A Community Values Planning Approach
Project Understanding

- SACOG MTP
- RT Green Line
- City of Sacramento General Plan
- American River Parkway Plan
Alternatives

Number of Road Lanes

Bus Routes

Daily Traffic Volume

Total Volume: 195,500

6% 12,700
8% 14,800
8% 16,800

City of West Sacramento
City of Sacramento

Bike Paths

Bike Lanes

Sidewalks

City of West Sacramento
City of Sacramento
Public Engagement Process

- Stakeholder Advisory Committee Meetings (5)
- Project Area Tour
- Web Survey
- Public Workshop
- City Council Presentation
Existing Conditions

10.7 Minutes
4.3 Miles

Auto Connection

10.2 Minutes
3.8 Miles
<table>
<thead>
<tr>
<th>Common Values</th>
<th>Relevant Purpose Objective</th>
<th>Evaluation Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>Improve the connectivity to, and accessibility of, businesses, recreational areas, and new or redevelopment opportunity sites located in the urban core of Sacramento and West Sacramento.</td>
<td>Population and Employment within ½ mile of bridge crossing or 5 minute drive</td>
</tr>
</tbody>
</table>

- Increase accessibility to the Riverfront
- Remove barriers to travel especially by walking and bicycling
- Reduce gaps in the transportation network
Market Area
Conceptual Crossing
<table>
<thead>
<tr>
<th>Destinations/Crossing Connections</th>
<th>Key Map</th>
<th>2035 Pop. Max. Employment within 1/2 mile</th>
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<th>2035 Regional Daily VMT Change (1)</th>
<th>2035 Total River Crossing Daily Volume Change (3)</th>
<th>2035 Lane-Miles of Congestion Change (3, 2)</th>
<th>2015 Annual GHG Emission Change (1, 2)</th>
<th>Potential Residential Neighborhoods Affected by Traffic Volume Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Richards Boulevard - California Indian Heritage Center/The Rivers to River Drive</td>
<td>2,081</td>
<td>7,171</td>
<td>15,254</td>
<td>41,359</td>
<td>-95,700</td>
<td>16,098</td>
<td>-2.00</td>
<td>-15,800 MT</td>
<td>3 3</td>
</tr>
<tr>
<td>3. Street (various) - Washington Specific Plan to Rail yards</td>
<td>11,050</td>
<td>33,678</td>
<td>61,278</td>
<td>100,995</td>
<td>100,995</td>
<td>100,995</td>
<td>0</td>
<td>0</td>
<td>No Change Compared to No Project</td>
</tr>
<tr>
<td>4. Tower Bridge - Washington Specific Plan/River District to Downtown Sacramento</td>
<td>23,448</td>
<td>63,435</td>
<td>63,954</td>
<td>95,903</td>
<td>23,448</td>
<td>95,903</td>
<td>0</td>
<td>0</td>
<td>No Change Compared to No Project</td>
</tr>
<tr>
<td>5. R Street - Bridge District to R St. Corridor</td>
<td>16,035</td>
<td>35,480</td>
<td>60,003</td>
<td>100,000</td>
<td>-99,300</td>
<td>11,360</td>
<td>-5.10</td>
<td>-14,950 MT</td>
<td>5 3</td>
</tr>
<tr>
<td>6. Broadway - Bridge District/Pioneer Bluff to Delta/Millers Park</td>
<td>4,822</td>
<td>12,799</td>
<td>63,915</td>
<td>98,164</td>
<td>-82,600</td>
<td>13,400</td>
<td>-5.50</td>
<td>-13,655 MT</td>
<td>5 2</td>
</tr>
<tr>
<td>7. Marks Mound - Storm Drain to Miller Park</td>
<td>4,176</td>
<td>5,686</td>
<td>2,658</td>
<td>24,593</td>
<td>-92,080</td>
<td>11,860</td>
<td>-7.50</td>
<td>-13,370 MT</td>
<td>5 2</td>
</tr>
</tbody>
</table>
Neighborhood Friendly Bridge Definition

- Primarily Serving Short Local Trips
- Serves All Users - Including Motorists, Bicyclists, Pedestrians, Low-Energy Vehicles and Public Transit Riders
- Architecturally Pleasing and Contextually Appropriate Aesthetics and Dimensions for Adjacent Neighborhoods
Neighborhood Friendly Bridge Definition

- Does Not Require Widening of the Approaching Roadways just to Accommodate Bridge Flows
- Designed with a Target Speed Equal to or Less than Bridge Approaches
- Reduces the Growth in VMT
- Does Not Connect Directly to Streets that are Primarily Residential
- Consistent with Need & Purpose