.

Policies

M 8.1.1 **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. *(MPSP)*

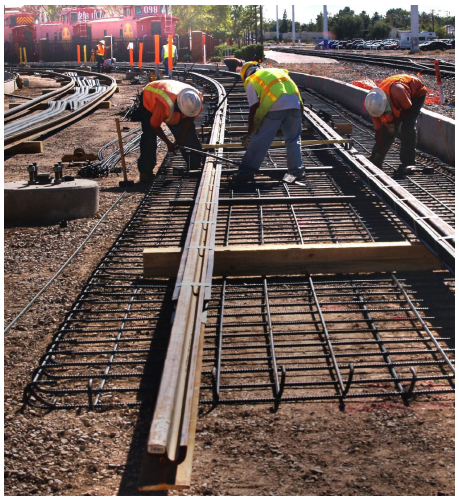
M 8.1.2 **Efficient Ground Connections.** The City shall promote efficient ground connections to air transport facilities, including the Green Line LRT Extension to the Sacramento International Airport. *(MPSP)*

M 8.1.3 **Helicopter Use.** The City shall maintain designated areas for helicopter use. *(RDR)*

Del Paso Boulevard street improvements and beautification.

Transportation Funding

Policies in this section support the development of new locally-controlled transportation funds for the construction, maintenance, management, and operation of the transportation system. Federal and State funding will continue to be pursued for projects that serve local and regional travel needs. The implementation of key transportation facilities will be advanced through innovative funding measures.



Construction of new light rail tracks.

GOAL M 9.1

Transportation Funding. Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's mobility goals.

Policies

M 9.1.1 **New Development.** The City shall require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals. *(RDR/FB)*

M 9.1.2 **Dedicated Funding Sources.** The City shall investigate additional sources of funding and support the development of a stable, dedicated funding source for all modes to provide continuing maintenance, operation, and management of the city's transportation network. *(FB)*

M 9.1.3 **Use of Pricing.** The City shall consider pricing travel and parking, where necessary, to manage the traffic and/or parking demand where appropriate. *(FB)*

M 9.1.4 **Funding of Facilities for Urban Centers.** The City may advance the implementation of transportation backbone facilities in the Central Business District and other urban centers through bonding and innovative funding measures. *(FB)*

M 9.1.5 **Fair Share for Transportation Infrastructure Improvements.** The City shall require all new development to dedicate right-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and transportation demand management (TDM) programs and services. *(RDR/MPSP/FB)*