

6 Improvement Concepts

This chapter provides improvement concepts that support safety, comfort, and connectivity along Sacramento Avenue for all road users. The recommendations outlined are a product of an extensive community engagement process and analysis of existing conditions. They support a vision for the corridor that encourages active transportation, activates public spaces, and supports a variety of needs, from commuting to recreation. The recommendations aim to not only create a safe environment for road users, but to create enjoyable, useful public spaces for people of all ages and abilities.

The following sections present the improvements concepts developed for Sacramento Avenue. The design concepts included are the product of an iterative community engagement process with the public, key stakeholders, and city staff, and were informed by the visions and goals, analysis, and identified needed developed throughout the Plan.

More detailed improvement concepts are provided in the Appendix.

Based on similarity in roadway characteristics, the Plan recommendations are grouped into the corridor into three areas, including

- » The **Western Area** from Harbor Boulevard and Reed Avenue to Kegle Drive/Jefferson Boulevard along Sacramento Avenue
- » The **Central Area** from Kegle Drive/Jefferson Boulevard to 6th Street along Sacramento Avenue
- » The **Eastern Area** from California Street to 2nd Street along C Street

The complete street improvement concepts are presented by corridor sub-segment and improvement details are called out as they relate to each of the three corridor themes: green corridor, community streetscape and multimodal street.



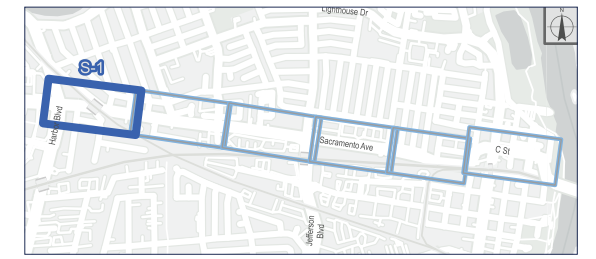
Planned transportation improvement and development projects are called out with dark grey boxes and circles.



Yellow and green dashed areas highlight key areas where community streetscape and green corridor improvements are recommended, consistent with the focus areas noted in the previous chapter.

WESTERN AREA - SEGMENT 1

HARBOR BLVD / REED AVE TO SOLANO ST



The roundabout at Harbor Boulevard will improve safety and connectivity by reducing conflict points between active users and vehicles, while improving traffic flow. With landscaping and gateway signage improvements, there is also opportunity for the roundabout to serve as a gateway feature to the corridor, which will further help calm traffic as it enters the corridor from the west end, as well as contribute to community streetscape.



At the transit stops on both sides of Oak Street, the Class IV bikeway will transition to a bicycle and pedestrian mixing zone as it traverses behind floating transit islands. The transit stops at this location will include a transit shelter and in-line stop configuration.



SUNSET AVE HSIP PROJECT: RESTRICT LEFT TURNS OUT

The City received HSIP funding to implement medians at Sunset Avenue and Sacramento Avenue. The Plan recommends including pedestrian refuge islands on both approaches, high visibility crosswalk / cross-bike markings. A bulb out is also added at the northeast corner, which will shorten the crossing distance and calm traffic by reducing the wide turn radii that contributes to high turning speeds.



Sidewalk gaps will be addressed on both sides of Sacramento Avenue to improve pedestrian connectivity. Sidewalks along this segment will be 6-foot wide, separated from vehicular traffic by a Class IV bikeway and landscaped buffer.



SOLANO ST HSIP PROJECT: PEDESTRIAN REFUGE

The City received HSIP funding to implement high visibility crosswalks on both intersection approaches, a RRFB, and median refuge island across Sacramento Avenue. The Plan recommends implementing these projects by modifying designs to be consistent with other improvements along this segment. The Plan recommends adding crossbike and conflict markings across Solano Street.



Eight-foot Class IV bikeways in each direction (directional) that are separated from vehicular traffic by a landscaped buffer are recommended to increase safety and comfort for bicyclists of all experience levels. Throughout the corridor, the Class IV bikeway is recommended as a raised cycle track at sidewalk-grade, and the two facilities will be distinguished by distinct materials that create a visual and tactical cue between the two facilities. A bike facility that is flush with the sidewalk appeals to the community's interest in Class I facilities and recreational walkways, as well as the needs of bicyclists who may move at a faster pace than pedestrians and recreational bicyclists. This will provide safe and comfortable connectivity throughout the corridor.

As drought-tolerant trees mature, the landscaped buffer will provide shade during the region's hot summers, and can also be designed as a bioswale to assist with stormwater management. Together, the sidewalk, raised cycle track, and landscaping improvements will address all three themes of the Plan by improving mobility, and contributing to a green corridor and community streetscape improvements.



A 12-foot landscaped median will require reducing vehicle travel lanes to 11 feet. Narrower vehicle lanes will help to calm traffic, contributing to a more pedestrian-oriented streetscape. The landscaped median will also provide shade as trees mature and can be designed to facilitate stormwater management.

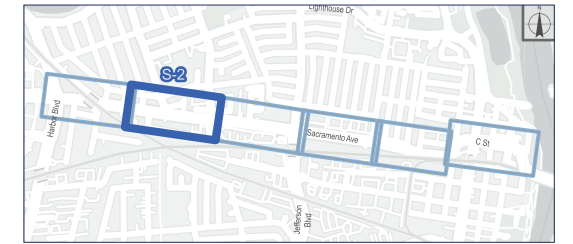


High visibility crosswalk and bicycle conflict markings at the Oak Street, Sunset Avenue and Solano Street intersections will improve safety for all users by increasing visibility of active users crossing the roadway.

Pedestrian refuge islands at Sunset Ave and Solano Street will reduce crossing distances, allowing pedestrians to cross one direction of traffic at a time, while RRFBs will increase driver awareness of bicyclists and pedestrians crossing the roadway.

WESTERN AREA - SEGMENT 2

SOLANO ST TO TODHUNTER AVE



A high visibility crosswalk and green bicycle conflict markings at the north-side segment of Yolo Street highlights conflict and increases motorist visibility of active users as they cross, which will improve comfort for all road users and improve safety and connectivity for bicyclists and pedestrians.



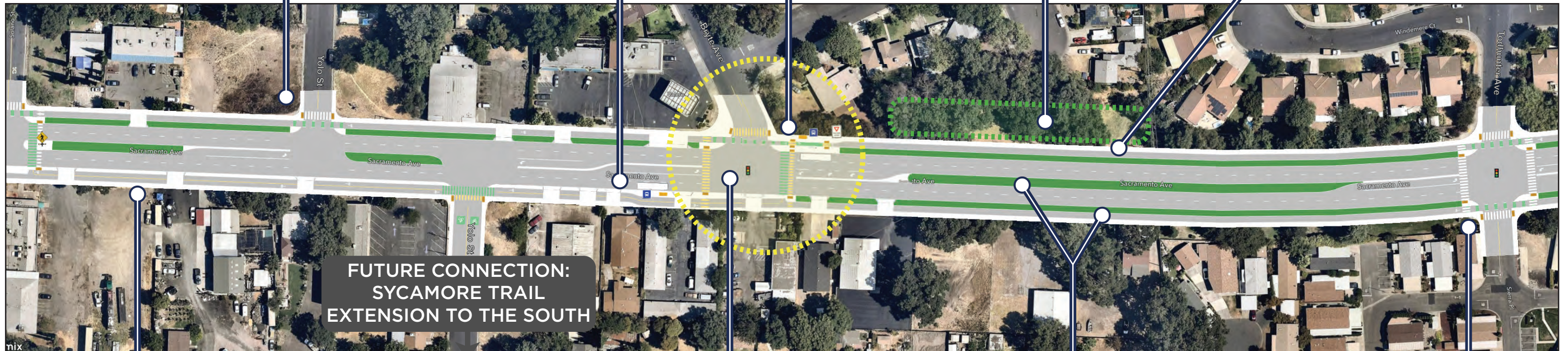
The transit stops on both sides of Bryte Avenue are proposed to include a floating transit island and sidewalk area, with the bi-directional Class IV bikeway traversing behind the transit island as a mixing zone that is raised to slow bicycle traffic as it passes through. The street edges along the northwest and northeast corners provide a placemaking opportunity for a social node with community streetscape enhancements. The location also provides a micro-mobility hub opportunity that could integrate well with the proposed pocket park highlighted to the east.



The vacant parcel east of the Bryte Avenue intersection that is filled with existing trees is identified as an opportunity site for a pocket park. The pocket park could integrate with potential in-fill development as it occurs. The details of funding, design and construction of the park will need to be studied prior to implementation.



Closing sidewalk gaps, which predominantly exist on the north side of Sacramento Avenue, will improve pedestrian connectivity and accessibility along the corridor.



**FUTURE CONNECTION:
SYCAMORE TRAIL
EXTENSION TO THE SOUTH**



The Class IV bikeway on the south side of Sacramento Avenue transitions to a two-way facility from Solano Street to Bryte Avenue in order to facilitate safe crossing and access to the future Sycamore Trail extension that is planned to connect to bicycle facilities along Yolo Street. The proposed bikeway along other areas of this segment are one-way facilities on each side of the roadway.



To accommodate the two-way facility on the south side, the bikeway is separated from the roadway by a 4-foot concrete buffer rather than the landscaped median separation seen throughout most of the corridor. Curb cuts will be included to allow for vehicles driving into residential and commercial driveways on the south side. Signage, conflict markings, and a change in material can improve safety at driveways by making active users more visible to drivers. If redevelopment occurs, the City should seek driveway and lot consolidation opportunities to further address conflict points between driveways and the proposed Class IV facility.



The community voiced support for protected facilities as well as improved connections to recreation and community spaces. The two-way Class IV bikeway will include wayfinding signage to help bicyclists safely access the future Sycamore Trail extension to the south, the Sacramento Riverfront to the east of the corridor, and Riverpointe Shopping Center to the west of the corridor to help realize this community priority.



A high visibility school crossing and green bicycle conflict markings improve safety for people traveling between facilities on the south side of the corridor and key destinations to the north, including several schools that are accessible via Bryte Avenue.



The 12-foot landscaped median and 8-foot landscaped buffer separating the Class IV facility from the travel lane will continue through this segment, providing green space, shade trees and stormwater management opportunities.



Existing crosswalks at Todhunter Avenue will be upgraded with high visibility crosswalks and protected bike crossings that facilitate safe and comfortable travel along and crossing of Sacramento Avenue.

WESTERN AREA - SEGMENT 3

TODHUNTER AVE TO JEFFERSON BLVD / KEGLE DR



A directional Class IV bikeway separated from vehicle traffic by a landscaped buffer will continue along both sides of the corridor, providing comfortable, dedicated space for bicyclists.



SIMON TERRACE HSIP PROJECT: PEDESTRIAN REFUGE

The City has received HSIP funding to implement high visibility crosswalk markings and RRFBs across Sacramento Avenue at Simon Terrace. The Plan recommends adding a high visibility crosswalk and cross-bike across Simon Terrace to increase motorist visibility of active users.



New sidewalks along the entire northside of the segment are proposed, and filling gaps on the northside will improve connectivity throughout the corridor.



The City's Mobility Action Plan (MAP) proposed a mobility hub at the northeast corner of Jefferson Blvd / Kegle Dr, a recommendation that is carried over in this Plan. The mobility hub will interface with the shared-use path around the roundabout and the pedestrian-scale design of the hub, and a landscaped plaza will contribute to community streetscape. The street edges along all four corners of the intersection provide a placemaking and activation opportunity to create a social hub at the location. Micro-mobility options will support first- and last-mile trips between key destinations in the community and the nearby transit stops along the corridor.



The 12 foot landscaped median and 8 foot landscaped buffer separating the Class IV facility from the travel lane continues east through the corridor. The landscaped areas have the opportunity to provide green space, shade trees and stormwater management opportunities.

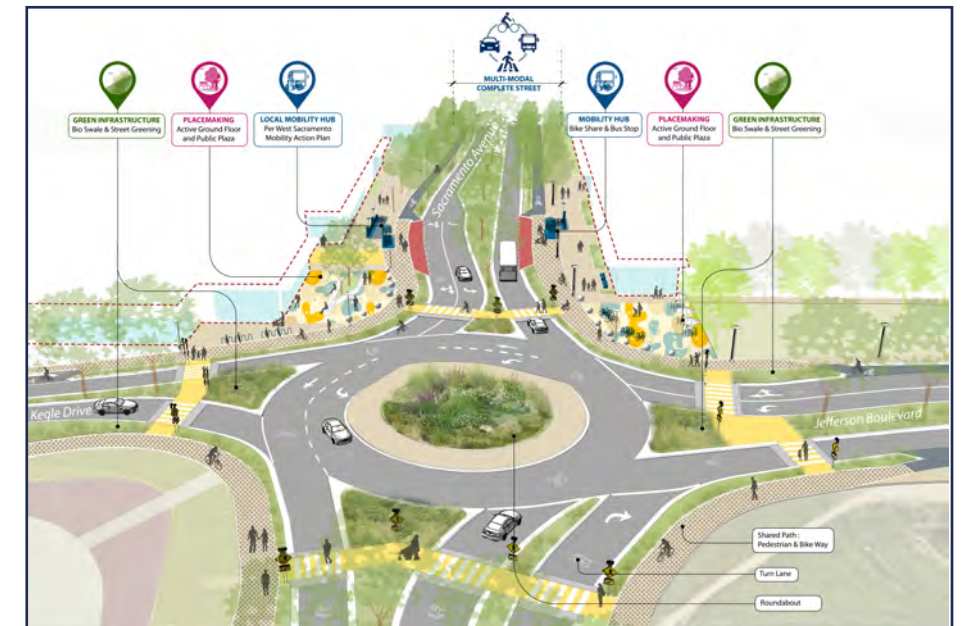


Where ever possible, mature trees in the existing right-of-way will be retained to preserve the existing tree canopy. Sidewalks may need to meander around existing trees in some locations.



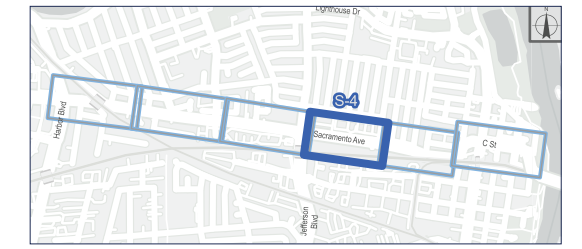
The Jefferson Boulevard / Kegle Drive intersection features a high density of collisions. Being one of the most prominent collision hotspots along the corridor as well as across the City as a whole, safety concerns are a key priority at this location. In addition to safety concerns, traffic operations are expected to degrade to less than acceptable level of service in the future condition. The proposed roundabout will improve safety and connectivity by reducing conflict points between all modes, while also addressing traffic flow.

A shared-use path is proposed around the roundabout to allow safe and comfortable travel for all modes. For more advanced bicyclists that prefer to ride in a shared travel lane, bike ramps are provided at all intersection legs to allow bicyclists to ramp down from the separated bikeway into the circulating lanes. Crosswalks may be raised and pedestrian refuge islands shorten crossing distances and allow active users to cross one direction of travel at a time.



CENTRAL AREA - SEGMENT 4

JEFFERSON BLVD / KEGLE DR TO DOUGLAS ST



The proposed mobility hub at the northeast corner of Jefferson Boulevard / Kegle Drive will provide additional mobility options and activate the community space in this area with micro-mobility options, a landscaped plaza, and placemaking opportunities on all corners, as pictured in the roundabout conceptual design on the previous page. The mobility hub may include a bus stop on the southside curb after coordination with YoloTD.



New crossing locations are proposed at the east end of the Riverbend Shopping Plaza and at the entrance to the 850 on the Avenue apartment complex. Both are proposed to include a median refuge and high visibility crosswalks across Sacramento Avenue, as well as a high visibility crosswalk and cross-bike markings across the minor approaches. The crossing at the apartment complex is proposed to include a RRFB. Both crossings will provide new crossing opportunities, increase motorist visibility of bicyclists and pedestrians and make crossing Sacramento Avenue easier and less stressful.



The existing transit stop in front of the apartment complex would be altered to allow the Class IV bikeway to traverse behind the bus pullout in a bicycle and pedestrian mixing zone with high visibility conflict and crossing markings to address bicycle and pedestrian conflict. The location of this stop may be moved to the mobility hub after coordination with YoloTD.



A traffic signal is planned to address future operational needs at Douglas Street. The Plan proposes high visibility crosswalk and cross-bike markings to facilitate safe travel to the destinations to the north of the corridor and the proposed Class I shared-use facility through Elkhorn Plaza to the east.



Eight-foot sidewalks are recommended between Jefferson Boulevard and Douglas Street. While the raised cycle track is at sidewalk grade, the wide pedestrian walkway is separated from the Class IV bikeway by a two-foot paved buffer to further separate bicyclist and pedestrian traffic and contribute to a more pedestrian-scale environment.

The proposed 8-foot, directional Class IV bikeways, separated from traffic with a landscaped buffer, continue along the segment to provide low stress bicycling connectivity.



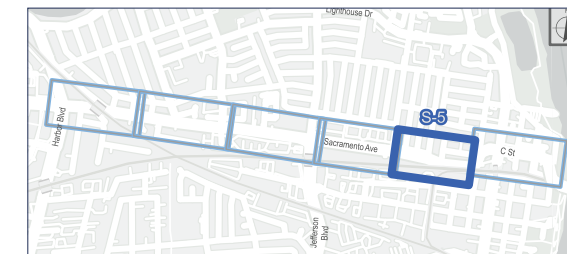
The proposed improvements will serve the residential and commercial uses in the planned mixed use development project at the currently vacant site at 851 Sacramento Avenue. The five-story mixed use development will include a 445 residential units, as well as live/work units along the building frontage with direct access to the sidewalk along Sacramento Avenue, and one-story retail building on the western side of the property. The ground floor retail and live/work units will provide a placemaking opportunity to activate the area as a community space that is integrated with the multimodal mobility and green space options along the corridor. This private development project is dependent on the developer to move forward.



A slightly wider landscaped median, which varies between 14 and 20 feet in width is proposed along this segment. The wide median provides ample room for shade trees and narrows the roadway width to create a more pedestrian-scale environment. The eight-foot landscaped buffer separating the Class IV bikeway from the vehicle travel lanes also continues through this segment, providing additional room for green space, shade trees and stormwater management opportunities.

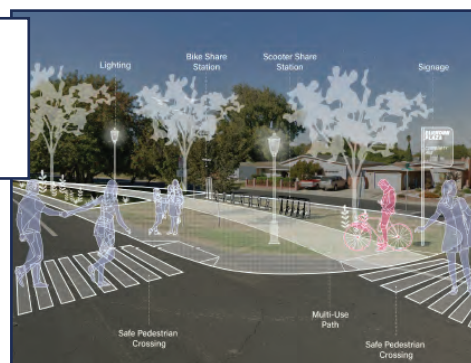
CENTRAL AREA - SEGMENT 5

DOUGLAS ST TO CALIFORNIA ST



Elkhorn Plaza provides a multi-faceted opportunity to activate the area as a community social node with green space and mobility improvements. Coupled with the electric vehicle (EV) charging station planned at the park, the Class I shared use path from Douglas St to Reuter Dr provides a recreational pathway through Elkhorn Plaza for people walking, biking, and rolling. The 25-foot landscaped buffer between the path and the roadway not only provides separation from vehicle traffic, but reimagines the existing neighborhood green space, where existing trees are proposed to remain. The area is also identified as a potential mobility hub location, enhanced by improved pedestrian and bicycle crossings at each end of the park.

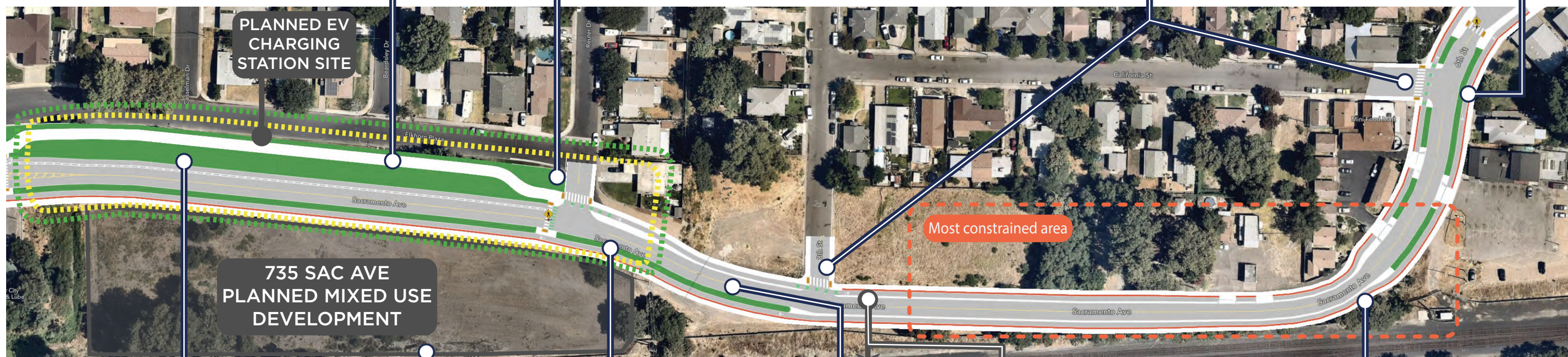
Conceptual View of Elkhorn Plaza Social Node and Mobility Hub



High visibility crosswalks and conflict markings are proposed across 8th St and California Street to improve motorist visibility of active users.



Sidewalks and Class IV bikeways separated from vehicle traffic by a landscaped buffer are proposed to extend to 5th and C Streets, where the improvements recommended in this Plan intersect with several planned transportation projects.



The buffered Class II bike lane on the north side of the corridor provides bicyclists the option to ride on the roadway, if preferred, catering to different cyclist needs and comfort levels. On the south side, the directional Class IV bikeway continues east.



Crossing improvements at Reuter Drive, including a high visibility crosswalk, crossbike and an RRFB across Sacramento Avenue, as well as a crosswalk and green bicycle conflict markings provide improved connectivity between the improvements proposed at Elkhorn Plaza and the bicycle and pedestrian facilities and planned development on the south side of the corridor.

FUTURE CONNECTION: CLARKSBURG BRANCH LINE TRAIL



The City is currently undertaking a grant application to assist in funding a rails-to-trails conversion that will connect from 8th and Sacramento Streets to Clarksburg. The Clarksburg Branch Line Trail (CBLT) would provide a new connection over the railroad to the Broderick Neighborhood and Washington District.



Just before Sacramento Avenue begins to curve southwest of California Street, the right-of-way is more constrained than any other corridor location, predominantly due to the railway right-of-way to the south. A two-foot concrete buffer replaces the landscaped buffer proposed along other segments to accommodate the narrowing roadway. The thinner buffer allows for maintaining appropriate sidewalk, vehicle and bike lane widths while still providing physical separation between the vehicles and active users. Due to the constraints, the sidewalk and bike lanes narrow to five feet, while the vehicle lanes narrow to 10 feet.

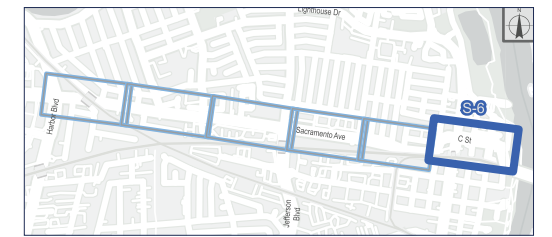


The planned mixed use development provides a placemaking opportunity for edge activation, where 8-foot sidewalks and 6-foot directional Class IV bikeway is recommended. The sidewalk and bikeway are separated by a 2-foot concrete bikeway and the Class IV bikeway is separated by an 8-foot landscaped buffer. The five-story multifamily building will include 196 residential units with neighborhood commercial on the eastern side of the property. Residential units will be accessed via porches along Sacramento Avenue, providing an opportunity to activate the space and integrate with the proposed mobility and streetscape improvements at Elkhorn Plaza. This private development project is dependent on the developer to move forward.



East of Reuter Drive, the existing right-of-way begins to narrow. On the south side of the corridor, the proposed sidewalk reduces from eight to six feet, but the eight-foot landscaped median continues. On the north side, the 6-foot Class IV bikeway is separated from traffic by a 2-foot paved curb that widens as it approaches Reuter Drive in the eastbound direction to support a protected bikeway crossing.

EASTERN AREA - SEGMENT 6 CALIFORNIA ST TO 2ND ST

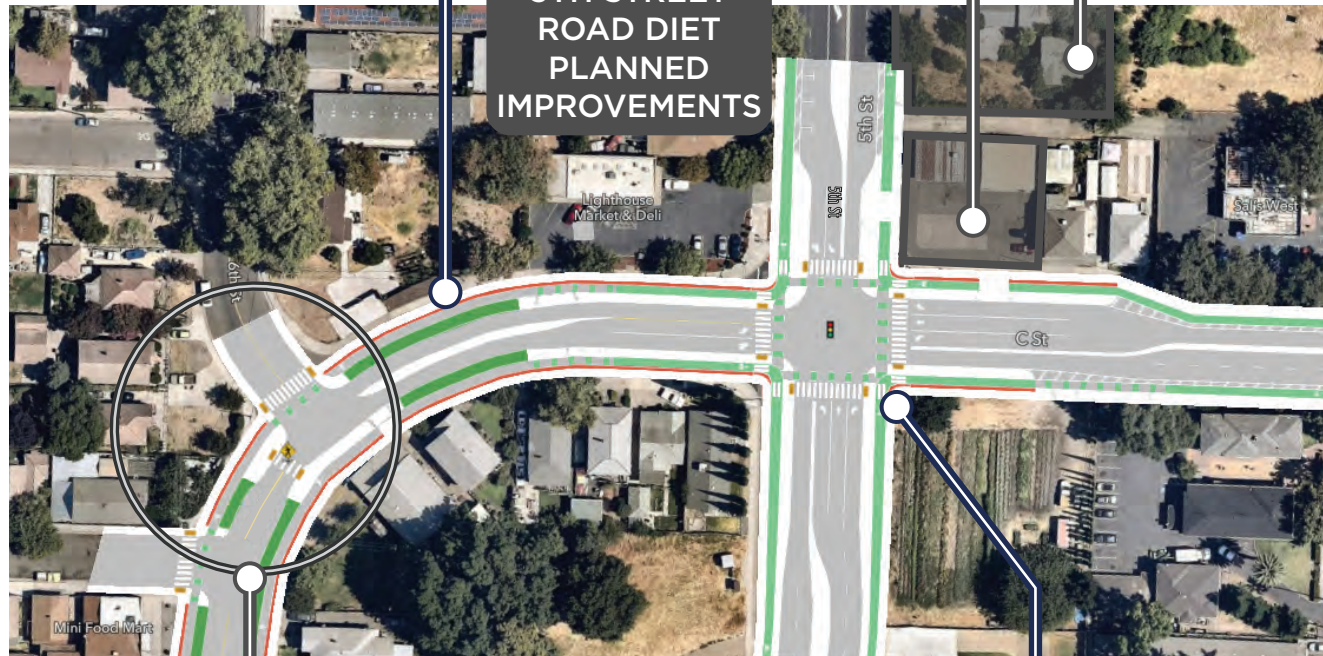


Sidewalks and Class IV bikeways separated from vehicle traffic by a landscaped buffer are proposed to extend to 5th and C Streets, where the improvements recommended in this Plan intersect with several planned transportation projects.



The 5th Street Road Diet project includes planned Class II bike lanes and conflict markings with green paint from the northbound approach to the intersection of C and 5th Streets to the southbound approach to 5th Street and Fountain Dr. The Plan recommends upgrading the Class II green bike lanes on the north and southbound approaches to the 5th and C Street intersection to separated bike lanes to connect to the proposed protected intersection concept.

5TH STREET ROAD DIET PLANNED IMPROVEMENTS



219-221 5TH ST RESIDENTIAL DEVELOPMENT & 422 C ST MARKET CAFE REDEVELOPMENT

Construction of an 18-unit, three story multifamily project began in October 2023. Construction is expected to be completed at the end of 2024.

Planned redevelopment of the existing aluminum building to create a market-café. The project will include substantial renovations to the existing building including build-out of a full restaurant kitchen, bar and indoor seating area, and improvements to the parking area including a potential outdoor bar and seating along 5th and C Streets.

C STREET PLANNED IMPROVEMENTS



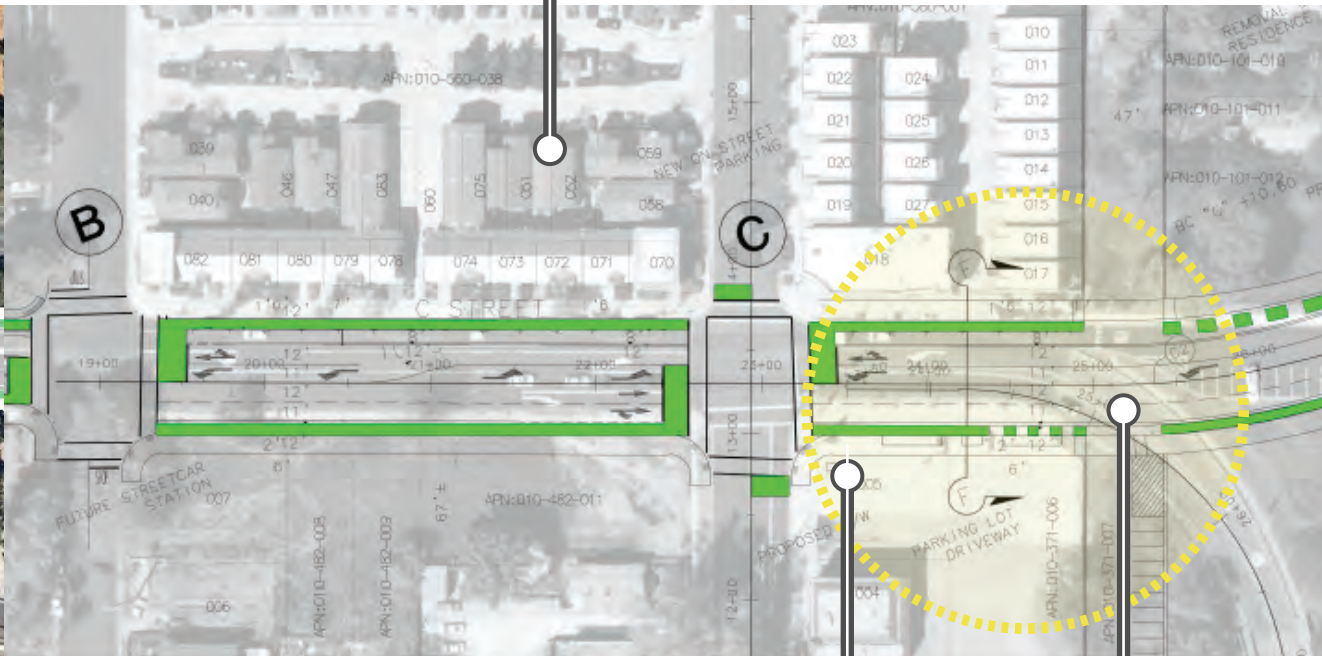
The C Street planned improvements include transportation facility upgrades from the eastbound approach to the intersection of 5th and C Streets to the connections with the future I Street bridge realignment and bicycle and pedestrian only bridge proposed at the east end of the corridor. Improvements include bicycle boxes at intersection approaches, green bike lanes in the eastbound direction, and parking protected bike lanes in the westbound direction between 4th and 3rd Streets, as well as roadway widening and restriping.



The I Street Bridge Replacement Project will include the construction of a new bridge north of the existing I Street bridge, which will connect to the Sacramento Railyards. In the future, a new bicycle and pedestrian-only bridge will replace the existing I Street bridge alignment, as shown in the graphic on the bottom right side of the page.

I STREET BRIDGE REALIGNMENT

FUTURE BICYCLE & PEDESTRIAN-ONLY BRIDGE



6TH STREET HSIP PROJECT: CURB EXTENSIONS

The City has received HSIP funding to implement high visibility crosswalk markings and RRFB across Sacramento Avenue, as well as a high visibility crosswalk across 6th Street. Due to the at-grade sidewalk level bike lane recommended in the Plan, the curb extension will need to be redesigned and reconstructed. This Plan also recommends adding cross-bike markings across 6th Street to increase motorist visibility of active users and facilitate safe and comfortable connection between proposed facilities on either side.



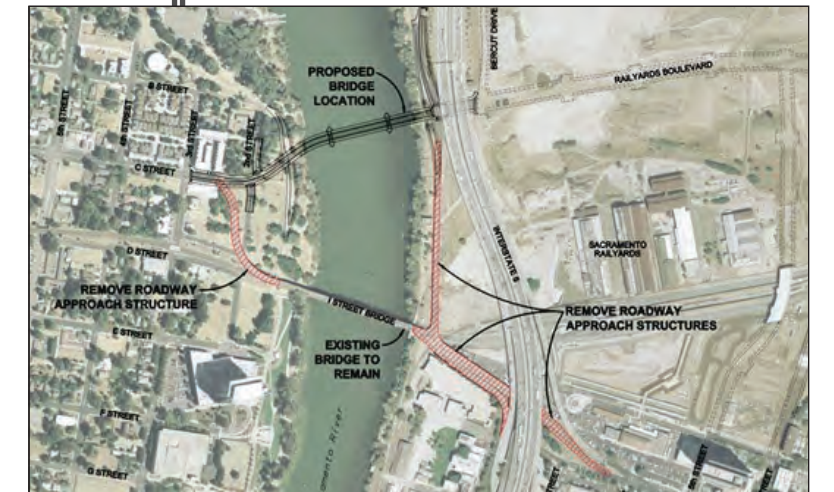
The protected intersection at 5th and C Streets is intended to improve safety and reduce conflicts between motorists and active users, by providing dedicated and clearly marked space for bikes, pedestrians and cars. Concrete separation between the bikeway and vehicle lane prevents drivers from merging into the bicycle lane to turn and makes bicyclists more visible to drivers making right turns. Corner islands reduce vehicular turning radii and turning speeds and creates a bike queue area after the crosswalk, where bikes can wait to cross the intersection. The space between the vehicle lane and the crossbike creates a motorist waiting zone where vehicles can wait before turning across the bike's path of travel, as well as while through-traffic passes, alleviating pressure to turn quickly. Pedestrian islands reduces crossing distances for pedestrians, resulting in shorter, safer crossings for people walking. Green conflict markings support protected intersections by increasing visibility of bicyclists for turning vehicles.



The mobility hub identified in the MAP provides multimodal mobility, placemaking and green space opportunities.



The eastern area, or segment 6 of the corridor, is at the intersection of several transformational projects planned by the City of West Sacramento and partner agencies, which are at various stages of the planning process. Overall, the improvements proposed by the Plan seek to maintain consistency with previously planned improvements, while recognizing opportunities for more green space, sustainability and community streetscape enhancements and to further improve multimodal recommendations and as each of the projects concurrently progress. The Plan recommends some improvements and/or upgrades to planned projects as proposed in this area, as described in the call outs on this page.



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