



CHAPTER 6: MOBILITY



OVERVIEW

Mobility (synonymous with the term circulation) is the beating heart and circulatory system of a city, enabling the movement of people and goods that keep a community thriving. Mobility describes the many ways to move around—typically called “modes”—including driving private motor vehicles, taking rail and transit, and options for active transportation such as walking and biking. The Mobility chapter describes Elk Grove’s plan to improve how people and goods move from place to place by utilizing these modes.

Elk Grove’s mobility strategy is informed by each of the following factors that affect how people and goods move around:

- **Transportation infrastructure:** The mobility goals, policies, and actions described in this chapter rely on completion of the roadway network presented in the Transportation Network Diagram (see Chapter 3: Planning Framework), along with a complete network for alternative modes including fixed transit, pedestrian and bicycle routes, and trails separated from the roadway. Complete streets design is a fundamental component of the entire network, but varies by location and surrounding context.
- **Land use distribution:** The ease of use, cost, and functionality of the mobility system is driven by the distribution of current and planned land uses. Where people choose to live, work, shop, and play translates into distances and time spent traveling to connect places in the community, as well as wear and tear on the mobility system.
- **Access:** Although the mobility system is designed to benefit all modes and users, providing equitable access to the system for all community members is equally important. Overcoming barriers to accessing the mobility system includes addressing physical barriers, such as access for disabled persons to sidewalks, and considering the financial barriers related to vehicle ownership and viable alternatives, such as bus and transit ticket fares for lower-income community members, when evaluating the mobility system.
- **Safety, comfort, and design:** In addition to their primary function of moving people and goods, streets represent a public space where community activities occur and people should feel safe and comfortable. Street designs should include features and amenities on and adjacent to the right-of-way to enhance access, safe movement, and comfort for users of the system, such as parking facilities, trees, bicycle parking, and adequate lighting.

Why does land use affect mobility?

The feasibility of alternative transit options such as public transit and pedestrian accessibility relies on housing density and proximity to facilities. A minimum level of ridership is necessary for transit systems to collect adequate fares and engender political support to maintain and expand operations to more places and provide more frequent service.

Similarly, the proximity of job centers, retail stores, and services to people’s homes determines the likelihood of whether individuals will bike or walk to get there. Research shows that the ideal distance to a final destination is a quarter mile for pedestrians and a half mile for bicyclists.



- **Transit operations:** Elk Grove’s role within the region is defined in part by providing a community that supports desirable and affordable housing, schools, and services for a workforce that largely commutes outside the City for employment. Thus, transit represents a fundamental component of the mobility system. The extent, comfort, and frequency of service offered by transit system operators are essential to ensuring that a range of transportation options is available to Elk Grove community members.
- **Efficiency and environmental impacts:** Historically, mobility system performance has been characterized by how well the system moved people and goods with minimal delay and congestion. However, use of the system has environmental and social costs: air pollution, increased greenhouse gas emissions, urban heat island effects, and potentially decreased community health and well-being. Going forward, an assessment of these environmental and social costs will be considered in relation to the potential benefits of efficiently moving people and goods when making circulation system decisions.

The Mobility chapter contains goals and policies addressing the primary topic of mobility, with the assigned acronym MOB. Within this topic, the following goals further the community’s vision and Supporting Principles:

Mobility (MOB)

- GOAL MOB-1:** A Connected Transportation Network that Provides for the Safe and Efficient Movement of People and Goods Across All Modes while Accounting for Environmental Effects
- GOAL MOB-2:** Support Safe Operation of Aircraft through Land Use and Infrastructure Design in the Planning Area
- GOAL MOB-3:** All Streets in the City, both Public and Private, are Complete and Sensitive to Context
- GOAL MOB-4:** Active Transportation for All
- GOAL MOB-5:** A Safe, Connected, and Convenient Transit System
- GOAL MOB-6:** Freight Rail Lines Facilitate Safe Goods Movement and Do Not Interrupt Community Connectivity
- GOAL MOB-7:** Adequate Mobility System Maintenance and Operation

How are transportation-related impacts evaluated?

The chapter identifies two key metrics for evaluating the effectiveness and impacts resulting from Elk Grove’s mobility system. The first metric is vehicle miles traveled (VMT), which measures land use connectivity and describes environmental impacts resulting from the transportation system. The second metric is a roadway performance target (RPT), which measures efficient movement of vehicles and safe movement of walkers and bicyclists.



Multimodal & Active Transportation – Moving Around Anywhere, Any Way

Our residents, workers, and visitors need to move about efficiently, and have a variety of ways to do so. Connected transportation networks, regional coordination, and public and active transportation options are priorities for our community. Connected and mobile community members have the ability to travel within the City and to other places in the region by a variety of methods, with seamless transitions between modes and regions. Our community has roadways in place that allow for efficient movement and safe travel spaces for all modes of travel. The infrastructure and facilities for pedestrians, bicyclists, and transit users are clean, safe, and well maintained, and walkways and bike lanes are continuous and complete with convenient connections to local and regional transit.

RELATIONSHIP TO OTHER CHAPTERS

The Mobility chapter closely relates to the Planning Framework, Urban and Rural Development, and Community and Area Plans chapters. These chapters govern land use and growth in the number of jobs, dwellings, and population, which in turn affect the City’s mobility system.

- The Planning Framework chapter (Chapter 3) identifies desired future uses for all lands in the Planning Area. The location of each land use will result in trip demand, which will in turn dictate transportation infrastructure, transit services, and amenities that must be incorporated for access. This chapter also identifies the future transportation network to support these land uses.
- The Urban and Rural Development chapter (Chapter 4) directs the City’s approach on development both inside the existing City and as part of future annexations, with the intent of preserving the rural character of portions of the City while allowing for development that will result in new jobs, housing, and attractions in the City and the Study Areas. Roadway design must reflect the character of the area through which a road travels and facilitate access between urban and rural areas.
- The Community and Area Plans chapter (Chapter 9) outlines the area plans that will guide development for four designated areas of the City and Study Areas in more detail, including needed transportation infrastructure and roadway design criteria.

SUPPORTING PRINCIPLE

The Mobility chapter carries out the Multimodal & Active Transportation – Moving Around Anywhere, Any Way Supporting Principle (see Chapter 2: Vision). This Supporting Principle envisions that residents, workers, and visitors have a variety of ways to move around. The Mobility chapter incorporates and expands the City’s Complete Streets policies, which require design for all modes, appropriate to surrounding context, on every right-of-way. It also supports key implementation tools such as the Bicycle, Pedestrian, and Trails Master Plan, the Transportation Analysis Guidelines, and the Climate Action Plan, all of which include specific standards, programs, and measures to support alternative transportation investments as well as transit-friendly and active transportation-friendly development.

The Supporting Principle also envisions regional coordination and the ability to travel within the City and to other places in the region by various methods, with seamless transitions between modes and regions. Two goals of this chapter are to increase emphasis on providing continued connectivity to the region’s transit and trail systems, and to work with regional and state transit planners to bring additional light rail or bus rapid transit service opportunities into Elk Grove.



Finally, the Supporting Principle affirms that the City will have roadways in place that allow efficient movement and safe travel spaces for all modes of getting around. Proper maintenance and minimum thresholds for roadway capacity remain core components of Elk Grove’s approach to mobility; thus, this chapter includes roadway performance targets (RPT) to address these issues.



Pedestrian Bridge over SR-99



GOALS AND POLICIES: TRANSPORTATION MODES

GOAL MOB-1: A CONNECTED TRANSPORTATION NETWORK THAT PROVIDES FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS ACROSS ALL MODES WHILE ACCOUNTING FOR ENVIRONMENTAL EFFECTS

Since the City's incorporation, and for decades before as an unincorporated community in the county, development in Elk Grove (and much of California in general) embraced more highways, expanded intersections, widened roads, and intricate, indirect residential street patterns. Elk Grove's land use and transportation pattern emphasized the automobile as the primary mode of transportation in terms of behavior, accommodation, and facility development.

Through this General Plan, the City desires to provide roadways that allow efficient movement and safe travel spaces for all modes of travel, while limiting the social, environmental, and fiscal impacts that can result from extensive road systems, vehicles on the road, and vehicle miles traveled (VMT). At the same time, the City wishes to allow new development consistent with the General Plan to proceed without undue confusion or extensive delays.

The City will use VMT as a measure of transportation effectiveness in development review to provide a local process for compliance with both State targets and procedures and with expectations when projects exceed thresholds of significance. VMT reductions can be achieved through a diverse land use mix that includes both employment and service uses, allowing residents to meet daily needs within a short distance from their homes. This reduces trip lengths and improves access to alternative transportation modes (e.g., walking, bicycle, transit). The City will use RPT to ensure that roadways have the capacity to accommodate vehicles and to safely convey bicyclists and pedestrians.

POLICIES: VEHICLE MILES TRAVELED LIMITS

Policy MOB-1-1: Achieve State-mandated reductions in VMT by requiring land use and transportation projects to comply with the following metrics and limits. These metrics and limits shall be used as thresholds of significance in evaluating projects subject to CEQA.

Projects that do not achieve the daily VMT limits outlined below shall be subject to all feasible mitigation measures necessary to reduce the VMT for, or induced by, the project to the applicable limits. If the VMT for or induced by the project cannot be reduced consistent with the performance metrics outlined below, the City may consider approval of the project, subject to a statement of overriding



considerations and mitigation of transportation impacts to the extent feasible, provided some other stated form of public objective including specific economic, legal, social, technological or other considerations is achieved by the project.

- (a) **New Development** – Any new land use plans, amendments to such plans, and other discretionary development proposals (referred to as “development projects”) are required to demonstrate a 15 percent reduction in VMT from existing (2015) conditions. To demonstrate this reduction, conformance with the following land use and cumulative VMT limits is required:
 - (i) **Land Use** – Development projects shall demonstrate that the VMT produced by the project at buildout is equal to or less than the VMT limit of the project’s General Plan land use designation, as shown in Table 6-1, which incorporates the 15 percent reduction from 2015 conditions.



Traffic in Elk Grove



**TABLE 6-1:
VEHICLE MILES TRAVELED LIMITS BY LAND USE DESIGNATION**

LAND USE DESIGNATION	VMT LIMIT (DAILY PER SERVICE POPULATION)
COMMERCIAL AND EMPLOYMENT LAND USE DESIGNATIONS	
Community Commercial (CC)	26.7
Regional Commercial (RC)	26.9
Employment Center (EC)	20.2
Light Industrial/Flex (LI/FX)	15.5
Light Industrial (LI)	22.4
Heavy Industrial (HI)	26.5
MIXED USE LAND USE DESIGNATIONS	
Mixed Use Village Center (VCMU)	19.4
Residential Mixed Use (RMU)	20.6
TRANSECT-BASED LAND USE DESIGNATIONS	
General Neighborhood Residential (T3-R)	20.7
Neighborhood Center Low (T3)	21.1
Neighborhood Center Medium (T4)	20.2
Neighborhood Center High (T5)	15.7
PUBLIC/QUASI PUBLIC AND OPEN SPACE LAND USE DESIGNATIONS	
Parks and Open Space (P/OS)	n/a ¹
Resource Management and Conservation (RMC)	n/a ¹
Public Services (PS)	n/a ¹
RESIDENTIAL LAND USE DESIGNATIONS	
Rural Residential (RR)	25.2
Estate Residential (ER)	20.6
Low Density Residential (LDR)	19.3
Medium Density Residential (MDR)	17.9
High Density Residential (HDR)	17.7
OTHER LAND USE DESIGNATIONS	
Agriculture (AG)	n/a ¹
Study Areas	n/a ²
Tribal Trust Lands	n/a ³

Notes:

1. *These land use designations are not anticipated to produce substantial VMT, as they have no residents and few to no employees. These land use designations therefore have no limit and are exempt from analysis.*
2. *Lands within the Study Areas shall be analyzed based upon their ultimate land use designation, not the interim "Study Area" designation.*
3. *Tribal Trust Lands are exempt from VMT analysis as they are not subject to City policy.*



- (ii) **Cumulative for Development Projects in the Existing City**-Development projects within the (2017) City limits shall demonstrate that cumulative VMT within the City including the project would be equal to or less than the established Citywide cumulative limit of 8,066,247 VMT (total daily VMT).
- (iii) **Cumulative for Development Projects in Study Areas** – Development projects located in Study Areas shall demonstrate that cumulative VMT within the applicable Study Area would be equal to or less than the established limit shown in **Table 6-2**

**TABLE 6-2:
STUDY AREA TOTAL VEHICLE MILES TRAVELED DAILY LIMITS**

STUDY AREA	VMT LIMIT (TOTAL VMT AT BUILDOUT)
North Study Area	27,383
East Study Area	584,786
South Study Area	1,594,674
West Study Area	773,103

(b) Transportation Projects – Transportation projects likely to lead to measurable increase in VMT shall:

- (i) Not increase VMT per service population. Projects must demonstrate that the VMT effect of the project does not exceed the project’s baseline condition VMT.

Transportation projects that are exempt from these requirements because they are not likely to lead to a substantial or measurable increase in VMT are listed in the Transportation Analysis Guidelines.



Roadway performance targets are contained in the City's Transportation Analysis Guidelines, which are available on the Elk Grove Development Services Department website. The Transportation Network Diagram reflects the implementation of the RPT policy at a macro level.

- (ii) Be consistent with the regional projections and plans. The project shall be specifically referenced or listed in the region's MTP/SCS and represented in accompanying the regional travel forecasting model. Subject transportation projects that are not consistent with the MTP/SCS shall instead demonstrate that the cumulative VMT effect does not increase regional VMT per service population.

POLICIES: ROADWAY PERFORMANCE TARGETS

Additional standards for timed completion of new roadways constructed by developers in accordance with the Transportation Network Diagram are covered under Policy MOB-7-1.

Policy MOB-1-2: Consider all transportation modes and the overall mobility of these modes when evaluating transportation design and potential impacts during circulation planning.

Policy MOB-1-3: Strive to implement the roadway performance targets (RPT) for operations of roadway segments and intersections, while balancing the effectiveness of design requirements to achieve the targets with the character of the surrounding area as well as the cost to complete the improvement and ongoing maintenance obligations. The Transportation Network Diagram reflects the implementation of the RPT policy at a macro level; the City will consider the specific design of individual segments and intersections in light of this policy and the guidance in the Transportation Network Diagram.

To facilitate this analysis, the City shall use the following guidelines or targets. Deviations from these metrics may be approved by the approving authority (e.g., Zoning Administrator, Planning Commission, City Council).

(a) Vehicular Design Considerations – The following targets apply to vehicular mobility:

- (i) Intersection Performance – Generally, and except as otherwise determined by the approving authority or as provided in this General Plan, the City will seek to



achieve, to the extent feasible and desired, the peak-hour delay targets identified in **Table 6-3**.

**TABLE 6-3:
VEHICULAR DESIGN CONSIDERATIONS:
INTERSECTION PERFORMANCE TARGETS**

INTERSECTION CONTROL	INTERSECTION CONTROL (DELAY IN SECONDS)
Stop (Side-Street & All-Way)	< 35.1
Signal	< 55.1
Roundabout	< 35.1

- (ii) **Roadway Performance** – Generally, and except as otherwise determined by the approving authority or as provided in this General Plan, the City will seek to achieve, to the extent feasible and desired, the average daily traffic design targets identified in Table 6-4.



Traffic Circle in East Elk Grove



**TABLE 6-4:
VEHICULAR DESIGN CONSIDERATIONS: SEGMENT PERFORMANCE TARGETS**

FACILITY TYPE	NUMBER OF LANES	MEDIAN	SPEED (MPH)	AVERAGE DAILY TRAFFIC DESIGN TARGET (NUMBER OF VEHICLES)
ARTERIAL OR ARTERIAL\ COLLECTOR	2	No	25	13,600
			30	14,600
			35	15,700
			40	16,600
			45	17,700
			55	18,600
		Yes	25	14,300
			30	15,600
			35	16,500
			40	17,500
			45	18,600
			55	19,600
	4	No	30	29,800
			35	31,600
			40	33,500
			45	35,300
	4	Yes	30	31,400
			35	33,300
			40	35,300
			45	37,200
5	Yes	45	45,600	
6	Yes	30	46,400	
		35	48,900	
		40	51,500	
		45	54,000	
7	Yes	45	59,400	
8	Yes	45	64,800	
		55	72,000	
EXPRESSWAY	4*	Yes	55	64,800
	6	Yes	55	97,200
FREEWAY	4	Yes	55+	74,400
	6	Yes	55+	111,600
	8	Yes	55+	148,800

For the South East Connector Expressway, the City may implement alternative design targets in consultation with the JPA.



- (iii) Pedestrian and Bicycle Performance – The City will seek the lowest stress scores possible for pedestrian and bicycle performance after considering factors including design limitations and financial implications.

GOAL MOB-2: SUPPORT SAFE OPERATION OF AIRCRAFT IN THROUGH LAND USE AND INFRASTRUCTURE DESIGN IN THE PLANNING AREA

Although no airports exist within the City limits as of 2017, a general aviation airport, Franklin Field, is located within 3 miles of the Planning Area. This airport affects land uses within the City and provides an opportunity for general aviation uses near the City. Additionally, a number of larger regional and international airports, including the Sacramento International Airport, Sacramento Executive Airport, and Mather Airport, are outside the Planning Area but produce frequent overflights of approaches and departures. Figure 6-1 identifies the location of these aviation facilities and their proximity to the City.

POLICIES: LAND USE STANDARDS AND COMATIBILITY AROUND AIRPORTS

- Policy MOB-2-1:** The City shall consider the recommendations in the Comprehensive Land Use Plans (CLUPs) for airports near to Elk Grove in the review of potential land uses or projects.
- Policy MOB-2-2:** The City shall ensure that new development is designed to protect public safety from airport operations consistent with recommendations and requirements of the Airport Land Use Commission, Caltrans, and the Federal Aviation Administration.

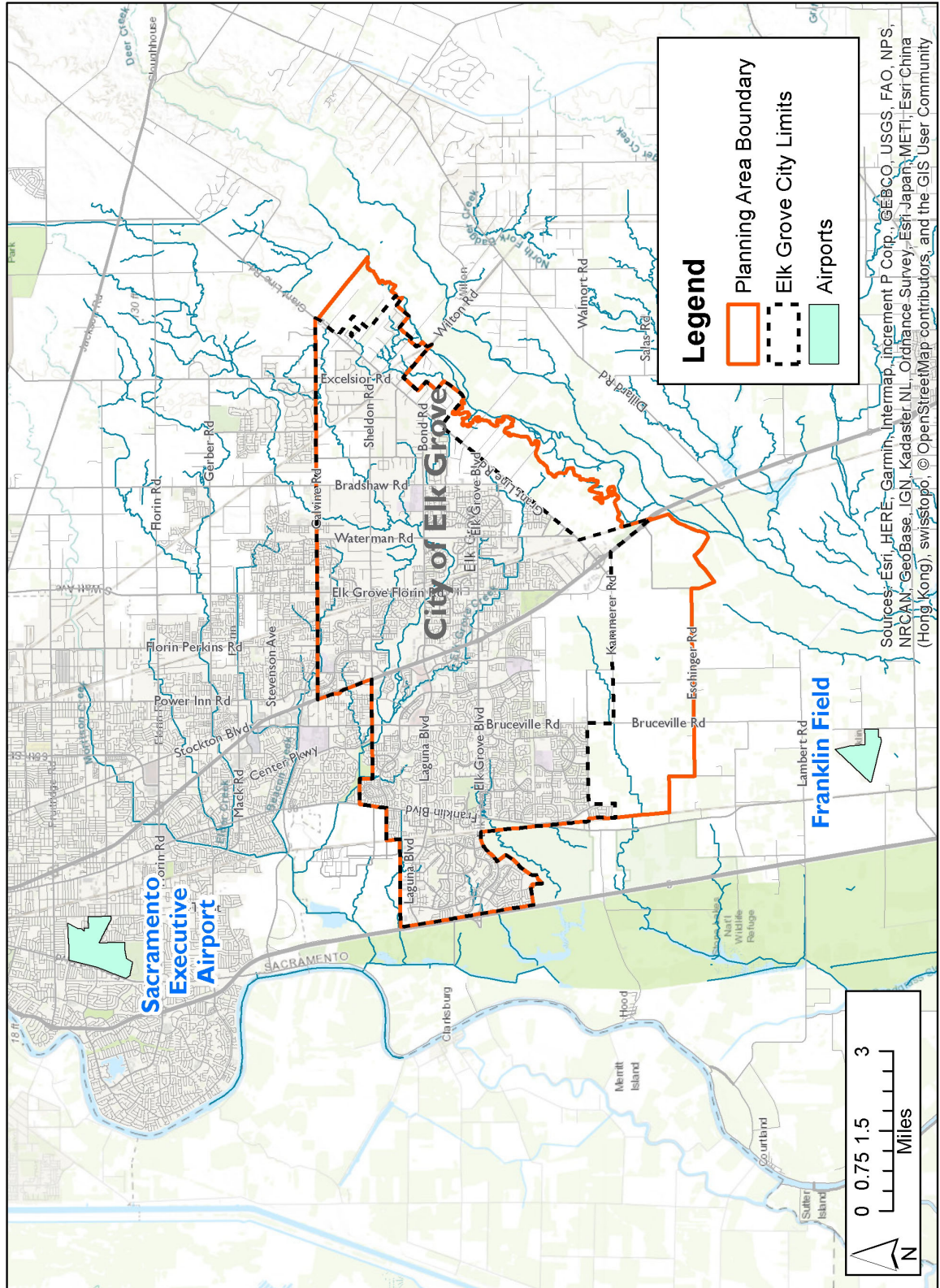
What is Stress Scoring?

Stress scoring refers to the comfort associated with roadways, or the mental ease people experience walking or biking on them. Factors influencing the score include:

- *Number of travel lanes*
- *Speed of traffic*
- *Number of vehicles*
- *Presence of bike lanes, sidewalks, crosswalks, and medians*
- *Width of bike lanes and sidewalks*
- *Presence of physical barriers between car traffic and active users*



FIGURE 6-1:
LOCATION OF AVIATION FACILITIES





GOAL MOB-3: ALL STREETS IN THE CITY ARE COMPLETE AND SENSITIVE TO CONTEXT

Complete streets are designed for safety and accessibility by all users and all modes of transportation. A well-designed complete street acknowledges that transportation may include vehicles as well as pedestrians, bicyclists, and public transit, and that streets will be traveled by a variety of individuals with a wide range of needs, destinations, and abilities.

The City is required by the Complete Streets Act to plan for a balanced, multimodal transportation network that meets the needs of all users (e.g., motorists, pedestrians, bicyclists, children, individuals with disabilities, seniors, movers of commercial goods, and users of public transportation).¹ The City must identify how streets, roads, and highways will accommodate the needs of all users for safe and convenient travel in a manner that is suitable to the surrounding rural, suburban, and/or urban context. Therefore, the policies contained herein shall apply to all types of streets in the City, including both public and private streets.

The Complete Streets Act allows the City to consider different policies, standards, and implementation measures that are context sensitive. The City recognizes that the roadway system is a major component of the “feel” of the community. Therefore, the City’s Complete Streets policies recognize the need for modified design standards in certain areas of Elk Grove that are consistent with the character of the neighborhood but still facilitate access by all users.

POLICIES: COMPLETE STREETS DESIGN

See Chapter 9 for policies specifically related to complete streets in the Sheldon/Rural Area Community Plan Area.

Policy MOB-3-1: Implement a balanced transportation system using a layered network approach to building complete streets that ensure the safety and mobility of all users, including pedestrians, cyclists, motorists, children, seniors, and people with disabilities.

Policy MOB-3-2: Support strategies that reduce reliance on single-occupancy private vehicles and promote the viability of alternative modes of transport.

Standard MOB-3-2.a: Require new development to install conduits for future installation of electric vehicle charging equipment.

1. *The Complete Streets Act (AB 1358) was chaptered in 2008, updating California Government Code Section 65302(b)(2)(A).*



- Policy MOB-3-3:** Whenever capital improvements that alter street design are being performed within the public right-of-way, retrofit the right-of-way to enhance multimodal access to the most practical extent possible.
- Policy MOB-3-4:** As new roads are constructed, assess how the needs of all users can be integrated into the street design based on the local context and functional classification.
- Policy MOB-3-5:** Strive to balance needs for personal travel, goods movement, parking, social activities, business activities, and ease of maintenance when planning, operating, maintaining, and expanding the roadway network.
- Policy MOB-3-6:** Execute complete streets design in accordance with neighborhood context and consistent with specific guidance in community plans or area plans, as applicable.
- Policy MOB-3-7:** Develop a complete and connected network of sidewalks, crossings, paths, and bike lanes that are convenient and attractive, with a variety of routes in pedestrian-oriented areas.
- Policy MOB-3-8:** Provide a thorough and well-designed wayfinding signage system to help users of all modes of travel navigate the City in an efficient manner.
- Policy MOB-3-9:** As funds become available, provide for the operation and maintenance of facilities for bicycle and pedestrian networks proportionate to the travel percentage milestone goals for each mode of transportation in the Bicycle, Pedestrian, and Trails Master Plan.
- Policy MOB-3-10:** Design Kammerer Road to be an Urban Avenue, as shown in Figure 3-7, supported by an adjacent street grid.

POLICIES: SAFETY FOR ALL USERS OF THE MOBILITY SYSTEM

- Policy MOB-3-11:** Design and plan roadways such that the safety of the most vulnerable user is considered first using best practices and industry design standards.



Policy MOB-3-12: Consider the safety of schoolchildren as a priority over vehicular movement on all streets within the context of the surrounding area, regardless of street classifications. Efforts shall specifically include tightening corner-turning radii to reduce vehicle speeds at intersections, reducing pedestrian crossing distances, calming motorist traffic speeds near pedestrian crossings, and installing at-grade pedestrian crossings to increase pedestrian visibility.

Policy MOB-3-13: Provide for safe and convenient paths and crossings along major streets within the context of the surrounding area, taking into account the needs of the disabled, youth, and the elderly.

Policy MOB-3-14: Continue to design streets and approve development applications in a manner that reduces high traffic flows and parking demand in residential neighborhoods.



Pedestrian Beacon

POLICIES: VEHICLE PARKING

Policy MOB-3-15: Regulate the provision and management of parking on private property to align with parking demand, with consideration for access to shared parking opportunities.

Policy MOB-3-16: Utilize reduced parking requirements when and where appropriate to promote walkable neighborhoods and districts and to increase the use of transit and bicycles.

Policy MOB-3-17: Establish parking maximums, where appropriate, to prevent undesirable amounts of motor vehicle traffic in areas where pedestrian, bike, and transit use are prioritized.

Policy MOB-3-18: Ensure new multifamily and commercial developments provide bicycle parking and other bicycle support facilities appropriate for the users of the development.



What Is Active Transportation?

Active transportation supports the needs of pedestrians and bicyclists. It refers to an interconnected system of facilities for pedestrians and bicyclists that are integrated with and supportive of public transit use. Community-level active transportation is linked to both physical features and perceptions:

Block layout & features:

bike lane/sidewalk size and continuity, city block length, traffic volume/speed, tree canopy

Architectural design:

building transparency, frontage complexity, building scale, signage, parking lots in back

Individual reaction:

perception of safety, comfort, interest, physical ability

GOAL MOB-4: ACTIVE TRANSPORTATION FOR ALL

Transportation is deeply implicated in the health of both human beings and natural systems. Mobility directly impacts human physical and mental health and wellness. Active transportation modes such as bicycling and walking can improve personal fitness and create new opportunities for social interaction while reducing impacts on the environment. Elk Grove recognizes these benefits as well as the increasing desire within the community for safe and accessible active transportation options, a growing number of residents and employees seeking alternatives to traveling by car, and an aging population that may need to rely more on transportation alternatives to the automobile. A transportation system that is more balanced is also more equitable, providing a means of cost-effective travel for individuals with less means and expanding opportunities for transit-dependent individuals by better connecting people to work, education, and recreation.

Active transportation policies are integrally linked to Complete Streets policies, as complete streets provide for safe and comfortable access and connectivity. However, additional steps beyond infrastructure can be taken to improve active transportation opportunities.

The City has adopted the Bicycle, Pedestrian, and Trails Master Plan (2014) as the primary implementation tool for improving active transportation in Elk Grove. The plan identifies existing facilities, opportunities, constraints, and destination points for bicycle users, pedestrians, and trail users. The plan also includes goals and supporting policies for planning and implementation of bikeway, pedestrian, and off-street multiuse trail facilities.

POLICIES: IMPROVEMENTS TO THE BICYCLE AND PEDESTRIAN NETWORK AND OVERALL EXPERIENCE

Policy MOB-4-1: Ensure that community and area plans, specific plans, and development projects promote context-sensitive pedestrian and bicycle movement via direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area. This may include convenient pedestrian and bicycle connections to public transportation.

Policy MOB-4-2: Provide on-site facilities and amenities for active transportation users at public facilities, including bicycle parking and/or storage and shaded seating areas.

Policy MOB-4-3: Prioritize infrastructure improvements that benefit bicycle and pedestrian safety and convenience over vehicle efficiency improvements within and near community facilities, activity centers, and other pedestrian-oriented areas.



POLICIES: TRANSPORTATION DEMAND MANAGEMENT

Policy MOB-4-4: Employ the recommendations and guidelines in the Bicycle, Pedestrian, and Trails Master Plan when planning and designing bicycle, pedestrian, and trail facilities and infrastructure, including updates to the Capital Improvement Program.

Policy MOB-4-5: Encourage employers to offer incentives to reduce the use of vehicles for commuting to work and increase commuting by active transportation modes. Incentives may include a cash allowance in lieu of a parking space and on-site facilities and amenities for employees such as bicycle storage, shower rooms, lockers, trees, and shaded seating areas.

GOAL MOB-5: A SAFE, CONNECTED, AND CONVENIENT TRANSIT SYSTEM

Providing transit service for residential and commercial areas and ensuring continued connections to the larger transit network in the Sacramento region are important components of mobility in Elk Grove. An array of viable and desirable transit options can greatly increase mobility for residents and employees and aid significantly in achieving VMT reduction goals.

Improved access to transit and increased transit service are particular priorities along the future high-frequency transit alignment (see Transportation Network Diagram, Chapter 3), in the activity centers (see Figure 4-1: Potential Activity and Infill Areas in Elk Grove, Chapter 4), in higher-density residential areas, and in employment and entertainment areas. However, transit access is important in many areas of Elk Grove so that transit-dependent residents can access needed services, employment, and social connections.

Components of the transit system in the region include Sacramento Regional Transit's (SacRT's) local and commuter bus systems and future light rail/high-frequency system and Amtrak and ACE rail services.

LOCAL AND COMMUTER BUS

Sacramento Regional Transit provides both local and commuter bus services in Elk Grove. Routes are coordinated with buses, light rail, and South County Transit/Link (SCT Link) to areas outside Elk Grove. SacRT also operates complementary paratransit service addresses federal Americans with Disabilities Act (ADA) requirements to serve ADA-eligible passengers, such as disabled and elderly community members.



LIGHT RAIL/HIGH-FREQUENCY TRANSIT

The City views light rail (or other high-frequency transit, such as bus rapid transit) as an important part of the overall transit plan for Elk Grove, including the use of light rail to connect workers to current and future employment centers in the City. The planned route for light rail service is illustrated on the Transportation Network Diagram in Chapter 3. However, current funding constraints must be addressed to advance planning and construction efforts. The City will work closely with SacRT, SACOG, and other jurisdictions in the region to identify funding strategies and other resources that could advance the services and infrastructure.



Railroad Tracks near Elk Grove

INTERREGIONAL/INTERSTATE AND INTERCITY/ INTERURBAN RAIL

Amtrak is a national passenger rail service that offers both medium- and long-distance service throughout the country. Amtrak operates interregional and interstate passenger train service through a station in downtown Sacramento, with regular service to Los Angeles and Seattle (via the Coast Starlight) and Chicago (via the California Zephyr).

The San Joaquin Joint Powers Authority (SJJPA) operates the Amtrak San Joaquin services, which currently runs through the City but without a rail stop; a connecting bus is available to Stockton. SJJPA also operates the Altamont Corridor Express (ACE) service from Stockton to San Jose. The SJJPA is pursuing an expansion of both systems, which would create a station in Elk Grove for both Amtrak and ACE services.

LAND USE COORDINATION

The expansion of transit infrastructure and vehicles must be paired with supportive land use planning for compact development and a mix of uses both in the City and in the wider region. The region has established a vision for land use and transportation for all of Sacramento County called the Preferred Blueprint Scenario. The Preferred Blueprint Scenario depicts a way for the region to grow through the year 2050 in a manner generally consistent with growth principles established by SACOG. The Preferred Blueprint Scenario is part of SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for 2035, the long-range transportation plan for the six-county region. It also serves as a framework to guide local government in growth and transportation planning through 2050.

POLICIES: TRANSIT-SUPPORTIVE LAND USE PLANNING

Policy MOB-5-1: Support a pattern of land uses and development projects that are conducive to the provision of a robust transit service. Consider amendments to the land use plan, as appropriate, that increase the density and intensity of development along the City's high-frequency transit alignment and other major transit corridors.



- Policy MOB-5-2:** Advocate for the City’s preferred high-frequency transit alignment for light rail or bus rapid transit from north of the city through the Livable Employment Area and ensure proposed projects are complementary to such an alignment.
- Policy MOB-5-3:** Consult with the Sacramento Regional Transit District when identifying and designing complete streets improvements near likely light rail alignment corridors in order to prioritize access to and use of transit to sites along that corridor.
- Policy MOB-5-4:** Support mixed-use and high-density development applications close to existing and planned transit stops.
- Policy MOB-5-5:** Promote strong corridor connections to and between activity centers that are safe and attractive for all modes.
- Policy MOB-5-6:** The City shall work to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (e.g. electricity and fiber-optic cable), alignments for transit route extensions, new station locations, bus stops, and transit patron waiting area amenities (e.g. benches and real-time traveler information screens).

POLICIES: EFFECTIVE TRANSIT OPERATION

- Policy MOB-5-7:** Provide the appropriate level of transit service in all areas of Elk Grove, through fixed-route service in urban areas, and complementary demand response service in rural areas, so that transit-dependent residents are not cut off from community services, events, and activities.
- Policy MOB-5-8:** Maintain and enhance transit services throughout the City in a manner that ensures frequent, reliable, timely, cost-effective, and responsive service to meet the City’s needs. Enhance transit services where feasible to accommodate growth and transit needs as funding allows.
- Policy MOB-5-9:** Continue working with community partners to expand public transit service that benefits Elk Grove workers, residents, students, and visitors. Examples of expanded transit service include increased service



City e-Tran Bus



frequency, establishing additional routes and stops, and creating dedicated transit lanes.

Policy MOB-5-10: Encourage the extension of bus rapid transit and/or light rail service to existing and planned employment centers by requiring a dedication of right-of-way. Advocate and plan for light rail alignment and transit stop locations that best serve the needs of the community and fit within the planned mobility system.

Policy MOB-5-11: Encourage commuter rail transportation by providing for a potential train station location for Amtrak and/or other rail service providers along the Union Pacific Railroad's Sacramento Subdivision **line**.

Policy MOB-5-12: The City will work towards the enhancement and improvement of transit service with the objective of creating major transit corridors with frequent service (i.e. less than 30-minute headways) and street segments where transit is prioritized.

Policy MOB-5-13: Consider the implementation of traffic signal priority, queue jumps, and exclusive transit lanes to reduce transit passenger delay and improve transit speed, reliability and operating efficiency.

GOAL MOB-6: FREIGHT RAIL LINES FACILITATE SAFE GOODS MOVEMENT AND DO NOT INTERRUPT COMMUNITY CONNECTIVITY

Two major rail lines, currently owned by the Union Pacific Railroad (UPRR), traverse the City in a north-south direction, through both the City's eastern and western areas. The Fresno Subdivision UPRR line (east line), which is located east of State Route 99, bisects some of Elk Grove's major arterials, including Grant Line Road, Elk Grove Boulevard, Bond Road, Elk Grove Florin Road, Sheldon Road, and Calvine Road. Except for Grant Line Road, all of these crossings are at grade. The Sacramento Subdivision UPRR line (west line) is located west of State Route 99 near Interstate 5, and bisects Franklin Boulevard, Elk Grove Boulevard, and Laguna Boulevard. Crossings of this western line at Franklin Boulevard and Bilby Road are at grade, while all other crossings are grade separated. These rail lines carry a range of goods and products, including limited passenger traffic on the Fresno Subdivision line.



The California Central Traction Company also owns a railroad line that runs through the Sheldon area. These tracks are currently nonoperational, but are being kept for future options.

POLICIES: FREIGHT RAIL

- Policy MOB-6-1:** Plan and pursue funding to construct strategic grade-separated crossings of rail lines, prioritizing available funds using appropriate metrics.
- Policy MOB-6-2:** Coordinate with the UPRR to ensure freight rail lines and crossings are maintained.
- Policy MOB 6-3:** Work with the UPRR to minimize the impact of train noise on adjacent sensitive land uses through the continued implementation of *Quiet Zones*.
- Policy MOB 6-4:** Regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, congestion management, and land use goals.
- Policy MOB 6-5:** Safely accommodate truck traffic serving the City's industrial areas.

GOAL MOB-7: ADEQUATE MOBILITY SYSTEM MAINTENANCE AND OPERATION

The City of Elk Grove continues to secure and administer local, State, and federal funding to support the construction, maintenance, administration, and operation of its transportation system. The City further supports ongoing maintenance and improvements to transportation features within City-owned and operated rights-of-way such as roadways, sidewalks, separated bike and pedestrian paths, signals, and amenities such as trees and benches. The City also coordinates with other jurisdictions in the region to ensure timely and adequate maintenance and improvements to State and federally operated highways. The City uses a variety of local, State, and federal resources to fund right-of-way maintenance. Federal and State funding will continue to be used for projects that serve both local and regional travel needs.

In addition, the City pursues opportunities to improve efficient use of the roadway, including smarter signals (intelligent transportation systems, or ITS), use of resilient roadway designs to deal with storm drainage, heat, and other environmental conditions, and use of environmentally safe and recycled materials.



POLICIES: CONSTRUCTION ON THE ROADWAY SYSTEM

Policy MOB-7-1.: Prioritize roadway improvements that result in appropriate capacity and multiuser facilities on major arterials consistent with the Transportation Network Diagram.

Standard MOB-7-1.a: Generally, new roadway construction or road widening shall be completed to the ultimate width as provided in this General Plan and shall also provide required bicycle and pedestrian improvements and paths. However, phased improvements may be allowed based upon the timing of development and facility demand as determined by the City Engineer or as otherwise provided in this General Plan or an applicable specific plan or other area plan. Regardless, all roadways, pedestrian facilities, and bike routes or bikeways shall be constructed in logical and complete segments, connected from intersection to intersection, to provide safe and adequate access.



Roadway Construction in Elk Grove

Policy MOB-7-2: Coordinate and participate with the City of Sacramento, Sacramento County, Capital SouthEast Connector Joint Powers Authority and Caltrans on roadway improvements that are shared by jurisdictions in order to improve operations. This may include joint transportation planning efforts, roadway construction, and funding.

Policy MOB-7-3: Require the dedication of right-of-way and the installation of roadway improvements as part of the review and approval of development projects. The City shall require the dedication of major road rights-of-way (generally, arterials and expressways) at the earliest opportunity in the development process

Policy MOB-7-4: Require new development projects to provide funding or to construct roadway/intersection improvements to implement the City's Transportation Network Diagram. The payment of adopted roadway development or similar fees, including the City Roadway Fee Program and the voluntary I-5 Subregional Fee, shall be considered compliant with the requirements of this policy with regard to those facilities included in the fee program, provided the City finds that the fee adequately funds required roadway and intersection improvements.



If payment of adopted fees is used to achieve 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 the fee program.

Policy MOB-7-5: Assist Caltrans in implementing improvements to Interstate 5 and State Route 99 within the City as outlined in the most recent Caltrans Transportation Concept Report.

Policy MOB-7-6: Support efforts to develop the Capital SouthEast Connector, providing a regional roadway connection from Interstate 5 and State Route 99 to US 50. The City will work with the Capital SouthEast Connector Joint Powers Authority in implementing the planned roadway improvements.

Policy MOB-7-7: Discourage the creation of private roadways unless the roadways are constructed to public roadway standards.

POLICIES: EFFECIENT AND INNOVATIVE OPERATION OF THE CITY ROADWAY SYSTEM

Policy MOB-7-8: Support and use infrastructure improvements and technological advancements such as intelligent transportation management tools to facilitate the movement and security of goods throughout the City in an efficient manner.

Policy MOB-7-9: Assist in the provision of support facilities for emerging technologies such as advanced fueling stations (e.g., electric and hydrogen) and smart roadway signaling/signage.

Policy MOB-7-10: Work with a broad range of agencies to encourage and support programs that increase regional average vehicle occupancy. Examples include providing traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, road and parking pricing, and other methods.

Policy MOB-7-11: Encourage and create incentives for the use of environmentally friendly materials and innovative approaches in roadway designs that limit runoff and urban heat island effects. Examples include permeable pavement, bioswales, and recycled road base, asphalt, and concrete.

What are Road and Parking Pricing?

Road pricing refers to road user charges, such as road tolls, distance- or time-based fees, congestion charges, and other charges to discourage use of certain travel modes.

Parking pricing refers to charging a user fee for parking. These types of pricing programs have been shown in other cities and regions to help increase vehicle share and occupancy loads for commutes and to otherwise reduce driving.



Bike Lane in Elk Grove





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