

4 CIRCULATION ELEMENT

4.1 PURPOSE

The circulation system for the Rio Del Oro Specific Plan (RDOSP) is designed to provide for a full range of transportation modes, allowing for the safe and efficient movement of people and goods throughout the Plan Area.

Emphasis is placed on ensuring connectivity between uses and on creating a safe and efficient circulation system that complies with City policies and allows for transportation options. The primary premise of the circulation plan is to facilitate pedestrian friendly non-vehicular circulation; to promote walking by providing large sidewalks on shaded streets, to provide streets which slow traffic, to provide access to trails and to provide safe and convenient access to transit.

4.2 EXISTING AND PLANNED REGIONAL IMPROVEMENTS

This section describes the existing roadway circulation system within and surrounding the Plan Area. Regional facilities near the Plan Area provide access for vehicles making long distance or commute trips, while local facilities provide access to areas within the Rancho Cordova, Folsom and East Sacramento County.



**Exhibit 4-1
Regional Roadway Network**

4.2.1 Regional Facilities

4.2.1.1 US Highway 50

This facility is located approximately 1.3 miles north of the Plan Area and is a 6-8 lane highway with an east-west alignment. This highway extends from Sacramento to Ocean City, Maryland. Within California, it extends from West Sacramento to the Nevada/California state line in South Lake Tahoe. White Rock Road to Sunrise Boulevard provides access to Highway 50 as shown in Exhibit 4-1.

4.2.2 Local Roadways

Local roadways which provide access in the vicinity of the Plan Area include Sunrise Boulevard, White Rock Road, Douglas Road and Rancho Cordova Parkway. Sunrise Boulevard is an existing 6-lane thoroughfare, running from Roseville to Grant Line Road as shown in Exhibit 4-1.

4.3 PROPOSED CIRCULATION SYSTEM

The RDOSP circulation system includes major roads, secondary roads, local roads, and residential streets. The circulation pattern within the Plan Area is a modified grid system which provides optimal connectivity and choices in driving routes. The RDOSP Circulation Plan is reflected on Exhibit 4-2. The construction of major and secondary roadways will be phased as described in Appendix B, On-Site Infrastructure Phasing Plan. All roads will be constructed to City of Rancho Cordova standards and based on the Phasing Master Plan, the Guiding Principles in Section 8 of this Specific Plan and additional phasing requirements identified in the Tier 2 entitlement process. Appendix B provides significant detail for on-site infrastructure phasing allowing flexibility in the order of the phased development of the project.

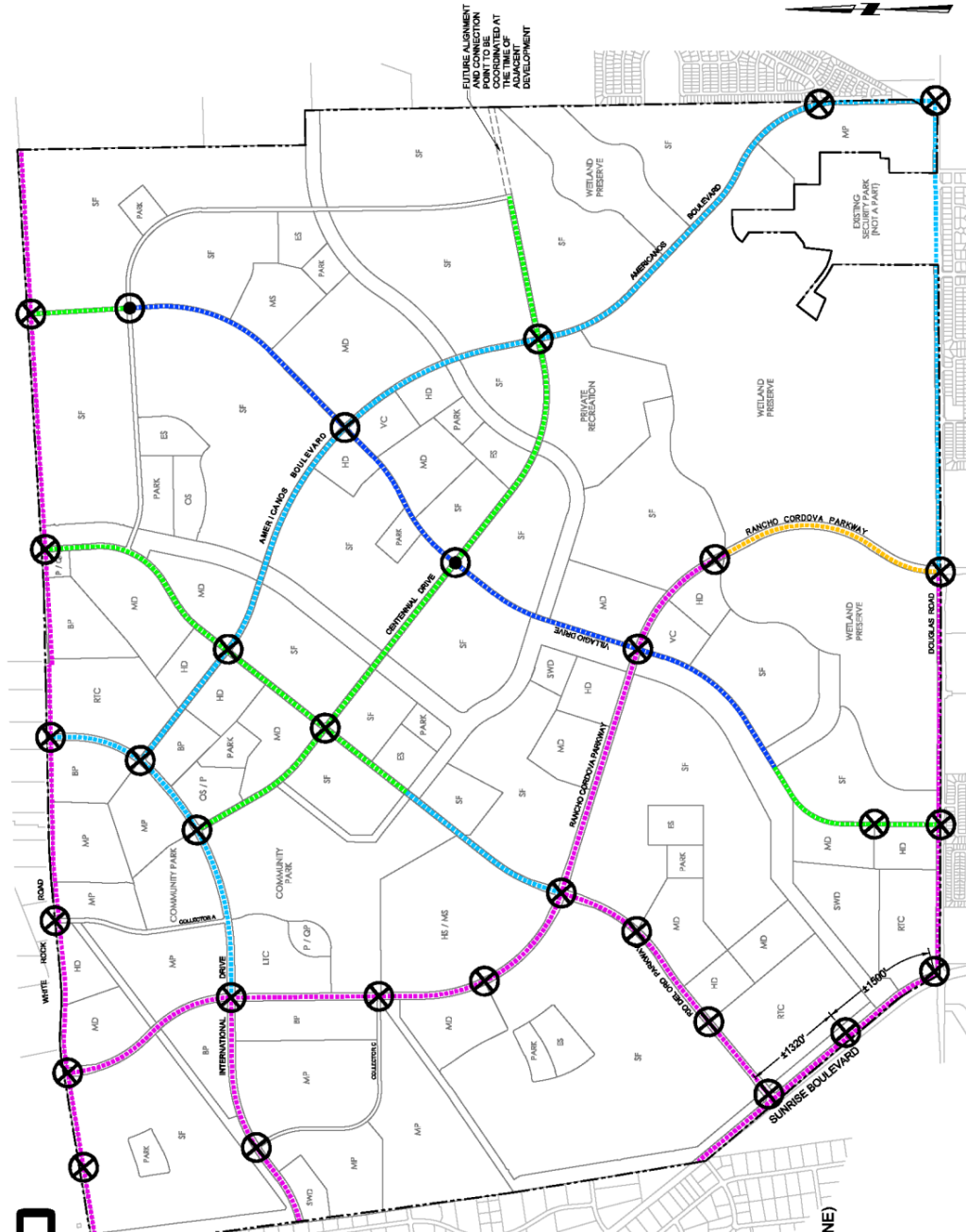
4.3.1 Major Arterials

The Rancho Cordova General Plan describes the primary purpose of major arterials is to connect Villages and Districts together. Major arterials have four to six lanes and are designed to carry high volumes of traffic with limited travel delay. Within the Plan Area, major arterials will also provide landscaped medians, dedicated



bike lanes and landscape corridors. These corridors will include expanded detached sidewalks. Additionally, some of these major arterials will accommodate future transit by providing an enhanced transit corridor as shared lanes of the roadway. Several of the major arterials are downsized within the interior of the Plan Area to secondary roads, therefore, portions of roadways are addressed in multiple sections of the element.

CIRCULATION PLAN RIO DEL ORO



FUTURE ALIGNMENT AND PROPOSED POINT-TO-POINT CONNECTIONS COORDINATED AT THE TIME OF ADJACENT DEVELOPMENT

LEGEND

SYMBOL	R.O.W.	# OF LANES
	72'	MAJOR ARTERIAL (SPECIAL SECTION)
	98'	6 LANE MAJOR ARTERIAL
	76'	4 LANE MAJOR ARTERIAL
	76'	2 LANE SECONDARY ROAD (ROW FOR FUTURE EXPANSION TO 4 LANE)
	57'	2 LANE SPECIAL ACCESS COLLECTOR

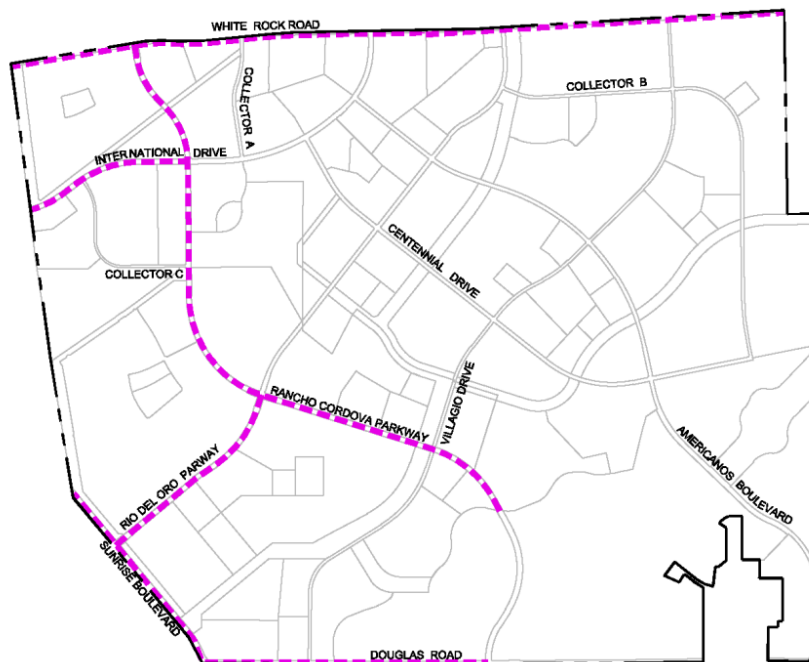
TRAFFIC SIGNAL (FINAL LOCATIONS, WHEN WARRANTED, WILL BE DETERMINED AT THE TIME OF SMALL LOT TENTATIVE MAPS)

POTENTIAL ROUNDABOUT LOCATION (FEASIBILITY TO BE DETERMINED AT THE TIME OF ADJACENT SMALL LOT TENTATIVE MAPS)

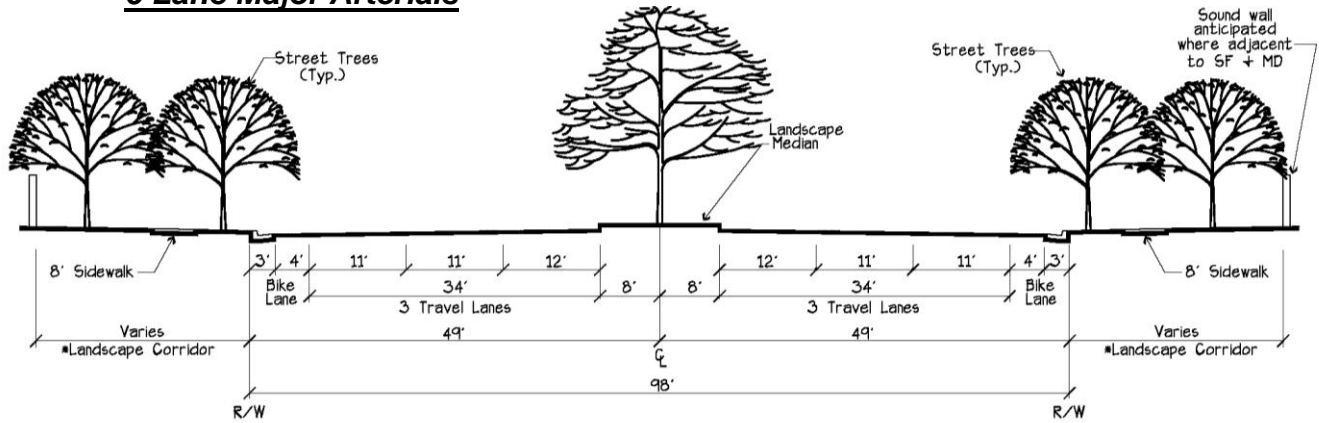
4.3.1.1 6 Lane Major Arterials

- ***Rancho Cordova Parkway (north of Wetland Preserve)***
- ***Rio Del Oro Parkway (west of Rancho Cordova Parkway)***
- ***International Drive (west of Rancho Cordova Parkway)***
- ***White Rock Road***
- ***Douglas Road (West of Rancho Cordova Parkway)***

This portion of Rancho Cordova Parkway will be the primary connector from the central core of the Plan Area to a future interchange with Highway 50 between Sunrise Boulevard and Hazel Avenue. These portions of Rio Del Oro Parkway and International Drive serve as entries to the Plan Area from Sunrise Boulevard. White Rock Road runs along the northern periphery of the Plan Area and serves as the primary east-west parallel route to Highway 50. These roadways, except for portions of Douglas Road, will provide a 16' landscaped median, 3 travel lanes in each direction, and the ability to accommodate an enhanced transit corridor. 8' wide sidewalks are provided within a variable width landscape corridor on each side.

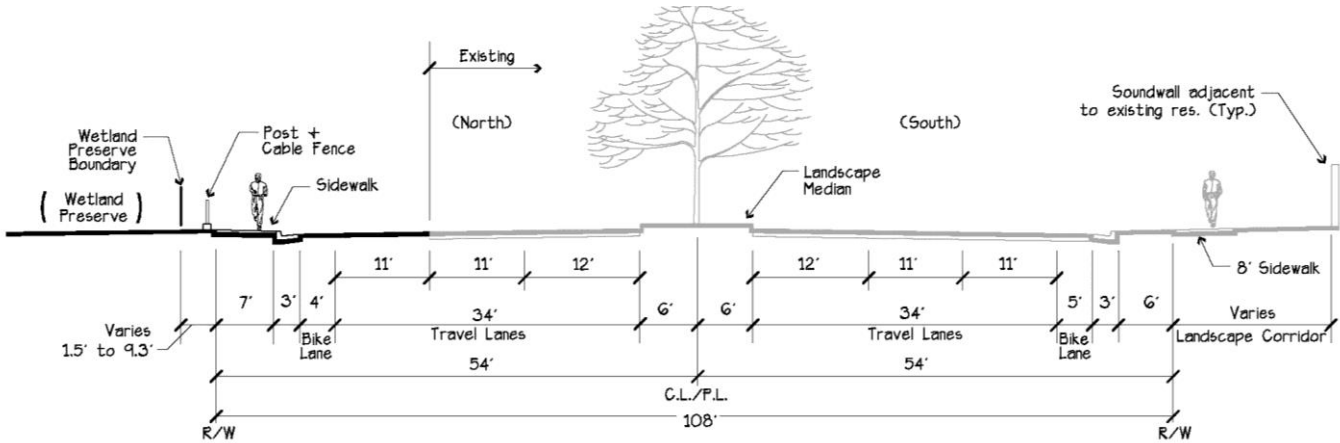


6 Lane Major Arterials



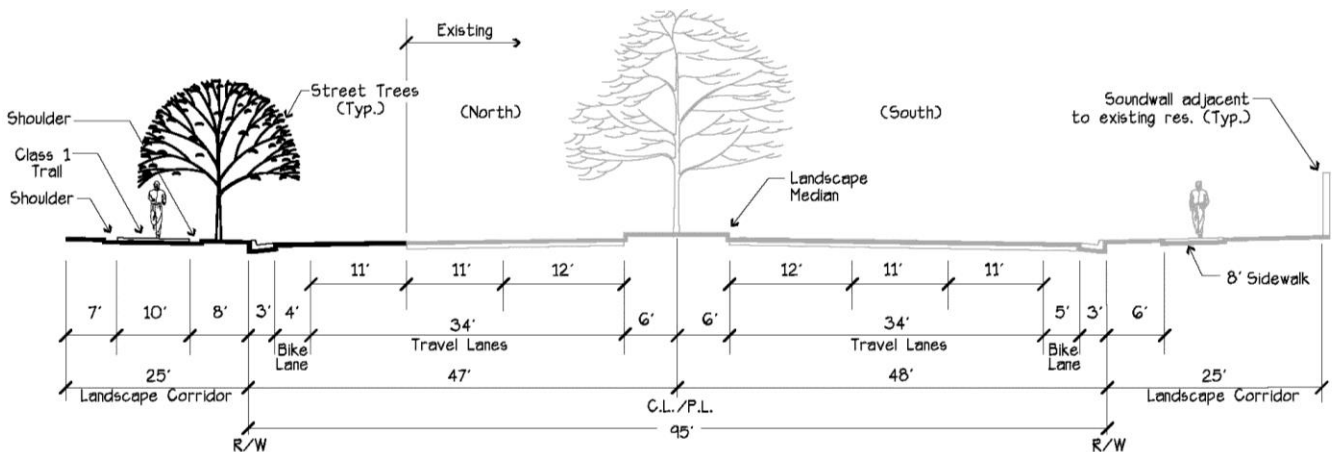
6 Lane Major Arterial- Douglas Road

This roadway applies to a portion of Douglas Road. It is located west of Rancho Cordova Parkway and east of Villagio Drive.



6 Lane Major Arterial- Douglas Road

This roadway applies to a portion of Douglas Road. It is located west of the Wetland Preserve.

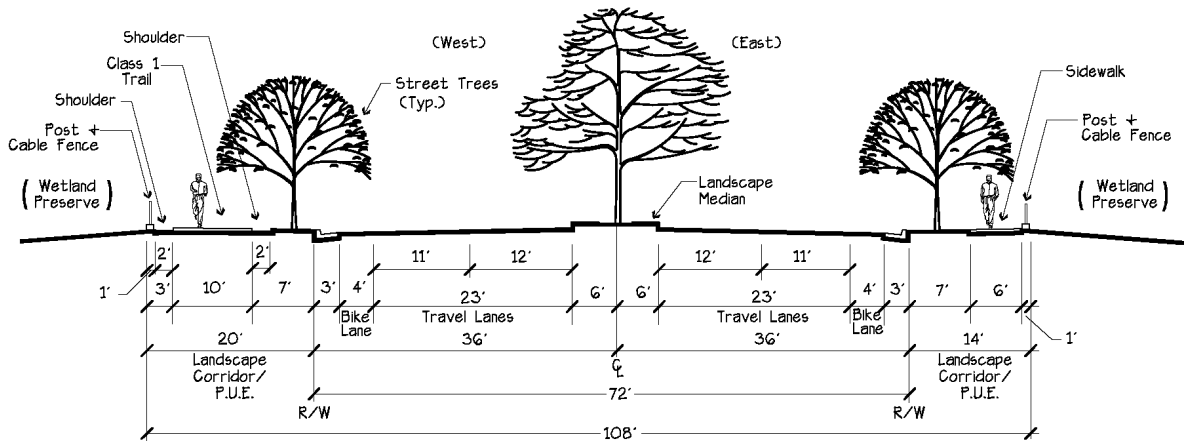


4.3.1.2 Major Arterial- Special Section

• **Rancho Cordova Parkway (within the Wetland Preserve)**

This portion of Rancho Cordova Parkway traverses the wetland preserve, for a distance of approximately 3,000 feet, to provide the intersection at Douglas Road.

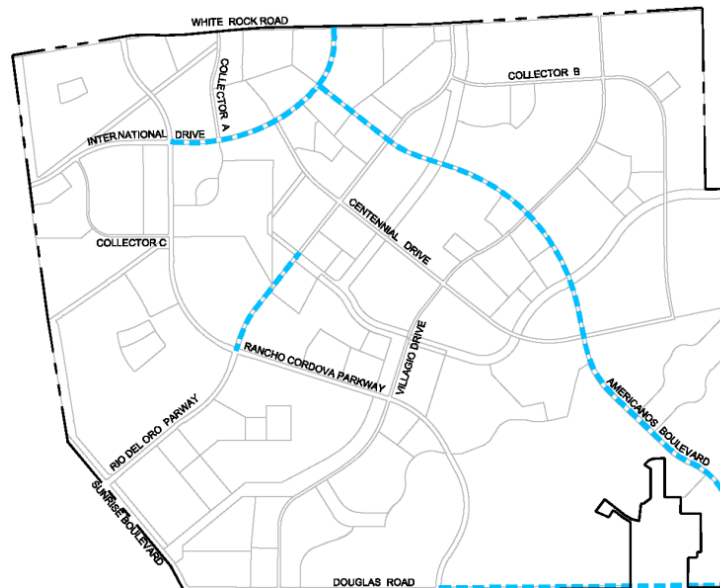
This roadway will provide a 12' landscaped median, 2 travel lanes in each direction, 4' bike lanes in both directions with a 10' wide pedestrian trail on one side and 6' sidewalk on the other.



4.3.1.4 4 Lane Major Arterial

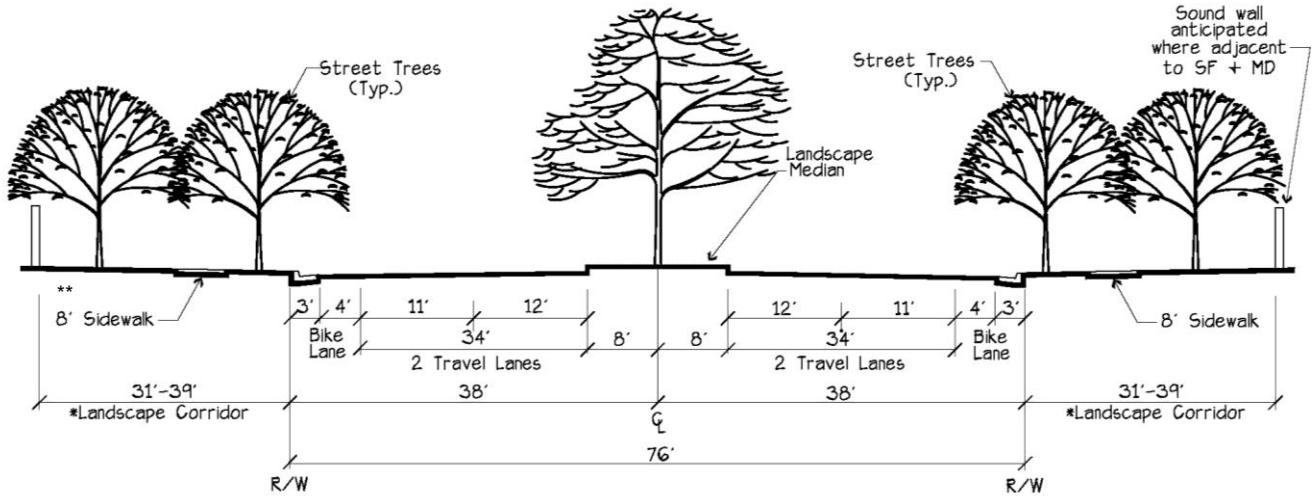
- *International Drive Between White Rock Road & Rancho Cordova Pkwy*
- *Americanos Boulevard*
- *Portion of Rio Del Oro Parkway*
- *Douglas Road East of Rancho Cordova Parkway*

Americanos Boulevard will be the primary north to south roadway on the eastern side of the Plan Area. This roadway will provide a 16' landscaped median, 2 travel lanes in each direction and 8' wide sidewalks within a 31'-39' varying width landscape corridor. The landscape corridor on the west side of Americanos Boulevard adjacent to the wetland preserve will include a 12 foot wide regional trail. Special Sections for Americanos Boulevard adjacent to the Wetland Preserve and Morrison Creek are also provided on the Large Lot Tentative Map. Where a single loaded street abuts open space, park or drainage parkway, the Class I path should replace the standard sidewalk on the open space side of the street.



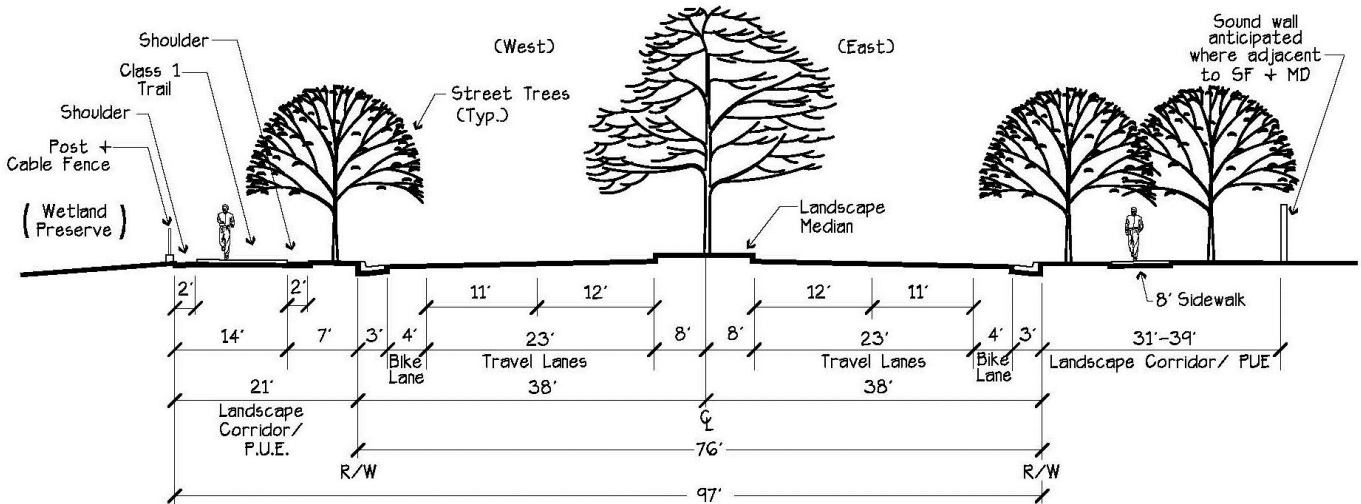
4 Lane Major Arterials

A 12' wide Regional Trail will be implemented on the west side of Americanos Boulevard where adjacent to Wetland Preserve.



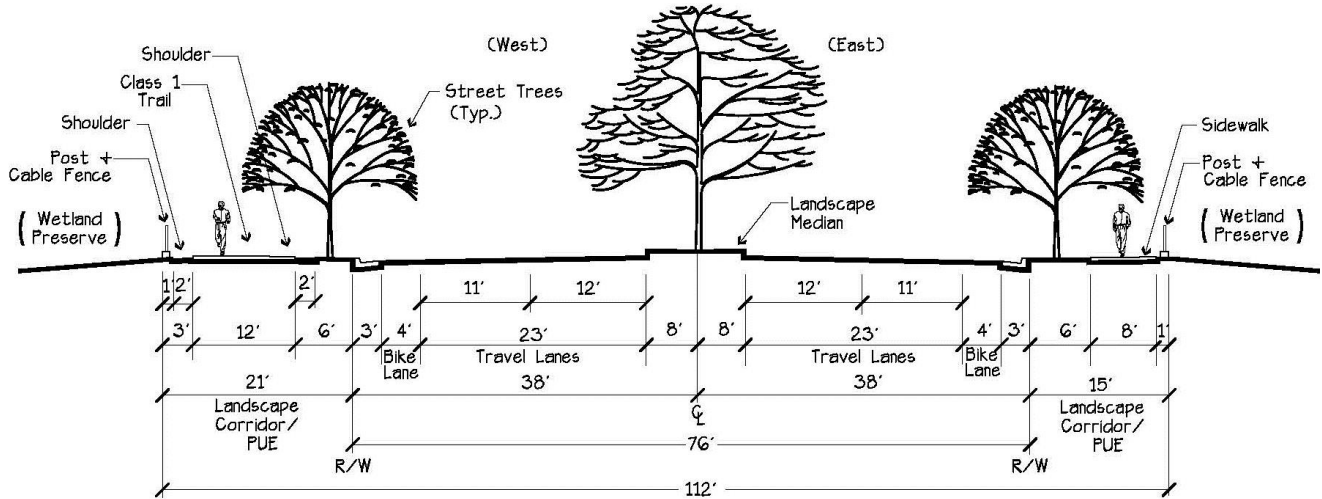
4 Lane Major Arterial- Americanos Boulevard

This special section applies to a portion of Americanos Boulevard. It is located between the wetland and single-family parcels.



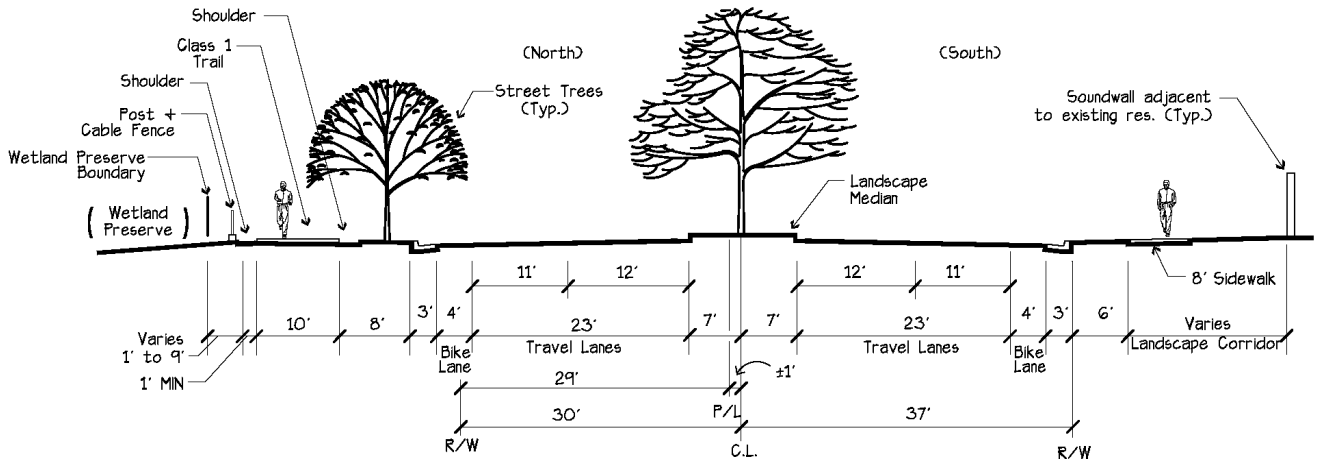
4 Lane Major Arterial- Americanos Boulevard

This special section applies to a portion of Americanos Boulevard. It is located between wetland parcels on either side.



4 Lane Major Arterial- Douglas Road

This roadway applies to a portion of Douglas Road. It is located east of Rancho Cordova Parkway.



4.3.2 Secondary Roads & Local Roads

The Rancho Cordova General Plan defines secondary roads as two to four lane roadways that connect Neighborhoods and Villages together and carry light to moderate traffic flows. Within the Plan Area, secondary roads will provide landscaped medians, dedicated bike lanes, landscape corridors with expanded detached



sidewalks and other features that make them accessible and attractive to pedestrians. In some locations, secondary roads will be constructed as two-lane roadways with right-of-way reserved in the center median to accommodate 2 additional travel lanes, if needed to maintain levels of service.

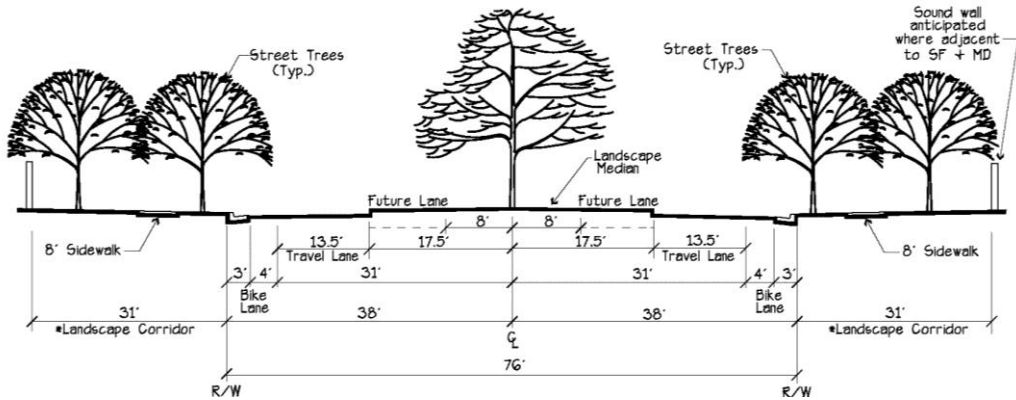
Local roads are secondary circulation routes that generally distribute trips from the secondary street system to the local street system. These streets provide access to individual development areas and neighborhood amenities. Local roads contain 2 lanes, dedicated bike lanes and landscape corridors incorporating expanded detached sidewalks.



4.3.2.1 2 Lane Secondary Roads with Expansion to 4 Lanes

- **Rio Del Oro Parkway (north of the Drainage Parkway)**
- **Centennial Drive**
- **Villagio Drive from White Rock to Collector B and from Douglas Road to the Morrison Creek bridge**

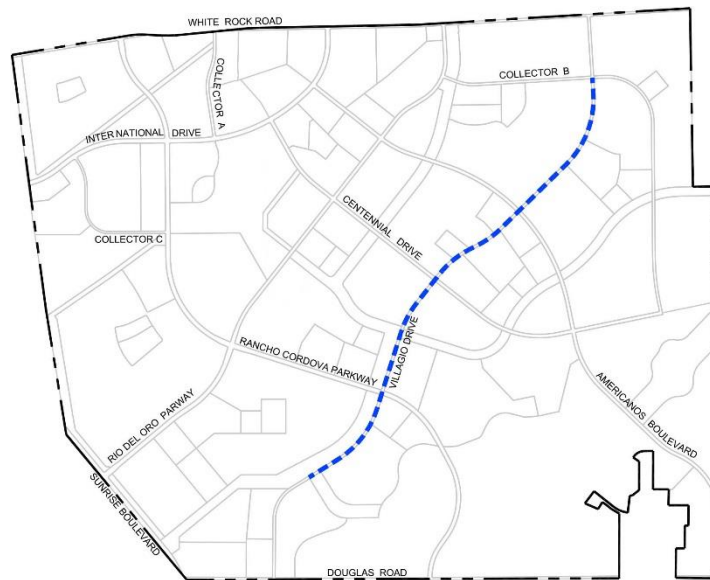
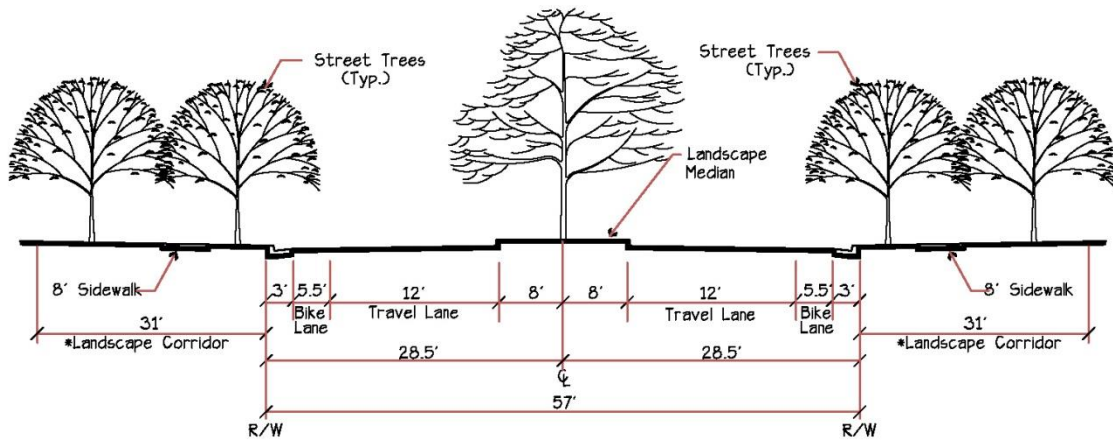
This portion of Rio Del Oro Parkway will extend from the Drainage Parkway through the central portion of the Plan Area to White Rock Road. Centennial Drive provides internal circulation for the Plan Area beginning at International Drive and terminating just east of Americanos Boulevard. Centennial Drive will ultimately be extended through future residential areas (Large Lot Parcels 2 and 3) east to Grant Line Road. The precise connection point of Centennial Drive will be coordinated with the adjacent development. Segments of Villagio Drive are also planned as 2 lane secondary roads, which serve to disseminate traffic in to the Plan Area from Douglas Road and White Rock Road. These roadways will provide a right-of-way to accommodate future expansion to 4 lanes. Initial improvements provide a 36' landscaped median, 1 travel lane in each direction, Class II bike lanes and 8' wide sidewalks in a 31' landscape corridor.



4.3.2.2 2 Lane Special Access Collector

- **Central portion of Villagio Drive**

Villagio Drive will run parallel to Rio Del Oro Parkway through the center of the Plan Area. The roadway will provide a 16' landscaped median, 1 travel lane in each direction and 8' wide sidewalks in a 31' width landscape corridor.



Access requirements along the limited access portion of Villagio Drive are:

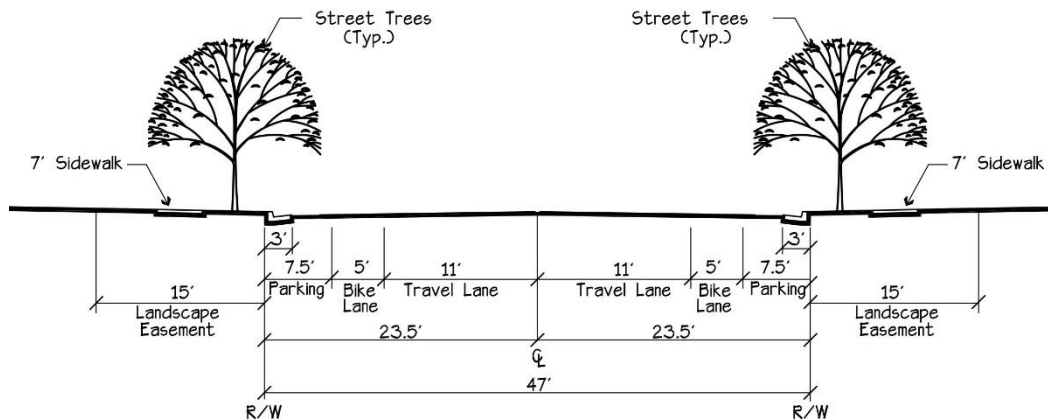
- a. Median breaks will be permitted at a minimum spacing of 700 feet, measured from the roadway / intersection centerline. Signal spacing should be quarter mile or 1,320 ft.
- b. Driveways will not be permitted within 250 feet of signalized intersections.
- c. Consolidation of driveways and secondary road access locations will be required when deemed feasible.
- d. On-street parking will be prohibited.
- e. Signalized intersections will provide a minimum single right hand and left hand turn pockets on all approaches.

4.3.2.3 Commercial/ Business Park & Industrial Roadways

These roadways occur in the non-residential portions of the Plan Area. Typically the Commercial/ Business Park sections will be used within LC, RTC, VC and BP land uses. In circumstances where BP and MP uses are adjacent, one section may be chosen over another or a combination of the two sections may be used. The pattern of Commercial/ Business Park and Industrial roadways will be determined through the subdivision map process. Through road connections are encouraged between developments. Depending on the adjacent land use, these street sections will provide bike lanes and on-street parking and may provide optional landscaped medians and detached sidewalks at the option of the developer.

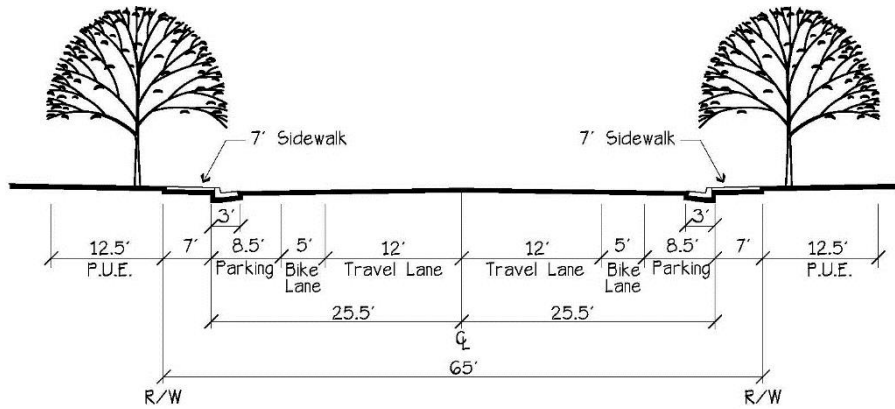
Commercial/ Business Park Collector

This 2 lane roadway will provide an 11' travel lane in each direction, 5' Class II bike lanes in each direction, 7.5' of on street parallel parking and a 15' landscape easement containing a 7' sidewalk. Landscape medians are permitted at the option of the developer.



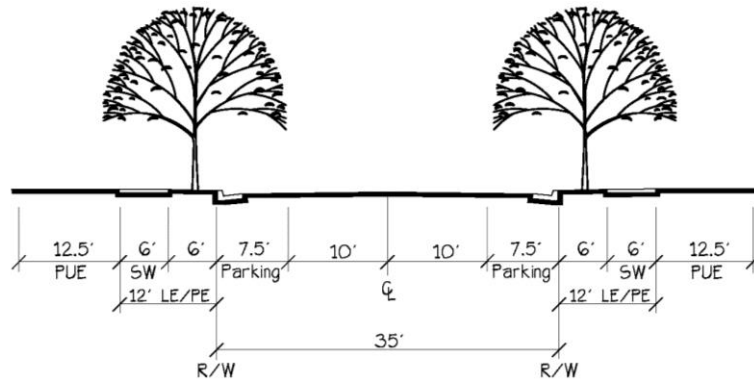
Industrial Park Collector

This 2 lane roadway will provide a 12' travel lane in each direction, a 5' Class II bike lane in each direction, 8.5' of on street parallel parking and a 7' sidewalk. Landscape medians are permitted at the option of the developer.



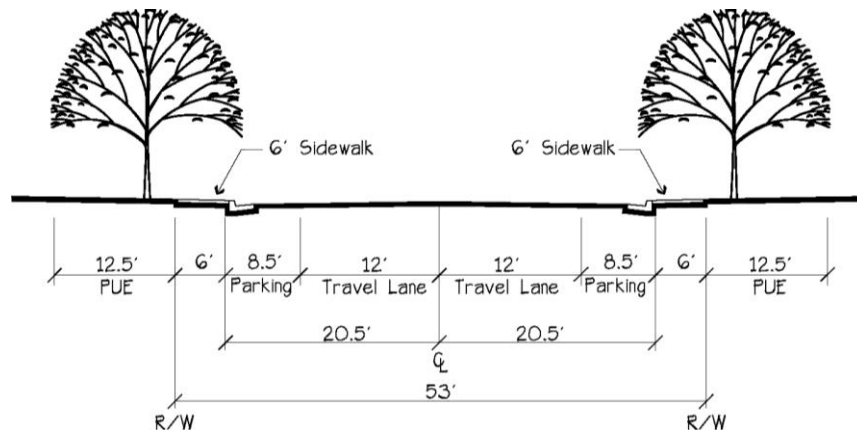
Commercial/ Business Park Local Street

This 2 lane roadway will provide 10' travel lanes, 7.5' feet of on-street parallel parking and detached 6' sidewalks.



Industrial Local Street

This 2 lane roadway will provide 12' travel lanes, 8.5' feet of on-street parallel parking and 6' sidewalks.



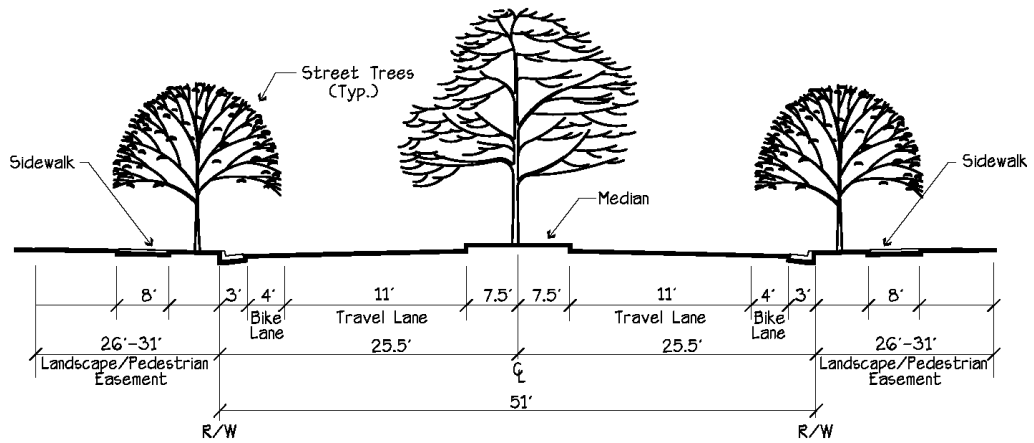
4.3.3 Residential Roadways

Residential streets within the Plan Area are typically roadways with on-street parking and separated sidewalks. The pattern of residential streets will be determined through the subdivision map process and through road connections, encouraged between developments. Internal connections will enhance local circulation and assist in minimizing the number of connections to local and secondary roadways. It is anticipated that a majority of residential streets will be public, although private streets may be proposed. Additional street and alley sections may be considered through the subdivision map process. See the Rio Del Oro Development Standards and Design Guidelines, Appendix A, for additional information.

Primary residential streets provide direct access to abutting land uses and connections to major roads, and are used to accommodate higher traffic volumes. These residential streets are two lanes and include front-on residential, on-street parking, and detached five-foot wide sidewalks, and are required when the street will serve more than 400 homes. If multiple access points are provided to a village with more than 400 units, a primary residential street is not required.

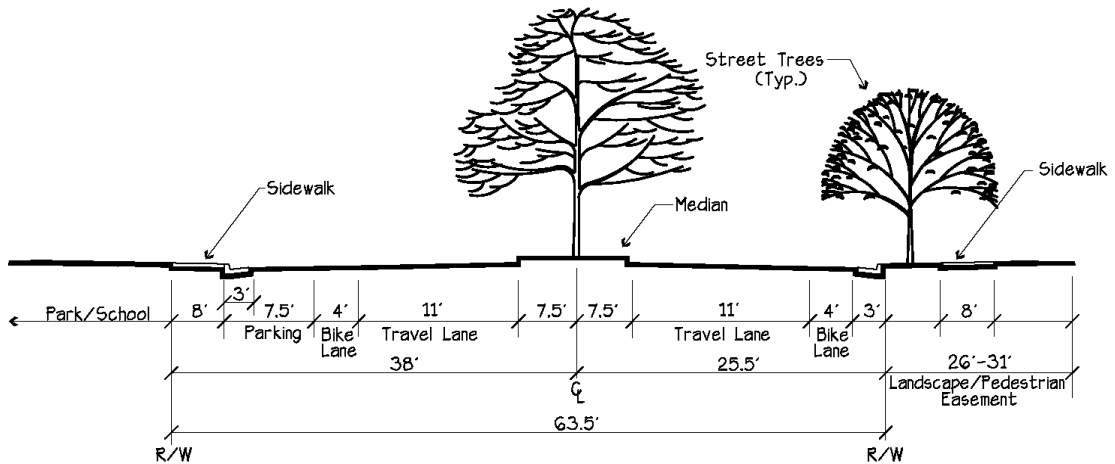
Minor residential streets serving individual home sites may vary. Two different minor residential street sections are anticipated: one with a detached sidewalk and the other with an attached sidewalk. Minor deviations (6") to parking lane width are approved for Primary Residential and Minor Residential street sections in Phase I Villages 1 through 3. Two possible private residential street sections are depicted for informational purposes and shall be considered during the subdivision map process. A provision of a detached sidewalk with a 6' landscape/pedestrian easement is an approved option for private residential street section per the developer's option.

Residential Collector with median

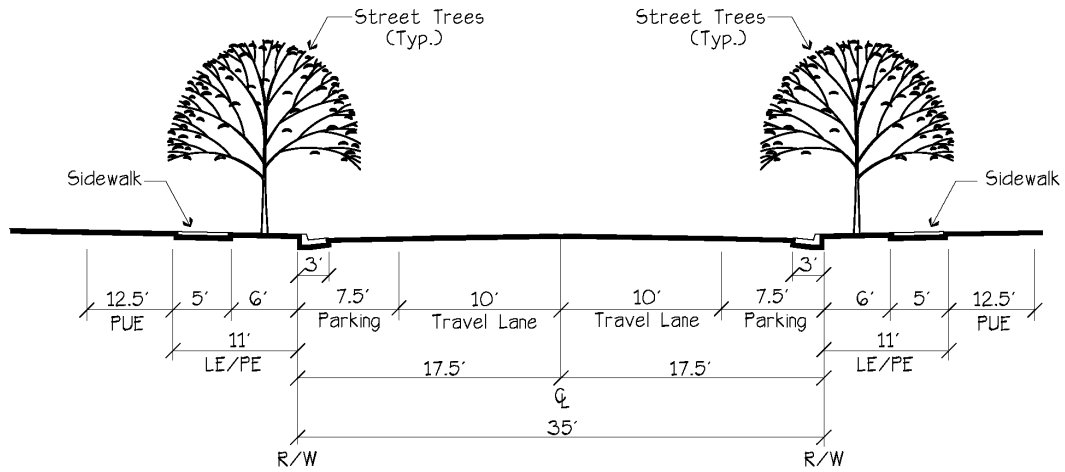


Residential Collector B, Adjacent to School and Park.

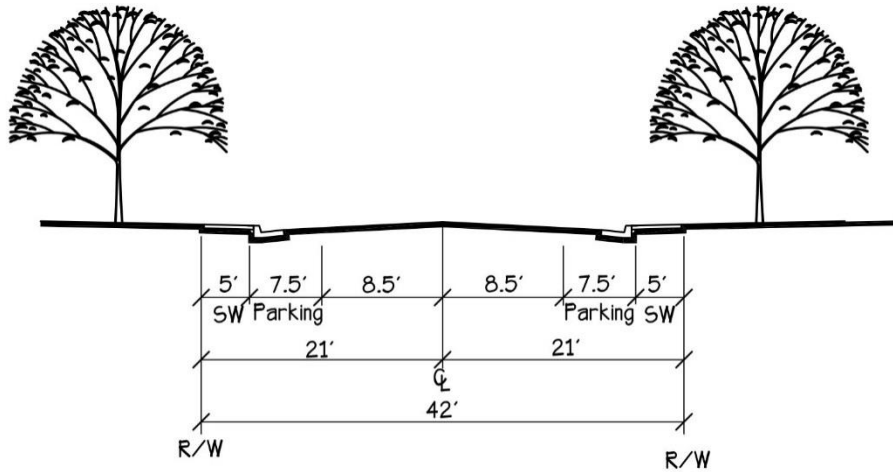
This roadway provides an 8' attached walk and parking space where adjacent to a school or park.



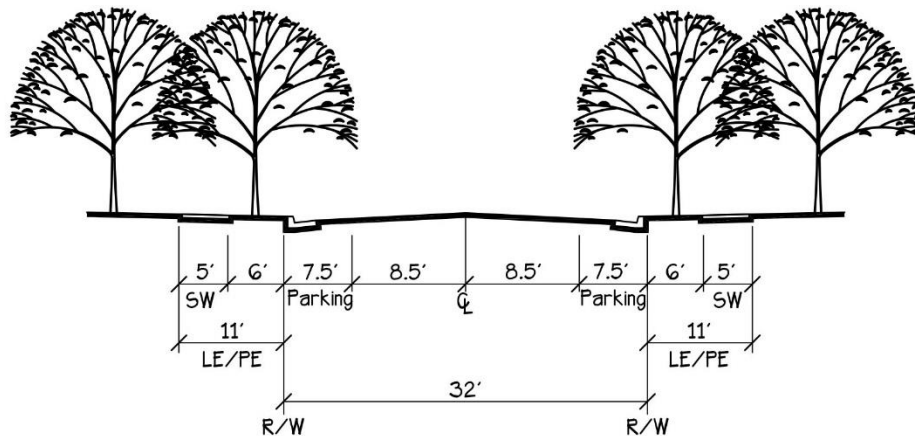
Primary Residential with Parking [35' BOC]



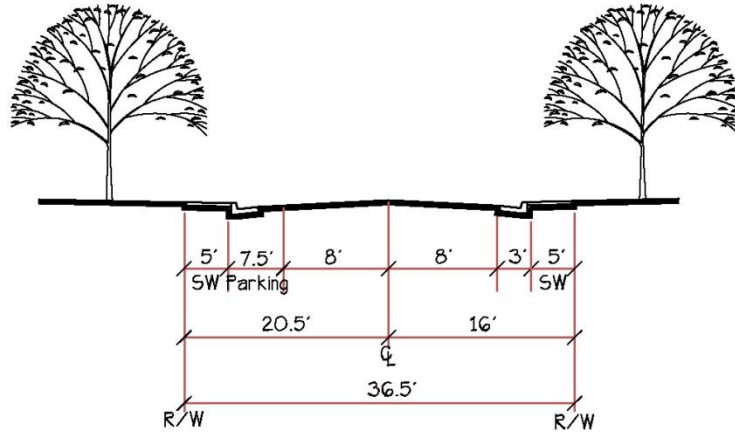
Minor Residential with attached walk



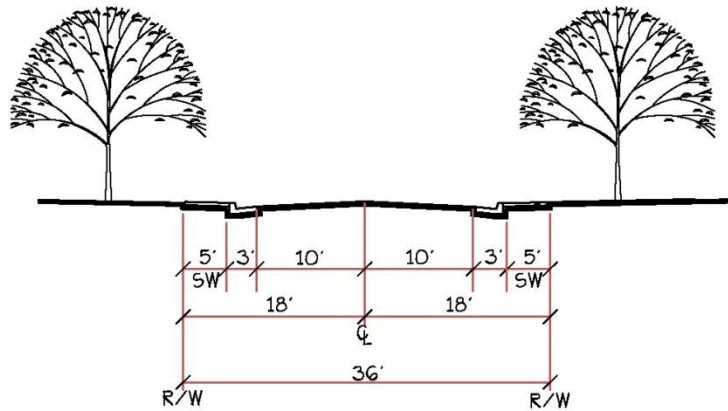
Minor Residential with detached walk



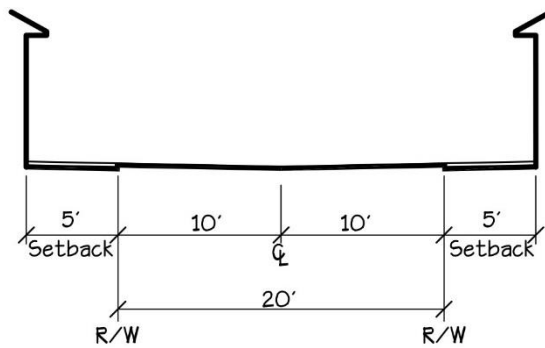
Private Residential with parking on one side



Private Residential without parking

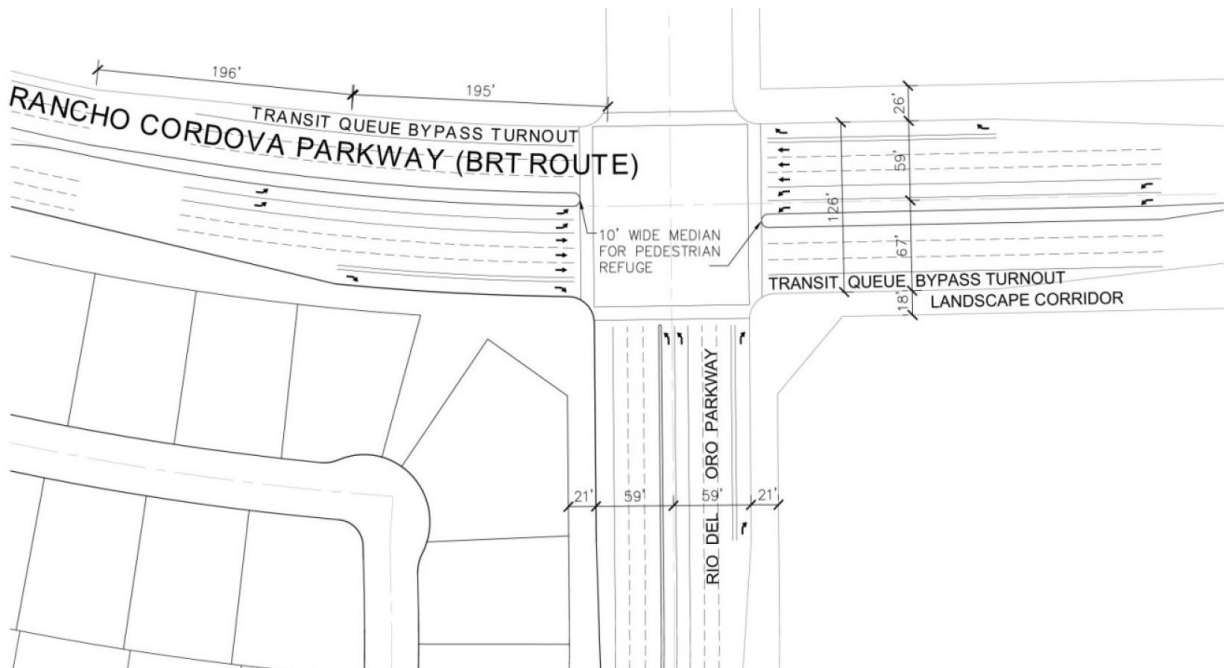


Alley



4.3.4 Intersection Improvements

Traffic control devices will be installed, when warranted, at intersections within the RDOSP based on analysis of future traffic calculations at full build-out of the Plan Area. Possible traffic signal locations are reflected in Exhibit 4-2, Circulation Plan. White Rock Road and International Drive are expressway corridors, therefore the traffic signals shall be limited to those shown on Exhibit 4-2. Roundabouts may be considered as an alternative traffic control option at two locations on Villagio Drive. Additional traffic signal locations will be considered by the City at the tentative subdivision map and project development phases to ensure that minimum signal spacing requirements are met. The use of roundabouts will be evaluated at the time of tentative subdivision map for the adjacent residential villages. Major streets will have widened right-of-ways at intersections in order to accommodate standard intersection improvements such as turn lanes and acceleration lanes. In addition, the transit corridors along Rancho Cordova Parkway, White Rock Road and International Drive may accommodate additional widening for transit vehicle queue bypass turnout and widened medians for pedestrian refuge. Intersection improvements at all arterial intersections to facilitate pedestrian safety will be determined by Public Works at the time of tentative maps and/or improvement plans, in accordance with the adopted City improvement standards. Exhibit 4-3 illustrates a transit corridor widened intersection.



**Exhibit 4-3
Transit Corridor Widened Intersection**

4.3.5 Landscape Corridors/ Easements

The Rio Del Oro Specific Plan maintains uniform landscape corridors adjacent to major roadways throughout the Plan Area. Landscape corridors are separate parcels that act to buffer adjacent land uses from the roadways and enhance the aesthetics of the Plan Area. Landscape corridors will typically be provided where adjacent to Single Family (SF) and Medium Density (MD) land uses. Landscape easements will typically be provided where adjacent to all other uses. Landscape easements are not separate parcels, however, the easement will be dedicated to landscape enhancements. Landscape corridors or easements widths may be reduced for intersection improvements. A minimum of 15 feet of width shall be maintained at widened intersections in order to accommodate intersection improvements such as turn lanes and acceleration lanes. Refer to Section 4.3.4 and the Rio Del Oro Development Standards and Design Guidelines for more specific information on landscape corridors, easements, setback requirements and uses allowed within landscape easements.

4.3.6 Traffic Calming

The purpose of traffic calming measures is to create livable neighborhoods by managing traffic volumes and speeds. Traffic calming measures should be applied where appropriate on local streets to soften the impact of motor vehicles. The City of Rancho Cordova Neighborhood Traffic Management Program should be utilized as a resource at the time of Tentative Subdivision Maps to select the most effective traffic calming designs and measures.

Consideration should be given to enhanced landscaping upon entering local neighborhood streets. Other traffic calming devices that can be applied include traffic circles, bulb outs and raised intersections. Bulb outs are pedestrian enhancements that shorten the pedestrian crossing distance at intersections or mid-block crossings through a narrowing of the street, typically by eliminating parking. Raised intersections provide for reduced speeds and pedestrian enhancements through a raised profile where roadways approach an intersection, operating similarly to flat top road humps.

4.4 PUBLIC TRANSPORTATION

The City of Rancho Cordova (CordoVan) and Sacramento Regional Transit (RT) provide public transportation in the area and presently offers no service to the project site. RT operates several bus lines that service Rancho Cordova and the surrounding area. These lines include routes 21, 28, 73, 74, and 75. The routes generally follow Folsom Boulevard, Sunrise Boulevard and Highway 50 as main travel routes, with Route 74 traveling closest to the project site on Sunrise Boulevard just south of Folsom Boulevard. RT also operates a Light Rail line (Gold Line) that runs along Folsom Boulevard through Rancho Cordova. The Gold Line station nearest to the Plan Area is located at Sunrise Boulevard and Folsom Boulevard. This station also serves as a Park and Ride lot and bus transfer point for RT bus lines servicing Rancho Cordova, Gold River, Fair Oaks and Orangevale.

The Rancho CordoVan serves as the connector route for residents in the City's new communities connecting travelers within the City, and connecting to RT's Gold Line. The Gold Line currently serves Capital Village, Stone Creek and the Anatolia area. It is anticipated that the CordoVan will serve Rio del Oro as the project develops. Future expansion of transit service in the City will depend on adequate funding and suitable residential density to support service.

The RDOSP is designed to be supportive of transit through an integrated land use and circulation plan. Public transit is most effective when stations are surrounded by compact higher density urban development that is connected to stations with a good pedestrian network. The land use plan provides two Regional Town Centers and one Local Town Center, which plan for mixed uses and higher intensity residential and commercial uses.

The City of Rancho Cordova intends to create a public transportation system independent of RT and has prepared The Rancho Cordova Transit Master Plan to identify the goals of the City's public transportation system. The Transit Master Plan identifies Signature and Bus Rapid Transit (BRT) routes that serve the City, provide connection to the region, and integrate with Sacramento Regional Transit's Gold Line. The Public Transit Master Plan for Rio Del Oro is shown on Exhibit 4-4.

The City's Signature Route serves as the backbone to the Rancho Cordova transit system. The Signature Route is initially proposed as a rubber tire service (bus or van) with a long term vision as a modern street car. Under either technology the Signature Route will be a mixed use service with automobile traffic. The Signature Route follows Rancho Cordova Parkway connecting to communities to the south and follows International Drive west of Rancho Cordova Parkway. More information on the phasing of Signature Route can be found in the City's Master Plan. The Public Transit Plan, Exhibit 4-4, illustrates the potential Signature Route alignment. See Figure 2 of the City's Master Transit Plan for more detailed Stage information.

In addition to the Signature Route, the Rancho Cordova Transit Master Plan identifies BRT routes that service regional designations in the Plan Area along White Rock Road and eastward toward the City of Folsom and El Dorado Hills.

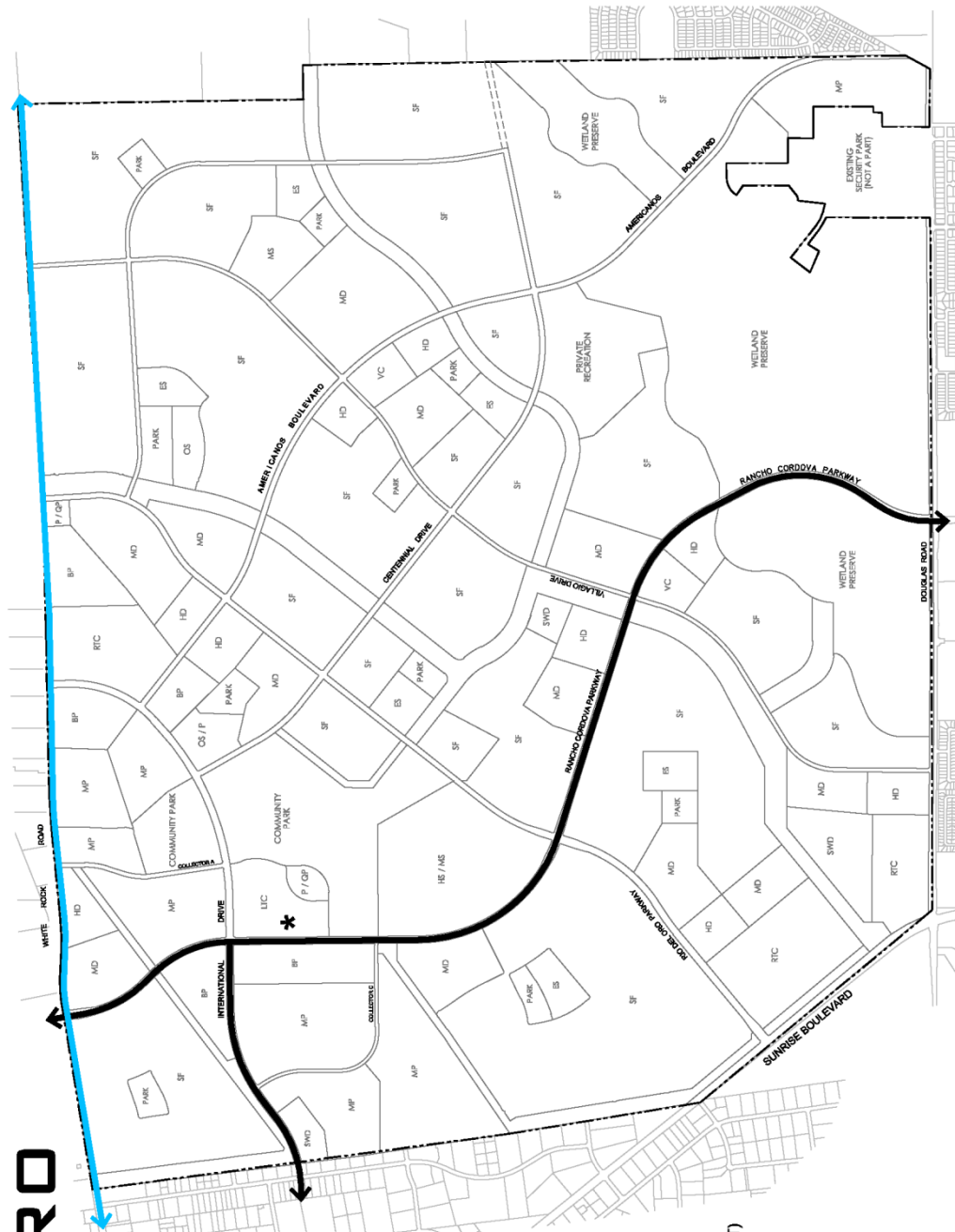
A regional transit center will be located within the Plan Area. This center will provide a transit stop, route transfer location, travel information center and fare distribution facility. It is anticipated that the regional transit center will be located at the Local Town Center on Rancho Cordova Parkway near the intersection of International Boulevard. Other regional transit centers throughout the City will be provided along BRT and Signature Routes. The Public Transit Plan, Exhibit 4-4, illustrates potential BRT alignments, the Signature Route and the regional transit center location.




4.5 TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) measures will be implemented for the proposed Employment Center area (i.e. office and industrial) to reduce the number and length of home-to-work commute trips through actions such as ridesharing, flexible work hours and support of public transportation.

PUBLIC TRANSIT PLAN

RIO DEL ORO



- LEGEND**
-  POTENTIAL SIGNATURE ROUTE
 -  POTENTIAL BUS RAPID TRANSIT ROUTE (BRT)
 -  POTENTIAL TRANSIT CENTER



4.6 PEDESTRIAN AND BICYCLE SYSTEM

A primary objective of the RDOSP is the provision of a pedestrian friendly, walkable community. The land use plan utilizes contiguous open space corridors with trails that can be used by bicyclists and pedestrians. The bicycle and pedestrian system is an important component in ensuring connectivity and promoting non-vehicular travel in the RDOSP. The network has been designed to allow movement throughout the Plan Area and provide linkages to the City's existing and planned network. The RDOSP system includes, sidewalks, on-street Class II bike lanes and Class III bike routes and off-street Class I trails. The Class I and II bicycle trails/lanes are reflected in Exhibit 4-6, Bikeway and Trails Plan.

4.6.1 Class I Bicycle Paths

When complete, the RDOSP will provide over 15 miles of Class I, paved off-street bike paths as depicted in Exhibit 4-5. The RDOSP Class I bicycle trails are a destination-oriented system that provides connectivity between major employment centers, neighborhood cores, schools, parks and open space, and other amenities within the Plan Area. Class I bicycle path widths are planned as 10' of pavement flanked by 2' of decomposed granite and the Regional Class I trail segments should be 12' of pavement. These trails will be located within varying widths of greenbelts, parks, open space and drainage parkways as shown in Exhibit 4-5. The Class I system has been designed to minimize conflicts with physical barriers such as major streets and creeks, and reduce potential travel disruption as approximately shown on Exhibit 4-6. This is achieved through the use of off-street bike lanes, at-grade and grade separated pedestrian and bicycle crossings where feasible. Utilities and other improvements shall be designed to accommodate grade separated crossings. Exhibits 4-7 and 4-8 depict conceptual development and design features for future bikeway undercrossing occurring in conjunction with a vehicular bridge crossing of the primary drainage way along Rancho Cordova Parkway. Examples of at-grade bikeway crossing are provided in the Rio Del Oro Design Standards and Development Guidelines. In addition, the Class I bikeway paths may accommodate emergency and maintenance vehicle access to open space.

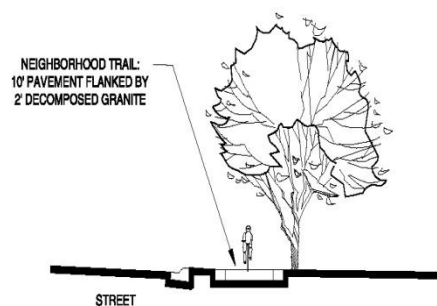
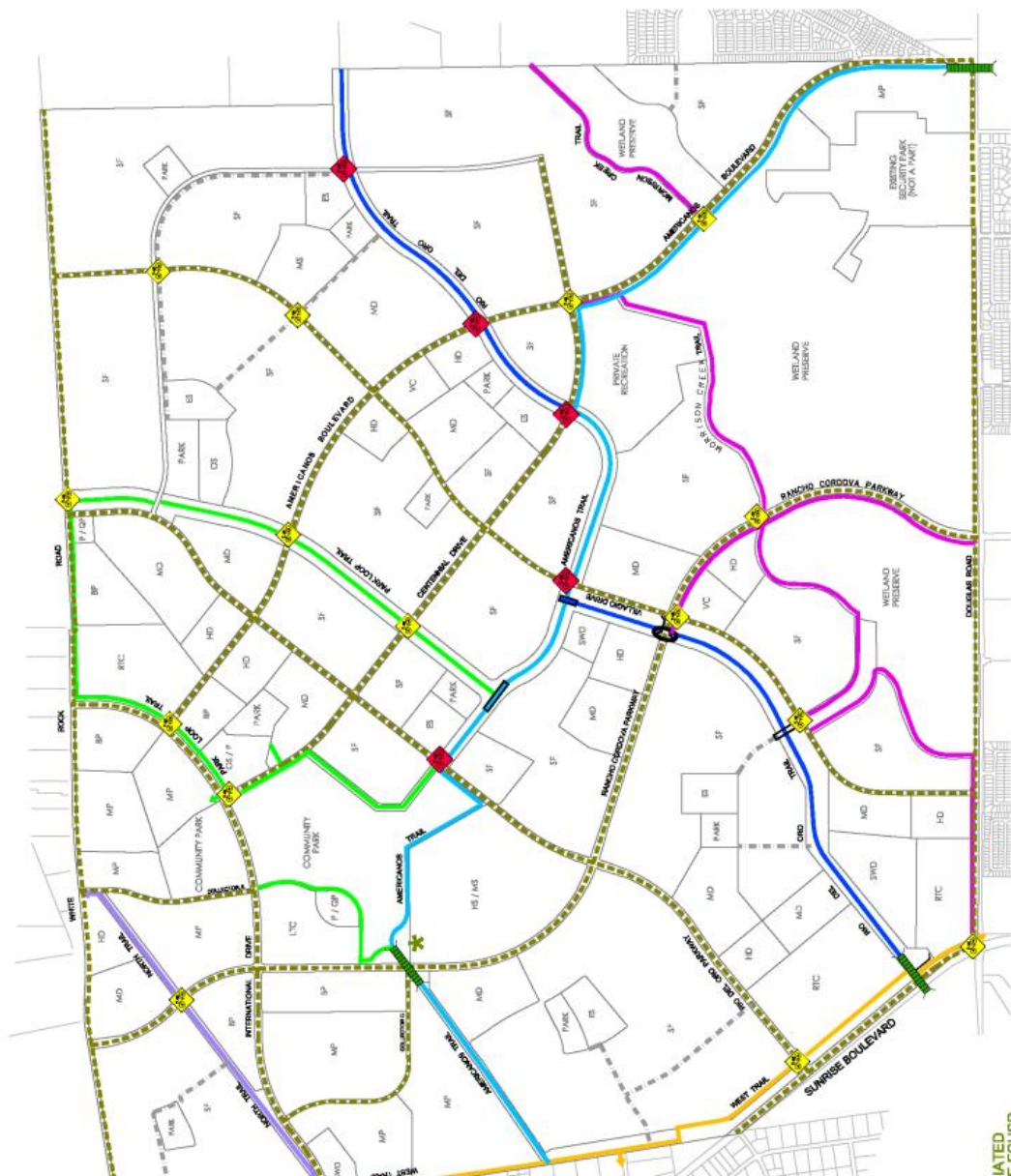


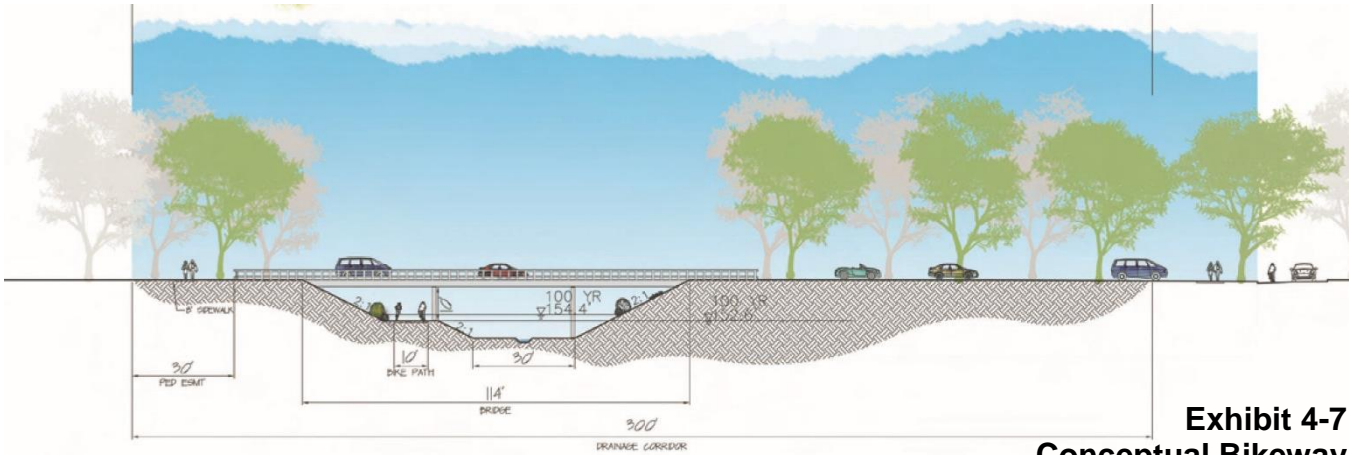
Exhibit 4-5 Class I Bicycle Path Detail

BIKEWAY AND TRAILS PLAN RIO DEL ORO

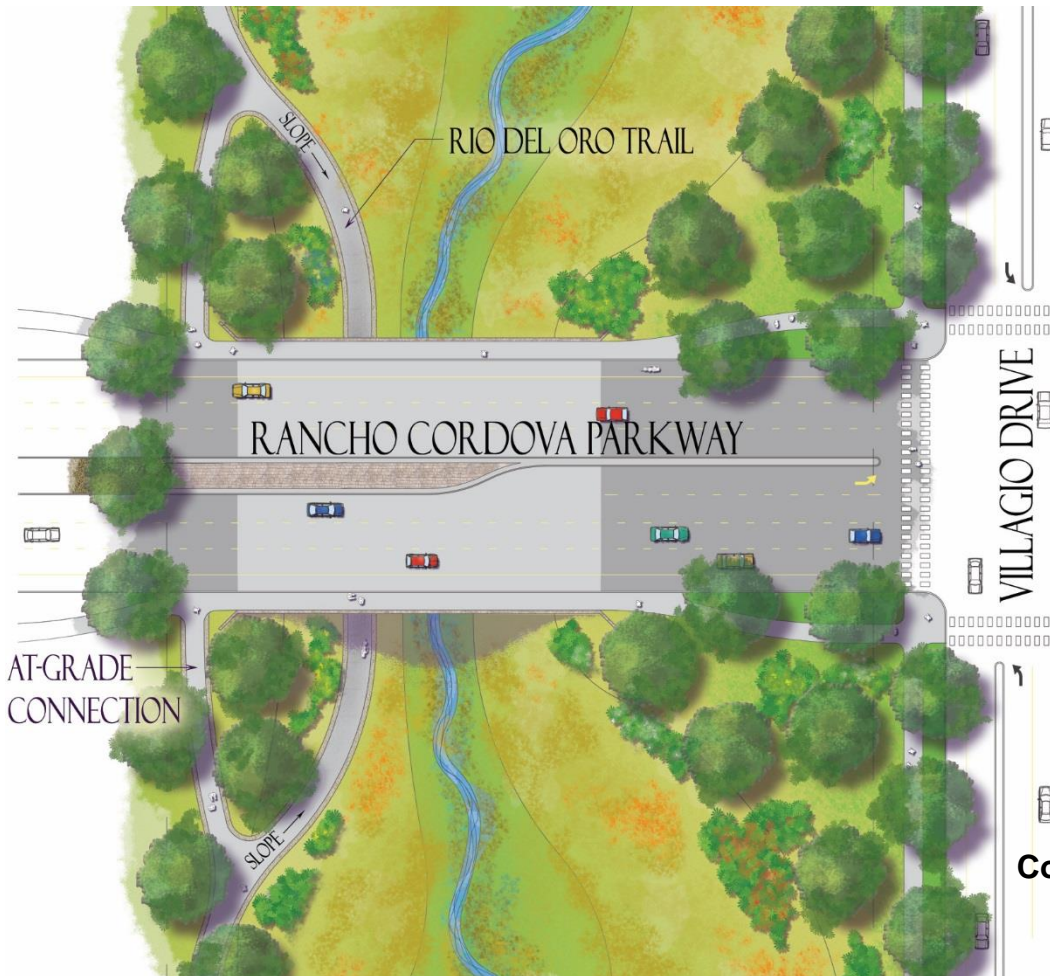


- LEGEND**
- CLASS I 1/2' OFF-STREET REGIONAL TRAIL
 - CLASS I 10' OFF-STREET TRAIL
 - CLASS II BIKE LANE
 - LOCATION OF ON-STREET BIKE LANE
 - NEIGHBORHOOD BIKE ROUTE TO BE SPECIFICALLY LOCATED AT TENTATIVE MAP
 - CROSSINGS
 - GRADE SEPARATED STRUCTURE FUNDED BY CIP
 - LOW FLOW CHANNEL CROSSING
 - UNDER CROSSING
 - AT GRADE STREET CROSSING
 - FEASIBILITY OF A TRAIL UNDER CROSSING TO REPLACE AT GRADE STREET CROSSINGS AT THESE LOCATIONS WILL BE EVALUATED AT THE TENTATIVE SUBDIVISION MAP OR SCHOOL / PARK DESIGN REVIEW PHASES

* ACTUAL LOCATION OF TRAIL AND GRADE SEPARATED CROSSING ASSOCIATED WITH COMMUNITY PARK TO BE DETERMINED IN CONSULTATION WITH THE FCUSD AND THE CRPD PRIOR TO DESIGN OF COMMUNITY PARK, SCHOOL SITE AND/OR SEPARATED CROSSING.



**Exhibit 4-7
Conceptual Bikeway
Undercrossing Section**



**Exhibit 4-8
Conceptual Bikeway
Undercrossing
Plan View**

The RDOSP Class I bicycle path system consists of six distinct trails. The Rio Del Oro Trail serves as the backbone of the Class I trail system. This trail traverses from the northeast to the southwest portion of the plan area, creating a connected system of parks, paseos, neighborhood greens, and open spaces along a naturalized greenway. The Rio Del Oro trail also connects key origins and destinations within the Plan Area and provides direct connectivity to neighboring communities.

The West Trail runs along the western boundary of the Plan Area, primarily in greenbelts, and connects White Rock Road, International Drive, Sunrise Boulevard, Rio Del Oro Parkway, and Douglas Road. The Park Loop Trail provides internal circulation, connecting the Community Park, neighborhood parks, Regional Town Center, schools and various housing types. The North Trail branches off the West Trail and provides the northern most villages of the Plan Area with a connection to the rest of the bikeway trail system. The Americanos Trail provides a regional trail connection between the Sunrise – Douglas Plan area to the south and connects with the West Trail. The Morrison Creek Trail is the most natural of all of the Class I bicycle trails in the Plan Area and provides the community with a direct link to the Morrison Creek Wetland Preserve along the southern periphery of the community. While serving as a functional link between the eastern portion of the Plan Area and the Rio Del Oro Trail, the Morrison Creek Trail is intended as a passive recreational amenity that provides miles of scenic open space and wildlife viewing to recreational bicyclists and walkers.

The RDOSP promotes frequent connections between the Class I system and adjacent uses. Where a single loaded street abuts open space, park or drainage parkway, the Class I path may replace the standard sidewalk on the open space side of the street. Where a cul-de-sac or loop street, multi-family or non-residential use abuts the Class I path, a paved link shall be provided to the path to the extent feasible. The Class I system within an open space area may meander to minimize environmental impacts and create visual interest.

Barriers (bollards, rail fence, post and cable, posts, etc.) shall be provided along bike paths adjacent to open space preserve areas regulated by a Section 404 permit issued under the federal Clean Water Act as shown in Exhibit 4-9. Such barriers shall comply with the 404 permit regarding use of the preserve area, and with City design, maintenance and public safety standards.

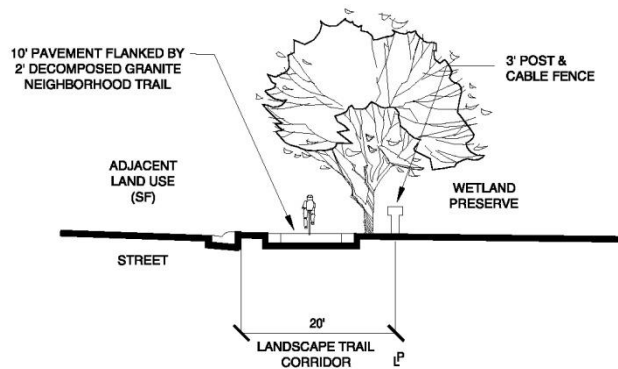
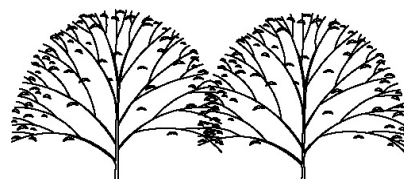


Exhibit 4-9 Barriers along Bike Paths



4.6.2 Class II and III Bicycle Paths

Class II bike lanes will be provided along all major, secondary and local roads within the RDOSP. Class II bike lanes are designated on-street with painted stripes. Bike lanes are 4-feet wide if located next to gutter and curb (providing 6.5-feet of travel width next to the curb) or 5-feet wide if located next to a parking lane. Bicycle traffic is allowed along all residential streets, with some routes designated as Class III through the use of Bike Route Signage.

4.6.3 Sidewalks

Sidewalks are required along all RDOSP roadways. These include attached or detached sidewalks along residential streets, sidewalks within landscape corridors along local roads and 8-foot wide detached sidewalks along major and secondary roads.

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