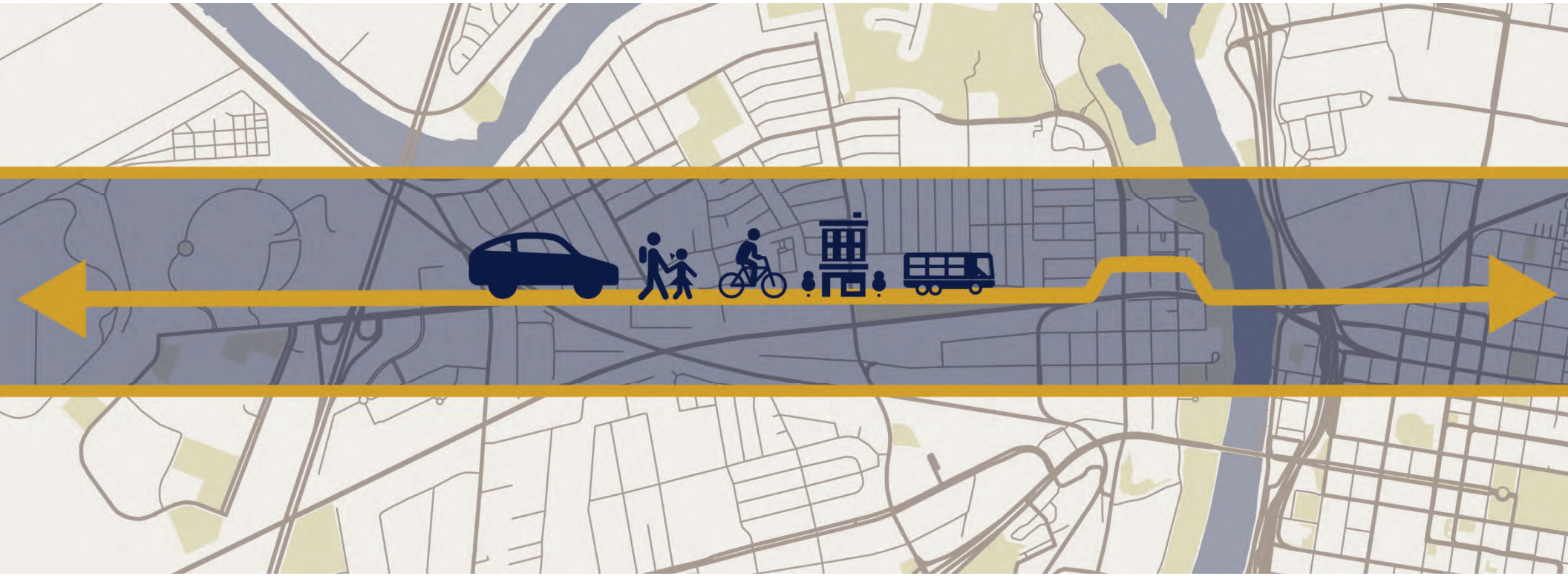
SACRAMENTO AVENUE

COMPLETE STREET PLAN



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Prepared For:

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In Collaboration With:

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1 Introduction

Sacramento Avenue

Sacramento Avenue is a key corridor in the City of West Sacramento (the "City") that runs east-west between interstates 5 and 80. As one of the City's major arterials, and most significant east-west transportation corridors, the roadway connects regional amenities such as West Sacramento's commercial anchors to the west and the developing Sacramento River riverfront, the C Street Railyards Bridge, the I Street Bridge Deck Conversion for Active Transportation Project, and Downtown Sacramento, to the east. As a local transportation route through primarily residential neighborhoods, the corridor also provides access to community amenities, including trails and outdoor recreation, schools, and lifestyle destinations. Figure 1 presents the Sacramento Avenue corridor in relation to its local context, highlighting the location of adjacent West Sacramento areas and regional interstates.

The land use context across the corridor is varied, and both City-wide and regional land use and infrastructure growth is projected in the near and long-term. Fulfilling these diverse and changing functions in both the near and long term requires a balance between traffic operations, safety, and accessibility for all of the road users who will use the corridor. With a 2021 Community Design Program grant from the Sacramento Area Council of Governments (SACOG), the City initiated the Sacramento Avenue Complete Street Plan to ensure that existing and future travel needs, and development impacts are considered within the local context.

The corridor's existing transportation infrastructure is primarily oriented toward vehicular traffic, offering limited multimodal facilities to support safe and connected travel along and across the corridor for non-vehicular modes. Class II bike lanes are present on most of the corridor; however, their value is limited due to high vehicular speeds, wide travel lanes, and minimal separation between bikes and cars. Pedestrian facilities are intermittent and disconnected, with approximately 40 percent of the corridor lacking sidewalk coverage. The existing conditions along the corridor result in a stressful experience for all road users, but especially for those who are walking, biking, or using transit.

Corridor History

Sacramento Avenue developed along some of the oldest communities in West Sacramento, where Euro American settlers first established and settled in the area in the 1840s. The alignment of Sacramento Avenue can be traced back to the development of Legislative Route Number 50 (LRN 50), which was commissioned in 1919 to connect the cities of Woodland to Sacramento. LRN 50 was also known as State Sign Route 16 and State Sign Route 24 between the 1930s to 1960s due to varying signing policies in California. In September 1963, the passage of Senate Bill 64 resulted in state-wide highway renumbering to reconcile the duplicative and confusing numbering and naming system, and it became known as Route 84 as adopted by the State Legislature in 1965. When State Route 84 was extended north along Jefferson Boulevard at United States 50 to Sacramento Avenue in the 1970-1980s, Sacramento Avenue between Jefferson Boulevard/Kegle Avenue to Interstate 80 was also widened to a four-lane street and re-signed as part of the State Route 84 to provide connections among the communities of Bryte, Broderick, and West Sacramento. Original design of the Sacramento Avenue section proposed a 100-foot cross section that would include four 12-foot lanes, a 16-foot median for left-turn movements, 8-foot parking strips on each side, 10-foot sidewalks on each side, and possibly utility area. Despite the original intent, this section of Sacramento Avenue was built without complete parking strips, sidewalks, and the utilities were installed along the available area.

Though the City of West Sacramento was incorporated in 1987, Sacramento Avenue remained part of the state highway system until it was relinquished by the California Department of Transportation (Caltrans) to the City in 2003. The history of Sacramento Avenue's original intended use - as a main thoroughfare to the county offices in

Woodland and as a state-controlled facility for 84 years - provides context to its current vehicular focused design. The City has made minor improvements to the corridor over time - by 2011, the City removed parking along Sacramento Avenue between Jefferson Boulevard/Kegle Avenue and Harbor Boulevard to add in Class II bike lanes with the Measure K Elkhorn/Broderick Area Street Rehabilitation Project.

Purpose & Approach

Creating a complete street corridor plan that meets the needs of residential neighborhoods, businesses, and commuters, while contending with right-of-way constraints, requires context-sensitive solutions that adapt to changing character and limitations. This Sacramento Avenue Complete Street Plan (the "Plan") aims to provide a roadmap for implementing community-driven improvements that provide safer and more comfortable transportation options for people of all ages and abilities, while enhancing public spaces for economic and community vitality along the corridor.

The Plan presents an overview of the project purpose and corridor study area, summarizes previous planning efforts and community engagement that informed the development of the project, and establishes a vision to introduce new mobility choices to Sacramento Avenue, expand safe access to existing multimodal opportunities, and strengthen community connectivity through urban and street design. Subsequent chapters review the existing conditions along the corridor, identify and evaluate strategies for addressing the needs of the corridor and present a strategic plan to implement the corridor vision.

The Sacramento Avenue Complete Street Plan will provide the City with an actionable framework for implementable programs and projects with proven results to address real safety and accessibility issues in the study area. Developed in close coordination with the community and project stakeholders, this Plan identifies improvements to streets, intersections, streetscape, and landscape using Complete Streets planning and design elements. A key focus of this Plan is to expand access and connectivity for non-vehicular modes of transportation. Improvements are evaluated based on several criteria, including safety, accessibility, equity, sustainability, and benefit-cost.

Project Area

The Sacramento Avenue corridor is approximately two miles in length between 2nd Street and Harbor Boulevard, including C Street east of 6th Street. The corridor runs east-west through the City of West Sacramento, with Interstate 5 on the West and Interstate 80, as well as the Sacramento River, on the east.

Land uses and destinations along the corridor include commercial and community destinations, and residential neighborhoods, many of which are considered disadvantaged. The Riverpoint Marketplace shopping center, which includes various retailers such as The Home Depot, IKEA, Walmart, and various other commercial businesses is located just west of the corridor. To the east of the corridor, the Sacramento Riverfront trail runs north-south adjacent to the corridor. Eastward beyond the river, the I Street Bridge connects to Downtown Sacramento. To the north and south of the corridor, there are several parks and open space areas, as well as schools.

Because the existing land use and street character is varied, the corridor was grouped into three core areas based on the initial segmentation of the corridor into six segments. This segmentation is described in detail in the subsequent section of the Plan. The discussion of existing conditions, proposed strategies and improvements and evaluation of the preferred concept in the chapters that follow are organized around the segmentation of the corridor.

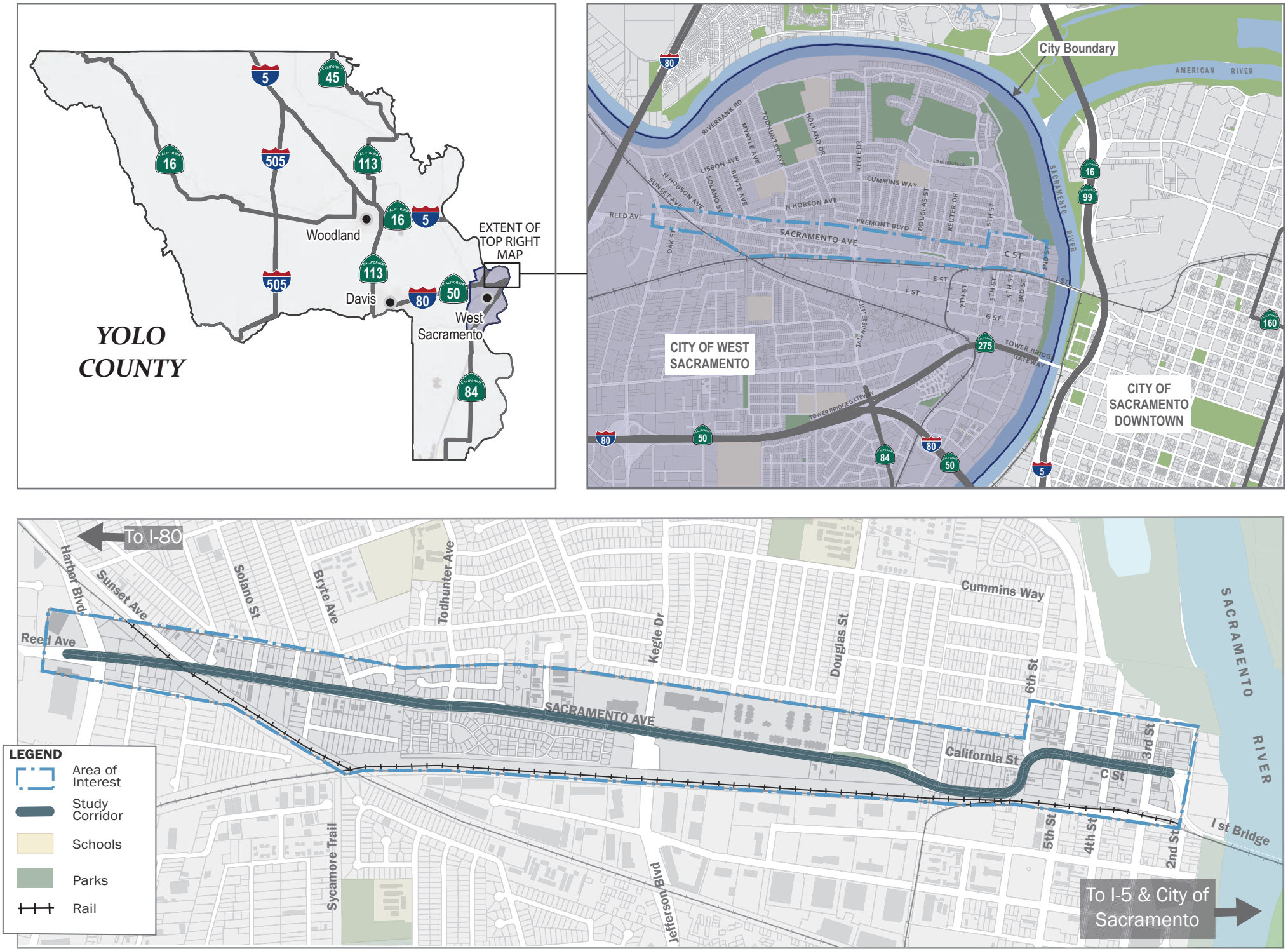


Figure 1 Area of Interest & Regional Vicinity

Corridor Areas & Segments

The corridor areas and sub-segments are shown in Figure 2, and described in further detail below.

Western Area: Wide & Multi-Lane

The western area of the corridor includes segments one, two and three, the areas from Harbor Boulevard to Jefferson Boulevard. This section features a wide, five-lane cross-section with adjacent land use that is almost entirely developed. The adjacent land use through this area is predominantly low- to medium-density residential, as well as some commercial. At the southwest of the western area is the Riverpoint Marketplace shopping center, which is a regional commercial destination that includes big box retailers like IKEA and Walmart as well as smaller businesses and restaurants. Just north of the corridor along Bryte Avenue is Lighthouse Charter School, a K-8 school whose students are served by Sacramento Avenue.

This section of the corridor serves as a key connection between two of the City's most highly trafficked arterial roadways, Harbor and Jefferson Boulevards, and connects to I-80 at the west, resulting in the highest traffic volumes found along the corridor. While speeds are posted at 40 mph, the 85th percentile speed is 45 mph, and community members report speeding is a common occurrence. The existing transportation facilities include Class II bike lanes and sidewalks, but there are intermittent gaps in sidewalk coverage and high traffic volumes and speeds result in a stressful experience for active transportation users.

Central Area: Transitional & Underdeveloped

The central area of the corridor includes segments four and five, the areas west of Jefferson Boulevard to the 6th Street curve west of California Street. West of Jefferson Boulevard, Sacramento Avenue narrows to two through lanes with a left-turn pocket at some locations. Most of the central area lacks sidewalks and while Class II bike lanes exist, high speeds and lack of street lighting diminish their utility.

The adjacent land use is varied and currently undeveloped in most areas on the south side of the corridor. To the northwest of the Sacramento Avenue / Jefferson Boulevard intersection is the Riverbend Shopping Plaza, which includes two grocery stores, a Post Office and convenience store. East of the shopping center, also on the north side, is a medium-density residential, and a small parklet called Elkhorn Plaza.

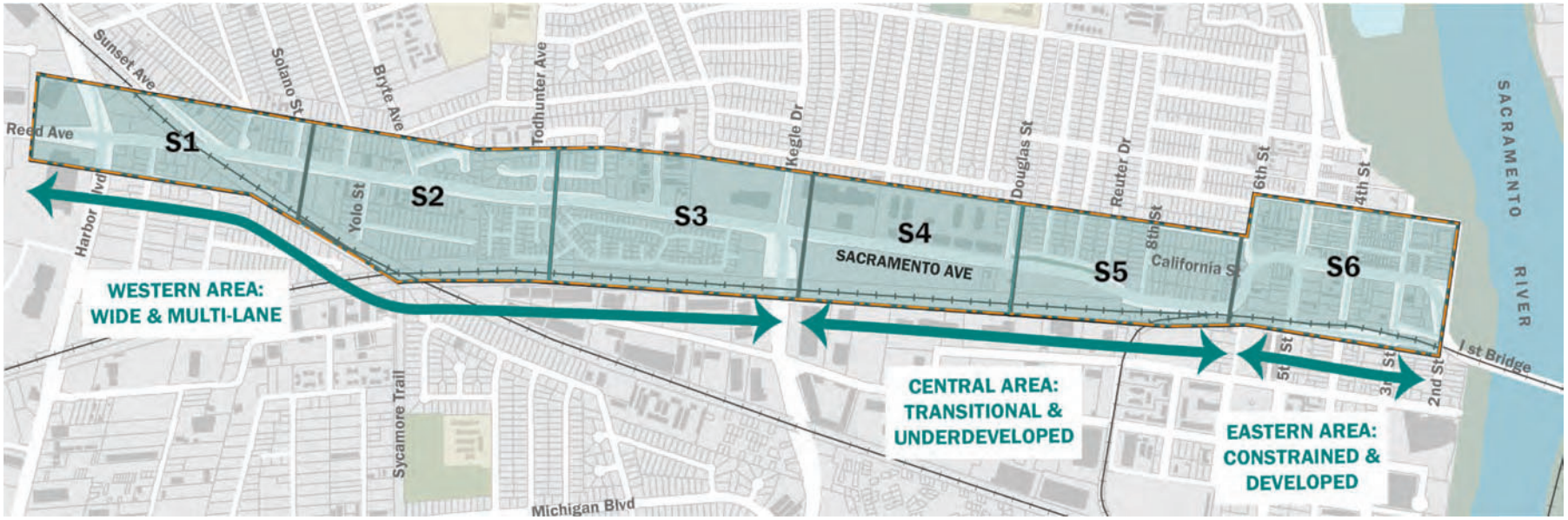
East of Elkhorn Plaza, the street width along Sacramento Avenue begins to narrow, constrained by railroad right-of-way to the south. At the east end of the central area, the roadway curves, and Sacramento Avenue transitions to 6th Street for a short distance. The curve in the roadway is notorious for safety concerns, with a lack of street lighting, site distance limitations and speeding being common issues.

Eastern Area: Constrained & Developed

The eastern area of the corridor comprises segment six, which includes the areas east of California Street to the corridor's east end at 2nd Street. Sacramento Avenue at 5th and 6th Streets provide connections to residential neighborhoods to the north and south of the corridor. East of 5th Street, the land use context changes from medium-density residential to high density residential and mixed-use development, with a few vacant parcels. The posted speeds also lower to 25 mph. With the transition in land use and lower speed, the eastern area / segment six lends more toward a pedestrian-scale environment.

While included in the corridor area of interest for the Plan, this segment is at the intersection of several planned projects, which are at various stages of planning and/or construction process. This segment is constrained by both an existing historical site and the planned projects that are already slated to upgrade the existing infrastructure and roadway geometry, as well as provide new connections to Downtown Sacramento. Planned projects are discussed in more detail in the following section of the Plan.

Figure 2 Corridor Areas & Segments



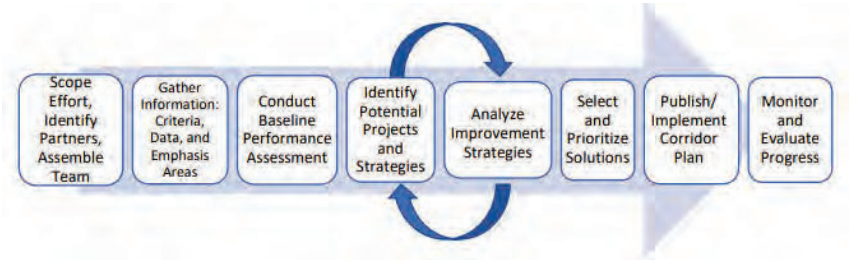
Planning Context

The Sacramento Avenue Complete Street Plan builds upon a framework of existing plans and policy documents at the statewide, regional and local levels, as well as several development and infrastructure projects within or connecting to the study area. This framework is described in more detail in the following sections.

State Planning Documents

Caltrans Corridor Planning Process Guide (2020)

The Corridor Planning Process Guide was prepared by Caltrans' Division of Transportation Planning to provide guidance on preparing corridor planning document. The guide establishes a comprehensive planning approach vis-à-vis protocols and procedures to identify and implement transportation needs.



Toward an Active California (2017)

- Toward an Active California is the State's first bicycle and pedestrian plan that provides policies and actions for Caltrans and partner agencies to undertake to improve comfort, connectivity, safety, and feasibility of travel by walking and bicycling. By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.
- The goals outline in the Caltrans' plan as related to the Complete Street Plan are:
  - MOBILITY: Reduce dependency on single-occupancy vehicle travel through mode shift to bicycling, walking, and transit.
  - SAFETY: Increase safety for all users (modes) and abilities, as expressed through Toward Zero Deaths (Caltrans) and Vision Zero (local agencies) initiatives

  - EQUITY: Promote active transportation solutions that serve the communities within the District by improving accessibility and expanding healthy transportation options for underserved communities
  - PRESERVATION: Ensure District active transportation strategies and actions adequately address the long-term maintenance needs and resources required to maintain a state of good repair for the state highway system.

Design Guidance

In addition to standards and planning guidance provided by state, regional and local agency documents, this project incorporates design guidance and best practices for multimodal and complete streets. The American Association of State Highway and Transportation Officials (AASHTO) has developed two manuals relevant to the Plan: a Policy on Geometric Design of Highways and Streets, (also called the "Green Book"), and a Guide for the Development of Bicycle Facilities.

The National Association of City Transportation Officials (NACTO) has also published several relevant books that provide comprehensive guidance and safety considerations for urban street environments, including the Urban Street Design Guide, Urban Bikeway Design Guide and the Transit Street Design Guide.

Regional Planning Documents

Yolo Active Transportation Corridors Plan (YACT)

The YACT Plan is under development by the Yolo County Transportation District (YoloTD) and is scheduled for completion in summer 2024. The YACT Plan prioritizes active transportation connections within and throughout Yolo County communities, addressing mobility barriers of low-income and minority residents.

Goals outlined by the YACT relevant to the Plan include:

- Improve safety by providing dedicated active transportation facilities
- Advance environmental sustainability and climate action by encouraging mode shift
- Enhance quality of life and equity by addressing transportation barriers facing isolate, low-income, and minority communities
- Promote state of good repair by reducing vehicle miles traveled (VMT) on existing roadways
- Boost economic competitiveness by increasing foot traffic to local business in incorporated areas and agritourism
- Advance regional vision for an interconnected trail network

Sacramento Region Trail Network Action Plan (2022)

The Sacramento Region Trail Network Action Plan establishes a prioritization framework and implementation strategy for planned trail projects in the SACOG region. The goals of the Action Plan are to establish a network that promotes safety, all ages and abilities, economic vitality, environmental justice, health, and recreation. The Sacramento Region Trail Network map identifies Sacramento Avenue as a trail study corridor.

SACOG Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS)

The SACOG 2020 MTP/SCS presents a transportation and land use strategy for the SACOG region of Sacramento, Sutter, Yolo, and Yuba counties. Its purpose is to support jobs, economic opportunity, transportation choices, and affordable housing for all. It identifies the best way forward to improve regional air quality, preserve open space and natural resources, and help the state of California achieve its greenhouse gas (GHG) emissions reduction targets.

Goals of the MTP/SCS relevant to the Plan include:

- "Build vibrant places for today's and tomorrow's residents."
- "Foster the next generation of mobility solutions."
- "Modernize the way we pay for transportation infrastructure."
- "Build and maintain a safe, reliable, and multimodal transportation system."

Programmed and planned projects proposed by the MTP/SCS relevant to the Sacramento Avenue corridor are described below. SACOG is underway with an update to the MTP/SCS, called the 2025 Blueprint, scheduled for adoption in early 2025. The following lists projects programmed and planned in the 2020 MTP/SCS, with updates from the City.

Programmed Projects:

» Downtown/Riverfront Streetcar: Sacramento Regional Transit District (SacRT) extension of Light Rail Transit (LRT) Service (Phase 1): The updated alignment for this LRT extension into West Sacramento at Sutter Health Park from the Sacramento Valley Station regional mobility hub in Sacramento utilizes existing rail infrastructure on H Street, 7th and 8th Streets; connecting with new track and LRT stations along N Street, 3rd Street, and Capitol Mall/Tower Bridge Gateway. This West Sacramento service extension will use the same LRT vehicles that are used systemwide. (Project Development programmed separately under VAR56127, for $14,570,000.) (Anticipated cost: $162,000,000 ; Anticipated completion: 2025-2030)

Planned Projects:

» C Street-Railyards Bridge (I Street Bridge Replacement): New Northern Bridge from Sacramento to West Sacramento across the Sacramento River. Includes auto, transit, bicycle, and pedestrian facilities. Project is currently under final design phase. Led by City of Sacramento in cooperation with West Sacramento and Caltrans. (Anticipated cost: $280,000,000; Anticipated completion: 2030-2031)

» 3rd and C Gateway Improvements: Design, environmental clearance, permitting and construction of streetscape improvements at and adjacent to the intersection of 3rd and C Streets in Washington. The improvements implement the streetscape improvements recommended by the Washington Realized: Sustainable Community Strategy for C Street, 3rd Street and the reconfigured 2nd Street south roadway. (Anticipated cost: $1,500,000; Anticipated completion: 2020-2025)

» I Street Bridge Deck Conversion: Design, environmental clearance, permitting and construction of approaches and the upper deck for the I St Bridge. The improvements include construction/modification of the approaches for ADA compliance, resurfacing of the deck and other appurtenant circulation improvements. Civic spaces will be incorporated into the project. Project is entering the design phase. (Anticipated cost: $23,000,000; Anticipated completion: 2030-2031)

» I Street to Indian Heritage Bike Trail: Construct Bike Trail under I Street Bridge and new C Street Bridge then continue atop levee to Indian Heritage Center. (Anticipated cost: $2,000,000; Anticipated completion: 2030-2035)

» Sycamore Trail Phase V: A five-phase project that extends south from Sacramento Avenue near Yolo Street across United States Highway 50 (US 50) and the Barge Canal to the Lake Washington Boulevard and Jefferson Boulevard intersection. Phase 1 between Rice Avenue and West Capitol was completed in 2019. The City is currently underway with construction of Phase 2 which will extend the trail from Westmore Oaks School over US 50 connecting with Joey Lopes Park and design of Phase 3 which will further extend the trail from Westmore Oaks Elementary School to the intersection of Park Boulevard and Stone Boulevard. SACOG was awarded a Reconnecting Communities and Neighborhood - Regional Partnership Challenge grant to conduct feasibility studies for extending the trail south across the Barge Canal (Phase IV) and north over the Union Pacific Railroad and Sierra Northern Railway (Phase V). Utilizing the existing sewer easement, Sycamore Trail Phase V will cross the Mikon Junction Underpass, twenty-foot-high Union Pacific Railroad (UPRR)/Sierra Northern Railway track embankments at the north end to reach the Broderick/Bryte neighborhoods. (Phase V Anticipated cost: $TBD; Anticipated completion: 2030-2035)

» I-80/Reed Ave. Interchange: Led by Caltrans, I-80 at Reed Ave. interchange improvements include widening ramps at the intersection with Reed Avenue, widening Reed Avenue, and limiting some local street access, as well as adding ramp metering to the on-ramps. (Anticipated cost: $12,350,000; Anticipated completion: 2025-2030)

Note that the City is planning to include the following projects in the 2025 Blueprint, consistent with grant applications/awards that were not captured in SACOG's 2022 data request.

» Clarksburg Branch Line Trail (CBLT) North Terminus Extension to Broderick: The planned northern terminus of the CBLT in West Sacramento is the Washington District and Broderick neighborhood. The upcoming updates to the Washington

Specific Plan and to the West Sacramento Bicycle, Pedestrian, and Trails Master Plan will each identify the Clarksburg extension and future trailhead connecting at 8th Street and Sacramento Avenue where, like the Sycamore Trail, the City will work with Union Pacific Railroad to design an under or overcrossing of existing elevated Union Pacific Railroad track. Within the City limits, 1.3 miles of the trail corridor between Locks Drive and Cherokee Road, running east of River City High School and the City's recreation center. From there, a 3-mile segment south to the City Limit was funded by SACOG through the Community Design Program to complete engineering design, and this work is estimated to be completed by 2025. Construction funding has been committed for that portion of the project as well through execution of local development agreements. The City, Yolo County, YoloTD, and the Delta Protection Commission submitted a 2024 Carbon Reduction Program grant application to SACOG for the planning and design of the City-owned 6.4-mile length of the Clarksburg Branch Line abandoned railroad right-of-way at the south City limits to Clarksburg in unincorporated Yolo County. (Anticipated cost TBD; Anticipated completion 2040 or later)

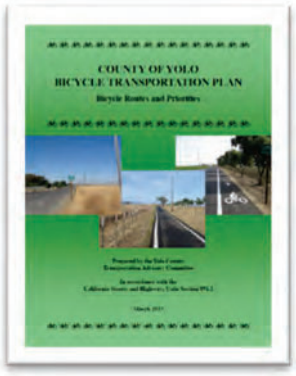
» HSIP Safety and Signal Improvement Project: Improvements aimed to increase the safety between vehicle and pedestrian movements at multiple intersections along the corridor. Citywide improvements include pedestrian crossing enhancements, improved hardware at signalized intersections, and geometric modification of approaches at intersections. (Anticipated cost: $3.3 million; Anticipated completion: 2019-2025)

» North 5th Street Connectivity and Complete Street Project: The City was awarded a 2023 Regional Active Transportation Program grant from SACOG for planning, design and right-of-way. The project will increase safety and close gaps in the active transportation network for bicyclists and pedestrians to safely connect to the Riverwalk Trail and the upcoming C Street-Railyards Bridge and the I Street Bridge Deck Conversion Project. The project will continue the high visibility bike lanes by reallocating one travel lane in each direction to add high visibility, parking protected Class II bike lanes on 5th Street between C Street and A Street and will add buffered high visibility bike lanes on Lighthouse Drive between A Street and Fountain Drive. The project will include the construction of the remaining needed active transportation infrastructure on C Street between 3rd Street and 6th Street to make the facility a complete streets corridor, facilitating a safe a connected network between residential areas to local destinations to the upcoming bridge projects. The project will also include pedestrian improvements such as construction of new sidewalk to close sidewalk gaps, safer pedestrian crossings at unmarked and unsignalized intersections, and an ADA accessible connection on A Street from 5th Street to the Riverwalk Trail. (Anticipated cost: $3.5 million; Anticipated completion 2025-2030)

Green Means Go Designation

The Sacramento Ave corridor is located within the West Sacramento Green Zone in SACOG's Green Means Go Program. Green Means Go is a multi-year pilot that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development and reducing and electrifying vehicle trips. Green Means Go allocates state funding to projects that create more infill housing, increase mobility, and reduce vehicle emissions.

County of Yolo Bicycle Transportation Plan (2013)



The County of Yolo Bicycle Transportation Plan acts as a comprehensive, long-range policy guide to achieving a fully realized bikeway network in the county. It includes a prioritized list of planned bicycle facilities to be developed in service to the goal of increasing countywide bicycle ridership as a means to improved air quality, improved energy efficiency, reduced traffic congestion, as well as improved individual health and fitness.

Priorities set by the County's Bicycle Transportation Plan relevant to the Complete Street Plan Include:

- Prioritize bicycle safety and security, with emphasis on bicycle commute facilities over recreation facilities
- Emphasis on transportation interfaces to allow bicyclists to employ multiple modes of transportation to reach their destinations
- Prioritize cost effective measures like removal of physical barriers and maintenance
- Rights of way on collector streets and minor streets should be adequate for bikeways. The needs of bicyclists shall be considered when new roads are constructed, or existing roads are upgraded
- Ensure that bikeways are striped and signed in accordance with the standards defined in the California Manual of Uniform Traffic Control Devices and the Caltrans Highway Design Manual
- Encourage the provision of bicycle rest facilities
- Encourage the provision of bicycle parking facilities
- When constructing bicycle facilities, trees and other significant vegetation shall be preserved or planted where feasible, considering the effects on construction, maintenance activities, and public safety, to realize the benefit of vegetation's shading effect and improved aesthetics

Local Planning Context

Transportation Planning Context

West Sacramento General Plan 2035 - Mobility Element

The Mobility Element addresses the City's transportation network, guiding its development with greater focus on connectivity, efficiency, and multi-modality. The Mobility Element pays particular attention to complete streets as well as policies related to parking, goods movement, and the Port of West Sacramento.

Goals and priorities set by the Mobility Element relevant to the Complete Street Plan include:

- Develop and maintain a multimodal transportation system that provides for the safe and efficient movement of people and goods, supports vibrant neighborhoods, and reduces air pollution, greenhouse gas emissions and VMT. This includes establishing multimodal corridors and hubs within and between urban centers and along major corridors, removing and minimizing the effects of natural or manmade barriers on accessibility and within existing communities, ensuring that all streets are safe and accessible to people with disabilities and others with limited mobility, involving the public and seeking input at all stages of the planning process,


POLICY DOCUMENT PART 2
MOBILITY ELEMENT

- Provide complete streets that are safe, attractive, and comfortable for all road users. This includes minimizing barriers to accessibility; reducing lane numbers and widths; enhancing walking and bicycling by minimizing, consolidating, or removing unused, underutilized, or unnecessary driveways and curb cuts; requiring street trees and landscaped medians for aesthetic and functional (stormwater runoff management) purposes; reducing conflicts between bicyclists, pedestrians, transit, and motorists; and providing amenities that promote walking, bicycling, and transit use.
- Develop and maintain a street and highway system that is safe, efficient, and reduces noise, air quality, and GHG emission impacts. This includes traffic calming measures, consideration of roundabouts as intersection traffic control options, and level of service flexibility when considering impacts to active transportation.
- Support and maintain a range of public and private transit systems that are efficient, safe, and respond to the needs of all users.
- Develop comprehensive, safe, accessible, and integrated bicycle network and bicycle support facilities throughout the

city. This includes providing context appropriate bicycle facilities, connections to commercial and recreation activities, and ensuring that bikeways connecting to the existing bikeway system be provided in the first phase of all major phased developments.

» Develop a safe, accessible, and integrated pedestrian network that promotes walking. This includes filling gaps in systems of existing neighborhoods, separated sidewalks and paths, landscaping, and creating a continuous, convenient network free of impediments and obstacles; improving pedestrian safety at intersections and mid-block crossings by providing enhanced treatments like well-marking pedestrian crossings, bulb outs, or median refuges that reduce crossing distances.

» Develop and manage on- and off-street parking systems that balance the City's goals of economic development, livable neighborhoods, and public safety.

» Use transportation demand management to improve efficiency, reduce dependence on motor vehicles congestion, and expand travel options.

» Provide an efficient system for goods movement for industrial and commercial areas, while protecting residents from adverse impacts.

West Sacramento Bicycle Pedestrian and Trails Master Plan (2018)

The City's Bicycle, Pedestrian, and Trails Master Plan (BPTMP) lays out the vision for a connected active transportation network linking neighborhoods, employment centers, shopping destinations, parks, and schools. It seeks to build awareness and support for equal roadway access for all road users with the ultimate goal to increase the number of people bicycling or walking to work, school, errands, or for recreation in West Sacramento.

The vision of the BPTMP is "to be one of the United States' top bicycle- and pedestrian-friendly communities through the creation of a world-class bicycle and pedestrian trails network that efficiently and safely connects users of all ages to work, school, shopping and recreational amenities throughout the City."

Goals set by the BPTMP relevant to the Complete Street Plan include:

» Creating a continuous and interconnected network of low stress bikeways connecting residential areas and key destinations, integrated with other forms of transportation including public transit.

» Increasing bicycle mode share to at least 5 percent and a walking mode share of at least 10 percent by 2030.

» Secure and convenient bike parking at all major bicycle trip generators and attractors.

» Ensure new development provides bicycle- and pedestrian-friendly on-site circulation and access.

» Educational opportunities aimed at all levels of bicyclists, pedestrians, motorists, and law enforcement personnel.

Other priorities include improving safety, reducing congestion, emissions, and the need for road expansions and parking infrastructure, enhancing community health, and improving overall commuting experience.

Improvements proposed by the BPTMP for Sacramento Avenue and adjacent roadways include:

» Class III Bike Route on N. Harbor Blvd from Sacramento Avenue/Reed Avenue to West Sacramento City Limit (Northwest)

» Class II Bike Lane on Reed Avenue from Riverside Parkway to Harbor Boulevard

» Class III Bike Route 6th Street from C Street to Cummins Way

» Class II Bike Lane on 5th St between A & C Streets

» Class III Bike Route on Kegle Drive from Cummins Way to Fremont Boulevard

» Convert Class III Bike Route to Class II Bike Lanes on C Street from 6th Street to 3rd Street

West Sacramento Mobility Action Plan (2021)

The City's Mobility Action Plan (MAP) reflects the ongoing effort to expand access sustainable transportation solutions for members of the community. It provides tools and recommendations to help implement the mobility and climate goals it sets, and strategies to prepare for new mobility options and technological innovation in the future.

This plan aims to assist the City in achieving these goals. Specific priorities in the Mobility Action Plan relevant to the Plan include:

- Building a network of mobility hubs connecting residents to transit and activity centers, prioritizing under resourced, transit dependent areas.
- Enhance safety and create space for non-motor vehicle users.
- Provide convenient and accessible transit and shared mobility, connecting to local and regional destinations.
- Equitable access to zero emissions vehicles and alternative transportation options.
- Prepare for equitable implementation of emerging transportation technologies.
- Support the City's policies and equitably guide transportation investments.

Improvements along Sacramento Avenue proposed by the Plan, consistent with the MAP, include:

- Mobility hub and related infrastructure at State Foods Supermarket (Jefferson Blvd/Sacramento Ave).
- Develop a protected bike lane network and create protected intersections for a safer bike experience.

Climate Change Context

Goals and objectives related to climate change are intertwined throughout all of the General Plan elements to create and recreate West Sacramento as a safe, healthy, socially, and environmentally viable, and sustainable community. The General Plan is built around goals and objectives that promote sustainability and seek to address the sources of greenhouse gas emissions that contribute to climate changes. Sustainability concepts built into the General Plan include but are not limited to: "increasing densities in appropriate locations; promoting mix-use, green-building and transit-oriented development; encouraging energy efficiency and water conservation; developing complete streets that provide for bicyclists, pedestrians and transit and policy standards for GHG reduction targets."[1]

Climate Action Plan (CAP)

The West Sacramento CAP aims to reduce the City's GHG emissions to 40 percent below 1990 levels, consistent with the state's goals. Additionally, the CAP creates a framework for achieving carbon zero by 2045, supporting climate goals set by the Mayor's Commission on Climate Change.

The City is underway with an update to the CAP. The CAP's draft GHG mitigation measures to reimagine how people and goods are moved related to the Plan include:

- Prioritize transit-oriented development and center/corridor community growth through land use planning.
- Allocate funding to expand the active transportation and micro-mobility network.
- Develop partnerships and allocate funding to increase the accessibility, frequency, and reliability of public transit.
- Provide more telecommuting opportunities for City staff.

1 West Sacramento General Plan 2035 Policy Document, Introduction

» Advocate for use of alternative fuels within the rail freight system.

Mayors' Commission on Climate Change Final Report (2020)

Goals established in the Mayor's Commission on Climate Change Report relevant to the Complete Street Plan include:

» Expand and enhance access to low-stress and connected infrastructure for bicycling, walking, and rolling so that 30 percent of all trips are by active transportation by 2030 and 40 percent by 2045.

» Expand and improve transit and shared mobility services to be more accessible, affordable, reliable, and attractive than single-occupancy vehicles to achieve 30 percent of all trips by transit and/or pooled shared mobility by 2030 and 50 percent transit and/or pooled shared mobility by 2045.

» Create incentives and policies to encourage the adoption of zero-emission vehicles (ZEVs) so that 70 percent of new registrations will be for ZEVs by 2030 and all (public/private/shared fleet) vehicles are fully electric by 2045.

Landscape Development Guidelines

The City's Landscape Development Guidelines provides a basic framework for designing landscaped areas to ensure consistency and design excellence, as well as further the City's Climate Action Plan goals of reducing greenhouse gas emissions, promoting the use of recycled materials, and urban forest growth and maintenance. The document guided the development of landscaping and streetscape improvements along the corridor.

Land Use and Development Context

This section summarizes the land use, parcel utilization, and proposed development and mobility projects within the study area The Sacramento Avenue corridor adjoins a mix of developed, undeveloped, and under-developed properties of primarily residential and mixed-use land uses. The corridor's design is car oriented and does not meet existing standards for keeping drivers safe and reducing potential conflicts on the road.

West Sacramento General Plan 2035 - Land Use Element

Existing land use along the corridor is characterized by low to high-density residential or neighborhood mixed-use commercial. The parcel which includes the Bryte Church is located at the northwest corner of Sacramento Avenue and Jefferson Boulevard/Kegle Avenue and is considered quasi-public. Figure 3 presents the City of West Sacramento General Plan Land Use. Approximately 40 percent of the corridor is fronted by residential land use, and 54 percent by a mixed-use land use. Approximately 21 percent of the corridor is fronted by a vacant parcel.

The following table summarizes the land use frontage per study segment based on total frontage (i.e., both sides of the roadway).

Table 1 Land Use Frontage Summary

Segment Location	Residential Frontage	Mixed-Use Frontage	Other Frontage	Vacant Parcel Frontage
Segment 1	76%	24%	-	28%
Segment 2	19%	81%	-	10%
Segment 3	70%	8%	22%	-
Segment 4	30%	70%	-	43%
Segment 5	41%	50%	9%	34%
Segment 6	-	100%	-	12%

Vacant/Underutilized Parcels

Most of the parcels that front the Sacramento Avenue corridor are developed. Vacant parcels are primarily mixed-use. Several parcels are considered underutilized. The designation of underutilized estimated considering two factors:

1. The parcel has structures that cover less than or around 25 percent of the parcel area.
2. The parcel has just fences or structures that are temporary in nature, like small sheds/enclosures.

Figure 4 presents the parcel utilization within the study area.

Washington Specific Plan (2020)

The Washington Specific Plan is a comprehensive update to the 1996 Specific Plan and identifies the long-term vision and strategy for redeveloping the Washington District, located along the western bank of the Sacramento River between A Street and Tower Bridge. The specific plan aims to support the Washinton District in becoming a vibrant, well-connected, transit-oriented neighborhood.

The city is currently updating the Washington Specific Plan, scheduled for completion in summer/fall 2024. The guiding principles of the Washinton Specific Plan relevant to the Complete Street Plan include:

- Prioritizing transit-oriented development to create an equitable walkable, mixed-use transit rich district that is integrated and connected to residential, employment, retail, entertainment, and recreational uses.
- Provide open space and pedestrian linkages that create both physical and visual connections to the river front.
- Provide memorable and meaningful outdoor experiences within the public realm through placemaking.
- Create a sustainable, resilient, and thriving district that through a mix of transit-serving uses and green building practices results in reductions in greenhouse gas emissions and stronger connections between people and place.
- Build social capacity and provide equitable access to a variety of housing types, services, amenities, jobs, open space, and transit.

PROPOSED DEVELOPMENT: INFILL AND MOBILITY PROJECTS

With projected City-wide and regional land use and infrastructure growth in the near and long-term, the City initiated the Sacramento Avenue Complete Street Plan to ensure that future travel needs, and development impacts are considered within the local context.

There are a variety of project types, including both land use and transportation projects, that are planned or proposed for the Sacramento Avenue corridor and the nearby corridor area of interest. Several residential and mixed-use projects are proposed along the Sacramento Avenue corridor to redevelop existing vacant parcels, as well as transportation projects that seek to improve mobility options for all road users. Proposed development and mobility projects are shown in Figure 5, and described in more detail below.

Proposed Infill Projects

Proposed infill projects relevant to the corridor study area of interest include the following:

- 219-225 5th Street
  - Three-story, high-density residential development with 18 units.
- 326 5th Street
  - Five-story, high-density residential development with 30 units.
- 735 Sacramento Avenue
  - Five-story, mixed-use development with 196 multi-family residential units and neighborhood commercial on the eastern side of the property.
- 851 Sacramento Avenue

- Five-story, mixed-used development with 445 residential units with ground floor live/work units along the frontage accessible via Sacramento Avenue and a one story retail building on the western side of the property.

Proposed Mobility Projects

Proposed mobility projects in the corridor study area of interest include the following:

- C Street-Railyards Bridge (I Street Bridge Replacement)
  - Connecting the Cities of Sacramento and West Sacramento across the Sacramento River, the new C Street-Railyards bridge will include facilities for automobiles, transit, bicycles, and pedestrians.
- Existing I Street Bridge Conversion
  - The existing I Street Bridge will be converted to a bicycle and pedestrian only facility.
- 5th Street Connectivity and Complete Street Project
  - The project includes bicycle and pedestrian facility improvements along 5th Street between C and A Street, along Lighthouse Drive between A Street and Fountain Drive, and complete remaining improvements along C Street between 3rd and 6th Streets.
- Elkhorn Plaza EV Charging Station
  - At Elkhorn Plaza, the project will include Direct Current Fast Charging (DCFC) stations for three trucks and passenger electric vehicles. [2]
- Jefferson Boulevard / Kegle Drive Mobility Improvements
  - The Mobility Action Plan proposed a mobility hub at the northeast corner and protected intersection concept at the intersection.
- HSIP Safety and Signal Improvements Projects at several intersection locations along the corridor, including the following:
  - C Street at 6th Street: includes a high-visibility crosswalk markings across C, 6th, and California Streets; Rectangular Rapid Flashing Beacons (RRFB), yield landing strip markings, and yield signage at the C and 6th Street intersection, Class II bicycle lane markings west of C Street / 6th Street, and shared roadway bicycle pavement markings across California Street along C Street.
  - Jefferson Boulevard at Sacramento Avenue: includes signal hardware upgrades at the intersection of Jefferson Boulevard, Kegle Drive and Sacramento Avenue.
  - Simon Terrace at Sacramento Avenue: includes a median refuge island, high visibility crosswalk, RRFBs, advance warning markings and yield markings / signage across Sacramento Avenue.
  - Solano Street at Sacramento Avenue: includes high visibility crosswalk markings across both Solano Street and Sacramento Avenue, and a median refuge island, RRFBs, advance warning markings and yield markings / signage across Sacramento Avenue.
  - Sunset Avenue at Sacramento Avenue: the project reconfigures the intersection to improve safety by restricting left-turn access at Sunset Avenue, allowing right-in-right-out access only.

[2] *DCFC allows for a much higher capacity battery charging system, including commercial or fleet vehicles.*

LEGEND

Residential Zones
- Low-Density Residential
- Mid-Density Residential
- High-Density Residential

Commercial Zones
- Business Park
- Commercial
- Highway-Service Commercial

Mixed Use Zones
- Mixed Commercial Industrial
- Riverfront Mixed Use
- Neighborhood Mixed Use

Industrial Zones
- Light Industrial
- Heavy Industrial

Other Zones
- Open Space
- Recreation and Parks
- Public/Quasi Public

- Area of Interest
- Study Corridor
- Highways
- Rail

Figure 3 General Plan Land Use (2035)

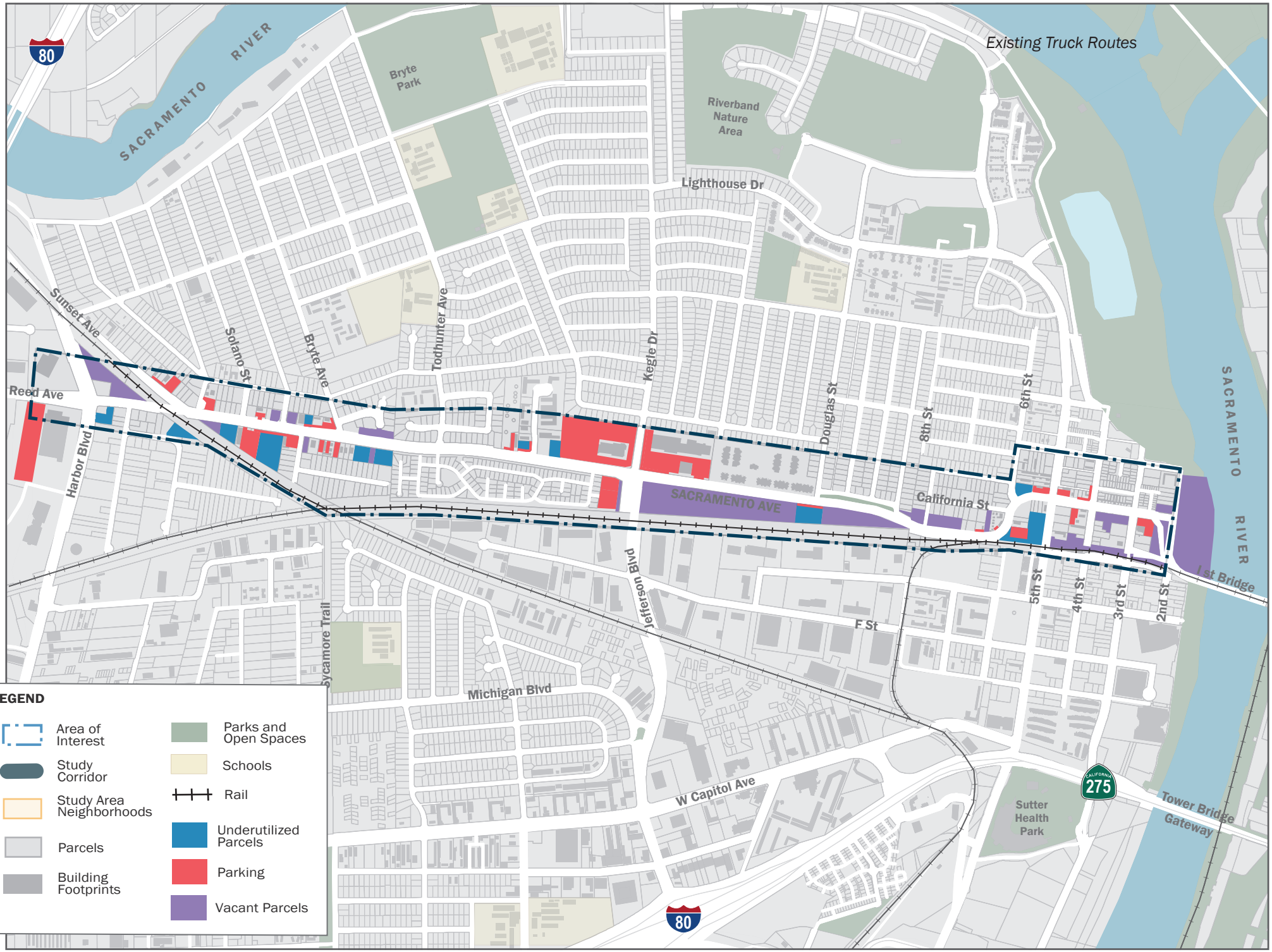


Figure 4 Vacant & Undeutilized Parcels

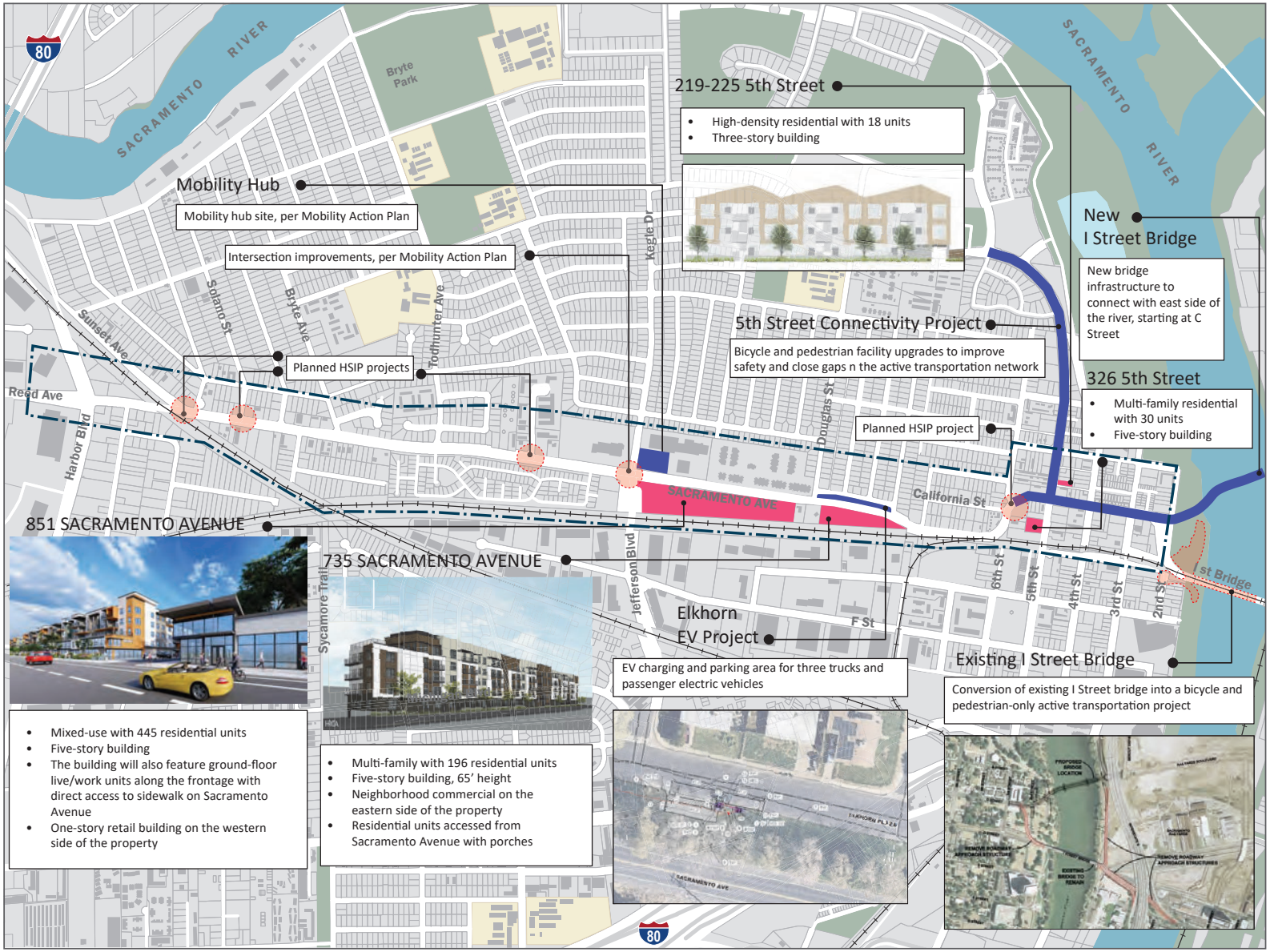


Figure 5 Proposed Development & Mobility Projects