CHAPTER 6:

Transportation and Circulation

The Sutter Pointe circulation system includes a hierarchy of roadways, a pedestrian and bikeway network, and provisions for public transit. The Plan places an emphasis on ensuring connectivity between uses, providing linkages to existing regional systems, and creating a safe and efficient transportation network.

Objectives, policies, and service levels presented throughout this chapter address regional roadway access, the local roadway system, and pedestrian, bicycle, and transit systems that provide viable alternatives to automobile travel. Policies presented throughout this chapter are implemented by a Master Roadway Plan (Exhibit 6.2), Master Air Quality Mitigation Plan (Appendix I), and Conceptual Transit Plan (Appendix H), as applicable.

6.1 REGIONAL ROADWAY ACCESS

Sutter Pointe is envisioned to facilitate automobile circulation and, at the same time, support transit and alternative modes of transportation such as bicycle and pedestrian mobility within and outside the Plan area, including regional connections. The Plan seeks to enhance mobility for all transportation modes, and minimize traffic impacts, both within the Sutter Pointe project area and on regional facilities beyond the Plan area. Exhibit 6.1, Regional Access Map, illustrates the current regional circulation network serving the Specific Plan area.

The Sutter Pointe Specific Plan supports and anticipates the completion of future Placer Parkway along the current Sankey Road alignment with a future freeway-to-freeway interchange at SR 99/70. Exhibit 6.2, Master Roadway Plan, shows the interim alignment of Sankey Road as a four-lane facility featuring signals at SR 99/70, Pacific Avenue, and a future north-south arterial on the eastern side of the Plan area. Future improvements within this corridor at buildout of Placer Parkway would include full interchanges at SR 99/70 and a future north-south arterial on the eastern side of the Plan area, and a grade-separated crossing at Pacific Avenue.

Objective 6.1-1: Provide efficient regional mobility options for residents, employees, and visitors of Sutter Pointe.

Policy 6.1-1: Provide connections to the existing regional transportation network, emphasizing connections south to Sacramento, east to Roseville, and north to Yuba City and Marysville.

Policy 6.1-2: Development and phasing of the Specific Plan shall provide regional roadway connections, adequate to maintain Level of Service (LOS) standards identified in the Sutter Pointe Specific Plan EIR for the proposed SR 99/70 / Riego Road interchange.

Policy 6.1-3: Initial regional roadway access to points south of the Specific Plan area shall be via a proposed freeway interchange at SR 99/70 and Riego Road. Funding and timeframes required to construct this interchange shall be established through cooperative agreements between Sutter County, the developers, and Caltrans.

Policy 6.1-4: Secure long-term regional roadway access south of the Specific Plan area adequate to maintain LOS standards. Roadway alignments south of the Specific Plan area shall be planned to accommodate and support the objectives of the Natomas Basin Habitat Conservation Plan and other regional planning efforts in the Natomas Joint Vision area.

Policy 6.1-5: Preserve right-of-way for a future roadway connection west of the Specific Plan area along the Sankey Road and Powerline Road alignments.

SERVICE LEVELS:

The following Level of Service standard shall be achieved within the Plan area.

- Level of Service D for roadway segments and intersections within the Plan area.

Current north-south access to the Plan area is provided via SR 99/70 and Powerline Road. Riego Road and Sankey Road (future Placer Parkway) provide east-west regional connectivity.

A combination of additional travel lanes on SR 99/70 and additional parallel roadways are planned to provide regional north-south travel options. Proposed routes connect Riego Road south to planned future roadways identified in the Sacramento County General Plan Circulation Element. The developers will work with Sacramento County and the Natomas Basin Conservancy to ensure that roadway connections are provided in a manner that complies with provisions of the Natomas Basin Habitat Conservation Plan.

Major employment and activity areas within the Specific Plan will be connected to the regional transportation system via the following facilities:

- South Employment Village via SR 99/70, Riego Road and Powerline Road;
- North Employment Village via Sankey Road (future Placer Parkway);
- Traditional Village via Riego Road and a proposed north-south arterial road;
- Greenbelt Village via Riego Road and a proposed north-south arterial road;
- Recreational Village via a proposed north-south arterial road connecting Riego Road and Sankey Road (future Placer Parkway);
- Town Center via a proposed north-south arterial road extending south from Riego Road;
- West Activity Center via SR 99/70 and Riego Road;
- North Activity Center via Sankey Road (future Placer Parkway) and a proposed north-south arterial road; and
- East Activity Center via Riego Road and a proposed north-south arterial road.

The Level of Service standard presented in this section corresponds to the buildout condition of the Sutter Pointe community. The Level of Service to be provided as the community develops incrementally may vary from this level, as described in the Conceptual Transit Plan (Appendix H) and Development Agreements that accompany the Specific Plan.

Intersections within Pedestiran Districts shall be excluded from the Level of Service policy.

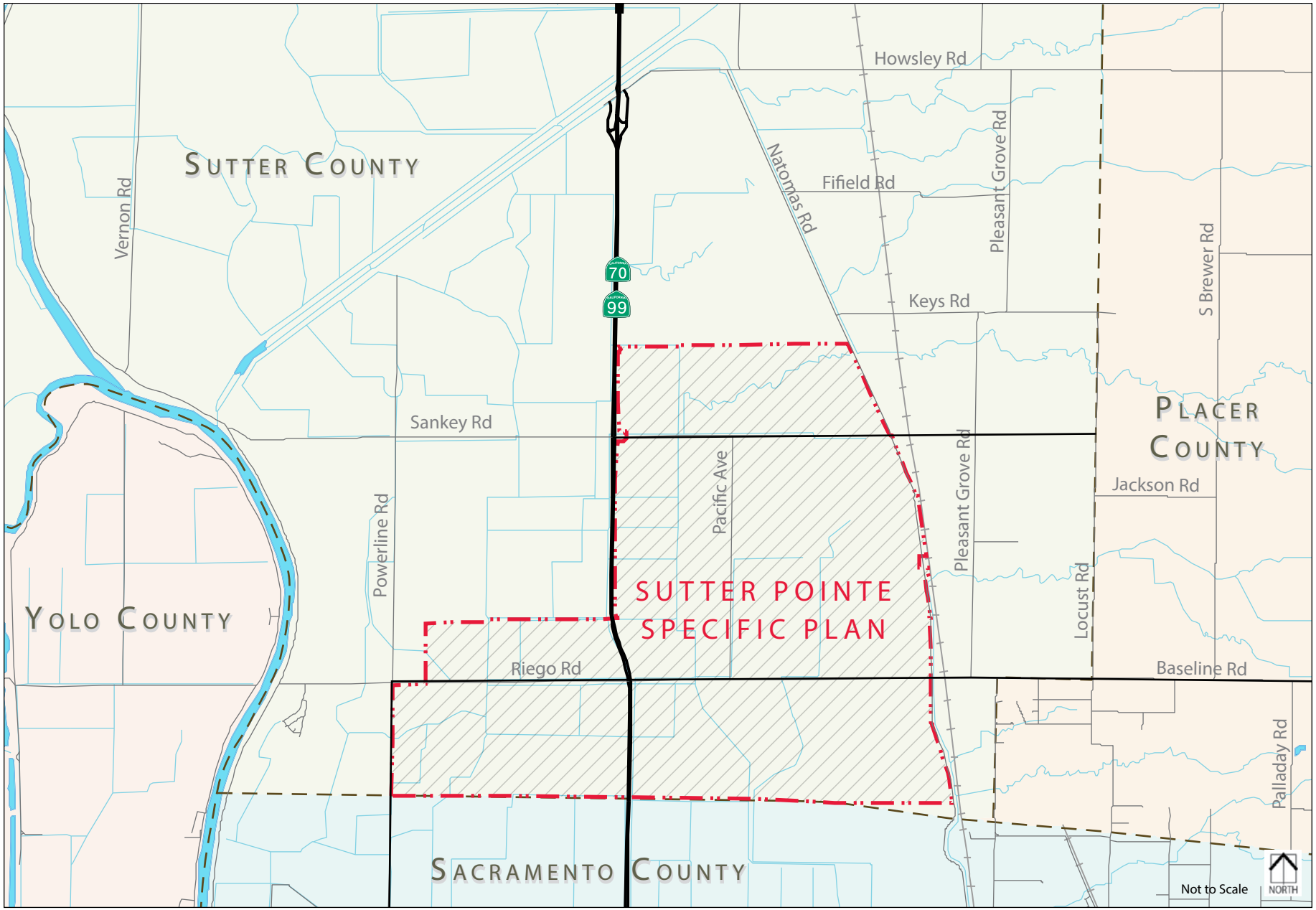


Exhibit 6.1: Regional Access Map

6.2 ROADWAY CIRCULATION SYSTEM

Objective 6.2-1: Provide an internal roadway system that supports multi-modal transportation options serving automobiles, transit, trucks, bicycles, and pedestrians.

Policy 6.2-1: Provide safe and efficient access to employment centers for vehicles, bicycles, and pedestrians from residential neighborhoods, schools, parks, and recreational amenities.

Policy 6.2-2: Provide arterial roadways that relieve traffic congestion and enhance local and interregional connectivity.

Policy 6.2-3: All streets and roadways shall be dedicated and improved to the roadway design standards as generally defined in this section and the roadway design standards maintained by the Development Services Public Works Division. Exceptions may be necessary but should be kept to a minimum and shall be permitted only upon determination by the Public Works Director and Community Services Director that safe and adequate public access and circulation are preserved by such exceptions.

Policy 6.2.4: Residential and industrial minor streets shall be planned and built consistent with the minor street cross-section options presented in this chapter, to provide local access and maintain community character. Determination of cross-sections to apply to minor streets shall be made upon filing of tentative maps.

Policy 6.2-5: Roundabouts may be provided at intersections of collector and local streets as indicated in Exhibit 6.2 and illustrated in Exhibit 6.15, where intersection analysis indicates that roundabouts provide sufficient capacity for buildout conditions. Roundabouts are not permitted at arterial to arterial intersections.

Policy 6.2-6: Provide traffic signals where warranted, as shown in Exhibit 6.16.

Policy 6.2-7: The public right-of-way along Natomas Road between Sankey Road and Riego Road will be abandoned to enhance motorist and resident safety. Access to properties currently fronting onto Natomas Road will be maintained via local residential roadways constructed within Sutter Pointe, shown on the Tentative Subdivision Maps filed for the subject area.

Sutter Pointe's internal circulation system is designed around the following key features:

- A freeway interchange at Riego Road and SR 99/70;
- A freeway interchange at the North Activity Center connecting a new north-south arterial to future Placer Parkway;
- East-west arterial roadways along the current Sankey Road and Riego Road alignments;
- North-south arterial roadways along the current Powerline Road alignment, adjacent to the Town Center, along the current Pacific Avenue alignment, and connecting the North and East Activity Centers.
- A grade-separated crossing over SR 99/70, south of Riego Road connecting the South Employment Village to the Town Center, Great Park, and Traditional Village.
- A grade-separated crossing over future Placer Parkway west of the current Pacific Avenue alignment connecting the North Employment Village with the remainder of the Specific Plan area.
- Future parallel roadways to SR 99/70 (either new roads or widening of existing roads) that provide regional travel options parallel to the state highway corridor. All routes would connect Riego Road south to planned future roadways in Sacramento County.

A hierarchical system of roadways is planned to serve Sutter Pointe. The proposed Master Roadway Plan is illustrated in Exhibit 6.2, and representative cross sections for each roadway type are provided in Exhibits 6.3 through 6.14.

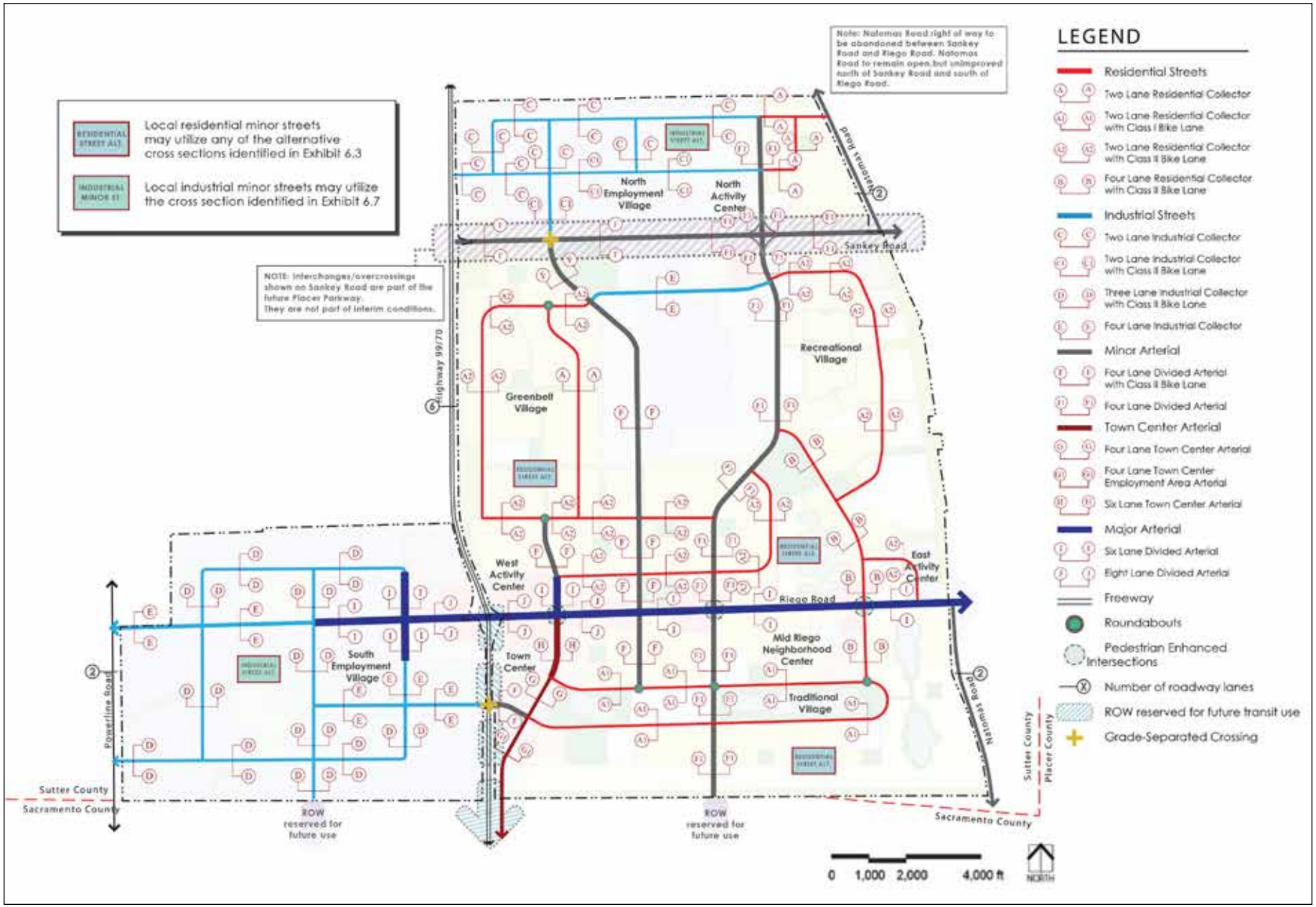


Exhibit 6.2: Master Roadway Plan

Source: Wood Rodgers, 2020

Following are descriptions of the proposed roadway types. These descriptions include roadways shown on Exhibit 6.2, Master Roadway Plan, as well as minor residential and industrial streets to be constructed within identified land use parcels. Table 6.1 provides a summary of the proposed roadway types in the Plan area.

6.2.1 RESIDENTIAL MINOR STREETS

Three different options are available for residential minor streets to be constructed within land use parcels identified for residential use within the Specific Plan. A hierarchical street system will generally be utilized with traffic from Alternatives 1 and 2 moving through Alternative 3 to gain access to larger collector streets. However, any or all of these options may be employed within a given land use parcel, as appropriate to provide access to residential units and to maintain desired community character. Determination of cross-sections to be applied within each parcel shall be made upon filing of tentative subdivision maps.

TWO LANE RESIDENTIAL MINOR STREET - ALTERNATIVE 1

The Two-Lane Residential Minor Street Alternative 1 consists of a 42-foot right-of-way (see Exhibit 6.3). This alternative would generally be used on streets that have an average daily traffic count of less than 500, and do not generally have direct connections to collectors, parks, or other areas where pedestrians are encouraged. This street will typically connect to Alternative 2, but may connect to Alternative 3 or provide access to public or private alleys.

TWO-LANE RESIDENTIAL MINOR STREET - ALTERNATIVE 2

The Two-Lane Residential Minor Street Alternative 2 consists of a 52-foot right-of-way (see Exhibit 6.3). This alternative would generally be used to facilitate circulation within residential areas and provide indirect access to collectors (i.e, through connection to Alternative 3 streets). This alternative will typically connect Alternative 1 to Alternative 3, and may provide access to public or private alleys.

TWO-LANE RESIDENTIAL MINOR STREET - ALTERNATIVE 3

The Two-Lane Residential Minor Street Alternative 3 consists of a 68-foot right-of-way (see Exhibit 6.3). This alternative will provide residential neighborhoods with access to collector streets. It will typically be used as the main entrance road into individual residential neighborhoods and provide access to their parks and public facilities, often using a loop-type configuration. Alternatives 1 and 2 will typically branch off from this alternative to establish the residential minor street hierarchy.

PUBLIC AND PRIVATE ALLEY

The Public and Private Alleys consist of a 22-foot-wide right-of-way (see Exhibit 6.3). Alleys should be generally limited to providing only secondary vehicular access to residential development. Alleys should be limited in length to 500 feet between public streets. Parallel parking shall not be allowed.

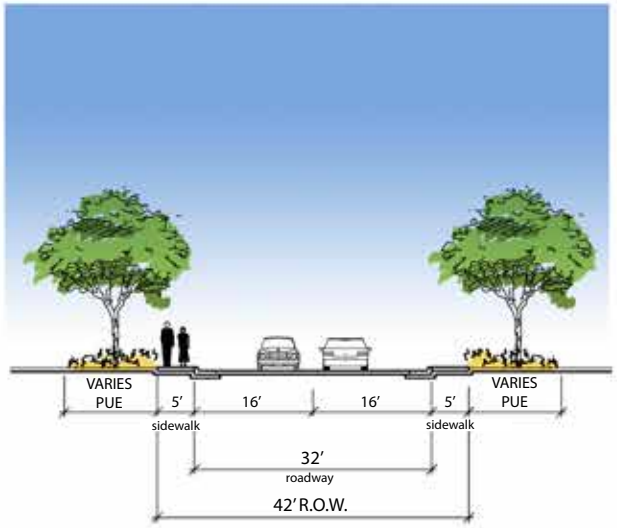
Exhibit 6.4 provides an example of how these different residential minor street alternatives may be used within the Plan area.

TABLE 6.1: PROPOSED ROADWAY TYPES SUMMARY

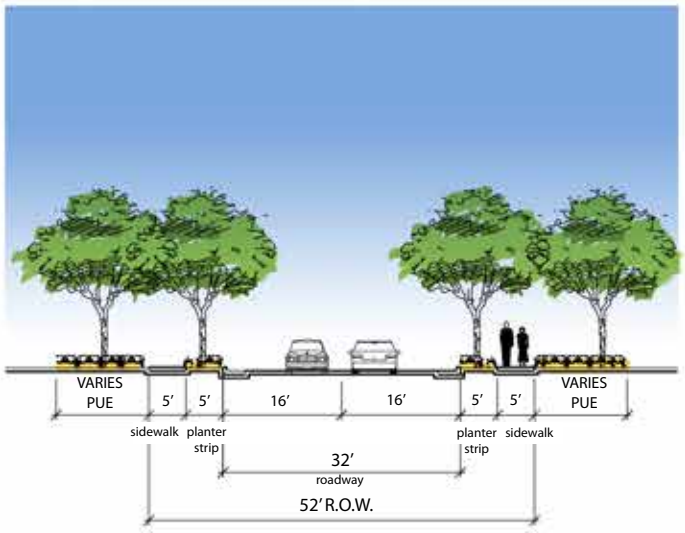
Roadway Type	Section	Right-of-Way Width	Pavement Width	Travel Lanes	Bicycle Facility	Pedestrian Facility
Residential Minor Street	Alt. 1	42 feet	32 feet	2	NA	5-foot sidewalks
	Alt. 2	52 feet	32 feet	2	NA	5-foot sidewalks
	Alt. 3	68 feet	32 feet	2	NA	8-foot sidewalks
Public and Private Allley	NA	22 feet	22 feet	2	NA	NA
Residential Collector	A-A	60 feet	40 feet	2	NA	5-foot sidewalks
	A1-A1	55 feet	40 feet	2	12-foot multiuse trail	5-foot sidewalk[1]
	A2-A2	70 feet	50 feet	2	5-foot bike lanes	5-foot sidewalks
	B-B	90 feet	64 feet	4	5-foot bike lanes	5-foot sidewalks
Industrial Minor Street	NA	60 feet	50 feet	2	NA	5-foot sidewalks
Industrial Collector	C-C	63 feet	43 feet	2	NA	5-foot sidewalks
	C1-C1	60 feet	40 feet	2	5-foot bike lanes	5-foot sidewalks
	D-D	85 feet	65 feet	3	5-foot bike lanes	5-foot sidewalks
	E-E	105 feet	71 feet	4	12-foot multiuse trail	6-foot sidewalk
Town Center Arterial	G-G	123 feet	93 feet	4	5-foot bike lanes	15-foot sidewalks
	G1-G1	109 feet	93 feet	4	5-foot bike lanes	8-foot sidewalks
	H-H	147 feet	117 feet	6	5-foot bike lanes	15-foot sidewalks
Divided Arterial	F-F	107 feet	79 feet	4	5-foot bike lanes	6-foot sidewalks
	F1-F1	103 feet	69 feet	4	12-foot multiuse trail	6-foot sidewalk[1]
	I-I	127 feet	95 feet	6	12-foot multiuse trail	6-foot sidewalk[1]
	J-J	151 feet	119 feet	8	12-foot multiuse trail	6-foot sidewalk[1]

Note: NA- Not Applicable

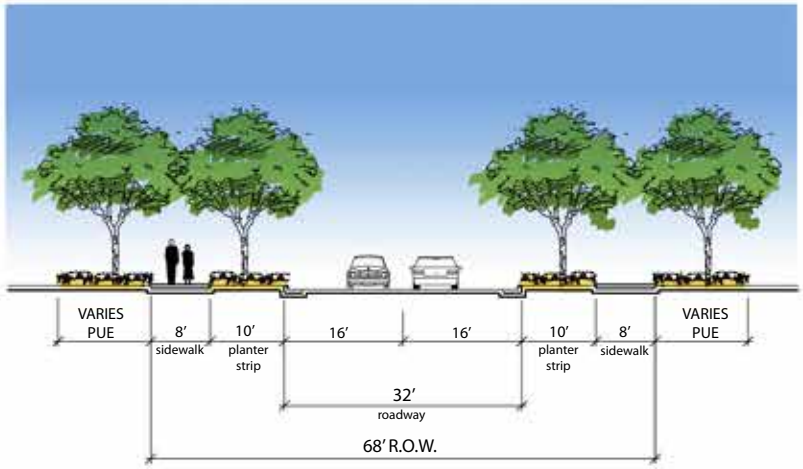
1. On cross-sections featuring a multi-use trail, a sidewalk facility is provided on only one side of the roadway.



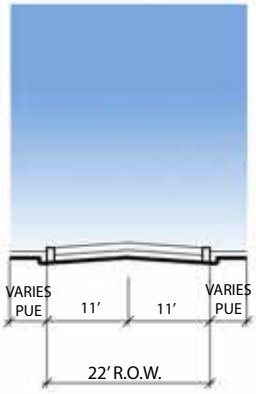
Two Lane Residential Minor
Alternative 1



Two Lane Residential Minor
Alternative 2



Two Lane Residential Minor
Alternative 3



Public and Private Alley

Exhibit 6.3: Residential Minor Street Alternatives

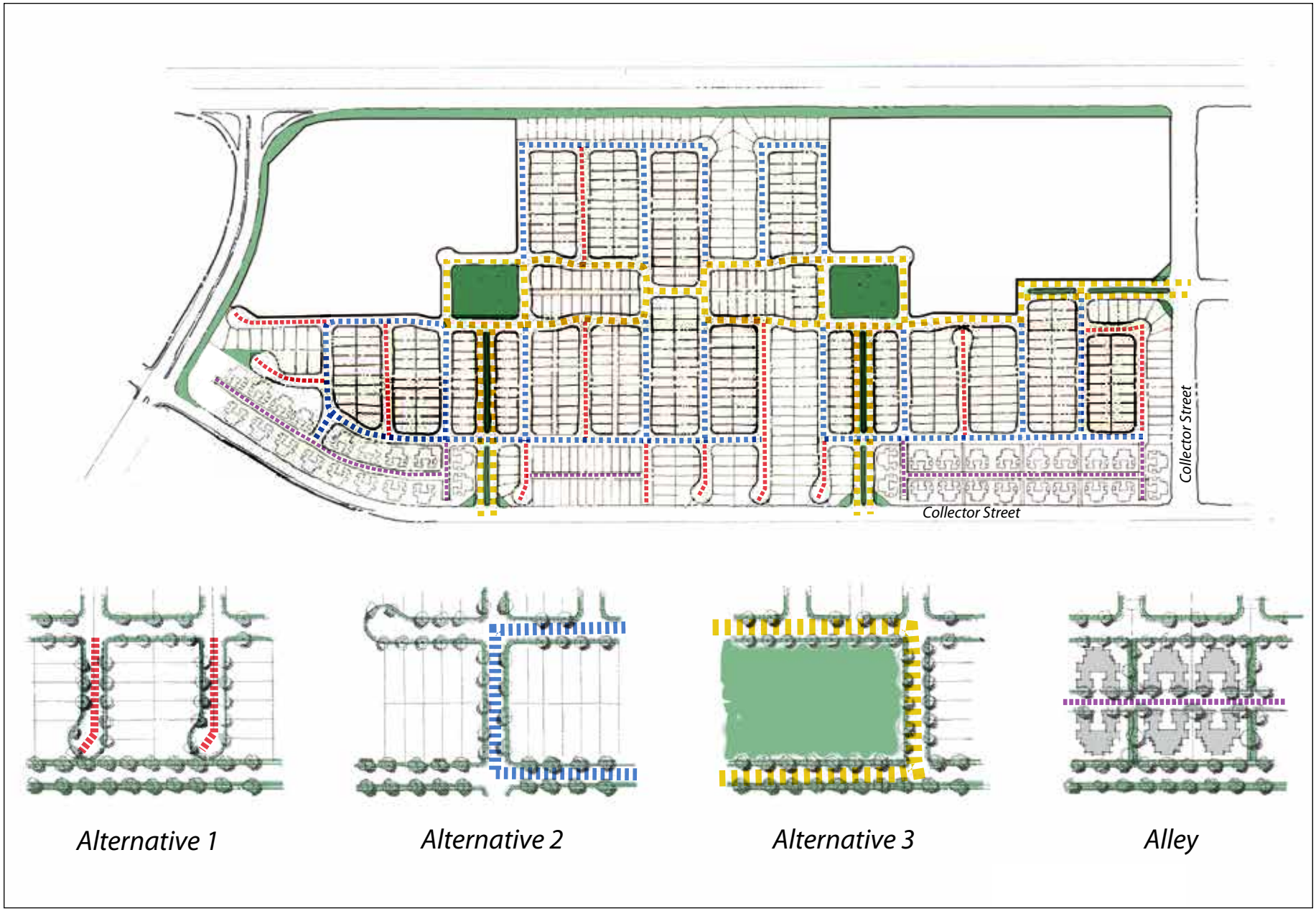


Exhibit 6.4: Residential Minor Street Alternatives Diagram

6.2.2 RESIDENTIAL COLLECTOR STREETS

Residential Collector Streets provide links within and between residential areas in Sutter Pointe. These streets are used to connect residential minor streets with arterials and highways within the Plan area.

Landscaping along these streets is dependent upon the adjacent land use. Single-family residential development backing on to a collector street should include the total landscape setback as depicted in Section B-B of Exhibit 6.6. The sidewalk should meander, wherever feasible, within the landscape setback. Cost sharing and size of the landscape setback will be determined within development agreements. It is anticipated that the landscape setback will be dedicated to and maintained by an appropriate assessment district or public entity.

Multi-family and non-residential development adjacent to collector streets should be improved to the back of the sidewalk with a planter strip between the curb and sidewalk and a planter area behind the sidewalk, which will be improved, owned, and maintained by the adjacent landowner. Details will be established in the Public Area Landscaping Master Plan prior to filing of the first tentative subdivision map.

Single-family residential development shall not front on four-lane residential collectors.

The four types of Residential Collector Streets include:

Two Lane Residential Collector (Section A-A)

- 60-foot right-of-way (see Exhibit 6.5).

Two Lane Residential Collector with Class I Bike Path Adjacent to Park (Section A1-A1)

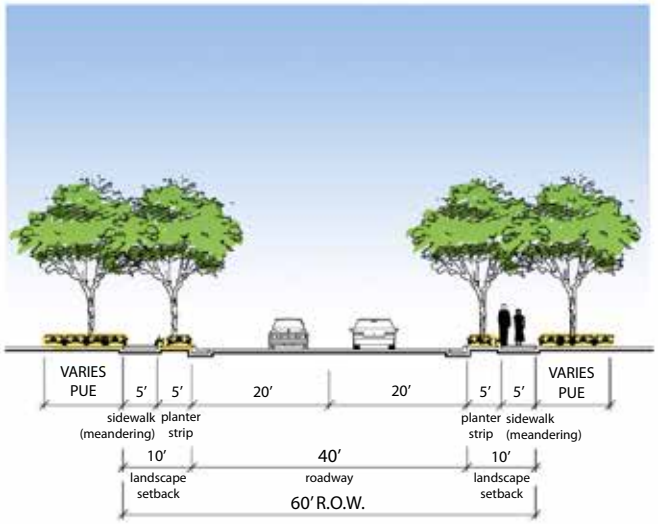
- 55-foot right-of-way (see Exhibit 6.5)
- Adjacent to Great Park system within Traditional Village
- Applies to roadways where driveways infrequently cross sidewalks

Two Lane Residential Collector with Class II Bike Lane (Section A2-A2)

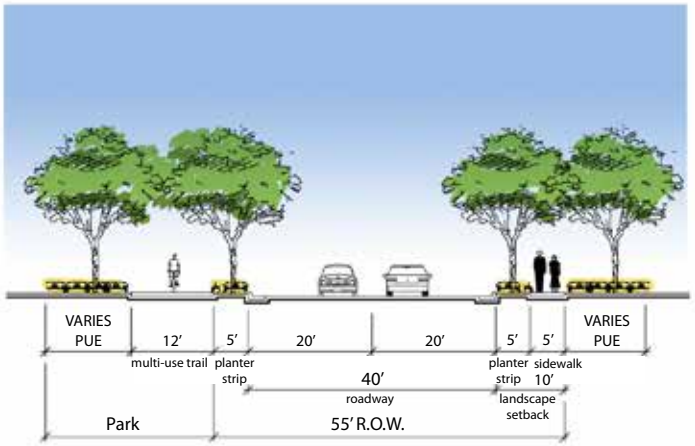
- 70-foot right-of-way (see Exhibit 6.6)
- Applies to roadways where driveways infrequently cross trails

Four Lane Residential Collector (Section B-B)

- 90-foot right-of-way (see Exhibit 6.6)

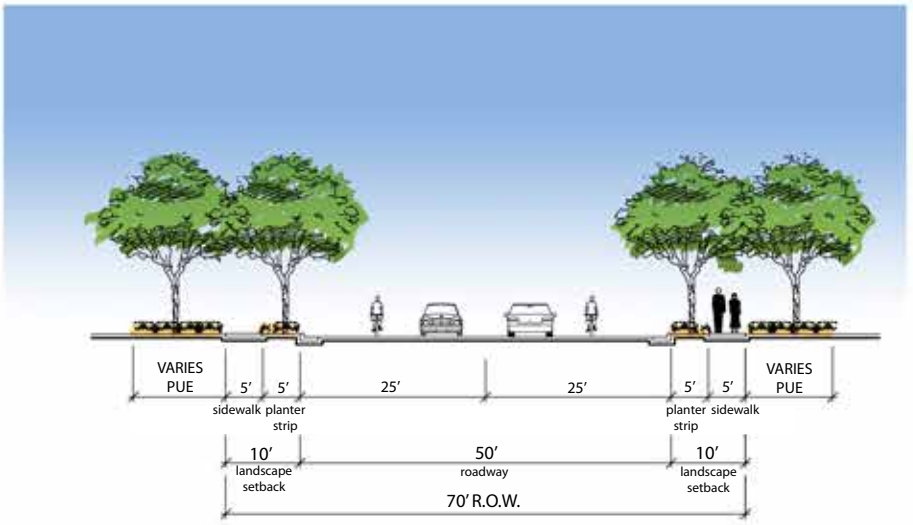


Two Lane Residential Collector
Section A - A

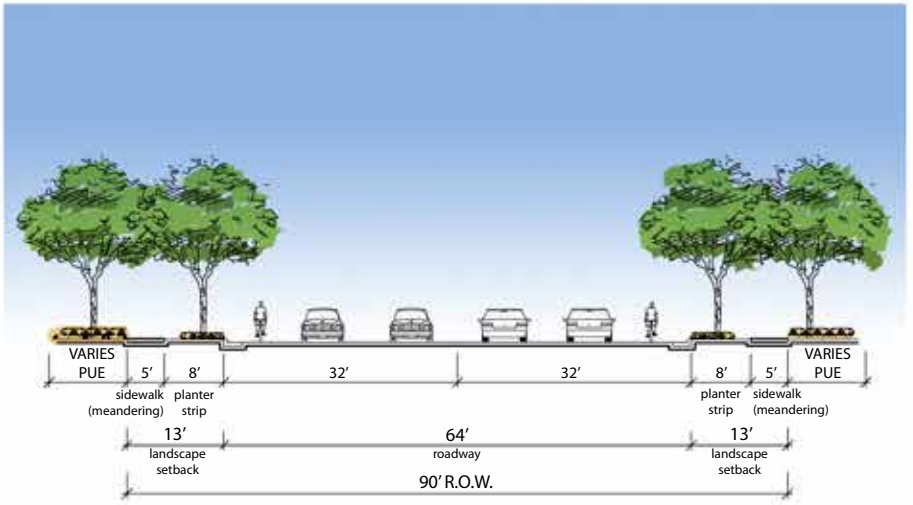


Two Lane Residential Collector with Multi-Use Trail
Adjacent to Park
Section A1 - A1

Exhibit 6.5: Two Lane Residential Collectors



Two Lane Residential Collector with Class II Bike Lane
Section A2 - A2



Four Lane Residential Collector with Class II Bike Lane
Section B - B

Exhibit 6.6: Two and Four Lane Residential Collectors with Bike Lanes

COLLECTOR FRONTAGE PROVISIONS

In order to facilitate the flow of vehicle traffic and promote safety on collector streets, the following special requirements must be met for single-family residential lots to have driveway access to collector streets. Exhibit 6.7 provides two examples for driveway configurations. Exemptions may be permitted upon determination by the Public Works Director that safe and adequate access and circulation are preserved by such exception.

Single family dwellings will be able to have driveway access to collector streets only under the following average daily traffic (ADT) conditions:

ADT	Access
0 to 3,500	No limitations or controls required.
3,500 to 5,000	Frontage allowed only where driveway designs permit front-out egress (see Exhibit 6.7 for possible driveway designs).
Over 5,000	Frontage requires alley loaded lots with access to parking. No driveway access to collector streets.

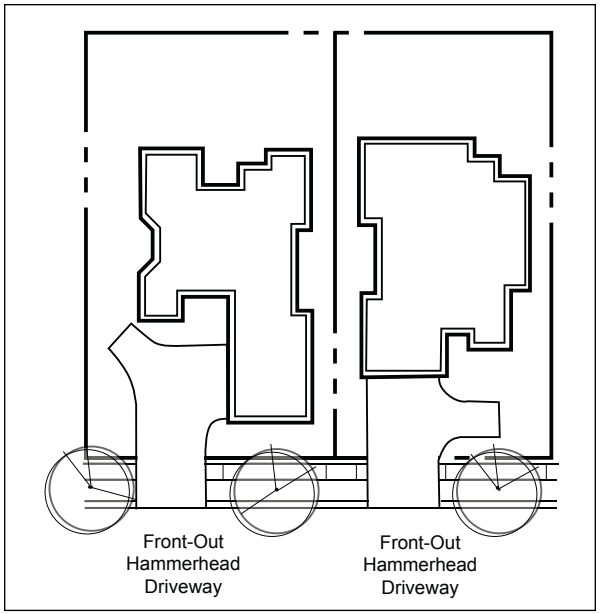


Figure 6.7: Driveway Access on Collector Streets

6.2.3 INDUSTRIAL MINOR STREET

For future industrial minor roadways providing local access that are not identified on the Specific Plan map, a minor industrial cross-section shall be employed that consists of a 60-foot right-of-way (see Exhibit 6.8). Landscaping treatments behind sidewalks will vary as specified in the Design Guidelines (Appendix A).

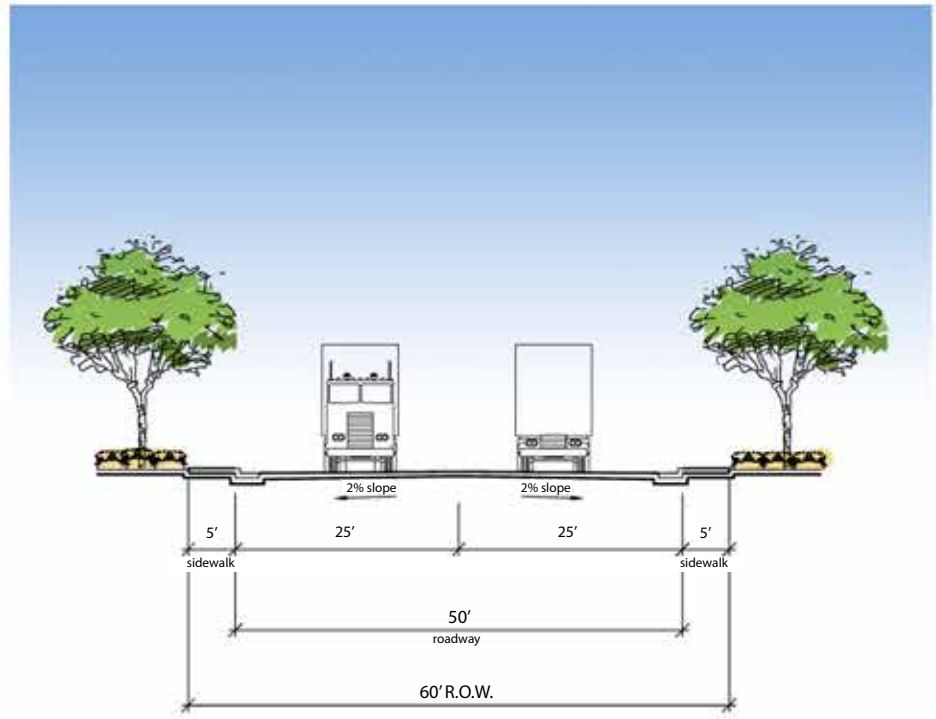


Exhibit 6.8: Industrial Minor Street

6.2.4 INDUSTRIAL COLLECTOR STREETS

Similar to Residential Collector Streets, Industrial Collector Streets provide links within industrial areas of Sutter Pointe, and are used to connect Industrial Minor Streets to arterials and highways within the Plan area.

Development adjacent to all Industrial Collector Streets should be improved to the back of the sidewalk with a planter strip between the curb and sidewalk and a planter area behind the sidewalk to be improved, owned, and maintained by the adjacent landowner. Details will be established in the Public Area Landscaping Master Plan prior to filing of the first tentative subdivision map.

The four types of Industrial Collector Streets include:

Two Lane Industrial Collector (Section C-C)

- 63-foot right-of-way (see Exhibit 6.9)

Two Lane Industrial Collector with Class II Bike Lane (Section C1-C1)

- 60-foot right-of-way (see Exhibit 6.9)

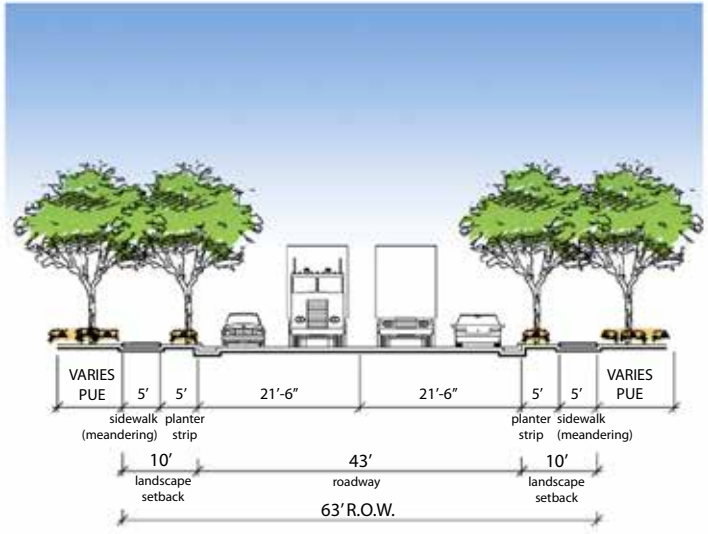
Three Lane Industrial Collector (Section D-D)

- 85-foot right-of-way (see Exhibit 6.10)

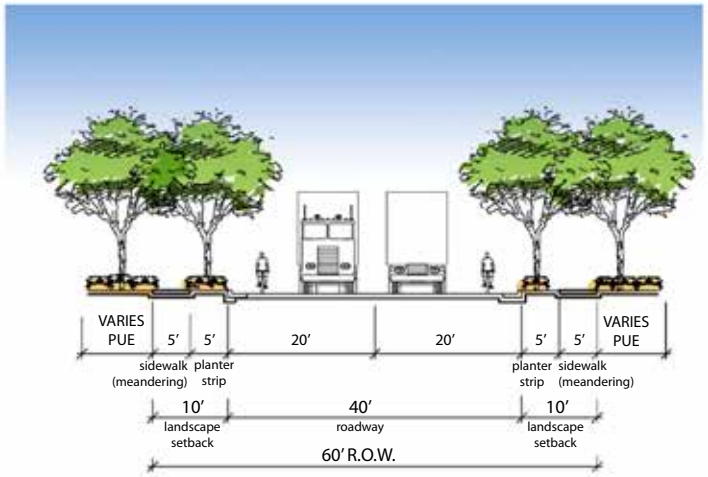
Four Lane Industrial Collector (Section E-E)

- 105-foot right-of-way (see Exhibit 6.10)

Sections C-C and C1-C1 represent the design intent for the North Employment Area. These are non-standard designs and will need to be considered for design exceptions at the time of approval of tentative maps for development of the North Employment Area.

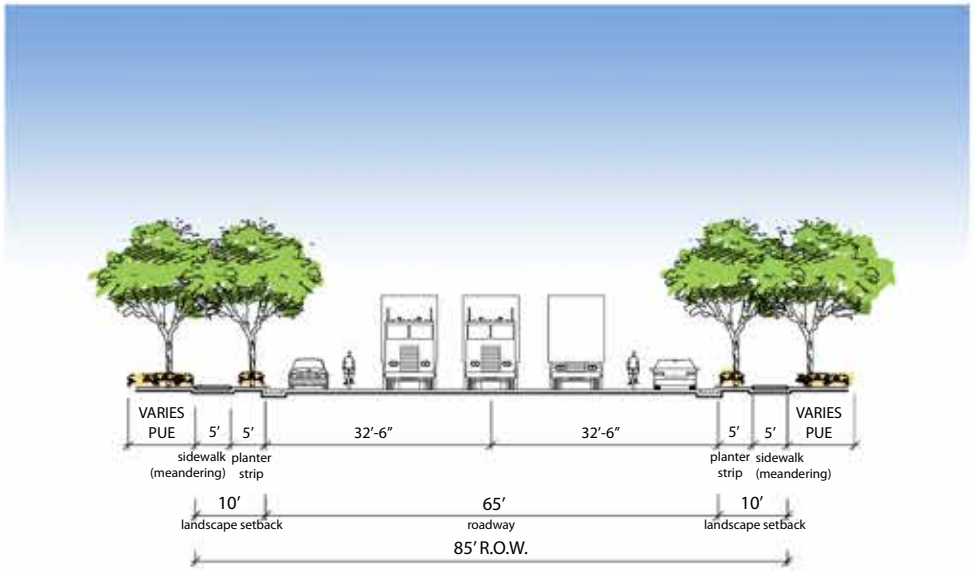


Two Lane Industrial Collector
Section C - C

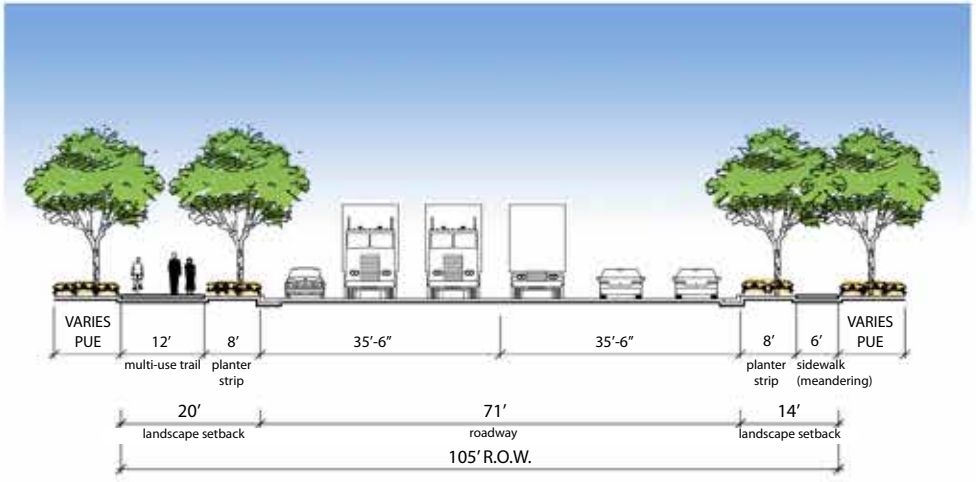


Two Lane Industrial Collector with
Class II Bike Lane
Section C1 - C1

Exhibit 6.9: Two Lane Industrial Collectors



Three Lane Industrial Collector with Class II Bike Lane
Section D - D



Four Lane Industrial Collector
Section E - E

Exhibit 6.10: Three and Four Lane Industrial Collectors

6.2.5 ARTERIAL ROADWAYS

Arterial Roadways provide access to activity centers, the Town Center, highways, and other arterials and collectors. These are high speed/high volume roadways, where providing direct access to parcels is a secondary function. Single-family residential development shall not front on an arterial roadway.

Landscaping along these roadways is dependent upon the adjacent land use. Single-family residential development backing on to Arterial Roadways should include the total landscape setback. Cost sharing for setbacks will be determined within development agreements, and the size of landscape setbacks will be determined in the Public Area Landscaping Master Plan. It is anticipated that for Sections I-I and J-J, the landscape setback will be dedicated to and maintained by an appropriate assessment district or public entity.

Multi-family and non-residential development adjacent to Arterial Roadways depicted in Sections F-F, F1-F1, I-I, and J-J should be improved to the back of the sidewalk with a planter strip between the curb and sidewalk to be improved, owned, and maintained by the adjacent landowner. Landscaping details will be established in the Public Area Landscaping Master Plan prior to filing of the first tentative subdivision map.

Where traffic lanes are less that 18' in width, parking is permitted on the street, and the street exceeds 300' between intersections; periodic no parking (pull-out) areas should be provided to permit cars to pull out of a traffic lane for passing emergency vehicles. This can be accomplished by spacing driveways in such a manner to provide an adequate no parking area.

The seven Arterial Roadway designs include:

Four Lane Divided Arterial with Class II Bike Lane (Section F-F)

- 107-foot right-of-way (see Exhibit 6.11)

Four Lane Divided Arterial (Section F1-F1)

- 103-foot right-of-way (see Exhibit 6.11)

Four Lane Town Center Arterial (Section G-G)

- 123-foot right-of-way (see Exhibit 6.12)
- Wide sidewalks allow outdoor cafe-style seating to support pedestrian-oriented intent of mixed-use areas in Town Center

Four Lane Town Center Arterial (Section G1-G1)

- 109-foot right-of-way (see Exhibit 6.12)
- Suitable for use in E1 areas of Town Center

Six Lane Town Center Arterial (Section H-H)

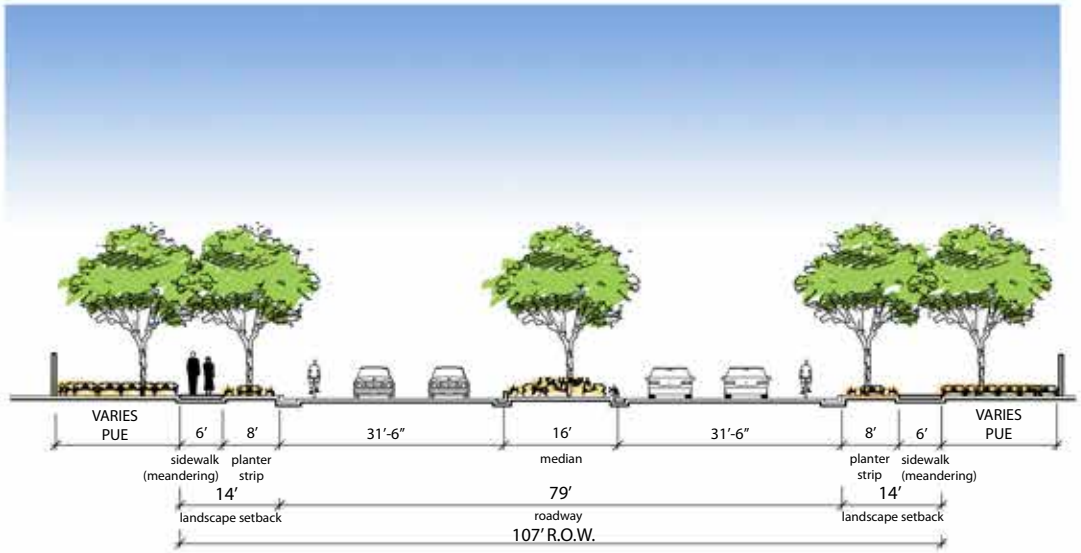
- 147-foot right-of-way (see Exhibit 6.13)
- Connects Town Center to West Activity Center with space for multi-modal transportation options

Six Lane Divided Arterial (Section I-I)

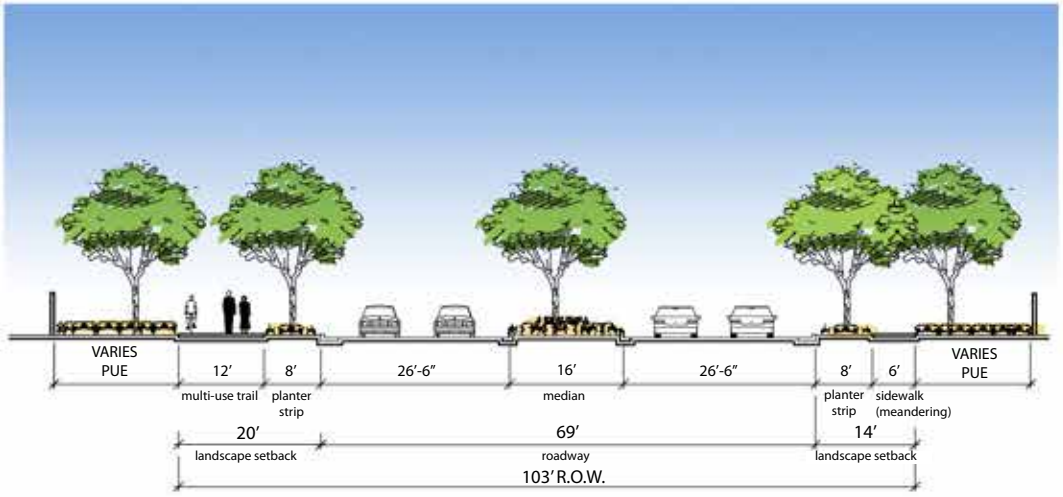
- 127-foot right-of-way (see Exhibit 6.14)

Eight-Lane Divided Arterial (Section J-J)

- 151-foot-wide right-of-way (see Exhibit 6.14)
- Right-of-way is reserved within roadway corridor to facilitate future Light Rail or Bus Rapid Transit service along these key routes

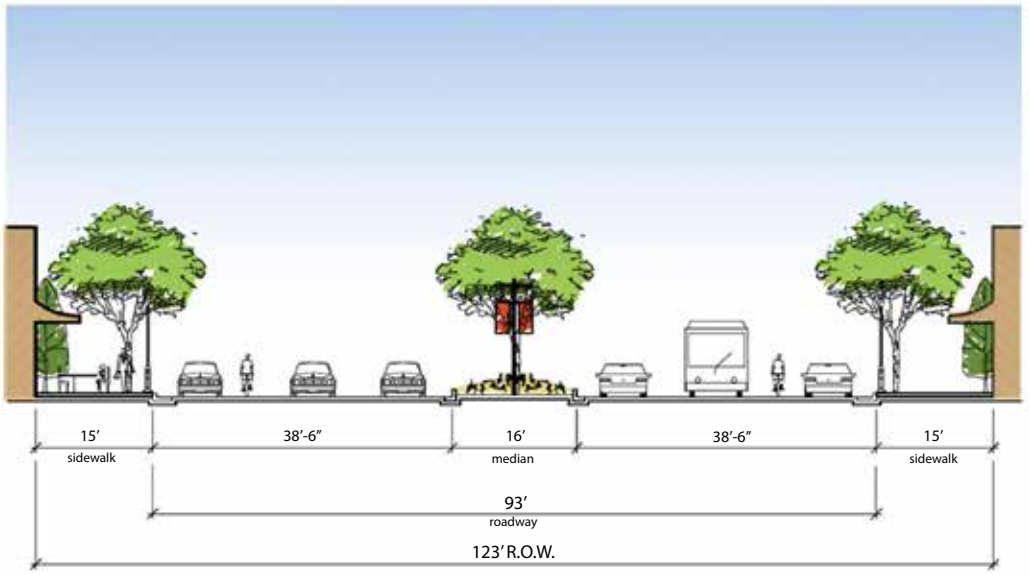


Four Lane Divided Arterial with Class II Bike Lane
Section F - F

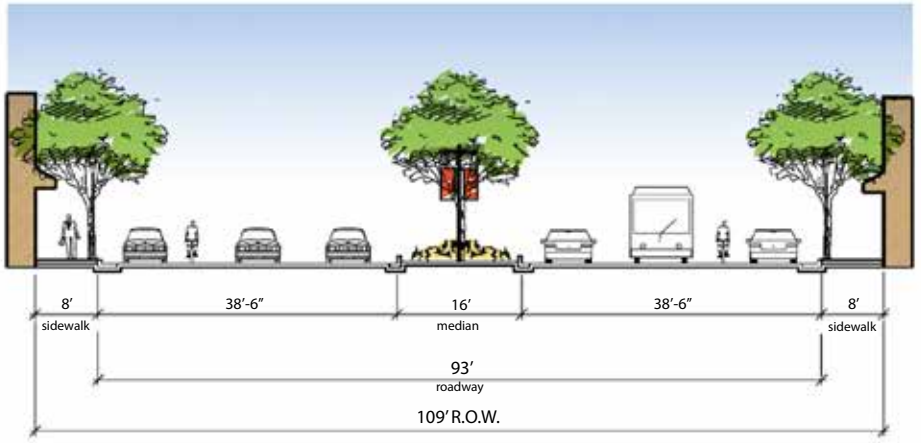


Four Lane Divided Arterial
Section F1 - F1

Exhibit 6.11: Four Lane Divided Arterials

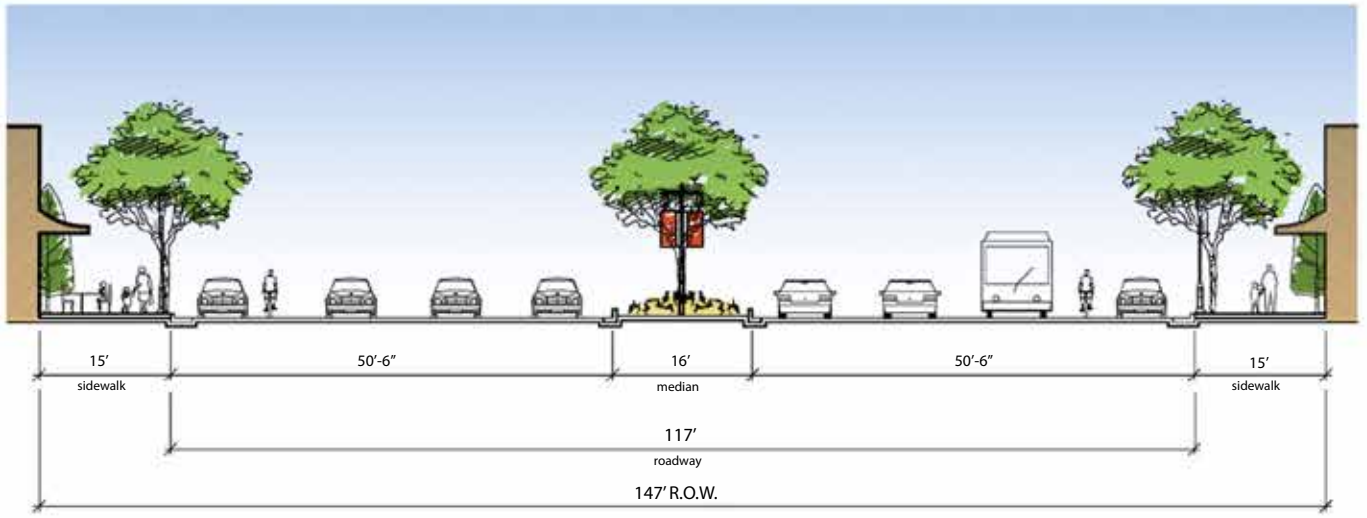


Four Lane Arterial with Class II Bike Lane
Town Center
Section G - G



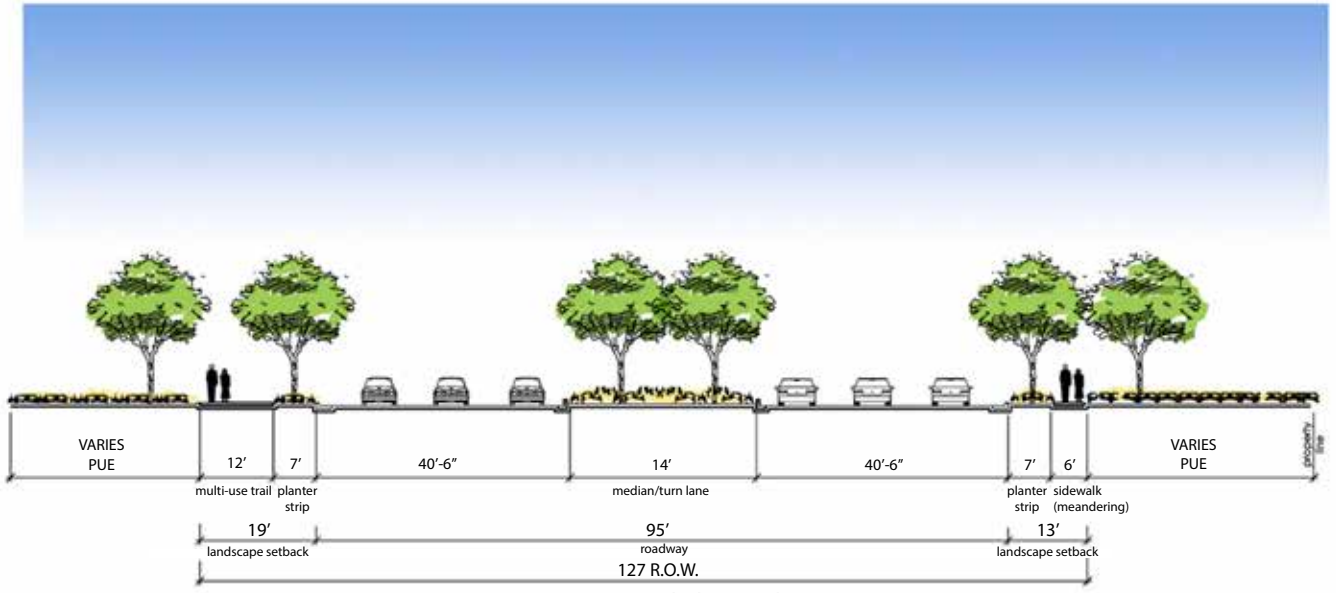
Four Lane Arterial with Class II Bike Lane
Town Center Employment Area
Section G1 - G1

Exhibit 6.12: Four Lane Town Center Arterials

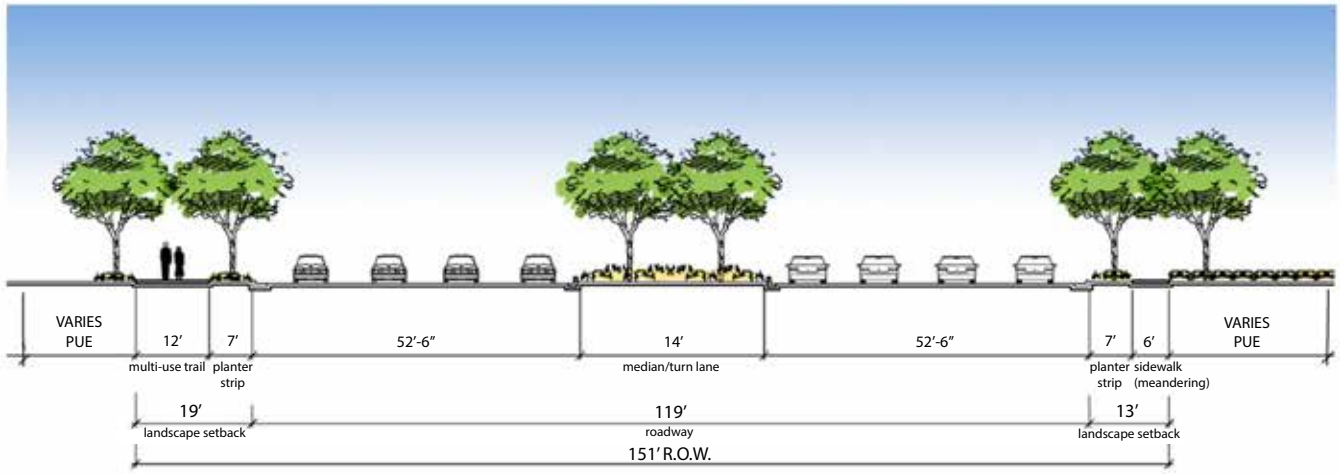


Six Lane Arterial with Class II Bike Lane
Town Center
Section H - H

Exhibit 6.13: Six Lane Town Center Arterial



Six Lane Divided Arterial
Section I - I



Eight Lane Divided Arterial
Section J - J

Exhibit 6.14: Six and Eight Lane Divided Arterials

6.3 ROUNDABOUTS

Roundabouts are also identified in Exhibit 6.2 at locations within the Greenbelt, Traditional, and Recreational Villages. Proposed designs, final locations, and dimensions for these roundabouts will be specified upon filing of tentative subdivision maps or improvement plans. Diagrams illustrating potential design of roundabouts on collector streets within the Specific Plan area are presented in Exhibit 6.15.

A roundabout is a circular intersection where traffic flows around a center island. Since vehicles entering the roundabout are required to yield to traffic in the circle, more vehicles can move through the intersection with less delay. The unique one-way design of roundabouts also accommodates the turning radius of large vehicles, like semi-trucks and buses.

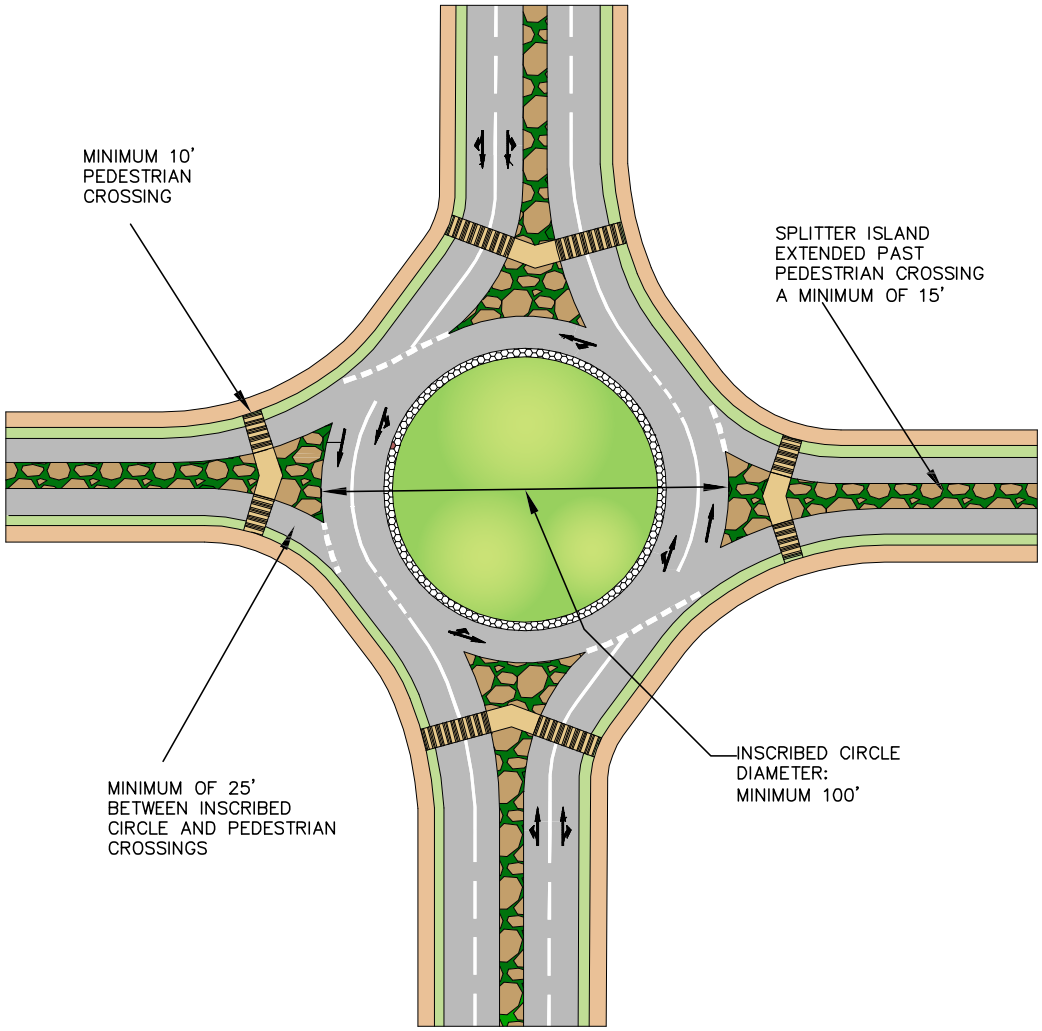
Traffic calming islands differ from roundabouts in several ways. These small traffic circles are often used to slow traffic speeds in residential neighborhoods and reduce accidents. In addition, the raised center islands are not designed to accommodate large vehicles and left-turning traffic, which often take the turn in front of the circles.

Roundabouts are designed to handle fire trucks, buses, and various sizes of emergency vehicles, as well as truck and trailer combinations. The center island of all single-lane roundabouts is built with a gradually sloped and flat curb, called a truck apron.

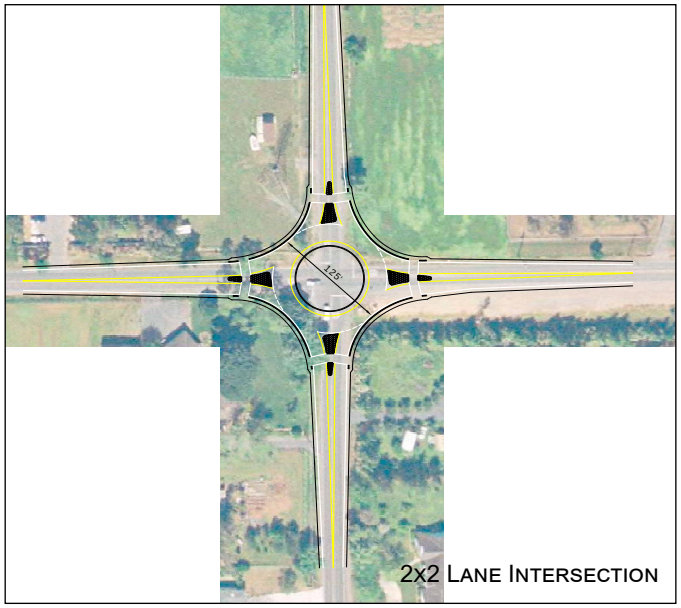
The elements that constitute a roundabout are:

- Yielded entry – cars entering must wait for a gap in the circulating traffic before entering the roundabout
- Islands separate the entry from the circular roadway
- Designated crossing areas for pedestrians
- Designed to be driven at speeds of 15 – 20 miles per hour
- Single or multiple lanes

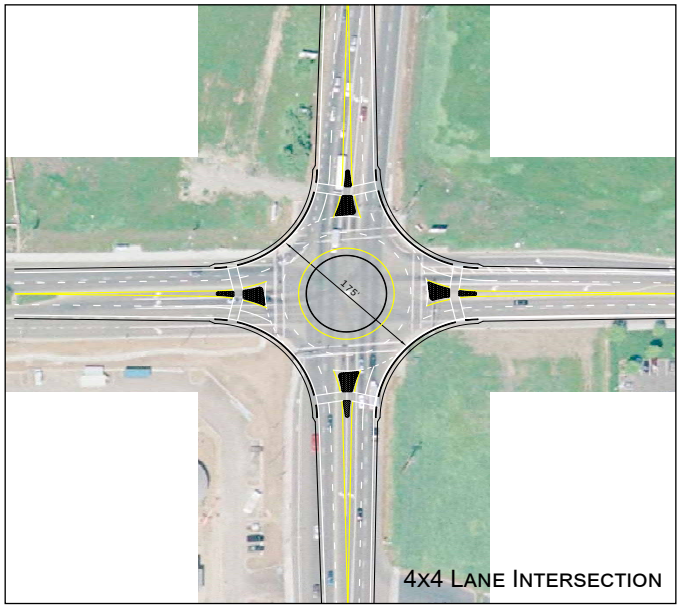
Exhibit 6.15 shows potential configurations for roundabouts at locations where two lane streets intersect one another, as well as locations where a two lane street intersects a four lane street, and a four lane street intersects a four lane street. Actual design of roundabouts within the Sutter Pointe community will take place at the tentative subdivision map stage.



4 Lane Intersection



2x2 Lane Intersection



4x4 Lane Intersection

Exhibit 6.15: Roundabouts

Source: Fehr & Peers, 2007

6.4 TRAFFIC CONTROL

Exhibit 6.16 identifies intersection traffic control, grade-separated crossings, and freeway interchanges. Future freeway interchanges are proposed for Riego Road and SR-99/70, SR-99/70 and Sankey Road (future Placer Parkway), and Sankey Road (future Placer Parkway) and the new north/south arterial serving the North Employment Village and the Recreational Village. Traffic signal control is proposed at most of the arterial-arterial and arterial-collector intersections with a minimum intersection spacing of 1,300 feet, except for intersections adjacent to the SR-99/70/Riego Road interchange where a minimum spacing of 1,500 feet is recommended. Future adjustments to these signal spacing requirements may be allowed based on specific traffic studies.

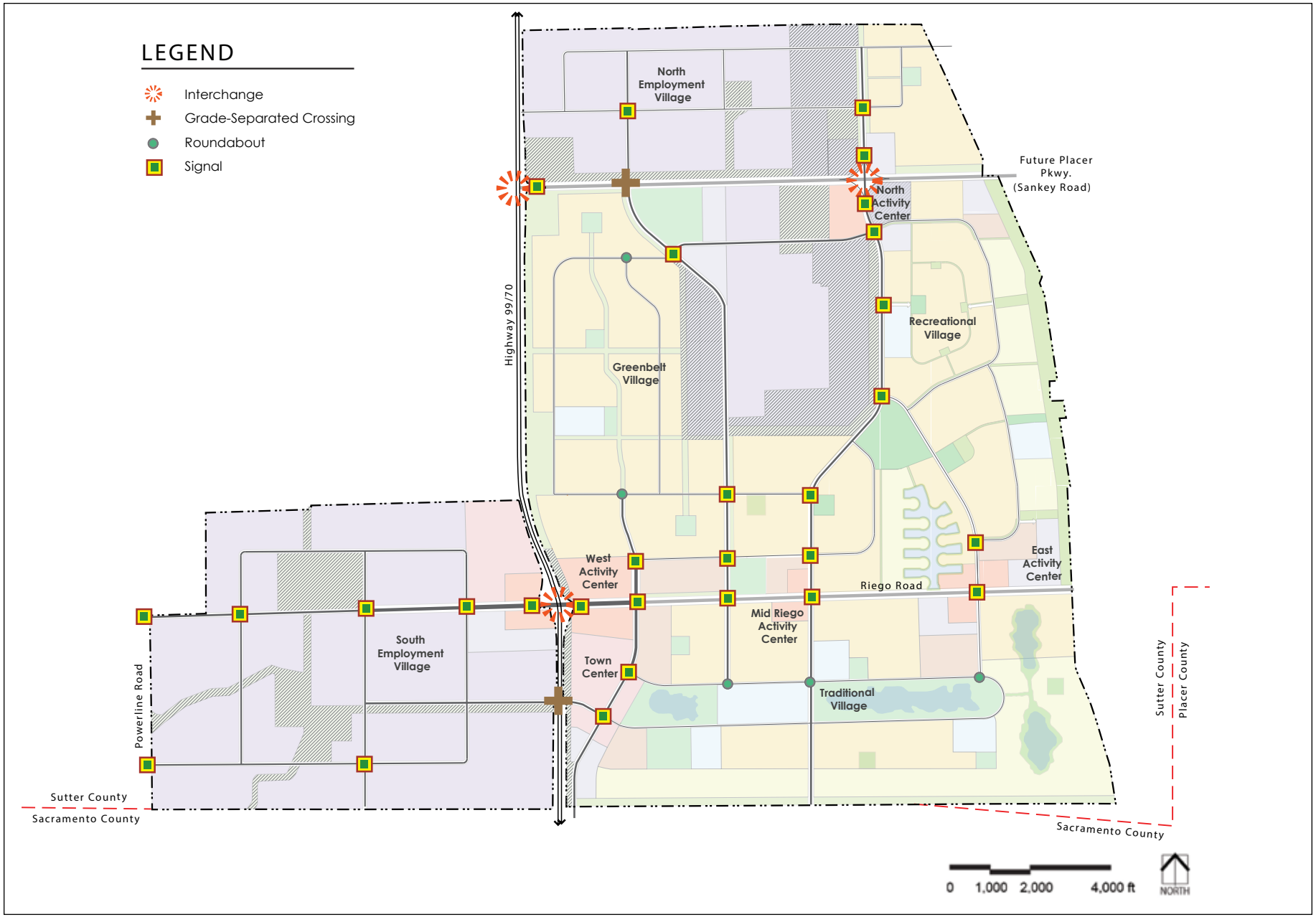


Exhibit 6.16: Traffic Control

Source: Wood Rodgers, 2014

6.5 TRUCK TRAFFIC

Policy 6.5-1: Provide continued viability of the internal mobility system to effectively support the transportation needs of existing industrial uses (e.g., Sysco Corp and Holt Tractor), as well as new industries that locate in Sutter Pointe.

6.5.1 TRUCK ROUTING

Truck traffic is permitted on all arterial and collector roadways. To promote through-movement of trucks, truck routes are proposed on freeways and arterial roadways including SR 99/70, Riego Road, Sankey Road (future Placer Parkway), Power Line Road, and Pacific Avenue. Landscape treatments along truck routes will be defined in the Public Area Landscape Master Plan.

6.6 PEDESTRIAN AND BICYCLE CIRCULATION SYSTEM

Objective 6.6-1: Provide facilities and amenities that promote pedestrian and bicycle circulation within and through all villages and activity centers.

Policy 6.6-1: Provide safe and ADA compliant pedestrian and bicycle facilities and services for children, the elderly, and people with disabilities.

Policy 6.6-2: Provide facilities and amenities that encourage bicycling. Bring bike trails flush with all public street intersections to facilitate access to crosswalks.

Policy 6.6-3: Enhance pedestrian facilities at schools, activity centers, the Town Center, and major north-south intersections along Riego Road to improve pedestrian and bicycle connections between the Greenbelt and Recreation Villages and the Town Center and park system within the Traditional Village.

Policy 6.6-4: Provide bike racks or enclosed and secure bicycle storage at major activity centers, office buildings, and commercial establishments to serve patrons and employees per storage standards provided in the Land Use and Development Code (Appendix B).

Policy 6.6-5: Provide safe and accessible routes for students to walk or bicycle to school.

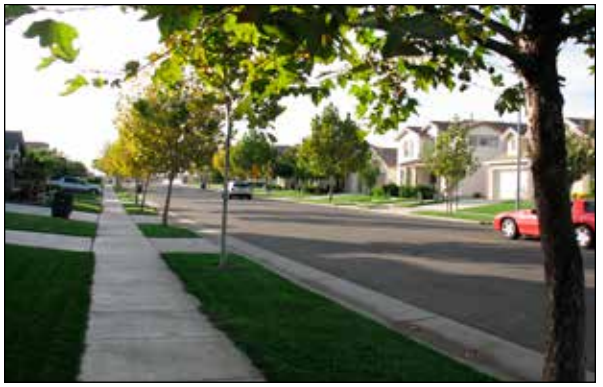
Policy 6.6-6: Require installation of secure bicycle parking at public and private places of assembly such as parks and schools, as set forth in the Land Use and Development Code (Appendix B).

Policy 6.6-7: Require office developments to provide showers and clothing lockers as an amenity for bicycling, walking, or jogging commuters, as set forth in the Master Air Quality Mitigation Plan (Appendix I).

Policy 6.6-8: Require commercial and office/industrial development to facilitate pedestrian and bicycle circulation within the project site and connecting to adjacent sidewalks and bike lanes.

Policy 6.6-9: Encourage site designs that do not require retail areas to be blocked from residential areas by soundwalls. Provide connectivity between retail and adjacent residential areas through pathways.

Policy 6.6-10: Establish a Pedestrian District within the Town Center to increase pedestrian activity and safety.



6.6.1 BICYCLE AND PEDESTRIAN ROUTES

The Sutter Pointe alternative circulation system provides a non-motorized circulation network as a viable alternative to the automobile for residents and employees. Construction of bike lanes and sidewalks will generally be completed in conjunction with roadway construction. Street signs shall indicate the location of bike lanes and destination points. The three basic types of bicycle and pedestrian routes provided are:

Class I: Off street pathways, completely buffered from automobile roadways for the exclusive use of pedestrians and bicyclists. There are approximately 29 miles of Class I bike paths within the Plan area. Class I bike paths will be provided in both east-west and north-south directions to connect to the Town Center, transit centers, schools, recreational areas, and major employment and commercial centers and public facilities..

Class II: Signed and delineated on-street lanes designed for same directional use as automobiles on the roadway. Class II bike lanes are typically located along shoulders or gutters in a widened portion of the street. There are approximately 18 miles of Class II bike lanes within the Plan area.

Class III: On-street Class III bike routes are provided on Collector Streets within the residential villages.

The following are descriptions of the various types of bike and pedestrian facilities provided within the Plan area. Exhibit 6.17 illustrates the alternative circulation system.

MULTI-USE TRAILS (CLASS I BIKE PATH) (SECTION K-K)

The Sutter Pointe Plan area provides for 12-foot-wide multi-use trails that are buffered from the street by a 5 to 8-foot-wide planter strip (see Exhibit 6.18). Sections A1-A1, E-E, F1-F1, I-I, and J-J illustrate typical multi-use trail (Class I Bike Path) scenarios. Multi-use trails facilitate both bicycle and pedestrian mobility throughout the villages and centers.

PEDESTRIAN SIDEWALKS AND CLASS II BIKE LANE (SECTION L-L)

Class II Bike Lanes are located on streets with pedestrian sidewalks that are buffered from the bike lanes by a planter strip and/or on-street parking (see Exhibit 6.18). Class II Bike Lanes are 5-foot-wide striped bikeways located on collector and arterial streets throughout all villages and centers.

MULTI-USE TRAIL (CLASS I BIKE PATH) ADJACENT TO CANAL/BASIN/OPEN SPACE (SECTION M-M)

The Plan area also provides for recreational multi-use trails (Class I Bike Path) along canals, drainage basins, and open space edges. Section M-M consists of a 10-foot-wide multi-use trail with 2-foot-wide decomposed granite (or similar material) paths along both sides. The multi-use trail accommodates both pedestrian and bicycle mobility, and the decomposed granite paths accommodate joggers (see Exhibit 6.18).

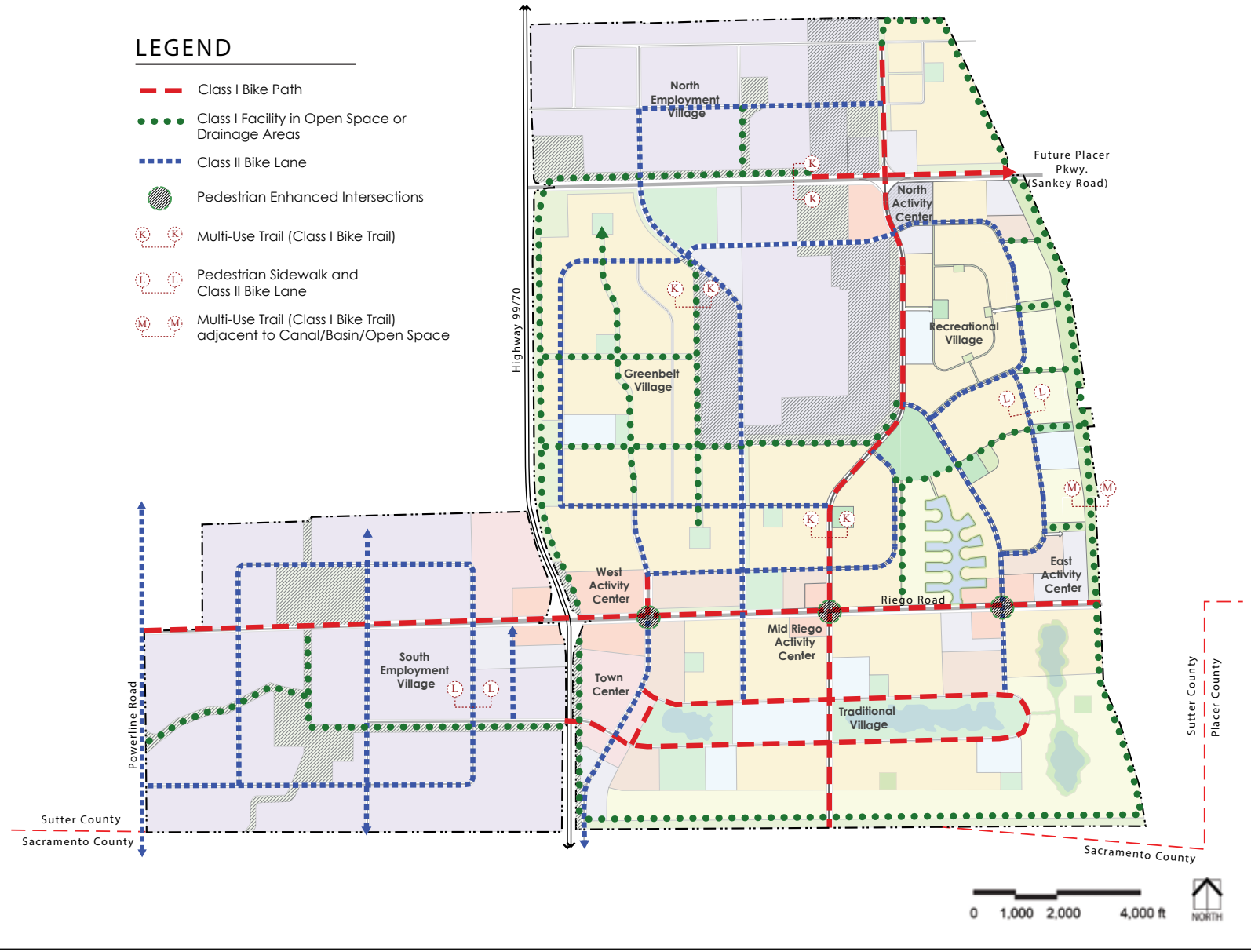
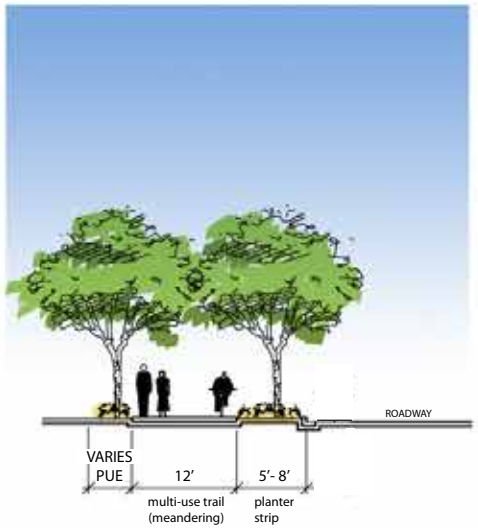
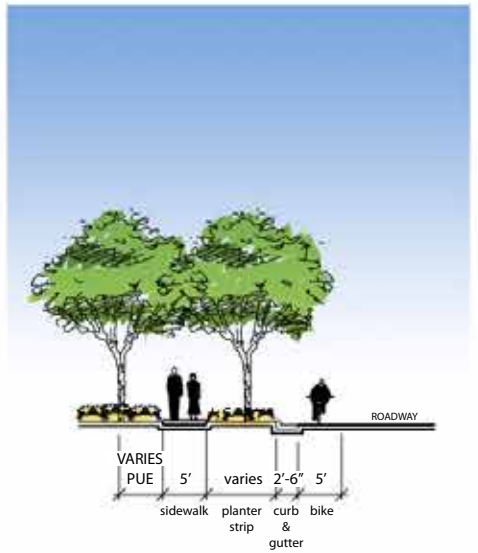


Exhibit 6.17: Alternative Circulation System

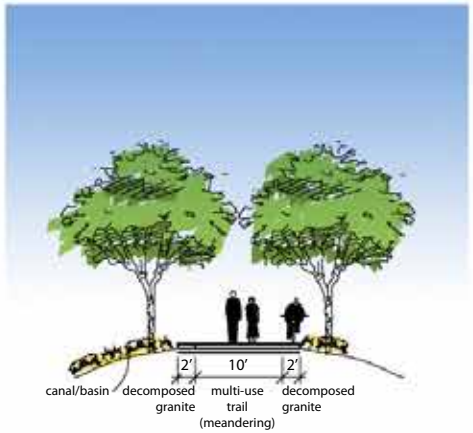
Source: Wood Rodgers, 2014



Multi-Use Trail (Class I Bike Trail)
Section K - K



Pedestrian Sidewalk and
Class II Bike Lane
Section L - L



Multi-Use Trail (Class I Bike Trail)
Adjacent to Canal / Basin / Open Space
Section M - M

Exhibit 6.18: Bicycle and Pedestrian Routes

6.6.2 PEDESTRIAN ENHANCED INTERSECTIONS

The plan identifies three pedestrian enhanced intersections along Riego Road east of SR 99/70. These intersections will be designed in a manner that facilitates safe pedestrian movement, particularly for north-south movements across Riego Road. These enhancements represent an important means of connecting the residential uses located in the Greenbelt and Recreational Villages to the amenities offered by the Town Center and Great Park within the Traditional Village. Specific enhancements to be incorporated at these intersections will be defined upon filing of tentative subdivision maps or improvement plans for adjacent properties. Enhancements may include:

Crosswalk markings and materials: Ladder-style markings, changes in pavement material or color, and raised crosswalks alert drivers to possible pedestrians and aid visually impaired pedestrians in crossing at appropriate locations.

Enhanced signage and signals: Pedestrian crosswalk signs and blinking lights (on a sign or set in pavement) alert drivers to pedestrian crossing areas and are often used for mid-block crossings.

Curb extensions: Also called bulbouts or bump-outs, curb extensions narrow a street by extending into the parking lane, shoulder area, or curb lane, reducing the crossing distance for pedestrians. Curb extensions can be used at intersections or mid-block where on-street parking is available.

Crosswalk refuges: Also called median islands, crosswalk refuges allow pedestrians to cross multi-lane roads more easily by providing a safe space midway across a road where they can wait for a break in traffic. Crosswalk refuges can be combined with pedestrian signs or signals on high volume roadways.

6.6.3 PEDESTRIAN DISTRICT

The intent of a Pedestrian District is to place greater emphasis on pedestrians than automobiles in order to improve walkability. This concept would support increased activity and safety in the pedestrian-oriented Town Center. It is understood that the establishment of a Pedestiran District and the implementation of design features to enhance the walkability of the Town Center may result in slowing the speed of vehicle travel and may reduce the vehicle level of service. Intersections within Pedestiran Districts shall be excluded from the LOS policy. Developers will apply for the Pedestrian District designation at the earlier of an application for a Planned Development plan or filing a tentative subdivision map.

CONNECTIONS TO EMPLOYMENT AND RETAIL CENTERS

Providing bicycle and pedestrian circulation to and within the Town Center and West, North, and East Activity Centers will allow adjacent residents to access uses by bicycle or by walking, thereby reducing automobile trips. Within the entire Plan area, visibility and access for bicyclists will be maximized by either eliminating or creating openings in barriers such as walls, easements, and fences. The Master Air Quality Mitigation Plan (Appendix I) describes the recommended locations of these amenities.

PROVIDING BICYCLE AND PEDESTRIAN AMENITIES

The Specific Plan encourages employers to offer bicyclists and pedestrians incentives to use these alternative modes of transportation to work. Specific recommended incentives include providing bicycle racks and secure bicycle parking, and providing showers and clothing lockers within offices. The location of bicycle racks and/or lockers will be identified on site plans prior to project approval by Sutter County or the City (when incorporated). Bicycle facilities should be located close to building entrances. The amount of bicycle storage to be provided is based on standards identified in the Master Air Quality Mitigation Plan (Appendix I) and Sutter Pointe Land Use and Development Code (Appendix B).

SCHOOL ACCESS

Roadways serving proposed school sites will include a Class I multi-use trail to promote walking and bicycling to school as alternatives to single-occupancy vehicle trips. The CSA, CSD, or City will also coordinate with the school district(s) to ensure provision of crosswalk guards (or to facilitate a volunteer guard program) at crosswalks along school borders to facilitate safe student pedestrian and/or bicycle traffic.

6.7 PUBLIC TRANSIT

A Conceptual Transit Plan (Appendix H) has been developed to incorporate implementation strategies for the transit policies and service standards found in this section of the Specific Plan. The Conceptual Transit Plan (Appendix H) also includes detailed information on phasing, performance standards, costs, and funding. Service levels referenced within the Specific Plan are detailed in the Conceptual Transit Plan (Appendix H).

A new Transportation Management Association (TMA) will be established to oversee provision of transit services within Sutter Pointe. The Sutter Pointe-specific TMA would provide focused and direct information to builders and residents about programs and thereby generate acceptance, recognition, and/or use of transit programs. The TMA will be responsible for implementing the following policies, as established within the Master Air Quality Mitigation Plan (Appendix I) and future TMA Implementation Plan.

6.7.1 COMPREHENSIVE TRANSIT SYSTEM

Objective 6.7-1: Provide a comprehensive transit system complemented by a rideshare program, including commuter express, local neighborhood circulators, and special needs demand responsive services as well as vanpool and carpool programs, and encourage employers and residents to use transit and/or HOV alternatives as commute modes.

Policy 6.7-1: Offer reliable, safe, clean, and convenient transit service consistent with established performance standards and available budgets, as set forth in the Conceptual Transit Plan (Appendix H).

Policy 6.7-2: Developers will be responsible for project design elements in accordance with transit design guidelines approved by the Transportation Management Association (TMA).

Policy 6.7-3: Employers will be responsible, through lease agreements, etc., to participate in rideshare program development and implementation, and transit marketing programs, as discussed in the Master Air Quality Mitigation Plan (Appendix I).

Policy 6.7-4: Minimize travel time and wait time for transit passengers and rideshare program participants.

Policy 6.7-5: Minimize air quality impacts by using clean fuel technology (or other proven technology) transit and rideshare fleet vehicles.

Policy 6.7-6: Transit routes shall be established and service shall be provided when an identified need has been established by the Transportation Management Association (TMA) in conjunction with phasing estimates found in the Conceptual Transit Plan (Appendix H).

SERVICE LEVELS:

- One-way transit travel time, including wait time, shall be less than two times the automobile travel time equivalent.
- Routes shall mainly offer round-trip service and avoid lengthy one-way trips.

When new communities such as Sutter Pointe are established, they do not meet the standard minimum population thresholds to provide efficient transit service. By the time transit is feasible, residents have established driving commute patterns, and the opportunity to gain riders is lost. Ridership counts show higher ridership rates in communities with the early introduction of transit, compared to communities where transit was introduced later, after population thresholds were met. Providing mobility options such as transit service to accommodate the travel demands of future residents and employees has been shown to reduce traffic congestion and demand for roadway lanes.

To address these issues, transit-related information will be offered to residents at the time they purchase or lease property, and to employees at the time of hire. Information shall be posted in employee break rooms, and will also be available to sales and leasing agents and employers through the TMA.

Commuter, fixed route, and dial-a-ride services will be implemented according to thresholds and available budgets identified in the Conceptual Transit Plan (Appendix H).

The Master Air Quality Mitigation Plan (Appendix I) outlines the responsibilities of the developer and major employers to create programs and project design criteria that maximize transit use. The Conceptual Transit Plan (Appendix H) describes implementation of the identified service standards.

Prior to transit vehicle purchases or leases; the TMA will consult with the Feather River Air Quality Management District to determine the best selection and use of low emitting vehicle options or new pollution reducing technologies. The TMA will choose the lowest emitting option within budget constraints.

Prior to development and as development occurs; population density, identified need, and available funding will be evaluated by the TMA for transit service implementation. The TMA will review transit needs and transit service locations using standards found in the Conceptual Transit Plan (Appendix H), and develop an annual implementation plan.

The quality of service (e.g., passenger loads, reliability, travel time) and availability (e.g., frequency, operating hours, headways, coverage) will also be reviewed as part of an annual assessment. If the results are below the standards identified in the Conceptual Transit Plan (Appendix H), improvements will be implemented and additional funding sources identified as needed.

6.7.2 COMMUTER EXPRESS BUS SERVICE

A key component of the Sutter Pointe mobility plan is the ability to provide peak period express transit services for commuters from/to Sutter County, to Sacramento County and to Placer County.

Initially, express commuter buses will likely stop at the Sutter Pointe Transit Center located off of SR 99/70 in the Town Center, picking up residents in the morning peak period and taking them to job locations in the greater downtown Sacramento area with a return service in the afternoon peak period. Commuter service will begin when at least 50 riders have been identified to one fixed location, for example, service to downtown Sacramento. At this time, it is anticipated that service will be provided through Yuba-Sutter Transit. Destinations outside Sacramento, such as employment centers in Placer County, may be provided by another transit operator or private service.

Policy 6.7-7: To provide for transit services, land shall be dedicated near SR 99/70 and the Town Center to facilitate timely pick-up/drop-off of bus riders originating from Yuba City to Sutter Pointe to downtown Sacramento.

Policy 6.7-8: Service shall be offered to downtown Sacramento, Sutter County, Placer County, and other service areas as needs are identified through the annual review process.

SERVICE LEVELS:

Service shall be implemented as funding becomes available and as needs are identified. In addition to Community Facilities District (CFD) funding, residents (riders) will be required to pay a monthly fare for this service (unless otherwise subsidized through employer or other programs). Capital costs would be recovered through the Community Facilities District, development impact fees, and as public funding is available. Transportation Development Act (TDA) funding will also be requested.

6.7.3 LOCAL TRANSIT SERVICE

Local transit service within the Specific Plan area is proposed to provide critical linkages between jobs and housing, school, recreation, medical, and shopping uses.

Policy 6.7-9: Shuttle service shall serve residents, employees, and students. Routes and services shall be identified as the project develops as described in the Conceptual Transit Plan (Appendix H).

Policy 6.7-10: Support bus service shall be coordinated with the school district to assist student transit use for after school activities such as sport practice or club activities. Coordination between Yuba-Sutter Transit and the school district is encouraged in order to facilitate a complimentary bus transit system that meets community needs.

SERVICE LEVELS:

- Service during peak periods of travel shall be provided at a minimum 30 minute frequency. Non-peak service shall have a minimum frequency of 60 minutes.

Typically, basic bus service would not be provided to areas with a density of less than 7 dwelling units/acre. However, shuttle services including am/pm peak service and midday school support service will be provided. Routes have not yet been identified, and the lengths of the proposed routes are necessary to determine how many vehicles are needed. Standards proposed in the Conceptual Transit Plan (Appendix H) shall be followed to determine timing, number of routes, and location of bus stops.

As phases develop and routes are defined, the number of shuttles providing service may need to be adjusted. Funding for local service will be coordinated by the TMA and derived from the County Service Area, Community Facilities District, development impact fees, and available public funding sources.

6.7.4 REGIONAL TRANSIT

Regional transit service could be provided, creating key linkages both north-south and east-west via Light Rail Transit (LRT), Bus Rapid Transit (BRT), and/or express bus.

Policy 6.7-11: Reserve the right-of-way to allow for future regional LRT or BRT service on SR 99/70.

Policy 6.7-12: Reserve right-of-way for transit centers to serve all modes including regional services.

An extension of the north-south DNA light rail line (via either LRT or BRT) may connect Sutter Pointe riders with other transit services at the Sacramento Regional Intermodal Center, including the Capital Corridor trains, Sacramento RT light rail lines, and 13 suburban bus operators.

East-west regional service could be provided via BRT service or express bus. BRT is a premium bus service with large, easily identified vehicles and stations that allow rapid boarding capabilities (often using low-floor vehicles). Fast, efficient east-west service is critical to connect southwest Placer County residents with jobs at Sutter Pointe, and Sutter Pointe residents with schools and jobs in south Placer County, including Placer Vineyards and Roseville.

Additionally, right-of-way is reserved within the Town Center to allow for efficient BRT or LRT connections to the Sutter Pointe Town Center Transit Center.

6.7.5 SPECIALIZED TRANSIT SERVICE

Specialized services shall be provided to accommodate needs such as demand-responsive or paratransit services.

Policy 6.7-13: Dial-a-ride (demand responsive) service shall be provided to those needing door-to-door travel.

Vehicle types for specialized transit service could vary depending on demand levels, from full-size busses to smaller 15-20 passenger shuttle vehicles or taxis. Because paratransit or demand responsive service is required to be provided by a public transit agency, and the agency providing such services is not known at this time, interim service will not be provided. A forum for identifying need will be provided to residents and provision of service will be evaluated and implemented through the TMA based on need and budget as identified in the Conceptual Transit Plan (Appendix H).

6.8 TRANSIT SUPPORTING INFRASTRUCTURE

Sutter Pointe's future transit system is a key component required to meet the regional and local mobility needs of residents and employees. In turn, successful operation and high use of the transit system relies on a system of supporting infrastructure, including park-and-ride lots, transit shelters, and transit centers. Spacing, ridership volume criteria, and design standards are provided in the Conceptual Transit Plan (Appendix H).

Objective 6.8-1: Facilitate convenient and comfortable transit use by providing park-and-ride lots, transit shelters/benches, and transit centers.

6.8.1 TRANSIT SHELTERS/BENCHES

Policy 6.8-1: Shelters (covered and lighted) or benches (seating) shall be provided at transit stops as an amenity to encourage transit use.

Policy 6.8-2: Shaded pathways from employment areas to transit stops/shelters should be provided by the developer as part of the site plan to encourage transit use.

Policy 6.8-3: Commercial developments shall minimize the distance between transit stops and activity locations to accommodate rider accessibility as specified in the Master Air Quality Mitigation Plan (Appendix I).

Policy 6.8-4: Crosswalks shall have a surface treatment to assist convenient and safe pedestrian access to transit stops and shelters.

Policy 6.8-5: To accommodate future bus service, development occurring at conceptually planned transit shelter locations (identified in Appendix H, Conceptual Transit Plan) shall be required to allocate space for, and electrical wiring to, the transit shelter site.

6.8.2 TRANSIT CENTERS

As shown on the Specific Plan land use exhibit, three transit centers are proposed to serve Sutter Pointe. One is located within the Town Center near SR 99/70, one is proposed in the East Activity Center along Riego Road, and one is proposed in the North Activity Center, near the proposed interchange of a new north-south arterial and Sankey Road (future Placer Parkway).

Policy 6.8-6: Transit centers shall accommodate park-and-ride spaces, a transit shelter, bus turnouts, and local shuttle and taxi service.

Policy 6.8-7: Through the TMA, transit centers shall provide information on programs and services, schedules, and marketing materials promoting alternative modes of transportation.

Policy 6.8-8: Land shall be dedicated at the transit centers to accommodate future light rail or BRT stations. Specific locations and site improvements for land dedication are outlined in the Conceptual Transit Plan (Appendix H), and will be finalized upon submission of tentative subdivision maps.

Policy 6.8-9: The Specific Plan establishes approximate acreages for each of three proposed transit centers. The actual size of each transit center shall be determined as service levels defined in the Conceptual Transit Plan (Appendix H) are met. The size of the transit centers may be amended through mutual agreement between the lead agency (CSA, CSD, or City) and the TMA.

FACILITY NEEDS:

- A Town Center Transit Center approximately 5.0 acres in size will be constructed within Phase 2 of the Specific Plan. An East Activity Center Transit Center approximately 3.0 acres in size will be constructed within Phase 3 of the Specific Plan. A North Activity Center Transit Center approximately 3.0 acres in size will be constructed within Phase 4 of the Specific Plan. Construction and operation of the Transit Centers shall be coordinated by the TMA.
- A minimum of 10 bicycle lockers shall be provided initially at each center, with the need for additional units assessed annually by the TMA.
- Frame locking racks for a minimum of 25 bicycles shall be provided at each center, with the need for additional units assessed annually by the TMA.

6.8.3 PARK-AND-RIDES

Policy 6.8-10: Park-and-ride areas shall be provided within the transit centers to facilitate transit riding and carpooling. The number of spaces provided shall ultimately be determined by the TMA at the tentative map stage following guidelines provided in the Conceptual Transit Plan (Appendix H).

Until regional transit service is available, park-and-ride lots will be primarily utilized by carpoolers. At buildout, with regional service implemented, demand for park-and-ride lots used by both transit patrons and carpoolers could be in the range of 200-300 parking spaces. However, because future demand is unknown, providing for and striping a parking lot that would largely remain empty is not recommended. Rather, space to accommodate future parking will be reserved, and a limited number striped to accommodate those utilizing commute bus service and carpoolers, with the remaining area landscaped. Provision of park-and-ride facilities for Phase 1 will be determined at the tentative map stage.