



4.1

**DEPARTMENT OF
PUBLIC WORKS**

TRAFFIC ENGINEERING
SERVICES

**CITY OF SACRAMENTO
CALIFORNIA**

October 15, 2002

1000 I STREET
SUITE 170
SACRAMENTO, CA
95814-2806

PH 916-264-5307
FAX 916-264-8404

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: PEDESTRIAN SAFETY STRATEGIES

LOCATION/COUNCIL DISTRICT:

Citywide, all Council Districts.

RECOMMENDATION:

This is for information only.

CONTACT PERSON: Marty Hanneman, City Traffic Engineer, 264-7508

FOR COUNCIL MEETING OF: October 29, 2002

SUMMARY:

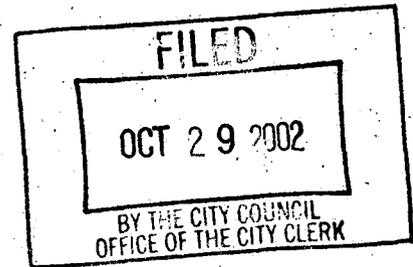
This report provides an update on current and proposed improvements to increase pedestrian safety within the City of Sacramento.

COMMITTEE/COMMISSION ACTION: None.

BACKGROUND:

The Challenge

In August, 2002, a report produced by the Surface Transportation Policy Project and California Walks ranked Sacramento County as the second most dangerous county in the state for



pedestrians for the year 2001. The City of Sacramento was ranked 23rd for cities with a population over 100,000 in the state for the same year.

Several key factors contribute to the need to improve pedestrian safety in Sacramento:

- ✓ According to the 2000 United States Census, over 14.56 percent of Sacramento County citizens are age 60 or older. This is an 18.75 percent increase from 1990. These numbers are not only on the rise in the County, but statewide as well -- in 1990, persons age 65 and older represented just over 10 percent of California's population. By 2000, that number grew to 15 percent. According to the California Task Force on Older Adults and Traffic Safety, "people age 65 and older are more likely to be killed as a pedestrian than persons from any other age group." The task force highlighted that older adults are very susceptible to injuries, and "the types of injuries older adults suffer in crashes also increase their risk of dying. They tend to suffer injuries, such as multiple rib fractures and other severe chest injuries, which are highly associated with fatality."
- ✓ With the first of California's baby boomers turning 60 in 2006 and health care advances helping Americans to live longer and longer, a related pedestrian safety challenge emerges: the city's population of persons using assistive devices such as wheelchairs and carts will continue to grow. The City of Sacramento remains committed to improving pedestrian safety and access for all persons with disabilities, regardless of age.
- ✓ Children are another extremely vulnerable group – and again, a group that is increasing in size within Sacramento County. Traffic collisions are a leading cause of death and injury for children. Each year in the City of Sacramento, more than 60 pedestrian children under the age of 14 are injured and a small number die as a result of their injuries. According to the National SAFE Kids Campaign, young children (ages 9 and under) have a pedestrian death rate 20 percent higher than children ages 10 to 14. Further, the SAFE KIDS Campaign noted in a recent observational survey that nearly 60 percent of parents and kids encountered serious hazards on their routes to school. Common hazards included a lack of sidewalks or crosswalks, wide roads, complicated traffic conditions, improper parking, and speeding drivers.

Steps toward a Solution

According to the American Automobile Association, more than half of all pedestrian deaths and injuries occur when people cross or enter streets; one-third occur between intersections. Both driver and pedestrian errors contribute to these tragedies. To address these challenges and improve pedestrian safety, the following safety strategies have been implemented for Sacramento's existing streets:

- ✓ **Reduction of travel lane widths.** Travel lane widths may now be decreased to 10 feet in some areas, thus slowing vehicle traffic and enhancing pedestrian safety. Exceptions to this would be on non-local (industrial area) streets and at existing signalized intersections with loop detectors. The additional pavement width gained

would be allocated to the existing bike lane or a buffer lane would be created between the travel lane and parking lane.

- ✓ **Installation of marked crosswalks at all approaches that have pedestrian signals**, unless determined by the City Traffic Engineer to be unsafe. Certain unique intersections with high pedestrian activity should be considered for high visibility crosswalks (e.g. 12th & K Streets and 7th and K Streets).
- ✓ **Installation of a 24-inch limit line on each signalized intersection approach offset seven clear feet from the crosswalk.** Exceptions may be that minor approaches do not warrant this treatment or metered parking spaces may require removal.
- ✓ **Implementation of a pedestrian signal lead-time at locations identified as having a high potential for pedestrian/vehicle conflicts.** Currently, these are in effect at 13th & I Streets, 10th & I Streets, 9th & I Streets, and 6th & L Streets.
- ✓ **Consideration of "countdown" pedestrian signal indicators at unique high pedestrian areas** (North 12th & North B Streets will be receiving these soon).

Ongoing Efforts and Improvements

- ✓ **Curb ramps**
During fiscal year 2001/02 alone, the City completed the construction of 1,600 curb ramps compliant with the Americans with Disabilities Act to help make Sacramento's sidewalks and streets accessible to all users. The City has installed 1,500 ramps per year for the last three years, and will continue to do so for at least the next 10 years to enhance access for persons with disabilities.
- ✓ **Traffic calming**
 - In new development areas over the last two years, Public Works has required traffic calming measures to be implemented with new construction as necessary. Measures currently in use include: traffic circles, roundabouts, pedestrian islands, bulbouts, and high visibility crosswalks.
 - In existing neighborhoods, the Neighborhood Traffic Management Program (NTMP) is currently working with 26 neighborhoods to develop traffic calming plans.
- ✓ **Education program**
In 1992, to help keep Sacramento's school-aged children safe and educate them about the importance of traffic safety, the City of Sacramento's Department of Public Works created the Captain Jerry Traffic Safety Program, an informative, interactive, and educational program. The program is now presented to more than 5,000 elementary school children annually.

Proposed Strategies

✓ **Update of Street Standards**

Public Works is in the process of updating the City's Street Standards (last revised in 1999) and will bring a report to Council in January 2003 to amend the following:

- Eliminate rolled curb from all street sections and replace them with vertical curb.
- Require all street sections to have offset sidewalks.
- Reduce the street lanes widths for collector and arterial streets.
- Reduce the travel lane widths and increase the bike lane and/or the sidewalk widths.

✓ **Pedestrian Safety Guidelines**

Public Works is developing Citywide Pedestrian Safety Guidelines, consistent with the principles presented to the City Council in May, 2002 by Dan Burden of Walkable Communities, Inc. (Walkable Communities, Inc. is a non-profit corporation organized for the purpose of helping communities become more walkable and pedestrian friendly). This report will be brought to Council in November of this year.

✓ **Roundabouts**

Roundabouts have been proven effective in enhancing pedestrian safety. Public Works will bring a report in November requesting City Council to establish a citywide pilot roundabout program.

✓ **Citywide Pedestrian Master Plan**

As described in the Smart Growth Implementation Strategy adopted by City Council, Public Works is in the process of developing a Citywide Pedestrian Master Plan. This plan will be brought to Council for approval by January, 2004.

FINANCIAL CONSIDERATIONS:

No additional funding is being requested.

ENVIRONMENTAL CONSIDERATIONS:

The appropriate environmental review is done for each project.

POLICY CONSIDERATIONS:

This report is consistent with the City's Strategic Plan's goals for enhancing and preserving neighborhoods and to improve and diversify the transportation system. This report is also consistent with the City Council's adoption of the Smart Growth Implementation Strategy, which includes a principle to provide a variety of transportation choices for the city's residents and visitors. One of the initiatives to be implemented in fulfilling this principle is the development of a pedestrian master plan to inventory Sacramento's current pedestrian infrastructure, determine the degree of improvements based on unmet needs, create a map of highest priority facilities, and establish an implementation program.

ESBD CONSIDERATIONS:

Any goods or services are procured in accordance with established City policy.

Respectfully submitted,



Marty Hanneman
City Traffic Engineer

RECOMMENDATION APPROVED:



✓ ROBERT P. THOMAS
City Manager

APPROVED:



 Michael Kashiwagi
Director of Public Works