

chapter 7

# Circulation & Mobility





## Chapter Organization

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## 7.1 Chapter Overview

This chapter describes the circulation network and planned improvements to roadway, transit, bicycle, and pedestrian facilities in the Specific Plan Area. Circulation within the West Broadway area is designed to function as an integrated travel system that prioritizes and provides a safer, more comfortable experience for pedestrians, bicyclists, and transit users traveling to destinations in the community. It is also planned and designed to better connect, distribute, and manage automobile traffic, in part by minimizing neighborhood cut-through traffic. This chapter guides the improvement of the circulation system for the West Broadway area in accordance with existing city plans and standards, as described in Chapter 2.

A Traffic Impact Analysis has been prepared for this Specific Plan and the Specific Plan EIR to examine and plan for the anticipated traffic generated by Specific Plan development in the context of future projects within and outside of the Specific Plan Area. The traffic study is incorporated into the Specific Plan EIR and appendices and should be referenced for detailed information on existing and planned roadway, transit, bicycle, and pedestrian circulation improvements. Based on the travel demand associated with Specific Plan development, roadway and intersection design improvements and traffic-calming locations are also recommended.

Roads in the Specific Plan Area support not only circulation and utilities but also landscape improvements that provide shade and other environmental benefits to the neighborhood. The contents of this chapter should be referenced in conjunction with the standards and guidelines for streetscape design in Chapter 9 and storm drainage in Chapter 8.

## 7.2 Circulation & Mobility Goals and Policies

In addition to addressing General Plan transportation goals and policies, development in the Specific Plan Area will be subject to the following circulation goals and policies, which will guide proposed circulation improvements.

Multimodal Roadway Network Goals and Policies	
<b>Goal M-1</b>	<b><i>Support a multimodal transportation system that safely accommodates vehicular traffic and supports transit, bicycle, and pedestrian modes of travel.</i></b>
<b>Policy</b>	<b>M-1.1:</b> Establish a walkable grid network for West Broadway that connects with the Central City grid and other surrounding neighborhood roadways.
<b>Policy</b>	<b>M-1.2:</b> Support the streetscape and traffic-calming improvements recommended for Broadway in the Broadway Complete Streets Project.
<b>Policy</b>	<b>M-1.3:</b> Provide a complete network of bike and pedestrian facilities connecting the Specific Plan Area internally and externally to the surrounding area.
<b>Policy</b>	<b>M-1.4:</b> Improve bike safety and access from the Specific Plan Area neighborhoods to adjacent parks and recreational facilities, including Miller Regional Park, Southside Park, and O’Neil Field.
<b>Policy</b>	<b>M-1.5:</b> As new development occurs, provide low-stress bicycle and pedestrian improvements along 5th Street and Muir Way, including wide sidewalks and dedicated space for bike share and bicycle parking.
<b>Policy</b>	<b>M-1.6:</b> Coordinate with Regional Transit to enhance transit services and facilities within the Specific Plan Area with appropriate amenities.

Safe and Accessible Streets Goals and Policies	
<b>Goal M-2</b>	<b><i>Design and construct new streets to enhance neighborhood connectivity and safety for all users.</i></b>
<b>Policy</b>	<b>M-2.1:</b> Require new development to implement the recommended traffic control and intersection improvements identified for the Specific Plan Area in Figure 7-23 and Section 7.3.5.
<b>Policy</b>	<b>M-2.2:</b> Design or improve Specific Plan Area roadways as guided by the street sections in Section 7.3.4.
<b>Policy</b>	<b>M-2.3:</b> Provide comfortable bike and pedestrian access on the primary connecting north-south and east-west streets through the Specific Plan Area. Other local streets should prioritize pedestrian connectivity and access.

## 7.3 Roadway Network

The vehicular circulation system for the Specific Plan Area is designed as a hierarchy of roadways that will be designed to integrate with the surrounding street grid and enhance mobility in the Specific Plan Area and adjacent neighborhood areas. This roadway hierarchy ranges from providing citywide and areawide mobility (arterials) to providing collector and local roadways that serve the more immediate area and support property access to individual parcels.

### 7.3.1 Regional Roadways

The Specific Plan Area is served by Interstate 5 (I-5) and the US 50/Business 80 freeways, which converge just north of the Specific Plan Area, to provide easy access to all areas of the region.

#### A. US 50/Business 80

From the Specific Plan Area, US 50/Business 80 extends west to Interstate 80 (I-80) in West Sacramento and east to the State Route 99/US 50 interchange in Midtown Sacramento. Business 80 then extends northward to rejoin I-80 near Watt Avenue, while US 50 continues east to South Lake Tahoe and points beyond. I-80 connects south to the San Francisco Bay Area and north to Reno and beyond.

In the Specific Plan Area, US 50/Business 80 has 12 lanes east of the I-5 interchange: five mainline lanes plus one auxiliary lane in the eastbound direction and four mainline lanes plus two lanes that exit to I-5 in the westbound direction. The California Department of Transportation has plans to add a high-occupancy vehicle (HOV) lane in each direction in the near future. On the structure crossing I-5 and the Sacramento River, US 50/Business 80 has eight lanes: four mainline lanes in the eastbound direction and three mainline lanes plus one auxiliary lane in the westbound direction. Local access from US 50/Business 80 is provided by on- and off-ramps at 5th Street, an eastbound on-ramp at X Street, and a westbound off-ramp at W Street.

#### B. Interstate 5

I-5 is a freeway that runs the length of California and extends into Oregon and Washington. In Sacramento, I-5 is a critical travel route connecting the neighborhoods in south Sacramento to the Central

Business District. In the Specific Plan Area, immediately south of the interchange with US 50/Business 80, I-5 is a 10-lane freeway, with plans to be expanded with HOV lanes, one in each direction, in the near future. At its undercrossing of US 50/Business 80, I-5 is a six-lane freeway with three mainline lanes in each direction. Local access from I-5 is provided by a northbound off-ramp at Broadway and a southbound off-ramp at 3rd Street (via the US 50 eastbound connector ramp).

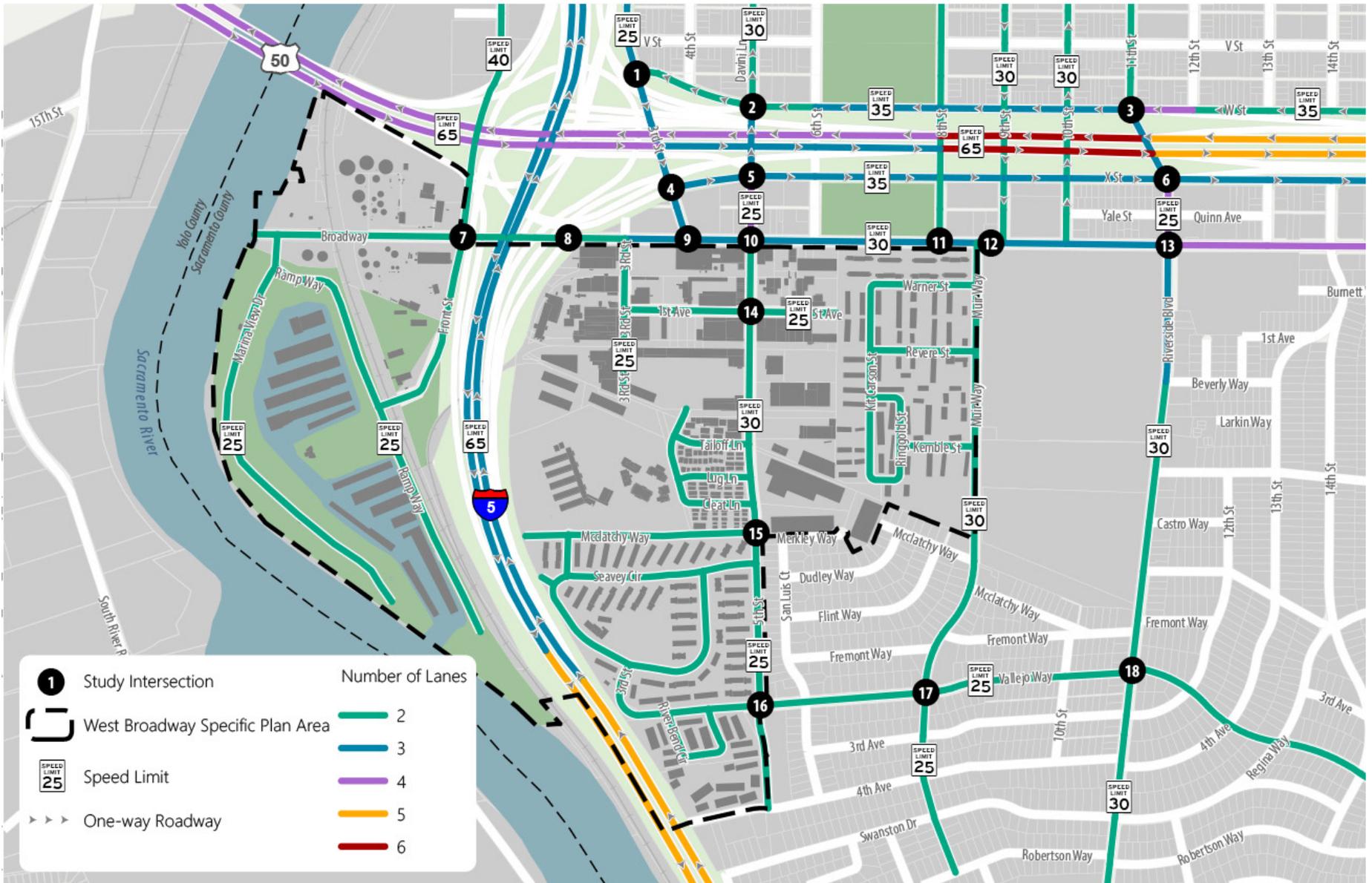
While the freeways support convenient regional access, they are also physical neighborhood barriers, separating the Specific Plan Area and Land Park neighborhoods from adjacent Central City neighborhoods due to the high-volume traffic that occurs along W and X Streets, which provide access to the freeway. I-5 is also a physical barrier for connections between Miller Regional Park and the east side of the Specific Plan Area.

### 7.3.2 Existing Local Roadway Network

The following roadways establish the local roadway network, serving existing trips associated with the Specific Plan Area. Figure 7-1 identifies these key roadways, their number of lanes, speeds, and directional flow.

- ▲ **W Street.** W Street is a one-way westbound arterial roadway that travels parallel to and north of the US 50/Business 80 freeway. Adjacent to the Specific Plan Area, it functions as a frontage road for the freeway with three travel lanes and on-street parking allowed on the north side of the roadway.
- ▲ **X Street.** X Street is a one-way eastbound arterial roadway that forms a couplet with W Street and travels parallel to and south of the US 50/Business 80 freeway. Adjacent to the Specific Plan Area, it consists of three travel lanes and on-street parking allowed on the south side of the roadway.
- ▲ **Broadway.** Broadway is an east-west arterial roadway, currently extending between the Sacramento River and 65th Street. West of Muir Way, Broadway features one travel lane in each direction, a two-way left-turn lane, on-street parking, and bicycle lanes. Broadway narrows from two westbound travel lanes to a single lane at Riverside Boulevard. Similarly, the eastbound direction of Broadway widens from one to two travel lanes at Muir Way. The Broadway Complete Streets Project will reduce the number of travel lanes east of Muir Way from two lanes to one lane in each direction in 2022 for bicycle and pedestrian improvements.

Figure 7-1: Existing Roadway Network



Source: Fehr & Peers, 2019

- ▲ **Vallejo Way.** Vallejo Way is a two-lane residential street that begins west of 5th Street and extends easterly through the Upper Land Park and Land Park neighborhoods, intersecting with Muir Way, Riverside Boulevard, and Land Park Drive. Between 5th Street and Muir Way, Vallejo Way features median refuge islands, speed legend pavement markings, striped crosswalks, centerline striping, and all-way stop-controlled residential intersections acting as traffic-calming devices.
- ▲ **Front Street.** Front Street is a two-lane, north-south roadway west of I-5. Front Street connects to Downtown and Old Sacramento to the north and to the Sacramento Marina south of Broadway. Bike lanes exist along both sides of the roadway; however, sidewalks and on-street parking are intermittent.
- ▲ **3rd Street.** 3rd Street is a north-south street on the western end of the Specific Plan Area that is discontinuous on both sides of Broadway, resulting in two separate intersections on Broadway. North of Broadway, 3rd Street is a one-way southbound arterial between W Street and X Street. South of Broadway, 3rd Street is a two-lane collector that extends into the Specific Plan Area, terminating south of 1st Avenue.
- ▲ **5th Street.** 5th Street is the primary north-south street connecting the Specific Plan Area into Downtown Sacramento. In the Specific Plan Area, 5th Street is a two-lane collector roadway with on-street parking on segments of the roadway. North of Broadway, 5th Street is classified as an arterial. The segment immediately north of Broadway has two lanes in each direction, and north of X Street it becomes a one-way street with three northbound lanes.
- ▲ **Muir Way.** Muir Way is a two-lane, north-south street that terminates at Broadway to the north and is offset between 8th Street and 9th Street. On-street parking exists on the west side of the street, and narrow bike lanes are provided between Warner Street and McClatchy Way. No sidewalks or on-street parking exists along the east side of the roadway that is adjacent to the Sacramento Historic City Cemetery and Masonic Lawn Cemetery.
- ▲ **8th Street.** 8th Street is a two-lane, north-south street south of T Street that terminates at Broadway. Sidewalks and on-street parking exist on both sides of the street.
- ▲ **9th Street.** 9th Street is a two-lane, one-way southbound street that terminates to the south at Broadway, offset approximately 150 feet to the east from Muir Way. This roadway serves as a couplet with 10th Street. Sidewalks, bike lanes, and on-street parking exist along both sides of the street.
- ▲ **10th Street.** 10th Street is a two-lane, one-way northbound street that terminates to the south at Broadway. This roadway serves as a couplet with 9th Street. Sidewalks, bike lanes, and on-street parking exist along both sides of the street.
- ▲ **Riverside Boulevard.** Riverside Boulevard is a two- to four-lane, two-way north-south roadway that becomes I 1th Street north of W Street. Bicycle lanes exist along both sides of the street. No sidewalks or on-street parking exists along the west side of the roadway adjacent to the Sacramento Historic City Cemetery and Masonic Lawn Cemetery.

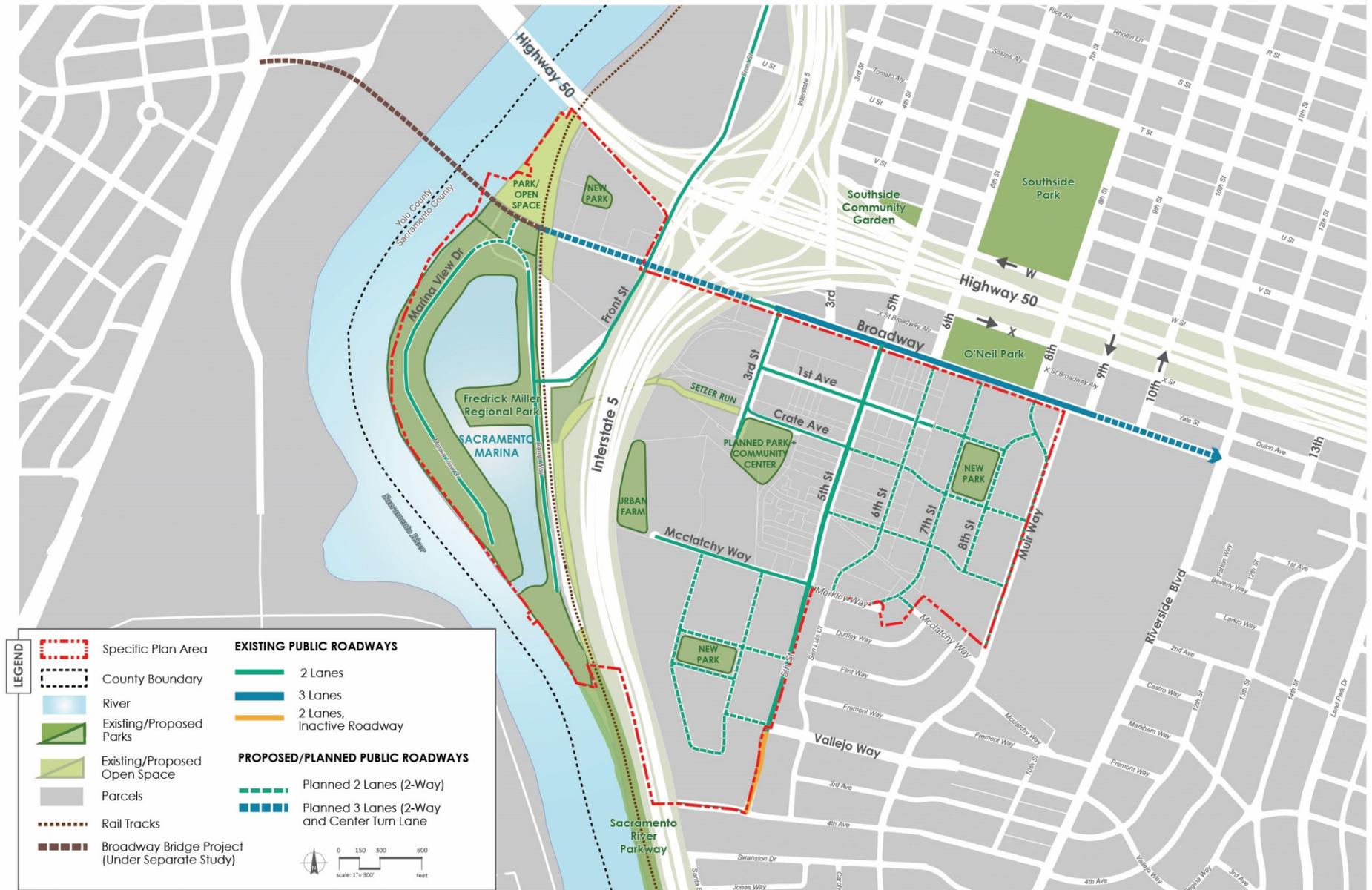
### 7.3.3 Planned Roadway Network

Figure 7-2 identifies the planned public roadway network to support development in the Specific Plan Area. A modified street grid pattern is identified that will extend the numbered north-south streets of the Central City street grid into the Specific Plan Area. New east-west streets will also be added, to provide a walkable neighborhood block framework that supports connections to adjacent neighborhood areas. Figure 7-2 establishes the intent to provide a street grid through the Specific Plan Area in coordination with existing roadways; however, the precise alignment of individual streets may be refined with future development. Additionally, private local roads similar to those being developed at The Mill at Broadway may be proposed with new development as part of the overall roadway network, subject to city review.

The following key changes will be made to the existing circulation network:

- ▲ develop the Broadway Bridge to connect Sacramento to West Sacramento;
- ▲ extend a north-south street grid, including 6th Street, 7th Street aligning with McClatchy Way, and 8th Street;
- ▲ realign Muir Way to connect directly into 8th Street at Broadway; and

Figure 7-2: Planned Roadway Network



Source: Fehr & Peers, adapted by Ascent in 2019

- ▲ extend the east-west streets 1st Avenue, Crate Avenue, and Tailoff Lane,
- to establish a regular street grid and block pattern that is more consistent in scale and size with blocks in the Central City.

The remaining roadway network will consist of residential neighborhood streets and private alleys, providing local property access. Proposed private alleys are not shown in Figure 7-2 but are encouraged for local property access. Their locations will be coordinated with future development. The Broadway Bridge connection from the Pioneer Bluff area of West Sacramento to the west end of Broadway is also anticipated in the cumulative condition for the Specific Plan Area. It should be noted that the Broadway Bridge project is undergoing a separate planning process and will have its own separate studies and evaluations, which will be coordinated by the Cities of West Sacramento and Sacramento.

### 7.3.4 Specific Plan Area Roadway Design Improvements

Roadway designs should consider both the street function classification and land use category when improvements are made, as provided in Table 7-1. This Specific Plan identifies the following land use categories for the purpose of street design and function:

- ▲ Residential: Streets that serve residential land uses include collector and local streets. These streets are designed to emphasize walking, bicycling, and property access.
- ▲ Mixed Use: Streets that serve retail and mixed land uses are designed to promote walking, bicycling, transit, and attractive streetscape and pedestrian-oriented design elements. In the Specific Plan Area, portions of 1st Avenue, Front Street, 3rd Street, and 5th Street are designated mixed-use streets.
- ▲ Commercial: Streets that serve commercial uses, including Broadway, have historically served commercial areas with retail strip centers and buildings set back behind parking lots, but is anticipated to transition over time as development and reuse occurs to incorporate the characteristics of mixed-use streets. This is the case for Broadway, which is being redesigned to have more of a main street character, in places, through the Broadway Complete Streets Project process.

In the Specific Plan Area, Broadway is classified and will remain an arterial, providing key east-west city access from the Sacramento River all the way to 65th Street. Third and 5th Streets and Muir Way serve as two-lane minor collector roads that connect the local streets to Broadway. Third and 5th Streets become arterial roads north of Broadway, as described earlier under the existing local roadway network. All other existing or planned future roadways in the Specific Plan Area are local-serving, two-lane roads providing residential, commercial, or park access for the roadways in Miller Regional Park and the Sacramento Marina.

**Table 7-1: Street Typology within West Broadway Integrating Street Function and Type**

Functional Class	Street Type			
	Residential Street	Mixed-Use Street	Commercial Street	Other-Park Streets
Arterial		◆	◆	
Minor Collector	◆	◆	◆	◆
Local	◆	◆		◆

*Source: Table M-1, Mobility Element, City of Sacramento 2035 General Plan and adapted by Ascent in 2019*

A description and depiction of the street design concepts for the Specific Plan Area roadways follow in this section, organized by street function classification. Each of the roadways is accompanied by an illustration of the typical or otherwise unique street section design, where shown in Figure 7-3. Streets in the Specific Plan Area are planned in accordance with the city's Design and Procedures Manual, Section 15, Street Design Standards (Street Design Standards). These sections reflect the typical future roadway conditions envisioned. However, the street sections may vary in the interim and, in parts, as a result of site-specific conditions, such as turn lanes and driveway access. Thus, minor variations in the street section designs may be allowed in coordination with future development projects and the precise site conditions of the area at the time of City review.

Figure 7-3: Specific Plan Roadway Types

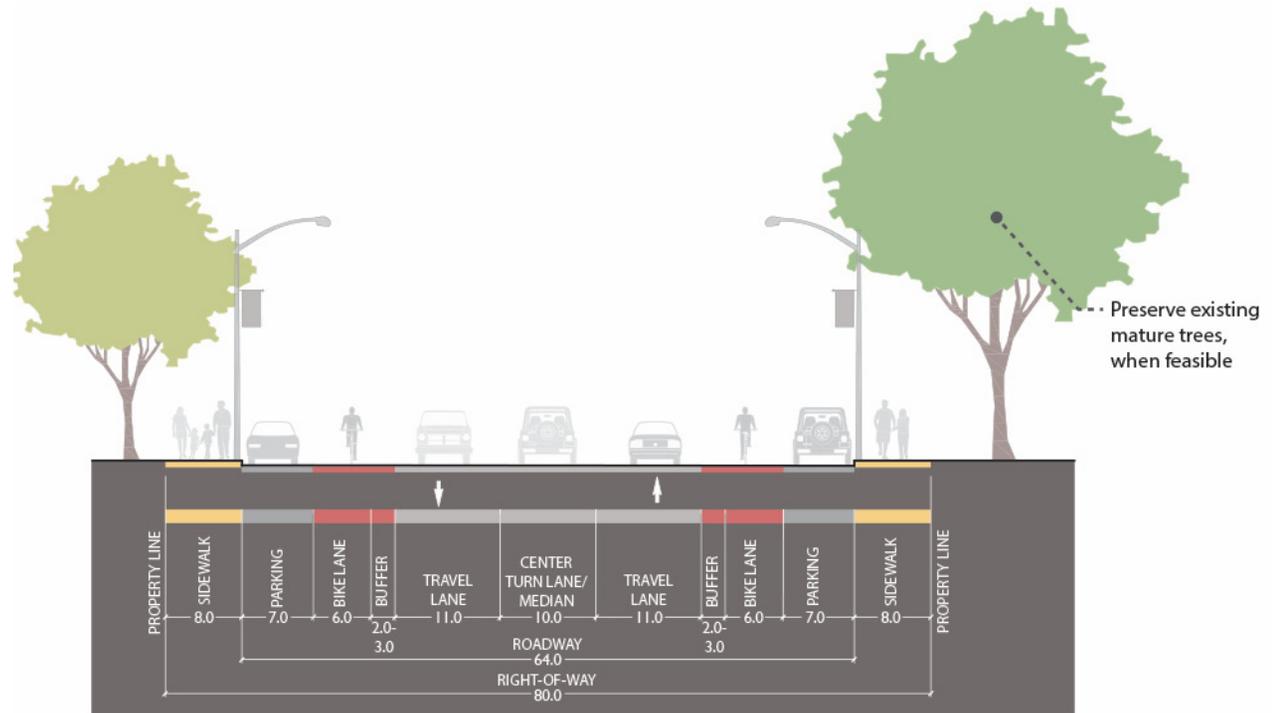


Source: City of Sacramento 2035 General Plan and adapted by Ascent in 2019

### A. Commercial Arterial: Broadway

Broadway is designated as an arterial roadway in the City of Sacramento General Plan and envisioned as a multimodal corridor (Figure 7-4). The Broadway Complete Streets Project provides for the redesign, funding, and construction of the Broadway corridor in 2022. The segment of Broadway in the Specific Plan Area will generally consist of a traffic lane in each direction; a center turn lane/median; buffered bike lanes; parking on either side of the curb, where feasible; and attached sidewalks. The street section also varies along its length to accommodate turn lanes and driveway access. Existing mature trees along Broadway should be preserved when possible.

Figure 7-4: Broadway Between Muir Way and 3rd Street



Section per Broadway Complete Streets Project



Mature trees lining the frontage of Broadway at Alder Grove should be preserved, when feasible.



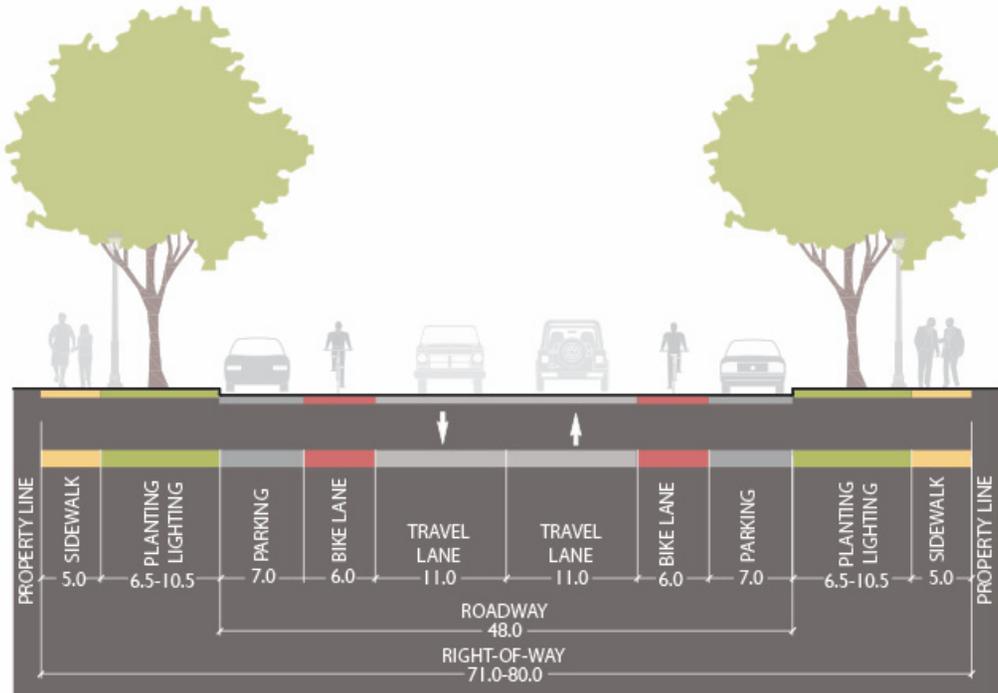
Buffered Class II bike lane

**B. Collector Roads**

**3rd Street**

In the Specific Plan Area, 3rd Street is a minor collector roadway, providing access from Broadway to The Mill at Broadway development. As shown in Figure 7-5, 3rd Street is envisioned as a two-lane roadway with on-street bike lanes, parking, a landscaped planter area, and minimum 5-foot-wide sidewalks on either side of the street, as guided by the Northwest Land Park Planned Unit Development (PUD) Guidelines.

**Figure 7-5: 3rd Street**



Source: Northwest Land Park Planned Unit Development

### 5th Street

Through the Specific Plan Area, 5th Street varies in character and use but functions as a minor collector roadway for vehicular and bicycle traffic and as a key pedestrian travel route. In the Specific Plan Area north of Crate Avenue, 5th Street is envisioned to have a mixed-use character, designed with wider sidewalks and on-street parking.

#### North of 1st Avenue

North of 1st Avenue, 5th Street consists of two travel lanes flanked by existing street trees on either side of the road. As shown in Figure 7-6, this Specific Plan recommends preserving the existing street trees; incorporating wider sidewalks; and redesigning the roadway to accommodate bike lanes and on-street parking or vehicle drop-off while also retaining the bus stop on the west side of the street.

#### Between 1st Avenue and Crate Avenue

Fifth Street south of 1st Avenue and north of Crate Avenue is envisioned with two travel lanes in each direction, with a center turn lane; bike lanes; on-street parking; a landscaped planter; and minimum 5-foot-wide sidewalks on either side of the street, as shown in Figure 7-7. As development and street improvements occur along this section of 5th Street, existing utility lines should be buried to maintain a consistent streetscape appearance along 5th Street.

Figure 7-6: 5th Street North of 1st Avenue

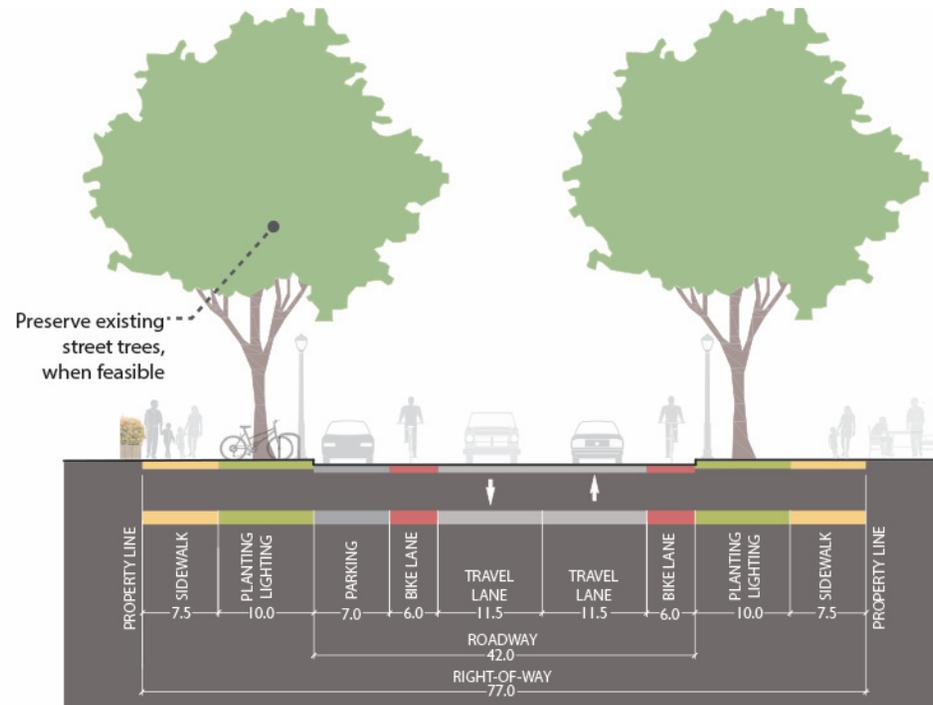
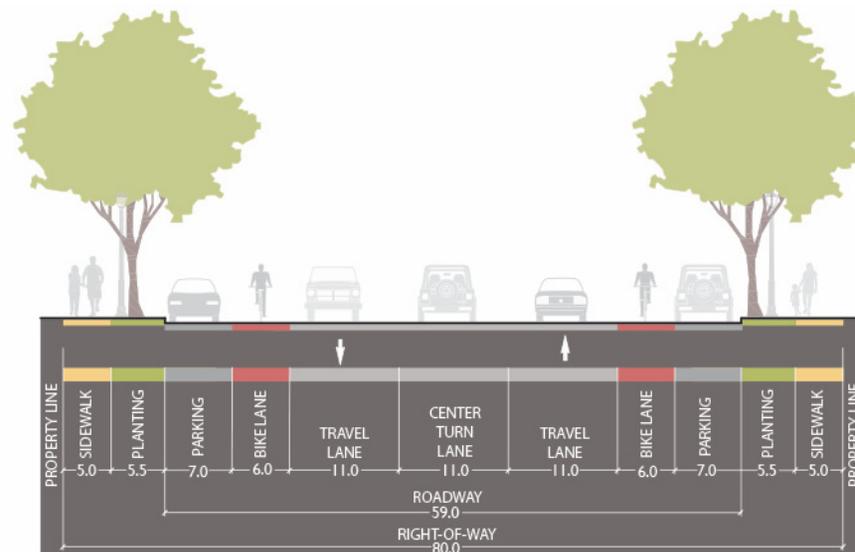


Figure 7-7: 5th Street Between 1st Avenue and Crate Avenue



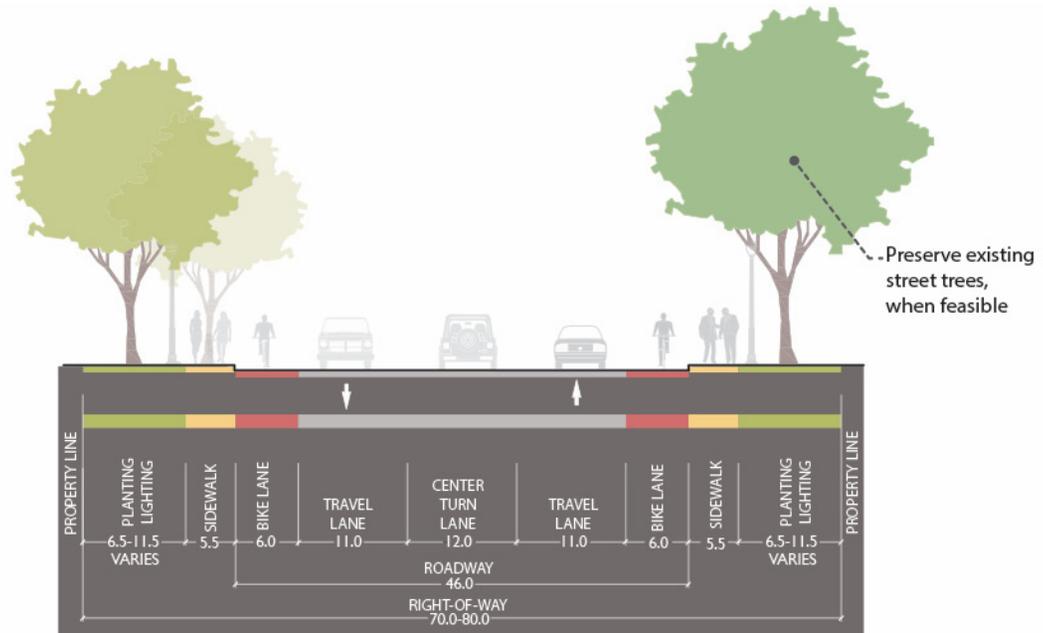
At The Mill at Broadway Development

Fifth Street adjacent to The Mill at Broadway development, between Crate Avenue and McClatchy Way, is designed to be a three-lane roadway with travel lanes in each direction, a center turn lane/median, and bike lanes, as shown in Figure 7-8. Generally, sidewalks in this segment are located adjacent to the roadway; however, the sidewalk may shift and transition to protect existing mature street trees adjacent to the street, on the east side of 5th Street.

At Marina Vista

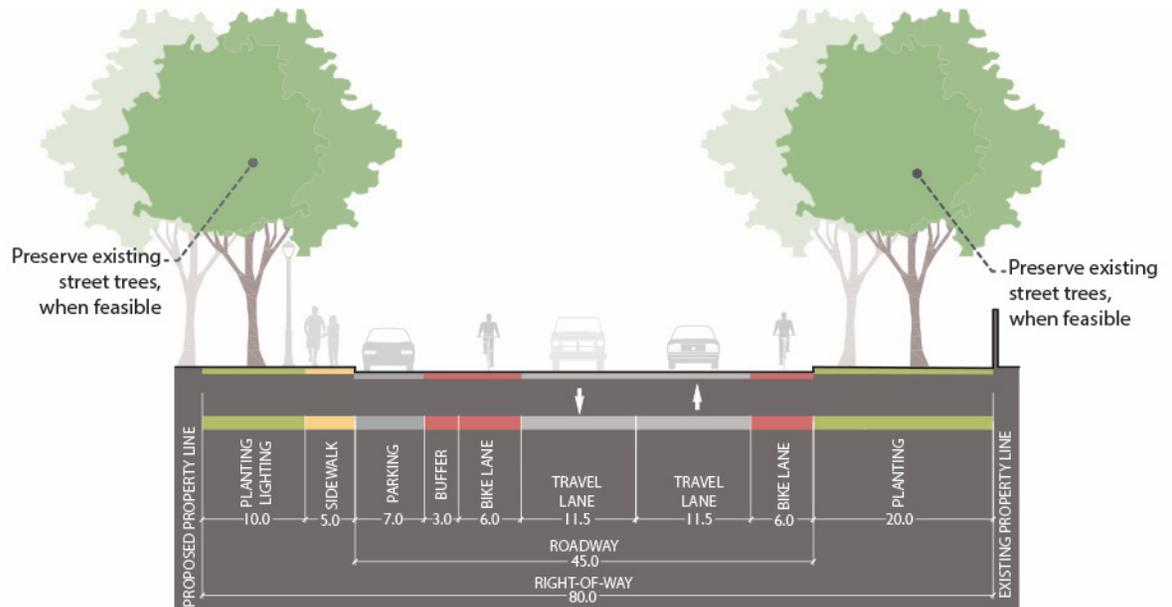
Fifth Street along the frontage of Marina Vista and south of McClatchy Way is planned as a three-lane roadway with travel lanes in each direction, a center turn lane/median, and bike lanes, as shown in Figure 7-9. Should future development occur in the Marina Vista subarea, it should be designed to maintain the attached sidewalks on the street in order to preserve the mature trees along the property frontage on this segment of 5th Street.

**Figure 7-8: 5th Street Between Crate Avenue and McClatchy Way**



*Section based on the Northwest Land Park Planned Unit Development*

**Figure 7-9: 5th Street Between McClatchy Way and Vallejo Way**



### Muir Way

Muir Way is an existing tree-lined street providing access to many of the homes in the Upper Land Park neighborhood and adjacent Land Park neighborhood. Mature street and property trees and a narrow right-of-way support an intimate and well-shaded neighborhood collector street.

#### Extension to Align with 8th Street

The new Muir Way connection to Broadway, to align with 8th Street, is represented in Figure 7-10. The new extension of Muir Way to meet 8th Street should be designed to City standards for appropriate roadway curvature (600-foot centerline radius) and appropriate roadway transitions at intersections. The street section identifies two travel lanes, bike lanes, and a sidewalk separated with landscaping in each direction. Also note the need to widen this street near the intersection of Broadway to construct an expanded, signalized intersection, as provided in the City's Street Design Standards.

#### Between 1st Avenue and McClatchy Way

Muir Way south of 1st Avenue to McClatchy Way will generally remain in its current configuration, as shown in Figure 7-11, with existing mature trees; attached sidewalks; parking on one side, adjacent to Alder Grove; and bike and travel lanes in each direction.

Figure 7-10: Muir Way Extension to Align with 8th Street

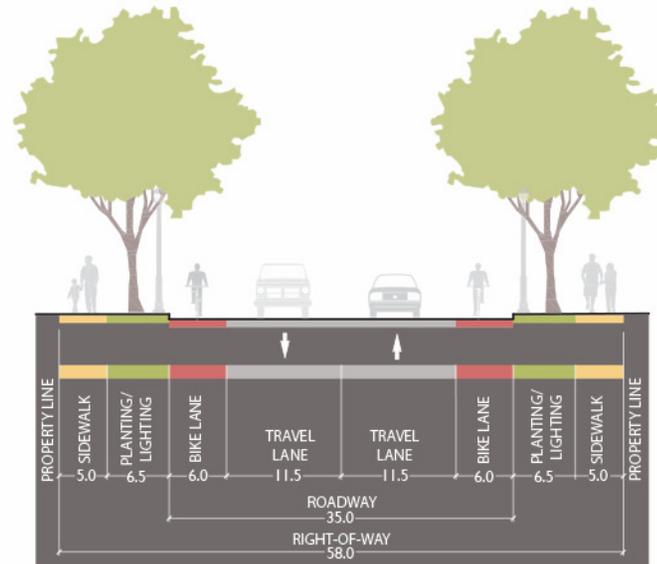
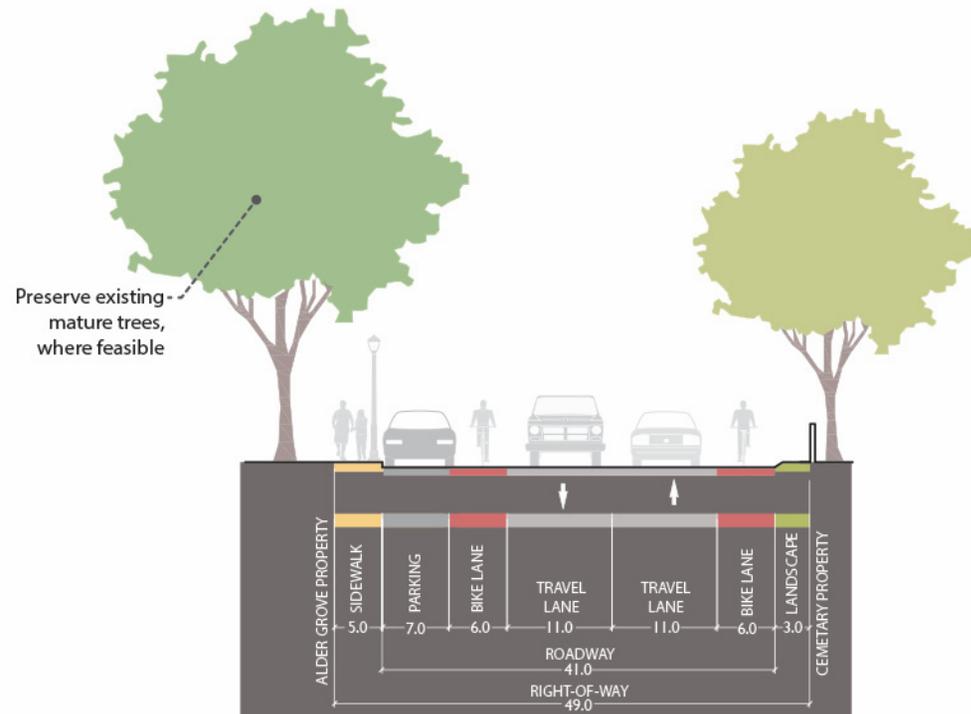


Figure 7-11: Muir Way Between 1st Avenue and McClatchy Way



C. Local Mixed-Use Street

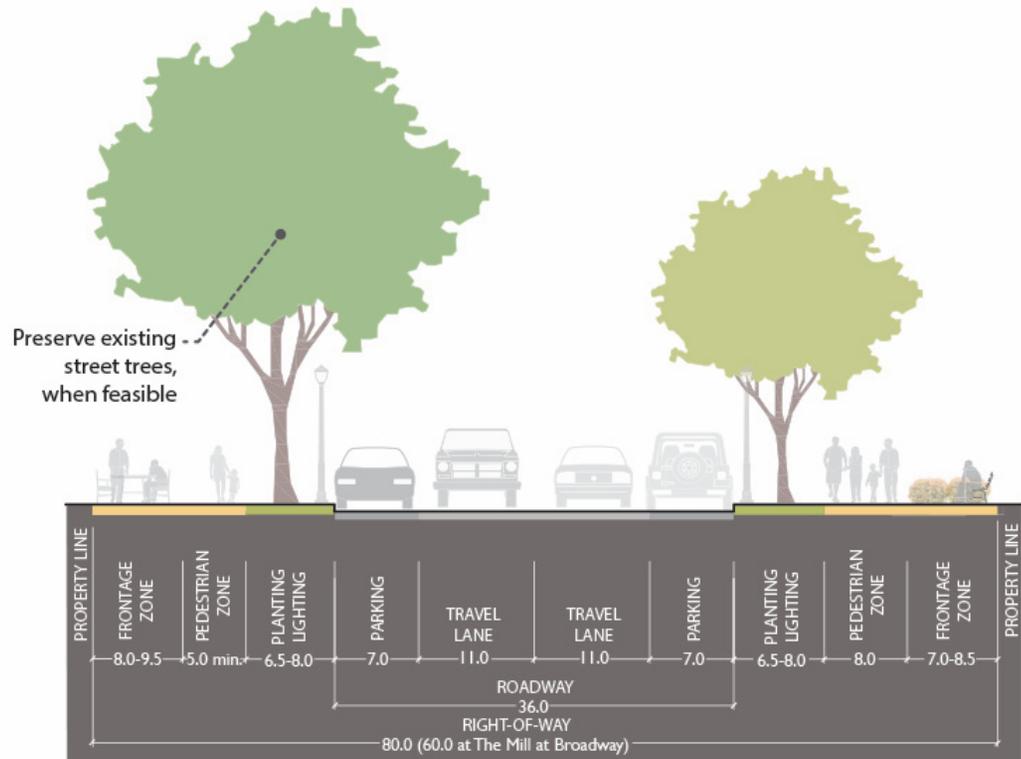
1st Avenue

The street section configuration for the mixed-use section of 1st Avenue between 3rd Street and 6th Street is shown in Figure 7-12. First Avenue is designed for neighborhood activity and living, including ground-floor commercial or residential stoops and forecourts, allowing for seating and other pedestrian amenities. The street should also be designed to allow it to be closed off (with appropriate event permits) and converted into an informal gathering space for community activities or events, particularly between 5th and 6th Streets.

First Avenue is planned with a travel lane in each direction, parking, sidewalk, planting, and flexible frontage zones on both sides, designed to accommodate the activity on the street. The section reflects an opportunity to preserve and integrate the existing street trees on portions of the north side of 1st Avenue that exist east and west of the 5th Street intersection. Minimum 8-foot-wide planters are encouraged to preserve these existing street trees. The remainder of 1st Avenue has no street trees and could be designed to the city’s standard 6.5-foot-wide planters. For café seating, a minimum 8-foot-wide frontage zone should be provided in addition to the required pedestrian zone or 13-foot sidewalks. When possible, wider sidewalks are encouraged. Any encroachments into the frontage zone would require a revocable encroachment permit from the city.

Redesigned and newly developed sections of 1st Avenue shall be integrated through appropriate transitions with the existing portions of 1st Avenue, recently constructed (in 2019) by The Mill at Broadway, near the corner of 3rd Street.

Figure 7-12: 1st Avenue Between 3rd Street and 6th Street



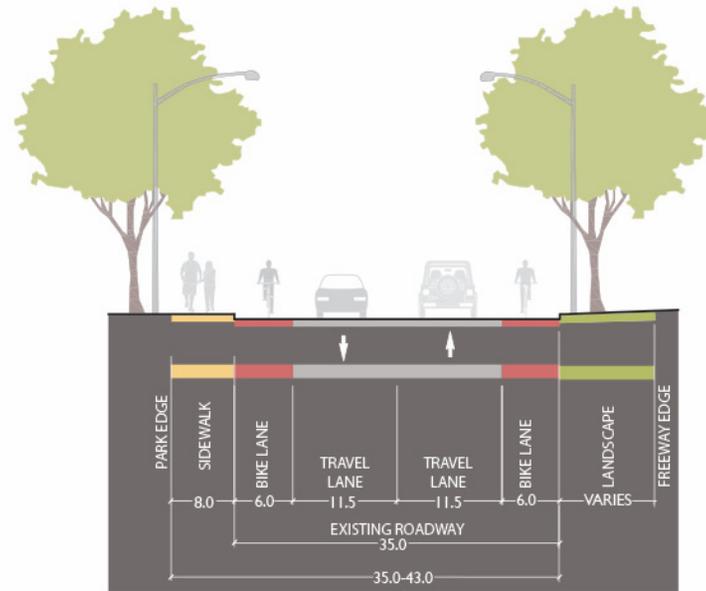
**Front Street**

Front Street is proposed to be improved with continuous sidewalks along the west side of Front Street and bike lanes and travel lanes in each direction (Figure 7-13). Existing mature street trees along both sides of Front Street should be preserved when feasible.

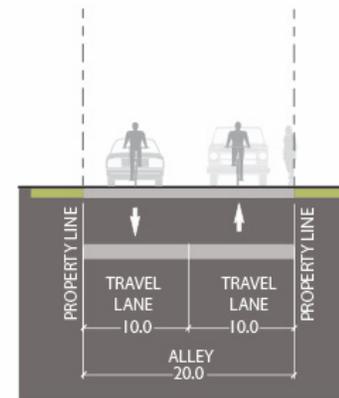
**Commercial or Mixed-Use Private Alleys**

Alleys provide access for the delivery of goods and services. Commercial or mixed-use private alleys in the Specific Plan Area should be designed as shared-use ways that can accommodate vehicular, bike, and pedestrian access (Figure 7-14). They should be designed with a minimum 20-foot-wide alleyway and shall be privately maintained. Alleys shall be constructed per City Code.

**Figure 7-13: Front Street**



**Figure 7-14: Commercial or Mixed-Use Private Alley**



**D. Miller Regional Park Roadways**

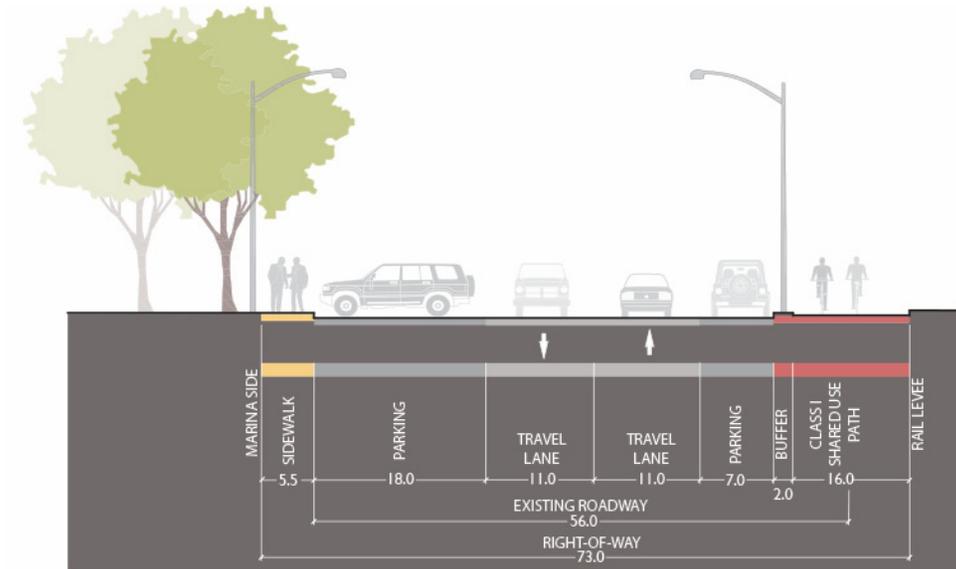
**Ramp Way**

The existing roadway for Ramp Way is proposed to narrow from 15-foot-wide travel lanes to 11-foot-wide travel lanes to provide for perpendicular parking adjacent to the marina edge and parallel parking (Figure 7-15). In place of shared-use travel lanes, this section includes the addition of a buffer space for plantings and streetlights, a Class I shared-use path along the rail levee, and a minimum 5.5-foot-wide sidewalks adjacent to parking on the marina edge of the roadway.

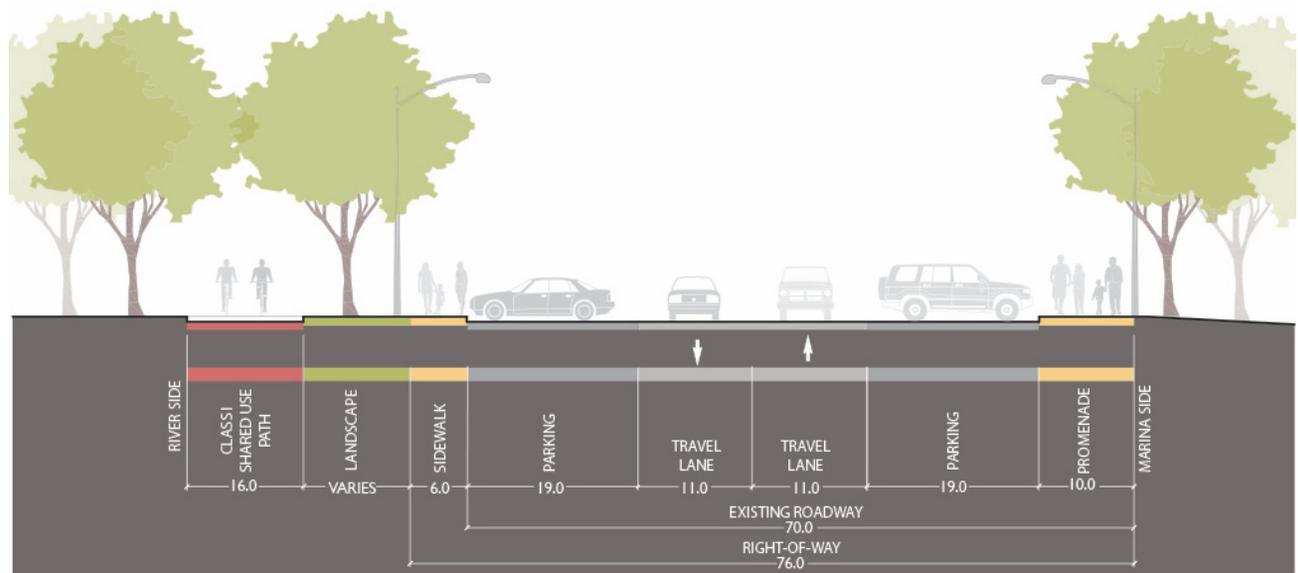
**Marina View Drive**

The existing roadway for Marina View Drive is proposed to be reoriented and reconfigured to include 12-foot-wide travel lanes and perpendicular parking on both sides (Figure 7-16). Adjacent to the marina edge, a 10-foot-wide shaded promenade is proposed. On the lands adjacent to the river, continuous sidewalks will be provided adjacent to parking areas and a Class I shared-use path proposed that meanders through the open space lands along the riverfront edge.

**Figure 7-15: Ramp Way**



**Figure 7-16: Marina View Drive**



**E. Local Residential**

**Local Residential Streets**

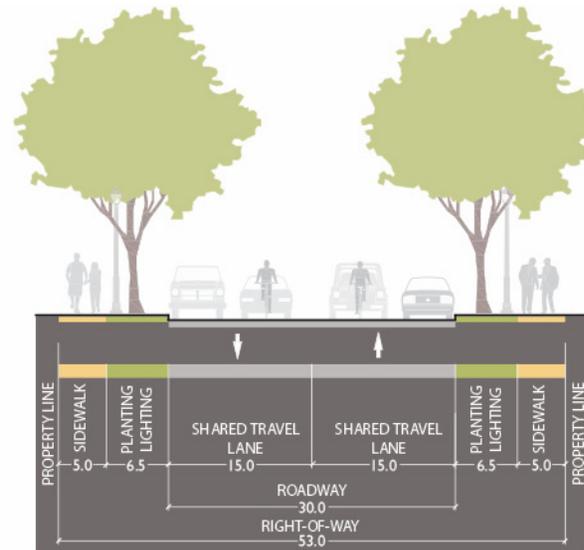
The typical local residential streets in the Specific Plan Area are based on the recommended residential street sections in the Street Design Standards. This provides for 15-foot-wide shared-use travel lanes and separated sidewalks, with a minimum 6.5-foot-wide landscape planter and 5-foot-wide sidewalks on both sides (Figure 7-17).

Designated Class III bike routes, where shown in Figure 7-26, should be marked with sharrow on the street and signed as a bike route.

**Local Residential Streets with Bike Lanes**

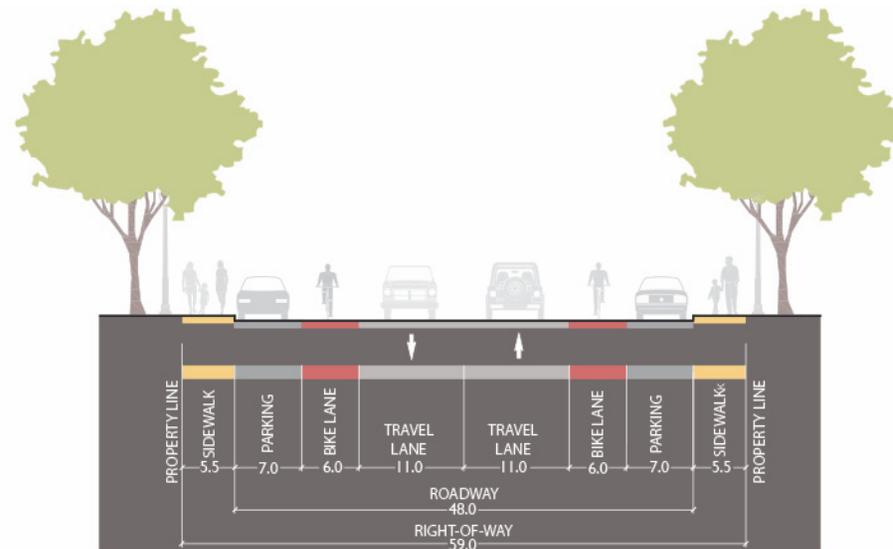
On 7th Street, higher priority is placed on an efficient bicycle route centrally located to serve the West Broadway area. Class II bike lanes are recommended to enhance connections to neighborhood park and open space areas and to the schools in the Specific Plan Area (Figure 7-18).

**Figure 7-17: Typical Local Residential Street**



*Applicable to 6th Street, 8th Street, Tailoff Lane, and Other Local Residential Streets without Bike Lanes (See Figure 7-3)*

**Figure 7-18: Typical Local Residential Street with Bike Lanes**



*Applicable to 7th Street*

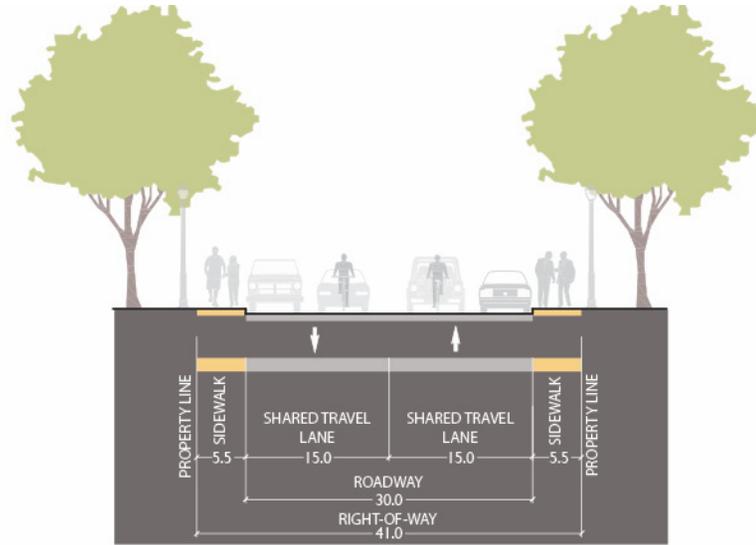
**Crate Avenue**

The street section for Crate Avenue between 5th and 6th Streets is shown in Figure 7-19. It reflects a narrower right-of-way than the typical residential street section, with 15-foot-wide shared-use travel lanes that can also accommodate on-street parking and a Class III bike route and attached sidewalks, which reflect a section more similar in profile to Crate Avenue in The Mill at Broadway.

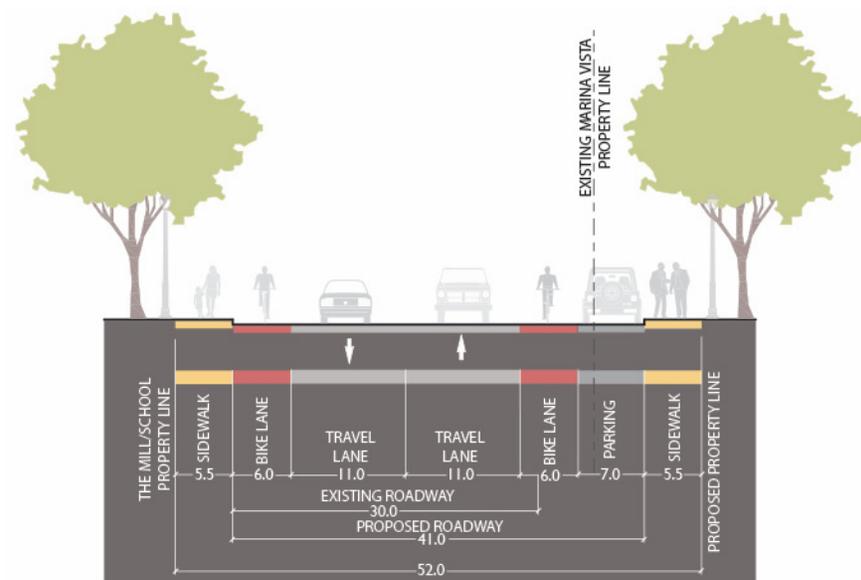
**McClatchy Way**

McClatchy Way is proposed to be improved with future development or improvement in the Marina Vista subarea to include new sidewalks along the property line of Marina Vista, travel lanes in each direction, and bike lanes (Figure 7-20). Such improvements would require encroaching into the property line for Marina Vista.

**Figure 7-19: Crate Avenue Between 5th Street and 6th Street**



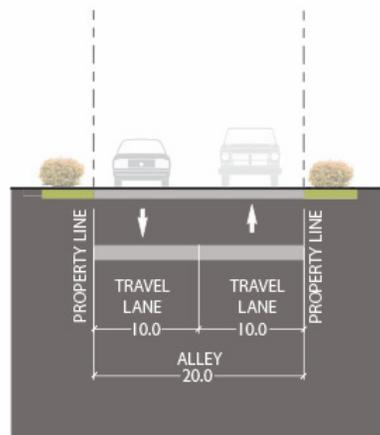
**Figure 7-20: McClatchy Way with Improvement of Marina Vista**



### **Residential Private Alley**

Private alleys provide access to residential garages and may be appropriate for providing access to an array of attached and multi-family housing types. Residential alleys are especially encouraged as an option for homes fronting onto higher-volume arterial or collector roadways, such as Broadway and 5th Street. Private alleys in the Specific Plan Area allow two-way access and have a minimum 20-foot-wide right-of-way, with a minimum 4-foot-wide setback needed to accommodate maneuvering for garage access and parking (Figure 7-21).

**Figure 7-21: Residential Private Alley**



### 7.3.5 Traffic Analysis Results and Intersection Improvement Recommendations

This Specific Plan proposes improvements to the roadway network that will help accommodate existing traffic and additional traffic as development occurs and allow the project to self-mitigate potential traffic impacts. Traffic analysis incorporating the additional vehicular trips was performed for the study area intersections shown in Figure 7-22. The Specific Plan Area under existing conditions generates approximately 1,000 vehicle trips to the study area during each a.m. and p.m. peak hour. Build-out of the Specific Plan Area is projected to add an estimated 2,700 vehicle trips to the area during the a.m. peak hour and 3,300 vehicle trips during the p.m. peak hour.

This Specific Plan was evaluated against the significance criteria established by the City of Sacramento in the Mobility Element of the General Plan, which address potential roadway, bicycle, pedestrian, and transit impacts. Roadway impacts were assessed based on the City’s level of service and vehicle miles traveled thresholds. The recommended intersection and traffic controls, identified in the next section, address all the necessary improvements for this Specific Plan to acceptably meet the significance criteria.

Figure 7-22: Traffic Study Intersections



Source: Fehr & Peers, 2019

### Recommended Intersection and Traffic Control Improvements

With the cumulative build-out of the Specific Plan Area, intersection improvements and traffic controls, such as stop signs and traffic signals, will be necessary to support safe access in the Specific Plan Area and address City improvement standards and significance criteria.

Based on the results of the traffic analysis, the following intersection and traffic control improvements will be necessary as development occurs and transportation improvements, such as the Broadway Bridge and Broadway street improvements, take place:

- ▲ widening of the I-5 northbound off-ramp to include a northbound left-turn lane, a cumulative improvement necessary with development of the Broadway Bridge;
- ▲ traffic signals, as shown in Figure 7-23, at:
  - the I-5 northbound off-ramp intersection with Broadway, a cumulative improvement that will be necessary with the development of the Broadway Bridge;
  - the Front Street/Broadway intersection with the development of the Specific Plan Area and Broadway Bridge; and
  - the Broadway/8th Street intersection when the future realignment of Muir Way occurs with the future development of the Alder Grove subarea; and
- ▲ stop signs when meeting warrants, where shown in Figure 7-23, as new roadways are constructed.

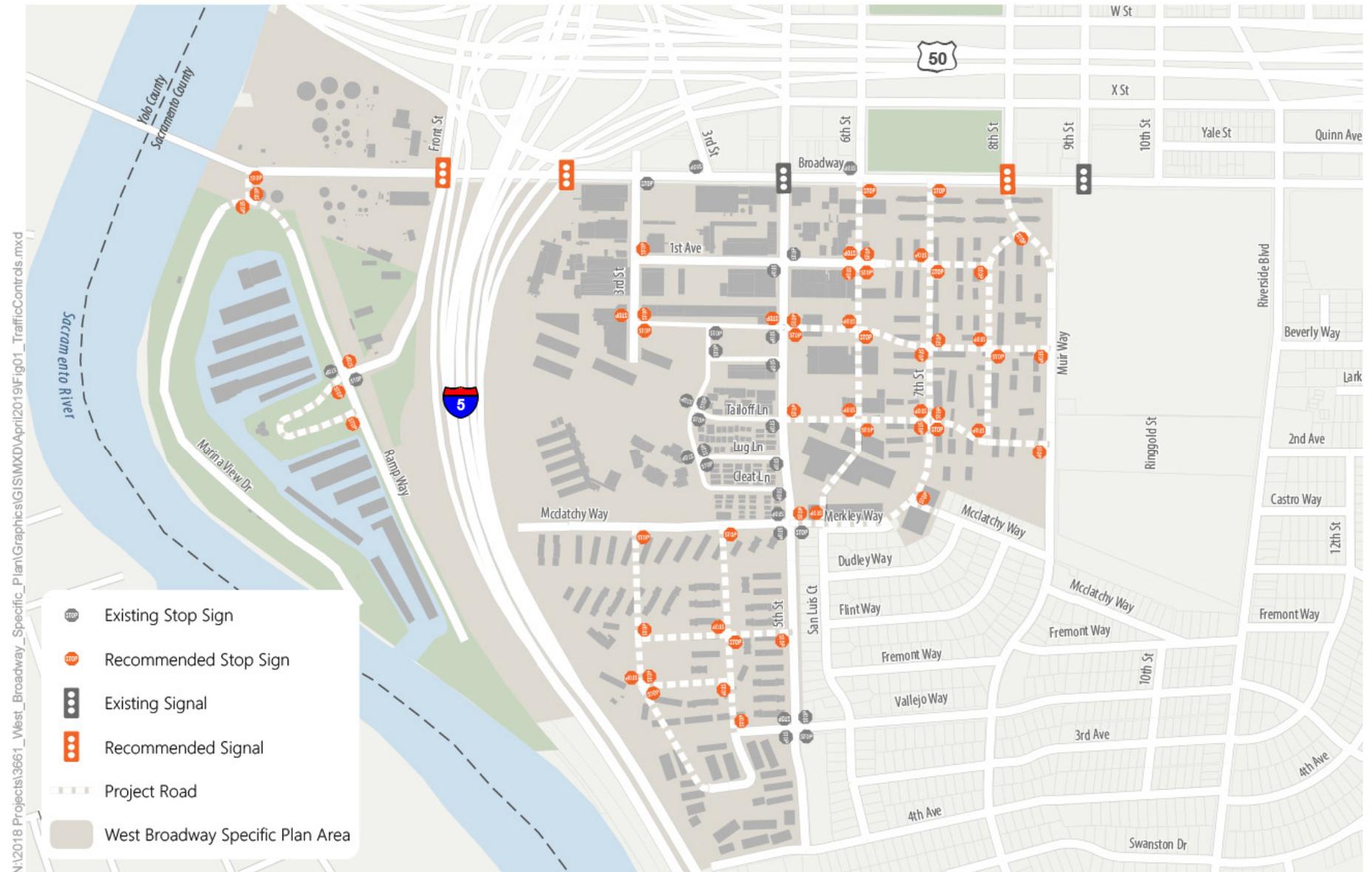
### Existing and Recommended Traffic-Calming Measures

Figure 7-24 identifies the existing traffic-calming measures located in the residential areas of the Specific Plan Area, which currently consist of speed lumps, and pedestrian refuge islands.

The planned new roadways are forecasted to have low traffic volumes and speeds, due in part to the close spacing of traffic controls. Also, as shown in Figure 7-24, existing traffic-calming measures are in place south and east of the Specific Plan Area. However, certain residential roadways would be more conducive to and efficient for vehicular circulation and access and could be signed to encourage their use as auto routes, while other roads could be designed as quieter streets. First Avenue, Crate Avenue, and McClatchy Way provide primary east-west access. Fifth Street and Muir Way to 8th Street are primary north-south collector roadways. The other Specific Plan Area roadways should be oriented more to internal vehicular travel.

The Broadway Complete Streets Project will include a midblock crossing to connect Alder Grove to O'Neil Field that includes a pedestrian refuge area in the center median, sidewalk bulb-outs, and high-visibility crosswalk markings, to slow traffic and ensure pedestrians are visible to traffic when crossing.

Figure 7-23: Recommended Traffic Control Improvements



Source: Fehr & Peers, 2019

Figure 7-24: Existing Traffic-Calming Measures



Source: Fehr & Peers, 2019

## 7.4 Pedestrian Circulation System

### 7.4.1 Existing Conditions

Existing sidewalk connectivity in the Specific Plan Area is intermittent. Although some roadways have continuous sidewalks lining both sides of the street, many have discontinuous sidewalks or lack sidewalks on one side. Figure 7-25 shows the location of existing and planned pedestrian facilities and highlights the locations where sidewalks are missing. Some of the key locations where sidewalks are missing are:

- ▲ most of 1st Avenue;
- ▲ the east side of 5th Street, between McClatchy Way and Vallejo Way;
- ▲ the east side of Muir Way, between Warner Street and Kemble Street;
- ▲ the west side of Riverside Boulevard from Broadway to Fremont Way; and
- ▲ Front Street, immediately north of Broadway.



Streets along 1st Avenue, currently occupied by industrial uses next to Alder Grove, lack sidewalks.

### 7.4.2 Planned Improvements

An interconnected pedestrian network is planned through new greenways within the open space network and walkways along the improved street grid in the Specific Plan Area, as shown in Figure 7-25. This pedestrian network allows residents to conveniently walk from their homes to open space amenities, schools, transit, retail, and other neighborhood services in the vicinity.

The City's Pedestrian Master Plan also identifies 5th Street and Muir Way as facilities that will be designed as enhanced pedestrian facilities. Opportunities to widen the sidewalks and provide additional bike and pedestrian amenities on these streets are recommended. With realignment of Muir Way to connect with 8th Street, the north end of Muir Way can be converted to a shaded public space and function as a neighborhood bike and pedestrian travel gateway.

Figure 7-25: Planned Pedestrian Circulation Improvements



Source: Fehr & Peers, adapted by Ascent in 2019

## 7.5 Bicycle Circulation System

### 7.5.1 Bicycle Facility Classifications

Bicycle facilities are categorized as Class I, II, III, or IV facilities in the city, as described below:

- ▲ **Class I facilities** are shared-use paths for bicyclists and pedestrians that are separated from automobile traffic for the exclusive use of bicyclists and pedestrians. Class I facilities can also be designed to accommodate other modes of transportation, including equestrians.
- ▲ **Class II facilities**, commonly referred to as bike lanes, are dedicated facilities for bicycle travel immediately adjacent to automobile traffic. Class II facilities are identified with striping, pavement markings, and signage and include buffered bike lanes, which are enhanced with separation from the travel lane or parking with a painted buffer.
- ▲ **Class III facilities**, commonly referred to as bike routes, are on-street routes where bikes and automobiles share the road. They are identified with pavement markings and signage and are typically assigned to low-volume and/or low-speed streets.
- ▲ **Class IV facilities** are separated bikeways or cycle tracks designed exclusively for bicycle riders that are located in or directly adjacent to the roadway. A key feature of the Class IV bikeway is a vertical element that provides further separation from motor vehicle traffic, such as a vertical curb, painted buffer with flexible post, parked cars, landscape area, or fixed barrier.

### 7.5.2 Existing Conditions

Existing bike facilities in the Specific Plan Area are shown in solid lines in Figure 7-26. As shown in the figure, the Specific Plan Area is served primarily by bike lanes along Broadway. Some bike lanes exist along Muir Way and 5th Street through the Specific Plan Area; however, there are many gaps in connectivity. Beyond the Specific Plan Area, bike lanes exist along 5th Street, 9th Street, and 10th Street to the north; on Riverside Boulevard to the east; and along the Sacramento River Parkway, providing connections to the broader region.

Within Miller Regional Park, an existing Class III bike route is provided along Ramp Way. A Class I shared-use path along the Sacramento River enters the Specific Plan Area on the north end and extends south but stops short of Miller Regional Park. It connects to the park via a Class III route on Broadway and Ramp Way. The Class I shared-use path along the Sacramento River then picks up again at the south end of the Class III route on Ramp Way, as shown in Figure 7-26.

### 7.5.3 Planned Improvements

The Specific Plan Area has several new Class I, II, and III bike facilities, as shown in dashed lines in Figure 7-26, to complete the bicycle network in the Specific Plan Area, emphasizing connections to Miller Regional Park, neighborhood parks, schools, transit facilities, and adjacent neighborhood areas.

Planned bike facility improvements in the Specific Plan Area include:

- ▲ enhanced Class II buffered bike lanes along the length of Broadway;
- ▲ Class I shared-use paths, west of 5th Street, to link The Mill at Broadway and Marina Vista subareas to new parks and provide safe neighborhood routes to schools;
- ▲ a distributed network of Class II bike lanes through the neighborhood created along 3rd Street, 5th Street, 7th Street/McClatchy Way, and Crate Avenue; and
- ▲ Class III bike routes closing gaps in the bicycle network to connect with Vallejo Way.

Local residential roads are also low volume and low speed, allowing bikes to share the roadway with vehicles.

A Class I shared-use path is proposed east and parallel to the excursion train line, north of Ramp Way, to connect the Specific Plan Area with Class I bike paths north of Broadway along the Sacramento River Parkway. South of Ramp Way, because of topography and right-of-way constraints, a Class III bike route extends bike access south to reconnect with Class I bike paths on the Sacramento River Parkway, south of Miller Regional Park.

Under Scenario A for the Marina/Miller Regional Park, this plan proposes a Class I shared-use path along the Sacramento River and two new bike/pedestrian bridges that would cross the marina. One of these bike/pedestrian bridges would be provided between the current north and south basin of the marina and another at the southern end of Marina View Drive over the boat entry and exit

Figure 7-26: Planned Bike Facility Improvements



Source: Grid 3.0, adapted by Ascent in 2019

point into the marina docks. The bike/ pedestrian bridge over the marina boat entrance would need to be a movable bridge or raised to allow boat access in and out of the marina.

Both Scenarios A and B for the Marina/Miller Regional Park identify the potential for a pedestrian/bicycle bridge near the south end of the marina, as depicted in Figure 7-26, for connecting Miller Regional Park to the Stone Lock district in West Sacramento, creating a 5-mile continuous waterfront trail loop from Railyards Boulevard to Miller Park and back. In accordance with U.S. Coast Guard requirements, this bridge must be either a movable pedestrian bridge or permanently raised across the Sacramento River to allow boats and other water vessels to cross underneath.

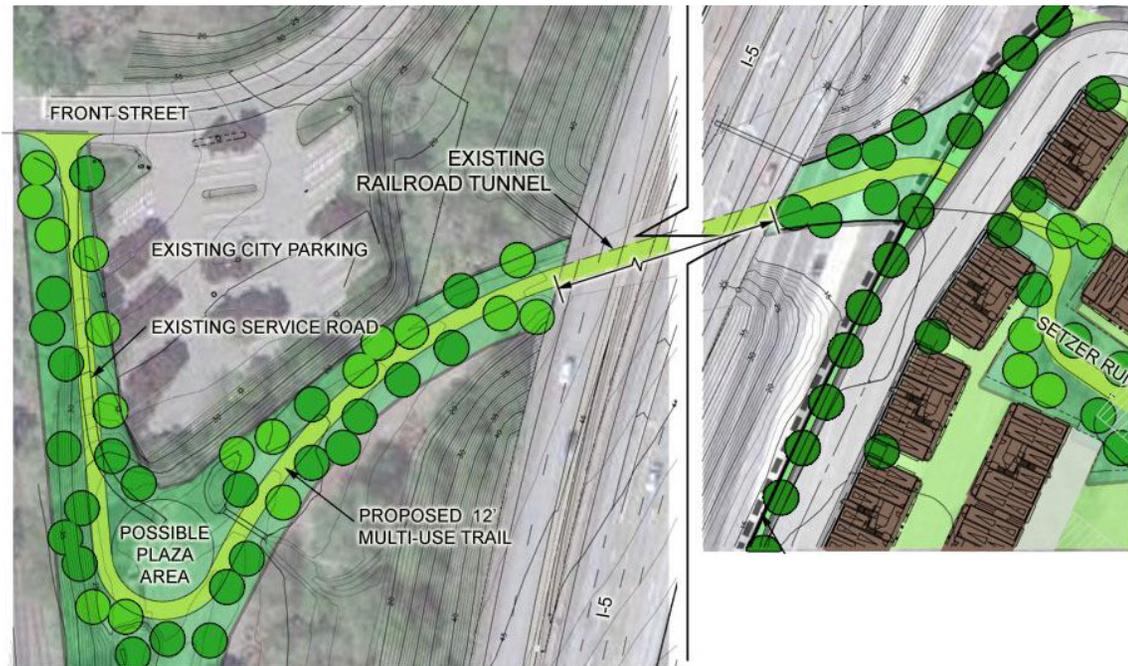
As noted earlier, improvements to the existing tunnel beneath I-5 will provide the Specific Plan Area a better connection to and from Miller Regional Park. It would connect with the Setzer Run shared-use path planned at The Mill at Broadway; travel underneath I-5; and ramp up to Front Street, as identified in the tunnel-schematic plan in Figure 2-11 of the Northwest Land Park PUD (Figure 7-27).

Improvements are needed to help facilitate the use of the tunnel as a shared-use path from the Specific Plan Area to Miller Regional Park. Tunnel improvements should consist of:

- ▲ enhanced gateway and wayfinding identification on both end of the tunnel entry;
- ▲ safety lighting;

- ▲ public art and enhanced paving to support the activation of the tunnel; and
- ▲ landscaping, plazas, and park programming, such as walking trails, a dog park, park information station, or other activities along the shared-use path through the existing city parking lot within Miller Regional Park.

**Figure 7-27: Context and Concept for Railroad Tunnel and Shared-Use Path under I-5**



Tunnel Option - Schematic Trail Plan

Source: Northwest Land Park PUD, 2011

## 7.6 Transit System

### 7.6.1 Existing Conditions

The Sacramento Regional Transit District operates 45 bus routes and three light rail lines (the Blue Line, Gold Line, and Green Line) within a 367-square-mile service area throughout Sacramento County, including Folsom. The Specific Plan Area is directly served by three bus routes:

- ▲ Route 102 - Riverside Commuter provides connections primarily along Riverside Boulevard and 9th Street, between the Pocket Transit Center and Downtown Sacramento, with a bus stop near the intersection of 8th Street and Broadway.
- ▲ Route 11 - Natomas/Land Park provides connections between Sacramento City College in Land Park and the Club Center at Natomas, with a bus stop near 5th Street and Broadway.
- ▲ Route 51 - Stockton/Broadway provides connections between the Florin Towne Centre and Downtown Sacramento, with a bus stop near the intersection of 8th Street and Broadway.

Existing service times and frequencies for these bus routes are shown in Table 7-2. The existing bus facilities within and nearest to the Specific Plan Area are a bus stop sign at 5th Street and Broadway; a bus stop sign, bench, and bench at Broadway, near 6th Street; and a bus shelter, bench, and trash bin at the Route 51 and 102 bus stops near 8th Street and Broadway.

Table 7-2: Schedule for Sacramento Regional Transit District Bus Routes Serving the Specific Plan Area

Route	Weekday		Saturday		Sunday	
	Frequency (min.)	Span	Frequency (min.)	Span	Frequency (min.)	Span
<b>102 – Riverside</b> (Pocket Transit Center to Downtown [8th and F])	60 (at peak hours only)	5:30 a.m.–9:00 a.m., 2:30 p.m.–7:00 p.m.	N/A	-	N/A	-
<b>11 – Natomas/Land Park</b> (Land Park/Sacramento City College to Natomas/Club Center)	30	6:00 a.m.–8:00 p.m.	45	7:00 a.m.–8:00 p.m.	45	7:00 a.m.–8:00 p.m.
<b>51 – Stockton/Broadway</b> (Florin Towne Centre to Downtown [8th and F])	15	5:30 a.m.–10:00 p.m.	20 at peak (30 before 7 a.m. and after 5 p.m.)	6:15 a.m.–10:00 p.m.	20 at peak (30 before 10 a.m. and after 4:30 p.m.)	6:15 a.m.–9:30 p.m.

Note: Schedule time span noted to the nearest 15 minutes.

Source: Sacramento Regional Transit, 2019

The Specific Plan Area is located approximately three-quarters of a mile from the nearest light rail stations, at 8th and O Streets and Broadway near Freepport Boulevard.

Miller Regional Park is also along the tracks that accommodate the Sacramento Southern Railroad excursion train, which departs from Old Sacramento for a 6-mile trip to Baths along the banks of the Sacramento River. The train operates seasonally on weekends, with up to 16 trains a day, according to the Federal Railroad Administration. It travels past Miller Regional Park, which is currently demarcated with a signpost along the railroad tracks.

### 7.6.2 Recommended Transit Improvements

RT Bus Route 51 provides the most frequent and convenient service between the Upper Land Park neighborhood and Downtown Sacramento, including connections to both light rail stations. However, with the route's current configuration, the nearest existing bus stop, at 8th Street and Broadway, can be a far walk from the west end of the Specific Plan Area.

In coordination with SacRT, as the Specific Plan Area builds out and the Broadway Bridge is implemented, additional high-frequency bus or shuttle routes, including a commuter bus route, should be examined to serve not only the Specific Plan Area but also Miller Regional Park. This line could be designed to connect Sacramento to West Sacramento along the river and to the existing light rail stations in the city and planned light rail stations in West Sacramento.



*Signpost for Miller Regional Park along the Sacramento Southern Railroad recreational excursion train line, departing from Old Sacramento*

Current bus stops in the Specific Plan Area could be improved. Bus pullouts, bus shelters, benches, route information, and other pedestrian conveniences, such as shade, lighting, and trash receptacles, should be coordinated with SacRT as improvements are made in the area.

As stated above, Miller Regional Park is located on the line of a recreational excursion train operating from Old Sacramento. As improvements to Miller Regional Park are made, these plans should be coordinated with the California Department of Parks and Recreation to consider the potential for an excursion train stop and deboarding platform at the park, to allow for connections between Old Sacramento, Miller Regional Park, and the Sacramento Zoo.

## 7.7 Implementation

The actions identified in Table 7-3 will assist with implementation of proposed Specific Plan Area circulation improvements. The table identifies the strategy, implementation actions, location in this Specific Plan where additional information is available, the timeframe, and the parties responsible for implementing the action.

Table 7-3: Mobility Implementation Actions					
Strategy & Action Number	Strategy/Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
<b>Note:</b>	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long term = 10+ years				
<b>Multimodal Roadways</b>					
<b>Strategy M-1: Implement a Multimodal Street Grid Network</b>					
Implement circulation improvements that enhance mobility and access for all users, including pedestrians, bicyclists, transit users, and drivers.					
<b>M-1.1</b>	<b>Roadway Improvements.</b> Facilitate the construction of the planned roadway and streetscape improvements shown in Figure 7-2, as provided by the street sections in Section 7.3.5 as new development occurs.	M-1.1	Chapter 7.3	Ongoing	Community Development; Public Works; Project Applicant
<b>M-1.2</b>	<b>Broadway Streetscape Improvements.</b> Facilitate the construction of streetscape improvements identified for Broadway in the Broadway Complete Streets Project.	M-1.2	Chapter 7.3	Short term	Public Works
<b>M-1.3</b>	<b>Pedestrian Network.</b> As development occurs, facilitate the construction of the planned pedestrian improvements associated with the development, as provided in Figure 7-25 and summarized in Section 7.4.2.	M-1.1, M-1.3, M-1.5	Chapter 7.4	Ongoing	Community Development; Public Works; Project Applicant
<b>M-1.4</b>	<b>Bicycle Network.</b> Update the Bikeway Master Plan for consistency with the Specific Plan. Construct the planned bicycle improvements shown in Figure 7-26 and summarized in Section 7.5.3 as development in the Specific Plan Area occurs, with bike lanes designed in accordance with City Street Design Standards.	M-1.3, M-1.4, M-1.5, M-2.2	Chapter 7.5	Ongoing	Community Development; Public Works; Project Applicant
<b>M-1.5</b>	<b>Transit Services.</b> As new development provides transit-supportive land uses, the City will assist the Sacramento Regional Transit District in expanding transit services to extend the transit priority area beyond the service area of Route 51.	M-1.6	Chapter 7.6	Ongoing	Public Works; Sacramento Regional Transit District; Project Applicant

Table 7-3: Mobility Implementation Actions					
Strategy & Action Number	Strategy/Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
<b>Note:</b>	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long term = 10+ years				
<b>M-1.6</b>	<b>Transit Stop Improvements.</b> As new development is proposed and/or the City makes streetscape improvements, the City will consult with the Sacramento Regional Transit District about necessary improvements to existing stops and adding new stops that facilitate expanded service, including a future transit stop to serve the Sacramento Marina and Miller Regional Park and the West Broadway Gateway subarea.	M-1.6	Chapter 7.6	Ongoing	Public Works; Sacramento Regional Transit District; Project Applicant
<b>Safe and Accessible Streets</b>					
<b>Strategy M-2: Support Safety Improvements within Specific Plan Area Roadways</b>					
Upgrade streets in the Specific Plan Area to current City standards as streetscape improvements or development in the Specific Plan Area occurs.					
<b>M-2.1</b>	<b>Traffic-Calming and Intersection Improvements.</b> As new development occurs, facilitate the construction of recommended traffic control and intersection improvements identified in Figure 7-23. Street intersections shall have clearly marked crosswalks constructed to City Street Design Standards and the City’s Pedestrian Safety Guidelines for stop sign–controlled approaches and signalized intersections.	M-2.2	Section 7.3.6	Ongoing	Community Development; Public Works; Project Applicant
<b>M-2.2</b>	<b>Streetscape Improvements.</b> With construction of streetscape improvements along Broadway, improve street crossings at the intersections of Broadway at 5th Street and Muir Way, and improve pedestrian lighting for businesses along the corridor.	M-2.2, M-3.4	Section 7.3.6	Short term	Public Works