

PEDESTRIAN



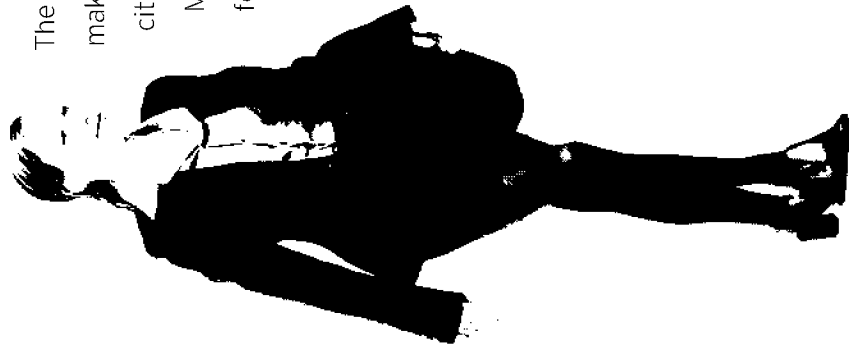
This Executive Summary presents significant highlights contained in the Master Plan and focuses on the key tools that the City will use to make Sacramento the Walking Capital.



City of Sacramento
915 J Street, Room 2000
Sacramento, CA 95814

SACRAMENTO PEDESTRIAN MASTER PLAN

making sacramento the walking capital



The purpose of the Pedestrian Master Plan is to make Sacramento a model pedestrian-friendly city—the “Walking Capital.” The Pedestrian Master Plan provides a comprehensive vision for improving pedestrian conditions.

PLAN OVERVIEW

The plan is organized into five sections:

- Introduction and Background
- Plan Development and Community Outreach
- Existing Conditions
- Goals and Policies
- Implementation Guide

Design Guidelines are included, along with technical support, in the appendices.

OBJECTIVES

The Sacramento Pedestrian Master Plan has two primary objectives:

1. **Institutionalize Pedestrian Considerations**—Prepare policy, standard and procedural recommendations that allow the City to leverage the best pedestrian environments from new developments and incorporate pedestrian considerations into all transportation and land use projects (exhibited in the figure to the right).
2. **Improve Current Pedestrian Deficiencies**—Prepare a capital improvement program that enables the City to systematically retrofit currently deficient sidewalk and pedestrian crossing locations.

Sacramento is already a model for cities across the United States for practices related to street design and installing safe crosswalks. The City’s design practices



form the basis for assuring that new developments and transportation facilities are constructed with great pedestrian environments. There are two additional keys to becoming the Walking Capital: (1) create land use patterns that promote walking, and (2) construct new pedestrian enhancements.

The premise of this Plan is that areas lacking land use patterns that would support walking, such as much of North Natomas, should be addressed through policy actions that would create walking demand. The City’s scarce resources for improving pedestrian environments should be targeted to areas with supportive land uses (that is, there are potential walkers) but lacking sidewalks and crosswalks.

CRITICAL DECISIONS

In order to make decisions about which areas should receive

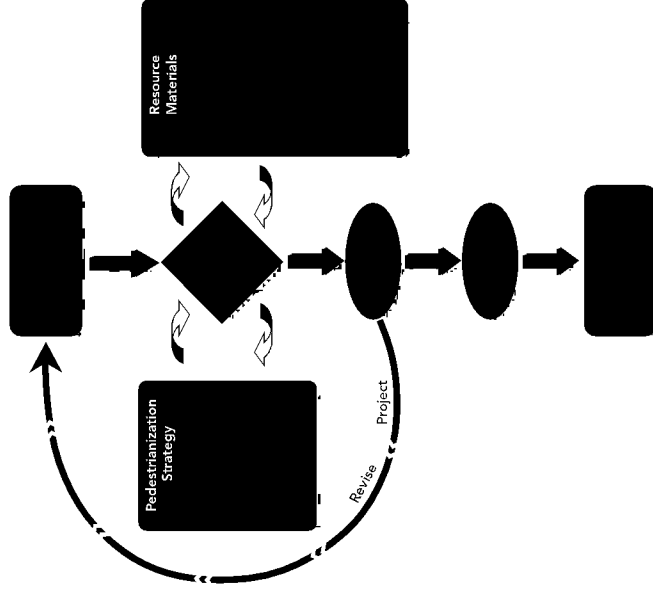


FIGURE 1: Integration of pedestrian considerations into new development projects is a key element to becoming the walking capital.



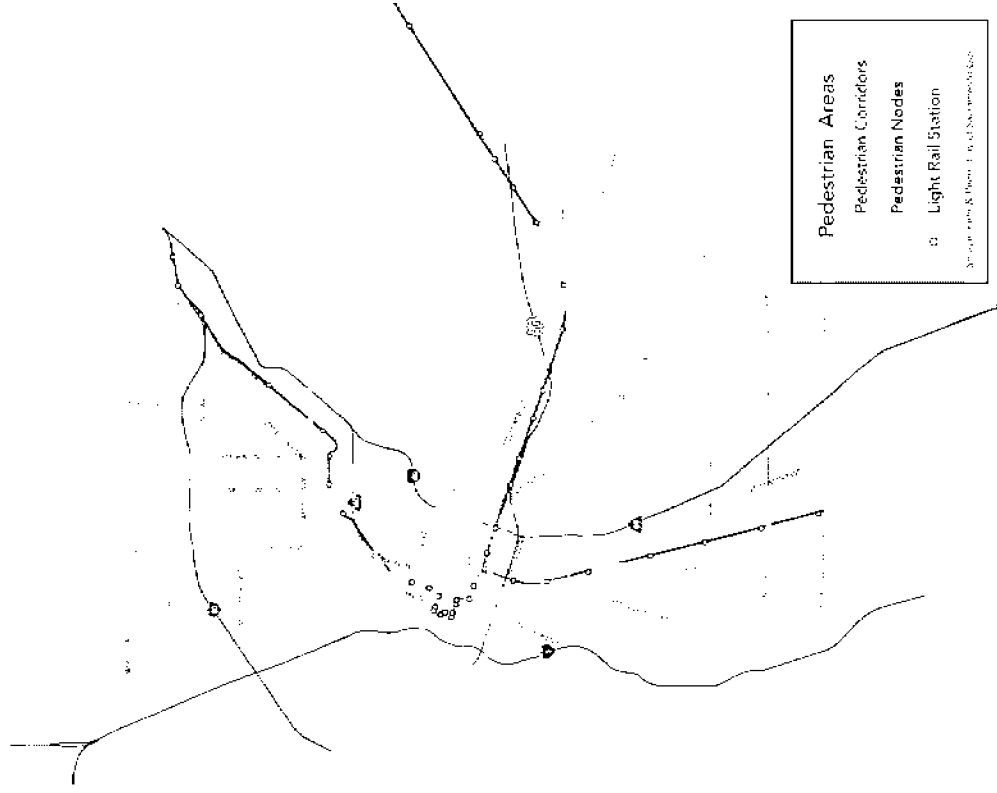
pedestrian enhancements, also known as that Pedestrian Improvement Program (PIP), the City developed new tools to measure “walking demand” and “pedestrian deficiencies” (or walkability). These tools are described in Section V of the report (Implementation) and form the technical basis to support the City’s aggressive pedestrian-friendly policies.

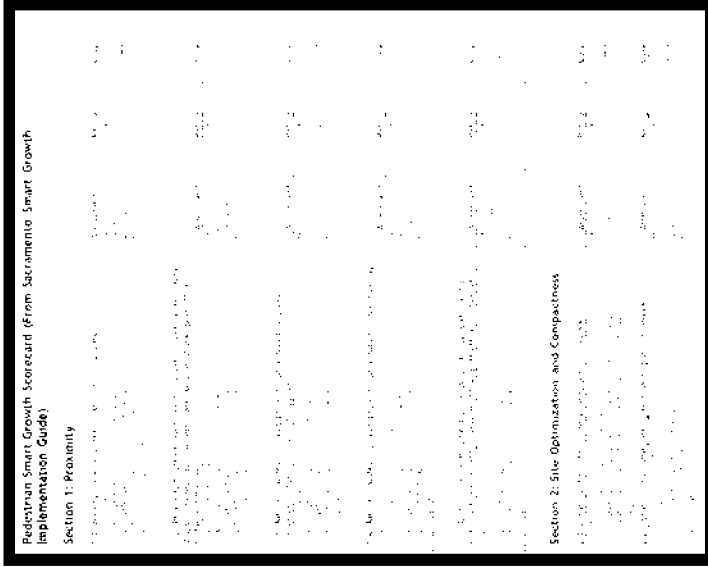
Not all areas in Sacramento have

added features, like wider sidewalks, more intense lighting and landscaping and higher quality street-crossing treatments. These improvements are targeted for commercial streets with medium to high levels of automobile traffic. “Premium” improvements include all of the basic and upgraded level improvements, plus additional elements that make the pedestrian setting an active urban place. Items like extra-wide sidewalks, special lighting, signage, and seating are some of the features included.

MEASURING PERFORMANCE OF NEW DEVELOPMENT

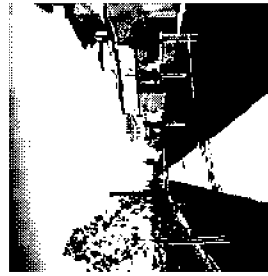
Just as City-constructed pedestrian projects will be built at varying levels of improvements, private developments will also be required to construct upgraded and premium facilities when adjacent to and encompassing pedestrian corridors and nodes.





Beyond sidewalk construction requirements, private developments will also be measured for their level of pedestrian friendliness. The City has a Smart Growth Implementation Guide, which uses a scoring system to evaluate new and infill development projects. The Pedestrian Master Plan proposes an update to the scoring system so that pedestrian focused results can be quantified.

This information can be used to indicate where a proposed development project is supportive of



BASIC



UPGRADED



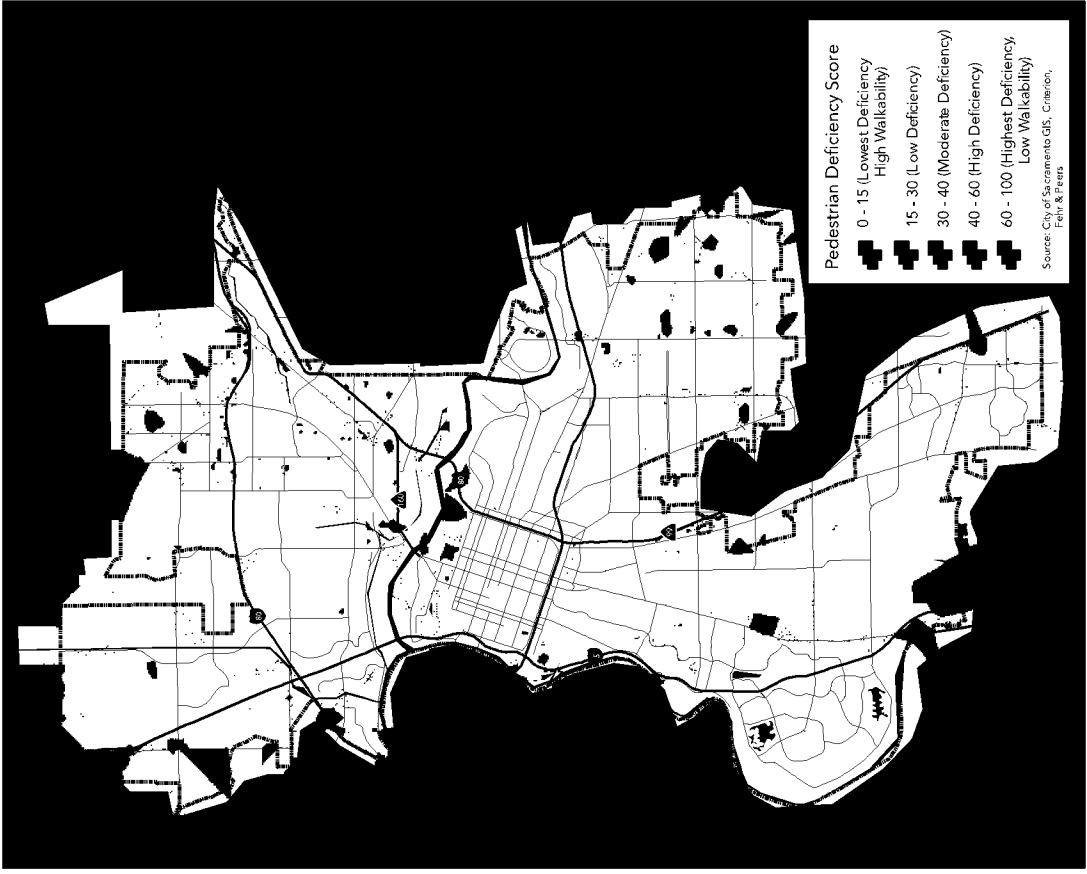
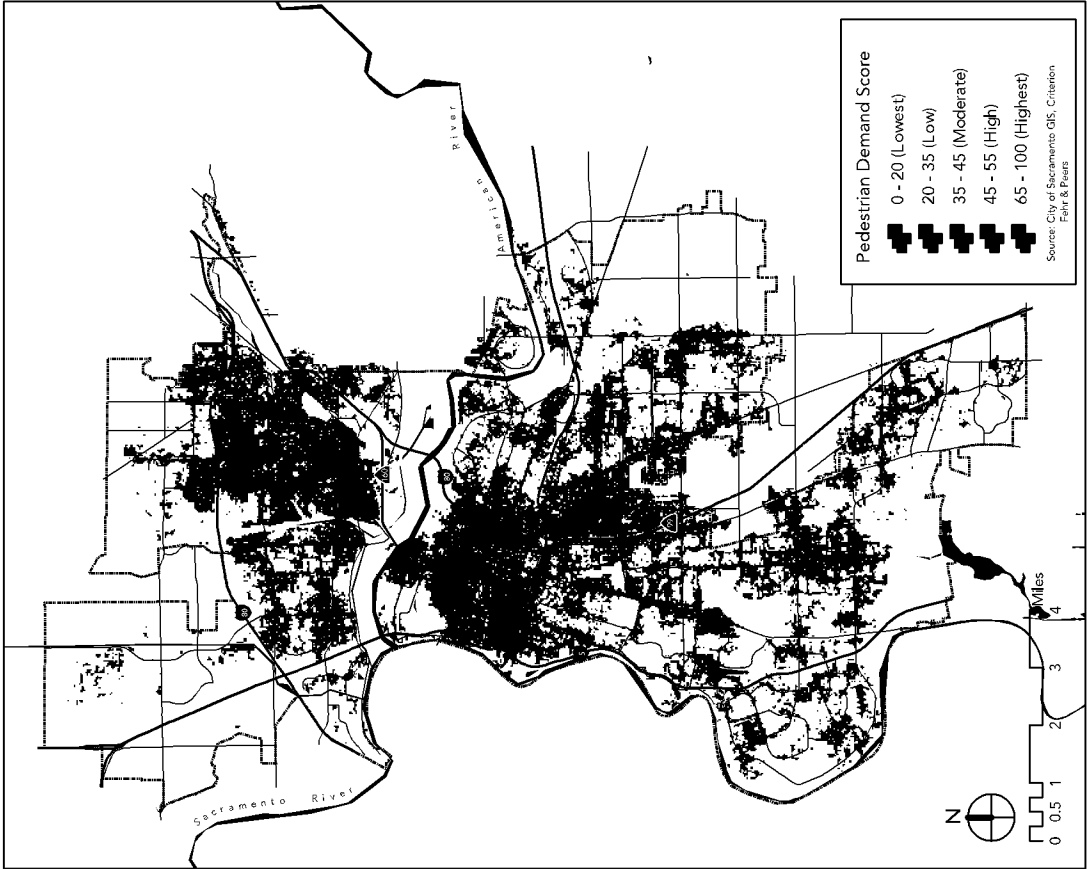
PREMIUM

Upgraded improvements are recommended for all pedestrian corridors, and premium improvements appropriate for pedestrian activity "nodes."

pedestrians, and where more pedestrian friendly modifications can be made.

GETTING IT DONE

The City has already accomplished a great deal for pedestrians. The key short-term action items for the City are to update the City's practices on development review, make appropriate revisions to the General Plan, including considering modifications to transportation performance measures (level of service standards), and begin implementation of top priority sidewalk and crossing projects (Section V of the report shows maps and lists high-priority pedestrian improvement projects). Within the next year or two, the City should consider broader revisions to its Transportation Programming Guide so that the new pedestrian improvement projects work closer with other transportation improvements.



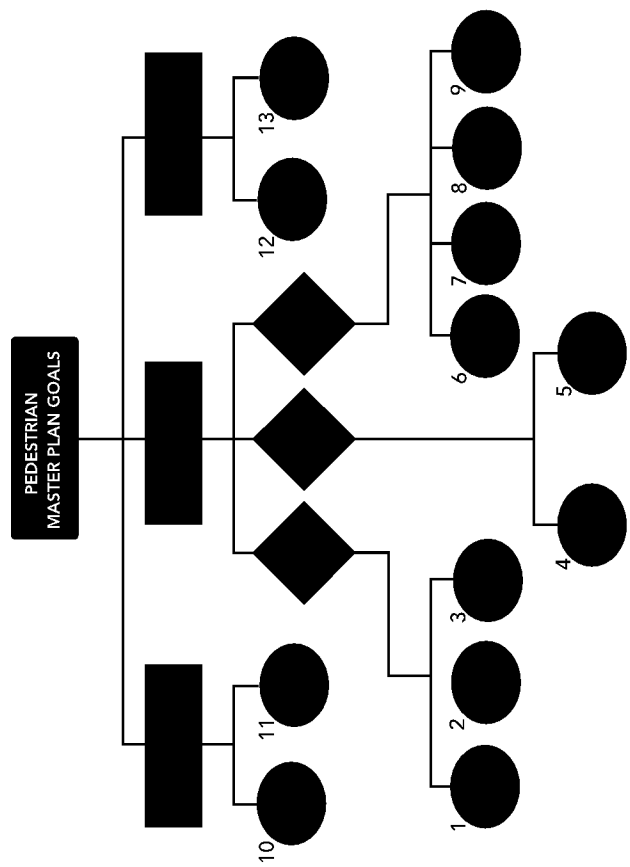
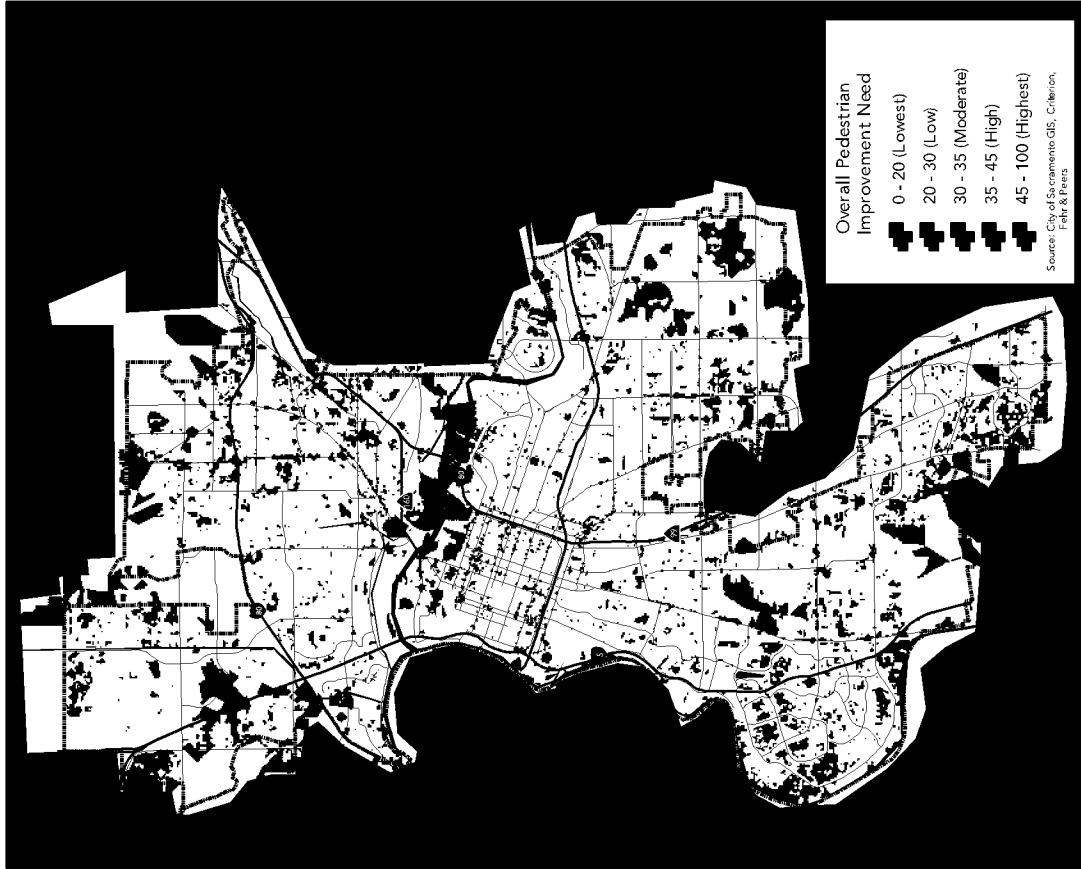


FIGURE 2: Goals for the Pedestrian Master Plan include improvement, awareness through education, increasing safety, and creating connected pedestrian environments surrounded by pedestrian-supportive land uses.

The estimated cost of completing all sidewalk improvements within the City is about \$400 million. The crosswalk and other crossing improvements will represent an equal amount, making the total Pedestrian Improvement Program schedule about \$800 million.

The most important thing that the City can do to advance its goal of being the Walking Capital is to continue to consider the needs of pedestrians in all projects and to permeate a balanced, multi-modal approach to transportation throughout the City organization. This Plan continues the City's strong momentum in this direction.