

Sacramento's residential design principles include important recommendations that can make walking safe and pleasant in a suburban setting. These include:

- Discouraging wide, monolithic designs in driveways and subdivision walls, and parking in front of buildings;
- Using landscaping in front yards and planting strips to improve the pedestrian experience with a shady and attractive environment;
- Providing consistent, direct and pleasant sidewalks and walkways;
- For housing adjacent to open space, maintaining a visual and physical connection to the open space for passive surveillance and aesthetic purposes as is typical in older neighborhoods.

These recommendations apply to both single and multifamily housing developments.

Multi-family housing is higher density and thus is more conducive to pedestrian activity. Sacramento's principles for multi-family housing recommend that pedestrian and automobile access be given equal weight. In addition to the recommendations mentioned previously, the multi-family housing design principles recommend that housing be located within a walking distance (usually 5 minutes or 1,000 feet) of transit, and that the site design include a walkway to transit. The principles request that multi-family development be organized around, and have a direct pedestrian connection with, a usable common space such as playgrounds, pools and community rooms encouraging both active and passive use of the outdoors.

These principles present both quantitative and qualitative recommendations for housing site design. For example, it is fairly easy to know a single-width driveway from a double-width. However, determining a "fortress" like entryway that creates a "dead" pedestrian space from a more inviting entryway is more challenging. To overcome such challenges, diagrams and illustrations can be used to establish a common understanding of qualitative concepts. These design principles include illustrations and diagrams, but, despite the excellent principles, many of them depict pedestrian unfriendly roadway and site designs. Perhaps the most crucial aspect of design principles is that project engineers and designers be able to understand and adapt them quickly and easily.

Sacramento's principles for residential development outline some important elements of a good environment for pedestrians. However, the quality of their impact is only as good as their implementation and enforcement. Coordination between planning and permitting is necessary for these principles to have a positive impact on the face of Sacramento. Clearly stated design codes would promote their implementation.



## Design Procedures Manual and Improvement Standards & Standard Specifications for Public Works Construction

### Document Assets

- The Street design Standards section is comprehensive in its approach to pedestrian planning.
- The 20' light standard required for the smaller collectors and residential streets is at a pedestrian scale, and the placement of the standards at all corners of an intersection provide for increased visibility.

### Document Needs

- As Sacramento becomes more pedestrian-oriented, the corner curb radius should be reduced to 25' or less where feasible.
- Some criteria for locating pedestrian refuge islands is necessary.
- Taller lighting standards need accommodation for pedestrians.

The purpose of the *Design Procedures Manual and Improvement Standards* (1990) is to provide selected minimum standards to be used in the design and drawing of plans for street improvements. The manual is to be used in conjunction with the *Standard Specifications for Public Works Construction Manual* (1989), which is provided to prospective contractors wishing to bid on work for the City of Sacramento. Both manuals' designated standards represent minimum values, which implies the lowest acceptable limit in design. The pertinence of the *Design Procedures Manual* to the condition of the pedestrian environment is primarily in terms of lighting and street design standards, whereas the *Standard Specifications Manual* addresses issues of sidewalk and curb construction.

Section 15 of the Design Procedures Manual specifically addresses street design standards. In summary, the section is comprehensive in issues related to pedestrian comfort and safety including specifying landscape standards (15.20.3), outlining methodologies for undertaking streetscape master plans (15.20.4), referring to the city's traffic calming guidelines (15.24.1) and specifying pedestrian circulation patterns on private streets to be comparable to standards of a public street with no access restrictions to public facilities (15.23.1).

Standards for crosswalk markings at signalized and unsignalized intersections (15.15.3) reflect an appropriate level of pedestrian safety consideration. Furthermore, all street sections have one option that illustrates the sidewalk being separated from the roadway with a planter strip (plates 15-1 to 15-9). This is a significant improvement to the comfort and safety of pedestrians and again indicates a strong pro-pedestrian stance for the City. As Sacramento becomes more pedestrian-oriented, consideration may also be given to reducing corner radii (specified in Table 15-9) on many streets that do not have a significant number of larger vehicles from the current standard of 27' to a smaller radii such as 20'– 25'.



The design standards allow for dual left turning lanes where volume is expected to exceed 300 left-turning vehicles per hour. In these situations, as well where there are over four lanes in total (including turning lanes) and especially where lane number exceeds six in total, consideration should be given to pedestrian safety and comfort by providing pedestrian refuge islands with a minimum width of four feet, and a preferred width of six feet. Also related to roadway width, the typical outside travel lane width of 11 feet (where a six foot bike lane is present), and the seven foot parking lane appropriately balances traffic needs while minimizing the distance pedestrian must cross, and allowing more of the right-of-way to be designated for pedestrian facilities. In the event that further additional right-of-way is needed to provide for pedestrian facilities (including refuge islands), the city may explore reducing the inside travel lane from 13' to 12'.

Elsewhere in the manual, street lighting specifications for pole height, spacing and placement does not address the specific concerns of providing lighting to the pedestrian. A 20' light standard required for the smaller collectors and residential streets is at a pedestrian scale, and the placement of the standards at all corners of an intersection would provide increased visibility. The second "cobra head" style standard at 28'-6" does not provide accommodation for pedestrian-scaled lighting, and the requirements for placement do not require locating standards at each corner. This may compromise pedestrian visibility. Standards should be provided for other street categories and should support the designation of pedestrian-supportive districts and corridors that are appropriate for the investment in pedestrian-scale lighting.

The illustrations of the "handicapped ramps" (sic) in the *Standard Specifications Manual* do not cover the many conditions where such ramps could be placed. The standards should defer to the *City of Sacramento Transition Plan for Curb Ramps* (2001) for a more complete and comprehensive guide to curb ramps.



## Pedestrian Friendly Street Standards

### Document Assets

- The revised residential street standards reflect sensitivity to pedestrian safety and comfort.
- The document attempts to classify roadways based on land use type or context.
- The documents propose reasonable lane widths for non-residential streets.
- New residential street standards illustrate 5' sidewalks.
- Rolled curb is eliminated.
- Monolithic sidewalk types are eliminated.

### Document Needs

- As Sacramento becomes more pedestrian-oriented, the corner curb radius should be reduced to 25' or less, where feasible.

At a residential street design level, the draft *Pedestrian Friendly Street Standards* are, in fact, precisely what the title suggests - revised street design standards that consider pedestrian accommodation on par with the automobile. The goals and objectives are clearly articulated with the guiding policies being to diversify community transportation choices and enhance neighborhood livability. The draft *Standards* appear to represent the latest research in pedestrian-friendly street design. Of particular note is the reduction in the travel lane width to 11', the reduction of the parking lane to 7', the separation of the sidewalk from the roadway with a 6' minimum planting strip, the increasing of the paved sidewalk width to 5', and the elimination of the rolled curb.

The street classification system used in the *Pedestrian Friendly Street Standards* illustrates the degree to which street standards consider the pedestrian environment. The traditional functional classification system of local, collector, and arterial does not consider the need for streets to accommodate all modes of travel and fulfill livability goals. The design of the street needs to also reflect the type and level of intensity of the adjacent land uses, which, in turn, considers type and number of pedestrians likely to be using the street.



## Traffic Calming Guidelines

### Document Assets

- The document is a well-organized and researched handbook.
- The scope is appropriately wide in physical and non-physical measure.
- These guidelines include provision of an implementation strategy.

### Document Needs

The City of Sacramento *Traffic Calming Guidelines* (2002) is a comprehensive document that addresses issues related to design and implementation of an effective traffic calming strategy. The document's intended audience is primarily City staff and neighborhood residents who will use the *Guidelines* to develop traffic calming plans as part of the Neighborhood Traffic Management Program (NTMP).

In lieu of policy directives, the document establishes goals and objectives. The driving goal is "to improve neighborhood livability by reducing the impact of automobiles in residential neighborhoods, which promotes safe and pleasant conditions for all users of local streets." The three objectives designed to meet this goal are:

- To improve driver behavior, concentration and awareness;
- To reduce speeds and traffic volumes; and
- To enhance the neighborhood environment.

"Three E's" summarize the strategies for achieving the objectives: Education, Engineering and Enforcement. Essentially, this translates into a set of guidelines consisting of a "toolbox" approach to physical and non-physical measures, and a methodology for implementation.

The various measures are well-researched and well-illustrated. The provision of approximate costs and a table illustrating the advantages and disadvantages of each measure create a good starting point from which a more in-depth discussion of tradeoffs and feasibility can build.



## Design Guidelines for Bus and Light Rail Facilities

### Document Assets

- The document addresses pedestrian access to facilities.
- It advocates for high amenity transit stops and stations.
- Street design requirements appear reasonable.

### Document Needs

- The document does not provide guidance on how to negotiate with the City to ensure efficient and safe pedestrian access to facilities.
- The bus document advocates bus turnouts. Bus bulbouts are better for transit and pedestrians than bus turnouts.
- Guidelines for safe pedestrian crossings of LRT rails are absent.

The *Design Guidelines for the Bus and Light Rail Facilities* (1987) created by Sacramento Regional Transit express an understanding of the important relationship between pedestrian access and the effectiveness of the City's transit system. Although not definitively stated, this appears to be the guidelines' primary governing policy.

The guidelines advocate linking access to transit facilities with the existing pedestrian network and providing direct access to adjacent development. The pitfalls of "typical" suburban development are illustrated where soundwalls and disconnected street patterns impede transit connections. What is lacking in the discussion is a methodology for how to negotiate with the City of Sacramento in order to achieve the desired accessibility. Often there is a "gap" in responsibility between the transit authority and the City in terms of which body provides or improves the sidewalks or street crossings adjacent to facilities.

The guidelines advocate for "high density" uses within a quarter mile of transit corridors. The linking of transit to land use is key to improved ridership and accessibility for the pedestrian, but ten dwelling units (du)/acre (as noted) is not generally considered high density. Typically, density levels that support transit are somewhat higher. Ten du/acre may be ambitious, however, considering Sacramento's predominantly lower density character. Regional Transit should periodically review this density in light of changing public policies and market conditions in the Sacramento Region.

In terms of street design, the guidelines appear reasonable in recommending an inner wheel turning radius of 28', although 25' would be better for reducing the amount of pedestrian space that could be "eroded." Additional diagrams illustrate flexibility in how on-street parking restrictions can be used to accommodate a corner radius as low as 15'.

The *Guidelines* advocate for the use of bus turnouts where the bus leaves the flow of traffic, but no mention is made of other options, such as bus bulbouts. Bus bulbouts allow the bus to remain



within the flow of traffic, thereby improving travel time by reducing the time it takes to re-enter traffic flow. The use of bus bulbouts also benefits transit riders and pedestrians by providing more sidewalk area for other amenities.

The guidelines for transit stop and station design comply with ADA requirements and provide adequate guidance on the provision of amenities such as benches, shelters and bicycle storage facilities.

From a safety standpoint, the guidelines fail to address the issue of safely crossing light rail tracks. Recommendations should be made for crossing accommodations for light rail speeds of under and over 35 mph. For under 35 mph, it is important to coordinate light rail signals with traffic signals and provide a pedestrian queuing area in the middle of the crossing (i.e., at the station entrance, exit). Other safe pedestrian facilities are a pedestrian push button that controls the traffic and a timer/countdown device on the pedestrian crossing signal. Where light rail speeds are greater than 35 mph, a single-unit gate should be installed behind the sidewalk (away from the curb). The gates should have adequate visibility (striping, flashing lights) when lowered to alert pedestrians of on coming light rail vehicles.



## City of Sacramento Transition Plan for Curb Ramps

**Document Assets**

- This is a thorough and clearly illustrated document.

**Document Needs**

- It does not address sidewalk accessibility.

The City of Sacramento, under Title II of ADA, has a responsibility to operate each service, program or activity so that the service, program or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities." In the event that structural changes are necessary, the City of Sacramento developed a transition plan setting forth the steps necessary to complete such changes. In 1994, the City prepared and implemented its *Transition Plan* with respect to City facilities, and in 2001 completed a complementary *Transition Plan* that specifically addresses curb ramps or other sloped areas. The *Transition Plan* outlines a methodology for implementation and includes technical illustrations that cover the range of corner conditions that would be found throughout the City and comply with dimensional regulations specified in ADA.

The document is specific in its intent to address only curb ramps. It states that under Title II of ADA, the City of Sacramento is not required to make its over 2,200 linear miles of sidewalk accessible. Repairs made to the sidewalk follow other specific criteria laid out in their sidewalk repair program. Clearly, making all sidewalks accessible is an enormous undertaking requiring inspection of all sidewalks for obstructions and disrepair.



## CHAPTER C-3. REVIEW OF COMMUNITY, DISTRICT, CORRIDOR AND PARKWAY DOCUMENTS

This chapter is a review of existing documents with a more detailed geographic scope. These documents are grouped into the following categories based on their geographic scope:

- Central City documents;
- Community and corridor plans;
- District and corridor design guidelines; and
- Parkway plans.

### CENTRAL CITY DOCUMENTS

Sacramento's Central City includes the Central Business District, the Capitol Area, and several historic neighborhoods as well as the Richards Boulevard and Railyards areas. It serves as the economic, cultural and commercial center for both the City and the region and is also a regional transportation hub. Central City plans and design guidelines focus on maintaining and enhancing these characteristics, and include the *Sacramento Central City Community Plan* (1980, 1997), *Sacramento Urban Design Plan for the Central Business District* (1987), *Central City Neighborhood Design Plan*, and the *Sacramento Central Business District Streetscape Study* (1992).



## Sacramento Central City Community Plan

### Document Assets

- Land use and zoning goals and objectives create an environment in which it is convenient and pleasant to walk.
- The document emphasizes development of a balanced transportation system. It suggests that parking structures should have commercial or office uses on the ground level in order to enhance pedestrian-level activities.
- Improvements to express public transit service on Eighth Street between H and P Streets are coordinated with pedestrian improvements.
- The document provides innovative measures to mitigate the impacts of additional parking on the urban environment and to manage parking demand.
- Policies for the redevelopment of the Railyards, Richards Boulevard and R Street Corridor subareas actively promote pedestrian-oriented development and design.
- R Street Corridor goals and policies actively promote development of a pedestrian and transit-oriented environment, and provide specific policies with respect to pedestrian facilities and amenities.

### Document Needs

- For area-wide policies, goals and objectives related to pedestrian facilities and movement are “buried” within other plan elements and are not organized into a comprehensive pedestrian strategy.
- Pedestrian connectivity and accessibility is not well addressed.
- The need for additional parking should be reassessed in light of transit improvements and parking’s detrimental effects on the overall urban and pedestrian environment.
- Traffic and parking management strategies should be evaluated for their impacts on the pedestrian environment. Eliminating on-street parking on certain streets and building additional parking structures may negatively impact pedestrian safety and make walking an unattractive option.
- The Railyards and Richards Boulevards policies do not address the pedestrian environment on major or minor streets, nor do they address pedestrian improvements related to accessing transit facilities.
- Only the R Street Corridor policies specifically address pedestrian improvements to streets and intersection.

The *Central City Community Plan*, which was adopted in 1980 and last amended in 1997, guides public and private development and revitalization in the Central City Area. The Plan provides goals and objectives with respect to land use and zoning, housing, transportation, community services and facilities, and open space. Plan elements address the study area as a whole, and specifically address the Richards Boulevard, Southern Pacific Railyards and R Street Corridor subareas.



## Area-wide Goals and Policies

Central City area-wide goals that directly address pedestrian facilities and movement are limited to the following: “Provide for safe pedestrian movement in the Central City circulation system through increased enforcement of pedestrian right-of-way laws and reducing traffic speed and volumes through appropriate means on residential streets.” (p.10) While the plan does not present a comprehensive strategy to improve and maintain the Central City’s pedestrian environment, individual goals and objectives within its various elements address a number of the evaluation criteria.

Land use and zoning goals and objectives include provisions for a mix of uses, higher intensity uses, minimal building setbacks, and the location of neighborhood commercial services within close proximity of residential neighborhoods. All of these goals and objectives help create an environment that makes walking both convenient and pleasant.

With regard to transportation, one of the plan’s primary goals is to develop a balanced transportation system that places less emphasis on the automobile. The plan supports this goal by developing a strategy to improve transit and increase use of alternative commute modes, including transit, ridesharing and bicycling. The plan is relatively silent with respect to pedestrian facilities or networks. It states only that parking structures should have commercial or office uses on the ground floor in order to enhance pedestrian level activities, and that Eighth Street between H and P Streets should be modified for use primarily by transit and pedestrians.

The plan incorporates a number of innovative strategies to balance the construction of additional parking with measures to mitigate its effects on the urban environment. The need for parking is often overestimated, and providing additional parking works against the plan’s goal of reducing automobile trips to the Central City area. Despite efforts to mitigate its negative effects, additional parking and automobile traffic can jeopardize pedestrian safety and create an inhospitable environment for pedestrians. Similarly, the plan does not consider the effects of eliminating parking on major arterials during peak hours on the pedestrian environment. On-street parking provides a buffer between pedestrians and traffic, and such buffers are particularly important on streets with heavy volumes of automobile traffic.

## Railyards, Richards Boulevard and R Street Corridor Goals and Policies

In addition to area-wide goals and objectives, the Central City Community Plan also includes specific objectives for redevelopment of the Richards Boulevard, Railyards and R Street Corridor sub-areas. Development goals for these areas focus on higher intensity, mixed-use development that facilitate use of transit and other non-automotive transportation modes. Land use plans support goals for transit improvements and pedestrian orientation by locating diverse types of higher intensity uses within walking distance of planned transit improvements.

Transportation policies for the Railyards and Richards Boulevard subareas contain several specific objectives with regard to pedestrian connections and facilities. The plan states that local streets should be designed and configured to continue the pedestrian scale and character of Central City neighborhood streets so as to create a continuous and accessible pedestrian network



throughout the Central City area. Pedestrian circulation policies focus on opportunities to enhance pedestrian movement and linkages along the existing and planned street network as well as along exclusive pedestrian ways. Pedestrian ways would be designed to link major activity centers and would focus on areas where transportation barriers exist.

Although the elements of the plan that address the Railyards and Richards Boulevard subareas are relatively general, they clearly incorporate measures aimed at fostering an attractive and safe pedestrian environment. The most significant omissions are that the lack of discussion of the pedestrian environment on major and minor streets and pedestrian improvements related to transit facilities.

Goals and policies for the R Street Corridor clearly and specifically emphasize creation of a pedestrian and transit-oriented district. The plan states that goals and policies for the Corridor are designed to ensure that new development is served by a circulation system which enhances pedestrian and transit access. Goals call for clustering development around the Corridor's four light rail stations and linking them by pedestrian routes. Policies also focus on reducing surface parking and reducing parking requirements for new commercial/residential mixed use development (by up to 50%).

The R Street Corridor circulation plan specifically identifies the pedestrian facilities and amenities to be incorporated along streets and intersections. It identifies intersections proposed for pedestrian enhancements that include (but are not limited to) pedestrian controlled signals, enhanced lighting, sidewalk bulbing, and alternative paving materials at crosswalks. The plan states that pedestrian-friendly crossings are particularly needed at locations where a major, high traffic street separates existing and proposed moderate to high intensity commercial and residential development from existing light rail stations.

Policies for the R Street Corridor are aimed at facilitating pedestrian, bicycle and vehicular forms of transportation on R Street, minimizing street frontage devoted to the automobile and minimizing traffic, improving portions of the street that are currently substandard, and designing streets to reflect a pedestrian scale. The R Street Corridor plan provides a good example of how an area-specific plan can fully consider and facilitate the needs of pedestrians.



## Central Business District Design Plan

### Document Assets

- The document provides an excellent landscape plan.
- It includes a good discussion of paving systems.
- It includes most elements of a good pedestrian environment.
- It includes specific guidelines for main downtown streets.
- The implementation plan will encourage the plan's realization.

### Document Needs

- This 1987 plan should be updated with current concerns and technology.
- Intersection recommendations do not include safety concerns or good facilities that are now used in other cities.
- Parking prescription may be excessive, and the plan does not include design requirements so that parking will not impose on the pedestrian experience.
- The plan emphasizes pedestrian improvements for specific places and not the effectiveness of the pedestrian network which is critical to encouraging walk as a realistic mode of transportation.
- While transit is included, the document could put greater emphasis on area-wide design for pedestrians using transit.

The *Sacramento Urban Design Plan for the Central Business District (CBD)* (1987) is intended to provide comprehensive guidance for improving the downtown area and enhancing its “garden city” image. The CBD includes roughly H through N Streets in the north and south, and 3rd through 7th in the west and east, placing particular emphasis on J, I, L, 9th, 10th, 7th, 12th, 15th and 16th Streets. The goal is for the plan to provide, in conjunction with zoning and preservation ordinance, city staff and private interests a common basis for design and development issues. The plan comes in three parts:

- **Urban Design Framework**, addressing context, plan, development, design concepts, and implementation;
- **Architectural Guidelines**, addressing urban form, architecture, and storefronts; and
- **Streetscape Guidelines**, addressing concepts, streetscapes, materials furniture, special occasions, phasing, and costs.

The plan was created through an analysis of previously established policies and a public participation process and adopted in 1987. Physical, financial and economic conditions of that



time were important considerations in creating the plan. This plan description focuses on the Urban Design Framework and the Streetscape Guidelines.

In general, the plan presents an excellent pedestrian-oriented approach. This is not surprising considering it specifically addresses the downtown area (pedestrian-oriented by definition). Central Sacramento has a traditional grid pattern and fine-grained historical architecture very conducive to pedestrian travel. Suburban development and auto-dependence have threatened the viability of Sacramento's CBD, as is the case throughout the US, and this plan attempts to ameliorate that threat.

The Framework Plan provides an overview of the plan priorities and presents some specific concepts, policies and implementation strategies. It prescribes strong pro-pedestrian characteristics such as infill development, historic preservation, reinforcing and enhancing the traditional hierarchy of the street pattern, pedestrian links between activity centers and landmarks, and "place making" such as special events, ground floor commercial, interesting building facades, sidewalk cafes and a general variety of activities. These general strategies are applied to the specific conditions in Sacramento in the other sections of the document.

To encourage development, the Framework Plan suggests private sector incentives, new civic facilities, parking, historic preservation, etc. These mechanisms foster pedestrian-oriented land use, and provide positive incentives to attempt to prevent the "doughnut" effect so common in the 1980s characterized by a mass exodus from the CBD into the suburbs. But making the CBD more accessible by automobile is not necessarily the most effective mechanism to bring people back. Parking lots can be inhospitable to pedestrians, especially where they are near the street or between buildings and the sidewalk. Parking requirements should follow the criteria described in greater detail earlier in this report.

The Streets Guidelines provide a more detailed plan for most of the streets in the CBD including street emphasis (retail, civic center, etc.), paving patterns, and the varieties of trees to be planted. It discusses open space, landscaping, bicycle facilities, transit shelters, public art, intersections, lighting, and pedestrian furniture. These individual design guidelines should dictate a very pedestrian-oriented CBD.

While the recommendations of this plan include pedestrian-oriented characteristics, the plan does not include consideration of the pedestrian network, pedestrian connections within the CBD or with adjacent neighborhoods as a mode of transportation. The discussion of pedestrian routes in the Framework section focuses on alleys, malls, arcades and areas near parks. In order for walking to become a realistic mode of transportation, it is critical that sidewalks are continuous, pleasant and connect with sidewalks throughout the area.

Street intersection conditions have a significant impact on the safety and consistency of the pedestrian network. The Street Guidelines include intersection needs but, probably due to the age of the plan, they do not reflect current technology or safety considerations. These are described in greater detail earlier in this report under evaluation criteria.

Considering its age, the *Sacramento Urban Design Plan for the Central Business District* provides a strong foundation for improving pedestrian conditions in the CBD. It prescribes many improvements which directly and positively impact the pedestrian experience. It also includes an



implementation section with a funding strategy and plan for private sector participation which would improve the plan's chances of being realized.

## Central City Neighborhood Design Plan

### Document Assets

- Design principles and guidelines are focused on maintaining and enhancing the strong pedestrian orientation that already exists in Sacramento's Central City neighborhoods.
- Guidelines are clearly articulated and illustrated with both appropriate and inappropriate examples.

### Document Needs

- Signals or safety signage are not addressed along with other intersection improvements designed to enhance pedestrian safety and comfort.
- The plan does not address pedestrian access to transit stops (except for the R Street Corridor).
- Intersection guidelines do not address any particularly distinguishing markings for pedestrian safety other than crosswalks.
- With the exception of the Alhambra and R Street corridors, the plan does not address or identify broader pedestrian networks or pedestrian connectivity between neighborhoods.

The *Central City Neighborhood Design Plan* provides design guidance for public and private projects in Central City neighborhoods. The plan does not apply to the Central Business District, Richards Boulevard or Railyards Special Planning Districts, certain Preservation Areas within the Central City, nor to any state owned sites within the Capitol Area Plan Boundary. The plan's guidelines are part of the city's Design Review program and are used by the *Design Review and Preservation Board* and staff to review proposed projects. The guidelines were written to complement and correlate with the *Central City Community Plan* as well as other plans and ordinances regulating development in the Central City.

The plan's *Design Guidelines* include both mandatory and advisory provisions. The Board and staff use the plan's principles as prescriptive or mandatory elements to determine project compliance with the guidelines. Each design principle includes several advisory guidelines which serve as suggestions on ways to accomplish the principle.

Overall, the plan's principles and guidelines are focused on maintaining and enhancing the strong pedestrian orientation that already exists in Sacramento's Central City neighborhoods. Project design principles require buildings to be oriented toward pedestrians and incorporate all of the elements that contribute to an interesting, attractive and safe pedestrian realm. Principles and guidelines address the impact of garages, parking areas, driveways, and service access on



pedestrians, as well as planting and landscaping, paving and hardscape, street furniture, bicycle parking and storage, signage, street lighting, public spaces and alleyways.

The plan's Public Improvement Guidelines are intended "to identify improvements to the public right-of-way that enhance the safety and security of pedestrians so that the ambiance and aesthetics of the street promote the accessibility and friendliness of the commercial and residential districts that they serve." In addition to streetscape and intersection improvements, the plan also includes bus stop improvements. However, the plan does not address pedestrian access to transit stops (with the exception of the R Street Corridor).

For streets, the guidelines recommend 8' sidewalks, 8' planting strips, 8' on-street parking widths and 32' drive lanes (all within an 80' right-of-way). For intersections, guidelines recommend a 7' curb radius, ramps (with grooves at the sidewalk edge) and marked crosswalks. For streets with large traffic volumes, the guidelines recommend construction of bulbouts. The guidelines do not address signals or safety signage, nor do they address any particularly distinguishing markings for pedestrian safety other than crosswalks.

With the exception of the Alhambra and R Street corridors, the *Neighborhood Design Plan* does not address or identify broader pedestrian networks or pedestrian connectivity between neighborhoods.

## The Sacramento Central Business District Streetscape Study

### Document Assets

- The document provides a detailed, comprehensive analysis and recommendations for pedestrian-oriented improvements in the Central Business District.

### Document Needs

- None

The *Sacramento Central Business District Streetscape Study* (1992) was commissioned by the Sacramento Housing and Redevelopment Agency (SHRA) to help insure the successful redevelopment of the city's Central Business District. The study examines potential improvements to the specific vehicular and pedestrian nodes and corridors with the aim of reinforcing the connections between the Downtown Plaza Project and Old Sacramento, the Southern Pacific Railyards, the K Street Mall and Capitol Mall. The study includes a detailed analysis of opportunities and constraints, as well as comprehensive guidelines for sidewalk and street paving, lighting, graphics and signage, landscaping, safety improvements and street furnishings. Pedestrian access to and amenities at transit facilities are also addressed. All guidelines meet the criteria developed for this analysis, and may be able to serve as an example for other areas within the city.



## COMMUNITY AND CORRIDOR PLANS

Developing a Community Plan is akin to developing a "mini" general plan for a specific area, and carries the same legal force as a general plan. As with general plans, the community planning process must follow certain procedures and cover specific subject areas or "elements" including an Implementation section. Five community plans within the City of Sacramento have been reviewed chronologically and evaluated in terms of pedestrian issues: the *Airport Meadowview Community Plan* (1982), the *North Sacramento Community Plan* (1984), the *South Sacramento Community Plan* (1986), the *South Natomas Community Plan* (1988), the *North Natomas Community Plan* (1994), and the *R Street Corridor Plan* (1996). The five plans vary in the extent and manner they address pedestrian connectivity, street character and context character. In general, the earlier plans rarely make specific mention of pedestrian concerns while the last plan produced, the North Natomas Community Plan, takes a much more comprehensive approach to pedestrian issues. This is most likely due to the fact that pedestrian concerns are now more often incorporated into community planning.

### Airport-Meadowview Community Plan

#### Document Assets

- Plan goals include creating a mix of land uses and improving accessibility for all travel modes.
- The document does include specific policies to support stated goals.

#### Document Needs

- It does not state an understanding of how proposed street widening will impact the pedestrian environment.
- Pedestrian improvements are not addressed by the plan's implementation measures.

The *Airport-Meadowview Community Plan* (1982) makes an effort to address "alternative modes" of travel, and does separate out the needs of the bicyclist from the needs of the pedestrian. Goals include statements about making the community "a safe and easy place to travel by foot, bike, car, bus or train" (p. A-33), or creating a pedestrian/bike circulation network, but the policies do not support these goals. Among the street-related policies, for example, are items calling for future development to provide good "internal circulation" (p. 61), yet the plan discourages pedestrian accessways at the end of cul-de-sacs for "safety reasons." Further, several policies call for widening key roads through the area to six lanes and for widening highway interchanges to two lanes each way. These dimensions have significant impacts on pedestrian circulation which the plan does not address.

Beyond street design, the pedestrian environment is also dependant upon the character and mix of land uses. The Airport Meadowview Community Plan includes a goal to provide for a mix of land uses that will lead to a more "attractive, healthy living environment." Although not



explicitly stated, fulfillment of this goal may also lead to improvements to the pedestrian environment.

In terms of implementation, no mention is made of pedestrian improvements.

## North Sacramento Community Plan

### Document Assets

- The plan expresses concern for pedestrian safety and convenience.
- Plan goals advocate for a mix of uses and densities.
- The plan acknowledges the need for some level of traffic calming in neighborhoods.

### Document Needs

- The plan misses the opportunity to discuss how pedestrian accessibility can be a policy to achieve several stated goals.

The *North Sacramento Community Plan* (1984) makes some specific recommendations with regard to pedestrian circulation. The plan calls for improvements to streets to support pedestrian activity, including the provision of basic amenities such as sidewalks and crosswalks for safety and convenience. The mention of "convenience" is notable in that there is an implicit understanding that the pedestrian must not only feel safe, but also feel that they have good mobility and accessibility. Otherwise, the plan focuses on street improvements that benefit vehicular circulation, although it notes that traffic speeds are a concern and suggests the use of "undulations" (speed humps) in residential neighborhoods. Though it does not directly link this discussion to pedestrian safety, the plan's consideration of a basic traffic calming strategy is notable.

The plan also includes goals for integrating land use and density changes with the transportation network. The plan state that a range of commercial uses should be provided to meet the daily needs of residents, and that a mix of housing types should be constructed so as to "preserve existing levels of transit ridership." The plan, though, does not make the link between these goals and the importance of pedestrian accessibility. The discussion of the Marconi Station provided an opportunity to make this link, but it was not addressed in the plan. The plan gives no guidance as to how development around the station could be more intense, and essentially states that the current uses are adequate.



## South Sacramento Community Plan

### Document Assets

- Street beautification and canopy tree planting is this plan's emphasis.
- It advocates infill development.
- The plan describes specifies pedestrian improvements on Franklin Boulevard.

### Document Needs

- The plan includes few supporting policies for pedestrian accessibility.
- It primarily advocates low-density development.

The *South Sacramento Community Plan* (1986) does little to address the pedestrian realm other than emphasize the importance of canopy street tree planting as a means of improving community character and comfort. A brief statement is also made to "avoid the excessive use of subdivision walls," although this appears to be tied more to street beautification than to pedestrian accessibility and connectivity. Goals for land use are unclear and mixed in terms of benefiting the pedestrian. There is a focus on promoting infill development by offering incentives such as allowing narrower street widths, which could benefit the pedestrian, but another incentive would allow developers to not provide full pedestrian accommodations on both sides of the street. Little is made for the need to mix land uses. The plan describes high-density residential ("high" is not defined) as "perceived" to be "detrimental."

The plan does express concern for pedestrian facilities along Franklin Boulevard; otherwise, the plan emphasizes improving traffic flow and adhering to the City's Street Design Guidelines. Although there is a goal to "encourage fuel efficient methods of transportation," no supporting policies or actions are stated that could advocate for the very fuel-efficient travel mode of walking.



## South Natomas Community Plan

### Document Assets

- The plan advocates for improvements to street character and form.
- It promotes pedestrian access to transit in employment areas.

### Document Needs

- The plan's concern for air quality could be an opportunity to improve pedestrian conditions.
- The plan's transportation concerns focus on the automobile.
- The plan promotes primarily low-density development.

The *South Natomas Community Plan* (1988), specifically expresses concern about air quality but makes no mention of how the plan's mitigation program could include pedestrian improvements. Although bicycle access is highlighted, discussions of pedestrian access are limited to the transit section: "pedestrian access to workplaces from transit should be as direct as possible." Street character policies, however, do directly address improving the pedestrian environment: "Dwellings should have varied setbacks from streets, varied entry orientation, and differing forms and heights to avoid monotony without creating a chaotic streetscape."

Similar to the *South Sacramento Community Plan*, "concentrations of medium and high density housing" are discouraged (presumably precluding development around transit stations), and the primary transportation goals focus on maintaining certain vehicular levels of service without mention of their affect on pedestrians.



## North Natomas Community Plan

### Document Assets

- The Plan promotes a mixed-use, walkable town center.
- It integrates transit and pedestrian accessibility.
- It calls for improved street crossings for school access.

### Document Needs

- The plan generally discusses bicycle and pedestrian accommodation as one.
- Pedestrian circulation is separated out from general circulation discussion.

The *North Natomas Community Plan* (1994) is a good example of how community plans can support pedestrian activity on the neighborhood scale. The plan articulates a clear vision of a mixed-use, intense, walkable town center integrated with transit and connected to surrounding residential neighborhoods. The implementing policies for the town center specifically call for mid-block pedestrian connections to break down the scale of development and for streets to be designed to support multiple types of users. The schools section includes a policy to improve street crossings as part of the Safe Routes to School program.

The plan integrates policies directed toward the transit systems and pedestrian circulation network. They include direct pedestrian connections, short spacing between stops, and transit centers as the focus of neighborhood activity. In addition, policies aimed at reducing street widths and ensuring that private development does not impede pedestrian circulation are key components of the comprehensive vision of the area articulated in the plan.

One minor deficiency is that guiding policies in the *Circulation* section concentrate primarily on vehicular and transit mobility with only general statements about pedestrian- and bicycle-friendly design. In particular, pedestrian and bike accommodations are generally discussed as a unit rather than acknowledging that each mode has unique concerns and are, at times, in conflict with one another.



## 'R' Street Corridor Plan

### Document Assets

- Street improvement goals and land use goals that dramatically improve the pedestrian environment are supported by clear and specific policies.

### Document Needs

- None.

The *'R' Street Corridor Plan* (1996) calls for a number of street improvements that meet the evaluation criteria stated at the beginning of this chapter. An expressed goal of designating R Street as a local pedestrian-scale street is supported with policies and actions for improvements that "could include, but are not limited to, pedestrian controlled signals, enhanced lighting, sidewalk bulbing, and alternative paving materials at cross-walks" (p. 15), as well as limited auto access and curb cuts from adjacent properties. The plan further emphasizes a goal to promote multiple modes of circulation through adoption of new street standards that improve intersections and facilitate pedestrian access to transit facilities across high traffic volume streets. The policies for improving pedestrian conditions on R Street encourage both bicycle and pedestrian circulation.

Beyond street improvements, the plan also advocates for a mixed-use neighborhood with a goal to "Provide a mix of uses to support an extended hour central city." To achieve this, the policies designate 80% residential and 20% ground floor retail use and reduce commercial parking requirements by 50% where the parking area can be shared to accommodate residential uses. A complementary goal advocates using transit stations in the corridor to focus development. Policies that support this goal encourage mixed use within 660 feet of the transit station and reduced parking standards, thereby reducing the amount of land devoted to surface parking.



## District/Corridor Design Guidelines

District/Corridor Design Guidelines address issues affecting the pedestrian environment, and often focus on the street improvements that will be used to revitalize an existing neighborhood or important commercial corridor. They differ from Community Plans in that they generally deal more with specific implementation designs and strategies, rather than focusing on larger policy issues. Eight district/corridor design guidelines, produced over the past 30 years, have been reviewed and evaluated in terms of pedestrian issues: *Alkali Flat Urban Design Guidelines* (1972), *Del Paso Heights Design Guidelines* (1989), *Oak Park Design Guidelines* (1990), *Alhambra Corridor Design Guidelines* (1991), *North Sacramento Commercial, Office & Industrial Design Guidelines* (1994), *Del Paso Nuevo Development Guidelines* (1998), and the *65th Street Transit Villages Plan* (2001). While the plans vary widely in their treatment of pedestrian design considerations, they all address pedestrian issues. Some offer specific public improvement opportunities, while others give more general guidelines for new development. In the last 30+ years, the district/corridor guidelines have improved consistently in their approach to pedestrian-oriented development and circulation.

## Alkali Flat Urban Design Guidelines

### Document Assets

- The Guidelines address the specific need for increased pedestrian space and buffering from roadway.
- It produced innovative streetscape designs.

### Document Needs

- Design details must consider universal accessibility.

The *Alkali Flat Urban Design Guidelines* (1972) developed concept streetscape improvements for the 12th Street corridor. Although over 30 years old, the plan is notable in its efforts to combine an improved pedestrian experience along the street with an attempt to revitalize the commercial area while continuing to accommodate similar levels of vehicular traffic. General recommendations include encouraging first floor neighborhood retail services and alley access, and converting one way streets to two way streets in order to gain the use of right turn lanes for potential future landscaping and sidewalk treatments (the document does not provide specific detail of how this would work).

The most notable element of the plan is that it recognizes that many street improvement programs are merely cosmetic and do not address key issues. This plan, however, is deliberate in directly addressing the need to physically provide a buffer between traffic and pedestrians while maintaining a desirable visual effect. Improvements focus on adding additional sidewalk to expand the pedestrian realm and creating public space pockets at corner and midblock locations by occupying the parking lane. Both options are good examples of pedestrian-oriented street improvements. The first option calls for the extension of the existing sidewalk by 4' into the



parking lane at appropriate intersections. This improvement would allow greater width for the pedestrian realm without any impacts on accessibility. The second option takes a more aggressive approach to pedestrian improvements with a 6.5' extension of the pedestrian realm, but is slightly problematic in the design detail. It does not include the relocation of curbs and gutters, so the expanded pedestrian realm is at street level, protected from vehicular traffic by a buffer of planters and low walls. Although the additional space provides opportunities for increased landscaping, seating and bicycle parking accommodation, the grade change between sidewalk and street level poses an accessibility issue that could be overcome by simply installing a curb ramp.

## Del Paso Heights Design Guidelines

### Document Assets

- The Guidelines promotes infill and small-lot development.
- They emphasize an attractive pedestrian environment with opportunities for "passive surveillance."

### Document Needs

- Limiting access to neighborhoods needs to be closely examined for its impact on the pedestrian experience.
- A comprehensive set of traffic calming measures could replace the street closures.

The *Del Paso Heights Design Guidelines* (1989) understand the importance of an improved pedestrian environment for community identity and, to a lesser degree, security. Site design guidelines advocate infill development and subdivision of larger lots to improve site utilization, lower unit costs, provide a high degree of security (through limited access) and facilitate neighborhood interaction. At the street level, detailed design guidelines illustrate pedestrian scale elements such as arbors, verandas and porches, low fences and a de-emphasis of the garage.

The plan also recommends limiting vehicular access to neighborhoods by closing access to several streets. Presumably, pedestrian access would be maintained, but the plan does not clarify this. While the motive for this is probably an improved sense of neighborhood security, closing street access is contrary to the best practices criteria. Reducing access focuses auto traffic to a limited number of through streets. These streets become less safe and comfortable for pedestrians, while they remain the only way for people to travel on foot as well as by car. To create a positive pedestrian experience, the high volume streets need an even higher level of pedestrian improvements to mitigate the increased volume of automobile traffic. A comprehensive set of traffic calming measures could achieve traffic goals that are similar to what could be achieved with street closures while maintaining an interconnected street system and a pedestrian supportive environment.



## Oak Park Design Guidelines

### Document Assets

- The Guidelines promote a "street friendly" neighborhood.

### Document Needs

- The guidelines could address issues such as street crossings and street design. Since they too have a bearing on a neighborhood's quality of life.

The *Oak Park Design Guidelines* (1990) is comprised of a set of design guidelines that "creates a sense of neighborhood pride which improves the quality of life while increasing property values." The focus of the architectural guidelines is to direct new residential development in such a way as to respect the historic context of the predominately single-family neighborhood. From a pedestrian standpoint, the guidelines support a safe and attractive pedestrian environment by advocating that residential development address the street as directly as possible by de-emphasizing garages and encouraging front porches and articulated entryways.

## Alhambra Corridor Design Guidelines

### Document Assets

- The Guidelines emphasize the pedestrian experience.
- They advocate for a finer grain of pedestrian connections by using alleys.

### Document Needs

- None.

The *Alhambra Corridor Design Guidelines* (1991) include a strong statement at the outset about the importance of pedestrian features: "The Alhambra Corridor . . . has existing pedestrian opportunities that should be enhanced through the appropriate design of new development and the inclusion of pedestrian access features" (p.3). Throughout the guidelines, emphasis is placed on context-sensitive development and increasing pedestrian connectivity through the increased use of alleys as pedestrian linkages in the commercial areas (with an appropriate level of lighting, landscaping and visual access to development. Strategies include minimizing the presence of garage doors on the alleys while, at the same time, minimizing curb cuts on main streets to provide a continuous pedestrian experience, and creating continuous pedestrian pathways through the corridor. Issues relating to site and building design are addressed as well.

Further, the document explicitly addresses the pedestrian experience in each land use section with the heading "Pedestrian Friendly Features." Typical elements include public art, smaller architectural features, clear window glazing, courtyards, fountains,



unique landscaping, a unified sidewalk texture, and an overly generous 10' planting strip.

## North Sacramento Commercial, Office, Industrial Design Guidelines

### Document Assets

- These thorough and well-illustrated architectural and site design guidelines will improve the pedestrian environment.
- The Guidelines have a strong, clear focus on pedestrian supportive development and public improvements.
- They include traffic calming improvements at intersections.

### Document Needs

- The Guidelines need to provide more direction in creating a pedestrian network.
- Design guidelines for sidewalks would be very helpful.

The North Sacramento Redevelopment Area was established in 1992 and is composed of approximately 1,186 acres adjacent to the downtown. The area is bound on the east by the Southern Pacific railroad tracks/Altos Avenue, and the north by Eleanor Avenue/Del Paso Boulevard, and Craigmont Street. *The North Sacramento Commercial, Office, and Industrial Design Guidelines* (1994) address pedestrian conditions with a comprehensive and well-illustrated set of design guidelines specific to commercial or industrial land uses. The site design and architectural elements section for each land use focus on creating and maintaining an attractive and interesting streetscape for the pedestrian. Example guidelines include site design with parking in the rear, building frontages that are well articulated and at a pedestrian scale, and a continuous pedestrian network. On the latter element, the guidelines could be more definitive in terms of making a strong statement on how to prioritize pedestrian facilities and connections through the area.



## Del Paso Nuevo Development Guidelines

### Document Assets

- The Guidelines have a strong, clear focus on pedestrian supportive development and public improvements.
- They include traffic calming improvements at intersections.
- Proposed street sections do not meet the internally stated goals for pedestrian orientation.

### Document Needs

- The Guidelines could promote greater intensities of land use.

The Del Paso Nuevo planning area is a 154 acre planned community is approximately 3.5 miles north of downtown. The community will eventually accommodate 850 homes, five areas of commercial development, three acres of civic uses and a nine-acre neighborhood Park. The Del Paso Nuevo Special Planning District Development Guidelines (1998) is a redevelopment master plan that incorporates key components of pedestrian planning principles and principles known as the “New Urbanism” at its core. These planning principles stress the importance of interconnected streets, land use patterns that support alternative means of transportation, and street designs that allow for multiple user groups. The plan makes clear the importance of providing pedestrian connections to and from transit stops, and of creating pleasant pedestrian environments on main walking routes.

The plan outlines an approach to traffic calming combining passive (narrow streets, on-street parking, etc.) and active (built-in features such as traffic circles, bulb-outs, etc.) techniques. These techniques include “intersection portals” intended to reduce vehicular speeds by flaring the curbs at intersections, “traffic circles” consisting of 10’-20’ diameter raised planters located in the middle of an intersection, and “enhanced crosswalks” including painted walks, raised surfaces, and/or changes in colors or texture intended to cause vehicles to reduce speed when entering the plan area.

These traffic-calming recommendations meet the evaluation criteria well. However, the street sections included in the plan are more problematic, particularly with regard to universal accessibility. The guidelines call for only a 4’ wide sidewalk in residential areas. Unless there are specific plans for wider passing areas every 200 feet, sidewalks should be a minimum of 5’ wide in order to meet ADA requirements; a 5’ to 6’ foot wide sidewalk is desired if the plan is successful in creating more pedestrian activity in the area.

The site design and building design principles and guidelines strongly support pedestrian circulation in the area. Buildings are to be oriented to the street, minimizing impact of parking and providing active uses adjacent to sidewalks. The site planning guidelines also make a strong



effort to minimize lot sizes and increase pedestrian interconnectivity in the area. The only drawback to the development guidelines are density thresholds that are slightly below what would more effectively achieve some of the goals. The majority of the area covered by the plan has a density limit of 4-8 dwelling units/acre, while the most intense area allows only 7-15 du/acre (with one small parcel allowing 11-29 du/acre). While the circulation network can be designed to support pedestrian activity, if there is not sufficient intensity of use, walking will not become a serious potential transportation mode and origins will be spread out so much that while the increase in walking for recreation may be noticeable, increased walking for transportation is likely to be negligible.

## 65th Street Transit Village Plan

### Document Assets

- The plan emphasizes pedestrian connections and pedestrian supportive land use patterns.
- It makes a connection between pedestrian comfort and safety and transit ridership.

### Document Needs

- Proposed street sections are not internally consistent with the goals and objectives of the plan.
- Specifically, proposed auto travel lanes are too wide, sidewalks too narrow, and rolled curb does not protect sidewalk from cars parking on it.

The 65th Street Transit Village Planning Area is centrally located within the East Sacramento Community Plan Area. The 49 acre project area includes property within a one-quarter mile walking distance of the 65th Street LRT Station. The area is situated approximately one mile south of the California State University, Sacramento (CSUS) to which the city recently constructed a ped/bike tunnel beneath the UP rail line. The *65th Street Transit Village Plan* (2001) is, in many respects, the model of how this type of planning document can address pedestrian issues and support pedestrian activity. The urban design principles outlined at the beginning of the plan lay the framework for the rest of the plan. One of the principles (“Enhance Pedestrian/Bike/Transit Linkages”) states that the plan strengthens pedestrian and bike linkages in order to “connect the surrounding neighborhood to the station and adjacent employment and commercial uses.” Stating principles in this way at the beginning of a plan can help keep discussion focused on pedestrian issues.

This plan recognizes the important interconnections among land use, pedestrian comfort, street connectivity, and pedestrian activity. Much of the language of the plan is focused on increasing transit ridership (much more so than the other documents reviewed in this section), creating vital pedestrian environments through land use and site planning, and implementing public improvements aimed at enhancing pedestrian conditions. Improving access and reducing the scale of blocks are also constant themes that run throughout the guidelines.



The Circulation/Infrastructure section focuses on improving pedestrian circulation as part of a balanced overall circulation system. Goals call for the provision of access between and through developments, safe multi-use streets, and the transformation of area streets in order to “promote balanced transportation system and direct pedestrian access to the area.” (p. 20)

Where the plan breaks down, however, is in the physical design and implementation portions of the document. The proposed street sections shown for Elvas Avenue, Folsom Boulevard, and 65th Street do not meet several of the evaluation criteria. Only Elvas Street from 65th to Folsom shows on-street parking, and other portions of the same street show rolled curbs. Lane widths are sometimes greater than necessary, and the paved areas of sidewalks are narrower than they should be.

The transition from goals and principles to standards and policies is often difficult. The physical designs based on good goals and objectives must be internally consistent. Otherwise, the goals will not be achieved, no matter how lofty. While the physical design portions of the *65th Street Transit Villages Plan* are not as strong as they could be, this plan is the high point in 20 years of evolution in the District/Corridor Plans in Sacramento.



## RIVER PARKWAY PLANS

### Sacramento River Parkway Plan

#### Document Assets

- A thorough plan that emphasizes recreational opportunities.

#### Document Needs

- It does not ensure proper pedestrian accommodations where trail is shared with a street (rolled curb).
- The plan emphasizes recreational rather than utilitarian uses.

The Sacramento River Parkway Plan (1993) emphasizes the trail's recreational function rather than its use as a potential means to connect different activity centers. This is evident in the description of the Off-Street Trail in the Trail Policies section that reads: "Whenever feasible, the trail will be located on the waterside berm of the levee to provide greater separation between the Parkway and adjacent uses in order to reduce potential conflicts."

While the 12' shared bike/ped path is adequate, the on-street bike and sidewalk lane dimensions illustrated in Diagram 8 - 6 are substandard. Bike lanes should be a minimum of 5' with a preferred width of 6', and the sidewalk should be at least 5' in width. The use of the rolled curb provides little protection from cars parking on the sidewalk.

### American River Parkway Plan

#### Document Assets

- A thorough plan that emphasizes recreational opportunities.

#### Document Needs

- The plan emphasizes recreational rather than utilitarian uses.

Similar to the Sacramento River Parkway Plan, The American River Parkway Plan (1985), this plan focuses on the pedestrian as a recreational user. Pedestrian access generally leads to hiking trails, but at the time the plan was written the trails were often shared with cyclists and equestrians. The plan recommends a separate trails system for each user group, with the pedestrian trail remaining unpaved. Accessibility issues are to be addressed by the creating "designated handicapped (sic) accessible trails installed at acceptable width and grade at several locations within the Parkway.



# APPENDIX D: PUBLIC OUTREACH

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## SUMMARY OF PUBLIC OUTREACH MEETING AGENDAS:

### City of Sacramento Pedestrian Master Plan Steering Committee Kick-Off Meeting

#### AGENDA

March 20, 2003

1. Background (Ed Cox)
  - a. History behind the Pedestrian Plan
  - b. Pedestrian Safety Guidelines
  
2. Work Program (Matthew Ridgway)
  - a. Major work elements
  - b. 65<sup>th</sup>/Highway 50 example
  
3. Make-Up and Role of the Steering Committee (Steve Brown)
  
4. Schedule (Matthew Ridgway)
  
5. Committee Homework Assignment



# Sacramento Pedestrian Master Plan Steering Committee Meeting

September 15, 2003

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## Agenda

**2:00 to 2:15 PM**                      **Welcome and Introduction (Cox)**

- Summary of work to date
- Expectations for meeting

**2:15 to 2:30 PM**                      **Status Report (Brown/Ridgway)**

- Review/Handout of Criteria
- Details of Criteria Application
- Feedback from Public Workshops

**2:30 to 3:45 PM**                      **Pedestrian Capital Improvement  
Program (Allen)**

- Overview of Pedestrian Capital Improvement Program
- Midtown Test Application
- Discussion

**3:45 to 4:00 PM**                      **Wrap-Up**

- Next Steps
- Review of Walking Audits



# Sacramento Pedestrian Master Plan Steering Committee Workshop

May 19 and 20, 2003

Library Galleria

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## Agenda

### May 19

9:15 to 9:30 AM

Registration

9:30 to 10:30 AM

Welcome and Introduction (Ridgway/Erickson)

- Introduction to the Pedestrian Plan
- Expectations for Workshop
- Basics of the Pedestrian Environment

10:30 to 11:45 AM

Evaluation Criteria (Erickson/Wilson)

11:45 AM to Noon

Workbook Exercise (Hexter)

Noon to 2:00 PM

Box Lunch / Walking Tour

2:00 PM to 4:00 PM  
and Standards

Discussion of “High Importance” Policies

### May 20

1:00 to 2:30 PM

Summary of Day 1 and Wrap-Up of “High Importance” Policies and Standards

2:45 to 4:00 PM

Introduction to the Pedestrian Capital Improvement Program (Ped CIP) (Alen)

- Explanation of Ped CIP
- GIS Approach to the Ped CIP







- ④ INCLUDE PED MOBILITY, INCL. NON-AUTO LINKS/NETWORKS
- ④ SEPARATE #1/3 OF ST. NETWORK
  - ↳ STREETS & NON-ROADWAY
- ④ ALLOW FOR DIVERSITY OF ROAD PERMEABILITY AMENITIES, E.G. RURAL ASPECT OF GRAVEL. **DON'T DO THE EVERYTHING!**
  - ↳ BUT COMPLY WITH GUIDELINES FOR SERVICES
  - ↳ ALLOW FOR NON-CONVENTIONAL SERVICES
  - ↳ CREATE NEW CATEGORY ON ROAD CLASSIFICATION
  - ↳ APPLY CLEAR MEASURES FOR IND-BLDG. DRINKINGS
  - ↳ VISIBILITY OF BUS PARKING → SET STATIONARY BUCK
  - ↳ INVESTIGATE / TEST CLICKING DEVICES CROSSWALKS
  - ↳ URBAN DRIVE-THRU!
  - ↳ CONSIDER POSS. OF PED OVERLAY ZONE
- ④ VIDEO DETECTION OF CROSSING FEELS
- ④ POSSIBLE HIT&RUN TO PED BRIDGES IN CORP. W/ CAUTIONS
- ④ CITY AS CATALYST FOR TED. IMPROVEMENTS
- ④ ENGAGE RT. IN DISCUSSION RE. PED ACCESS TO TRANSIT
  - ↳ INCLUDE WHEELCHAIRS
  - ↳ INCLUDE CRUISTS IN ACCESSIBILITY TO RT.
- ④ RECS. RE. PED TRAVEL CRITERIA WITH GIVEN RADIUS/DISTANCE FROM STATIONS
  - ↳ AFFAIRING PRIORITIES THRU CIP
  - ↳ 1/4 - 1/2 MILE MIN. DEPENDING ON DENSITIES
  - ↳ PROVIDE GEN. REC. TO RT.
- ④ SET FORTH SINGLE MIN. STANDARDS FOR BICYCLIST MOES ON TARGETED STREETS
  - ↳ DON'T MAKE OVERLY COMPLEX
- ④ PERFORMANCE CRITERIA BY MORE BASED ON MIN. STANDARDS
- ④ ADD STREET KIOSKS AS IMPROV. PED AMENITIES
  - ↳ INCREASING PED. ACTIVITY THRU SPANWALK ELEMENTS
- ④ PROMOTING UNDERGROUND UTILITIES
- ④ MODIFY (NOT JUST UPDATE) ZONING CODE TO PROMOTE PED-FRIENDLY DEV.
  - ↳ URBAN DRIVE-THRU!
- ④ LANDSCAPE FOR CORP. BEAUTY
  - ↳ INCL. IN BLDG. DESIGN CRITERIA
  - ↳ INVOLVE LOCAL RESIDENTS IN PLANTINGS
- ④ COPY STREET TREE POLICY
  - ↳ INSURE BRANCHES GREATER HEIGHT FOR CLEARANCE
  - ↳ INCLUDE POLICY RE. LAND USE AROUND TRANSIT
- ④ ALLOW AREA PARKING IN LEO OF SPECIFIC BZ RES. ENTIREMENTS
- ④ INCLUDE ELEM. BENEFITS OF WALKING
- ④ SEEK ALT. DELIVERY SOLUTIONS FOR COMMERCIAL AREAS
- ④ LANDSCAPE FOR CORP. BEAUTY
  - ↳ INCL. IN BLDG. DESIGN CRITERIA
  - ↳ INVOLVE LOCAL RESIDENTS IN PLANTINGS
- ④ COPY STREET TREE POLICY
  - ↳ INSURE BRANCHES GREATER HEIGHT FOR CLEARANCE
  - ↳ INCLUDE POLICY RE. LAND USE AROUND TRANSIT
- ④ ALLOW AREA PARKING IN LEO OF SPECIFIC BZ RES. ENTIREMENTS
- ④ INCLUDE ELEM. BENEFITS OF WALKING
- ④ SEEK ALT. DELIVERY SOLUTIONS FOR COMMERCIAL AREAS
- ④ HIGH PRIORITY TREATMENT AREAS
  - ↳ ADDRESS INTERSECTION CROSSINGS WHERE NOT 90° TO ROAD
  - ↳ STOPPED BLVD.
  - ↳ TRAIN STATION ACCESS DOWN TOWN
  - ↳ EL CAMINO BLVD. ADJACENT TO LEB STATION
  - ↳ BIKE LAKE ON TREEEL
- ④ ADDRESS ENFORCEMENT OF LAWS
  - ↳ EDUCATION
  - ↳ DEPENDS ON SPEED, VOLUME,
  - ↳ 25th + SLAT 24th + CASTRO
  - ↳ CONSULT INVESTIGATIONS DATABASE FOR IMPROV. CROSSINGS
- ④ L. RT. @ ROOSEVELT → BIKE BRIDGE
  - ↳ MULTIMODAL - MULTI-MODAL CONNECTIONS
  - ↳ GENERAL NEED FOR PED BRIDGES
  - ↳ CALEXTO & 14th + VINE AREA
  - ↳ ARDENFAIR (SHOPPING CENTER)
  - ↳ HERITAGE + CHALLENGE AVE.
- ④ STREET BY SK CENTER
- ④ FREEWAY CROSSINGS OVER UNDERPASSES
  - ↳ RAMP INTERCHANGE REDUSION
  - ↳ BRIDGWAY → WEST TO OAK PARK
  - ↳ HAS POTENTIAL FOR IMPROV.
  - ↳ OPS FOR INFILL DEV.
  - ↳ 15th + IGH FREEWAY PROHIBITION OF TIPS
- ④ POLICE SPONS. OF DANGEROUS MOTORIST VIOLATIONS IN PED DOWNE AREAS



## SAMPLE INVITATION TO PUBLIC WORKSHOP:

# YOU ARE INVITED!

## City of Sacramento's Pedestrian Master Plan Community Workshop

The City of Sacramento Public Works Department is sponsoring Community Workshops on a Pedestrian Master Plan. At the workshop you will:

- Learn about the Pedestrian Master Plan project
- Help identify problem areas for pedestrians in your neighborhood
- Suggest potential solutions to these issues
- Provide your opinion about possible changes to the City's policies, codes and standards that would enhance safety and walkability throughout Sacramento.



### What is the Pedestrian Master Plan?

The PMP is being developed by the City of Sacramento Public Works Department with the involvement of a Steering Committee made up of City departments, representatives from the County, neighborhood representatives and local advocacy groups.

The Plan will contain three major elements:

- **Policies** - Major policies could include changes to the General Plan to encourage more compact, mixed-use, pedestrian-supportive development.
- **Design Standards** - The Plan will recommend changes to current City standards for roadways and sidewalks.
- **Capital Improvements** - The Plan will identify improvements to streets and intersections to improve the walking environment.

**Please attend the workshop most convenient for you:**

**Monday, July 7<sup>th</sup> – 6:00 - 8:00 p.m.**  
 Neighborhood Services Area 2  
 Paratransit Auditorium  
 2501 Florin Road

**Tuesday, July 8 – 6:00 - 8:00 p.m.**  
 Neighborhood Services Area 1  
 Hart Senior Citizen's Center  
 915 27th Street

**Wednesday, July 9 – 6:00 - 8:00 p.m.**  
 Neighborhood Services Area 4  
 South Natomas Community Center  
 2921 Truxel Road

**Thursday, July 10 – 6:00 - 8:00 p.m.**  
 Neighborhood Services Area 3  
 George Sim Community Center  
 6201 Logan Street

For additional information, contact Ed Cox (916) 264-8434

# APPENDIX E: PEDESTRIAN FRIENDLY STREET STANDARDS

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<copy to be added for final report>



# APPENDIX F: PEDESTRIAN SAFETY GUIDELINES

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<copy to be added for final report>



# APPENDIX G: SUMMARY OF PEDESTRIAN IMPROVEMENT PROGRAM METHODOLOGY

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## INTRODUCTION

There are a number of deficiencies to pedestrian facilities in the existing built area of Sacramento. There are two key components of addressing these deficiencies.

1. **Prioritization** – Identifying a rational and fair mechanism for determining which areas receive improvements first
2. **Improvement Types** – Determining what level of improvements are appropriate for a given area. While the Plan seeks to achieve basic improvements, including sidewalks and lighting, throughout the City, there are some areas, such as commercial main streets, where greater levels of improvements may be appropriate

The process for prioritizing projects and determining the appropriate level of improvement are described below followed by four examples of how neighborhoods could be enhanced by pedestrian improvements.

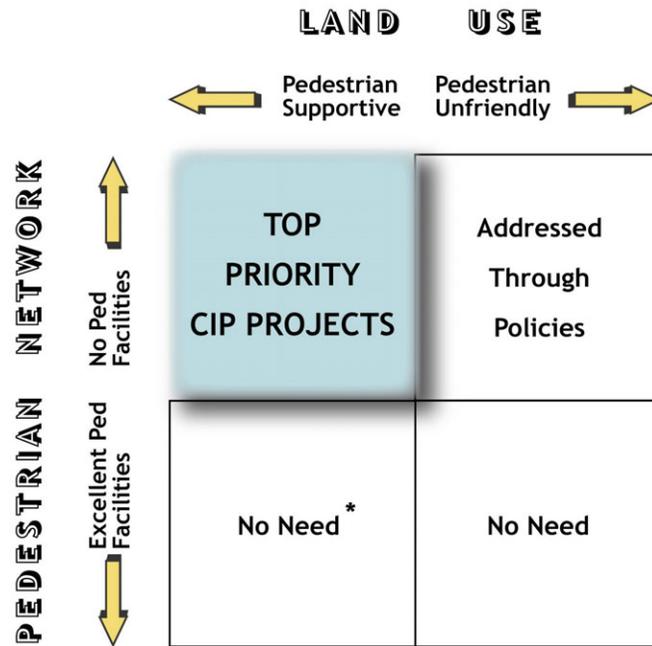
## **PRIORITIZATION OVERVIEW**

This section describes the methodology for prioritizing capital improvements in the Sacramento Pedestrian Master Plan. The methodology's premise is that the highest priority improvements should be located in those areas where walking potentials are high and pedestrian facilities are lacking. The methodology uses two indices to measure these elements:

1. A pedestrian potential index measuring those factors that favor walking
2. An infrastructure deficiency index measuring the absence or deficiency of pedestrian facilities

The methodology prioritizes improvements in areas that have both high walking potential and a high infrastructure deficiency.

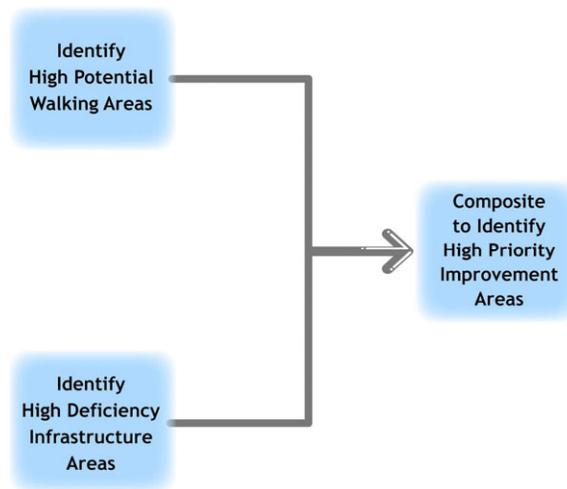




\* Some premium accommodations may be warranted.

### WALKING POTENTIAL AND DEFICIENCIES

Each street segment received a walking potential rating and an infrastructure deficiency rating. The rating values were applied to each street segment based on a conversion of the unique indicator measurement units into a common set of rating criteria. Additionally, the methodology weighted the importance of each indicator relative to other indicators. Walking potential indicators were weighted separately from infrastructure deficiency indicators to support the methodology’s two separate final indices.



The methodology was executed using the City’s GIS database and Criterion’s INDEX software. The City’s geography was “rasterized” into a grid of cells containing every street segment in the City along



with its surrounding land-uses. Across this geography, the INDEX software applied a set of indicators to measure walking potentials and infrastructure deficiencies.

### ***DETAILED PRIORITIZATION PROCEDURES***

Based on available funding resources and commitment levels, the scope and scale of pedestrian improvements could vary greatly. Because not all of Sacramento's pedestrian needs can be immediately addressed, projects need to be ranked based on their potential contribution towards making Sacramento more walkable, safe, and accessible. A major component of the Pedestrian Master Plan is to develop an effective mechanism for prioritizing potential projects throughout Sacramento. This methodology was described in concept above – the detailed procedures are described below.

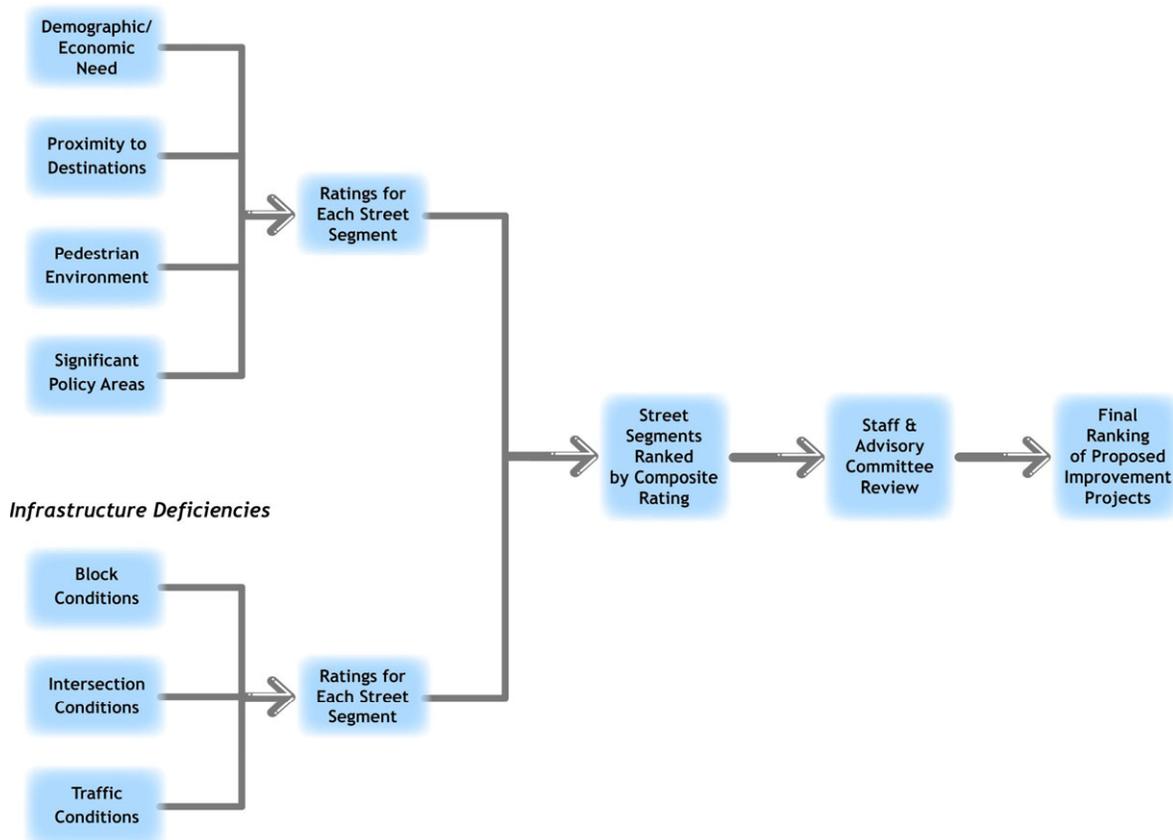
After all street segments received their weighted scores for walking potential and infrastructure deficiency, the highest scoring segments on both indices were found by taking the geometric mean of the two score sets. This produced a preliminary ranking of street segments with the greatest need for improvements, including the types of improvements required. The preliminary ranking of capital improvement projects were submitted for staff and advisory committee review for adjustments in consideration of pedestrian safety and time-sensitive co-located opportunities.

At each step of the methodology, results were reportable for the entire City as well as a variety of sub-area breakdowns, including council districts, neighborhoods, school attendance areas, traffic analysis zones, etc.



## Detailed Pedestrian Evaluation Methodology

### Walking Potentials



Areas of strong walking potential were identified with the following indicators grouped into four categories of need, proximities, walking environment, and important policy boundaries:

- Need – indicators describing persons that have greater need for walking, including seniors, youth, low income, and those without cars:
  - Age (% under 18 and 65 or over)
  - Income (% at or below poverty level)
  - Vehicle ownership (% with 1 or fewer)
- Proximities – indicators of nearness to key walking destinations:
  - Schools and community centers (1 mile walksheds)
  - Parks (1 mile)
  - Transit stops (1 mile)
  - Neighborhood shopping (1 mile)
  - Social service destinations (1 mile)
- Pedestrian environment – indicators that have been empirically shown to correlate with the choice to walk:
  - Population density (persons/acre)
  - Employment density (employees/acre)

- Land-use mix (0-1 index of horizontal and vertical dissimilarity among uses)
- Street segment length (feet)
- Policy areas – presence of special areas having greater importance for pedestrians due to City policies:
  - Redevelopment areas
  - Design review districts
  - Neighborhood commercial corridors
  - Central Business District or Mid-town

Infrastructure deficiencies and traffic conditions were measured according to the following six indicators:

- Sidewalks (% coverage)
- Streetlights (lights/1,000 ft.)
- Arterial traffic signals (presence/absence)
- Street width/crossing distance (feet)
- Street connectivity (0 – 1 index of continuous network)
- Accidents (annual number pedestrian/vehicle collisions)

**Table 1: Walking Potential  
RATING AND WEIGHTING VALUES**

| Walking Potentials                             |        |                 |              |
|--|--------|-----------------|--------------|
| Indicator                                      | Weight | Indicator Score | Rating Value |
| Commercial Corridor                            | 4      | In Corridor     | 600          |
|  |        | Not in Corridor | 0            |
| Desing Review Area                             | 3      | In Area         | 600          |
|  |        | Not in Area     | 0            |
| Redevelopment Area                             | 2      | In Area         | 600          |
|  |        | Not in Area     | 0            |
| Street segment length (ft.)                    | 9      | 0 - 300         | 600          |
|  |        | 300 - 400       | 500          |
|  |        | 400 - 500       | 400          |
|  |        | 500 - 750       | 300          |
|  |        | 750 - 1000      | 200          |
|  |        | 1000 - 1500     | 100          |
|  |        | 1500 +          | 0            |
| Use Mix (0-1)                                  | 9      | 0 - 0.1         | 0            |
|  |        | 0.1 - 0.2       | 100          |
|  |        | 0.2 - 0.3       | 200          |
|  |        | 0.3 - 0.4       | 300          |
|  |        | 0.4 - 0.5       | 400          |
|  |        | 0.5 - 0.6       | 500          |
| Emps per acre                                  | 9      | 0 - 10          | 0            |
|  |        | 10 - 15         | 100          |
|  |        | 15 - 20         | 200          |
|  |        | 20 - 25         | 300          |
|  |        | 25 - 30         | 400          |
|  |        | 30 - 40         | 500          |
| Population per acre                            | 10     | 40 +            | 600          |
|  |        | 0 - 5           | 0            |
|  |        | 5 - 10          | 100          |
|  |        | 10 - 15         | 200          |
|  |        | 15 - 20         | 300          |
|  |        | 20 - 25         | 400          |
| Social Service Proximity (ft.)                 | 5      | 25 - 30         | 500          |
|  |        | 30 +            | 600          |
|  |        | 0 - 660         | 600          |
|  |        | 660 - 1320      | 500          |
|  |        | 1320 - 1980     | 400          |
|  |        | 1980 - 2640     | 300          |
| Neighborhood Shopping/Services Proximity (ft.) | 8      | 2640 - 3960     | 200          |
|  |        | 3960 - 5280     | 100          |
|  |        | 5280 +          | 0            |
|  |        | 0 - 660         | 600          |
|  |        | 660 - 1320      | 500          |
|  |        | 1320 - 1980     | 400          |



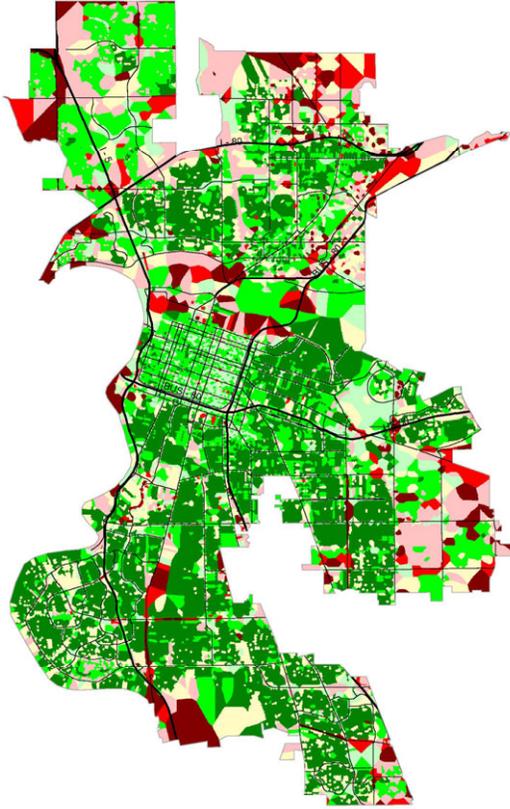
| <b>Walking Potentials</b> <i>Continued</i> |               |                        |                     |
|--|---------------|------------------------|---------------------|
| <b>Indicator</b>                           | <b>Weight</b> | <b>Indicator Score</b> | <b>Rating Value</b> |
| Transit Proximity (ft.)                    | 10            | 0 - 660                | 600                 |
|  |               | 660 - 1320             | 500                 |
|  |               | 1320 - 1980            | 400                 |
|  |               | 1980 - 2640            | 300                 |
|  |               | 2640 - 3960            | 200                 |
|  |               | 3960 - 5280            | 100                 |
|  |               | 5280 +                 | 0                   |
| Park Proximity (ft.)                       | 8             | 0 - 660                | 600                 |
|  |               | 660 - 1320             | 500                 |
|  |               | 1320 - 1980            | 400                 |
|  |               | 1980 - 2640            | 300                 |
|  |               | 2640 - 3960            | 200                 |
|  |               | 3960 - 5280            | 100                 |
|  |               | 5280 +                 | 0                   |
| School/Comm. Center Proximity (ft.)        | 8             | 0 - 660                | 600                 |
|  |               | 660 - 1320             | 500                 |
|  |               | 1320 - 1980            | 400                 |
|  |               | 1980 - 2640            | 300                 |
|  |               | 2640 - 3960            | 200                 |
|  |               | 3960 - 5280            | 100                 |
|  |               | 5280 +                 | 0                   |
| Vehicle Ownership (%)                      | 5             | 0 - 10                 | 0                   |
|  |               | 10 - 20                | 100                 |
|  |               | 20 - 30                | 200                 |
|  |               | 30 - 40                | 300                 |
|  |               | 40 - 50                | 400                 |
|  |               | 50 - 60                | 500                 |
|  |               | 60 +                   | 600                 |
| Below Poverty Level (%)                    | 5             | 0 - 5                  | 0                   |
|  |               | 5 - 10                 | 100                 |
|  |               | 10 - 15                | 200                 |
|  |               | 15 - 20                | 300                 |
|  |               | 20 - 25                | 400                 |
|  |               | 25 - 30                | 500                 |
|  |               | 30 +                   | 600                 |
| Under 18, 65 or over (%)                   | 5             | 0 - 5                  | 0                   |
|  |               | 5 - 10                 | 100                 |
|  |               | 10 - 15                | 200                 |
|  |               | 15 - 20                | 300                 |
|  |               | 20 - 25                | 400                 |
|  |               | 25 - 30                | 500                 |
|  |               | 30 +                   | 600                 |
|  | 100           |                        |                     |



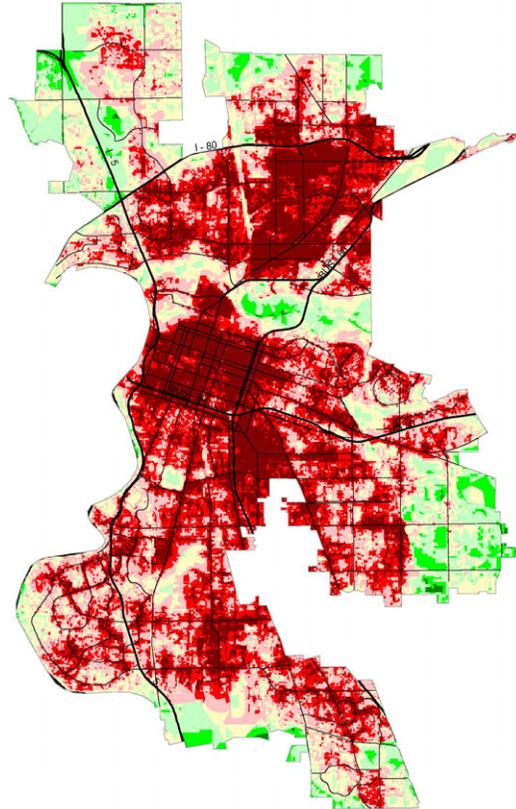
**Table 2: Infrastructure Deficiencies**

| Infrastructure Deficiencies              |        |                 |              |
|--|--------|-----------------|--------------|
| Indicator                                | Weight | Indicator Score | Rating Value |
| Accidents (avg. ann. ped/veh collisions) | 13     | 0 - 0.1         | 0            |
|  |        | 0.1 - 0.2       | 100          |
|  |        | 0.2 - 0.4       | 200          |
|  |        | 0.4 - 0.6       | 300          |
|  |        | 0.6 - 0.8       | 400          |
|  |        | 0.8 - 1.0       | 500          |
|  |        | 1.0 +           | 600          |
| Sidewalks (%)                            | 23     | 0 - 10          | 600          |
|  |        | 10 - 20         | 500          |
|  |        | 20 - 35         | 400          |
|  |        | 35 - 50         | 300          |
|  |        | 50 - 65         | 200          |
|  |        | 65 - 80         | 100          |
|  |        | 80 - 100        | 0            |
| Street Width (ft.)                       | 17     | 0 - 25          | 0            |
|  |        | 25 - 35         | 100          |
|  |        | 35 - 45         | 200          |
|  |        | 45 - 55         | 300          |
|  |        | 55 - 65         | 400          |
|  |        | 65 - 75         | 500          |
|  |        | 75 +            | 600          |
| Traffic Signals (Y/N)                    | 13     | Absent          | 600          |
|  |        | Present         | 0            |
| Connectivity (0-1)                       | 23     | Connected       | 0            |
|  |        | No outlet       | 600          |
| Street Lighting (Lights/1,000 ft.)       | 11     | 0 - 0.5         | 600          |
|  |        | 0.5 - 1.0       | 500          |
|  |        | 1.0 - 2.0       | 400          |
|  |        | 2.0 - 4.0       | 300          |
|  |        | 4.0 - 6.0       | 200          |
|  |        | 6.0 - 8.0       | 100          |
|  |        | 8.0 +           | 0            |
|  | 100    |                 |              |

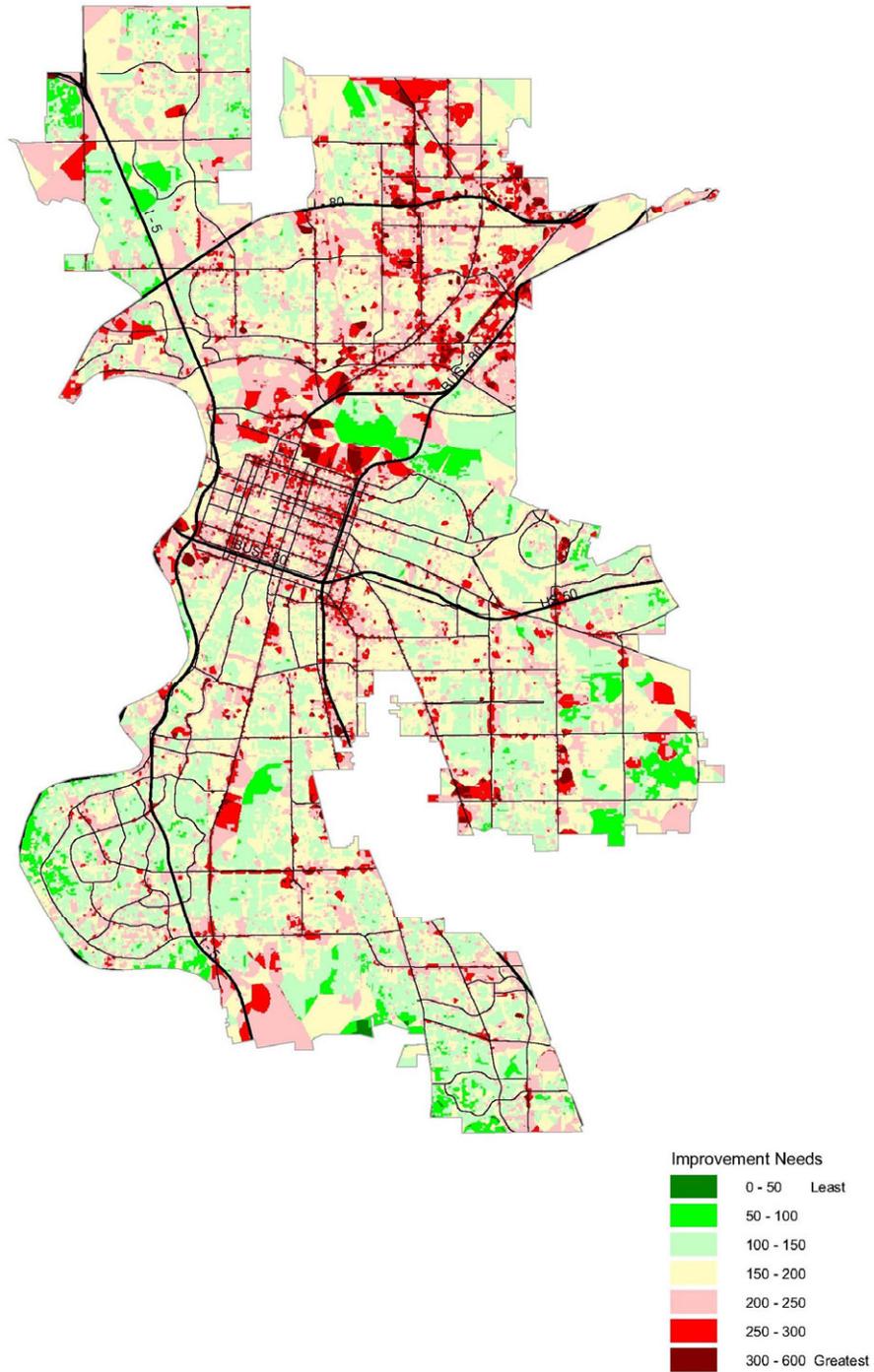
Deficiencies  
Composite Score



Potentials  
Composite



### Improvement Needs Composite



### **Recommended Improvements**

Pedestrian improvements to be implemented in various areas of Sacramento fall into three categories: basic, upgraded, and premium. The intent of the Plan is that all areas will receive at least basic improvements, consisting of sidewalks, lighting and elimination of barriers to walking. In some areas, such as the high pedestrian traffic Midtown area, upgraded pedestrian facilities are more appropriate to the area and justified based on the number of people walking. In still other even higher pedestrian traffic areas such as downtown Sacramento, premium pedestrian facilities are warranted.



# APPENDIX H: PROJECT FACT SHEETS

## SIDEWALK PROJECT FACT SHEETS

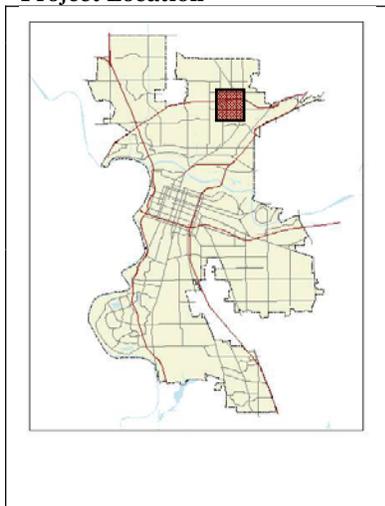
Example project fact sheet:

### Project Fact Sheet

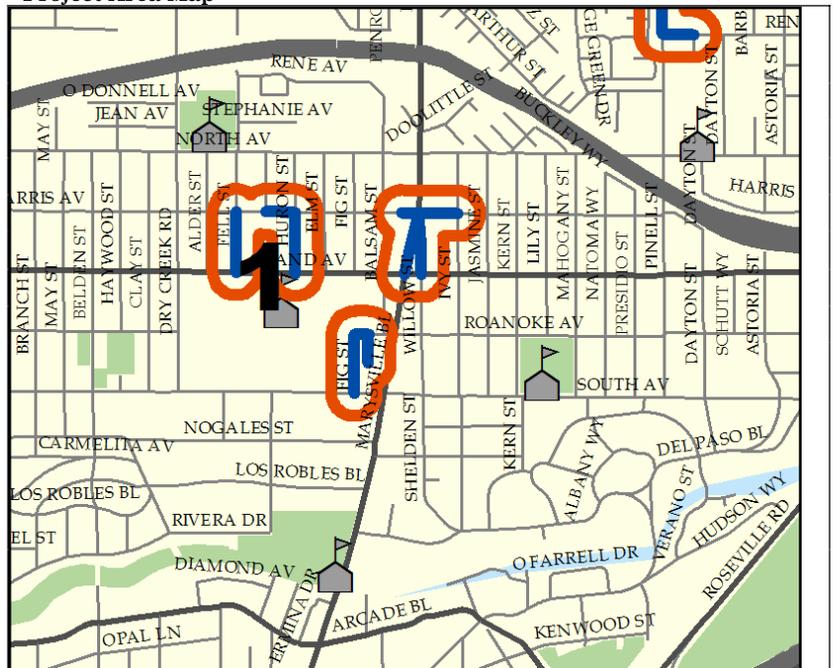
#### General Facts

|                  |                         |
|------------------|-------------------------|
| Project Name     | Grant Union High School |
| Project Ranking  | 1                       |
| Estimated Cost   | \$996,000               |
| Council District | 2                       |
| Average Need     | 65.9                    |

#### Project Location



#### Project Area Map



#### Street Improvements

|                       |         |
|-----------------------|---------|
| Total Street Segments | 13      |
| Project Length        | 0.88 mi |
| Basic Facilities      | 0.75 mi |
| Upgraded Facilities   | 0.13 mi |
| Premium Facilities    | 0.00 mi |

#### Project Description

Project 1 is the highest ranked sidewalk project. It consists of a set of street segments near Grant Union High School in North Sacramento on Harris Avenue, Marysville Blvd and other streets around the high school.



# APPENDIX I: FUNDING METHODOLOGY

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## INTRODUCTION

This Appendix discusses funding for pedestrian projects. It is broken down into the following sections

- Pedestrian Funding Summary
- Generalized Cost Estimates for CIP Projects
- Pedestrian Funding Detailed Analysis

## PEDESTRIAN FUNDING SUMMARY

Funding is required to improve the pedestrian system in the City of Sacramento. Funding sources mainly are public sector – federal, state, regional and local. Pedestrian improvement projects compete with the other modes to obtain transportation funds. As is true for the other modes, funding is limited, especially during times of economic downturn. Due to the current economic downturn, some funding sources are in jeopardy. The government agency that sponsors the source could either temporarily reduce the amount available in a funding source or could eliminate the funding entirely until the economy improves.

Several primary federal, state, regional and local funding sources are available for pedestrian projects and programs. Below is a list of these programs.

### Federal Funding<sup>2</sup>

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Land and Water Conservation Fund (LWCF)
- Recreational Trails Program (RTP)
- Regional Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)

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<sup>2</sup> Gail Payne, *Guide to Bicycle Program Funding in California*, 2<sup>nd</sup> Edition, February 2002



**State Funding**

- California Conservation Corps (CCC)
- Community Based Transportation Planning (CBTP) Grants
- Environmental Justice (EJ) Planning Grants
- Environmental Enhancement and Mitigation Program (EEMP)
- Gas Tax Funds
- Habitat Conservation Fund (HCF)
- Office of Traffic Safety (OTS) Program
- Regional Improvement Program (RIP)
- Safe Routes to School Program (SR2S)

**Regional Funding**

- Sacramento Council of Governments' (SACOG) Bicycle and Pedestrian Program
- SACOG's Community Design Program

**Local Funding**

- Developer Fees
- Local Sales Tax – Measure A
- Major Street Construction Fund
- Redevelopment Funds
- Transportation Development Act (TDA)

Besides the above-listed programs, another funding source that could be used is a lighting and landscaping tax, which could cover some of the maintenance costs of multi-use trails. Caltrans also has a non-motorized transportation directive, which mandates that bicycle and pedestrian access must be considered on all Caltrans construction projects. As a result of this directive, Caltrans is expected to routinely incorporate bicycling and walking needs into design and construction projects.



**GENERALIZED COST ESTIMATES**

The following are costs for one side of the street, economy of scale put typical lengths at 1 mile segments:

**Drainage Modifications**

\$30/ lineal foot

**Demolition Costs**

Removal of rolled curbing \$12.00/ lineal foot

Removal of sidewalk \$35.00/ lineal foot

**Acquisition costs**

Basic – none

Upgraded – 4 feet of ROW \$60 per lineal foot

Premium – 12 feet of ROW \$180 per lineal foot

**Curb and Gutter Costs**

Curb # 4 (curb and gutter) \$22.00 per lineal foot

**Sidewalk Costs**

10 % of the Streets may need re-grading to achieve proper drainage \$475 per lineal foot

Basic - 5 foot width \$35 per lineal foot

Upgraded – 10 foot width \$70 per lineal foot

Premium – 16 to 20 foot width with high quality finish \$275 per lineal foot

**Curb Ramps**

\$500 each

(Assumption that these will be installed on all corners of new sidewalks)

**Street lighting**

Basic – Cobra styled lighting \$20 per lineal foot of street

Upgraded – Ornamental “acorn” style \$40 per lineal foot of street

Premium – Ornamental “acorn” style at higher lighting level \$50 per lineal foot of street

**Landscaping**

Basic – no landscaping

Upgraded – irrigated planters with ground cover, shrubs and some trees \$60 per lineal ft

Premium – irrigated planters with ground cover and trees at 15 foot spacing \$80 per l-ft.

**Corner crosswalk enhancements**

Basic – painted crosswalk \$100/ leg

Upgraded – Corner bulb-out and/or medians high visibility crosswalk \$60,000/leg

Premium – Higher quality treatment of Upgraded, i.e., colors and textures. \$75,000/leg

**Traffic control per intersection**

Collector street to arterial traffic signal \$250,000 each

Upgrades: Countdown heads, audible, timing adjustments \$10,000



**Mark-ups**

Contingencies: 25%

Design and Inspection: 32%

Minor items: 3%



**SACRAMENTO PED CIP COST MATRIX**

| Improvement Costs Based on Length of Street Segment  |                 |                  |              |          |         |   |
|--|-----------------|------------------|--------------|----------|---------|---|
| Improvement  | Deficiency Type | Deficiency Score | Cost/Foot    |          |         | Notes   |
|  |                 |                  | Basic        | Upgraded | Premium |   |
| Drainage Modifications                               | Sidewalks       | 0                | 0            | 15       | 30      | Drainage modifications: \$30/ft for all facility types. Cost based on percentage of sidewalks for each street segment. It is assumed streets with no sidewalk deficiency will still need some drainage modifications for upgraded and premium improvements.   |
|  |                 | 100              | 5            | 17       | 30      |   |
|  |                 | 200              | 10           | 20       | 30      |   |
|  |                 | 300              | 15           | 22       | 30      |   |
|  |                 | 400              | 20           | 25       | 30      |   |
|  |                 | 500              | 25           | 27       | 30      |   |
| Demolition   | Sidewalks       | 0                | 6            | 12       | 35      | Removal of sidewalk: \$35/ft. It is assumed streets will require demolition in proportion to the percentage of sidewalks existing on each segment.  |
|  |                 | 100              | 5            | 10       | 30      |   |
|  |                 | 200              | 4            | 8        | 24      |   |
|  |                 | 300              | 3            | 6        | 18      |   |
|  |                 | 400              | 2            | 4        | 12      |   |
|  |                 | 500              | 1            | 2        | 6       |   |
| Acquisition  | N/A             | 0                | 0            | 15       | 45      | Basic: no cost; Upgraded: \$60/ft; Premium: \$180/ft. Assumed to be required for 25% of street segments. Acquisition costs based on facility type (basic, upgraded, premium) and not a particular deficiency.   |
|  |                 | 100              | 0            | 15       | 45      |   |
|  |                 | 200              | 0            | 15       | 45      |   |
|  |                 | 300              | 0            | 15       | 45      |   |
|  |                 | 400              | 0            | 15       | 45      |   |
|  |                 | 500              | 0            | 15       | 45      |   |
| Curb Gutter  | Sidewalks       | 0                | 0            | 10       | 22      | Curb and gutter: \$22/ft. Basic and upgraded facilities will require new curb/gutter in proportion to percentage of existing sidewalk. Premium facilities will require new curb/gutter.   |
|  |                 | 100              | 4            | 12       | 22      |   |
|  |                 | 200              | 7            | 14       | 22      |   |
|  |                 | 300              | 11           | 16       | 22      |   |
|  |                 | 400              | 14           | 18       | 22      |   |
|  |                 | 500              | 18           | 20       | 22      |   |
| Sidewalk Installation                                | Sidewalks       | 0                | 0            | 59       | 323     | Basic sidewalk: \$35/ft; Upgraded: \$70/ft; Premium: \$275/ft. Basic and upgraded facility costs based on percentage of existing sidewalk. Premium facilities will require full installation cost. Regrading costs (\$475/ft) assumed for 10 percent of segments.   |
|  |                 | 100              | 14           | 69       | 323     |   |
|  |                 | 200              | 28           | 79       | 323     |   |
|  |                 | 300              | 41           | 89       | 323     |   |
|  |                 | 400              | 55           | 98       | 323     |   |
|  |                 | 500              | 69           | 108      | 323     |   |
| Street Lighting                                      | Lighting        | 0                | 0            | 20       | 50      | Basic lighting: \$20/ft; Upgraded: \$40/ft; Premium: \$50/ft. Basic and upgraded facility costs based on percentage of existing sidewalk. Premium facilities will require full installation cost.   |
|  |                 | 100              | 3            | 23       | 50      |   |
|  |                 | 200              | 6            | 27       | 50      |   |
|  |                 | 300              | 10           | 30       | 50      |   |
|  |                 | 400              | 13           | 33       | 50      |   |
|  |                 | 500              | 16           | 37       | 50      |   |
| Landscaping  | N/A             | 0                | 0            | 60       | 80      | Basic: no cost; Upgraded: \$60/ft; Premium: \$80/ft. Landscaping costs based on facility type and not a particular deficiency.  |
|  |                 | 100              | 0            | 60       | 80      |   |
|  |                 | 200              | 0            | 60       | 80      |   |
|  |                 | 300              | 0            | 60       | 80      |   |
|  |                 | 400              | 0            | 60       | 80      |   |
|  |                 | 500              | 0            | 60       | 80      |   |
| <b>Constant Improvement Costs Per Street Segment</b> |                 |                  |              |          |         |   |
|  |                 |                  | Cost/Segment |          |         |   |
| Curb Ramps   | N/A             | N/A              | 2000         | 2000     | 2000    | Assuming two curb ramps installed at each end of segment at a cost of \$500 per ramp.   |
| Corner Crosswalk Enhancements                        | N/A             | N/A              | 400          | 60000    | 150000  | Basic facilities receive painted crosswalks (4 per segment, \$100 each), upgraded facilities receive bulbouts and/or medians and high-vis crosswalks (4 per segment; \$60,000 each leg), and premium facilities receive higher quality treatment of upgraded measures (such as colors and textures, \$75,000 each leg). Numbers assume 25% of upgraded facilities and 50% of premium facilities receive improvements. |
| <b>Additional Improvement Costs</b>                  |                 |                  |              |          |         |   |
| Traffic Signal Installation                          | Signals         |                  |              |          |         | Not installed through PedCIP  |
| Public Art   | ?               |                  |              |          |         | Installed through PedCIP?   |
| Information Kiosks/Wayfinding                        | ?               |                  |              |          |         | Need cost estimate  |
| Bus Shelters   | ?               |                  |              |          |         | Need cost estimate  |
| Street Furniture                                     | ?               |                  |              |          |         | Need cost estimate  |



## FUNDING ANALYSIS MEMORANDUM



## FUNDING ANALYSIS MEMORANDUM

The purpose of this memo is to provide information on funding programs for pedestrian improvement projects in the City of Sacramento.

Funding is required to improve the pedestrian system in the City of Sacramento. Funding sources mainly are public sector – federal, state, regional and local. Pedestrian improvement projects compete with the other modes to obtain transportation monies. As is true for the other modes, funding is limited, especially during economic downturns. Pedestrian projects will be funded either as stand-alone projects or as part of a larger roadway project.

The primary funding opportunities are as follows:

- **Federal:** The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005. It builds on the intermodal approaches of the two previous federal transportation bills of ISTEA and TEA-21, and lasts until 2009.  
**State:** The Safe Routes to School funding source improves the safety of pedestrian and bicycle routes to/from schools. The current SR2S program will sunset January 1, 2008.
- **Regional:** Sacramento Area Council of Governments is a national leader in providing set asides for pedestrian and bicycling projects with its Regional Bicycle and Pedestrian Program and its Community Design Program.
- **County:** Voters in Sacramento County approved Measure A, which is a one-half cent sales tax to fund transportation projects. In November of 2004, Measure A was renewed by Sacramento County voters. As part of the new Measure A, Funding Pedestrian Improvements is eligible.
- **City:** Based on the *Barden v. City of Sacramento* case settlement, the City is required to spend 20 percent of its eligible discretionary gasoline tax and Measure A funds for up to 30 years on making sidewalks, crosswalks and curb ramps accessible. The focus of this funding is for barrier removal and currently is in the range of \$6 million annually.

## FEDERAL FUNDING

### CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

Federal block grant program for projects in Clean Air Act non-attainment areas that will help attain the national ambient air quality standards stated in the 1990 Clean Air Act amendments. CMAQ can be used for pedestrian and bicycle construction and non-construction projects.

**Website:** [www.dot.ca.gov/hq/transprog/reports/Official\\_CMAQ\\_Web\\_Page.htm](http://www.dot.ca.gov/hq/transprog/reports/Official_CMAQ_Web_Page.htm)



**Eligible Applicants** Cities, counties, transit operators, Caltrans, MPOs, non-profits and private entities.

**Project Examples**

|  |           |
|--|-----------|
| Central City Two-way Conversion and Community Plan | \$159,354 |
| SR 160 Bicycle/Pedestrian Bridge                   | \$258,507 |
| Tower Bridge Pedestrian/Bikeway Improvements       | \$619,710 |
| Ueda Parkway Bikeway and Recreational Trail        | \$115,050 |

**LAND AND WATER CONSERVATION FUND (LWCF)**

LWCF grants may be used for statewide recreational planning and for acquiring and developing recreational parks and facilities, especially in urban areas. The funds are limited to outdoor recreation projects such as the acquisition of wetland habitat and the development of recreation facilities.

**Website** [http://www.parks.ca.gov/default.asp?page\\_id=21360](http://www.parks.ca.gov/default.asp?page_id=21360)

**Eligible Applicants** Federal and state agencies, cities, counties, recreation and park districts and special districts.

**Project Examples**

|                                    |          |
|------------------------------------|----------|
| Natomas Oaks                       | \$78,591 |
| Sacramento Zoo Development         | \$78,375 |
| Strawberry Manor Park Development  | \$29,843 |
| Florin Reservoir Development       | \$25,200 |
| Bannon Slough Development          | \$40,320 |
| Mayfair Gardens/MLK Jr Development | \$31,090 |

**RECREATIONAL TRAILS PROGRAM (RTP)**

RTP annually provides monies to develop recreational trails and trail-related projects that are for motorized and non-motorized recreational trail users. The California State Parks Office of Grants and Local Services administers the non-motorized projects. RTP monies also can be used for youth authority trail crews, and five percent may be used on education such as safety, training and patrols. These funds originate from ten percent of each state’s STP monies.

**Website** [http://www.parks.ca.gov/default.asp?page\\_id=21362](http://www.parks.ca.gov/default.asp?page_id=21362)



**Eligible Applicants**      Cities, counties, districts, state agencies and non-profit organizations.

**Project Examples**

North Laguna Creek Wildlife Walk:      \$120,000

Ninos Parkway Trail                              \$150,000

**REGIONAL SURFACE TRANSPORTATION PROGRAM (STP)**

Federal block grant program for a variety of transportation projects including pedestrian and bicycle construction and non-construction projects.

**Website**                              [www.dot.ca.gov/hq/transprog/reports/Official\\_RSTP\\_Web\\_Page.htm](http://www.dot.ca.gov/hq/transprog/reports/Official_RSTP_Web_Page.htm)

**Eligible Applicants**      Cities, counties, transit operators, Caltrans, MPOs, non-profits and private entities.

**Project Examples**      I-80 Bike/Pedestrian Bridge: \$600,000 for design

**TRANSPORTATION ENHANCEMENT (TE)**

The TE program, which is a ten percent set-aside of STP, funds transportation projects that help enhance the travel experience. Out of the 12 eligible TE categories, the following are most applicable: bicycle and pedestrian facilities, bicycle and pedestrian educational activities, preservation of abandoned railway corridors for bicycle and pedestrian use, acquisition of scenic easements, landscaping and other scenic beautification and control and removal of outdoor advertising.

**Website**  
[http://www.dot.ca.gov/hq/transprog/reports/Official\\_TEA\\_Web\\_Page.htm](http://www.dot.ca.gov/hq/transprog/reports/Official_TEA_Web_Page.htm)

**Eligible Applicants**      Local, state and federal agencies. Private organizations must partner with a public qualified entity.

**Project Examples**

Old Town Sacramento                              \$1,500,000

Humbug-Willow Creek                              \$351,000

**STATE FUNDING**

**CALIFORNIA CONSERVATION CORPS (CCC)**

The CCC program provides emergency assistance and public service conservation work. The CCC focuses on projects that enhance the environment and help build CCC member skills such as trail construction, tree planting and public works projects.

**Web Site**                              <http://www.ccc.ca.gov/PARTNER/partners.htm>



**Eligible Applicants** City, county, state, federal and non-profit organizations

**Project Examples** No examples exist.

**COMMUNITY BASED TRANSPORTATION PLANNING (CBTP) GRANTS**

CBTP monies are used mainly to fund planning activities for livable community projects. These projects encourage affordable housing, sustainable developments, land use and transportation integration, transit-oriented developments, jobs/housing balance and expanded transportation choices.

**Website** <http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtpg.htm>

**Eligible Applicants** Local, county and regional government agencies.

**Project Examples** Downtown to Waterfront Reconnection Project Phase I: \$300,000

**ENVIRONMENTAL JUSTICE (EJ) PLANNING GRANTS**

EJ planning grant monies are used to help engage low-income and minority communities in transportation projects early in the planning process to ensure equity and positive social, economic and environmental impacts occur.

**Website** <http://www.dot.ca.gov/hq/tpp/offices/opar/titleVIand%20EJ.htm>

**Eligible Applicants** Local, county and regional government agencies.

**Project Examples**

South Sacramento Community Plan Update \$265,000

Minority and Low-Income Bicycle and Pedestrian Use of Public Space and Safety Considerations within System Planning Level Transportation Decision Making \$198,000

Safe Routes to School Sacramento \$210,500

Achieving Environmental Justice in Central City Districts \$181,302

**ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM (EEMP)**

The EEMP funds projects that offset environmental impacts of modified or new public transportation facilities such as streets, Park & Ride facilities and transit stations. These funds were not funded in the Governor’s budget for 2005/06. It is possible that future funding could help restore EEMP for fiscal year 2006/07.

**Website** <http://resources.ca.gov/eem/>

**Eligible Applicants** Non-profit agencies, and local, state and federal governments

**Project Examples** No examples exist



**GAS TAX FUNDS**

Gas taxes fund roadway maintenance and improvement projects. Sidewalk installations and other pedestrian improvements are eligible. Other eligible expenditures include research, planning and operations. Currently the City of Sacramento mainly uses this fund source for operations and maintenance of roadways, bridges and sidewalks were appropriate.

**Website** <http://www.sco.ca.gov/col/taxinfo/gtr/index.shtml>

**Eligible Applicants** The State Controller distributes the tax revenues to the local jurisdictions.

**Project Examples**

|  |           |
|--|-----------|
| Tower Bridge Bicycle/Pedestrian Improvements | \$10,000  |
| Hollow Sidewalk Monitoring                   | \$507,400 |

**HABITAT CONSERVATION FUND (HCF)**

The HCF program provides a competitive grant program for trail projects, land acquisition and wildlife corridor restoration. These projects qualify for the trails/programs/urban access category.

**Website** [http://www.parks.ca.gov/default.asp?page\\_id=21361](http://www.parks.ca.gov/default.asp?page_id=21361)

**Eligible Applicants** Cities, counties and eligible districts

**Project Examples**

|   |           |
|---|-----------|
| Ueda Parkway Trail                              | \$73,000  |
| Robla Community Park – Phase II                 | \$63,535  |
| William Land Park Recreational Trail Completion | \$122,000 |

**OFFICE OF TRAFFIC SAFETY (OTS) PROGRAM**

The primary objective of the program is to fund grants that reduce fatalities, injuries and economic loss related to motor vehicle collisions. Pedestrian and Bicycle Safety is one of OTS’ eight priority programs. A pedestrian safety program should include one or more of the following components: education, enforcement and engineering.

**Website** [www.ots.ca.gov](http://www.ots.ca.gov)

**Eligible Applicants** State, city and county agencies and non-profit and community-based organizations.

**Project Examples** Traffic Safety Program, Sacramento Police Department: \$128,250

**REGIONAL IMPROVEMENT PROGRAM (RIP)**

State funding for a variety of transportation projects such as carpool lanes, transit stations, bicycle and pedestrian facilities. These funds represent 75 percent of the State Transportation



Improvement Program (STIP), and are controlled by the Regional Transportation Planning Agencies (RTPAs).

**Eligible Applicants** Cities, counties, transit operators, Caltrans

**Project Examples** Will C. Woods School Street Improvements \$962,000

### ***SAFE ROUTES TO SCHOOL PROGRAM (SR2S)***

SR2S funds projects that improve the safety of pedestrian and bicycle routes to/from schools. The current SR2S program will sunset January 1, 2008.

**Website** <http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm>

**Eligible Applicants** Cities or counties

#### **Project Examples**

Taylor Street School: sidewalk installations, crosswalks with an educational component:  
\$450,000

Del Paso Heights Elementary School: install pedestrian-activated signal system:  
\$152,500

Smythe & Noralto Ele Schools: signal, raised crosswalks and widened sidewalks: \$450,000

## **REGIONAL FUNDING**

### ***SACOG'S REGIONAL BICYCLE AND PEDESTRIAN PROGRAM***

SACOG has allocated \$350 million for regional priority bicycle and pedestrian projects between 2002 and 2025.

**Website** [www.sacog.org](http://www.sacog.org)

**Eligible Applicants** Cities, counties and public agencies in the SACOG region.

**Project Examples** Capital projects are a higher priority than non-capital projects and programs.

### ***SACOG'S COMMUNITY DESIGN PROGRAM***

A community design fund, which encourages walking, bicycling, streetscape improvements and "smart growth" projects, amounts to \$500 million between 2002 and 2025. The SACOG Board approved \$12 million for fiscal years 2003/04 and 2004/05.

**Website** [www.sacog.org](http://www.sacog.org)

**Eligible Applicants** Cities, counties and public agencies in the SACOG region.



**Project Examples** Pedestrian project examples include paths, tunnels and bridges, pedestrian plazas, street crossings, traffic calming and streetscaping such as median landscaping, street trees, lighting and furniture.

**LOCAL FUNDING**

**DEVELOPER FEES**

Local government agencies charge developers a developer fee to offset the public costs required to accommodate new development with public infrastructure. Developer fees generally are used for local rather than regional improvements. These fees cover only new development so do not usually help with retrofit projects.

**Project Examples** No examples exist.

**LOCAL SALES TAX - MEASURE A**

Voters in Sacramento County approved Measure A, which is a one-half cent sales tax to fund transportation projects. It expires in 2008. A reauthorization of Measure A will be on the ballot in 2006. Measure A is used for disabled access improvements and for pedestrian projects such as curb ramps and sidewalks within the public right-of-way on the road. Trails are not included because the funding source is restricted to the road right-of-way.

**Project Examples**

|                                    |                      |
|------------------------------------|----------------------|
| Curb Ramp Construction Program     | \$5,600,000 annually |
| Pedestrian Safety Program          | \$75,000 annually    |
| ADA Audible Signals Program        | \$30,000 annually    |
| Hollow Sidewalk Monitoring Program | \$65,000 annually    |

**MAJOR STREET CONSTRUCTION FUND**

These monies originate from taxes on building valuations for new constructions or for retrofits that add area to existing buildings. These funds are used for major transportation improvement projects. Specific expenditures that are eligible include street lighting, traffic control and roadway alterations. Maintenance and operations projects are not allowed.

**Project Examples**

|   |                    |
|---|--------------------|
| Citywide Street Lighting Program            | \$50,000 annually  |
| Neighborhood Street Lighting Replacement    | \$250,000 annually |
| Non-Residential Street Lighting Replacement | \$93,000 annually  |
| Safety Lighting Replacement Program         | \$100,000 annually |
| Streetscape Planning and Design             | \$350,000 annually |



|   |           |
|---|-----------|
| Broadway Streetscape Enhancements               | \$70,000  |
| 16 <sup>th</sup> Street Streetscape Master Plan | \$180,000 |
| Fruitridge Streetscape Enhancement              | \$100,000 |

**REDEVELOPMENT FUNDS**

The Sacramento Housing and Redevelopment Agency (SHRA) uses tax increment monies, which originate from increases in assessed values of property in designated areas. Tax increment monies fund streetscape improvement projects, which pay for missing and separated sidewalks, street beautification and other pedestrian enhancements. The five redevelopment areas in the City are: Alkali Flat, Del Paso Heights, North Sacramento, Oak Park and Sacramento Army Depot. Joint City-County redevelopment areas include: Auburn Blvd., Franklin Blvd. and Stockton Blvd. Note that these funds may be shifted to the state due to the State of California’s budget crisis.

**Web Site**                    <http://www.shra.org/index.html>

**Project Examples**

Various South Sacramento streets design, street lighting, traffic signals, and improvements.

Fruitridge Road pedestrian signs, street improvements (including street lights) and sidewalk infill.

|   |           |
|---|-----------|
| Tower Bridge Bike/Pedestrian Improvements | \$85,000  |
| Broadway Corridor Streetlights            | \$600,000 |

**TRANSPORTATION DEVELOPMENT ACT (TDA)**

TDA Article 3 states that one quarter cent of gasoline tax is returned to the county of origin for the purpose of funding transportation improvements in that county such as bicycle and pedestrian facilities, safety programs and planning projects in that county. The City has mainly used these funds to maintain and develop multi-use trails.

**Project Examples**

|                                       |           |
|---------------------------------------|-----------|
| Ueda Parkway Trail                    | \$262,000 |
| Freeport Shores Bike/Pedestrian Trail | \$115,000 |
| Haggin Oaks Golf Course Trail         | \$22,205  |
| Trail Maintenance (Miscellaneous)     | \$664,700 |
| Sacramento River Trail                | \$83,329  |



Pedestrian projects will be funded either as stand-alone projects that specifically target pedestrian improvements or as part of a larger capital improvement project. In research of the City's Capital Improvement Program (CIP) documents for Fiscal Years 2005 and 2006, the City programmed an annual average of approximately \$36 million toward transportation capital improvement projects and maintenance activities. This funding generally consists of local, state, federal funds as outlined above.

### **STAND-ALONE PROJECT FUNDING**

Approximately 17-26% of the City's transportation CIP (Construction and Maintenance) budget is programmed to alternate modes only (Bicycle and Pedestrian) projects, with the majority being pedestrian-related.<sup>3</sup> In a typical year, the majority of the work consists of the City's annual obligation required by the *Barden v. City of Sacramento* Settlement Agreement. It also consists of programs (such as the *Pedestrian Safety Program* and the *Captain Jerry Safety Program*) and specific pedestrian projects (such as the *Tower Bridge Bike/Pedestrian Improvement project*).

In determining the amount available for stand-alone projects, it is assumed that funding currently programmed toward the City's settlement agreement or existing pedestrian programs will not change. It should be noted that it is expected that, where possible, pedestrian projects consistent with the City's settlement agreement may also be consistent with the *Pedestrian Master Plan* thereby increasing the net funding for implementing *Pedestrian Master Plan* PIP projects. It is also recognized that grant funds will address eligible projects and that receiving these funds involves a region or state wide competitive process and that funding received through these sources may vary from year to year.

Table I-1 shows the estimates of the possible funding revenue for the most significant funding sources. The table reveals that the amount of funds available for pedestrian projects is estimated to range between \$700,000 and \$1.8 million annually given the current levels of expected revenues.

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<sup>3</sup> Based on a review of the 2005 and 2006 CIP



**Table I-1: Funding Estimates for Stand-Alone Pedestrian Projects**

| Funding Source                                       | Estimated Annual Amount |                      |
|--|-------------------------|----------------------|
|  | Local Funds             | Grant Funds          |
| Measure A <sup>1</sup>                               | \$300-\$400K            |                      |
| Redevelopment Programs <sup>2</sup>                  | \$0-\$65K               |                      |
| Regional Bicycle and Pedestrian Program <sup>3</sup> |                         | \$100-\$200K         |
| SACOG Community Design Program <sup>3</sup>          |                         | \$300-\$600K         |
| Safe Routes to School Program                        |                         | \$0-\$500K           |
| <b>Total</b>   | <b>\$300-\$465K</b>     | <b>\$400K-\$1.3M</b> |

Source: MIG & City of Sacramento, 2006

Notes:

- 1 This is in addition to existing alternate modes programs shown in the FY 05 and 06 CIP.
- 2 The estimate assumes that five percent of this funding source will be spent on pedestrian improvement projects.
- 3 It is assumed that the City of Sacramento will receive a fair share amount from these regional programs based on population and that fifty percent will go toward pedestrian improvements.
- 4 Maximum total project cost eligible for the Safe Routes to School Program.

**FUNDING FOR PEDESTRIAN PROJECTS AS ROUTINE ACCOMMODATION**

In addition to stand alone alternate modes projects, the City of Sacramento, as a matter of practice, incorporates alternate modes elements into most capital improvement projects that are not stand alone pedestrian projects. Examples of projects include roadway reconstruction, widening, and extensions, bridge rehabilitation and replacement, streetscape improvements, neighborhood traffic calming projects, and intersection improvements. Alternate mode elements that are considered include street lighting, sidewalk construction and repair, curb ramps, crosswalks, signalized crossings, and on-street bike lanes.

When considering pedestrian improvements in stand alone projects and other capital improvement projects, it is estimated that currently the City programs approximately 23-33% of its overall Transportation CIP to alternate modes improvements. It is expected that when implementing pedestrian improvements with other capital improvement projects, these improvements would be consistent with the Pedestrian Master Plan where possible thereby increasing the net funding for implementing Pedestrian Master Plan projects.



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