



# REPORT TO COUNCIL

## City of Sacramento

# 22

915 I Street, Sacramento, CA 95814-2604  
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Staff Report  
**July 25, 2006**

Honorable Mayor and  
Members of the City Council

**Title: Pedestrian Master Plan**

**Location/Council District:** Various locations, Citywide

**Recommendation:** Adopt the **Pedestrian Master Plan** and direct staff to develop the Pedestrian Improvement Program as an element of the City's Transportation Programming Guide (TPG).

**Contact:** Azadeh Doherty, Staff Aide, 808-3137;

**Presenters:** Azadeh Doherty, Staff Aide; Ed Cox, Alternative Modes Coordinator

**Department:** Transportation

**Division:** Planning and Policy

**Organization No:** 3416

### **Description/Analysis:**

**Issue:** The Pedestrian Master Plan has been written in order to provide a comprehensive vision to improve pedestrian conditions in the City of Sacramento.

The Pedestrian Master Plan's goals are to:

- Create a walkable pedestrian environment.
- Improve awareness of walking as a mode of transportation through education.
- Increase pedestrian safety.

In order to accomplish these goals the Plan has established two major objectives:

1. Recommend pedestrian friendly policies, standards and procedures that can be incorporated into future updates of the General Plan and, ultimately, be implemented in all new transportation and land use projects. The integration of pedestrian friendly features into new development projects is a key element of this plan.



2. Establish a methodology for the development of a pedestrian improvement program that identifies current pedestrian deficiencies that will be integrated into the City's Transportation Programming Guide (TPG). The TPG will prioritize the appropriate retrofit for sidewalks and crossing locations.

The plan estimates that the cost to complete all sidewalk improvements within the City will be approximately \$400 million. The crosswalk and other crossing improvements will cost an equal amount, thereby making the total cost of the Pedestrian Improvement Program approximately \$800 million.

**Policy Considerations:** The Pedestrian Master Plan is consistent with the goals of the City of Sacramento's Strategic Plan to improve and diversify the transportation system and enhance and preserve neighborhoods.

**Environmental Considerations:** Approval of the Pedestrian Master Plan does not have the potential to cause a significant negative effect on the environment and is, therefore, exempt under CEQA Guidelines, Categorical Exemption Section 15061(b)(3) of the California Environmental Quality Act. However, when projects are implemented, they will be subject to environmental evaluation under CEQA Guidelines.

**Rationale for Recommendations:** The draft Pedestrian Master Plan was presented to the City Council on February 21, 2006 and Council presented to staff a series of comments. The plan has been amended to reflect the revisions suggested by the Council. A summary of the comments along with appropriate responses are listed in Attachment 1.

**Financial Considerations:** Approval of this plan will have no direct financial impacts. Funding for sidewalk and crossing projects will be incorporated into the annual Transportation Capital Improvement Program budget process. Pedestrian improvements will also be completed as part of various transportation capital improvement projects as well as private development projects.

**Emerging Small Business Development (ESBD):** The City's consultant on this project, Fehr and Peers, has met the ESBD requirement of 20% participation for this project.

Respectfully Submitted: Francesca Lee Halbakken

Francesca Lee Halbakken  
Planning and Policy Manager

Approved by: Jerry Way

Jerry Way  
Interim Director, Department of Transportation

Recommendation Approved:

*for* Ray Kerridge  
RAY KERRIDGE  
City Manager

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**Attachment 1****Background**

In February 2003, the City Council approved Resolution 2003-088 which authorized staff to begin work on a city-wide Pedestrian Master Plan. The Master Plan working group was formed and many resources in pedestrian planning were used to produce this planning document. The project team conducted public meetings in all four Neighborhood Services Areas. A technical Steering Committee was formed with representatives from various public agencies and advocacy groups and the draft Pedestrian Master Plan was developed. This plan was presented as an information item to various Committee and Commissions as follows: the Disability Advisory Commission on December 15, 2005; the Development Oversight Commission on January 9, 2006; the Planning Commission on January 19, 2006; the Parks and Recreation Commission on February 2, 2006; and the General Plan Mobility Advisory Committee on July 10, 2006. Staff received feedback from this process and incorporated comments into the final report.

The draft plan was presented to City Council on February 21, 2006. Council comments summarized in Attachment 1 have been incorporated into the Pedestrian Master Plan.

The Pedestrian Improvement Program, previously a major component of the draft Pedestrian Master Plan, will instead be integrated into the City's Transportation Programming Guide (TPG) as a new program area. The Pedestrian Master Plan establishes a methodology for prioritizing sidewalk and street crossing projects, but projects are not identified in the Master Plan. In the future, projects will be developed as part of the TPG process. The criteria that will be used to identify and rank projects in the TPG will be based on the demand and walkability scores described in the Plan.

**Attachment 2**

The following are responses to the City Council Comments received at February 21, 2006 Council Meeting regarding the Draft Pedestrian Master Plan:

Mayor Fargo:

- 1) City's policy regarding rolled curb is not addressed.

**Response: A technical advisory committee has been formed to develop guidelines for the construction of infill sidewalks (rolled vs. vertical and detached vs. attached sidewalks). The recommendations of this committee will be presented to the Council as part of the implementation of the Pedestrian Improvement Program which will become a component of the Transportation Programming Guide (TPG).**

- 2) Definition of a "Basic" sidewalk.

**Response: same as above.**

- 3) Azevedo to be added to the Pedestrian Corridor and Nodes Map on page 53.

**Response: Added. Please see map on page 56 of the Pedestrian Master Plan.**

- 4) Trails to be added to the Pedestrian Corridor and Nodes Map.

**Response: Added. Please see map on page 56.**

- 5) Correct Pedestrian demand score map. Misleading information on Richards Blvd. area.

**Response: Corrected. Please see map page 50 of the Pedestrian Master Plan.**

Councilmember Hammond:

- 1) Update Pedestrian Demand and Pedestrian Deficiency Maps (pages 8-9 of the Executive Summary)

**Response: The GIS data have been corrected and the corrections are reflected in the revised maps on pages 50, 52 and 54 of the Pedestrian Master Plan.**

- 2) Utility Poles on sidewalks continue to be a problem. Example: Fruitridge Road & Martin Luther King

**Response: Please see Section B (pg. B12), Design Guidelines of the Pedestrian Master Plan Appendices.**

**Recommended solutions are:**

- 1) Expand sidewalk.
- 2) Remove pole back from the sidewalk area.
- 3) Underground utility.

- 3) Safety issues and missing sidewalks on: Franklin Blvd. and Florin Road.

**Response: Staff is currently working to improve segments of sidewalks along Franklin Blvd. Any segments of this road or any other road that do not have sidewalks will be evaluated and ranked as part of the implementation of the Pedestrian Improvement Program of the Transportation Programming Guide (TPG).**

Councilmember Pannell:

- 1) Add Amherst and 21<sup>st</sup> Streets to the Pedestrian Corridor and Nodes Map on page 53 of the Pedestrian Master Plan report.

**Response: Please see map on page 56 of the Pedestrian Master Plan.**

- 2) Requested information on accident history in Meadowview Road.

**Response: This information was provided to Councilmember Pannell's office.**

Councilmember Tretheway:

- 1) Tree Planting as an amenity for pedestrian.

**Response: Added. Please see page 37 of the Pedestrian Master Plan.**

- 2) Garden Highway and Truxel/I-80 overpass: not safe places for people to walk.

**Response: One of the goals of the Pedestrian Master Plan is to identify safety measures that can be implemented in unsafe pedestrian areas such as the Truxel/I-80 overpass.**

Councilmember Sheedy:

- 1) Include angle parking as a method of promoting walkability. Example: Del Paso Blvd.

**Response: Added. Please see page 41.**

Councilmember McCarty:

- 1) Existing projects in the TPG to be shown in the Pedestrian Plan (i.e. 65<sup>th</sup> Street)

**Response:** The Pedestrian Master Plan recommends a methodology to establish a Pedestrian Improvement Program. The new methodology will be used to identify and prioritize sidewalk and street crossing projects. The Pedestrian Improvement Program, previously a major component of the draft Pedestrian Master Plan, will instead be integrated into the City's Transportation Programming Guide (TPG) as a new program area. Existing TPG sidewalk projects such as 65th Street will be included in the Pedestrian Improvement Program.

Pedestrian Master Plan

July 25, 2006

**Attachment 3**

Pedestrian Master Plan - Separate Handout, 70 pages

The Draft Pedestrian Master Plan may also be viewed at the City of Sacramento's web page at [www.cityofsacramento.org](http://www.cityofsacramento.org).

**Attachment 4**

Pedestrian Master Plan Appendices - Separate Handout, 118 Pages

The Draft Pedestrian Master Plan Appendices may also be viewed in the Master Plan, beginning on page 71, at the City of Sacramento's web page at [www.cityofsacramento.org](http://www.cityofsacramento.org).