



City of Sacramento Pedestrian Master Plan

Making Sacramento the Walking Capital



Sacramento as the Walking Capital



This Master Plan will:

- *Set Goals and Strategies*
- *Take a Citywide Approach*



Sacramento as the Walking Capital

Prioritization of Pedestrian Improvements

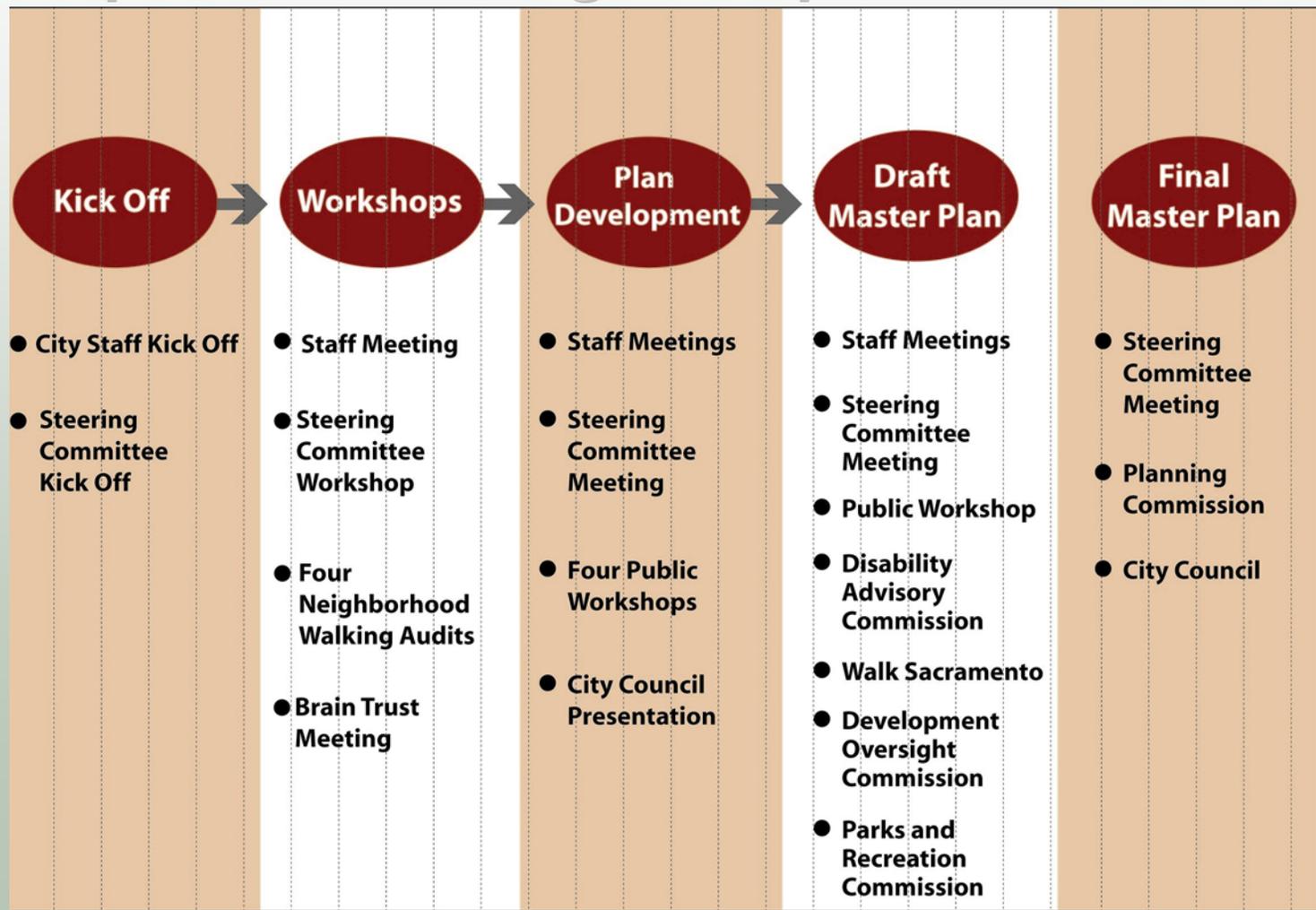
Guidance to:

- Planners*
- Transportation Engineers*
- Developers*
- Decision Makers*
- Citizens*



Sacramento as the Walking Capital

Steps in making the plan





Sacramento as the Walking Capital



Overarching Goal:

Increase the use of the pedestrian mode as a mode of choice for all areas of the City.



Sacramento as the Walking Capital

Within the plan, 13 goals that discuss:

- Connectivity*
- Travel-way Character*
- Context Character*
- Education*
- Safety*



Current Pedestrian Conditions

All new development now required to include universal designed pedestrian provisions

However many older streets still do not have adequate provisions

Even with a sidewalk, the environment in some areas is uninviting





Current Pedestrian Friendly Efforts



-Developed and updated Americans with Disabilities Act Transition Plan for curb ramps.

-Developed Pedestrian Safety Guidelines.

-Developed Pedestrian Friendly Street Standards.

-Initiated Neighborhood Traffic Management Program.

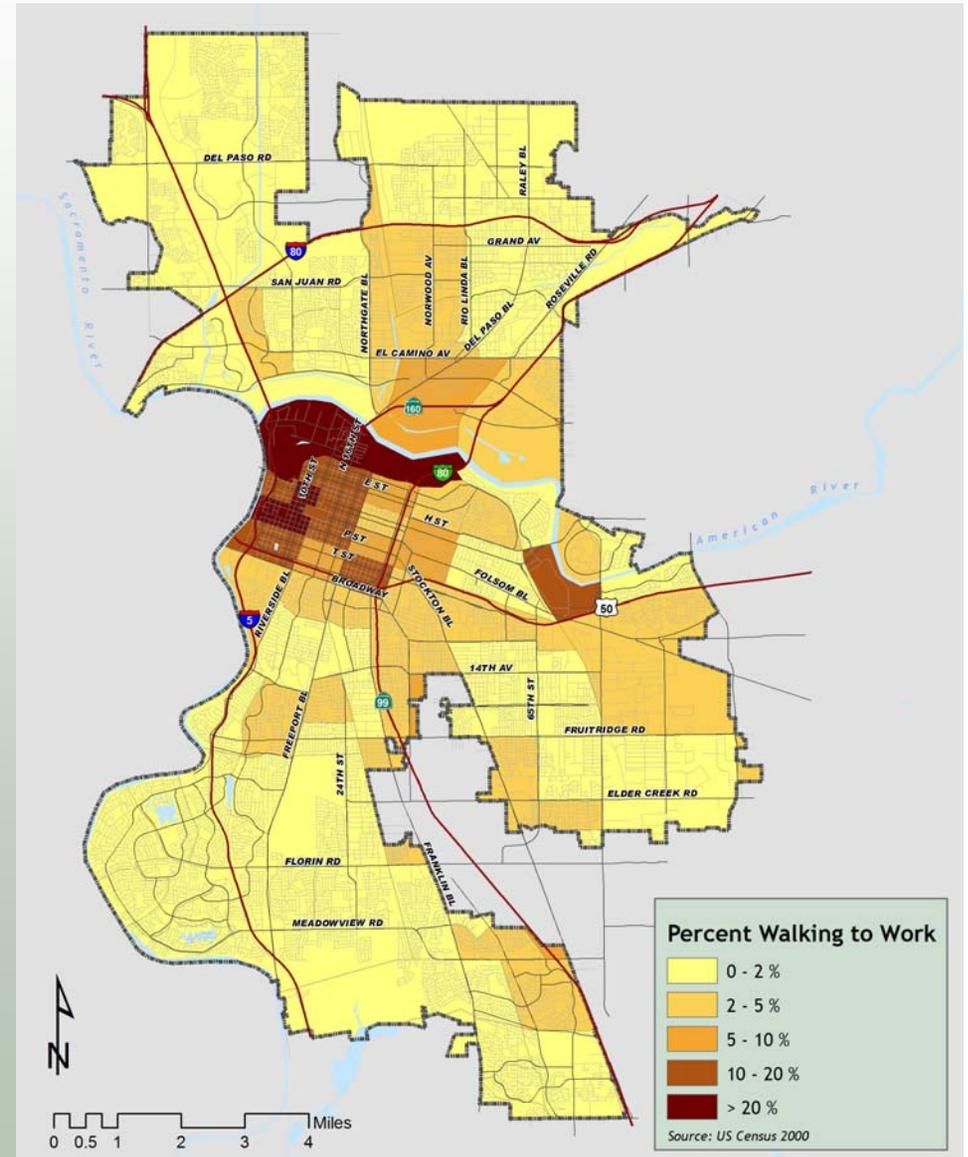


Current Conditions

US Census shows percent of people walking to work.

Greater than 20% in some areas

Newer outlying areas as low as 1%





Current Conditions

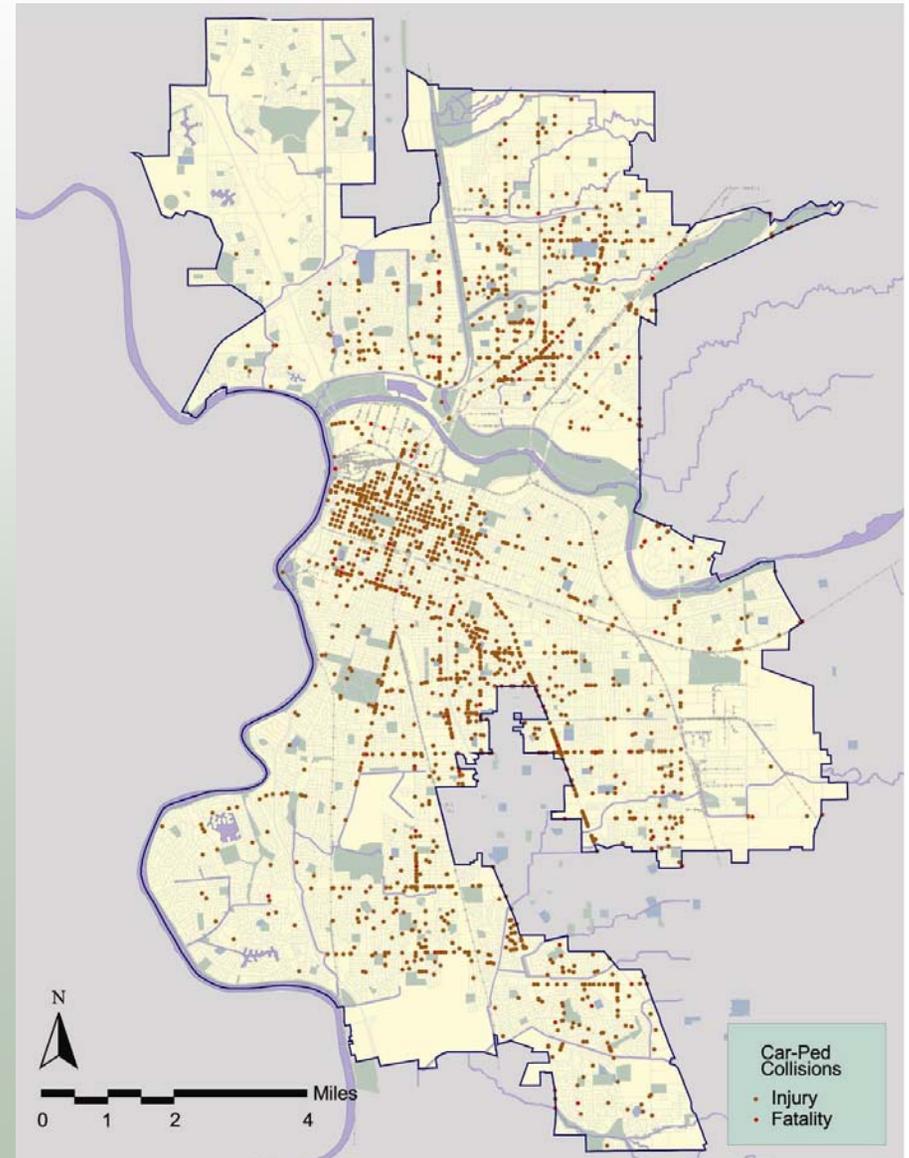


Locations for car versus pedestrian collisions:

-10 year history

-Map shows where collisions occur, not necessarily high danger areas

-Emerging corridor lines





Key Terms

Walkability

Pedestrian Demand





Walkability

The ease, comfort and safety of walking



High walkability



Low walkability

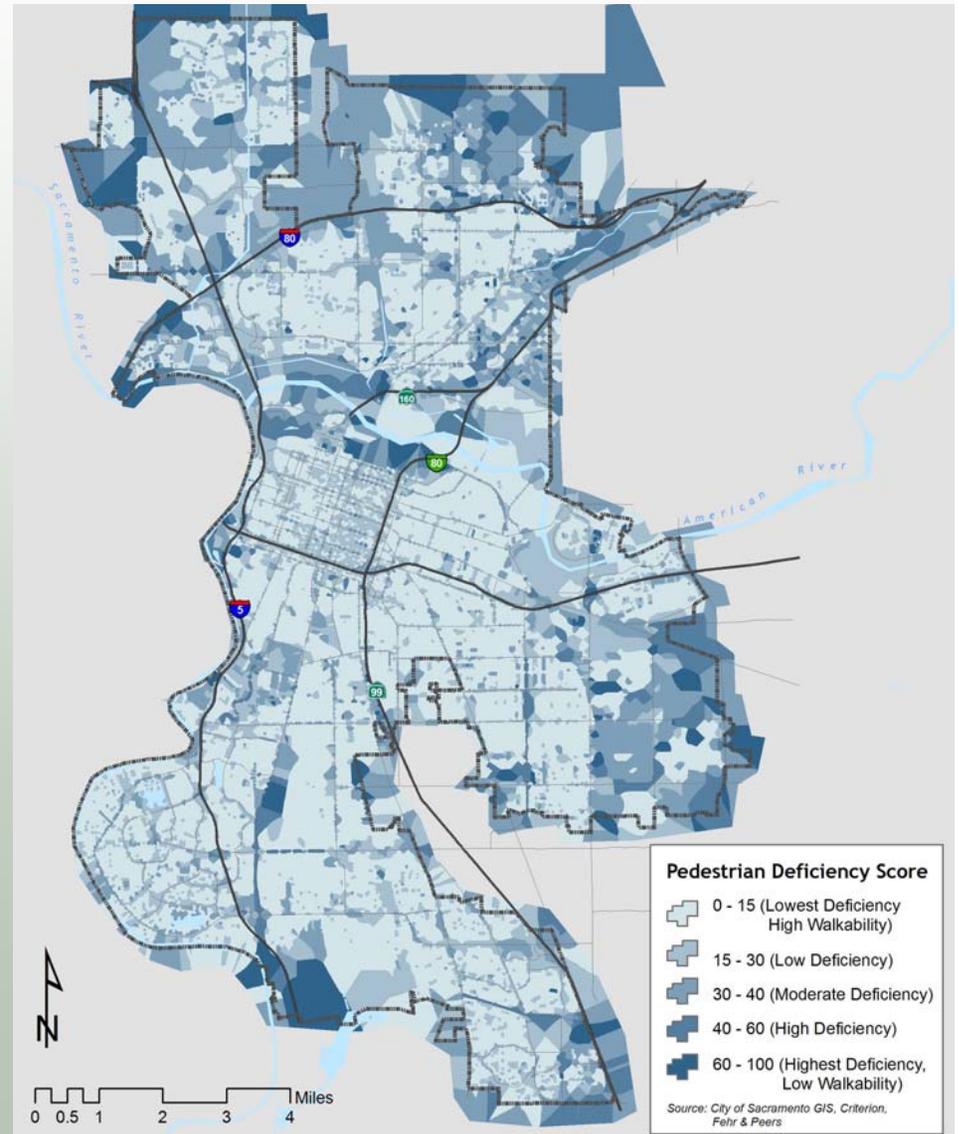


Walkability



Measured infrastructure deficiencies:

- *Sidewalks*
- *Connectivity*
- *Street widths*
- *Traffic signals*
- *Hazards*
- *Street lighting*





Pedestrian Demand

The nature of a place that attracts pedestrians



High demand



Low demand

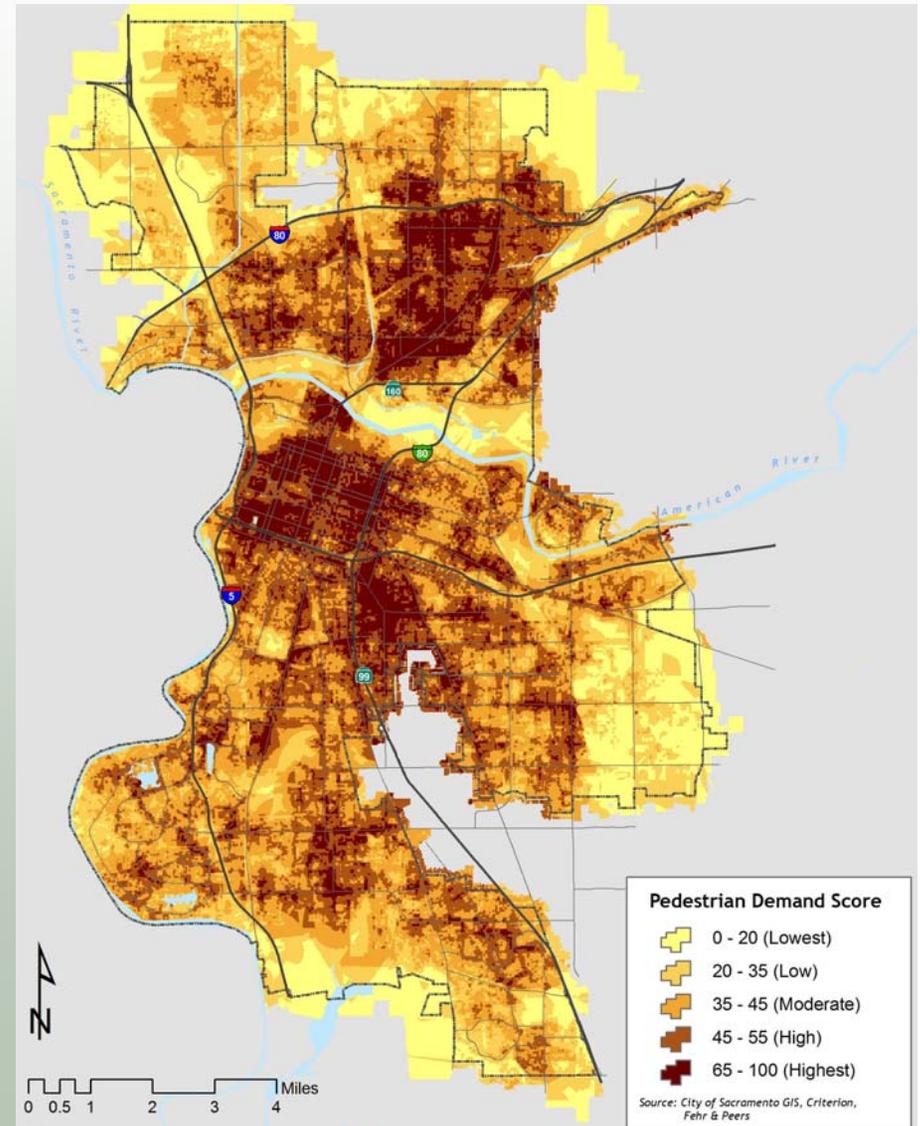


Pedestrian Demand



Measured pedestrian demand factors:

- *Population density*
- *Transit proximity*
- *Employment density*
- *Land use mix*
- *Schools, parks, community centers, shopping areas*
- *Age/socio-economic factors*



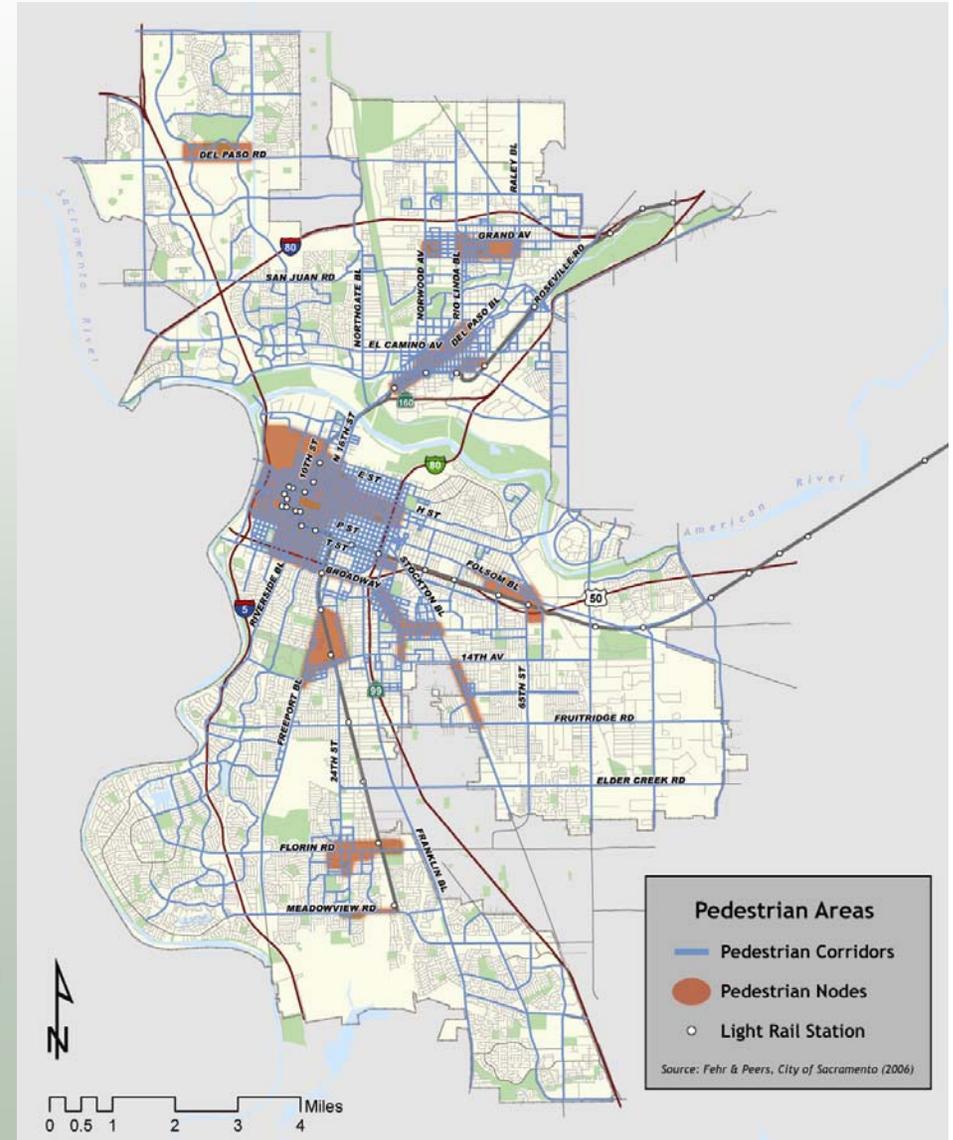


Citywide Strategy



Pedestrian demand indicates degree of needed pedestrian improvements:

- *Basic accommodations throughout*
- *Upgraded pedestrian corridors*
- *Premium pedestrian districts*





Citywide Strategy

Basic Accommodations:

- Sidewalks*
- Curb/Gutter*
- Curb Ramps*
- Obstacles Removed*
- Minimum Street lighting*
- Crosswalks*
- Separated Sidewalks on New Streets*





Citywide Strategy

Upgraded Corridors:

- All Basic Provisions*
- Wider Sidewalks*
- Street trees/planter*
- More Street Lighting*
- Enhanced Bus Stops*
- High Visibility Crossings*
- Pedestrian Islands*
- Bulb-outs*
- Mid-block Crossings*





Citywide Strategy

Premium Districts:

- All Basic & Upgrade Provisions*
- Very Wide Sidewalks*
- Street Furniture*
- High Level Street Lighting*
- Special Crossings*
- Pedestrian Oriented Uses (Housing/Retail/Office)*
- Public Art*
- Show Windows*





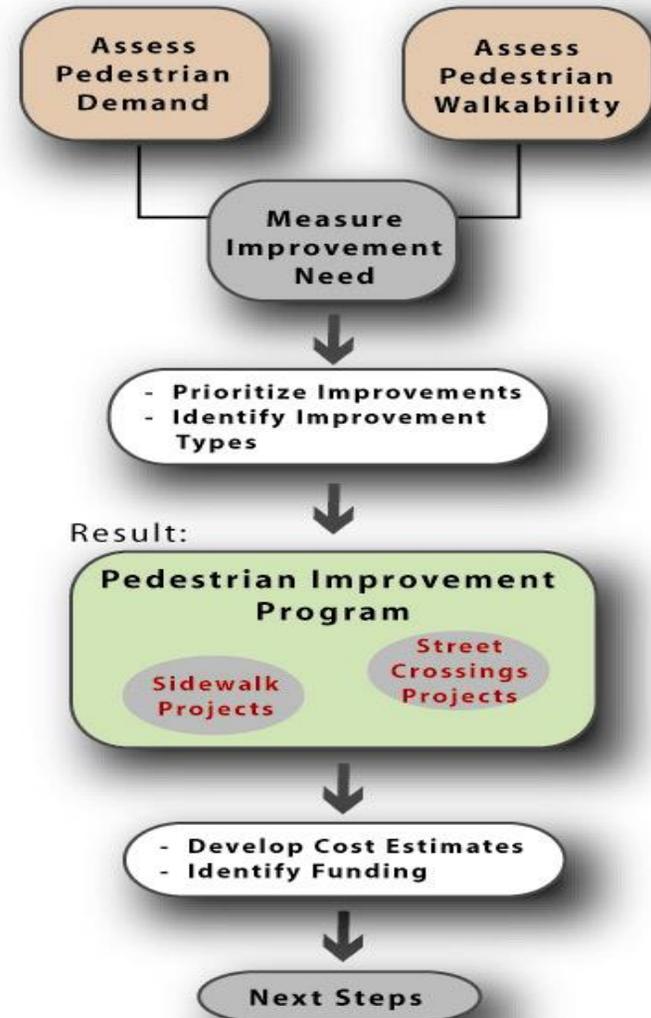
Existing Communities



Prioritization:
Putting the facilities
where they are
needed the most.

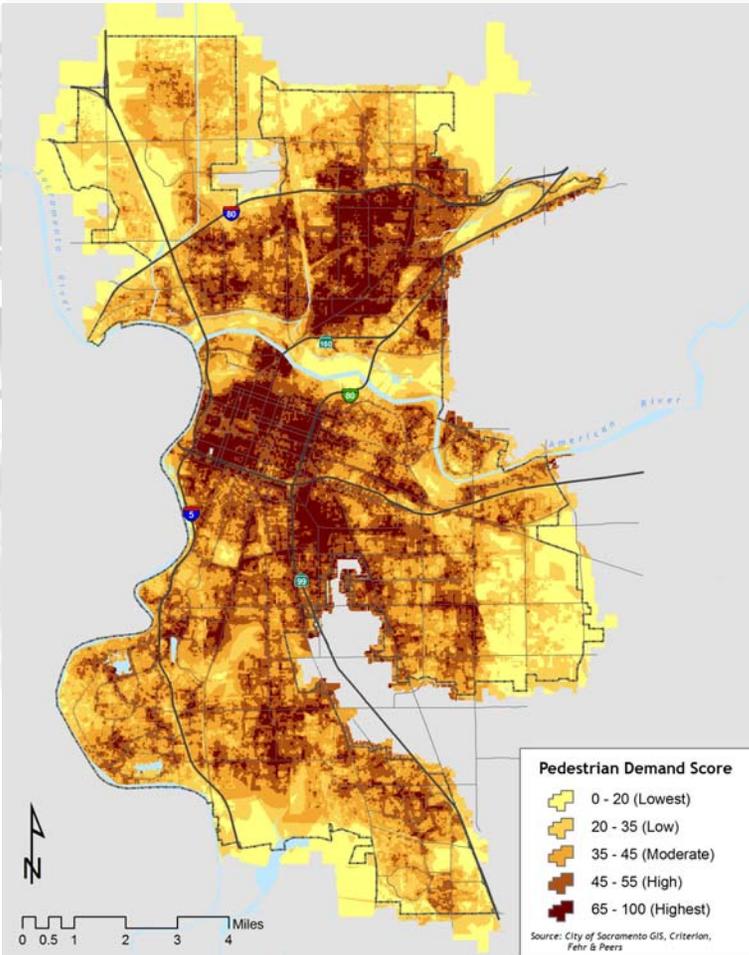
- ***High pedestrian demand***

- ***High infrastructure deficiencies***

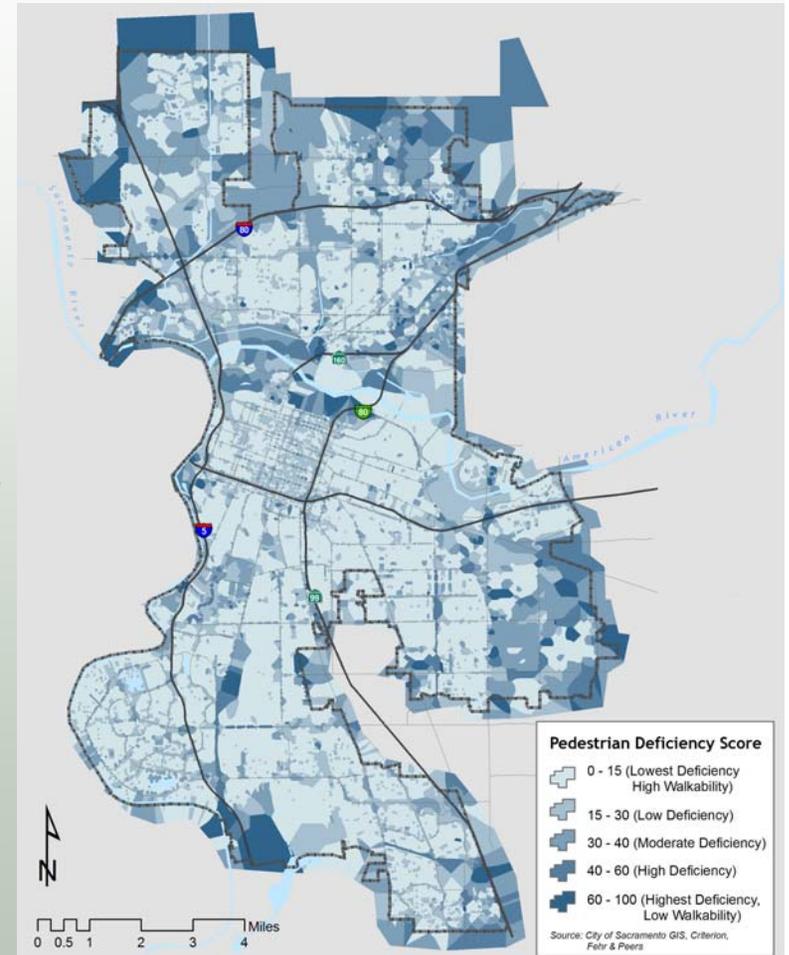




Existing Communities



+



Pedestrian Demand

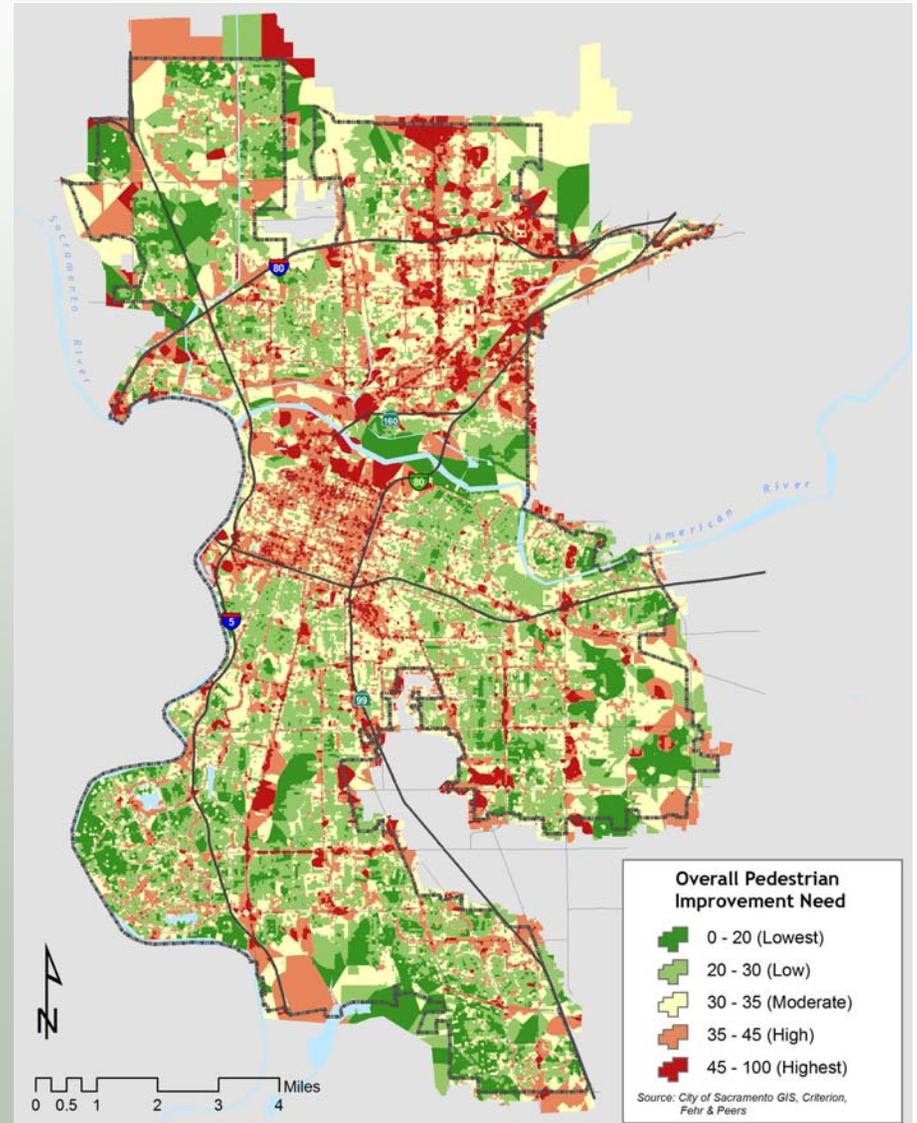
Infrastructure Deficiencies



Existing Communities

High priority areas:

Highest priority areas are those have the highest composite score

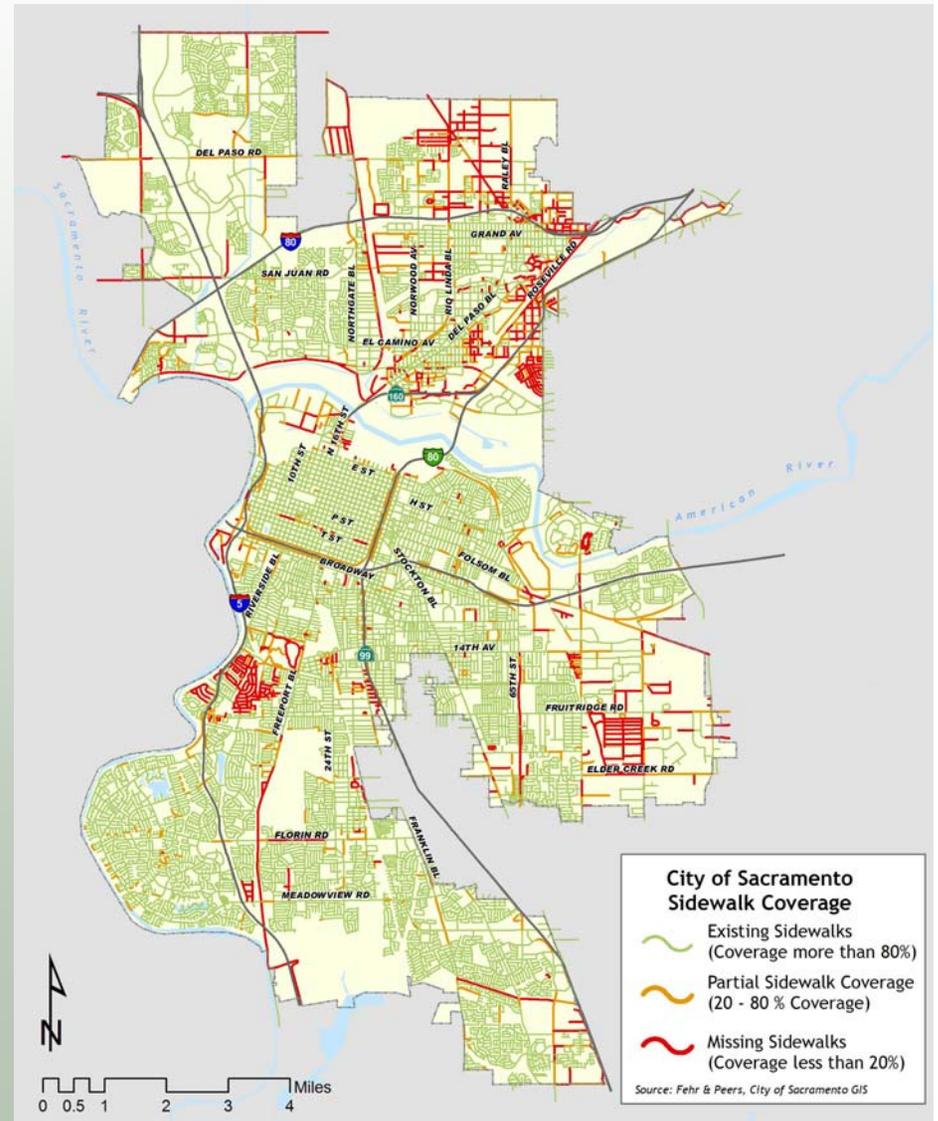




Existing Communities



- *Every street segment has a score to determine relative importance*
- *Areas not expected to be new development are included in a pedestrian improvement program.*





Existing Communities

-Determining the high priority sidewalks.

-Determining what kind of sidewalks they should be.

-Identify appropriate funding source.

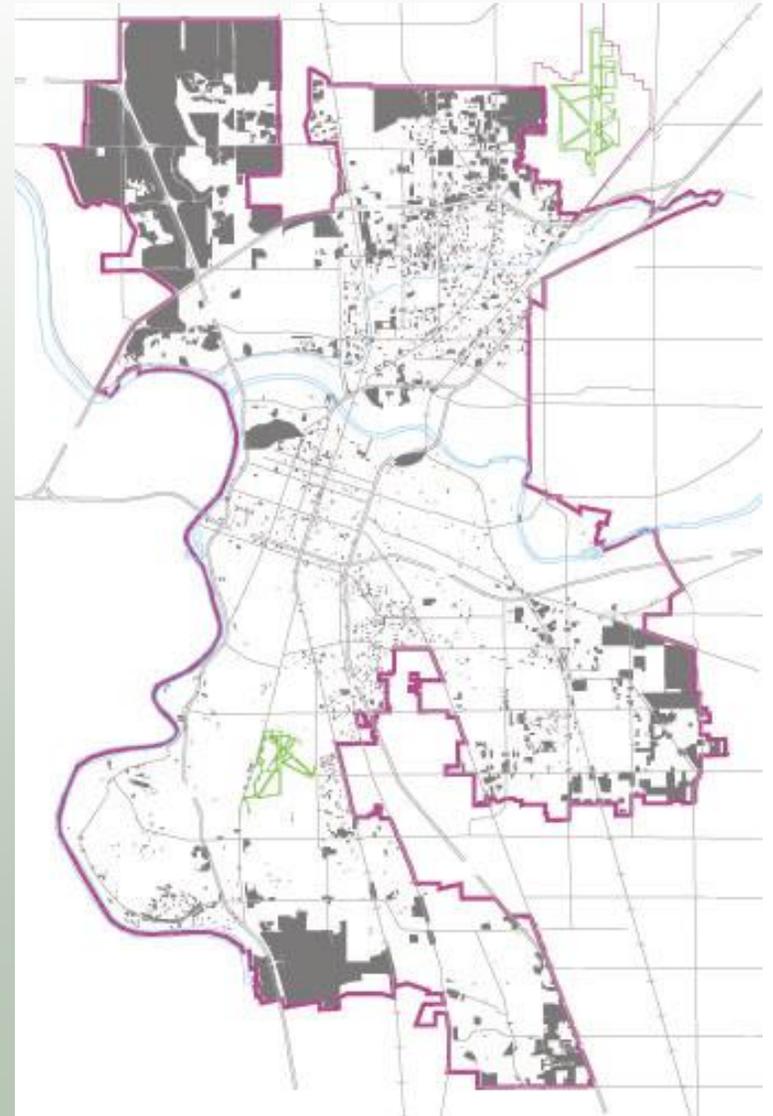




New Development Areas

Vacant land is likely to have new development

Pedestrian infrastructure implemented by placing conditions on new development

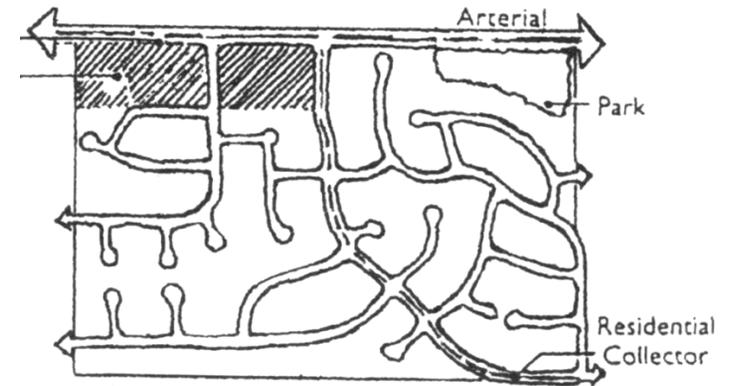




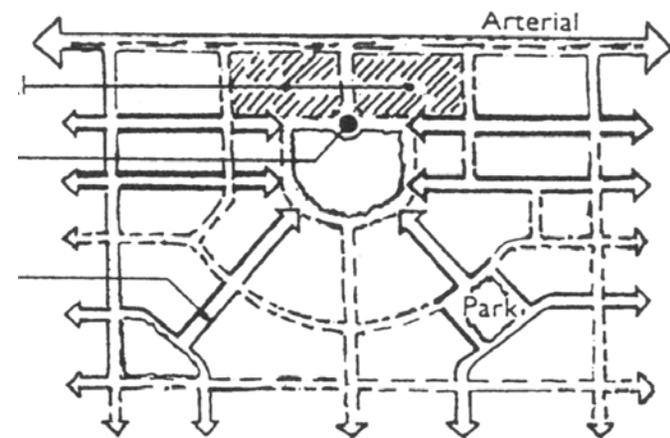
New Development Areas

Guidance for pedestrian sensitive land development:

- *Strategies for new neighborhoods*
- *Strategies for infill development*
- *Street patterns*
- *Land use mixes*
- *Building locations*



DISCOURAGED



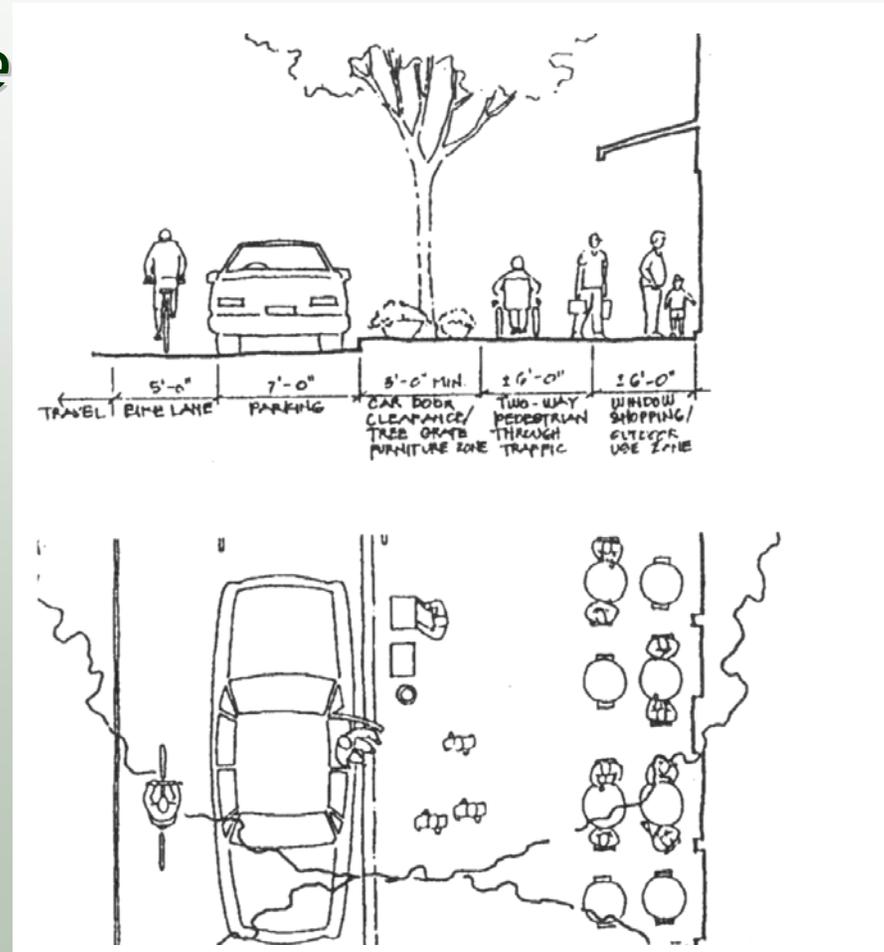
PREFERRED



New Development Areas

Guidance for pedestrian sensitive project design development:

- *Standards for streets*
- *Street crossing treatments*
- *Building features*
- *Traffic calming*





New Development Areas

Guidance for new development project review:

Smart Growth Scorecard



Pedestrian Smart Growth Scorecard (From Sacramento Smart Growth Implementation Guide)

Section 1: Proximity

1.1: Walking distance to transit stop (Bus, Light Rail)	Assessment	Rating	Score:
On site/across the street	Excellent	4	<input type="checkbox"/>
up to 1325 feet (approx. 5 minute walk)	Good	3	
up to 2650 feet (approx. 10 minute walk)	Acceptable	2	
up to 3975 feet (approx. 15 minute walk)	Minimal	1	
Not applicable/transit not available		0	

1.2: Proximity to off-site restaurants, entertainment centers, retail shops, libraries, civic centers, parks services (bank, post office, barber and the like)	Assessment	Rating	Score:
Adjacent/across street	Excellent	4	<input type="checkbox"/>
up to 1325 feet (approx. 5 minute walk)	Good	3	
up to 2650 feet (approx. 10 minute walk)	Acceptable	2	
up to 3975 feet (approx. 15 minute walk)	Minimal	1	
Not applicable/none		0	

1.3: Residential development projects: proximity to grocery, convenience stores, household supplies	Assessment	Rating	Score:
On-site, adjacent/across street	Excellent	4	<input type="checkbox"/>
up to 1325 feet (approx. 5 minute walk)	Good	3	
up to 2650 feet (approx. 10 minute walk)	Acceptable	2	
up to 3975 feet (approx. 15 minute walk)	Minimal	1	
Not applicable		0	

1.4: Residential development projects: proximity to schools or day care	Assessment	Rating	Score:
On-site, adjacent/across street	Excellent	4	<input type="checkbox"/>
up to 1325 feet (approx. 5 minute walk)	Good	3	
up to 2650 feet (approx. 10 minute walk)	Acceptable	2	
up to 3975 feet (approx. 15 minute walk)	Minimal	1	
Not applicable		0	

1.5: Commercial development projects: proximity to residential, restaurant or retail shops services (bank, post office, barber, etc.)	Assessment	Rating	Score:
On-site	Excellent	4	<input type="checkbox"/>
Adjacent/across street	Very good	3	
up to 1325 feet (approx. 5 minute walk)	Acceptable	2	
up to 2650 feet (approx. 10 minute walk)	Minimal	1	
Not applicable		0	

Section 2: Site Optimization and Compactness

2.1: Location of building(s) relative to public sidewalk	Assessment	Rating	Score:
Adjacent	Excellent	4	<input type="checkbox"/>
Separated by open plaza or outdoor seating area	Good	3	
Separated by open landscaped area with connecting pathways	Acceptable	2	
Separated by fenced outdoor yard with connecting pathways	Minimal	1	
Not applicable		0	

2.1: Location of on-site parking relative to public sidewalk	Assessment	Rating	Score:
Located behind or within building	Excellent	4	<input type="checkbox"/>
Located to side of building	Good	3	
Adjacent with connecting pathways	Acceptable	2	
Adjacent with landscape screening	Minimal	1	
Not applicable		0	



Public Review Draft Comments

- Update System Map
 - Refine Premium Zones
 - More Connective Upgraded Streets
 - More Connections to Light Rail Transit
- Refine Cost Estimates/Funding
- Test Drive Pedestrian Score Card
- Define Infill Development Expectations
- Coordinate with General Plan Update





Draft Plan Comments from WALKSacramento:



- Overall goal: “Put Pedestrians First”
- Include Total Need for Completing All Improvements
- Summarize Document Update Recommendations in Plan
- Include New Programs with Plan:
 - Install Street Crossings as Part of Street Overlay Projects
 - Develop Mid-block Street Crossings Plan
- More Public Involvement in Sidewalk Project Development Process



Next Steps

- Adopt Smart Growth Implementation Guide.
- Incorporate recommendations in this plan into the General Plan update.
- Update the Transportation Programming Guide and the Design and Procedures Manual
- Implement top priority sidewalk and crossing projects.



Next Steps

Long Term:

- Update Transportation Programming Guide.
- Update Design and Procedures Manual.
- Continue to implement top priority sidewalk projects.
- Continue to implement top priority street crossing projects.



Conclusion

Making the Walking Capital:

- *Installing appropriate infrastructure where the need is greatest*
- *Encouraging new development to build for walkability.*

