VI CIRCULATION ELEMENT

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VISION STATEMENT

Rancho Cordova will offer a vast, interconnected network of transportation and mobility options that allows for the efficient and effective movement of people and goods around the City. The City's roadway network will be designed to provide many route options while discouraging excessive traffic within local neighborhoods. Streets will be inviting, multi-modal public spaces. Neighborhood, village, and district design will start with the pedestrian and work its way up to the cars. Bikeways and trails will be integrated throughout the community connecting residents, jobs, services, activities, and open spaces. Public transit will provide a viable transportation option for everyone, with local, Citywide, and regional services. Implementation of this Element will result in an improved circulation system for all modes of travel within the community.

INTRODUCTION

Circulation refers to the ability of people and goods to safely and efficiently move about the community. Mobility is essential to a community's success and quality of life for its residents. Rancho Cordova faces many circulation challenges with regional congestion on Highway 50 and Sunrise Boulevard, limited north-south and east-west connections, and disconnected or uninviting pedestrian and bicycle facilities. The City will build a circulation system that makes it easier to move throughout the City by focusing on an improved network of major and connector roadways on a modified grid system, expanding transit opportunities, and developing a network of pedestrian and bicycle routes throughout the community.

PURPOSE

The Circulation Element describes existing and future transportation conditions and systems. The Element establishes goals, policies, and actions that will guide the City's circulation system, including the roadway network, transit facilities and services, and bicycle and pedestrian facilities. The text, maps, and diagrams are a basis for the development of the City's transportation network.

RELATED PLANS AND PROGRAMS

The Circulation Element relates closely to several other plans and programs, including the following:

- **Sacramento Area Council of Governments (SACOG) Blueprint Plan.** SACOG adopted its Preferred Blueprint Scenario in December 2004, which is a regional vision to accommodate the projected growth and long-term needs of the region over the next 50 years. The Blueprint Plan is intended to guide land use and transportation choices as the region's population is projected to grow from its current population of 2 million to over 3.8 million and the amount of jobs is projected to double to nearly 1.9 million by 2050.

- **The Regional Metropolitan Transportation Plan (MTP)**. The MTP is a 23-year long-range plan for transportation improvements in the greater six-county Sacramento region. The MTP establishes goals, policies, programs, and projects that will meet the mobility needs of the Sacramento region. SACOG is the metropolitan planning organization responsible for developing the MTP every three years.

- **Sacramento Regional Transit – planning and operational activities**. Sacramento Regional Transit is the public transit service provider in Rancho Cordova, the County of Sacramento, and the City of Sacramento. They currently operate a fleet of buses and a light rail network with facilities and services in the City of Rancho Cordova.

- **Mather Field Airport Land Use Plan**. SACOG develops and maintains the comprehensive land use plan (CLUP/ALUP) for Mather Field, which is developed to protect public health and safety and ensure compatible land uses in the areas around the airport. Mather Airport is owned and operated by the Sacramento County Department of Airports.

- **Caltrans standards**. Caltrans establishes State minimum standards for several types of transportation facilities including roadways, trails, and bicycle paths.

- **Rancho Cordova Transit Master Plan**. This Plan designates the City's preferred transit system and is an implementing plan of the General Plan.

- **Rancho Cordova Pedestrian Master Plan**. The Pedestrian Master Plan will establish polices, programs, and projects to improve the pedestrian system with the City of Rancho Cordova.

- **Rancho Cordova Bikeway Study**. The Bikeway Study analyzed existing bicycle facilities and contributed to the development of the bikeway network for the General Plan.

- **Rancho Cordova Bicycle Master Plan**. The Bicycle Master Plan will guide implementation of the bicycle network in the General Plan. This implementation document provides additional detail about the existing facilities, planned improvements, priorities, phasing, and funding to build the bicycle network.

- **Rancho Cordova Street Design Standards**. The Street Design Standards establish details regarding the design of all types of roadways within the City consistent with the General Plan.

- **Rancho Cordova Improvement Standards**. The Improvement Standards establish detailed design and construction requirements for the City's transportation system consistent with the General Plan and Street Design Standards.

- **Rancho Cordova Design Guidelines**. The Citywide Design Guidelines identify objectives, standards, and guidelines that are intended to encourage, promote, and require high-quality, pedestrian-oriented development while allowing flexibility in the design solutions

- **Rancho Cordova Roadway Phasing Study (2005-2006)**. The Roadway Phasing Study analyzes the phasing of roadway improvements consistent with the City's Circulation Plan to determine the relationship of development phasing to roadway demand, impacts, and needs.

- **Rancho Cordova Americans with Disabilities Act (ADA) Transition Plan**. The ADA Transition Plan focuses on ensuring the provision of safe and usable pedestrian facilities for all and maintaining compliance with all federal, state, and local regulations and standards.

- **Capital SouthEast Connector JPA (CSC) Project Design Guidelines.** The Metropolitan Transportation Plan (MTP) includes a multi-modal transportation corridor that connects Elk Grove, Rancho Cordova, and El Dorado Hills. The Capital SouthEast Connector Project will serve as a regional expressway linking residential areas and employment centers in the Elk Grove, Rancho Cordova, El Dorado Hills corridor, relieving congestion on the heavily congested existing two-lane roadways that currently serve the corridor. The CSC Project Design Guidelines will establish details regarding the design and construction requirements of the CSC project.

- **Neighborhood Traffic Management Plan.** The NTMP provides the framework and guidelines for systematically selecting and prioritizing streets and neighborhood areas for treatment, selection and application of traffic calming devices, and design

of new neighborhoods to minimize the future need for traffic calming. The guidelines are primarily intended for use by City staff and neighborhood residents developing a traffic calming plan, and developers concerned with avoiding future traffic-related concerns in new neighborhoods.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element is a mandatory element of the General Plan that is closely related to several of the other elements of this General Plan. It addresses the circulation system as necessitated by the increase in development described in the Land Use Element. Trails, bikeways, and pedestrian paths are discussed in conjunction with the Open Space, Parks, and Trails Element. This Element is also related to the Urban Design Element, with regard to streetscape design. The Circulation Element also relates to the Safety Element with regard to increasing safety for pedestrians, bicyclists, and motorists. Issues, goals, policies, and actions related to infrastructure (e.g. utilities) as required by the State General Plan Guidelines are addressed in the Infrastructure, Services, and Finance Element. Where appropriate, cross-references are provided to alert the reader to the applicable policies of actions in other elements.

ISSUES AND CONSIDERATIONS

CIRCULATION SETTING

Roadways

The City of Rancho Cordova straddles U.S. Highway 50, a major eight-lane highway that serves local, regional, and interstate commuters. The General Plan Planning Area also contains several other major roadways used both by residents of the City and regional commuters traveling to and from the greater Sacramento area. These roadways include Sunrise Boulevard, a major north-south arterial for the eastern part of Sacramento County and Placer County; Zinfandel Drive, another north-south arterial that connects the northern residential areas of Rancho Cordova with the commercial and industrial areas south of Highway 50; Folsom Boulevard, a major east-west arterial running from Folsom to Sacramento; and Jackson Highway (SR 16), connecting the Planning Area with Amador County and other areas south-east of the City.

A few of the City's roadways are currently operating at or near capacity and will see additional demand as the General Plan Planning Area is built out. Some segments can be improved or redesigned or have parallel capacity created to offset the demand; however, as in the case of Highway 50 and Sunrise Boulevard, there are no obvious solutions to increasing capacity along those roadways with physical roadway improvements, given current commuter travel

patterns. These facilities will continue to be impacted whether or not any development occurs within the General Plan Planning Area. A limited number of crossings over the American River connect north and south Sacramento County and no new crossings are planned. The existing river crossings are already impacted and though improvements may be made to the roadway, achieving the City's desired level of service is likely not possible.

Public Transit

Public transit is provided by the Sacramento Regional Transit District, includes bus service and light rail. The light rail service parallels Folsom Boulevard, connecting downtown Sacramento with the City of Folsom, including several transit stations in the City of Rancho Cordova. Buses connect light rail passengers with the office/ retail and residential areas of the City. Bus service also connects residents and employees of Rancho Cordova with surrounding and nearby communities in the region.

Pedestrian and Bicycle Routes

The American River Parkway, the most scenic and heavily used off-street bikeways in the region, follows the American River in the northern part of the City and provides recreation opportunities for residents and visitors to the City. The Folsom South Canal, which runs generally north-south through the center of the Planning Area, includes a bicycle path that is separated from traffic, with both at-grade and grade-separated crossings at major roads. This bicycle path is lightly used, most likely due to its limited accessibility.

Existing sidewalks and bicycle facilities throughout the community provide connections to services and recreational areas. Some of the existing sidewalks, bike lanes, and trails are disconnected, substandard, or require maintenance.

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ISSUES THIS ELEMENT ATTEMPTS TO SOLVE

The Circulation Element must address a wide variety of issues in order to improve the circulation conditions in Rancho Cordova. The primary issues that this Element attempts to solve, which were identified during the preparation of the General Plan, are listed below.

- Creating a complete transportation network that link all parts of the Planning Area together with a variety of interconnected and overlapping modes and travel options.

- Improving east-west and north-south connectivity throughout the City for all modes of transportation.

- Strengthening regional connections, specifically working with Caltrans to identify potential improvements to Highway 50 and working with neighboring communities, the County, and the Capital SouthEast Connector JPA on development of the CSC project.

- Developing a road system that is easily navigated and sensible to visitors through intelligent project design, road naming systems, and similar features. Avoid street designs that create meandering roadways that do not have a clear and direct path and "skewed" intersections where roads come together at angles that are not perpendicular to each other.

- Maintaining and improving the ability of employees to reach their jobs. As one of the largest employment centers in the Sacramento region, Rancho Cordova must accommodate major daily influxes of employees. This is key to the long-term economic vitality of the community.

- Providing efficient movement, in addition to employee access, for the City's business sector so that it may remain competitive and successful.

- Making the City's streets more pedestrian-friendly by improving sidewalks and corresponding streetscapes.

- Creating bikeways that are more desirable to a wide range of cyclists, especially families with young children.

- Ensuring that local roads through residential neighborhoods are properly designed for connectivity and slower speeds.

- Reducing vehicle congestion on the City's roadways by promoting other modes of transportation.

- Increasing the number and convenience of transit opportunities within the Planning Area, by expanding routes, increasing frequency, and reducing safety concerns.

- Enhancing the functionality of light rail as an employee commuter option by providing convenient transit extensions from light rail to job centers.

- Providing better integration or expansion of the existing regional bus transit and light rail system that yields opportunities for increased transit use.

- Improving pedestrian and bicycle connections between light rail stations and local retail uses, especially retail uses along Folsom Boulevard.

- Creating safe and convenient freeway crossings for bicyclists and pedestrians traveling north-south, especially near the Downtown.

- Promoting pedestrian activity along Folsom Boulevard, while balancing the need to accommodate some through-traffic.

- Implementing appropriate signage and connectivity at access points to the American River Parkway and the Folsom South Canal bicycle trails.

- Improving traffic flow on existing roadways, possibly by pursuing high-tech improvements that maintain the traffic flow and increase safety for both motorists and pedestrians/bicyclists (e.g. Intelligent Transportation Systems, signal timing, bus priority strategies, and red light cameras).

- Managing traffic at the existing American River crossings, with the goal of reducing traffic congestion at or near the crossings.

- Implementating a Neighborhood Traffic Management Program

THE CIRCULATION PLAN

The future circulation system of Rancho Cordova is comprised of both the text of this Element and the accompanying circulation maps (Figure C-1, Circulation Plan with Roadway System and Sizing; C-2, Bikeway and Trails; and C-3, Transit System), which describe the major roadways, bikeways and trails, and transit plans within the General Plan Planning Area. While some of the development standards for these facilities are left to implementation plans and studies, the Circulation Element lays the groundwork and defines the role various modes of transportation will play in the movement of people and goods

around the City. The Circulation Plan also addresses pedestrian and bicycle mobility in Rancho Cordova.

ROADWAYS

Modified grid - *A network of streets that is similar to a grid street pattern, except that it is modified to incorporate curves in roadways or diagonally directed streets. This pattern is useful in areas where the roadway design must be sensitive to topography, existing development or other pre-existing constraints.*

The future roadway pattern in Rancho Cordova is based on a "modified grid" system of major roadways at approximate one-mile spacing and connector roads at approximate quarter-mile spacing for improved connectivity and route choice. This Circulation Plan establishes a framework for local roadways and land use planning that respects natural features while connecting neighborhoods, villages, and districts.

Table C-1 lists the categories of roadways addressed in this General Plan and describes how these roadway categories relate to the City's street types. Each of the General Plan roadway categories is explained as part of the Circulation Plan.

Figure C-1 illustrates the City's primary roadway network system, including freeways/expressways, major roads, and connector roads. This figure only shows the major roadways of the City that provide north-south and east-west connectivity. It does not illustrate the many local and smaller connector roads that provide circulation within neighborhoods and villages. These roadways will be designed at the neighborhood/local level with subsequent Planning Area reviews. The roadway system and sizing diagram has been designed in conjunction with the planned land uses and corresponding development capacity identified in the Land Use Element. Grade-separated crossings identified on the map are conceptual in nature only and are further addressed in the Bikeways and Trails section of the Circulation Plan.

TABLE C-1
ROADWAYS IN RANCHO CORDOVA

General Plan Roadway Category	City Street Types
Freeways/Expressways	Freeways Expressways
Major Roads	Thoroughfares Arterials Major Collector Street
Connector Roads	Collector Streets Residential Collector Streets Non-Residential Collector Streets
Local Roads	Non-Residential Local Streets (Commercial, Industrial) Primary Residential Streets Minor Residential Streets

Freeways/Expressways

Freeways and expressways are the largest roadway types in the City. The objective of these roadways is to move the greatest number of vehicles as efficiently and safely as possible. All freeway crossings with other roadways are grade-separated, access is limited, and development does not open directly onto the freeway or expressway. The only existing freeway in the General Plan Planning Area is U.S. Highway 50, and no additional freeways are planned. Construction and improvements to freeways are the responsibility of the State of California.

Limited access expressways within the General Plan Planning Area include Sunrise Boulevard, Jackson Highway, and Bradshaw Road. Limited access expressways are illustrated on Figure C-1 as 6 Lane Expressways. The Capital SouthEast Connector follows Grant Line Road adjacent to city limits. The CSC is illustrated on Figure C-1 as a 4 Lane Expressway.

Major Roads

Major roads provide for cross-town and regional travel and carry heavy volumes of traffic, typically more than 13,000 average daily trips. Major roads are four to six lanes wide and may include a median for landscape buffering and dedicated turn lanes. Their

primary purpose is to connect villages and districts with one another. Major roads are spaced approximately one-mile apart. Zinfandel Drive and White Rock Road are examples of major roads. Major roads may also include enhanced transit corridors as discussed in the Transit component of this Circulation Plan.

Connector Roads

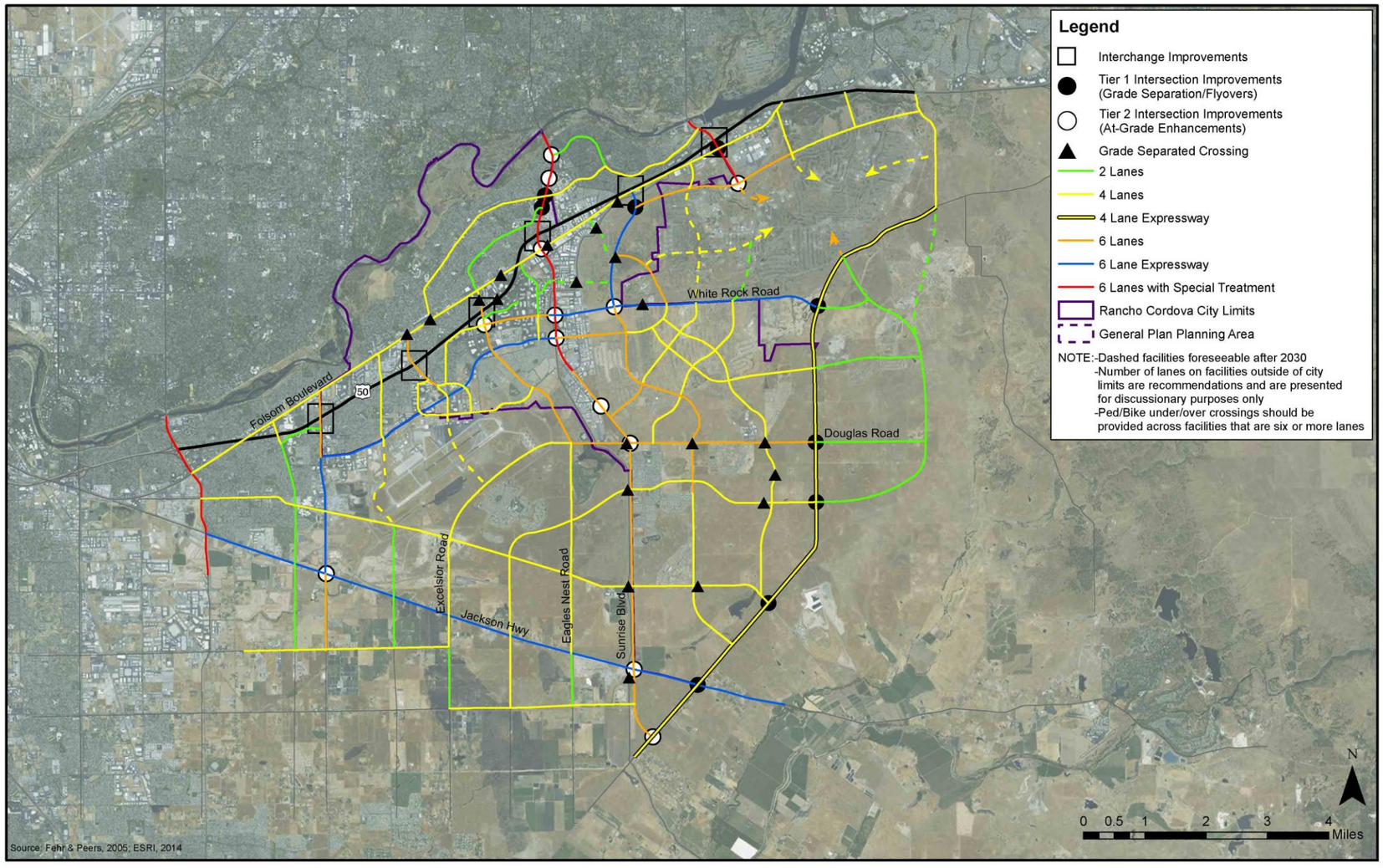
Connector roads link neighborhoods and villages with one another and may connect neighborhoods and villages to districts. They are usually two to four lanes in width and include wide sidewalks, bicycle lanes, landscaped island medians, landscaping between the back of the curb and sidewalk and/or behind the sidewalk, along with other features that make them accessible and inviting to pedestrians. Generally, connector roads carry light to moderate traffic volumes and have speed limits in the 25 to 35 mile-per-hour range. Their average daily trip count is usually less than 13,000 trips. Connector roads are spaced approximately one-half mile apart. Coloma Road is an example of an existing connector road.

Local Roads

Local roads are commonly referred to as neighborhood streets. They are small in scale – no more than two lanes wide – and have sidewalks, landscaping, pedestrian-scale lighting, and other features that make them inviting to walk along. Parking is typically provided on both sides of local roads and sidewalks may be attached or detached. Speed limits on local roadways usually do not exceed 25 miles per hour and traffic volumes are generally less than 5,000 average daily trips. The use of cul-de-sacs is highly discouraged; rather, streets should connect with other local roads using a "modified grid" system for improved connectivity and way finding.

In non-residential areas of the City, local roads are used to connect businesses to connector and major roadways, much like they do in neighborhoods. Local roads in non-residential areas may be larger than their residential counterparts in order to facilitate the larger vehicles that may travel down them. Streets are still designed for lower speeds than connector or major roads and feature landscaping and vertical curbs. Parking may or may not be provided on one or both sides of the street.

FIGURE C-1
CIRCULATION PLAN
WITH ROADWAY SYSTEM AND SIZING



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Intersection Improvements

The Circulation Plan (Figure C-1) shows a series of intersection improvements (Tier 1 and Tier 2). Tier 1 improvements are characterized as grade-separation improvements that separate opposing flows of traffic to better increase throughput. This could be accomplished by using flyovers that remove one or more direction of travel from an intersection or by using full "urban interchanges." Urban interchanges are freeway-like grade-separated intersections that feature bridges and on- and off-ramps similar to freeway-type interchanges, and provide for uninterrupted flow of traffic on the intersecting streets. An example of an urban interchange in the General Plan Planning Area would be the intersection of Watt Avenue and La Riveria Drive, where the heaver traffic on Watt Avenue passes, uninterrupted, above La Riveria Drive. On-ramps connect traffic on La Riveria Drive with Watt Avenue. Tier 1 improvements will likely be implemented in the long term.

Tier 2 improvements are characterized as at-grade enhancements that increase traffic flow and/or make the intersection safer for pedestrians and bicyclists. This may include adjusting signal timing, signal preemption, and other Intelligent Transportation Systems enhancements.

The Capital SouthEast Connector project, along Grant Line Road, will be initially constructed with at-grade signalized intersections. The project anticipates that future level of service requirements will drive the need to build "tight diamond" interchanges at most intersection locations. The CSC JPA intends to guide future planning and development efforts to accommodate these long term improvements. The CSC interchanges are expected to minimize land area requirements and visual impacts. It is expected that the Connector through lanes will be depressed so that the top of the interchanges will be at the level of the surrounding lands.

Special Treatments

Figure C-1 includes roadways with "special treatments." These are roadways that have been designed or redesigned to accommodate large volumes of traffic while still retaining access to adjacent businesses. Potential improvements to the corridors illustrated include the addition of high occupancy vehicle (HOV) lanes or bus-only lanes, continuous right turn lanes, continuous-flow intersections where the majority of traffic bypasses the intersection

through some form of grade separation, or other methods that increases the through-put of traffic along the corridor.

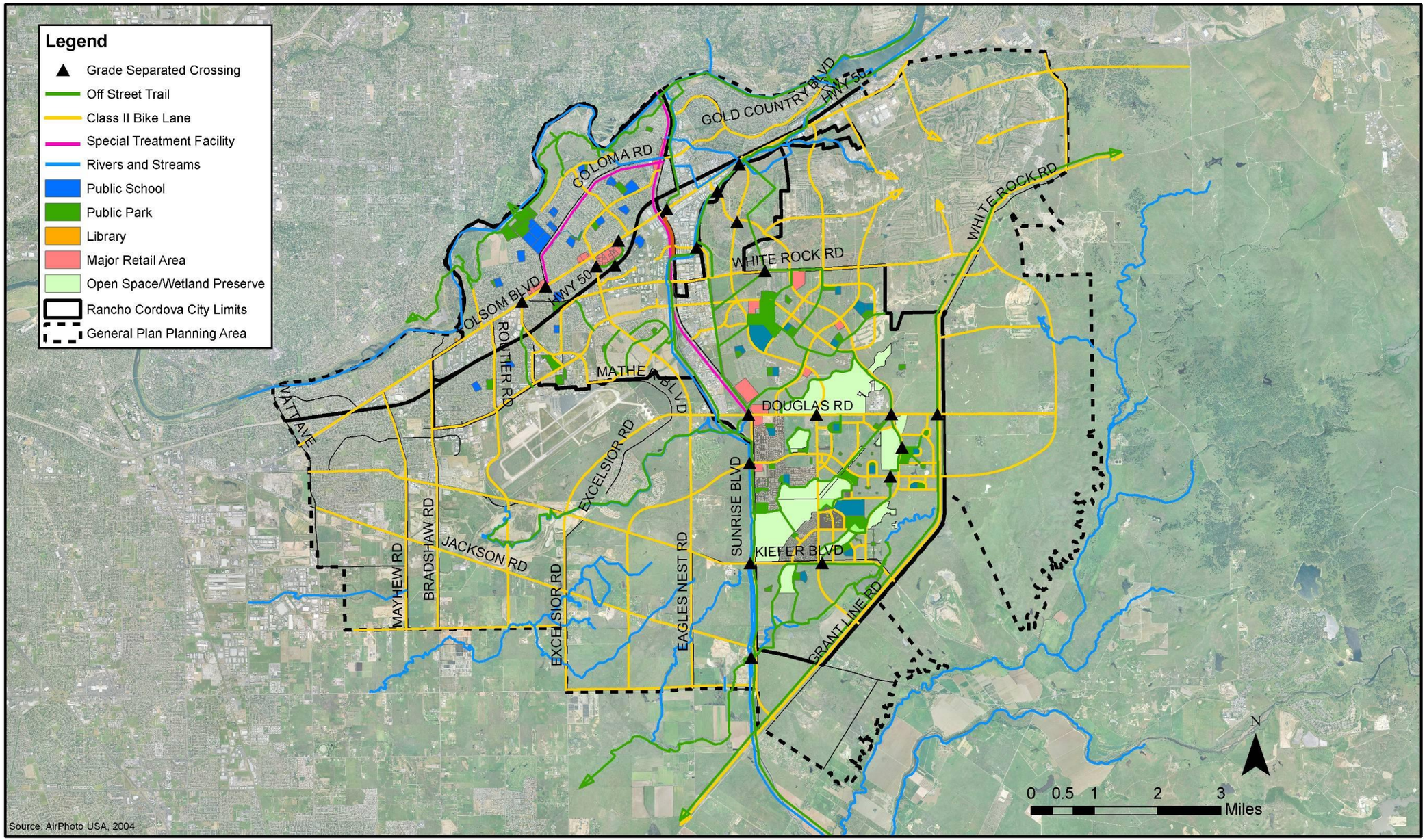
BIKEWAYS AND TRAILS

The City's vision is to become a bicycle-friendly community, where cycling is a viable mode of transportation. To achieve this goal, the City will provide a safe and convenient network of bike paths and lanes that connect residential, commercial, transit, and recreational destinations. The City's trail network will also link to existing and planned regional trail systems. Grade-separated crossings, such as bridges or under crossings, will be provided where necessary to provide a safe, seamless bike network. Regional trails will link the City to facilities such as Lake Natoma and Laguna Creek.

Figure C-2 shows the City's major network of bikeways and trails. Grade separated crossings identified on the map are conceptual in nature will be finalized with development of the Bikeway Master Plan, Trails Master Plan, and Pedestrian Master Plan. Neighborhood level pedestrian and bicycle planning and design will take place as part of project plan review.

Special Treatment Facilities, as described on the Bikeways and Trails map, are corridors with a variety of unique circumstances that require a range of treatments options and actions that remove barriers to efficient bicycle circulation and improve the quality of the facility. The identified facilities are important corridors in the community and region, providing major connectivity to homes and businesses. Solutions for these corridors will be explored as part of the Bikeway Master Plan, but may include the use of both on- and off-street facilities, special or additional signalization specifically for bicycles, and other features as deemed appropriate as part of subsequent planning activities.

FIGURE C-2
BIKEWAY AND TRAILS PLAN



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PEDESTRIAN PATHWAYS/WALKABILITY

The City seeks to become a premier walkable community and places a high emphasis on creating a pedestrian environment. To achieve this, development will provide exceptional places and paths for people to walk. Neighborhoods, villages, and districts will be inviting places that allow people to walk from their homes to the village center to buy a carton of milk. Sidewalks will be provided along streets; where they intersect a major street, special treatments will be provided to help reduce the potential conflict between vehicles and pedestrians.

Generally, big, wide streets inhibit pedestrian circulation by increasing the distance the pedestrian must travel in order to cross the street. Pedestrians are also less inclined to use a pathway when it is located adjacent to a soundwall. The preferred solution is to orient uses and buildings close to the street to create an inviting atmosphere that promotes pedestrian circulation.

As identified in Dan Burden's *Sharpening Our Tools* report for Rancho Cordova, at-grade roadway crossings are the best, most efficient way for pedestrians to circulation throughout the community. Midblock crossings need to be provided for longer blocks to facilitate continued, uninterrupted pedestrian movement.

Pedestrian paths are primarily developed as part of the roadway and trail systems of the City and reflect the interconnected nature of circulation and transportation in Rancho Cordova. The development of sidewalk standards and provisions for crosswalk and grade separated crossings will be further defined through the creation of the Pedestrian Master Plan and Street Design Standards.

TRANSIT

Transit is a key component of the City's Circulation Plan and it involves moving people within and through the City and the neighboring communities and connecting to the greater region. Currently, the primary transit provider is the Sacramento Regional Transit District, which operates bus and light rail service in and around Rancho Cordova, although the City may establish transit services in addition to Regional Transit.

As the City grows, new routes will need to be developed to connect residential, commercial, office, and industrial areas. Potential new transit services include "bus rapid transit," jitneys, trolleys/streetcars, and other services that connect to the existing system.

The Transit Master Plan identifies potential routes and modes for the future transit system(s) in Rancho Cordova. The objectives of the Transit Master Plan are to:

- Join exiting and future areas of the City together and create a sense of unity with regard to transit services.

- Foster north/south, east/west connectivity that allows citizens to leave their cars at home and utilize an attractive transit system..

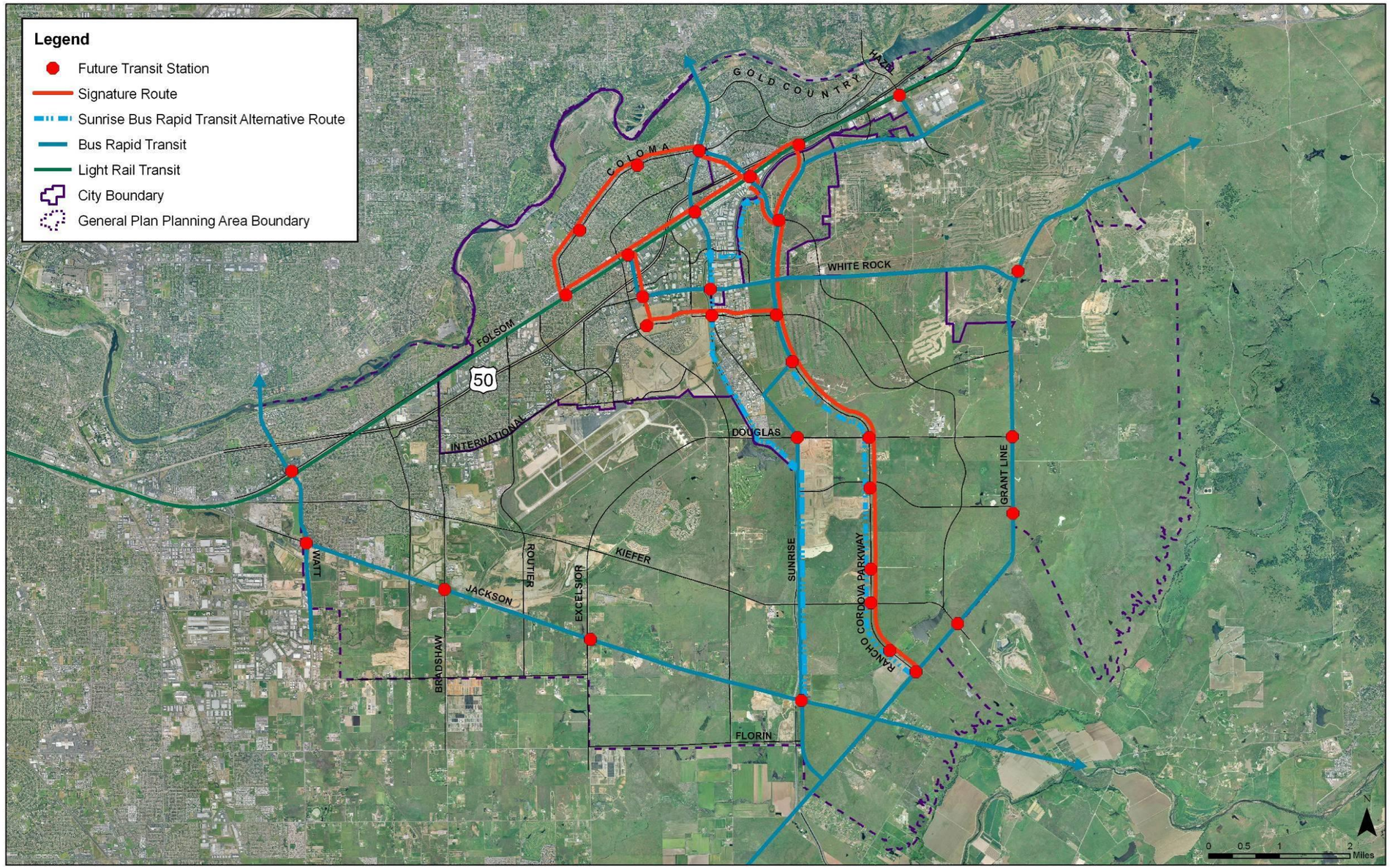
- Simplify current and future transit routes to provide more frequent and efficient services.

- Clarify and identify the system to riders through the use of public awareness campaigns and other communications with the public.

- Make service fun, fast, and frequent so that it attracts riders.

The Transit Master Plan is partially described through the Transit System Map, Figure C-3. It identifies the regional and major citywide services planned for the City, including bus rapid transit lines along most of the major roads and a signature transit route. Other, more conventional local, city-, and region-wide services are planned but not illustrated on the map. The Transit Master Plan will develop these ideas and other transit-related concepts in greater detail.

FIGURE C-3
TRANSIT SYSTEM MAP



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GOALS, POLICIES, AND ACTIONS

The goals of this element are as follows and are listed subsequently with corresponding policies and actions.

- **Goal C.1: Develop a roadway system that accommodates future land uses at the City's desired level of service, provides multiple options for travel routes, protects residential areas from excessive traffic, coexists with other travel modes, and contributes to the quality of the City's residential, commercial, office, and industrial areas.**

- **Goal C.2: Establish an extensive, complete, smooth, interconnected, and continuous pedestrian and bicycle network that is a safe and attractive option for local or regional trips or recreation and that connects to the City's neighborhoods, parks and schools, employment areas, and retail centers.**

- **Goal C.3: Establish a viable transit system that connects all parts of the City and links with regional destinations.**

- **Goal C.4: Accept and support other transportation modes of benefit to the City, including air and rail transit.**

- **Goal C.5: Fund the circulation system adequately to provide all desired services.**

- **Goal C.6: Provide a circulation system that is properly maintained and maximizes safety for all users.**

GOAL C.1 - DEVELOP A ROADWAY SYSTEM THAT ACCOMMODATES FUTURE LAND USES AT THE CITY'S DESIRED LEVEL OF SERVICE, PROVIDES MULTIPLE OPTIONS FOR TRAVEL ROUTES, PROTECTS RESIDENTIAL AREAS FROM EXCESSIVE TRAFFIC, COEXISTS WITH OTHER TRAVEL MODES, AND CONTRIBUTES TO THE QUALITY OF THE CITY'S RESIDENTIAL, COMMERCIAL, OFFICE, AND INDUSTRIAL AREAS.

Cross reference: ISF.2.1.2

Policy C.1.1 - Implement the Circulation Plan with the Roadway System and Sizing Diagram, shown as Figure C-1, as a modified grid network.

Cross reference: UD.1.21

- **Action C.1.1.1** - Review and update the City's roadway cross-sections and design standards that implement the roadway types shown in the Circulation Plan.

- **Action C.1.1.2** - Require the dedication of right-of-way and the installation of roadway improvements as part of the review and approval of development projects. Require the dedication of major road rights-of-way (generally, for major roads and thoroughfares) at the earliest opportunity in the development process.

- **Action C.1.1.3** - Require the dedication of additional right-of-way for intersection improvements where features such as grade separations are planned, unless otherwise approved by the City Engineer.

- **Action C.1.1.4** - Require all development projects that must perform new roadway construction or road widening to complete the entire roadway to its planned width from curb-to-curb prior to the operation of the project for which the improvements were constructed, unless otherwise approved by the City Engineer. Such roadway construction must also provide facilities adequate to ensure pedestrian safety as determined by the City Engineer.

Cross reference: ISF 2.3

- **Action C.1.1.5** - Require development projects to provide funding or to construct roadway/intersection improvements to implement the City's Circulation Plan. At the City's discretion, consider the payment of established traffic impact or similar fees to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in or fully funded by the fee program.

- **Action C.1.1.6** – Space major roadways approximately one mile apart and connector roads one-half mile apart to increase route choice and improve vehicular circulation.

Policy C.1.2 - Seek to maintain operations on all roadways and intersections at Level of Service D or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project. Please see Policy C.1.3 for additional policy guidance related to this issue.

Examples of system improvements which may be accepted when Level of Service D cannot be maintained include the following, where the improvement or funding is in excess of standard City requirements:

- Development of on- or off-street bicycle or pedestrian circulation (not including sidewalks that are constructed as part of roadway improvements);
- Providing or funding public transportation facilities or services;
- Other features as determined appropriate by the City.
- **Action C.1.2.1** - Adopt, and update as necessary, guidelines for the preparation of traffic impact analysis for proposed development projects. Items to be addressed may include the following:
  - Guidelines for determining when traffic analysis is required;
  - Guidelines for the preparation of traffic analysis; and
  - Significance criteria for use in CEQA analysis of proposed projects.
- **Action C.1.2.2** - Adopt, and update as necessary, a list of circulation improvements, including roadway improvements, pedestrian and bicycle facilities, and transit-related improvements, which the City will accept as offsets for congestion in accordance with this policy.

Policy C.1.3 - Recognize that regional traffic beyond the City's control, as well as circulation system decisions made prior to incorporation or by other agencies, will make it infeasible to achieve the City's desired Level of Service on all roadways. Subject development projects which affect these roadways to the provisions of Policy C.1.2 to provide offsetting improvements to the vehicular and/or non-vehicular transportation system.

- **Action C.1.3.1** - On a regular basis, monitor existing traffic on roadways within and adjacent to the City.

- **Action C.1.3.2** - Continue to update and refine the citywide traffic model and use the model to project future traffic conditions based on existing and planned land uses within the City and in the region.

- **Action C.1.3.3** - Adopt, and update as necessary, a list of roadways on which the City will not seek to achieve Level of Service D. This list may designate the Level of Service which will be accepted on each roadway.

Cross reference: S.9.1.8

Policy C.1.4 - Discourage the creation of private roadways, except when the roadways are constructed to public roadway standards and private maintenance is assured, or are used in an affordable residential development.

Policy C.1.5 - Design the circulation system serving the City's industrial areas to safely accommodate heavy truck traffic.

Cross reference: AQ.2.1, AQ.3.4.2

Policy C.1.6 - Strongly discourage the use of cul-de-sacs on local roads, except where they are necessary due to site-specific concerns, such as habitat areas, that preclude construction of through routes. When cul-de-sacs are used, they should include bicycle and pedestrian connections to trail systems or adjacent major or connector streets.

Policy C.1.7 - Require the installation of traffic pre-emption devices for emergency vehicles (police and fire) at all newly constructed intersections and seek to retrofit all existing intersections to incorporate these features.

Policy C.1.8 - Ensure that where traffic calming devices or techniques are employed, adequate access is provided for police and fire vehicles.

- **Action C.1.8.1** – Implement, and update as necessary, the Neighborhood Traffic Management Plan and the tools for implementing traffic calming in neighborhoods.

Cross reference: AQ.2.1, AQ.3.4.2

Policy C.1.9 – In an effort to reduce automobile traffic and congestion and increase use of other travel modes, support the use of trip reduction programs.

- **Action C.1.9.1** – Consider the preparation of a Trip Reduction Program that identifies ways in which automobile traffic and congestion can be reduced as a way to improve mobility within the City.

- **Action C.1.9.2** – Encourage development projects, major employers, and schools to incorporate/participate in trip reduction programs.

Policy C.1.10 – Encourage maximum block lengths that provide multiple vehicular paths and increase pedestrian circulation around the City at the neighborhood level. The City's preferred block length is less than 600 feet. Block lengths between 600 and 800 feet may be acceptable on a case-by-case basis, and block lengths greater than 800 feet are generally considered unacceptable.

- **Action C.1.10.1** – Incorporate maximum block length standards into the City's street design and/or improvement standards.

- **Action C.1.10.2** – When blocks are designed at lengths greater than 800 feet, design shall include mid-block pedestrian and emergency vehicle connections.

Cross reference: OSPT.3.1

Policy C.1.11 – As part of major individual roadway enhancement projects (e.g., intersection redesign, signalization of a previously un-signalized intersection), enhance and upgrade pedestrian and bicycle facilities within one-quarter mile of the project

- **Action C.1.11.1** – Include funding in the City's Capital Improvement Plan (CIP) to construct the pedestrian and bicycle components of the roadway improvement.

GOAL C.2 - ESTABLISH AN EXTENSIVE, COMPLETE, SMOOTH, INTERCONNECTED, AND CONTINUOUS PEDESTRIAN AND BICYCLE NETWORK THAT IS A SAFE AND ATTRACTIVE OPTION FOR LOCAL OR REGIONAL TRIPS OR RECREATION AND THAT CONNECTS TO THE CITY'S NEIGHBORHOODS, PARKS AND SCHOOLS, EMPLOYMENT AREAS, AND RETAIL CENTERS.

Policy C.2.1 - Create a system of on- and off-street trails and multi-use paths, as generally illustrated on Figure C-2, that are used for walking and bicycling and that are attractive, natural, and safe transportation corridors.

Cross reference: OSPT.3.1

Policy C.2.2 – Require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals; carpool/vanpool park-and-ride lots; and activity centers (e.g., schools, community centers, medical facilities, senior residences, parks, employment centers, high-density residential areas, commercial centers).

Cross reference: AQ.3.1

Policy C.2.3 - In designing development projects, design for the pedestrian first.

Cross reference: LU.2.4, UD.1.3.1, UD.3.2.2, AQ.3.1

- **Action C.2.3.1** – Require pedestrian circulation routes to be designed into all land plans and subdivisions to ensure that access for the pedestrian is provided. Pedestrian routes shall be interconnected and may include open spaces, parks, and trails as otherwise required by the City.

- **Action C.2.3.2** – Require and site pedestrian crossings of major roads at key intersections and at locations that provide priority and efficiency to the pedestrian, even at the expense of improved vehicular circulation.

- **Action C.2.3.3** – Ensure safe, efficient pedestrian connections are made between the sidewalk, parking areas, and entrances to stores, offices, and other uses as part of development design review.

Policy C.2.4 - Provide sidewalks throughout the City. Meandering sidewalks are discouraged, except where necessary to accommodate site-specific features such as trees or habitat.

- **Action C.2.4.1** - Prepare and adopt a Pedestrian Master Plan that sets forth a comprehensive pedestrian system and support facilities, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked improvements in the Master Plan, and update the plan every three to five years. Include minimum sidewalk widths based on development type.

- **Action C.2.4.2 –** Coordinate the Pedestrian Master Plan and the circulation-related components of the City Open Space Standards.

Cross reference:
AQ.3.1,
UD.1.2.1,
UD.3.2.4,
OSPT 3.1

Policy C.2.5 - Provide safe and convenient bicycle access to all parts of the community.

- **Action C.2.5.1** – Prepare and adopt a Bikeway Master Plan that sets forth a comprehensive bicycle system and support facilities over the next 20 years, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked circulation improvements in the Master Plan, and update the plan every three to five years.

- **Action C.2.5.2** – Coordinate the Bikeway Master Plan with the circulation-related components of the City Open Space Standards.

- **Action C.2.5.3** - Pursue all available sources of funding for the development and improvement of bicycle facilities. Develop projects and secure funding to improve pedestrian and bicycle safety and access around schools and transit stations.

- **Action C.2.5.4** - Establish a Bicycle Advisory Committee to oversee creation and implementation of the Bicycle Master Plan and ensure consistency with existing policy documents, such as the General Plan.

- **Action C.2.5.5** - Coordinate City departments with stakeholders such as the County of Sacramento, Sacramento Area Council of Governments, Folsom South Canal Development Team, American River Parkway Committee, Cordova Recreation and Park District, Sacramento City/County Bicycle Advisory Committee, air quality agencies, Sacramento Regional Transit District, 50 Corridor Transportation Management Association, employers, residents, and cyclists in order to design, implement, and maintain the proposed bikeway system.

Cross reference: UD.2.3.3, OSPT.3.3

- **Action C.2.5.6** - Provide staff resources focused on review of proposed bicycle and related facilities and their implementation and operation.

Policy C.2.6 – Provide on-street bike lanes along all connector roadways and on local and major roadways when necessary to provide for interconnected routes. On-street bike routes may be provided on local, connector, and major roadways as deemed necessary by the City.

Policy C.2.7 - Require grade-separated crossings or enhanced at-grade crossings at key locations as identified in the Biekway Master Plan, Trails Master Plan, and Pedestrian Master Plan to maximize the safety and attractiveness of bicycling and walking routes. Locations for grade-separated crossings include Highway 50 in the vicinity of Olson Drive, an additional crossing of Highway 50 generally west of Mather Field Road, and crossings associated with the Folsom South Canal.

Cross reference: OSPT.3.3

- **Action C.2.7.1** - Include grade-separated crossings in the City's Capital Improvement Plan, and collect fees to assist in the construction of these facilities.

- **Action C.2.7.2** – Develop standards for grade separated pedestrian and bicycle crossings that take the pedestrian/bicycle crossing either above or below the road. When the crossing goes under the road, development standards should specify that a change is elevation is required of both the crossing and roadway, thereby splitting the necessary vertical clearance. Doing so will make the crossing safer and more attractive to users by allowing them to see the horizon as they make the crossing.

- **Action C.2.7.3** – Identify grade separated crossings and enhanced intersection improvements for bikeways and trails as part of the Bicycle Master Plan, Trails Master Plan, Pedestrian Master Plan, and in conjunction with development review.

Cross reference: LU.2.4

Policy C.2.8 - Promote bicycling and walking as a safe and attractive activity. Educate all road users to share the road and interact safely.

- **Action C.2.8.1** - Develop programs to encourage bicycle use in communities where significant segments of the population do not drive and where short trips are most common (e.g., through Safe Routes to Schools programs).

- **Action C.2.8.2** - Maintain roadways and bicycle-related facilities so they provide safe and comfortable conditions for the bike rider, including establishing a routine street sweeping program and maintaining lane striping for bike lanes and routes.

- **Action C.2.8.3** - Minimize road construction impacts by coordinating bike, and pedestrian facilities with roadway construction whenever feasible.

- **Action C.2.8.4** - Ensure traffic-calming projects are appropriate for bicycle and pedestrian users (e.g., address bulb-out or roundabout designs that push cyclists into traffic).

- **Action C.2.8.5** - Provide signage, alternative routes, etc. during construction activities affecting bikeways to ensure the safety of cyclists.

- **Action C.2.8.6** - Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.

- **Action C.2.8.7** - Use available accident data to monitor bicycle-related accident levels annually and focus on a reduction of fifty percent on a per capita basis over the next 20 years.

- **Action C.2.8.8** - Improve pedestrian crossings in areas of high pedestrian activity where safety is an issue.

- **Action C.2.8.9** - Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.

- **Action C.2.8.10 –** Identify a funding source that will provide at least one crossing guard for each elementary and middle school in the City. Work with school districts to identify joint funding solutions and other partnership opportunities that facilitate pedestrian safety around schools

Policy C.2.9 – Establish the City as a model employer by encouraging bicycle use among its employees. Potential strategies for encouraging bicycle use include providing parking, showers, and lockers in City facilities and establishing a City bicycle fleet.

Policy C.2.10 – Create safe and efficient at-grade crossings of roadways for pedestrian and bicyclists.

- **Action C.2.10.1** – As part of the Pedestrian Master Plan, Bicycle Master Plan, and/or City Street Standards, develop improvement standards for at-grade pedestrian crossings (e.g., pedestrian bulb outs, markings, special paving, lighting, signage) with performance standards for location and frequency.

GOAL C.3 – ESTABLISH A VIABLE TRANSIT SYSTEM THAT CONNECTS ALL PARTS OF THE CITY AND LINKS WITH REGIONAL DESTINATIONS.

Cross reference: AQ.3.2

Policy C.3.1 - Advocate and develop transit services which meet the needs of residents and employees in Rancho Cordova.

- **Action C.3.1.1** - Create, implement, and update regularly a Transit Master Plan for Rancho Cordova that identifies the type of system desired for the City. Transit routes should coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership. Bus routes should follow major roads with service to residential neighborhoods from connector streets. Figure C-3 identifies the City's preferred transit system.

- **Action C.3.1.2** - Work with transit providers to develop and implement the Transit Master Plan and any additional transit services within the City that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.

- **Action C.3.1.3** - Pursue all available sources of funding for transit services.

- **Action C.3.1.4** - Ensure that transit service is provided in accordance with regional plans and policies, including identified transit improvements developed as part of the Sacramento County Mobility Study.

- **Action C.3.1.5** – Review the need for additional transit lines/service in new development and require installation of needed stops through the project review process.

Policy C.3.2 - Maintain and improve access and mobility for seniors, youth, and the disabled with programs that meet their mobility needs.

- **Action C.3.2.1** - Encourage paratransit service within the City by working with service providers to better identify service gaps and resources, and to improve response times.

Policy C.3.3 - Promote the integration of transit facilities into new development.

Cross reference: AQ.3.2.2

- **Action C.3.3.1** - Require new development and redevelopment to include public transit stations, especially light rail stations, and to promote pedestrian activity and connection between public transit and retail, office, and residential uses.

- **Action C.3.3.2** – Consistent with the Transit section of the Circulation Plan and the Transit Master Plan, require development to dedicate the necessary right-of-way needed to accommodate planned transit services.

Policy C.3.4 - Promote the establishment and use of employee shuttles that help reduce trips on City roads.

- **Action C.3.4.1** - Encourage and accept employee shuttles as a viable mitigation measure for trip reduction when proposed development cannot otherwise mitigate potential impacts to City streets.

GOAL C.4 - ACCEPT AND SUPPORT OTHER TRANSPORTATION MODES OF BENEFIT TO THE CITY, INCLUDING AIR AND RAIL TRANSIT.

Policy C.4.1 - Support continued air operations at Mather Airport.

Cross reference: S.6.1

- **Action C.4.1.1** - Work with the Sacramento County Airport System and the Airport Land Use Commission to improve operations at Mather Airport, consistent with the City's vision.

Cross reference: ISF.2.3, S.4.1

Policy C.4.2 - Support continued heavy rail operations within the City so long as they do not impact other modes of circulation or cause a negative impact (e.g., noise, light, vibration) on adjacent land uses.

GOAL C.5 - FUND THE CIRCULATION SYSTEM ADEQUATELY TO PROVIDE ALL DESIRED SERVICES.

Policy C.5.1 - Aggressively pursue State and federal funding to implement all aspects of the City's Circulation Plan.

Policy C.5.2 - Require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address their impact on facilities not covered by a fee program.

Cross reference: ISF.2.3

Policy C.5.3 - Assess fees sufficient to cover the fair share portion of all new development impacts on the local and regional transportation system.

- **Action C.5.3.1** - Periodically undertake a detailed analysis of the improvements needed as growth occurs and the costs associated with those improvements. Update fees as necessary to ensure full funding of all required improvements.

- **Action C.5.3.2 –** Establish a road maintenance assessment district to provide a funding source to maintain road improvements, new roads, and bicycle/pedestrian facilities as a result of new development.

GOAL C.6 - PROVIDE A CIRCULATION SYSTEM THAT IS PROPERLY MAINTAINED AND MAXIMIZES SAFETY FOR ALL USERS.

Policy C.6.1 - Maintain and repair streets, trails, and other circulation components according to priorities established on an annual basis.

- **Action C.6.1.1** - Develop and implement a comprehensive system to monitor and evaluate the conditions and maintenance needs of the existing transportation network. Inventory and categorize the City-maintained roads by road type and condition using a pavement management system.

- **Action C.6.1.2** - Work with SACOG to ensure that the Metropolitan Transportation Plan is coordinated with the City's Capital Improvement Plan to facilitate access to federal and state funds for circulation maintenance and improvements.