FUNCTIONAL GUIDELINES

INTRODUCTION

Purpose and Scope

The improvements that make up the Connector Project ("Project") consist of roadway, transit, and non-motorized facilities, along with open space acquisition and preservation serving a regional area in excess of 150 square miles. The Project will be implemented over a period of many years through the cooperative efforts of five local jurisdictions: Sacramento County, El Dorado County, and the cities of Elk Grove, Rancho Cordova, and Folsom. Given this cooperative sponsorship structure and the size and scope of the Project, successful completion will require cooperation and coordination among the participating jurisdictions, and other agencies such as SACOG, the Sacramento Transportation Authority (STA), and the El Dorado County Transportation Commission (EDCTC), as well as other agencies.

These Functional Guidelines set forth the principles and broad objectives addressing the planning, design, and implementation of the Project, as well as complementary projects to be undertaken by the Project sponsors that enhance the regional transportation system.

These Functional Guidelines address common or standard characteristics and features of the proposed Project. These Functional Guidelines will serve as the background for the more detailed environmental analyses and technical engineering that will occur in subsequent phases of the Project's development. Those areas left for interpretation in these guidelines or for more detailed description shall fall to the discretion of the governing body of the Joint Powers Authority for the project.

Planning Principles

The following planning principles provide the foundation for the Functional Guidelines:

Improve access to, and connections between, residential and employment areas within and outside of the Project corridor.

- Acknowledge that the Connector Project is in the Metropolitan Transportation Plan and further support the transportation and land use principles in the general plans of the local jurisdictions and in the Metropolitan Transportation Plan.
- Relieve demand on (i) local streets and roads, and (ii) regional freeway facilities (US-50, SR-99, I-5).
- Strategically apply access control and capacity characteristics to preserve and enhance regional functionality while discouraging growth in areas not designated for growth as determined by the local jurisdiction's general plan.

- Enhance regional mobility and preserving the livability of communities.
- Provide efficient and safe facilities for automobile, transit, bicycle, and pedestrian options for multi-modal travel.
- Minimize direct and indirect physical impact on the natural and built environments.
- Preserve open space to reinforce and support approved land use plans.
- Permit phased implementation with respect to (i) funding, (ii) location, and (iii) design characteristics.

FUNCTIONAL GUIDELINES

Connector Roadway

Capacity and Cross-Section

The Connector roadway should be designed and constructed to serve the demand projected in the MTP and adopted local plans. The right-of-way should be preserved for future build-out conditions, in accordance with adopted local plans. The roadway cross-section should include through travel lanes, median, outside shoulders, and Class II bike lanes, where feasible and appropriate. The roadway also should provide for curb and gutter, sidewalk, and buffer zones on both sides, where appropriate.

Access Characteristics

To maximize the efficiency of the roadway, access to the Connector should be allowed only at a limited number of access points; principally, existing primary facilities and new facilities included in the MTP. Access should be limited to the greatest extent possible to retain efficiency, reduce congestion, and enhance mobility. New access to the Connector from areas not designated for growth in the general plans should not be permitted.

Profile

The Connector profile, where feasible, practicable, and consistent with acceptable design standards, should emulate the profiles of existing roadways to the greatest extent possible. The existing slopes and vertical curves should be modified as necessary to conform to speed and safety standards. The roadway elevation shall be planned to accommodate at least limited operation during a 100-year flood event. The design of the Connector corridor should recognize impacts to sensitive habitats, including elevation adjustments to allow for passage of wildlife. Where appropriate, grade separations should be provided for railroads and for roadways not meeting Connector access standards but also not suitable for closure or diversion.

Design Aesthetics, Materials, and Maintenance

To minimize the impact on the livability of communities, the Connector should be designed with due consideration to aesthetics for users and adjacent property owners (residents, employers, and employees). Where appropriate, the facility should include landscaping, quality materials, treatments for medians, pedestrian areas, and adjacent facilities, and barriers and buffer zones.

Transit Services

Route and service planning for new and/or modified local fixed route, express bus, and Bus Rapid Transit (BRT) service in the Connector may be undertaken by transit operators and other sponsor agencies within the corridor including, but not limited to, the City of Elk Grove, Folsom Stage Lines, El Dorado Transit, and Sacramento Regional Transit District. Transit service in the corridor (coverage and frequency) should be maximized to the extent feasible. The design of the Connector project should accommodate appropriate transit facilities.

Non-Motorized Facilities

The Connector should provide flexible and efficient modes of use, including automobile, transit, bicycle, and pedestrian. To facilitate the use of non-motorized options, the Connector roadway should be sized and striped for Class II bicycle lanes, except where right-of-way limitations and/or safety issues make them infeasible. In those segments where Class II lanes are deemed to be infeasible, alternate bicycle routes should be provided. Where appropriate, sidewalks and other pedestrian amenities should be provided throughout the corridor.

Open Space Preservation

Concurrently with the environmental review and design process, the sponsors will develop an open space preservation plan, and associated phasing and funding plan for the corridor consistent the Sacramento Transportation Authority Measure A expenditure plan.

Other Facilities

The functionality of the Connector relies on the overall functionality of the regional transportation system. In order to meet the goals of the MTP and the Connector, complementary projects may be phased in over time as conditions necessitate. Planning, design, and construction of new or modified roadway facilities in the Project corridor that could materially affect operation of the Connector should be accomplished in a manner that is consistent with, and supports, the MTP, as well as the Connector purpose and need.

PROJECT IMPLEMENTATION

Phasing and Interim Use

The Connector should be implemented in a phased manner. The design of temporary sections (if any), should provide for widening in accordance with the MTP and local adopted plans at minimal cost and impact.

Funding Coordination

The Project Joint Powers Authority should establish and maintain a funding plan and process to coordinate commitments, costs, revenues, and expenditures. The funding plan and process will be shared with other transportation planning agencies (e.g., SACOG, Sacramento Transportation Authority, Caltrans) as required and appropriate, and should be consistent with similar plans in appropriate regional programming documents, such as the Regional Transportation Improvement Program (RTIP), the State Transportation Improvement Program (STIP), and the Metropolitan Transportation Improvement Program (MTIP). Investments in the Connector should be coordinated and balanced with other transportation investments in a manner that maximizes benefits to the public while minimizing costs.