Pocket Greenhaven TRANSPORTATION PLAN

Existing Conditions Report

February 2021

Pocket Greenhaven Transportation Plan Acknowledgments

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Existing Conditions

4 Pocket Greenhaven Transportation Plan

Pocket Greenhaven Transportation Plan 5

This report projects information about the state of mobility in the Pocket Greenhaven Neighborhood including key data findings as well as input shared by the community. The findings in this report will inform recommendations for the Pocket Greenhaven Transportation Plan.

Community Destinations

This section identifies key destinations for neighborhood residents, workers, and visitors.

The Pocket Greenhaven neighborhood extends west of Interstate 5 to the Sacramento River, from 35th Avenue south through the Freeport Regional Water Facility.

The neighborhood contains twelve schools, of which eight are public and four private. These school sites are listed in Table 1 and shown in Figure 1. Figure 1 also shows the walksheds around each school. Walksheds are the areas around each school from which students and staff may be most likely to walk to the school.

Table 1

Neighborhood Schools Enrollment, 2019-2020 Academic Year

ID	School	Grades	Students	Public or Private
1	Bergamo Montessori	K-6	70	Private
2	Brookfield	K-8	232	Private
3	Camellia Waldorf	K-8	110	Private
4	Caroline Wenzel Elementary	K-6	315	Public
5	Genevieve Didion	K-8	581	Public
6	John F. Kennedy High	9-12	2,173	Public
7	Martin Luther King, Jr.	K-8	406	Public
8	Matsuyama Elementary	K-6	575	Public
9	Montessori Country Day	К	11	Private
10	School of Engineering & Sciences	7-12	538	Public
11	Sol Aureus College Preparatory	K-8	404	Public
12	Yav Pem Suab Academy	K-6	487	Public

Note: Pre-kindergarten and daycare enrollment not included Source: California Department of Education, 2020; Fehr & Peers, 2020



Most retail stores in the neighborhoods are located within five shopping centers, listed in Table 2. These centers, along with their walksheds, are shown in Figure 2 on the next page.

Table 2 Retail Centers

ID	Retail Center
1	Greenhaven Plaza
2	Riverside Plaza II Shopping Center
3	Lake Crest Village
4	Promenade Shopping Center

Source: Fehr & Peers, 2020



Other important neighborhood destinations include parks, public buildings (such as the library), community centers, and senior centers. These destinations are listed in Table 3 and shown in Figure 3 on the next page.

Table 3

Parks, Public Buildings, Community Centers, and Senior Centers

ID	Destination	Туре
P1	Zacharias Park	Park
P2	Frank Seymour Park	Park
P3	Lewis Park	Park
P4	Eileen Dutra Park	Park
P5	Portuguese Community Park	Park
P6	Tony Court Park	Park
P7	Sojourner Truth Park	Park
P8	Reginald Renfree Park	Park
P9	Parkway Oaks Park	Park
P10	Cool Wind Way Park	Park
P11	Charter Pointe Park	Park
P12	Garcia Bend Park	Park
P13	Richard Marriott Park	Park
P14	Shore Park	Park
L1	Robbie Walters Pocket-Greenhaven Library	Library
C1	Elks Lodge	Community Center
C2	Sacramento Portuguese Hall	Community Center
S1	The Waterleaf at Land Park	Senior Center
S2	Greenhaven Place	Senior Center
S3	Eskaton Care Center Greenhaven	Senior Center
S4	The Meadows at Country Place	Senior Center
S5	ACC Greenhaven Terrace	Senior Center
S6	ACC Senior Services	Senior Center
S7	ACC Maple Tree Village	Senior Center
S8	Greenhaven Estates	Senior Center
S9	Hellenic Senior Center	Senior Center
S10	ACC Care Center	Senior Center
S11	Love and Serenity Assisted Living	Senior Center
\$12	Revere Court Memory Care	Senior Center

Source: Fehr & Peers, 2020





Living and Working in the Neighborhood

There about 36,500 people who live in the neighborhood and about 16,600 homes. That is an average of 2.27 people per occupied home ash shown in Table 4.

As shown in Table 5, approximatively 600 people both live and work in the neighborhood while 15,900

work outside. There are about 5,200 people who come into the Pocket Greenhaven neighborhood to work. About three times as many workers commute from homes in the neighborhood to jobs outside the neighborhood than vice-versa. About 12 percent of people working in the neighborhood also live in the neighborhood.

How does everyone typically travel? We don't have comprehensive data but Census data tell us how folks travel to work, as shown inTable 6. Over 90 percent of residents who work travel by car.

Table 4 Residential Characteristics

Residents	Housing Units	Occupied Housing Units	Residents per Occupied Housing Unit
36,525	16,632	15,934	2.27

Source: U.S. Census Bureau, ACS 2018 5-Year Estimates

Table 5

Employment Characteristics

Both Working and Residing Inside	Working Outside and Residing	Working Inside and Residing
Neighborhood	Inside Neighborhood	Outside Neighborhood
606	15,918	5,263

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2017

Table 6 Workers Residing in Neighborhood Commuting by Mode

Mode	Employees	Share
Car, Truck, or Van (Drove Alone)	17,711	81.9%
Car, Truck, or Van (Carpooled)	2,106	9.7%
Public Transportation	498	2.3%
Bicycle	102	0.5%
Walked	173	0.8%
Taxicab, Motorcycle, or Other Means	192	0.9%
Worked at Home	852	3.9%

Source: U.S. Census Bureau ACS 2018 5-Year Estimates

Mobility Networks

This section describes key characteristics of the mobility networks in the neighborhood. These networks include roadways, bus routes, sidewalks, shared use paths, and other walking and bicycling facilities.

Roadways

The neighborhood transportation system is built upon a roadway network consisting of arterial, collector, and local streets, as depicted in Figure 4. This figure also identifies four-lane roads within the neighborhood; all other roads are two lanes. Additionally, this figure depicts signal-controlled and all-way stop-controlled intersections.

Speed limits on key roadways within the neighborhood, as well as school speed zones and speed humps for traffic calming, are shown in Figure 5. Roadway corridor daily traffic volumes are depicted in Figure 6. Traffic volumes on the roadway network provide an understanding of the general nature of motor vehicle travel conditions. However, traffic volumes do not indicate the quality of service provided by the street facilities. The concept of level of service (LOS) was developed to improve understanding of this quality.

LOS is a qualitative measure of the effect of many factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, and convenience. Levels of service are designated A through F, representing best to worst quality, respectively. LOS A through E generally represent roadways with traffic volumes that are less than roadway capacity, while LOS F represents roadways with volumes over capacity and/or heavily congested conditions.

Figure 6 shows the motor vehicle level of service at key intersections throughout the neighborhood. Delays met the City standard of D at all intersections, except for three all-way stop controlled intersections during the AM peak hour as shown.

Further information about study area intersections and level of service is provided in Appendix A.





2. All other streets 25 mph.



Transit

The Pocket Greenhaven Neighborhood is connected to the rest of Sacramento by Sacramento Regional Transit (SacRT) bus routes. Table 7 summarizes the bus routes serving the neighborhood. Figure 7 depicts these routes and stops. This figure also indicates the daily number of passengers boarding and alighting at each stop. The busiest stops are near the Greenhaven Plaza Shopping Center, John F. Kennedy High School, Lake Crest Village Shopping Center, and Promenade Shopping Center.

Figure 8 depicts the amenities, specifically benches and shelters, at each bus stop. Note that most stops have no amenities, and only a few stops had both a shelter and bench. This figure is based on the best data available at the time of the study. Amenities at some stops may differ today.

Table 7 SacRT Routes

Route	Description	Weekday Service	Weekday Headway (minutes, peak)	Weekend Service	Weekend Headway (minutes)
56 - Meadowview	Cosumnes River College - Pocket Transit Center	5:30 AM to 10:30 PM	30	Sat: 8 AM to 10:30 PM Sun: 7:30 AM to 9 PM	Sat: 30 Sun: 45
61 - Fruitridge	Florin Towne Center - Pocket Transit Center	5:30 AM to 9 PM	30	Sat: 7 AM to 9 PM Sun: 7 AM to 7 PM	60
62 - Freeport	Pocket Transit Center - Downtown J & 4th	5:30 AM to 9:30 PM	30	7 AM to 10 PM	60
81 - Florin	Florin & Riverside - University/65th St Station	5:30 AM to 11 PM	15	Sat: 6:30 AM to 10:30 PM Sun: 6:30 AM to 9 PM	Sat: 30 Sun: 60
102 - Riverside Commuter	Pocket Transit Center - Downtown/8th & F	5:30 AM to 9:00 AM; 2:30 PM to 7:00 PM	60	[none]	
103 - Riverside Express	Pocket & Greenhaven - Downtown/8th & K	6:00 AM to 8 AM; 4:30 to 6 PM	15	[none]	
106 - Land Park Commuter	Pocket Transit Center - Downtown/8th & F	7:00 AM to 9:00 AM; 2:30 PM to 6:00 PM	60	[none]	
107 - South Land Park Express	Pocket Transit Center - Downtown/F & 7th	6:00 AM to 8:00 AM; 4:00 PM to 6:00 PM	30	[none]	

Source: SacRT, 2020





Bicycling

The neighborhood also contains a network of bicycling facilities, including an extensive network of shared use paths, separated bikeways, bike lanes, and bike routes. These bicycling facilities are depicted in Figure 9. This figure also depicts planned bicycling facilities.

People who bicycle vary in experience, skill, ability, and confidence. Some are comfortable riding in traffic and value bicycling facilities and routes that are direct and limit unnecessary delay. These cyclists more comfortably utilize facilities that share the roadway with automobiles or have limited bicycle infrastructure. Other people with less confidence bicycling and lower or developing bicycle skills, such as children and older adult riders, may need more separation from traffic to feel comfortable enough to ride. Different bicycle types also require more space in bicycle facilities, such as trailers for children, cargo bicycles, or adult tricycles. For these reasons, facilities should be designed to accommodate lesser skilled riders and a wide variety of bicycle types, especially in heavily traveled areas.

Research has correlated these different types of bicycle riders with the level of traffic stress (LTS) that they are willing to experience while cycling (Mekuria, M. C., Furth, P. G., & Nixon, H. (2012). Low-stress bicycling and network connectivity. Mineta Transportation Institute.). Traffic stress is the discomfort and unease that a person riding a bicycle may feel due to vehicle traffic, roadway conditions, bicycle facility design, and other factors. Metrics have been developed to quantify the LTS that a typical rider may experience so that new bicycle facilities can be targeted to reduce this stress. The methodology uses a "weakest link" approach, meaning roadways are classified based on their segments with the highest level of traffic stress, assuming that only those bicycle riders that are comfortable riding under the higher stress would travel on that road. Factors influencing LTS include:

- Number of travel lanes
- Speed of traffic
- Number of vehicles
- Presence of bike lanes
- Width of bike lanes

Presence of physical barrier

Using these factors, a bicyclist level of traffic stress (BLTS) score can be assigned from 1 to 4 for each roadway segment, with 1 being the least stressful and 4 being the most stressful:

- **BLTS 1**: The lowest level of traffic stress and the design goal for a network that truly accommodates people of all ages and abilities. This level of traffic stress allows children trained in traffic safety to bicycle to school by themselves as well as the mainstream adult population, people interested but concerned about bicycling.
- **BLTS 2**: The highest level of stress that the mainstream adult population will tolerate while still feeling safe. This is the threshold for a low traffic stress bicycle network that truly accommodates people of all ages and abilities.
- **BLTS 3**: This level of traffic stress accommodates a much smaller segment of the population, people who are excited and more familiar with biking and will therefore accept a higher level of traffic stress. Bicycle riders who are considered enthused and confident but still prefer having their own dedicated space for riding will tolerate this level of stress and feel safe while bicycling.
- **BLTS 4**: This level of stress is tolerated only by those characterized as strong and fearless, which comprises a small percentage of the population. These roadways have high speed limits, multiple travel lanes, limited or non-existent bike lanes and signage, and large distances to cross at intersections.

Bicyclist level of traffic stress on streets in the Pocket Greenhaven neighborhood is shown in Figure 10. High posted speed limits (40 mph) were the primary factor resulting in BLTS 4 conditions on corridors with bike lanes, including Riverside Boulevard, Pocket Road, and Florin Road. Speed limits of 35 mph similarly resulted in BLTS 3 conditions on Greenhaven Drive and Gloria Drive. On other corridors with bike lanes and lower speeds, high vehicle volumes worsened BLTS results.





Walking

Walking facilities in the neighborhood include sidewalks, shared use paths, and crosswalks. These facilities are depicted in Figure 11. This figure also depicts planned shared use paths and planned crosswalk enhancements with rectangular rapid flashing beacons.

Like people riding bicycles, people walking vary in confidence and experience. Some people who walk are comfortable walking close to busy traffic on narrow sidewalks, while others will only walk if there is greater separation from rapidly traveling vehicles. Factors affecting walking comfort include:

- Usable sidewalk width
- Frequency of driveways
- Lighting
- Street trees and landscaping
- Sidewalk quality
- Speed of traffic
- Number of vehicles
- Number of vehicle travel lanes

Using these factors, a pedestrian level of traffic stress (PLTS) score can be assigned from 1 to 4 for each roadway segment, with 1 being the least stressful and 4 being the most stressful:

- PLTS 1: Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors or school-aged children walking unaccompanied to school. These streets provide an ideal pedestrianfriendly environment.
- PLTS 2: Generally comfortable for many people

who walk, but parents may not feel comfortable with children walking alone. Seniors may have concerns about the walking environment and take more caution. These streets may be part of a pedestrian-friendly environment where it intersects with a more auto-oriented roadway or other environmental constraints.

- PLTS 3: Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities may be present, but barriers are present that make the walking experience uninviting and uncomfortable.
- PLTS 4: Walking is very uncomfortable or even impossible. Streets have limited or no accommodation for people who walk and are inhospitable and possibly unsafe environment for people who walk.

Pedestrian level of traffic stress on streets and at signalized intersections in the Pocket Greenhaven neighborhood is shown in Figure 12.

High speed limits create uncomfortable PLTS 4 conditions on Riverside Boulevard, Pocket Road, and Florin Road. Speed limits, narrow sidewalks, and lack of buffers between sidewalks and travel lanes create PLTS 3 conditions along Greenhaven Drive, Gloria Drive, Windbridge Drive, and Rush River Drive. On other corridors, narrow sidewalks and infrequent marked crosswalks also results in PLTS 3 conditions.

At signalized intersections, PLTS 4 conditions were primarily driven by either no marked crosswalk or many (six or more) lanes to cross. PLTS 3 conditions were primarily due to older-style pushbuttons which do no incorporate best accessibility practices for button size and feedback.







Collisions

Collision history in the neighborhood was analyzed using the most recent complete data from the University of California, Berkeley, SafeTREC Traffic Injury Mapping System (TIMS). This data represents injury collisions from 2009 to 2017.

Collisions locations and heat maps based on TIMS data and high-injury networks from the Sacramento Vision Zero Action Plan are depicted for all modes in Figure 13 and for vehicle, bicyclist, and pedestrian collisions in Figure 14, Figure 15, and Figure 16, respectively. However, TIMS data comes from police reports and therefore only includes crashes that police responded to. Anecdotal information from the community indicated that more crashes occur and go unreported.

The locations with the highest concentration of motor vehicle collisions generally fall on the highinjury network. Most were on the busy, 35 or 40 mile per hour arterials and major collectors. The location with the highest concentration of collisions is the intersection of Florin Road and Greenhaven Drive. Another location is where the Pocket Canal Parkway crosses Rush River Drive.

Many of the locations with high concentrations of bicycle collisions are located on the bicycle high-injury network, though other collisions are spread throughout the neighborhood. Nearly all collisions occurred on roadways with speed limits of 40 or 35 miles per hour. Only one occurred on a slower roadway, though such roadways are the largest share of roadways in the neighborhood. Most collisions also occurred on four-lane roads. The highest concentration of collisions is at the intersection of Riverside Boulevard and Greenhaven Drive. Most of the pedestrian collisions also fall on the pedestrian high-injury network. The location with the highest concentration of collisions is the intersection of Florin Road and Greenhaven Drive. Riverside Boulevard between Florin Road and Greenhaven Drive also has a relatively higher concentration of collisions. Nearly all collisions occurred on roadways with speed limits of 40 or 35 miles per hour. Only one occurred on a roadway with a speed limit of 30 miles per hour, and none on slower roadways. Most collisions also occurred on four-lane roads.

The collision trends for each of these modes are shown in Figure 17, Figure 18, and Figure 19, respectively. Though the numbers each year for bicycle and pedestrian collisions are relatively low, some trends can be seen. Motor vehicle and pedestrian collisions have declined somewhat over the period, while bicycle collisions have stayed relatively flat with large variation.

Figure 20 and Figure 21 show the number of collisions in which someone was killed or seriously injured (KSI). Figure 20 shows the trend in these KSI collisions over time. Though there was a spike in 2014, overall trends for each mode were similar to those for all collisions. Figure 21 shows the relative share of collisions for each mode. As can be seen, pedestrian collisions are a larger portion of KSI collisions than of total collisions, indicative of pedestrians' vulnerability.









Figure 17 Yearly Collisions Resulting in **Injured Occupants of Vehicles**







Figure 19 Yearly Collisions Resulting in Injured Pedestrians





Source: UC Berkeley SafeTREC TiMS, 2020; Fehr & Peers, 2020

Figure 21 Mode Share of Collisions Resulting in Injuries



Source: UC Berkeley SafeTREC TiMS, 2020; Fehr & Peers, 2020

Figure 22, Figure 23, and Figure 24 depict the traffic violations reported for motor vehicle, bicycle, and pedestrian collisions, respectively. Figure 25 depicts the traffic violations for all KSI collisions.

The most frequently observed violations varied depending on the type of collision.

- Unsafe speed was the most frequent violation reported for motor vehicle collisions, followed by automobile right of way.
- For bicycle collisions, the most frequent violation was wrong side of road, all by bicyclists. The second most frequent was automobile right of way, of which 60 percent were bicyclists failing to yield right of way to motor vehicles and 40 percent were motor vehicles failing to yield right of way to bicyclists.
- For pedestrian collisions, the most frequent violation was pedestrian failure to yield right of way, which is motor vehicles failing to yield right of way to pedestrians. Pedestrian violation was the second most frequent, which was composed of pedestrians failing to yield to motor vehicles; of these, 83 percent were reported to be related to crossing a road outside of a crosswalk, marked or unmarked.

• For collisions in which someone was killed or seriously injured, for all modes, the most common violation was driving under the influence of alcohol or drugs. The second most common violation was unsafe speed.



Source: UC Berkeley SafeTREC TiMS, 2020; Fehr & Peers, 2020


Figure 26 breaks down the ages of victims of KSI collisions and compares them to the ages of the population of the neighborhood. Seniors are a much greater portion of the victims of bicycle and pedestrian collisions than of the larger population, indicative of their vulnerability.

Figure 26 Age of Victims of Death and Serious Injury Collisions



Source: US Census ACS 2018 5-Year Estimates; UC Berkeley SafeTREC TiMS, 2020; Fehr & Peers, 2020

Figure 27 Shared Rideable Trips per Roadway Segment



Shared Rideables

Private companies provide bicycles and scooters for short-term rental within the City. They comprise part of the traffic on bicycling facilities and streets. Figure 27 and Figure 28 show where these trips occurred by roadway segment in the Pocket Greenhaven neighborhood from June 17, 2019 to October 13, 2020. Segments with two or fewer trips are not shown.

Source: City of Sacramento, 2020

Figure 28 Shared Rideable Pickups and Dropoffs per Roadway Segment



Source: City of Sacramento, 2020



Public Input

The concerns, needs, and desires of the public for transportation in the neighborhood were solicited through three online public workshops, one held in May for neighborhood leaders and two held in August for the general public. A detailed summary of the online public workshops is provided in Appendix B.

Public input was also received via an interactive web map where users could identify locations of concern and where they would like to see improvements.

Additionally, conversations were held with public agency staff, including City Traffic Investigation (Eric Poon), Sacramento Police (Sergeant Matt Armstrong), SacRT (James Drake), local schools, and staff from Councilmember Rick Jenning's office. Staff shared their observations from their work in the area and interactions with the public.

Key messages heard included the following:

Speeding and poor driver behavior

- Concerns about a high prevalence of speeding drivers. Figure 29 depicts where concerns were expressed most often in the interactive web map.
- Feelings of discomfort or lack of safety due to poor driver behavior. In addition to speeding, these concerns included running through stop signs and red lights, failing to yield to pedestrians in crosswalks, passing other drivers unsafely and illegally, lack of sight comfortable sight distance in many locations where these issues occur. Figure 30 depicts where these feelings were expressed most often in the interactive web map.

- Desire for more traffic calming to reduce vehicle speeds, including a desire for solutions other than speed bumps, to address the issues identified above without creating cut-through traffic from drivers avoiding speed bumps.
- Desire for increased police enforcement to address poor driver behaviors.

Walking and bicycling

- Desire for safer, more comfortable street crossings for walking, especially along roads where marked crosswalks were far apart or speeding vehicles were prevalent. Figure 31 depicts locations where crossings were requested.
- Feeling unsafe while riding in bike lanes on major roads, and a desire for protected bike lanes on these roads.
- Some residents are comfortable using roundabouts such as at Windbridge Drive and Rush River Drive, but others do not feel safe walking or driving through them.
- Congestion and safety concerns for pedestrians and bicycle riders near schools at pickup and drop-off times.
- Some parents drive their kids to school because they do not feel it is safe for them to walk or bike.
- Appreciation of the neighborhood's parks, shared use paths, and river access, with the desire to complete the Sacramento River Parkway shared use path, add shared use paths to canals where access is currently prohibited, and adding more access points to existing shared use paths. Figure 32 depicts the shared use paths and access points which were requested in the interactive web map.

Bus service

• Desire for more express bus service from the heart of the neighborhood to downtown and other destinations.



Density of Speeding Driver Reports in Online Public Map

- High

- Low



- Low







Appendices

Pocket Greenhaven Transportation Plan 47

Appendix A: Intersection Conditions for Motor Vehicles

Lane configurations and turning movement volumes at key intersections in the neighborhood are identified in Figure A-1. These volumes represent peak hour traffic volumes during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods. Due to the effects of COVID-19 on travel conditions, traffic counts were collected using pre-COVID-19 StreetLight mobile data. Mobile data represent an average of weekday (Tuesday through Thursday) traffic counts during time periods in 2019 when local schools were in session.

Table A-1 presents the average delay range in seconds at signalized intersections for each LOS category based on HCM procedures along with a definition of each LOS category.

The delay ranges and LOS criteria for unsignalized intersections differ somewhat from the criteria for signalized intersections, primarily because user perceptions differ between these facility types. Unsignalized intersections are associated with more uncertainty for users as delays are less predictable than they are at signals. Table A-2 presents the delay range for each LOS for unsignalized intersections.

Table A-3 presents the existing weekday AM and PM peak hour traffic operations analysis results at the study intersections (refer to Appendix A for technical calculations).

The 2035 Sacramento General Plan inlcudes level of service standards in Policy M 1.2.2. Base on this policy, the standard for intersections in the Pocket Greenhaven Neighborhood is LOS D, with the exception of intersections on Florin Road from Greenhaven Drive east through the Interstate 5 interchange, where the standard is LOS F.

Three all-way stop controlled intersections had delays exceeding the standard during the AM peak hour as shown in Table A-3.

Table A-1 Level of Service Definitions – Signalized Intersections

Level of Service	Description	Average Control Delay ¹
A	Volume-to-capacity ratio is low and either progression is exceptionally favorable or cycle length is very short. Most vehicles arrive during the green phase and travel through the intersection without stopping.	≤ 10
В	Volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	>10 to ≤ 20
С	Progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 to ≤ 35
D	Volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35 to ≤ 55
E	Volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	>55 to ≤ 80
F	Volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80

Note: ¹Average control delay presented in seconds per vehicle. Delay values are rounded to the nearest second and evaluated for LOS based on the above thresholds (i.e., 10 seconds per vehicle = LOS A). Source: Highway Capacity Manual 6th Edition, Transportation Research Board, 2016

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Table A-2 Level of Service Definitions – Unsignalized Intersections

Level of Service	Average Control Delay ¹
А	≤ 10
В	>10 to 15
С	>15 to 25
D	>25 to 35
E	>35 to 50
F	>50

Note: ¹Average control delay presented in seconds per vehicle. Delay values are rounded to the nearest second and evaluated for LOS based on the above thresholds (i.e., 10 seconds per vehicle = LOS A). Source: Highway Capacity Manual 6th Edition, Transportation Research Board, 2016



- 0 Study Intersection

- Study Area

- ┛ Turn Lane AM (PM) Peak Hour Traffic Volume
 - Traffic Signal 鏾
 - STOP Stop Sign
 - \bigcirc Roundabout

Figure A-1a

Peak Hour Traffic Volumes and Lane Configurations -**Existing Conditions**





1 Study Intersection

Study Area







Figure A-1b Peak Hour Traffic Volumes and Lane Configurations -Existing Conditions

Table A-3 Level of Service Evaluation – Existing Conditions

Number	Otrada Lassatian	Traffic	AM Pea	k Hour	PM Pea	k Hour
Number	Study Location	Control	Delay ¹	LOS	Delay	LOS
1	Pocket Rd & Greenhaven Dr	Signal	24	С	27	С
2	Pocket Rd & E Shore Dr	SSSC	2 (19)	A (C)	1 (15)	A (B)
3	Pocket Rd & W Shore Dr	Signal	10	В	8	А
4	Pocket Rd & Windbridge Dr	AWSC	12 (12)	B (B)	9 (10)	A (A)
5	Pocket Rd & Axios River Ct / Little River Way	SSSC	1 (16)	A (C)	2 (13)	A (B)
6	Pocket Rd & Rivergate Way	SSSC	1 (17)	A (C)	1 (14)	A (B)
7	Park Riviera Way & Riverside Blvd	AWSC	17 (19)	C (C)	14 (15)	B (C)
8	Park Riviera Way & Riverside Blvd	Signal	8	А	11	В
9	Florin Rd & Riverside Blvd	Signal	19	В	10	В
10	Riverside Blvd & Havenside Dr / Rivercrest $\rm Dr^2$	Signal	30	С	11	В
11	Riverside Blvd & Greenhaven Dr	Signal	8	А	7	А
12	Gloria Dr & Greenhaven Dr	AWSC	44 (80)	E (F)	25 (31)	C (D)
13	Gloria Dr & Havenside Dr	AWSC	37 (57)	E (F)	19 (24)	C (C)
14	Gloria Dr & Florin Rd	Signal	21	С	22	С
15	Park Riviera Way & Gloria Dr	AWSC	11 (11)	B (B)	9 (9)	A (A)
16	Rivergate Way & Gloria Dr	SSSC	1 (10)	A (A)	1 (9)	A (A)
17	Gloria Dr & Rush River Dr	AWSC	13 (14)	B (B)	12 (13)	B (B)
18	Florin Rd & Havenside Dr	Signal	29	С	28	С
19	Florin Rd & Greenhaven Dr	Signal	31	С	27	С
20	Havenhurst Dr / Parkshore Cir & Greenhaven Dr	SSSC	2 (19)	A (C)	4 (26)	A (D)
21	Havenhurst Dr & Greenhaven Dr	SSSC	3 (16)	A (C)	2 (13)	A (B)
22	Little River Way & Rush River Dr	AWSC	13 (15)	B (B)	11 (14)	B (B)
23	Rush River Drive & Windbridge Dr	Yield	8	А	6	А
24	Windbridge Dr & S Land Park	AWSC	36 (53)	E (F)	17 (21)	C (C)
25	Rush River Dr & Greenhaven Dr	AWSC	29 (37)	D (E)	33 (45)	D (E)
26	S Land Park Dr & Greenhaven Dr	AWSC	20 (23)	C (C)	19 (21)	C (C)
27	Windbridge Dr / Corporate Way & Greenhaven Dr	Signal	15	В	16	В
28a	Pocket Rd & I-5 SB Ramp	Signal	7	А	12	В
28b	Pocket Rd & I-5 NB Ramp ³	Signal	46	D	13	В
29a	Florin Rd & I-5 SB Ramp	Free	0	А	0	А
29b	Florin Rd & I-5 NB Ramp	Free	0	А	0	А
30a	43rd Ave & I-5 SB Ramp	Signal	10	А	8	A
30b	43rd Ave & I-5 NB Ramp	Signal	5	А	4	A

Note: ¹Average control delay presented in seconds per vehicle. Delay values are rounded to the nearest second and evaluated for LOS based on the above thresholds (i.e., 10 seconds per vehicle = LOS A). Values exceeding standard are in **bold**. ²HCM 2000 results reported as HCM 6th Edition methodology does not support exclusive pedestrian phases ³HCM 2000 results reported as HCM 6th Edition methodology does not support clustered intersection signal timing Source: Fehr & Peers, 2020 Appendix B: Virtual Community Listening Sessions Summary



Introduction & Background

The Pocket Greenhaven Neighborhood Transportation Plan team held a series of three virtual community listening sessions on May 21, September 16, and September 19 to engage residents and community members in the area. The May session was held with community leaders in the Pocket Greenhaven neighborhood and the September sessions were held with the community-at-large. Each listening session served to introduce the project and obtain community input about existing conditions such as transportation challenges and opportunities. Approximately 50 participants provided input and ideas for how to improve transportation, especially walking and biking, in the Pocket Greenhaven community. The listening sessions included the same content and format.

Goals & Objectives, and Format

The purpose of the listening sessions was to gather community input about daily travel needs and about traffic safety concerns. This input will help inform the project team as they develop a list of proposed prioritized recommendations and an implementation plan for instituting the proposed improvements. Below is an overview of each listening session's format and presentation.

Live Polling & Visioning Activities

Leslie Mancebo, Transportation Planner at the City of Sacramento, began the session by facilitating a live polling exercise with participants. The live poll asked participants a series of four questions regarding their current travel behavior and desired modes of travel:

- Do you live in the Pocket Greenhaven neighborhood?
- What destinations do you frequently travel to in the neighborhood?
- How do you currently travel in the neighborhood?
- How would you like to travel in the neighborhood, but don't today?

The live poll results from both listening sessions are shown in the graphs below.





Pocket Greenhaven Neighborhood Transportation Plan

Virtual Community Listening Sessions Summary May & September 2020

Session #1 Live Poll Results

1. Do you live in the Pocket Greenhaven neighborhood?	
Yes	(8) 73%
No, but I travel to it frequently	(1) 9%
No, but I visit occasionally	(2) 18%

 Home
 (8/11) 73%

 Work
 (4/11) 36%

 School
 (2/11) 18%

 Shopping
 (10/11) 91%

 Parks
 (10/11) 91%

 Trails
 (7/11) 64%

 Other
 (1/11) 9%

3. How do you currently travel in the neighborhood?(Multiple Choice)

Walk	(9/11) 82%
Bike	(4/11) 36%
Take the bus	(0/11) 0%
Drive	(11/11) 100%
Scooter	(0/11) 0%



Session #1 Group Photo



Session #2 Group Photo



Session #3 Group Photo





Pocket Greenhaven Neighborhood Transportation Plan

Virtual Community Listening Sessions Summary May & September 2020

Session #2 Live Poll Results

(14) 93%
(1) 7%
(0) 0%

2. What destinations do you frequently travel to in the neighborhood?(Multiple Choice)

(13/15) 87%
(2/15) 13%
(1/15) 7%
(13/15) 87%
(11/15) 73%
(10/15) 67%
(4/15) 27%

3. How do you currently travel in the neighborhood? (Multiple Choice)		
Walk	(13/15) 87%	
Bike	(7/15) 47%	
Take the bus	(0/15) 0%	
Drive	(15/15) 100%	
Scooter	(0/15) 0%	

4. How would you like to travel in the neighborhood, but can't today?(Multiple Choice)

Walk	(4/15) 27%
Bike	(6/15) 40%
Take the bus	(8/15) 40%
Drive	(1/15) 7%
Scooter	(3/15) 20%

1. Do you live in the Pocket Green neighborhood?	nhaven
inergrisser i loss :	
Yes	(11) 85%
No, but I travel to it frequently	(2) 15%
No, but I visit occasionally	(0) 0%
2. What destinations do you freq the neighborhood?(Multiple Cho	uently travel to in ice)
Home	(10/13) 77%
Work	(1/13) 8%
School	(3/13) 23%
Shopping	(13/13) 100%
Parks	(10/13) 77%
Trails	(9/13) 69%
Other	(4/13) 31%
3. How do you currently travel in (Multiple Choice)	the neighborhood?
Walk	(9/13) 69%
Bike	(6/13) 46%
Take the bus	(2/13) 15%
Drive	(13/13) 100%
Scooler	(0/13) 0%
4. How would you like to travel in but can't today?(Multiple Choice	n the neighborhood, a)
Walk	(8/13) 629
Bike	(6/13) 469
Take the bus	(5/13) 389
Drive	(3/13) 239
	(2/12) 220



Leslie then introduced the project team and Councilmember Rick Jennings, City of Sacramento District 7. Councilmember Jennings shared background information about the project and its goals and objectives, and then turned the presentation over to Nicole Zhi Ling Porter with AIM Consulting. Nicole facilitated a brief interactive visioning exercise with participants, focused on the question, "In 1-2 words, what makes your neighborhood special?" Each group's responses are shown below.



These interactive exercises helped frame the group discussion and give the project team an understanding of participants' current travel behavior and desired transportation network in the Pocket Greenhaven community.



Presentation

Leslie continued the session by sharing purpose of the plan and the development process. She then provided an overview of the technical analysis that had been completed so far, including an inventory of transportation infrastructure, collision data, and community concerns received prior to the project's start. Leslie then concluded the presentation by giving an overview of the next steps and introducing the group discussion format. Following the presentation, the project team facilitated a group discussion by asking a series of four questions:

- Do you face any issues when walking / biking / taking transit in the neighborhood?
- Do you have any concerns around motorists in the neighborhood?
- What improvements would you like to see that would help you walk / bike / take transit?
- What types of improvements do you think can help contribute to slower traffic speeds in the neighborhood?

Key Findings

What are two words to describe Pocket Greenhaven's strengths?

Community members believe that Pocket Greenhaven's parks, trails, river access, as well as family friendly and diverse community are the key highlights of what Pocket Greenhaven has to offer.

Do you face any issues when walking / biking / taking transit in the neighborhood?

The lack of crosswalks in key locations was an issue that members of the community were concerned about. Furthermore, there was agreement over the problem of unprotected bike lanes in major roads, the public would feel safer and more inclined to ride bicycles if there were more protected bike lanes. In addition to these, it was mentioned several times that drivers are speeding way to often as well as not yielding to pedestrians crossing at crosswalks and this presents a safety concern for all pedestrians walking and biking.

Do you have concerns about drivers?

Community members have noticed a recurring pattern of unsafe driver behavior such as speeding, failure to stop at stop signs and drivers not slowing down or avoiding speed bumps. Furthermore, there have been several instances of drivers failing to yield to pedestrians crossing on crosswalks which have resulted in near-miss incidents.

What improvements would you like to see to help you walk, bike, or take transit?

Overall, members of the community want to see more sidewalks, crosswalks, and protected bike lanes. The most talked about subject was controlling bad driver behavior such as speeding and not yielding to pedestrians.

What types of improvements do you think can help contribute to slower traffic speeds in the neighborhood?

Suggested improvements to deter this behavior included adding more stop signs or measures that are not solely speed bumps.



Listening Session #1: Thursday, May 21

Discussion Overview

Below is a recap of the large group discussion facilitated as part of the listening session.

Do you face any issues when walking / biking / taking transit in the neighborhood?

- We have problems when students walk at the crosswalk in front of Matsuyama Elementary School. A stoplight would be more effective than a crosswalk, because we can't have a crossing guard there all day.
- The Matsuyama Elementary School principal has been hit three times when traffic control is in place.
- Many students are driven to school, and don't feel safe walking or biking in the neighborhood.
- Seniors are afraid to cross the street because they are threatened by fast cars. Park City Way used to not even have a crosswalk between the senior center and building across the street, but even now with a crosswalk many seniors still don't feel comfortable.
- I cross at Florin Road and Gloria Drive to drop kids off at preschool. This is a dangerous area, and there is a high school nearby, so traffic conditions worsen during pickup and drop off times. There is a closed levee in this area, I wish more canals could be opened.
- I walk a lot in the community, and the four-way stop at Rush River Drive and Gloria Road is very dangerous in the evening. It gets very dark and the lighting needs to be improved.
- The bus is good for commuting downtown, but useless at other times.
- The corner of Little River and Rush River is horrendous during school transitions; conditions are worst at 8am, 1:30pm, 3pm, and 5pm.
- My most common complaints is regarding bicyclist and walker/runner interactions on the trails. There are no rules about where people should walk or bike, and we need to address this.
- I think the worst intersection is at Greenhaven and Florin Road. People often complain about crossing the street here, because we have two right turns heading north and a large number of cars u-turning. Can an improvement be made to make it easier for us to get into the shopping center?
- Paytona to Park Riviera has no speed humps, crosswalks, or other infrastructure to slow vehicles. You have to walk long distances before reaching a crosswalk.

Do you have any concerns around motorists in the neighborhood? If yes, what are they?

- Speeding is horrendous.
- Cars should drive slower.
- The 43rd Street entrance to Interstate 5 is poorly designed. The freeway underpass is three lanes, but only two left lanes go towards the freeway and the solid line becomes dashed.
- There are several intersections that are three-way stops that only have crosswalks on two sides. This allows cars to turn right without stopping at a crosswalk.
- The turn from Little River to Pocket has the 25mph speed limit painted on the street but no sign.



- Drivers speed a lot; we have to be careful when crossing streets.
- I don't want to make the main roads too slow and cause drivers speed down side streets.

What improvements would you like to see to help you walk, bike, or take transit?

- I'd like to see raised crosswalks at stop signs.
- Tree wells in the middle of Windbridge Drive to prevent passing in the middle traffic lane.
- An extended, closed-off bike trail along the canal or Cutting Way, to Windbridge Drive.
- Better connections to transit.
- More paratransit pick-up locations.
- Flashing lights and raised crosswalks.
- I would like to see microtransit come to the neighborhood. Uber and Lyft are great but environmentally they are a bad idea. Microtransit would help to get people out of their cars.
- Can we have safe biking classes for students?
- Some of our neighborhood do not connect, so many people may choose not to walk because they can't figure out how to get where they want to go. Wayfinding signage could help people navigate to parks and stores along trails.
- There is not a consistent use of speed humps in the neighborhood; some have many humps in short distance while others have few at all.
- Increase the visibility of people in crosswalks.
- I want our main streets to be as walkable and bikeable as possible.

How do you feel about riding your bikes in the neighborhood?

- Personally, I enjoy biking along the canals.
- The bike trail is great.
- The most important improvement to complete is the Sacramento River Parkway all the way to Sacramento, so that people use their bikes to get downtown. Without that, the bike commute is not great you would have to be a confident bicyclist.
- Open canals where they are not open

Other comments

- Approximately 45-50% of students at the Matsuyama Elementary School are from outside of the attendance area. However, many are from other schools within the Pocket area.
- About 25% of Matsuyama Elementary School staff live within the Pocket.



Listening Session #2: Wednesday, September 16

Discussion Overview

Below is a recap of the large group discussion facilitated as part of the listening session.

Do you face any issues when walking / biking / taking transit in the neighborhood?

Speeding

- There is speeding along Pocket Road and Riverside Boulevard.
- We experience high speeds on Pocket and Greenhaven, often exceeding the 40mph speed limit.
- Speeders, but not much during COVID-19.
- Traffic on Pocket Road. High speeds on Pocket Road. Riverside too.
- I would agree... speeding is an issue, even today during quarantine.
- Traffic on Pocket and Riverside is very fast.

Unsafe crossings

- There are almost no crosswalks on Riverside. There is also no bike lane or shoulder on Riverside.
- There is a lack of crosswalks across Pocket Road. There are none near my house, and that makes it hard for kids to get around safely.
- Traffic is an issue. Cars do not stop for you when walking and trying to cross the street. We use the crosswalk, but cars still do not stop for us.
- It is not safe to cross Rush River at Lake Front / Deltawind and Windbridge.
- There is a lot of car traffic on Florin / Greenhaven, which makes it difficult to cross when biking or walking.
- It is difficult to safely cross at Caroline Wenzel Elementary.
- The Windbridge/Greenhaven Canal entrance to the Nugget/Rite Aid Shopping Center is difficult to cross; pedestrians prefer to cross in the middle of roadway because the marked crosswalk is too far away.
- People don't like to use the crosswalk by the Wells Fargo bank. They cross in the middle where the center divider is.
- The intersection at Florin and Greenhaven is difficult to drive, walk, and bike across.

Unprotected bikeways

- There are narrow bike lanes in some locations on Pocket and Riverside.
- There are no protected bike lanes on major roads.
- I have concerns over opening up the levee paths. More bicycle and pedestrian conflicts.
- I live off of the Pocket canal right where the levee starts. Related to the issues with biking and pedestrian traffic, there is a rule posted that there should be no electric vehicles down the canal. But I see dirt bikes or miniature motorcycles or electric scooters there, I just saw an electric golf carts go by. But I am not sure how that is enforced.

Do you have any concerns around motorists in the neighborhood? If yes, what are they?

- People drive through stop signs, occasionally traffic lights.
- On Windbridge, there are speed bumps on the south end but people speed down the suicide lane to avoid them. Two people have landed on the cement portion of the road that is supposed



to be protecting crosswalks. People just don't care; I do not think changing the speed limit will change people's behavior.

- Traffic calming improvements are needed near the library.
- A road diet on Pocket might help with speeding activity. This would allow for expanded bike lanes on the road. Near the Interstate 5 end it could be two lanes in each direction, but only if there is enough traffic to warrant two lanes in each direction.
- Drivers do not pay nearly enough attention to the pedestrians on Florin and Greenhaven. Overall, they are too aggressive.
- Cars do not give the right of way to pedestrians in the crosswalk on Pocket by the Grocery Outlet / Baskin-Robbins. This leads to many near misses.
- I experience issues getting cut off by speeding vehicles when driving down Greenhaven approaching Florin (adjacent to Burger King). There could be potential sightlines issues here.
- There is an unsafe offramp merge from southbound I-5 to westbound Pocket Road.

What improvements would you like to see to help you walk, bike, or take transit?

- Sidewalks on the way to school (Didion) on Park Riviera.
- More microtransit; this would be received well in neighborhood.
- More crosswalks and at least one more stop sign on Pocket Road.
- A small roundabout by the south side of Bel Air.
- Protected bike lanes on Pocket and Riverside.
- Slowed down cars not just by speed bumps; this can be bad for vehicles lower to the ground.
- I am pro-safety, anti-anything like crosswalks that will make home values go down.
- Some type of crossing from Windbridge/Greenhaven Canal entrance to the Nugget / Rite Aid shopping center.
- I would like to see one lane in each direction on Pocket Road with expanded bike lanes. Near the I-5 end it could be two lanes in each direction, but I have yet to see enough traffic to warrant two lanes in each direction along most of Pocket.
- The lights for the crosswalk near Bel Air have helped me out.
- I am more alert when driving there.
- We love walking to Device... :).
- One lane in each direction on Pocket Road.
- We live in Greenhaven, and the Nugget shopping center is within walking distance. The intersection makes it impossible to walk there and shop, even though that's how we'd like to travel there. Drivers run the light a lot. Personally, I have enough time to get across, but most of the time drivers do not obey the law. There has to be something else to control drivers so pedestrians have a safe place to get there.

How do you feel about riding your bikes in the neighborhood?

• It would be nice to link the bike trail to the canal. You have to go across Pocket Road and go all the way across to Garcia Bend, but it ought to go straight through.



- I get cut off when coming down Greenhaven approaching Florin right around where the Burger King is, by drivers flying into the street. May be a bit of a visibility issue actually.
- Riding feels very risky on unprotected bike lanes.

Other Comments

- Bike riders do not warn pedestrians as they are riding by!
- How will the projects recommended in the plan be funded?
- How will project ranking and priorities be decided?

Listening Session #3: Saturday, September 19

Discussion Overview

Below is a recap of the large group discussion facilitated as part of the listening session.

What issues are you experiencing?

Unprotected bikeways

- I drive because don't feel safe on a bike. I live near Riverside and Florin, and the bike path near there is narrow. It also feels hazardous walking across streets, as they are so wide.
- Currently I limit my bicycling to the greenbelt and canals.

Lack of bikeway connectivity

- There is not a complete bike trail from South Pocket to the greenbelt on levee, it dead ends by Bear Flag school area. You have to go through campus, so it is not a complete trail.
- The bike trail dead ending near shopping center at Lake Crest, difficult to bike to ACC Senior Services campus on Corporate Way.

Speeding

- Riverside Boulevard is like a freeway.
- The offramp at 43rd is a mess.
- I have concerns about high speeds, I just moved to the neighborhood and I'd like to see more traffic enforcement on Pocket Road.

Lack of safe crossings

- There is a need for safe crossings at Canal / the Nugget.
- There is a long walk between Park Riviera and the canal. Can we add access at Rivergate? A lot of kids ride bikes down Rivergate to get to the Kennedy School.

What improvements would you like to see to help you walk, bike, or take transit?

- We need better connectivity from the canal trail and parkway to the Nugget and shopping center
- Getting a bike path into downtown is super important. This would encourage people to ride bikes more often.
- Bike paths should be wider.



- It would be great if the market area could be bike friendly and walk friendly, to encourage more people to leave their cars at home when going shopping.
- There could be more bike racks at commercial centers.

Concerns about motorists?

- Issue is not just slowing down but drivers are rolling stops, especially problem for seniors crossing.
- Speed bumps, flashing signals, senior community signs.
- Engage media about being better citizens, respecting seniors.
- You all are fearless walkers and bikers, if we have improved safety features, we can definitely have more pedestrians walking and biking as well.
- The number of lanes on different roads is not consistent. Some roads have two lanes and then change to one.
- There is a lack of physical stops for drivers throughout the area.
- There is a lot of speeding on the interior areas of the Pocket Greenhaven neighborhood. It might be good to pinpoint certain problem areas, and not just put stop signs everywhere.
- There are no schools open now, but when they open again the pickup and drop off times can be dangerous and heavily congested. Something needs to be done to address those problems.
- Kids in the neighborhood are not walking or biking to school because parents are concerned for their safety.

Chat Box Comments

Throughout the listening session, participants were able to share comments through the virtual meeting's chat box. Their responses are listed below, organized by topic.

What makes your neighborhood special?

- River access
- Parks and trails
- Good variety of shopping
- Family friendly
- Caring people
- Community events
- Diversity
- Wildlife

Desired improvements

- Bike racks at shopping centers to encourage the community to ride bikes to stores.
- More trash cans; pet waste can be reduced with additional trash cans and bag dispensers on the bike trail.
- Plans to keep the street level bike paths clean... I often see so much debris in the lane that I have to ride in the street.



- I also want to suggest that the City can see how to have better speed control on Rush River as we have Senior Community Living facilities on that section.
- Address the multiple uses of the paths/trails. People are moving at so many different speeds these days: walking, jogging, bike riding, scootering, e-biking. Perhaps, when possible, can the City add dedicated lanes?
- Traffic enforcement on Pocket Road give more tickets! Either lower the speed limit or add speed bumps.
- I love the roundabouts that were recently installed.
- Roundabouts could be a good option to mitigate the speed problems we experience.
- Can we market the area as a walker/biker friendly neighborhood, so people are not surprised with speed bumps, one vehicle lane, etc.?
- I am not a fan of speed bumps.

Transportation challenges

- There are no crosswalks between Park Riviera and Nasca that's over 1.5 miles without a crosswalk.
- My son goes to the School of Engineering & Sciences (SES) and we have both visibility and speed issues when visiting.
- There is no physical stop for 2.2 miles between Park Riviera and Windbridge.
- I like the idea of one travel lane versus two.
- Remember the schools; address pickup and drop off concerns which we often seen posted.
- I am a little concerned about unsafe bikers: they are too fast on trails, and sometimes ride on sidewalks.
- The double lanes have encouraged racing through the neighborhood.
- If it were safer for kids to walk, perhaps there would be less drop-offs and pick-ups at school.
- I won't allow my kids to bike to Matsuyama because traffic on Pocket is moving too quickly and way over the speed limit.
- Please repave Riverside Boulevard. The street is in terrible shape.

Appendix

- Listening session presentation
- Notification flier



MOVING FORWARD TOGETHER





PlanPocketGreenhaven.org

History

	Early settlers were Portuguese farmers
.958	Developers acquired over 700 acres for a "planned community"
.959 	The area was incorporated into the City of Sacramento
.961	Development started with groundbreaking on "Greenhaven 70" around Seymore Park
970's	Greenhaven 70 completed
9 90' s	Pocket/Greenhaven completely development



Purpose of the Plan

 Define a vision for the future of mobility in the Pocket Greenhaven Neighborhood

 Provide a prioritized list of projects to achieve that vision



How do we get there?



PlanPocketGreenhaven.org

What we know so far

Built Environment:

- Shared-use paths
- Wide roadways
- Long distance between controlled crossings

Collisions:

- Unsafe speed
- Elderly victims
- Intersections near freeway ramps

Community Concerns:

- Access to trails
- High speeds
- Crossing major roadways (all modes)

PlanPocketGreenhaven.org

Tools

- Visit PlanPocketGreenhaven.org
- Join the mailing list
- Use the interactive, online map
- Share!


Next Steps



PlanPocketGreenhaven.org

Today's Objectives

You are the experts!

- Where would you like to go?
- How would you like to get there?
- What are your concerns and challenges?
- What are your ideas for the future?









- Visit PlanPocketGreenhaven.org
- Join the mailing list
- Use the interactive, online map
- Share!

LMancebo@cityofsacramento.org



WEDNESDAY SEPT.16 & SATURDAY SEPT.19 10-11 AM

Help make your neighborhood a better place!

The City is developing a plan to improve safety and mobility for everyone who walks, bikes, drives, and takes transit in the Pocket Greenhaven community. Provide your input in a **virtual listening session** and an **online map activity**.



planpocketgreenhaven.org

VISIT THE PROJECT WEBSITE TO LEARN MORE AND PARTICIPATE



WEDNESDAY

SEPT. 16

6-7 PM

SATURDAY

10-11 AM

SEPT. 19 10VING FORWAR TOGETHER

How do you get around your neighborhood?

The City is developing a plan to improve safety and mobility for everyone who walks, bikes, drives, and takes transit in the Pocket Greenhaven community.

Provide your input in a virtual listening session and an online map activity.

visit planpocketgreenhaven.org

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TO LEARN MORE AND PARTICIPATE