5 Design Approach

Based on the vision statement, community input, and existing corridor conditions identified in previous chapters, strategies that relate to the identified themes were developed to improve the corridor as a whole as well as for the three corridor areas. This chapter reiterates the vision statement, goals, and established themes for the corridor, and identifies strategies associated with each of the vision themes.

In following sections, the variety of improvement types and treatments considered in this plan are described and depicted, and specific strategies for achieving these goals as they relate to the corridor as a whole and the corridor areas and segments are discussed. The strategies presented in this chapter are intended to address the goals and themes identified in Chapter 2 and provide an overall framework for recommending mobility and urban design focused improvements throughout the corridor.

Detailed design concepts informed by these over-arching strategies are presented in Chapter 6. In subsequent chapters, the benefits associated with the improvement concepts are assessed and recommendations for implementing the proposed improvement concepts are presented.

From Vision to Strategy Development

Findings from the existing conditions and opportunities assessment and the community engagement process support the three themes for Sacramento Avenue: green corridor, community streetscape, and multimodal street. With these findings in mind, and in close collaboration with the city and the community, strategies were developed to address the identified goals and themes for the corridor. To the right, the vision statement, goals, and themes described previously in Chapter 2 are reiterated. In the next section, strategies associated with each of the three themes are discussed.

Vision Statement

The Sacramento Avenue / C Street corridor is a safe, accessible, and enjoyable community asset with active mobility infrastructure and pedestrian-oriented streetscapes that supports local economic and social opportunities.

Corridor Goals

Mobility-Focused Goal: Provide safer and more comfortable transportation options, including walking, biking, rolling, and driving, for people of all ages and abilities by incorporating "complete street" infrastructure within the roadway right-of way.

Urban Design-Focused Goal: Integrate placemaking strategies with multi-modal mobility and infill development.

Vision Strategies Overview

Consistent with the vision & goals of the Plan, strategies for street design relate to the three themes identified in Chapter 2 and described below. Overall corridor strategies associated with each of these three themes are discussed in the following section. The overall corridor strategies associated with the three themes described below were integrated in the more specific strategies for each of the corridor's three areas – the western area, central area and eastern area – which is discussed in subsequent sections.



Green Corridor: Use natural, sustainable landscaping to improve comfort, aesthetics, and resiliency.



Community Streetscape: Maximize space for active lifestyles and community activities.



Multimodal Boulevard: Prioritize safe and connected travel options for people of all ages and abilities.



Theme A: Green Corridor

Use natural, sustainable landscaping to improve comfort, aesthetics, and resiliency.

Strategies

- Use landscape as a buffer between pedestrian through zone and the street.
- Incorporate green infrastructure to treat roadway runoff and to provide adequate stormwater management.
- Provide seamless connectivity to the riverfront trails.
- Provide shade along the corridor using native and drought-tolerant trees.



Theme B: Community Streetscape

Maximize space for active lifestyle and community activities.

Strategies

- Improve retail and dining options with cohesive built form-informed character zones.
- Enhance the experience along and across the corridor with pedestrian scale and oriented design.
- Create clearly defined public spaces at key locations along the corridor through inviting streetscapes with a variety of amenities, such as seating, water fountains, landscape, and art.
- Foster civic identity and community pride through placemaking.





Theme C: Multimodal Boulevard

Prioritize safe and connected travel options for people of all ages and abilities.

Strategies

- Integrate mobility hubs along the corridor, consistent with the Mobility Action Plan, to increase accessibility and convenience of mobility options.
- Support access to transit and shared-mobility services with continuous and universally accessible multimodal infrastructure that accommodates a wide range of users.
- Provide continuous sidewalks and/or pathways along the corridor and provide frequent, well designed pedestrian crossings that provide access to local destinations.
- Provide comfortable bicycle infrastructure that encourages a wide range of users by providing physical separation between bicyclists and motor vehicles via painted buffers and/or vertical elements.
- Enhance pedestrian and bicyclist visibility at intersections through strategic design that provides easily navigable dedicated paths of travel.



Source: City of West Sacramento

Improvement Types

This section describes the types of complete street and placemaking improvements considered in developing the Complete Street Plan.

Types of Bikeways

Class I Shared Use Paths

Class I shared use paths are two-way, paved trails completely separated from the roadway. Class I facilities are intended for pedestrians and bicyclists to share and are more comfortable for less experienced or vulnerable riders as compared to on street facilities. The minimum width of a Class I facility is 8 feet, 10 feet preferred.



Class II Bicycle Lanes

Class II bicycle lanes are one-way travel lanes for bicyclists. A painted, striped buffer can be added on both sides of the lane to increase separation from vehicle traffic and parked cars, where people may open doors into the bicycle lane. Some Class II bicycle lanes may also include green paint to increase the visibility of bicyclists in areas known to feature higher levels of vehicle to bicyclist conflict.

Standard Class II Bicycle Lane



Class II Bicycle Lane with Green Paint



Class II Buffered Bicycle Lane



Class III Bicycle Route

Class III bicycle facilities are signed routes on low-speed, low volume streets where bicyclists share the road with motorists. Sharrows, or shared lane markings that indicate a Class III, can be added to recommend to alert drivers that bicyclists may be present. Class III bicycle boulevards are Class III routes enhanced with traffic calming measures that prioritize bicyclists and increase comfort.



Class IV Separated Bikeways

Class IV separated bikeways are on street bicycle facilities with a physical barrier separating them from vehicle traffic. Bollards, parking, planters, and landscaping can all be used as protection from the roadway. Class IV facilities can be one-way or two-way and increase comfort on higher speed, higher volume roadways where inexperienced or vulnerable road users may be uncomfortable on Class II facilities.

Parking-Protected Class IV Bikeway



One-Way Class IV Bikeway at Sidewalk Grade



Pedbikeimages.org / Carl Sundstorm

Bi-directional Class IV Bikeway



Bicycle and Pedestrian Improvements

Sidewalk



High Visibility Crosswalk Markings

High visibility crosswalks typically include bold white bars that run perpendicular to the pedestrian path of travel. High visibility crossings are easier to see than standard crosswalks and improve visibility of pedestrians.



Enhanced Decorative Crosswalk

Enhanced decorative crosswalks may include decorative or aesthetic elements such as stamped concrete or colored pavement to aesthetically enhance the streetscape and calm traffic by sending a visual cue to motorists about pedestrian-scale function the street. These should include reflective lines to ensure proper visibility, especially at night or on rainy days.



Advance Stop Bar

Advance stop bars include a white bar prior to a marked crossing that indicates where drivers should stop and discourage vehicle encroachment into the crosswalk.



Image capture: Oct 2022, 2023 Google

Advance Yield Line

Advance yield lines include a white bar, or triangular "shark's teeth" placed prior to a marked crosswalk that is without stop or signal control. They indicate where drivers should yield and discourage vehicle encroachment into the crosswalk.



Curb Ramps

Under the Americans with Disabilities Act (ADA), curb ramps are required at street crossing with grade changes to ensure accessibility for pedestrians at crosswalks and for bicyclists where sidewalks level bikeways or shared-use facilities transition to street level. At intersections, two perpendicular curb ramps are preferred to a single diagonal ramp.



Curb Extension

Curb extensions expand the sidewalk into the street at a crossing. Curb extensions are typically used where there is on street parking. They narrow traffic lanes to slow speeds, shorten crossing distances, and improve visibility of people crossing the street.



Passive Bicycle Detections

Passive bicycle detection eliminates the need for bicyclists to push a button to receive a green crossing signal; allowing bicyclists to remain upright on their bicycle and reducing risk of collisions with turning vehicles. Most commonly, bicycle detection loops are placed in the pavement that detect metal bicycle frames to turn the crossing signal green.



NACTO

Green Conflict Markings

Green conflict markings are dashed marks placed where potential conflicts with drivers are anticipated. Locations typically include intersections and driveways. Conflict markings increase visibility of bicycle facilities and remind drivers to yield to bicyclists.



Protected Intersection

Protected intersections increase safety for pedestrians and bicyclists at crossings. Raised pedestrian islands are used to reduce crossing distances, increase turning radii for vehicles, and reduce conflict risk between bicycles and turning drivers.

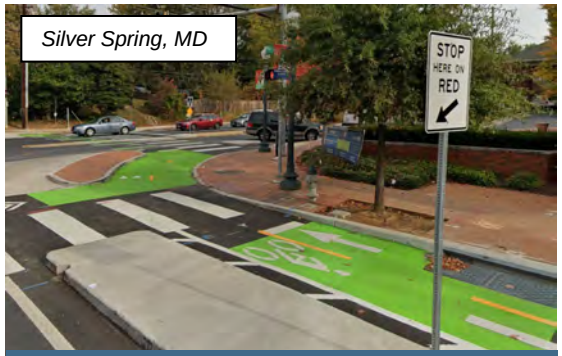


Image Capture: October 2019, 2023, Google

Roundabout

Roundabouts decrease conflict points compared to traffic signals, stop signs, or yield-controlled intersections. Roundabouts allow for the continuous flow of traffic in all directions, potentially reducing queuing and wait times for drivers.



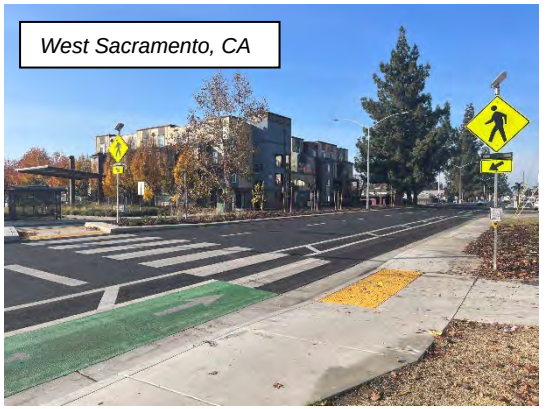
Median Refuge Island

At intersections and midblock crossings, Median refuge islands break up long crossings and reduce crossing distances for pedestrians. A protected, pedestrian designated space is placed in the middle of the roadway and allows pedestrians to wait and cross one direction of traffic at a time.



Rectangular Rapid Flashing Beacon (RRFB)

RRFBs combine pedestrian crossing signs and bright flashing lights that are illuminated when a pedestrian presses a button. RRFBs improv visibility at crossings and are proven to increase yielding. RRFBs can be used at intersections or midblock crossings.



Lead Pedestrian Interval (LPI)

LPIs are signalized intersections with a walk phase that prevents the green phase for motorists by a few seconds, allowing pedestrians to get a head start crossing the street. LPIs improve visibility of pedestrians by bringing them into the crosswalk into the field of view for turning vehicles.



Pedestrian Hybrid Beacon (PHB) or Pedestrian Signal

PHBs or pedestrian signals are used at locations where motorists must yield to pedestrians, but the current crossing is not signalized or stop controlled. Roadway context like the number of lanes, crossing distances, and posted speed limit may be used to dictate where PHBs or pedestrian signals are recommended. PHBs and pedestrian signals are pedestrian activated and display a red signal when the button is pushed, indicating drivers to stop. Pedestrians must wait for a WALK signal before crossing.



FHWA

Streetscape and Placemaking

Benches

Benches can be placed at transit stops and along the corridor for a variety of roads users, like people taking transit, walking, jogging, or bicycling.

When placing benches, consider transit wait time, heavily trafficked areas, or if the areas serve vulnerable road users like children or seniors. Plan room for people with mobility devices to pull next to benches or move easily around them.



West Sacramento, CA

Trash Receptacles

Trash and recycling receptables provide a convenient place to dispose of litter. When placing receptacles, consider maintenance, visibility for easy access and preventing vandalism, and areas that are heavily trafficked.

Bicycle Parking

Bicycle racks at convenient locations provide secure places to park and lock bicycles on a short-term basis. Bicycle parking should be sited at level locations that are highly visible to avoid bicycle theft and are near bicycle amenities. Avoid conflicts with motor vehicles, pedestrians, and mobility devices. Providing sanctioned bike parking in the right locations can help avoid bikes locked to objects such as trees, fences, railings, etc. which may cause maintenance or accessibility issues.

The chosen style of rack should support the bicycle upright by its frame in two places, prevent the wheel of the bicycle from tipping over, enable the frame and one or both wheels to be secured, support bicycles without a diamond-shaped frame with a horizontal top tube, and allow front-in parking. A U-lock should be able to lock the front wheel and the down tube of an upright bicycle, and allow back-in parking, and a U-lock should be able to lock the rear wheel and seat tube of the bicycle. Wheel-bending schoolyard bicycle racks, which can damage bicycles, and "wave" style bicycle racks, are outdated and space inefficient. Thus, these are not recommended.



West Sacramento, CA

Landscaped Medians

Raised medians offer opportunities to add greenery to a corridor. Native plants, water use, and maintenance costs should be considered when planning landscaping. Foliage should be trimmed and maintained to preserve visibility at crossings. All landscaping components should be selected in accordance with the City's Landscape Development Guidelines and Master Tree List.

Landscaped Sidewalk/Bikeway Buffer

Like medians, buffers between active transportation facilities and vehicle traffic are prime locations for creating green spaces along a corridor. A landscape buffer provides separation from the roadway, aesthetic benefits, and canopy shade for users.



Shade Trees

In cities like West Sacramento, with hot, dry summers, street trees provide pedestrians with essential shade protection from the sun, while also contributing to air quality, aesthetic, and mental health benefits. Street trees can also improve traffic safety, with studies showing that individual driving speeds are significantly reduced along tree-lined streets in suburban settings.

Bioswales

Bioswales are areas of landscaping that provide a permeable surface to drain stormwater back into soil rather than diverting it back into the drainage system or flooding into the street. Bioswales can be placed at medians, curb extensions, or sidewalk buffer areas.



Wayfinding

Wayfinding signage informs road users of their surroundings and guides them along the best routes to key destinations.

Decision signs inform bicyclists of routes connecting to key destinations – they may also show information about how long or far a destination may be from the sign location. Decision signs should be placed at intersections of two or more bikeways to indicate the best route to each destination.



Turn signs signal when a bikeway turns from the current roadway onto another roadway. Confirmation signs indicate that a road is a designated bicycle route and can inform drivers that they are sharing the roadway with bicyclists.



Pedestrian wayfinding should help pedestrians navigate efficiently to their desired destinations. Waying should be comprehensible and easy to find, placed at pedestrian height for easy access. Wayfinding visuals should be consistent and appealing, avoiding cluttered information.

Transit wayfinding should guide riders to and between transit stops. It should be developed in partnership with local transportation service providers, and have clear, predictable placement, and legibly display routes and service information.

Pedestrian Lighting

Pedestrian scale lighting illuminate walkways to increase comfort for people walking and improve visibility of pedestrians for drivers. Scaled lighting is typically mounted 10 to 15 feet high and spaced 15 to 30 feet apart.





Landscapeforms.com

Bicycle Repair Stations

Bicycle repair stations allow users to repair their bicycles on the go. Repair stations typically include securely attached tools, a stand, and a bike pump, and are meant to withstand both vandalism and the elements.

Care should be taken when placing bicycle repair stations to avoid areas where vandalism is more likely, and instead placing them in highly visible, well-lit, and accessible locations where bicyclists may easily pull off the bikeway to make repairs.



Bicycle Repair Station, Davis Local Wiki

Transit Facilities

Transit Shelters

Transit shelters provide a comfortable place for passengers to wait for the bus by providing shade and protection from the elements. Transit shelters should include benches for passengers to rest. When deciding placement of transit shelters, consider elements like ridership, if the transit line serves vulnerable users like children or seniors, or stops that are particularly weather exposed.



West Sacramento, CA

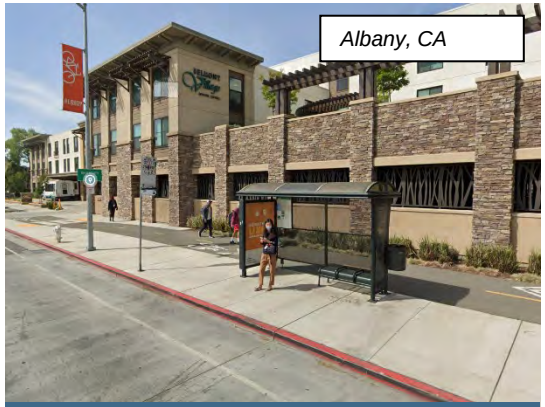
Floating Transit Island

Floating transit islands provide a platform for riders and a designated area for buses to stop in the travel lane, or within a bus pullout. The island allows for a continuous protected bike facility, separating the bikeway from vehicular traffic and eliminating conflicts between buses and bicyclists.

When designing separated bikeways adjacent to a transit island, there are multiple variations that can be implemented, depending upon vehicle traffic volumes, roadway speed, transit ridership and headways, and right-of-way constraints. In the examples below, the bikeway is designed adjacent to the transit island within a bicycle and pedestrian mixing zone.


Seattle, WA

NACTO

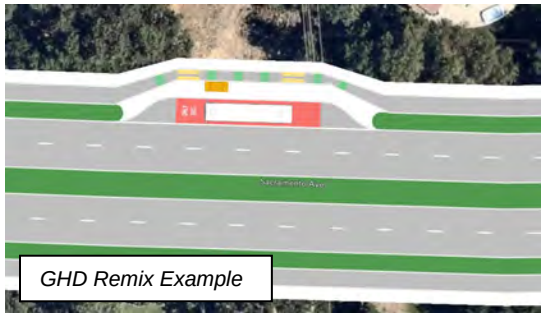

Albany, CA

Google Image Capture, 2023

Turn-Out Bays

The images to the left depict in-lane transit stop, while the two images below depict two turn-out bay design options, which are the two design options preferred by YoloTD, the transit agency serving the corridor.

In the first image below, the transit shelter is placed on the floating transit island, with a mixing zone that provides connection to the sidewalk. The mixing zone features high visibility markings and crossings between the transit shelter and the sidewalk. In the second image, there is also a mixing zone with high visibility markings, but the transit shelter is placed at the sidewalk.


GHD Remix Example



GHD Remix Example

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Corridor Strategies

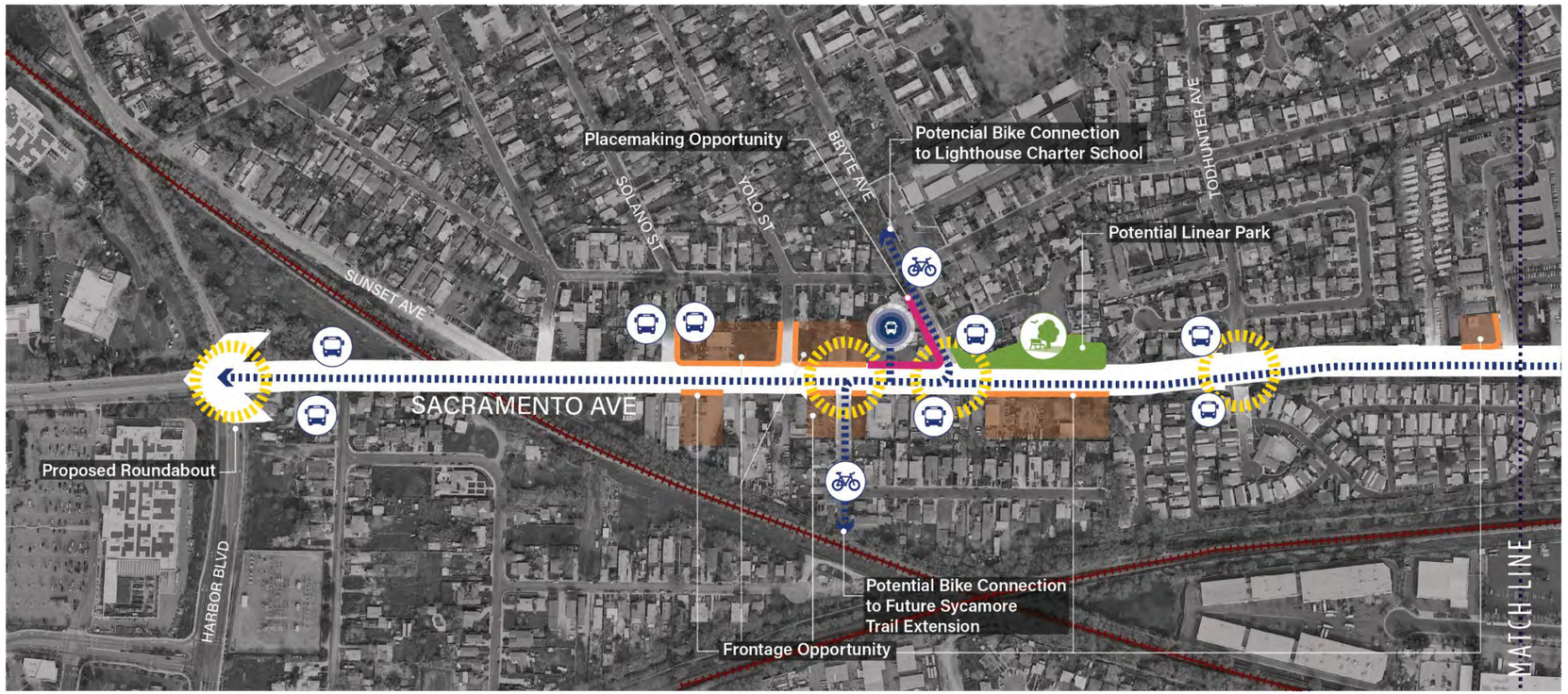
Investing in green spaces and infrastructure, enhanced community streetscape and multimodal improvements designed for all ages and abilities will transform Sacramento Avenue into a vibrant, inviting, and multi-functional corridor with unique community spaces and character that enhance social and economic activity. The figure to the right gives an overview of both the mobility and design-focused improvements recommended as part of this complete street plan.

This section outlines corridor-wide mobility-focused and urban-design focused strategies leveraged to develop the corridor recommendations. In subsequent sections, key strategies utilized in each of the corridor's three core areas, western, central, and eastern are discussed.

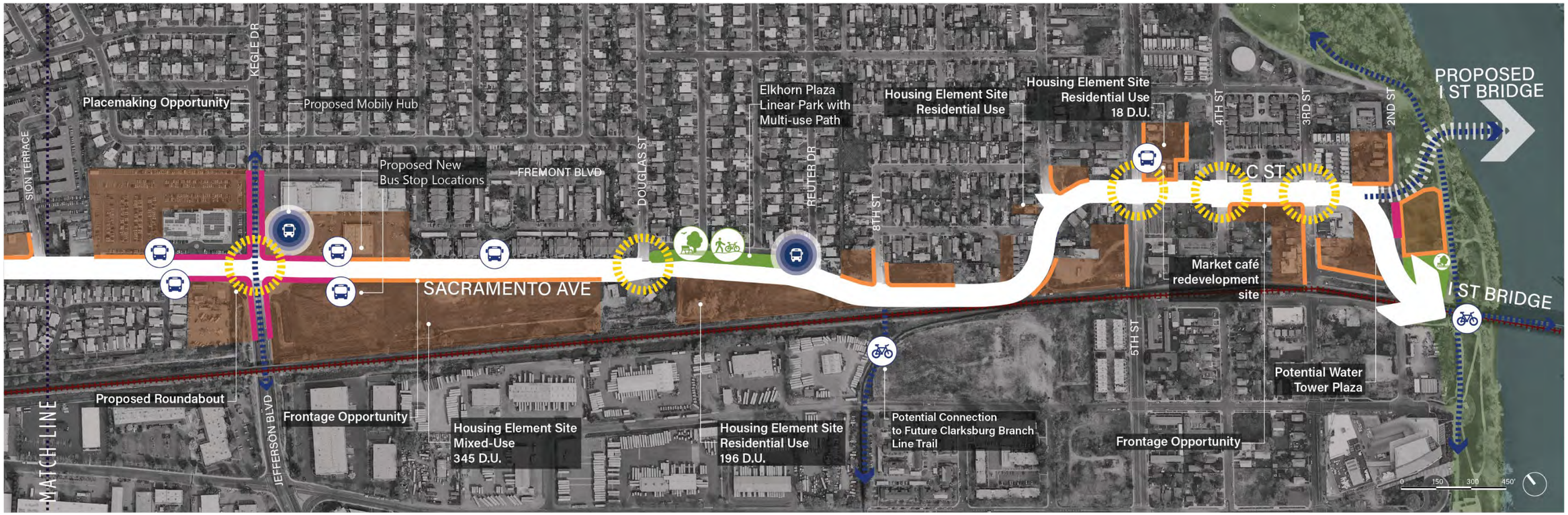
Mobility-Focused Strategies

With a key focus of this Plan being improving access and connectivity for non-vehicular modes of transportation, complete street improvement design standards and best practices inform the corridor-wide strategies used to develop the recommended improvements.

Throughout the corridor, the Plan recommends safe, comfortable bicycle and pedestrian facilities designed for people of all ages and abilities and the "interested but concerned" category of bicyclists, meaning that the recommendations seek to provide facilities that are level of traffic stress scores LTS 1 or LTS 2 to appeal to as much of the population as possible.[10] Similarly, new sidewalk and sidewalk gap closure is recommended across the corridor, which should provide a comfortable, connected and accessible pedestrian experience.



[10] *See the existing bicycle level of traffic stress analysis section in Chapter 4 for "Types of Bicyclists" categorized as interested but concerned.*



LEGEND

Safety Opportunity

- Critical Intersection

Multi-Modal Choices Opportunity

- Bus Stop
- Potential Bike Route

Placemaking Opportunity

- Potential Placemaking

Land Use Opportunity

- Development Potential
- Residential Frontage Opportunity
- Linear Green
- Opportunity for Multiuse Pathway

Mobility Hub

- Potential Mobility Hub

Mobility-Focused Strategies (Continued)

Pedestrian paths should be provided in the form of sidewalks or shared-use paths on both sides of the street, and should be at least six feet in width, where feasible.

Class IV separated bikeways are recommended at sidewalk grade, which are also known as raised cycle tracks. Differentiation between the material type of the raised cycle tracks and sidewalks are recommended to provide a visual and tactile queue between the different facility types. In areas where right-of-way allows, additional separation between the bikeway and sidewalk is recommended with a paved concrete area, or small landscape strip that would separate the two facilities. Additionally, native, and drought-tolerant plantings are recommended in the landscaped areas, space permitting, within the median and the buffer zone between proposed Class IV bikeways and vehicular travel lanes. Landscaped areas will provide ample separation between vehicular traffic and dedicated spaces for those who are walking, biking and rolling along Sacramento Avenue, as well as narrow street widths to provide a more pedestrian-scale environment.

At key locations along the corridor, new crossing locations and improvements at existing crossing locations will provide additional low-stress crossings for both bicyclists and pedestrians, resulting in improved connectivity.

Transit Strategies

During the Plan development process, the project team coordinated with the regional transit agency serving the corridor, YoloTD, to identify transit stop design options and changes in stop placement that meets the existing and future needs of the corridor with regards to multimodal operations, accessibility, and land use context.

In collaboration with YoloTD, several transit stop design options were identified. While a floating transit island stop design with a bus turn-out, rather than an in-lane stop, is the transit agency's preferred design option, and in-lane stop design was also discussed as an option. Two turn-out bay type design options were identified, which are depicted in the improvement types discussed in the previous section of this chapter. All transit stops are recommended to include a transit shelter and bench.

While turn-out bays are preferred along the corridor, there may be potential right-of-way acquisition required in some locations to implement these changes. Subsequent design phases will further consider existing right-of-way constraints and right-of-way acquisition needs that may be required to implement upgrades. Additionally, further bus stop and route location planning will be coordinated with YoloTD during the design phase.

Truck Routes

What we heard from the community is that besides speed and volume of traffic, the presence of trucks contributes to making the corridor less attractive to walking, biking, and rolling. Several strategies to minimize the impacts of truck traffic along the corridor were identified during the Plan development process.

Truck Strategies include:

- Traffic calming will reduce the auditory impact of freight on adjacent neighborhoods due to reduced speeds that will result from traffic calming.
- The design standards for intersections will be designed to discourage truck traffic off of designated truck routes.
- City collaboration with Caltrans to change the truck routes along and adjacent to the corridor while preserving access to key STAA terminals.

Proposed truck routes are shown in Figure 35 on the following page.

Vehicular Facilities

Complete street plans consider all modes, including vehicles. The Plan recommendations seek to maintain acceptable traffic conditions in the existing and future condition, per city LOS standards, while balancing the needs of all road users.

Roundabouts

There are myriad safety and operational benefits associated with roundabouts that would be realized with the implementation of roundabouts proposed at a few key locations along the corridor.

Featuring lower vehicle speeds and fewer conflict points, roundabouts are a proven safety countermeasure at locations known to be collision hotspots. Roundabouts can also serve as a traffic calming treatment at the entry to a corridor to slow vehicle speeds and signal a change in context as vehicles enter a corridor.

According to the City of West Sacramento's 2018 Systemic Safety Analysis Report (SSAR), the Sacramento Avenue corridor is among the City's highest ranked crash corridors. The Jefferson Boulevard / Sacramento Avenue intersection is the sixth highest ranked high crash intersection location. Moreover, converting intersections to roundabouts from signals was a countermeasure identified by the SSAR for high crash signalized intersection locations, making roundabouts an obvious safety countermeasure to consider for the Sacramento corridor.

In addition to safety benefits, roundabouts offer traffic operations benefits due to the fact that, when appropriately designed, they can accommodate 30 to 50 percent more traffic than conventional intersections and result in less traffic delay.[11] As discussed in further detail in Chapter 7, maintaining acceptable traffic conditions at the Jefferson Boulevard / Sacramento Avenue intersection in the future condition would otherwise require widening to accommodate expected increases in traffic if a roundabout is not implemented.

Alternative Intersection Configurations

Although the roundabout option was selected as the preferred concept, protected intersection concepts have also been developed and are presented in the Appendix. While protected intersection concepts provide safety benefits, the additional right-of-way needed would constrain operational conditions such that vehicular delay would drop below acceptable levels of service in the future condition.

The next sections present a corridor-wide overview of urban-design focused strategies, then strategies specific to each corridor area are discussed. Detailed improvement concepts are presented for each of in Chapter 6.

11 Kittelson & Associates, Inc. (August 2000), roundabout.kittelson.com. Modern Roundabouts.

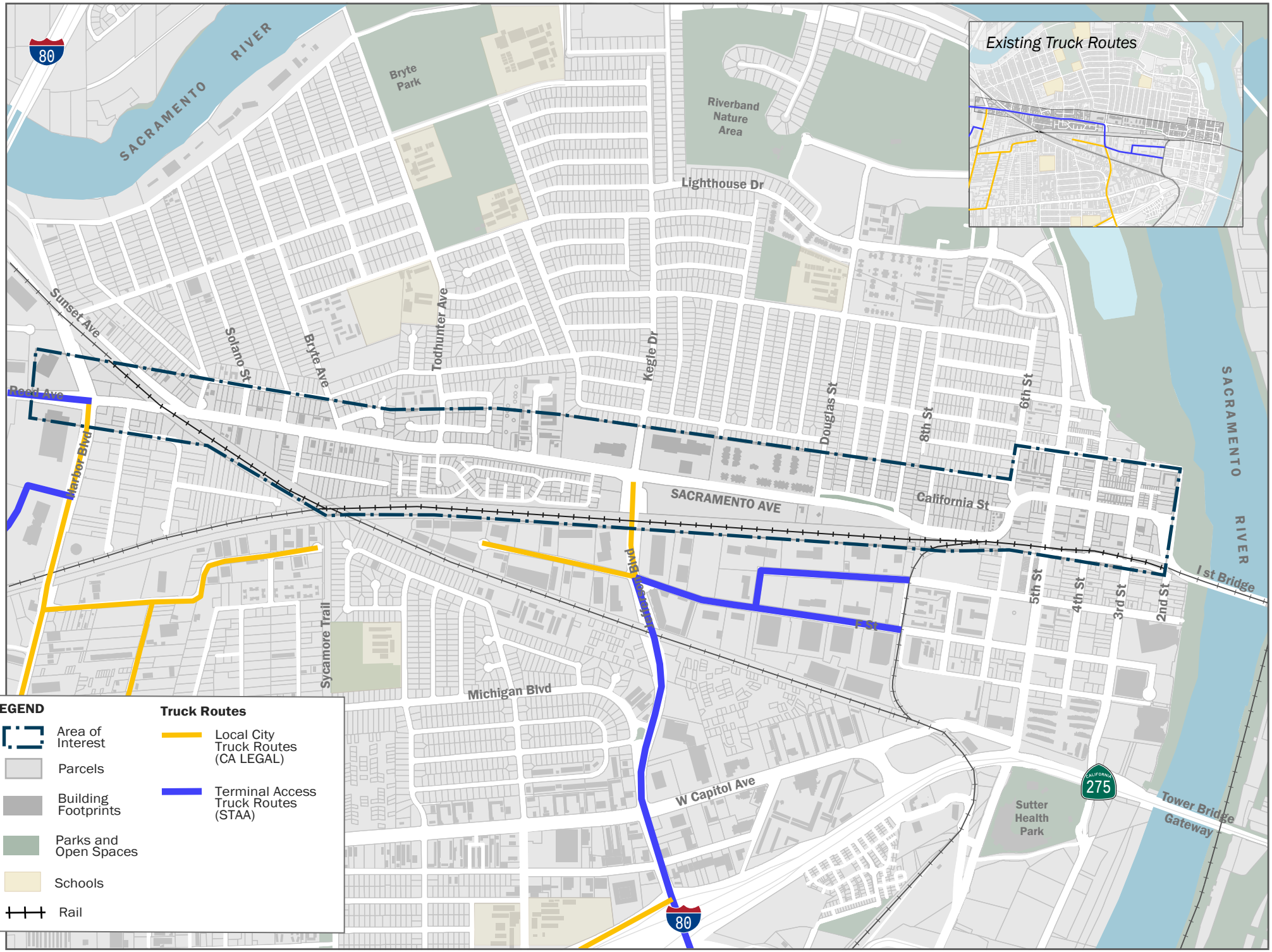


Figure 35 Proposed Truck Routes

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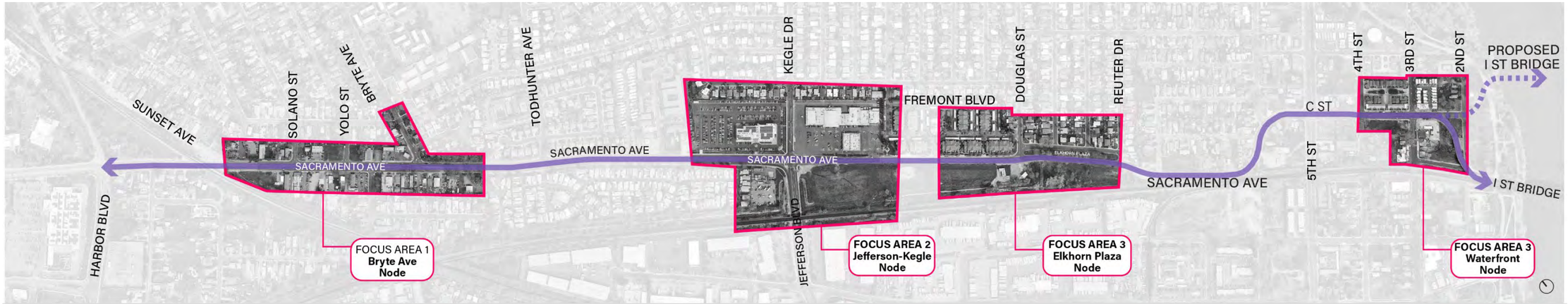
URBAN DESIGN-FOCUSED STRATEGIES



The urban-design focused strategies identified as part of the Plan are centered around identifying key focus areas along the corridor that meet the goals, visions and three themes of the corridor. The image above presents an overview of four urban design focus areas. The focus areas include recommendations for residential frontage opportunities, edge activation and placemaking, streetscape and greening and mobility hubs, which are depicted below. Each of these four focus areas are described in more detail in the sections that follow, which outline the strategies that are specific to the corridor areas and segments.

STREETSCAPE & GREENING

Similarly, streetscape elements, like benches, bike racks along with greening can activate pedestrian-scale and community-friendly spaces that promote community vitality and livability









Residential Frontage Opportunities

As new development occurs, residential frontages can integrate with streetscape and mobility improvements to activate spaces and create a sense of place.





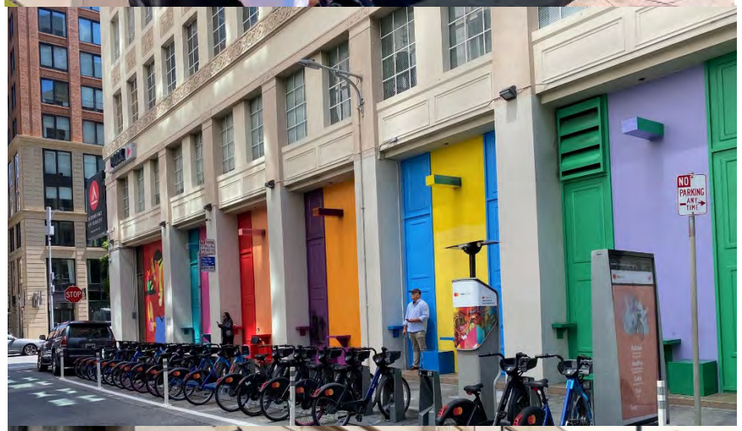




Mobility Hubs

Mobility hubs can be placed at key locations at the intersection of important transportation routes and transit stops with micro-mobility options and community spaces that bring together transportation options and placemaking.







Western Area Strategies

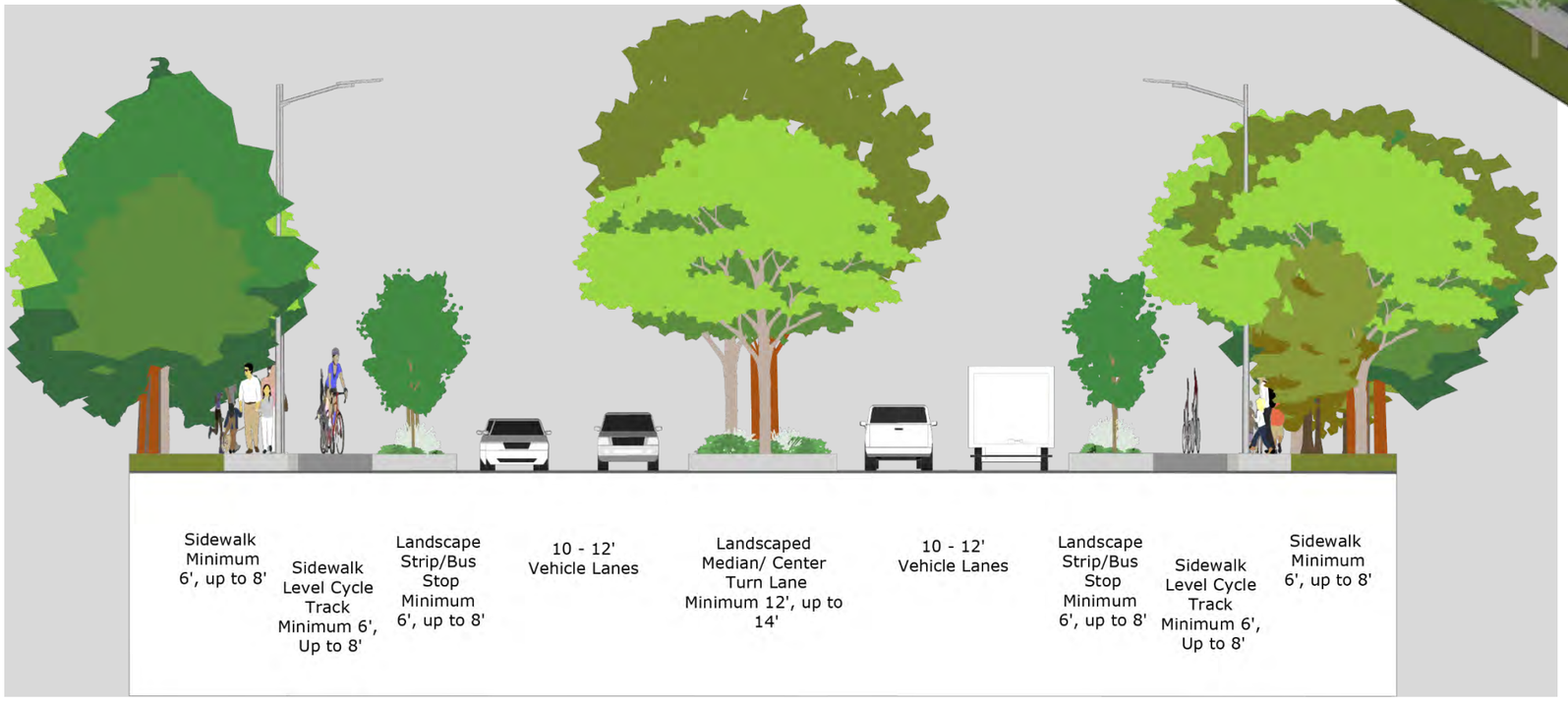
The image to the right shows a standard cross-section for the western area of the corridor in an area where there is existing mature tree coverage. Existing trees in these areas will be retained where ever feasible.

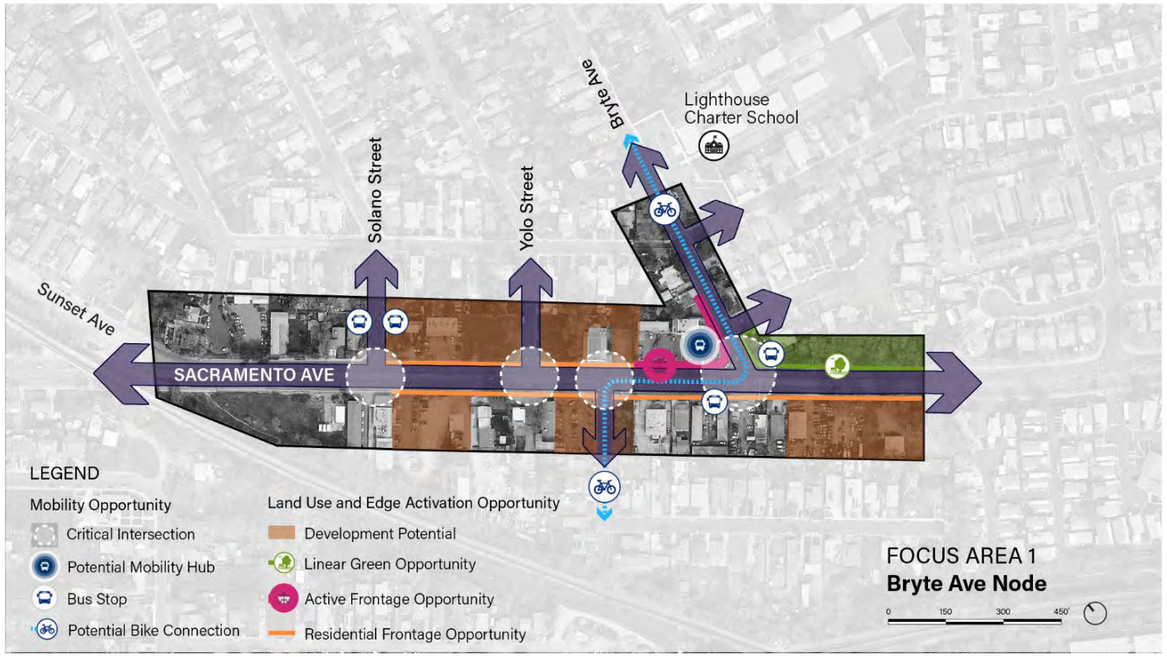
Along with sidewalk gaps closure and new Class IV bikeways, a landscaped buffer and landscaped medians are proposed. Two-travel lanes per direction will remain to accommodate the heavier through traffic that the Jefferson Boulevard to Harbor Boulevard stretch is known for.

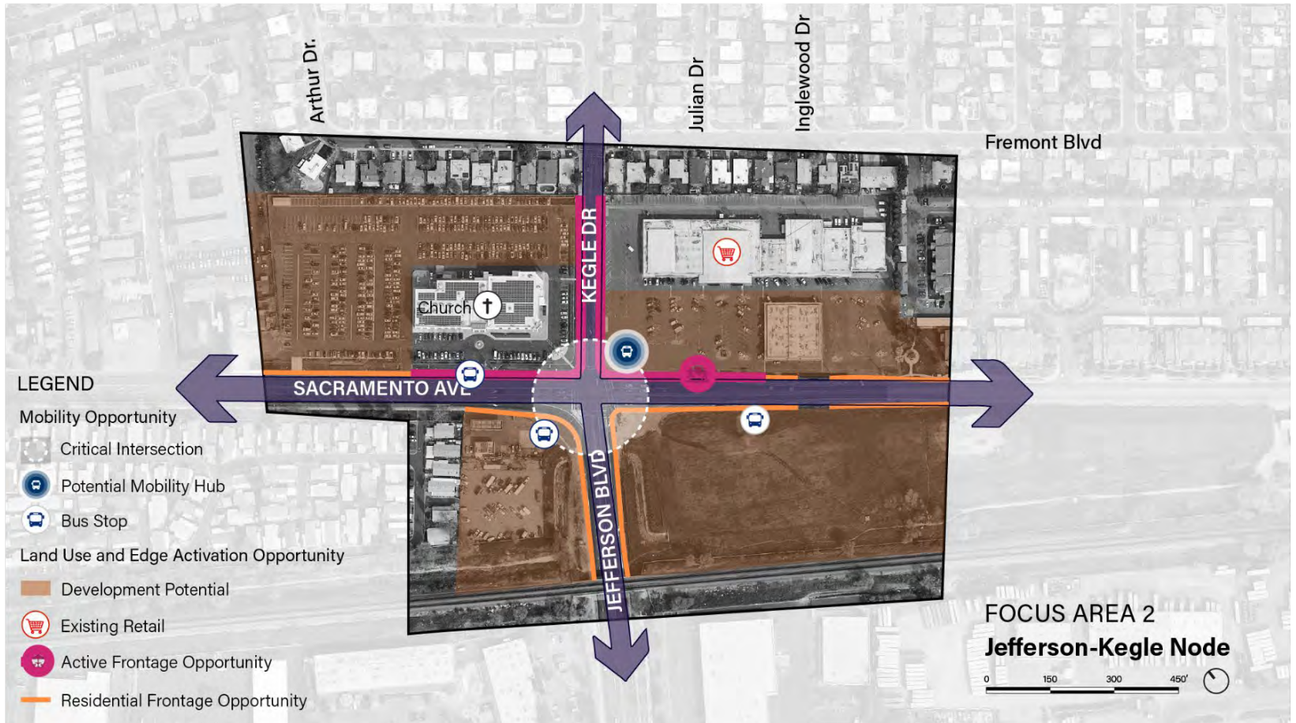
The cross-section below shows the minimum proposed widths and variation allowable by the existing right-of-way.

On the following page, two urban design focus areas are identified within the Western Area, depecited below, at Bryte Avenue and Jefferson Boulevard / Kegle Drive, which identify mobility, land use and edge activation and linear green opportunities.

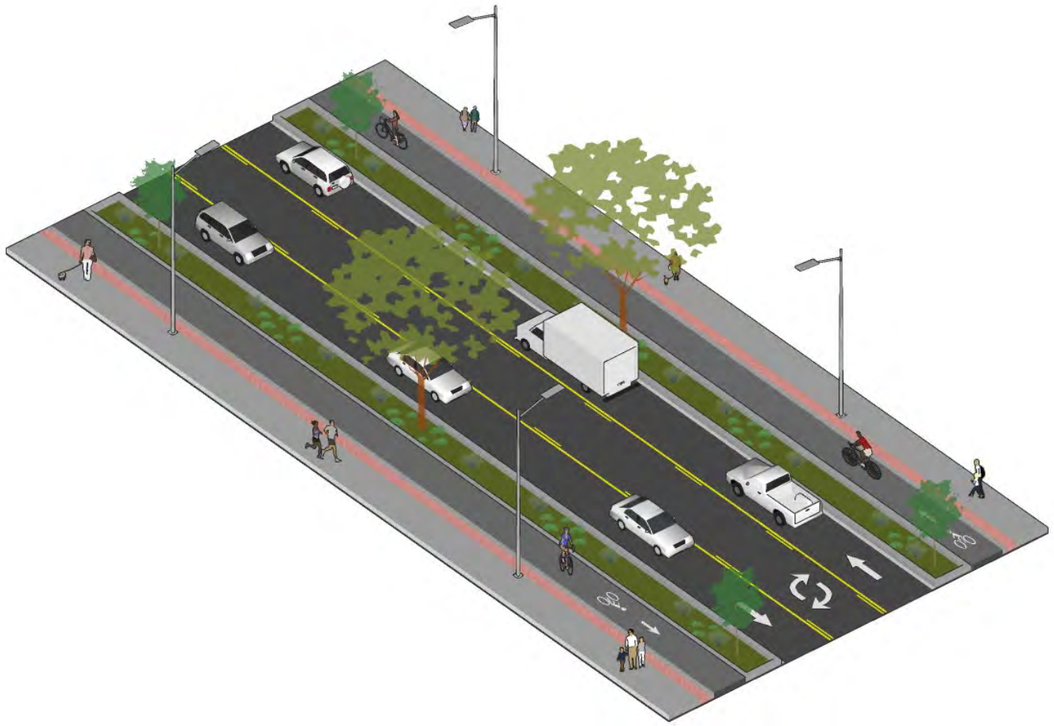





Bryte Ave
Lighthouse Charter School
Solano Street
Yolo Street
Sunset Ave
SACRAMENTO AVE
LEGEND
Mobility Opportunity
Critical Intersection
Potential Mobility Hub
Bus Stop
Potential Bike Connection
Land Use and Edge Activation Opportunity
Development Potential
Linear Green Opportunity
Active Frontage Opportunity
Residential Frontage Opportunity
FOCUS AREA 1
Bryte Ave Node
0
150
300
450'


Arthur Dr
Julian Dr
Inglewood
Fremont Blvd
KEGLE DR
Church
SACRAMENTO AVE
JEFFERSON BLVD
LEGEND
Mobility Opportunity
Critical Intersection
Potential Mobility Hub
Bus Stop
Land Use and Edge Activation Opportunity
Development Potential
Existing Retail
Active Frontage Opportunity
Residential Frontage Opportunity
FOCUS AREA 2
Jefferson-Kegle Node
0
150
300
450'

Central Area Strategies

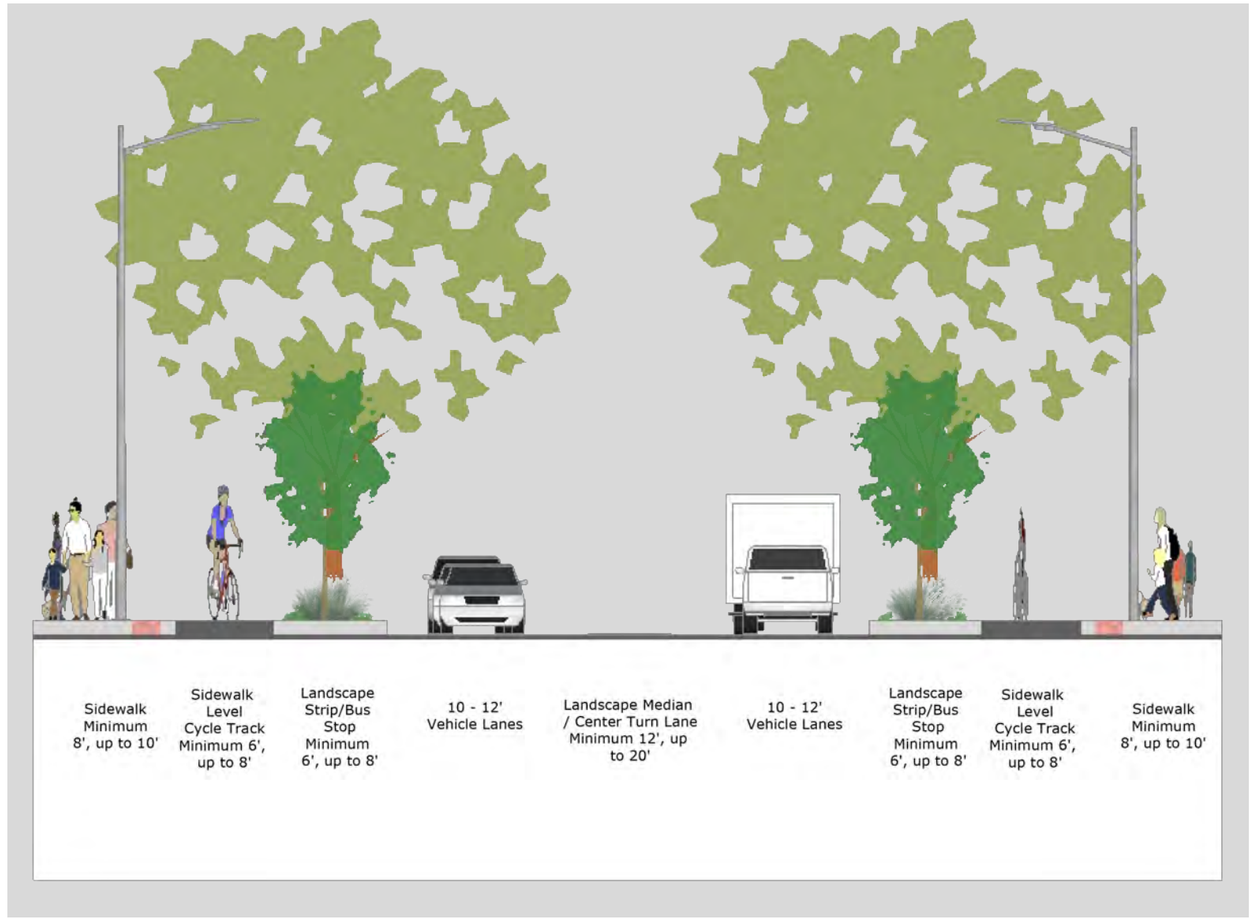


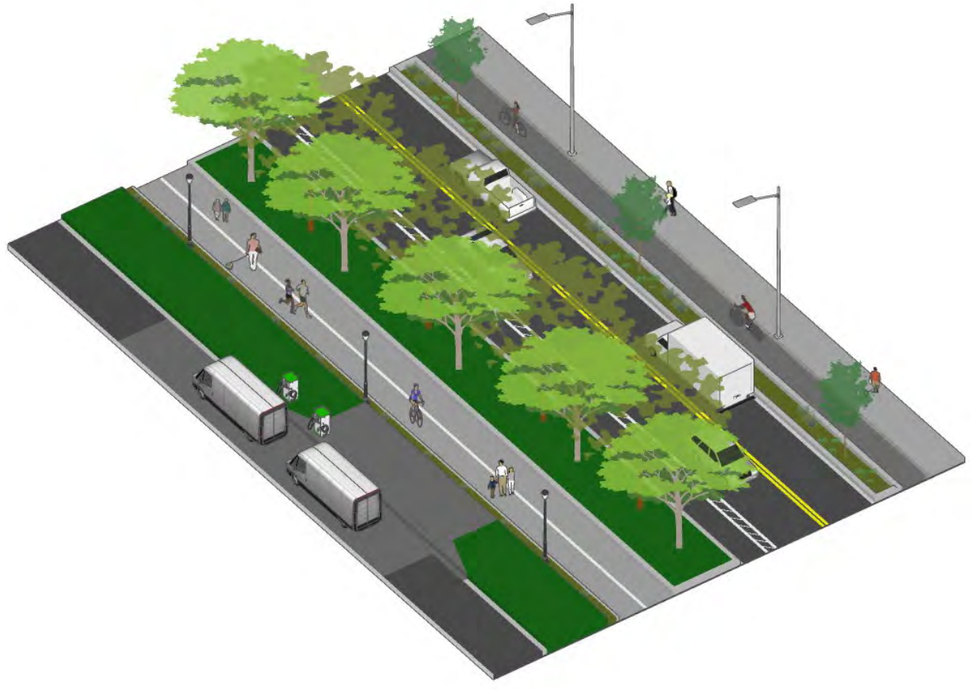
As shown in Focus Area 2 on the previous page, the mobility hub proposed at the northeast corner of Jefferson Boulevard / Kegle Drive will interface with the mobility improvements that continue eastward along Sacramento Avenue.

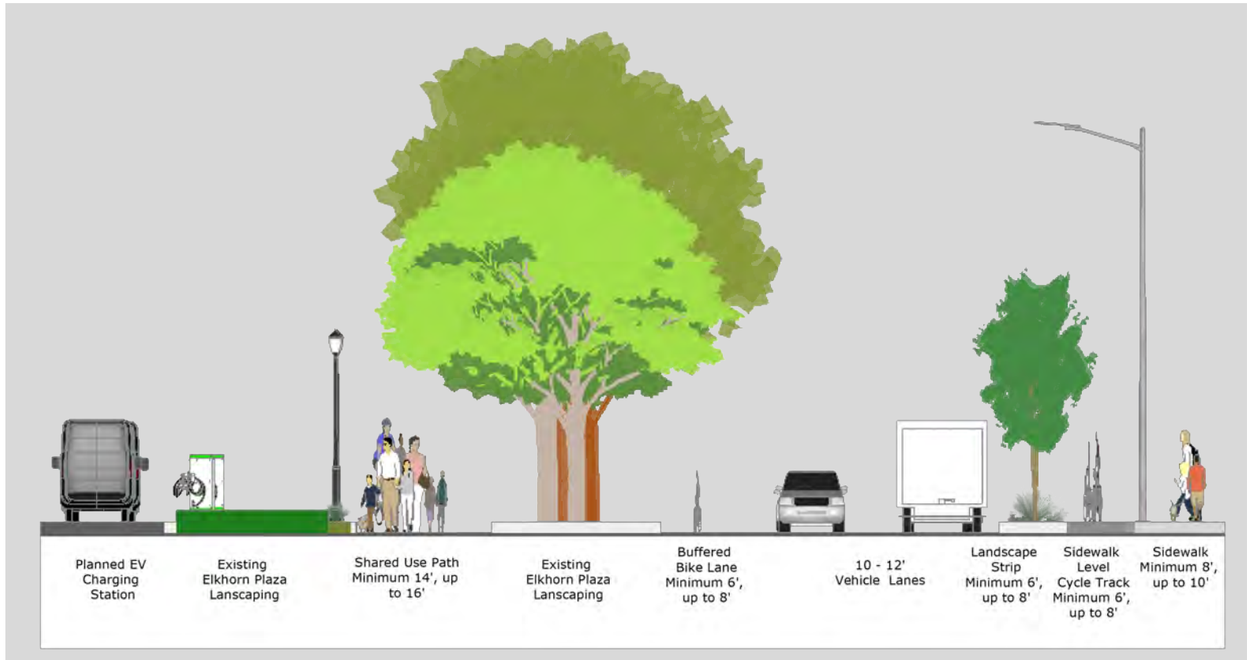
As shown in the standard street section in the image at the top left of the page, along Sacramento Avenue east of the Jefferson Boulevard / Kegle Drive intersection, the roadway narrows to one travel lane per direction. However, the wide existing right-of way allows for the new Class IV bikeway, landscaped median or two left turn lane, as well as sidewalk recommendations to continue east. The cross-section images to the right shows the minimum proposed widths and variation allowable by the existing right-of-way.

As shown in the standard street section on the next page, East of Douglas Street, the existing right of way between Elkhorn Plaza and the south side of the roadway begins to narrow. As shown, the Class IV bikeway recommendation continues east alongside the eastbound travel lane, while a Class II buffered bike lane is proposed in the westbound direction. However, the right of way within Elkhorn Plaza provides an opportunity for a Class I shared use path that could interface with the City's planned EV charging station and the Plan's proposed mobility hub at the Plaza, where mature trees would remain. The image at the bottom right of the following page t highlights these opportunities in Focus Area 3.

East of Reuter Dr, the roadway right of way further constrains, where the landscaped buffer between Class IV bikeways and vehicular traffic is transitioned to concrete curb separation. This is discussed in greater detail in the improvement concepts presented in Chapter 6.






Planned EV Charging Station
Existing Elkhorn Plaza Lanscaping
Shared Use Path Minimum 14', up to 16'
Existing Elkhorn Plaza Lanscaping
Buffered Bike Lane Minimum 6', up to 8'
10 - 12' Vehicle Lanes
Landscape Strip Minimum 6', up to 8'
Sidewalk Level Cycle Track Minimum 6', up to 8'
Sidewalk Minimum 8', up to 10'


Douglas St
Casselman Dr
Beasaley Dr
Reuter Dr
SACRAMENTO AVE
ELKHORN PLAZA
LEGEND
Mobility Opportunity
Critical Intersection
Potential Mobility Hub
Bus Stop
Land Use and Edge Activation Opportunity
Development Potential
Linear Green
Opportunity for Multiuse Pathway
Residential Frontage Opportunity
FOCUS AREA 3
Elkhorn Plaza Node
0
150
300
450'

Eastern Area Strategies

The strategies within the eastern area include maintaining consistency with existing plans for C Street and 5th Street improvements planned by the City, as well as a protected intersection at 5th and C Streets. Planned improvements would include high visibility features like buffers, curb extension, and colored pavement where feasible to improve the safety and comfort of bicyclists and pedestrians.

As shown in Focus Area 4 to the right, there is opportunity for placemaking activation, development potential and residential frontage opportunities. At the intersection of the future C Street-Railyards Bridge realignment and planned bicycle and pedestrian only bridge along the existing I Street Bridge, these opportunities would integrate with mobility improvements and opportunities.

