The Grid

• 4.25 square miles
• Street grid defined at birth of City
• Lettered and numbered streets spaced every 400 ft
• East-west alleys halfway between lettered streets
• Flat with distances that are easily traversed on foot
• Walkability and pedestrian/bicycle accessibility level is what planners strive for
Presentation Topics

- Study Approach
- Strategies & Investment Options
- Network Elements
- Performance Measures for Draft Preferred Network
Study Approach

• Use a “systems planning approach” to optimize access and travel on the grid
• “Layered network” perspective to enhance and integrate travel modes on the grid
• Challenges in accommodating all modes on a single street
• Identify **priority for travel modes** on different street segments
Study Phases

1: Visioning
- Ideas for projects, programs & policies

2: Project Screening
- Most effective ideas

3: System Alternatives
- Evaluate options

4: Draft Preferred Network
- The best package

5: Implementation Strategy
(current phase)
- Priorities & financing
Stakeholder Engagement

The project team has met with a comprehensive group of community stakeholders representing

– neighborhoods
– businesses
– property owners
– active transportation interests
Community Engagement

- The project team is reaching out to the community through multiple methods...
  - Four online community surveys have received more than 650 responses
  - SacGrid.com includes project information and videos of community leaders discussing
  - Over 400 people have connected on Facebook
# Strategies to Improve the Grid

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve connections between neighborhoods and the downtown core, especially for biking, walking and transit trips</td>
<td>Convert one-way streets to expand network of on-street &quot;commute&quot; bike lanes</td>
</tr>
<tr>
<td></td>
<td>- One-way to two-way conversions</td>
</tr>
<tr>
<td></td>
<td>- Reduce one-way street from 3 lanes to 2 lanes</td>
</tr>
<tr>
<td></td>
<td>Enhance &quot;low stress&quot; bike network</td>
</tr>
<tr>
<td></td>
<td>Streetscape projects (commercial/transit streets)</td>
</tr>
<tr>
<td></td>
<td>Pedestrian gap closure</td>
</tr>
<tr>
<td>Create downtown gateways and corridors worth visiting</td>
<td>Pedestrian enhancements on connector streets (at freeways and to/from river crossings)</td>
</tr>
<tr>
<td></td>
<td>New river bridges</td>
</tr>
<tr>
<td>Protect neighborhood streets as places where parents feel safe for their children to walk and bike</td>
<td>Maintain adequate capacity on one-way streets to avoid diversions to neighborhood streets</td>
</tr>
<tr>
<td></td>
<td>Connection to &quot;low-stress&quot; bike network</td>
</tr>
<tr>
<td>Improve transit circulation and efficiency with transit stops and stations that make rail and bus travel a pleasurable experience</td>
<td>Enhance transit stops</td>
</tr>
<tr>
<td></td>
<td>Transit signal priority</td>
</tr>
<tr>
<td></td>
<td>Transit lane priority</td>
</tr>
<tr>
<td></td>
<td>Rail improvements</td>
</tr>
<tr>
<td>Enhance commercial corridors for safe walking and cycling and accommodating both through and local traffic</td>
<td>Street lighting in commercial corridors</td>
</tr>
<tr>
<td></td>
<td>Convert one-way streets in commercial corridors to provide bike lanes</td>
</tr>
</tbody>
</table>
Types of Investments

Bike Facilities
- New Bike Lanes/Paths
- Low Stress Network

Transit Facilities
- Enhanced Stops/Wayfinding
- Transit Signal Priority
- Dedicated Lanes

Pedestrian Facilities
- Streetscape projects
- Activity Center Projects
- Buffered Lanes
- Cycle Tracks
- Gap Projects
- Connector Street Enhancements
Area-wide Investments

Other programmatic investments will be considered that will be common to all system options but are not shown on maps. The level of improvements will to be determined but they will include:

- Street Lighting
- Wayfinding
- Alley Activation
Wayfinding
Alley Activation

- **Commercial Alleys** can be restricted for traffic during non-delivery hours.
- **Residential Alleys** can be constructed as green alleys and/or operated as pedestrian-only environments or as shared streets.
Alley Activation
Opportunities on the Grid: Complete Streets
Opportunities on the Grid: One-Way Street Conversions
Opportunities on the Grid: Gateway Access
Network Connectivity
Draft Pedestrian Investments
<table>
<thead>
<tr>
<th>Types of One-Way Conversions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Two-way</td>
</tr>
<tr>
<td>• 3 lanes one-way to 1 lane each direction plus 2 Class II</td>
</tr>
<tr>
<td>• 3 to 2-Lanes</td>
</tr>
<tr>
<td>• 3 lanes one-way to 2 lanes one-way plus 2 Class II</td>
</tr>
<tr>
<td>• Two-way with contra-flow lane</td>
</tr>
<tr>
<td>• 3 lanes one-way to 2 lanes one direction and 1 lane in other direction</td>
</tr>
<tr>
<td>• 4 lanes one-way to 3 lanes one direction and 1 lane in other direction</td>
</tr>
</tbody>
</table>
Draft Roadway Network
Draft Bike Network
Draft Transit Network
Existing Total Peak Hour Bus Volumes

Legend
Existing Peak Hour Buses
- 1 - 10
- 11 - 25
- 26 - 40
- 41 - 55
- 56 - 70
- 71+

Figure 3
Existing Total Peak Hour Buses
2035 Total Peak Hour Bus Volumes

Figure 6
2035 Total Peak Hour Buses

Legend
2035 Peak Hour Buses
- 1 - 10
- 11 - 25
- 26 - 40
- 41 - 55
- 56 - 70
- 71+
Type of Transit Facility Investments

**MTP/SCS**
- LRT Extensions and Enhancements – 33% increase in trains in downtown core
- Streetcar
- Expanded bus service – 75% increase buses in downtown core

**City Investments**
- Dedicated Transit Lanes with Transit Signal Priority
- Enlarged Stops
- Bulb Outs
From:

Transit Cooperative Research Program (TCRP) Report 19

Figure 3. Typical Dimensions for On-Street Bus Stops.
Performance Measures

Grid 2.0

How will this plan change the grid?

72 additional blocks with two-way traffic
48 percent increase in bike lanes

<table>
<thead>
<tr>
<th>Streets</th>
<th>ONE-WAY</th>
<th>TWO-WAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>429</td>
<td>781</td>
</tr>
<tr>
<td>Preferred Network</td>
<td>367</td>
<td>853</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>On-street Bike Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
</tr>
<tr>
<td>Preferred Network</td>
</tr>
</tbody>
</table>

*Change in number of blocks on Grid with two-way traffic and bike lanes*
Performance Measures

How will travel change on the grid? 2012 to 2036

<table>
<thead>
<tr>
<th>Growth within Grid</th>
<th>Person Trips by Travel Mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resident</td>
<td>Vehicle</td>
</tr>
<tr>
<td>51%</td>
<td>166%</td>
</tr>
<tr>
<td>Employment</td>
<td>Transit</td>
</tr>
<tr>
<td>29%</td>
<td>77%</td>
</tr>
<tr>
<td>Person Trips</td>
<td>Walk</td>
</tr>
<tr>
<td>42%</td>
<td>Bike</td>
</tr>
<tr>
<td></td>
<td>98%</td>
</tr>
</tbody>
</table>
Performance Measures

Vehicle-Miles of Travel (VMT) on Grid during Peak Periods
(3 hours AM Peak plus 3 Hours PM Peak)

- **Local Streets**
- **Arterial/Collectors**

<table>
<thead>
<tr>
<th>Year</th>
<th>Existing</th>
<th>Preferred Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>6,619</td>
<td>6,051</td>
</tr>
<tr>
<td></td>
<td>72,153</td>
<td>67,118</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Existing</th>
<th>Preferred Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>2036</td>
<td>7,411</td>
<td>6,877</td>
</tr>
<tr>
<td></td>
<td>94,425</td>
<td>89,683</td>
</tr>
</tbody>
</table>

*Over 90% of VMT on Grid occurs on arterial and collector streets

*VMT decreases with Preferred Network*
ON-GOING INFORMATION IS AVAILABLE AT...

WWW.SACGRID.COM