POLICY DOCUMENT PART 2
MOBILITY ELEMENT

West Sacramento's transportation network reflects the City's commitment to a connected, efficient, multi-modal system that facilitates the community's economic, environmental, and social objectives. The Mobility Element contains policies that support increased densities and a mix of uses in multi-modal districts, help walking become more practical, support bicycling for both short- and long-distance trips, and improve transit frequency and destination options. These changes in the land use and transportation framework will reduce vehicle dependency and household transportation costs, conserve energy resources, reduce greenhouse gas and air pollutant emissions, and decrease vehicle miles traveled (VMT). Creating complete streets is a particular focus of the Mobility Element. The Element also includes policies related to parking, goods movement, and the Port of West Sacramento. Additional policies that address connectivity and the provision of pedestrian ways, bicycle routes, transit, and road facilities can be found in the Land Use Element and the Urban Structure and Design Element.

Multi-Modal System

Multi-modal transportation systems accommodate various modes and enhance connections among modes so each can fill its optimal role in the overall transportation system. The policies in this section seek to create a transportation system in West Sacramento and the region that is paired with supportive development patterns to accommodate walking, bicycling, transit use, and vehicular travel, while encouraging infill development and benefitting community and environmental health.

One important part of the transportation planning process is estimating travel demand. This is important for planning new transportation facilities and modifications to existing facilities, but also as a baseline for examining ways to reduce vehicular travel demand by making it safer and more practical for more people to reach destinations on foot, by bicycle, or via transit. The most common way to measure vehicular travel demand is according to the number of vehicle miles traveled (VMT). Since transportation is the biggest source of greenhouse gas (GHG) emissions, a top source of other air pollutants, and the top energy user, finding ways to reduce VMT is critical for a community's environmental and energy conservation goals. While VMT in itself is not an environmental impact, increases in VMT could result in associated adverse physical environmental impacts, such as those related to GHG emissions, criteria air pollutants, and transportation-related noise. And since transportation is the second highest household expense, increasing non-personal vehicle transportation options in the city will help free up income to be spent on healthcare, housing, other needs.[1]

General Plan policies that prioritize compact, mixed-use, transit-oriented infill development reduce VMT by placing more people in areas where getting around without a car is more practical. Facilitating infill development in walkable communities with high-quality public transit reduces the need for passenger vehicles. The Sacramento Area Council of Governments (SACOG) identifies several areas within West Sacramento that are VMT efficient. This includes Transit Priority Areas (areas within one-half mile of a major transit stop that is existing or planned) near the Sacramento River, I-80, and US-50, and Harbor Boulevard. SACOG identifies areas generally north of the Deep Water Ship Channel and east of I-80 having between 50 and 85 percent of regional average residential VMT per capita. Targeting development in these areas, matched with supportive pedestrian, bicycle, and transit facilities reduces VMT and associated adverse impacts.

GOAL M-1

To develop and maintain a multi-modal integrated transportation system that provides for the safe and efficient movement of people and goods, supports vibrant neighborhoods and business districts, and reduces air pollution and greenhouse gas (GHG) emissions from vehicle miles traveled (VMT).

M-1.1 Connectivity and Access

The City shall strive to maintain a comprehensive, safe, and fully integrated multimodal transportation system that connects residents, visitors, and employees to the city and region through all available modes including connected vehicles, car/bikeshare, and autonomous modes. The multimodal transportation system shall support infill development by ensuring convenient and safe walking, bicycling, and transit access. *(MPSP)*

M-1.2 Multi-Modal Corridors and Hubs

Consistent with the City's Mobility Action Plan, the City shall maintain multi-modal hubs within and between urban centers and along major corridors to support a variety of travel modes while providing amenities, such as bicycle parking and wayfinding features. *(RDR/MPSP)*

[1] US Bureau of Labor Statistics. https://www.bls.gov/cex/tables/geographic/mean/cu-region-2-year-average-2021.pdf

M-1.3 Reduce Vehicle Miles Traveled

The City shall reduce vehicle miles travelled (VMT) and dependence on fossil fuels by continuing to develop a comprehensive multi-modal transportation system that includes more transit, bicycle, and pedestrian routes, and compact, mixed-use development, including infill development that supports non-private vehicle trips. *(RDR/MPSP)*

M-1.4 Prioritize Infill Development

The City shall focus and expedite bicycle-, pedestrian-, and transit-supportive infill development in Transit Priority Areas and other low-VMT areas.

M-1.5 Public Involvement

The City shall work closely with the public, especially disadvantaged communities and those traditionally underserved by transportation services, and collaborate on transportation issues, needs, projects, and processes from the early stage of the planning process. *(PI)*

M-1.6 Transportation Planning Efforts

The City shall continue to participate in State, regional, and local transportation planning efforts to ensure coordination of the expansion and improvement of the region's transportation system. *(IGC)*

M-1.7 Regional Communication

The City shall continue to develop formal and informal lines of communication between adjacent jurisdictions to ensure cooperation in the development of transportation systems that cross jurisdictional boundaries. *(IGC)*

M-1.8 Multi- Modal Access

As part of the site design during design review for new developments, the City shall incorporate multi-modal access to residential areas, civic and commercial centers, employment centers, transit stops/stations, schools, parks, recreation areas, and tourist attractions. *(RDR)*

M-1.9 Overcoming Barriers to Accessibility

To improve safe and accessible multimodal connections the City shall strive to remove and minimize the effects of natural and manmade barriers, such as the Capital City Freeway, railways, Sacramento River, highway/interstate interchanges and associated ramps, and the Deep Water Ship Channel. *(RDR/MPSP)*

M-1.10 Eliminate Gaps

The City shall strive to eliminate roadway, public transit, bikeway, and pedestrian way gaps between neighborhoods and districts to create a completely connected city. *(RDR/MPSP)*

M-1.11 Multi-Modal Transportation Center

The City shall maintain a multi-modal transportation center as a hub for all local and regional transportation systems. *(PSR)*

M-1.12 Transportation Impact Studies

The City shall maintain guidelines for Transportation Impact Studies for new developments that identify, evaluate, and address transportation impacts of new development. *(RDR/PSR)*

M-1.13 Off-site Improvements

The City shall require new developments to contribute to off-site circulation improvements necessary to accommodate the project's transportation demand. *(RDR/FB)*

M-1.14 Fair Share Circulation Improvements

The City shall ensure, through a combination of traffic impact fees and other funding mechanisms, that new development pays its fair share of the costs of circulation improvements for all transportation modes according to projects' VMT impacts. *(RDR/FB)*

Complete Streets

Complete streets accommodate pedestrian, bicycle, and transit access, as well as vehicular access and create a safer transportation system for all modes of transit. To ensure a varied and viable range of transportation options, people must feel comfortable

and secure on the street, no matter the mode of travel. For decades, however, streets were designed to move cars quickly and efficiently, prioritizing driving speed and convenience without regard to the impact on the safety and convenience of other modes of transportation.

Complete streets provide a high degree of "connectivity" – a term which describes the degree to which there are multiple routes available to reach destinations. A highly connected street pattern offers dense system of parallel routes, both east-west and north-south, with many streets providing through connections; no cul-de-sacs, dead-ends, or looped streets; frequent intersections; and, frequent points of access. Highly connected streets are convenient for pedestrians, bicyclists, and drivers and can reduce travel times for emergency responders.

The policies in this section provide guidance on how West Sacramento's streets can be designed to meet the needs of pedestrians, bicyclists, motorists, and public transportation users of all ages and physical abilities. At the same time, there is no one design for complete streets. Different neighborhoods and districts in the city will have unique elements and features that, when combined, should enable all users to move safely along and across the complete street. Additionally, the City will need to monitor the emergence of autonomous vehicles, and manage the transportation network accordingly.

GOAL M-2

To provide complete streets that accommodate driving, walking, bicycling, and public transit and are designed to enable safe, attractive, and comfortable access and travel for all users.

M-2.1 Complete Streets Standards

The City shall develop, maintain, and implement complete streets standards that serve adjacent land uses and are context sensitive to nearby neighborhoods and districts. *(MPSP)*

M-2.2 Connectivity and Balance

The City shall preserve and continue to develop a comprehensive, integrated, and connected network of streets that balance walking and bicycling with public transit, vehicles, and trucks. *(MPSP)*

M-2.3 Adequate Rights-of-Way

The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users, including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall not be required in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations. *(RDR)*

M-2.4 Accessibility

The City shall endeavor to ensure that all streets are safe and accessible to people with disabilities and others with limited mobility. Streets shall be designed and reconstructed to meet the requirements of the Americans with Disabilities Act (ADA). *(RDR)*

M-2.5 Street Amenities

The City shall require transit, bicycle, and pedestrian amenities in street design to promote walking, bicycling, and transit use and complement the context of nearby centers, corridors, and neighborhoods. *(RDR)*

M-2.6 Street Greening

The City shall require landscaping, including street trees, landscaped medians, and sidewalks, in street design to minimize runoff, provide shade, and create an inviting environment. *(RDR)*

M-2.7 Complete Streets Requirements

The City, to the extent feasible, shall require that all new street construction and reconstruction is designed to achieve complete streets. Exceptions to complete

streets design shall require approval of the Planning Commission. *(RDR)*

M-2.8 More Complete Streets

The City, in consideration of emergency vehicle and refuse collection needs, shall identify streets that can be more "complete," or that have excess vehicular capacity, and could accommodate a reduction in the number or width of travel lanes, and protected bicycle lanes. This could include placement of on-street parking adjacent to the vehicular travelway and the bicycle lane adjacent to the curb and sidewalk. *(PSR)*

M-2.9 Street Design Standards

The City shall require that streets be dedicated, widened, extended, and constructed to provide for a well-connected**,** walkable community, preferably using a grid or modified grid design, according to City street design standards and complete streets concepts. New residential, retail and service, and mixed-use developments should provide relatively short blocks and multiple internal connections between residences and destinations, as well as multiple connections to existing and planned development in adjacent areas. *(RDR)*

M-2.10 Existing Streets Retrofits

Based on available funding and staff resources, the City shall retrofit existing streets with new bikeways, enhanced sidewalks, on-street parking, and street trees. *(MPSP)*

M-2.11 Complete Bridges

The City shall ensure, to the extent feasible, that bridges and overpasses include infrastructure, features, and amenities to provide a continuous unbroken system of complete streets within the city and a welcoming entrance at the city's gateways. *(RDR)*

M-2.12 Adequate Travel and Crossing of Rights of Way

The City shall ensure that, in constructing and reconstructing streets, that adequate rights-of-way and crossing of rights-of-way is provided for all users including bicyclists, pedestrians, transit riders, and motorists. *(RDR)*

M-2.13 Vision Zero

The City shall utilize a data driven, "vision zero" approach to eliminate all traffic fatalities and severe injuries by 2040 and endeavor to ensure that bicycle, pedestrian, and public transit facilities are constructed to eliminate fatalities and severe conflicts among bicyclists, pedestrians, transit operators/users, and motorists. *(RDR)*

M-2.14 Minimal Driveways and Curb Cuts

The City shall strive to minimize the number of driveways and curb cuts along Arterials to limit unsafe conditions and enhance the experience of walking and bicycling. The City shall strive to consolidate existing driveways for adjacent users where possible and remove unused driveways. *(RDR)*

Streets and Roadways

Building on the concepts of a multi-modal transportation system and complete streets, policies in this section provide for streets that are designed to balance the diverse needs of pedestrians, bicyclists, transit riders, and motorists. Streets are categorized according to both function and typology, considering the surrounding land use context. Street improvements are designed to minimize environmental and neighborhood impacts.

GOAL M-3

To develop and maintain a street and highway system that promotes safe, efficient, and reliable movement of people and goods by multiple transportation modes and routes, reduces air quality impacts and GHG emissions, and minimizes traffic noise impacts.

M-3.1 Safe and Efficient

The City shall ensure that the street system, street designs, and access provide for multiple routes to reach destinations, and the safe and efficient movement of goods and people. *(MPSP)*

M-3.2 Vehicular Level of Service

For planning purposes, the City shall endeavor to maintain a vehicular Level of Service "C" on all streets within the City, except at intersections and on roadway segments within one-quarter mile of a freeway interchange or bridge crossing of the Deep Water Ship Channel, barge canal, or Sacramento River, where a Level of Service "D" shall be deemed acceptable, and within pedestrian oriented, high-density, mixed-use areas, such as the Pioneer Bluff and Stone Lock Reuse Master Plan area, Bridge District Specific Plan area, Washington District Specific Plan area, and Sacramento Avenue and West Capitol Avenue corridors east of Harbor Boulevard, where a vehicular Level of Service "E" shall be deemed acceptable. *(RDR)*

M-3.3 Level of Service Flexibility

The City shall, on a case-by-case basis, allow for lower vehicle level of service if other transportation goals (i.e., creation of complete streets) will be met; other modes *(i.e.,* walking, bicycling, and public transit) would be negatively impacted by improvements required to maintain the vehicular LOS; or the land use context warrants deviation. Exceptions to the vehicular level of service operating goals shall require the approval of the City Council. *(RDR)*

M-3.4 Multi-modal Roadway Level of Service

The City shall develop, maintain, and implement multi-modal level of service (LOS) operating goals to more appropriately balance among modes. The City shall endeavor to achieve levels of service for bikeways, pedestrian ways, and public transit that are at least as efficient as the vehicular LOS. *(RDR/MPSP)*

M-3.5 Roundabouts

The City shall consider roundabouts as an intersection traffic control option with demonstrated air quality and safety benefits, where deemed feasible and appropriate. *(RDR/MPSP)*

M-3.6 Connected Grid

The City shall preserve and continue to promote grid-based roadway systems, where appropriate, that distribute traffic evenly and avoid excessive traffic in any given area. *(RDR/MPSP)*

M-3.7 Local Neighborhood Streets

The City shall require local streets that primarily serve residential neighborhoods to be designed to include visual cues demonstrated to encourage low speeds of no greater than 25 miles per hour, but ideally no greater than 15 miles per hour. *(RDR)*

M-3.8 Traffic Calming

The City shall support the installation of traffic calming features on streets with high pedestrian traffic and along neighborhood streets. *(RDR/MPSP)*

M-3.9 Maintenance

The City shall strive to maintain streets in a condition which is safe for travel, consistent with current design standards. *(RDR/MPSP)*

M-3.10 Emergency Service Coordination

The City shall coordinate development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels. *(RDR/MPSP)*

M-3.11 Adequate Southport Area Access

The City shall ensure adequate access to the Southport area as new major development occurs in the Southport area, including through the construction of the Enterprise Boulevard Crossing. *(RDR/MPSP)*

M-3.12 Bridge Carrying Capacity

The City shall work with Caltrans and the City of Sacramento to maintain the pedestrian capacity and increase the bicycle and transit capacity of the Tower Bridge. *(MPSP/IGC)*

M-3.13 Freeport Bridge Improvements

The City shall support improvements to the Freeport Bridge to improve access to the southern part of West Sacramento.

Circulation Diagram & Standards

The Circulation Diagram (Figure M-1) depicts the official Functional Classification of existing and proposed streets and roads within West Sacramento. All new streets and roadways and widenings should be constructed to serve projected traffic volumes at safe speeds and support multi-modal travel. The following paragraphs define the classification system:

- **Local Streets** are intended to serve adjacent properties. They carry low traffic volumes, are designed to reduce vehicular speeds, and have speed limits that do not exceed 25 miles per hour. Transit bus service is not typically provided on Local Streets. With the low traffic volumes and low speeds, bicycles are accommodated, typically without the need for special lane markings or signage. Sidewalks and on-street parking are provided on both sides of the street. Local Streets can be designated as active transportation through-routes.

- **Collectors** are intended to "collect" traffic from local streets and distribute to roadways higher in the street classification hierarchy (*e.g.,* arterials). Collectors also serve adjacent properties. They generally carry light to moderate traffic volumes on two lanes, and vehicular speed limits are typically maintained in the 25 to 35 miles per hour range. Bicycles should be accommodated by a bike lane a minimum of five feet in width (six feet in width if adjacent to on-street parking), preferably with a physical buffer, separating from adjacent vehicle traffic. For pedestrian connectivity, sidewalks should be provided on both sides of the street. On-street parking can be provided on Collectors.

- **Minor Arterials** are fed by Local Streets and Collectors, provide intra city circulation and connection to regional roadways, and often carry heavy traffic volumes. Although their primary purpose is to move heavy volumes of traffic, Minor Arterials often serve adjacent properties, especially in commercial areas. Speed limits on Minor Arterials typically range from 35 to 45 miles per hour. Bicycles should be accommodated by bike lanes a minimum of six feet in width, preferably with a physical buffer separating from adjacent vehicle traffic. For pedestrian connectivity, sidewalks should be provided on both sides of the street. Transit stops should allow for bus pullouts as to not impede the movement of vehicle traffic. On-street parking should not be allowed. In locations with relatively high pedestrian and bicycle use, Minor Arterial design will promote relatively lower speeds.

- **Major Arterials** provide for major cross-town and regional travel, and carry larger volumes of traffic. They are divided roadways of four or six lanes with a large median area which is used for auxiliary lane purposes at intersections. There should be no direct access to adjacent properties unless no reasonable alternatives exist. Such direct access should be limited to right turn-in and right turn-out movements only. Speed limits on Major Arterials are typically at least 40 miles per hour. Bicycles should be accommodated by bike lanes at least 6 feet in width with a physical buffer, separating from adjacent vehicle traffic (if not allowed by roadway constraints, a striped buffer is sufficient). For pedestrian connectivity, sidewalks should be provided on both sides of the street. Transit stops should allow for bus pullouts as to not impede the movement of vehicle traffic. On-street parking should not be allowed. In locations with relatively high pedestrian and bicycle use, Major Arterial design will promote relatively lower speeds.

- **Freeways/Interstates** serve intracity and intercity travel. They provide no direct access to adjacent properties, but rather are fed traffic from Collectors or Arterials through the use of access ramps and, therefore, do not have at-grade intersections. Freeways provide connections to other regional highways and are capable of carrying heavy traffic volumes. Speed limits on freeways are usually the highest allowed by law. Bicycles and pedestrians are not allowed on freeways. Capitol City Freeway (U.S. 50/Business 80) and I-80 serve this function in West Sacramento.

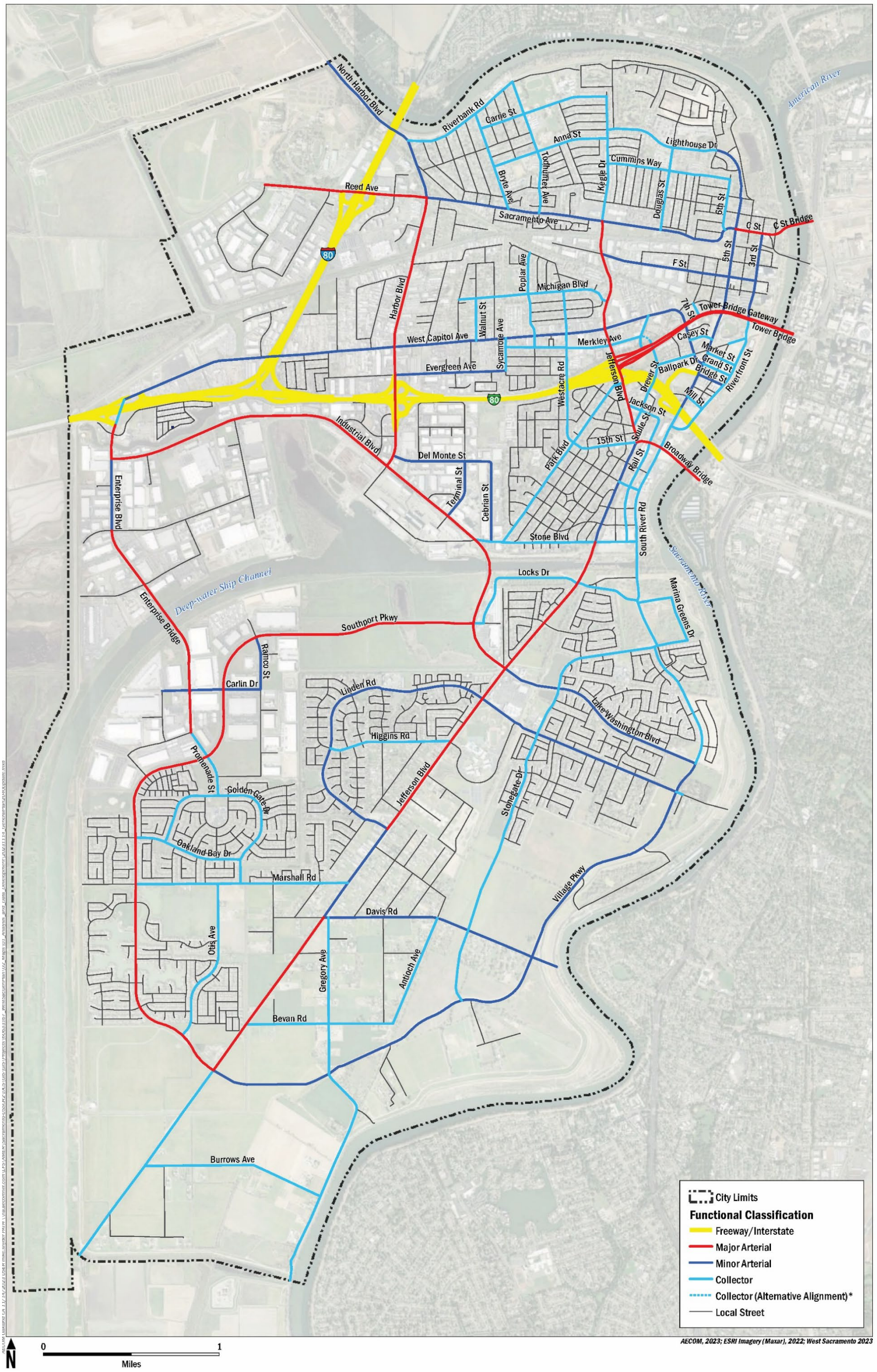


Figure M-1. Functional Roadway Classifications
City of West Sacramento

Note: *The connection Drever Street north to Merkley Avenue is an alternative alignment – the primary connection in this area would be El Rancho Court to Tower Bridge Gateway. The alternative alignment will not be implemented while the Dharma Realm property through which the alternative alignment would run is used for religious purposes

Public Transit

Policies in this section strive to foster increased transit use through the provision of new service lines and the extension of existing lines, increased frequency of service, and the provision of direct pedestrian and bicycle access to transit station area. This section also focuses on increasing access to transit services such as high speed rail, regional rail, streetcars, light rail, bus routes between urban centers, micro-transit, and neighborhood bus service.

GOAL M-4

To support and maintain a range of public and private transit systems that are responsive to the needs of all residents and employees and allow efficient and safe travel throughout the city and region.

M-4.1 Access to Public Transit

The City shall strive to ensure that all residents have access to adequate and safe public transit options that offer alternative travel choices to private vehicle use, reduce dependence on fossil fuels, and increase physical activity. *(MPSP)*

M-4.2 Affordable Public Transit

The City shall work with the Yolo County Transit District (Yolobus) to provide adequate and affordable public transit choices, including expanded bus, microtransit, and paratransit routes and service. *(MPSP/IGC)*

M-4.3 Transit Priority

The City shall consider the use of transit- preferential measures, such as signal priority, bypass lanes, and queue jumps, to improve transit service reliability. *(MPSP/SO)*

M-4.4 Transit Stops

The City shall work with Yolobus to maintain transit system operations that provide accessible and convenient service to West Sacramento residents and employees, particularly during peak commute times. *(MPSP/IGC)*

M-4.5 Transit-friendly Streets

The City shall ensure that new streets install infrastructure, features, and amenities that support transit use; are safe, convenient, clean, and efficient; are clearly marked and accessible; and include shelters, benches, and adequate lighting. *(RDR/MPSP)*

M-4.6 Unified Traveler Information System

The City shall work with transit providers in developing and maintaining a unified traveler information system that provides current information on transit service including on-demand dynamic routing, as well as other modal applications. *(MPSP/IGC)*

M-4.7 Yolobus

The City shall work with Yolobus to ensure that intercity and inter-regional bus service is responsive to local needs. *(IGC)*

M-4.8 Feeder-Bus Connections

The City shall work with Sacramento Regional Transit District (SacRT), Yolobus, and the City of Sacramento to connect West Sacramento residents with the Sacramento multi-modal station and SacRT light rail system. *(IGC)*

M-4.9 Light Rail/Street Cars

The City shall cooperate with SacRT, Yolobus, Yolo Commute, and the City of Sacramento to support and actively pursue extension of light rail/street cars into West Sacramento to serve the Civic Center/Central Business District, the Washington neighborhood, and the Bridge District, Pioneer Bluff, and Stone Lock. Considerations for future extensions should be given to areas where higher-density, mixed-use development patterns will support light rail and/or streetcar ridership, such as Southport Town Center. *(MPSP/IGC)*

M-4.10 Private Transit

The City shall encourage privately-owned transit systems, such as taxicabs, employer shuttles, ridesharing services, microtransit, and private bus companies, to provide convenient transfers to and from public transit systems. *(JP)*

M-4.11 Clean Private Transit

The City shall encourage privately-owned transit systems to use zero emission-electric or other alternative fuel vehicles. *(JP)*

M-4.12 Private Water Transportation Services

The City shall support development of private water transportation services and docks, where appropriate, along the Sacramento River. *(RDR)*

M-4.13 Paratransit

The City shall support provision of paratransit services and other demand response services for those unable to use conventional transit. *(JP)*

M-4.14 Park-and-Ride

The City shall cooperate with Caltrans and Yolobus in the development of park-and-ride facilities near major transportation corridors. *(MPSP/IGC)*

M-4.15 Promote Transit

The City shall encourage public transit providers and private event sponsors to promote the ways that mass transit and excursions can serve West Sacramento locations and events. *(MPSP/IGC)*

M-4.16 High Speed Rail

The City shall support the establishment of high-speed rail service connecting the Bay Area and southern California with the Sacramento area. *(MPSP)*

Bicycle System

Policies in this section support the construction of a comprehensive citywide bikeway network that includes support facilities, such as convenient and secure bicycle parking. This section seeks to increase trips taken by bicycling and to ensure the safety of bicyclists and convenience of reaching daily destinations via bicycle.

GOAL 5

To develop and maintain a safe, comprehensive, and integrated bicycle system and bicycle support facilities throughout the city.

M-5.1 Bike, Pedestrian, and Trails Plan

The City shall maintain and implement a Bicycle, Pedestrian, and Trails Master Plan that identifies priority improvements. New development shall be required to be consistent with the applicable portions of the Plan. *(MPSP)*

M-5.2 Bicycle Routes

The City shall maintain and improve a safe and convenient network of identified bicycle routes connecting residential areas with recreation, parks, scenic areas, the riverfront, schools, the Central Business District, public facilities, shopping, and employment areas. *(MPSP)*

M-5.3 Regional Bicycle System & Bike Sharing Coordination

The City shall cooperate with surrounding jurisdictions and SACOG in designing and implementing a regionally connected bikeway system, including bike sharing. *(MPSP/IGC)*

M-5.4 Connections between New Development and Bikeways

The City shall ensure that new commercial and residential development projects provide frequent and direct connections to existing and planned bicycle facilities. *(RDR)*

M-5.5 Appropriate Bikeways

The City shall maintain, to the maximum extent possible, an appropriate system of low-stress bikeways that encourages cyclists of all skill levels that includes Class I, II, III, and IV facilities, and should plan for and install the most protected facility feasible in areas where relatively high bicycle activity is anticipated. *(RDR/MPSP)*

M-5.6 Coexistence

The City shall limit designated and marked on-street bicycle routes to those streets where traffic volumes and speeds permit safe coexistence of bicycle and motor vehicle traffic and should use high-visibility markings to promote motorist awareness of cyclists. The City shall implement design changes to reduce vehicle speeds in areas where bicycle access is important for reaching daily destinations. *(RDR/MPSP)*

M-5.7 Bicycle Safety

The City shall consider bicycle safety when implementing improvements for vehicle traffic operations, including setting speed limits and implementing complete street improvement projects. *(RDR/MPSP)*

M-5.8 Public Bicycle Parking Facilities

The City shall ensure that bicycle parking facilities are installed at all new major public facilities, business and employment sites, and shopping centers. *(RDR/SO)*

M-5.9 Bike Support Facilities

The City shall require that new large development and redevelopment projects (*e.g.,* employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide secure, weatherproof bicycle parking (*i.e.,* short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities. *(RDR)*

M-5.10 Conversion of Underused Facilities

The City shall convert underused rights-of-way along roadways, drainage canals, and railroad corridors to bikeways wherever feasible and desirable. *(RDR/MPSP)*

M-5.11 Bike Safety for Children

The City shall support infrastructure and programs in partnership with the Washington Unified School District that encourage children to bike safely to school. *(*MPSP*/IGC)*

M-5.12 Phasing

The City shall ensure that bikeways connecting to the existing bikeway system be provided in the first phase of all major phased developments. *(RDR)*

Walkability

Policies in this section seek to promote West Sacramento as a pedestrian-friendly city through safe, walkable neighborhoods and districts. This section provides for the development of a continuous pedestrian network with sidewalks that are enjoyable places to walk. Residents will be encouraged to integrate walking into their daily activities to promote a healthier lifestyle and energy resource conservation.

GOAL M-6

Develop and maintain a safe, accessible, and integrated pedestrian system that promotes walking.

M-6.1 Cohesive Network

The City shall maintain a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. *(MPSP)*

M-6.2 Continuous Network

The City shall provide a continuous pedestrian network in existing neighborhoods and require a continuous pedestrian network in new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles. *(RDR/MPSP)*

M-6.3 Pedestrian-friendly Streets

The City shall ensure that new streets in areas of high pedestrian activity support safe and attractive travel by providing features and amenities such as separated sidewalks, bicycle lanes and separated paths, pedestrian signals, street trees, seating, and pedestrian-scaled lighting. *(RDR/MPSP)*

M-6.4 Building Design

The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. If parking is provided, it shall generally be behind or on the side of buildings. *(RDR)*

M-6.5 Connecting Destinations

The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, residential areas, schools, parks, retail, and services. *(RDR)*

M-6.6 Large-scale Redevelopment

When large industrial blocks are redeveloped with more urban uses, the City shall ensure that connectivity is provided through direct and safe pedestrian connections. *(RDR)*

M-6.7 Safe Pedestrian Crossings

The City shall improve pedestrian safety at intersections and mid-block locations by providing pedestrian treatments such as well-marked pedestrian crossings, bulbouts, or median refuges that reduce crossing widths, and/or audible pedestrian signals. *(RDR/MPSP)*

M-6.8 Speed Management Policies

The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians. *(MPSP)*

M-6.9 Safe Sidewalks

The City shall develop safe and convenient pedestrian ways that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between vehicles and pedestrians. *(RDR/MPSP)*

M-6.10 Completion of Sidewalk System

The City shall identify gaps in the sidewalk systems of existing neighborhoods and seek funding to close these gaps. *(MPSP)*

Parking

Policies in this section focus on providing sufficient parking, while protecting adjacent neighborhoods and the environment, and minimizing space devoted to temporary vehicle storage that could provide housing, economic development, or another productive use. This section supports reduced parking requirements, where appropriate, to promote walkable communities and non-vehicular forms of transportation.

GOAL M-7

To develop and manage both on- and off-street parking systems that balance citywide goals of economic development, livable neighborhoods, and public safety.

M-7.1 Parking

The City shall develop and manage a comprehensive on- and off-street parking system that reflects the true cost of private vehicle use, supports the use of non-vehicular transportation, and employs best available technologies. (*MPSP*)

M-7.2 Access over Parking

The City shall ensure that the primary purpose of streets is access for people and goods movement, and that on-street parking be a secondary and subordinate use only, unless such on-street parking has been established by the City as an integral design component. If travel demands dictate, on-street parking may be eliminated, either permanently or temporarily, to improve multi-modal access. *(RDR/MPSP)*

M-7.3 Replacement of Lost Parking

If construction of additional traffic lanes or creation of bikeways/lanes necessitates removal of on-street

parking spaces, the City should examine options for adding parking in the same vicinity, when feasible, unless such replacement is deemed unnecessary through a parking study. *(RDR/MPSP)*

M-7.4 Parking for New Development

The City shall require provision of adequate off-street parking, as needed, for new developments. The adequacy and appropriateness of parking requirements in the Zoning Code shall be periodically reevaluated. *(RDR)*

M-7.5 Reduce Minimum Parking Standards

The City shall eliminate or reduce minimum parking standards for private vehicles in transit-oriented developments, mixed-use developments, and developments in relatively high-density areas, while maintaining adequate parking for shared vehicles, bicycles, and other alternative modes of transportation. The City will consider waiving off-street parking requirements for new developments in other areas when sufficient evidence is provided that parking is not necessary at the rate suggested by City standards. *(RDR)*

M-7.6 Parking Cash-out

The City shall consider requiring new office developments with more than 50 employees to offer a parking "cash-out" program to encourage commute modes other than a private vehicle. *(RDR)*

M-7.7 Reduction of Parking Areas

The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, mechanical parking applications, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management plans to reduce parking needs. *(RDR/MPSP)*

M-7.8 Electric/Alternative Fuel Vehicle Parking

The City shall require new large commercial and retail developments, large employment centers, high-use public buildings, and parking structures to provide parking for electric vehicles and electric vehicle charging infrastructure. Priority parking shall be provided for vehicles using alternative fuels. *(RDR)*

M-7.9 Identify Parking Deficiencies and Conflicts

The City shall monitor parking supply and utilization to identify deficiencies or conflicts as they develop, particularly for public parking areas in the urban areas. *(PSR)*

M-7.10 Shared Parking

The City shall encourage the use of shared parking programs as conditions of approval in mixed-use and transit-oriented neighborhoods and districts as a part of the overall parking management strategy. *(RDR)*

M-7.11 Unbundled Parking

The City shall consider using unbundled parking *(i.e.,* require parking to be paid for separately and not included in the base rent) as conditions of approval for residential and/or commercial space as a part of the overall parking management strategy. *(RDR)*

M-7.12 Pricing

The City shall use parking pricing and performance parking to discourage parking congestion. *(MPSP)*

M-7.13 Event Parking

The City shall encourage and support efforts to reduce on-site parking demand and increase public transit at large events through reduced peripheral parking rates, discount transit passes, discount parking, or incentives for carpooling and bicycle parking. *(MPSP)*

M-7.14 Truck Parking

The City shall prohibit on-street truck parking where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation. *(RDR)*

M-7.15 Parking Improvements

All required parking shall be located on durable and dustless surfaces except those spaces provided for temporary or seasonal use. *(RDR)*

M-7.16 Safe Parking Facilities

All parking facilities shall be designed and maintained to provide natural and/or electronic surveillance in accordance with CPTED principles.

Transportation Demand Management

Policies in this section seek to reduce travel demand (specifically that of single-occupancy private vehicles), and to re-direct travel demand to other areas or times in order to cost-effectively increase roadway capacity.

GOAL M-8

To use Transportation Demand Management as a means to improve system efficiency and reduce dependence on motor vehicles and traffic congestion, and expand travel options and choices.

M-8.1 Transportation Demand and System Management Tools

The City shall use Transportation Demand Management tools and programs (*e.g.,* alternative work schedules, telecommuting, ridesharing) on a citywide basis to encourage and create incentives for the use of alternate travel modes. *(MPSP)*

M-8.2 Enhance Mobility Options

The City shall maintain and enhance mobility options by supporting public and private transportation projects that facilitate Transportation Demand Management. *(MPSP/IGC/JP)*

M-8.3 Alternative Transportation Commute Choices

The City shall coordinate with Yolo Commute efforts to encourage alternative transportation commute choices. *(IGC)*

M-8.4 Emerging Technology

The City shall use emerging transportation technologies and services to increase transportation system efficiency. *(MPSP/SO)*

M-8.5 Transportation System Management Ordinance

The City shall maintain and implement the local Transportation System Management (TSM) ordinance to distinguish between the infrastructure and facilities to be provided by developers and the trip reduction incentives and programs to be implemented by employers. *(RDR)*

M-8.6 Private TDM Programs

The City shall encourage existing major employers to develop and implement Transportation Demand Management programs to reduce peak period trip generation, such as on-site amenities, pedestrian and bicycle friendly design, and access to transit. *(RDR/JP)*

M-8.7 Mitigation through TDM Programs

The City shall consider Transportation Demand Management programs with achievable trip reduction goals as partial mitigation for development project traffic and air quality impacts. *(RDR)*

Goods Movement

Policies in this section support the movement of goods via rail, truck, and marine (*i.e.,* Port of West Sacramento) modes. This section also seeks to reduce the impacts of rail and truck operations on adjacent neighborhoods and sensitive land uses.

GOAL M-9

To provide an efficient system for goods movement that adequately serves the industrial and commercial areas of the city while

protecting residents from potentially adverse impacts.

M-9.1 Efficient Goods Movement

The City shall support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade, including facilities for the efficient intermodal transfer of goods by truck and rail. Goods movement by marine at the Port of West Sacramento shall be evaluated with respect to potential conflicts with the City's mobility network, and any conflicts shall be reconciled and/or mitigated to the extent possible. *(RDR/MPSP)*

M-9.2 Goods Movement by Rail

The City shall monitor short-line rail activity and look for opportunities to minimize its impact on residents and the City's mobility network, and shall exercise its land use authority to minimize conflicts between rail operations and sensitive land uses. To the extent practicable, the City shall require grade separation of main line railroads and Major Arterials, particularly those of four lanes or more. The City shall maximize the use of available State and federal funds for grade-separated railroad crossings and encourage railroad companies to pay their equitable share of any such projects. *(RDR/JP)*

M-9.3 Minimize Freight Trains during Peak Hours

The City shall work with railroad operators and their customers to coordinate schedules to keep freight trains from crossing City streets during peak travel hours. *(MPSP/JP)*

M-9.4 Truck Traffic Route Update

The City shall maintain and enforce official truck route designations, consistent with the General Plan's policies and standards. *(RDR/MPSP)*

M-9.5 Off-Peak Deliveries

In residential, commercial, and mixed-use areas, the City shall encourage business owners to schedule deliveries at off-peak traffic periods. *(RDR)*

M-9.6 Rail Relocation

The City shall work with railroad companies, rail-dependent industries, and property owners in developing an overall strategy for rail lines in West Sacramento, including a schedule for abandonment of certain rail lines, plans for the ultimate use of abandoned railroad rights-of-way, and possible City acquisition of abandoned railroad rights-of-way. *(MPSP/JP)*

M-9.7 Quiet Zones

The City shall work to establish quiet zones at all eligible rail crossings.

M-9.8 Deep Water Ship Channel

The City shall support sustaining federal funding for maintenance dredging to maintain the current depth of the Deep Water Ship Channel to support existing and future maritime business at the Port of West Sacramento. *(MPSP/IGC)*

Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
Mobility Implementation Program 1. The City shall update its street design standards consistent with complete streets concepts. *(RDR/MPSP)*						
Implements Which Policy(ies)	M-2.1, M-2.3, M-2.4, M-2.5, M-2.7, M-2.8, M-2.11, M-2.12, M-4.5, M-5.5, M-5.6, M-6.3, M-6.6		X			
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects					
Mobility Implementation Program 2. The City shall prepare a study that identifies roadway, bikeway, and pedestrian-way gaps between neighborhoods and destinations. Based on findings from the study, the City shall develop a list of connectivity deficiencies and use the list to prioritize transportation infrastructure planning. *(PSR)*		X				
Implements Which Policy(ies)	M-1.1, M-1.10, M-5.3, M-6.10					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects					
Mobility Implementation Program 3. The City shall prepare and adopt a methodology that identifies the process for determining which non-vehicular transportation and transit improvements will be implemented where the level of service policy is not accomplished. *(PSR)*			X			
Implements Which Policy(ies)	M-3.2, M-3.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects					
Mobility Implementation Program 4. The City shall conduct a study to identify major barriers to connectivity and to appropriate means and locations for overcoming those barriers, including potential river crossings. Based on findings from the study, the City shall develop a list of barriers and prepare options for overcoming barriers through future transportation infrastructure planning. *(PSR)*		X				
Implements Which Policy(ies)	M-1.9, M-9.6					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects					
Mobility Implementation Program 5. The City shall submit periodic reports to the City Council that summarizes traffic collision data at the top collision locations for vehicles, bicycles, and pedestrians, and recommend countermeasures where needed. *(PSR)*						
Implements Which Policy(ies)	M-1.5, M-2.13, M-3.1, M-5.6, M-5.7, M-5.11, M-6.3, M-6.7, M-6.8, M-6.9					X
Responsible Department(s)	Police					
Supporting Department(s)	Public Works, Community Development					

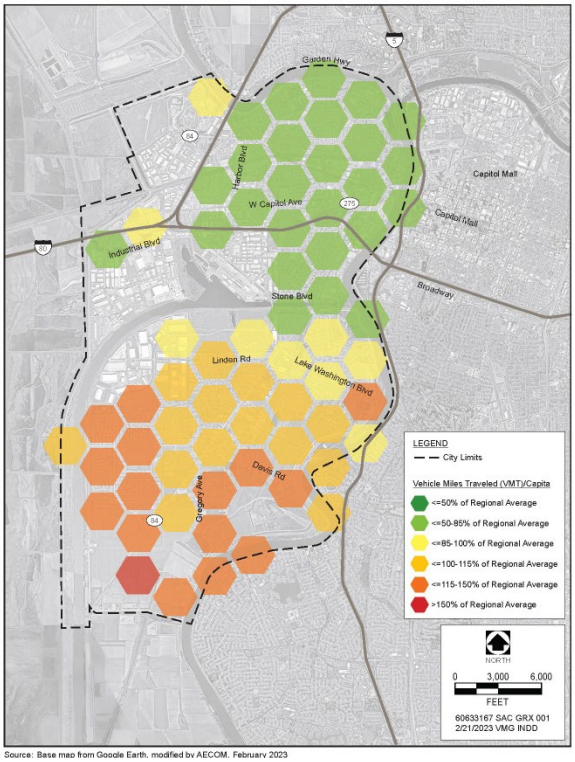
Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
Mobility Implementation Program 6. The City will develop, maintain, and implement a Comprehensive Safety Action Plan, a data-driven effort to improve the safety of West Sacramento streets and roads for pedestrians and cyclists. The Comprehensive Safety Action Plan will examine data related to transportation deaths and injuries and identify the factors. The Plan will identify proven safety countermeasures involving education, engineering, enforcement, and evaluation, and the City will collaborate with nonprofit partners, the business community, and/or other public agencies and service organizations to implement the Plan's recommendations.						X
Implements Which Policy(ies)	M-1.1, M-2.1, M-2.2, M-2.5, M-2.7, M-2.8, M-2.9, M-2.10, M-2.12, M-2.13, M-3.4, M-3.7, M-3.8, M-3.9, M-5.2, M-5.6, M-5.7, M-5.11, M-6.3, M-6.5, M-6.7, M-6.8, M-6.9, M-6.10					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works Operations and Maintenance, Capital Projects					
Mobility Implementation Program 7. The City shall regularly use the City's public communication tools (website, social media applications, cable access television, utility bills, Commissions, etc.) to educate the public and City staff on low carbon transportation alternatives. *(SO/PI)*						X
Implements Which Policy(ies)	M-1.5, M-8.1					
Responsible Department(s)	City Manager's Office					
Supporting Department(s)	Community Development					
Mobility Implementation Program 8. The City shall conduct a study to identify new, dedicated funding sources for maintenance, operation, and management of the multi-modal transportation system. Based on findings from the study, the City shall consider modifying its fees and pursuing additional funding sources. *(PSR)*			X			
Implements Which Policy(ies)	M-1.12, M-1.13, M-1.14					
Responsible Department(s)	Capital Projects					
Supporting Department(s)	Community Development					
Mobility Implementation Program 9. The City shall conduct a study to identify streets that lack complete streets infrastructure and amenities. Based on findings from the Study, the City shall list of those streets that should be prioritized to create a citywide network of complete streets and use the list in transportation infrastructure planning. *(PSR)*			X			
Implements Which Policy(ies)	M-2.8, M-6.10					
Responsible Department(s)	Capital Projects					
Supporting Department(s)	Community Development					
Mobility Implementation Program 10. The City shall establish and maintain a Complete Streets Advisory Committee comprised of City staff to review the design of all new street construction and reconstruction. *(SO/PI)*			X			X
Implements Which Policy(ies)	M-2.1, M-2.3, M-2.4, M-2.5, M-2.7, M-2.8, M-2.11, M-2.12, M-4.5, M-5.5, M-5.6, M-6.3, M-6.6					

	**Table 3-5 Mobility Implementation Programs**	2023-2025	2026-2028	2029-2040	Annual	Ongoing
Responsible Department(s)	Capital Projects					
Supporting Department(s)	Community Development					
Mobility Implementation Program 11. The City shall expand the city's existing wayfinding programs to other areas of the city and improve wayfinding signage. *(MPSP)*						
Implements Which Policy(ies)	M-1.2, M-5.6, M-6.7		X			
Responsible Department(s)	Capital Projects					
Supporting Department(s)	Community Development					
Mobility Implementation Program 12. The City shall review and update the Bicycle, Pedestrian, and Trails Master Plan at least every five years. *(MPSP)*						
Implements Which Policy(ies)	M-5.1		X	X		
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects , Parks					
Mobility Implementation Program 13. The City shall update the existing transportation impact fee program to reflect new and revised policies related to reducing VMT, such as supporting increased travel by walking, bicycling, and transit. The relative amount of transportation impacts fees shall be determined by the relative vehicular transportation demand (VMT) of the identified projects, as determined by the by the expected VMT based on project location, the density/intensity of the project, mix of uses in the immediate vicinity, proximity to regional destination, and other relevant factors. *(RDR)*				X		
Implements Which Policy(ies)	M-1.3, M-1.14					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects, Economic Development and Housing					

Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
Mobility Implementation Program 14. The City shall develop and implement a VMT Reduction Program that includes VMT-reduction strategies. Projects and plans in Transit Priority Areas and in low-VMT areas are exempt from this VMT Reduction Program. Low-VMT areas for the purpose of this program are those identified by the City or by the Sacramento Area Council of Governments to produce VMT per capita or per employee that is 85 percent or less of the existing or future VMT rate for the City or the region. Figures M-2 and M-3 show in green examples of relatively low-VMT locations in West Sacramento, though the most up-to-date available information should be used to determine project sites that are not subject to the City's VMT reduction program. Residential projects that provide at least 50 percent of proposed units as deed-restricted for lower-income households and/or that can demonstrate project-level VMT is 15% below regional average are exempt from this VMT reduction program. Public facilities and infrastructure projects, active transportation projects, and projects that would generate or attract fewer than 110 trips per day are exempt from the VMT Reduction Program. Local serving retail and commercial services of less than 50,000 square feet in gross building area are also exempt. The City's VMT Reduction Program will require proposed land development projects to incorporate, as feasible, reasonable, and applicable, the below listed strategies to reduce travel demand and associated adverse physical environmental impacts, such as greenhouse gas emissions and transportation-related noise. Quantified VMT reductions should be based on the guidance in this Implementation Program and an assessment of specific characteristics of future projects relative to guidance available in academic literature. The below list of VMT reduction measures are not exhaustive, and other measures that reduce VMT could be developed on a case-by-case basis. This project-focused VMT Reduction Program will complement VMT reduction Actions pursued by the City in the Climate Action Plan, such as allocating funding to expand the active transportation and micro-mobility network. Enforcement for non-physical reduction strategies below could include requiring project applicants to make publicly available (i.e., permanent signage at the site or on a website) VMT reduction measure commitments.			X			
VMT REDUCTION MEASURE	**EFFICACY**					
14-1. Employer Commute Trip Reduction Program. Employer provides information, coordination, and marketing for incentives and services that discourage single occupancy vehicle trips and encourage carpooling, taking transit, walking, and biking. Implement a marketing strategy to promote the Commute Trip Reduction Program - employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking. Employer provides platform for coordinating carpooling and a guaranteed ride home.	Up to 4 percent reduction in commute-related VMT.					
14-2. Employer Ridesharing Program. Involves transportation management association with funding requirements for employers. Encourages carpooled vehicle trips in place of single-occupied vehicle trips, with designated preferred parking spaces for ridesharing vehicles, adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and an app or website for coordinating rides.	Up to 8 percent reduction in commute-related VMT.					
14-3. Subsidized Transit Program. Employer or multi-family property owner provides subsidized transit – either reduced cost or free for employees and/or residents.	Up to 5.5 percent reduction in commute related VMT – either residential or employee VMT or both in a mixed-use project.					
14-4. Employer End-of-Trip Bicycle Facilities. Install and maintain bike parking, bike lockers, showers, and personal lockers. Provide in proportion to commuting bicyclists. Including marketing to encourage use of facilities and on-site bicycle repair tools. Post signage and information on how to use secure parking and personal lockers.	Up to 4.4 percent reduction in commute-related VMT.					
14-5. Employer-Sponsored Vanpool Program. Provide vehicle/s for 5 to 15 people and either hired dedicated drivers or incentives for employees to serve in this capacity. Focus on groups of employees	Up to 20.4 percent reduction in commute-related VMT.					

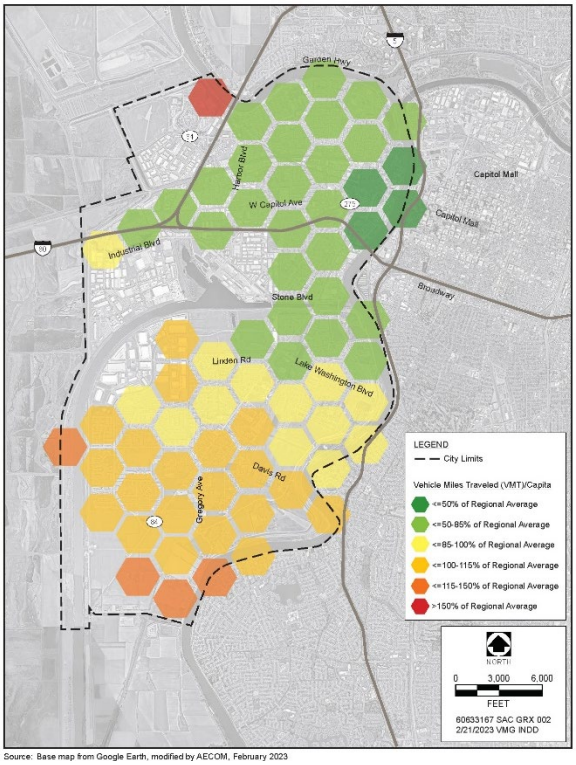
Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
that have a similar origin and destination. Provide preferred parking for employees that vanpool.						
14-6. Employee Parking Cash Out Program. Program would provide "cash out" for employees that agree not to use employer provided parking in exchange for a monthly payout of the avoided cost of that parking place.	Up to 12 percent reduction in commute-related VMT.					
14-7. Price Workplace Parking. Charge employees to park at place of work and validate parking only for guests. Provide marketing and education regarding available alternatives to driving to work. Ensure that other transportation options are available, convenient, and have competitive travel times. Combine with other VMT Reduction Measures, as needed, to ensure viable alternatives.	Up to 20.0 percent reduction in commute-related VMT.					
14-8. Implement Reduced Parking Supply Strategy. For new residential projects, or residential portion of a mixed-use projects, provide off-street parking in an amount that is less than, for example, what would be the calculated demand using the ITE Parking Generation Manual, which would range from 1 space per unit for 1-bedroom, multi-family units to 2.6 spaces per unit for 3-bedroom, single-family units. For new Commercial/Employment uses, provide parking in an amount no more than 0.7 spaces per 1,000 sq. ft. of new development. Further, design parking areas to provide "preferential" parking spaces for carpools and vanpools.	Up to 13.7 percent reduction in household-generated VMT.					
14-9. Unbundled Residential Parking. Separate parking costs from total rent for a multi-family residential property requiring those who wish to purchase parking spaces to do so at an additional cost. Ensure viable alternatives for travel to meet daily needs for residents that opt out of on-site parking.	Up to 15.7 percent reduction in household-generated VMT.					
14-10. Pro-Rata Contribution. Projects may also contribute impact fees at a level necessary to reduce a project's net VMT per capita or per employee to 85 percent or less than the citywide or regional average. This would require the City to develop a nexus and range of project types that would reduce VMT within West Sacramento, though impact fees contributed for a project do not need to reduce VMT in the same area as the project site. The City may also allow projects to construct and dedicate to the City or other public agency facilities shown to reduce VMT, such as active transportation projects, projects to fill sidewalk gaps in West Sacramento near important destinations, projects that would construct high-quality bicycle facilities that would eliminate a cycling barrier between homes and destinations, and other VMT-reducing facilities.	To be determined by the City.					
14-11. Improve Network Connectivity. This measure could be relevant to infill developments or new developments with property subdivisions, and involves a relatively more connected transportation network that allows multiple routes between homes and nearby destinations. In general, a grid street network or modified grid is the ideal arrangement for a highly connected transportation network. The degree of connectivity is measured according to intersection density, but would also involve relatively short block lengths.	Up to 17 percent reduction in VMT, based on intersection density within project site and immediately adjacent intersections. VMT reduction would range from approximately 1 percent for 40 intersections per square mile to 17 percent for 87 intersections per square mile.					
14-12. Increase Housing Density. For new or redevelopment housing projects, design an improved project with relatively higher density of dwelling units in an area that supports bicycle, pedestrian, and/or transit access to reach daily destinations.	Up to a 30-percent reduction, with a 1-percent reduction awarded for 9 units per acre and a 30-percent reduction for 40 units per acre.					
14-13. Increase Employment Density. For new or redevelopment projects, design an improved project with higher density of jobs when compared to the average job density within 0.5-mile radius to encourage shorter and fewer commute trips.	Up to a 30-percent reduction in VMT with a 1-percent reduction at 22 jobs per acre and 30-percent reduction at 70 jobs per acre.					
14-14. Land Use Mix. For new or redevelopment projects, include a variety of land uses such as residential, office, retail, services,	Up to a 30-percent reduction in VMT, based on the relative degree of land use mix. One way to calculate the VMT					

Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
recreation, and education, mixed in close proximity (within ¼ mile). Or, propose a project that would diversify the existing land use mix within a ¼ mile area by, for example, adding compact housing that is walkable to existing employment, retail, and commercial services.	reduction associated with land use mix would be to use a land use index of 0.09 to 1, where 0.09 is a single land use and 1 is the full suite of complementary land uses, which would generally include single-family residential, multi-family residential, retail, services, recreation, and institutional. VMT reduction would range from 8 percent for a project or walkable area with 90 percent single-family residential and 10 percent multi-family residential to 30 percent for a project or walkable area that includes 25 percent single-family residential 25 percent multi-family residential, 25 percent retail, and 25 percent institutional uses.					



Source: Base map from Google Earth, modified by AECOM, February 2023

Existing VMT per Capita, Household-Generated VMT Figure M-3: 2040 VMT per Capita, Household-Generated VMT



Source: Base map from Google Earth, modified by AECOM, February 2023

Figure M-2:

Implements Which Policy(ies)	M-1.1, M-1.2, M-1.3, M-1.4, M-1.8, M-1.9, M-1.10, M-1.11, M-1.12, M-1.13, M-1.14, M-2.1, M-2.2, M-2.4, M-2.5, M-2.7, M-2.8, M-2.9, M-2.10, M-2.12, M-3.1, M-3.6, M-3.7, M-4.1, M-4.3, M-4.4, M-4.5, M-4.7, M-4.8, M-4.9, M-4.15, M-5.1, M-5.2, M-5.3, M-5.4, M-5.5, M-5.6, M-5.8, M-5.9, M-5.10, M-6.1, M-6.2, M-6.3, M-6.4, M-6.5, M-6.6, M-6.10, M-7.5, M-7.6, M-7.7, M-7.11, M-7.12, M-8.1, M-8.2, M-8.3, M-8.5, M-8.6, M-8.7					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					

Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
15. The City shall prepare a project study report in conjunction with the California Department of Transportation (Caltrans) that re-envisions the state highway system in West Sacramento and the streets in the Jefferson Boulevard and Interstate 80 business loop interchange area for all modes of transportation. The project study area should include the entire interchange and areas bounded by Westacre Road to the west, West Capitol Avenue to the north, 15th Street to the south, and 5th Street to east. The report will include recommendations to reduce barriers and improve connectivity and safety for walking, rolling, bicycling, and other non-vehicular transportation modes between the Bridge District, Central Business District, and City's transit hub. Co-benefits may include additional land made available for low-VMT development.		✓				
Implements Which Policy(ies)	M-1.1, M-1.2, M-1.3, M-1.5, M-1.6, M-1.9, M-1.10, M-2.2, M-2.4, M-2.10, M-3.1, M-3.6, M-5.2, M-6.1, M-6.2, M-6.3, M-6.7					
Responsible Department(s)	Community Development					
Supporting Department(s)	Economic Development and Housing					
16. The City shall continue its efforts to manage neighborhood traffic by incorporating traffic control measures and other improvements into existing and new residential and mixed-use neighborhoods. *(MPSP/SO)*		✓				
Implements Which Policy(ies)	M-1.5, M-3.6, M-3.7, M-3.8					
Responsible Department(s)	Community Development, Capitol Projects					
Supporting Department(s)	Police					
17. The City shall conduct a study to identify gaps in transit service provided within the city and strategies to fill them. Based on findings from the study, the City shall work with Yolobus and Sacramento RT to fill identified gaps and provide better transit service. *(PSR)*		✓				
Implements Which Policy(ies)	M-4.1, M-4.2, M-4.4, M-4.7, M-4.8, M-4.9, M-4.13					
Responsible Department(s)	Community Development					
Supporting Department(s)						
18. The City shall, in coordination with the City of Sacramento and SACOG, work with Sacramento Regional Transit District (SacRT) to establish Light Rail Transit (LRT) service and stations between Sacramento Valley Station and Sutter Health Park and develop a plan for implementing future extensions of LRT service within West Sacramento. *(IGC)*				✓		
Implements Which Policy(ies)	M-4.9					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects, Economic Development and Housing, City Manager's Office					
19. The City shall review and update the Zoning Code to require bicycle support facilities (*e.g.,* bicycle racks, personal lockers, and other bicycle support facilities) as a part of large development and redevelopment projects. *(IGC)*		✓				
Implements Which Policy(ies)	M-1.3, M-5.8, M-5.9					

Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					
20. The City shall conduct a study to identify underused rights-of-way, such as street lanes, drainage canals, and railroad corridors, to convert to bikeways and/or pedestrian-ways. Based on findings from the study, the City shall prepare list of rights-of-ways that should be prioritized for conversion and prepare a strategy to acquire and develop them into additional bike and pedestrian paths. *(PSR)*		✓				
Implements Which Policy(ies)	M-5.10					
Responsible Department(s)	Community Development					
Department(s)	Capital Projects, Parks, Economic Development and Housing					
21. The City shall conduct a study of current parking requirements to evaluate options for dedicated parking spaces for car-sharing and incentives (*e.g.,* receive credit for meeting the "parking minimum" zoning requirements). Based on findings from the study, the City will update parking standards, and consider the use of parking benefit districts that invest parking meter revenues in bicycle and pedestrian infrastructure, features, and amenities. *(PSR)*		✓				
Implements Which Policy(ies)	M-7.1, M-7.2, M-7.4, M-7.5, M-7.7, M-7.8, M-7.9					
Responsible Department(s)	Community Development					
Supporting Department(s)	Economic Development and Housing					
22. The City shall investigate alternatives to the current residential permit parking policy that would provide alternative time restrictions to allow non-residents to park in controlled areas during the day for commercial reasons in residential permit parking areas. *(RDR/PSR)*		✓				
Implements Which Policy(ies)	M-7.1					
Responsible Department(s)	Economic Development and Housing					
Supporting Department(s)	Community Development, Capital Projects					
23. The City shall review and update the Zoning Code to require the provision of prime parking spaces for carpool and alternative energy vehicles. *(RDR)*		✓				
Implements Which Policy(ies)	M-7.8					
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					
24. The City shall update and enhance its Transportation System Management Ordinance consistent with the policies of the General Plan. *(RDR)*		✓				
Implements Which Policy(ies)	M-8.1, M-8.5					
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					

Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
25. The City shall develop and implement Intelligent Transportation Systems Technology to manage vehicles, loads, and routes, improve safety, and reduce vehicle wear, transportation times, and fuel costs. *(MPSP)*		✓				
Implements Which Policy(ies)	M-8.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects					
26. The City shall update the city's official truck routes consistent with the General Plan policies and standards including minimizing the impacts of truck traffic, deliveries, and staging in residential and mixed-use areas. *(RDR)*		✓				
Implements Which Policy(ies)	M-9.4					
Responsible Department(s)	Capital Projects					
Supporting Department(s)	Community Development, Police					