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Plan and Policy Review

Streets for People: Sacramento's Active Transportation Plan

Plan Name	Agency	Year	Introduction	Active Transportation related topics	Plan Recommendations	Standards	Policies	Infrastructure	Key Takeaways
Pedestrian Master Plan	City of Sacramento	2006	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. 2. Improve Current Pedestrian Deficiencies—Prepare a capital improvement process that enables the City to systematically retrofit currently deficient sidewalk and pedestrian crossing locations. 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.	The plan outlines the benefits of walking as a method of transportation and sets goals to encourage more people in the City to walk regularly. Residents, City staff, and advocates were invited to series of public meetings where they were asked what they would like to see in the pedestrian network. The plan catalogs the existing pedestrian infrastructure in the City, the existing walking patterns of residents, and the challenges the City faces in becoming more pedestrian friendly. The plan recommends improvements to create a walking environment, which includes improvements to pedestrian infrastructure, land uses, building design, and traffic calming for vehicles. The plan details the prioritization method for the improvements, which was achieved by studying walkability and demand patterns.	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.		<ul style="list-style-type: none"> • Provide direct connections or shortcuts from residential areas to neighborhood commercial destinations, parks, gathering places, and trails, especially in new or infill development. Connect dead-end streets or cul-de-sacs to pedestrian trails or adjacent streets to encourage pedestrian connectivity. • Follow the recommendations outlined in the Pedestrian Safety Guidelines related to frequent, secure crossing opportunities. • Provide connections over barriers such as railroads, waterways, and freeways. • Reduce, eliminate, or provide access around sidewalk obstructions, such as utility poles, that are barriers to pedestrian travel. • Provide landscaped sidewalk buffers and urban design features, especially in areas of high pedestrian activity, in order to encourage walking. • Follow the Pedestrian Friendly Street Standards: add wide sidewalks, medians, and wide buffers where appropriate. • Consider flexibility in roadway cross-sections and classification in pedestrian zones and commercial districts. • Improve the street-level experience for pedestrians, including addition of street trees to provide shade and enhance streetscape appearance. This includes amenities such as tree wells, seating, waste containers, pedestrian-scale wayfinding signage, and news racks in commercial corridors. Determination of appropriate street tree types will be made by the City's Parks and Recreation Department. • Provide pedestrian-scale lighting standards for all street categories. A 14-foot light standard for 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 "cobra head" style standard at 28 feet - 6 inches 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. • Encourage wider sidewalks in areas with high levels of pedestrian activity. The width of a sidewalk should be proportional to the demand for pedestrian activity. High activity locations should have wider sidewalks to allow for additional amenities such as seating, window shopping, and conversing with passersby. For a more detailed discussion of appropriate sidewalk widths, see Appendices A and B. • Encourage walkable land use patterns, including Transit Oriented Development and Mixed Use Development, following the principles laid out in the Design Guidelines (Appendix B). • Provide clear, direct, and attractive internal pedestrian networks that connect buildings, neighborhoods, and commercial centers to the adjacent sidewalk. • Follow the new procedures for development review outlined in this Section (and described in greater detail in Appendix A). • Avoid "blank walls" wherever possible and create multiple entry points from the sidewalk into new developments. • Provide at least one event annually that promotes pedestrian safety and walkability, such as "Walk to School Day." • Establish formal communication with RT on improvements around transit and with Caltrans on improvements around interchanges. • Develop partnerships with local organizations to develop educational materials and promote pedestrian awareness. • Reconsider LOS C standard for Sacramento streets and change to LOS D for all facilities, with consideration of LOS E or F for freeways, main streets, and pedestrian zones. The City is presently engaged in an update to its General Plan. Part of the update process is an ongoing discussion about the utility of the City's current Level of Service standards, which call for Level of Service C at most intersections. In order to maintain Level of Service C for vehicles, it is often necessary to widen roadways to increase capacity and decrease delays for motorists. This approach often 	<ul style="list-style-type: none"> • Connectivity- Create a well-connected pedestrian network, with a focus on connecting pedestrians to transit. • Travelway Character- Design sidewalk space to improve pedestrian safety, and to allow for other functions that just walking, such as outdoor dining, window shopping, waiting for transit, and rest areas. • Context Character- A pedestrian friendly environment should have a positive relationship to an area's land use. Buildings and developments should be built with no setback from the sidewalk, and architecture should welcome pedestrians. <p>Page 45's graphic details the "Basic", "Upgraded", and "Premium" types of infrastructure upgrades recommended in this plan.</p>	The purpose of the plan is to make Sacramento the "Walking Capital." There are a number of challenges in doing this, including missing infrastructure, new developments built for cars rather than pedestrians, and wide, high-speed arterial roads. The plan's goals and policies focus on creating a connected and safe pedestrian network that is enjoyable to use. Additionally, the plan envisions a pedestrian environment where buildings welcome pedestrians rather than vehicles, and vehicle infrastructure is updated to include traffic calming improvements.
Design and Procedures Manual- Section 15- Street Design Standards	City of Sacramento	2009	The purpose of this section is to provide design engineers with the City's street standards that are to be used in the preparation of plans, specifications and estimates for projects within the City right of way. The primary objective of these standards is to ensure the safe and efficient movement of motor vehicles, bicycles, and pedestrians; and to be considerate of future maintenance costs to sustain desired levels of service.	This document lists a series of standards and policies related to active transportation including: pedestrian friendly streets, traffic-calming devices, bike lanes, intersection design and street signs and markings.	The goals of these design standards and policies are to create pedestrian friendly neighborhood streets that encourage walking and biking. These design standards cover infrastructure including sidewalks, bike lanes, curb extensions, crosswalks, and bus stop pads.	If a design element is not a City standard, an appropriate Caltrans or AASHTO standard is to be applied.	<p>15.2.1 Pedestrian Friendly Streets</p> <p>Subdivisions, and neighborhood streets are to be designed to discourage excessive traffic volumes and vehicle speeds. The preferred method is with passive street alignment and street patterns that discourage these actions. The following policy goals have been identified to create pedestrian-friendly neighborhood streets:</p> <ol style="list-style-type: none"> 1. Residential street cross sections, alignments, and networks should discourage speeds in excess of 25 mph. 2. Traffic volumes and speeds should be maintained at a level appropriate to residential areas. Street alignments and networks should result in traffic volumes less than 4,000 vehicles per day. 3. Provide connectivity between neighborhoods, and between neighborhoods and activity centers. 4. Enhance and improve the pedestrian safety and comfort by constructing landscape buffers (planter strips) between curbs and sidewalks on streets. 5. Design streetscapes and transportation networks to encourage walking, bicycling, and interaction between neighbors. <p>15.2.2 Design Applications</p> <p>Development projects are to be designed to meet the policy goals of "pedestrian friendly streets". In some cases, such as in-fill development projects, it may not be possible to design the streets to meet these goals and standards. Redesigning these developments may not be possible due to the location, size, or shape of the property; however, efforts should be made to meet these goals to the extent possible.</p> <p>The following design standards are to be considered to achieve "pedestrian friendly streets":</p> <ol style="list-style-type: none"> 1. Shorten street segments to 600 feet or less. 2. Realize local streets to eliminate direct, through connections to arterials. 	Most of the policies in this document are related to infrastructure.	<ul style="list-style-type: none"> • Neighborhood streets should be pedestrian friendly, connected to destinations. • Built outs, or curb extensions, shall be installed at intersections within the Central City Core District boundary area where on-street parking exists, and built outs would provide benefit to pedestrians without adversely impacting traffic operations, and where feasible. • Bike lanes are required at designated intersections and on designated streets.
Sac Center for Innovation Specific Plan (2018)	City of Sacramento	2018	The Sacramento Center for Innovation Specific Plan area is envisioned as a hub for innovative business and clean technology industries. It plans for the redevelopment of approximately 240 acres of land, in a multi-block triangle located seven miles east of downtown Sacramento and the State Capitol. The land is mostly developed and divided into approximately 300 separate parcels held by over 150 property owners. The Sacramento Center for Innovation area is adjacent to California State University Sacramento (Sacramento State) to the north and the Granite Regional Park Development Area to the east. Granite Regional Park has Class A office space and a popular 93-acre regional park.	The City is trying to build connections to this Specific Plan area with its surrounding neighborhoods, particularly with the university. New roads and a potential light rail station are under consideration (construction at this point?)	Site is on old landfill, adding another layer of detail to development procedures, including utilities and stormwater management.		<p>GOAL C 4.1 Maximize vehicle and bicycle/pedestrian connections within the Sacramento Center for Innovation and between the area and the rest of the city.</p> <p>Policy C 4.1.1 Pursue grants and other funding sources to improve local streets such as Brighton Avenue and Cucamonga Avenue.</p> <p>Policy C 4.1.2 Plan and pursue funding for a new street that connects Power Inn Road and Ramona Avenue and enhances access to the University's 25-acre property.</p> <p>Policy C 4.1.3 Plan and pursue funding for another north-south connection between Brighton Avenue and Cucamonga Avenue to create a better street network and provide better access to uses north of Cucamonga.</p> <p>Policy C 4.1.4 Utilize financing tools (i.e., impact fees, CFD, etc.) and pursue grants to implement the planned improvements for Ramona Avenue between Brighton Avenue and Cucamonga Avenue.</p> <p>Policy C 4.2.1 Support a future Regional Transit light rail station stop on Brighton Avenue.</p> <p>Policy C 4.3.1 Plan and pursue funding for pedestrian access from Brighton Avenue to the Power Inn light rail station.</p> <p>Policy C 4.3.2 Pursue funding for bicycle and pedestrian improvements that provide greater access under the Union Pacific railroad tracks to Redding and 65th Street.</p> <p>Policy 7.2.1 Develop a streetscape master plan to develop well-designed, uniform and attractive lighting, streetscape, and signage in the right-of-way.</p> <p>GOAL 7.3 Enhance partnerships to support University and business-driven innovation and expansion.</p> <p>Policy FI 8.1.2 Acquire land for the construction of streets and infrastructure improvements to enhance the Specific Plan circulation network.</p> <p>Policy FI 8.1.3 Develop detention basins for storm water quality detention on a shared cost basis to benefit new development.</p>	The 65th Street Transportation Plan identifies the following planned facilities within the Specific Plan area: Class I Class I bicycle lanes are proposed on the following streets: • UPRR Underpass Connection to Sacramento State: A new off-street (Class I) bicycle path with a grade separated undercrossing of the UPRR tracks is proposed from the Elvas Avenue/62nd Street/M Street intersection into campus. • UPRR Underpass: New Class I path connecting 69th St with Folsom Blvd, Elvas Ave and new 68th St. Class II Class II bicycle lanes are proposed on the following streets: • Ramona Avenue from Cucamonga Ave. to Folsom Boulevard; • Extension of San Joaquin under the UPRR tracks to Ramona at Cucamonga; • Stadium Drive from Folsom Boulevard to State University Drive East; • 14th Avenue from 59th Street to Power Inn Road; and • Broadway from 59th Street to Ramona Avenue. All of the Class II bicycle lanes except the Broadway section and the section on Ramona Avenue south of Brighton Avenue will be completed with the Ramona Avenue extension, 14th Avenue extension and Folsom Boulevard improvement projects which will be completed by 2015 or 2016. With respect to pedestrian improvements, the 14th Avenue extension and Folsom Boulevard improvement projects all include sidewalk installation and/or sidewalk upgrades. The Ramona Avenue extension project will include sidewalks and bike lanes along Ramona from Folsom to Brighton Avenue. These projects will improve pedestrian access and connectivity, especially between the University and the area (particularly the northern portion). More detailed information on the traffic calming infrastructure recommended in this document can be found in the Crash Profiles & Countermeasure Toolbox Chapter, beginning on page 20.	New roads and a potential light rail station are under consideration (construction at this point?). Encourage connection to this area and Sacramento State University.
Vision Zero Sacramento Action Plan	City of Sacramento	2018	The City of Sacramento will work collaboratively in a data-driven effort to eliminate traffic fatalities and serious injuries by 2027. To help reach this goal, the City developed this Action Plan. The Plan uses historic crash data to pinpoint the factors contributing to traffic deaths and serious injuries, and it identifies proven safety countermeasures to address those factors through education, engineering, enforcement, and evaluation.	Vision Zero aims to make using active transportation safer in Sacramento by eliminating all pedestrian and bicyclist collisions that result in a serious injury or fatality. Within each of the 10 crash profiles are descriptions of how the proposed countermeasures can slow drivers and protect active transportation users. This plan describes the steps the City is taking to secure funding to implement these countermeasures, and how the City will evaluate their performance.	This document includes 10 crash profiles of the top crash trends in Sacramento. In each profile, there are a series of countermeasure recommendations that can calm traffic and make walking and biking safer.	<ul style="list-style-type: none"> • Bicycle Master Plan • Grid 3.0 • 2035 General Plan 	<p>The full list of Vision Zero Actions can be seen in the table starting on page 45.</p> <p>1. VISION ZERO PROGRAM</p> <ol style="list-style-type: none"> 1.1 Include Vision Zero on agendas for all City sponsored meetings, and education opportunities such as the Planning Academy. 1.2 Convene regular meetings of executive-level departmental representatives to coordinate Vision Zero efforts. 1.3 Develop a workshop for media professionals on how to best communicate about traffic crashes and roadway safety. 1.4 Launch online, interactive crash data map and website. 1.5 Identify a permanent, dedicated funding source for Vision Zero implementation and coordination. 1.6 Incorporate Vision Zero safety principles into all future City plans and design documents. 1.7 Provide ongoing safety related training and support to City staff responsible for street design and enforcement activities. 1.8 Publish an annual report to measure progress against the goals of the Action Plan. <p>2. STREET DESIGN (ADDRESSES PROFILES 3 & 4)</p> <ol style="list-style-type: none"> 2.1 Update City street design standards to reflect complete streets and designs reflective of crash reduction factors. 2.2 Install low-cost safety improvements at 10 locations, including new road markings, signs, and minor signal modifications per year. 2.4 Develop prioritized list and deliver half of engineering safety projects on the HIN in Disadvantaged Communities (commensurate with share of fatal collisions). 2.5 Establish internal process to ensure that Vision Zero countermeasure options are evaluated and implemented where feasible on projects that fall within the HIN. 2.6 Enhance street lighting to improve visibility throughout the HIN. 2.7 Prioritize at least 10 capital project locations on HIN to address roadway designs for reduced speeds; develop project designs and secure funding. Focus on geographic equity and Disadvantaged Communities. 2.8 Work with local, state and federal partners to update the current 85th percentile methodology for setting speed limits. <p>3. DANGEROUS BEHAVIORS (ADDRESSES PROFILES 1 & 2)</p> <ol style="list-style-type: none"> 3.1 Launch high-visibility education PSA campaigns against speeding, distracted driving, impaired driving, and other high-risk behaviors. Campaigns will focus on HIN corridors. 3.2 Evaluate opportunities to suspend fees or subsidized transit fares during holidays and for special events. <p>Department of Public Works Performance Measures</p> <ol style="list-style-type: none"> 1. Number of approved exceptions to this Policy 2. Linear feet of new or reconstructed sidewalk 3. Lane miles of resurfaced, repaired, or reconstructed roadway 4. Share within Disadvantaged Communities 5. Number of new or reconstructed curb ramps installed on streets 6. Number of new or resurfaced crosswalks 	<ul style="list-style-type: none"> • Traffic deaths and severe injuries disproportionately burden Sacramento's Disadvantaged Communities. • Sacramento's High Injury Network accounts for 79% of all crashes and 77% of KSI crashes, which occur on just 14% (225 miles) of Sacramento's roadway network. • Each of the Vision Zero Actions has its own proposed time frame in order to measure progress on the action item. These items will be implemented and measured by a team of City departments, the Sacramento community, and partner organizations. 	
City of Sacramento Complete Streets Policy (2019)	City of Sacramento	2019	City of Sacramento shall direct the design, construction, reconstruction, and substantial preventative maintenance efforts on the City's roadways, bridges, pathways, and sidewalks creating a comprehensive, integrated transportation network that is safe, accessible, comfortable, accommodating, and welcoming to all users. This shall include people of all ages, races, ethnicities, incomes, and physical abilities, and all modes of transportation, including walking, rolling, biking, scooting, transit, goods movement, and vehicles (including support for electric vehicles).	Significant overlap by creating roadways for walking, rolling, biking, and scooting.	City of Sacramento shall prioritize vulnerable roadway users and those residing in Disadvantaged Communities. These neighborhoods are the top 25% of census tracts within the State of California with the highest CalEnviroScreen score.	<ul style="list-style-type: none"> • City of Sacramento shall approach every transportation improvement and project phase as an opportunity to apply a Complete Streets framework to create safer, more accessible streets for all roadway users, while upholding the City's Design Procedures Manual, including Section 15 - Street Design Standards. All street designs shall comply, at minimum, with the: <ul style="list-style-type: none"> - City's Street Design Standards on new streets, except where the Public Works Director or their designee approves exemptions for unique conditions, and include walking and bicycling facilities and installation of street trees on existing streets as appropriate; - Bicycle Master Plan; - Area and Specific Plans; 	<ol style="list-style-type: none"> 1. Number of approved exceptions to this Policy 2. Linear feet of new or reconstructed sidewalk 3. Lane miles of resurfaced, repaired, or reconstructed roadway 4. Share within Disadvantaged Communities 5. Number of new or reconstructed curb ramps installed on streets 6. Number of new or resurfaced crosswalks 	Check AT aligns with standards in City of Sacramento Design Procedures Manual, Section 15 - Street Design Standards. Provide data on AT infrastructure proposed in Disadvantaged Communities for Public Works to quote.	
Complete Streets Policy	Sacramento City Council	2019	The City recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, environmental sustainability, and economic opportunities. The adoption of a "formal" Complete Streets Policy will allow the City of Sacramento to better coordinate existing multimodal transportation planning, design, and operation activities under a single "Complete Streets" framework.	Complete Streets allow for safe and comfortable access for all modes of transportation, including active transportation. Creating a Complete Streets policy emphasizes Sacramento's commitment to designing streets with all users in mind.	This policy enables the City to further design roadways, bridges, pathways, and sidewalks in a way that considers equitable active transportation use. Complete Streets elements should be considered in all transportation projects, including during planning, funding, design, implementation, construction, reconstruction, and restructuring.	<ul style="list-style-type: none"> • Sacramento General Plan • Vision Zero Action Plan • Bicycle Master Plan • Pedestrian Master Plan • Grid 3.0 	<p>The City of Sacramento shall approach every transportation improvement and project phase as an opportunity to apply a Complete Streets framework to create safer, more accessible streets for all roadway users, while upholding the City's Design Procedures Manual, including Section 15 - Street Design Standards. All street designs shall comply, at minimum, with the:</p> <ul style="list-style-type: none"> • City's Street Design Standards on new streets, except where the Public Works Director or their designee approves exemptions for unique conditions, and include walking and bicycling facilities and installation of street trees on existing streets as appropriate; • Bicycle Master Plan; • Area and Specific Plans; • Pedestrian Crossing Guidelines; • Signal Timing Policy; and • Work Zone Detour policies. <p>All facilities within the public right-of-way, publicly or privately funded, shall adhere to this Complete Streets Policy. Privately funded projects impacting the public right-of-way shall include in their plans appropriate elements of Complete Streets, depending on the scale of the project.</p>	All transportation related infrastructure projects will have a Complete Streets approach applied to it. This includes: shortening crossing distances, adding bicycle and pedestrian infrastructure, planting trees, and designating space for freight deliveries or staging.	The application of this policy will create an equitable and sustainable transportation system for all types of daily transportation types. This policy will evolve to fit the latest design standards. Performance measures will ensure that the policy is effective in building new, or enhancing existing active transportation infrastructure.

Plan Name	Agency	Year	Introduction	Active Transportation related topics	Plan Recommendations Overall	Standards	Policies	Infrastructure	Key Takeaways
Complete Streets Policy	Sacramento City Council	2019	The City recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, environmental sustainability, and economic opportunities. The adoption of a "formal" Complete Streets Policy will allow the City of Sacramento to better coordinate existing multimodal transportation planning, design, and operation activities under a single "Complete Streets" framework.	Complete Streets allow for safe and comfortable access for all modes of transportation, including active transportation. Creating Complete Streets policy emphasizes Sacramento's commitment to designing streets with all users in mind.	This policy enables the City to further design roadways, bridges, pathways, and sidewalks in a way that considers equitable active transportation use. Complete Streets elements should be considered in all transportation projects, including during planning, funding, design, implementation, construction, reconstruction, and restriping.	<ul style="list-style-type: none"> Sacramento General Plan Vision Zero Action Plan Bicycle Master Plan Pedestrian Master Plan Grid 3.0 	<p>The City of Sacramento shall approach every transportation improvement and project phase as an opportunity to apply a Complete Streets framework to create safer, more accessible streets for all roadway users, while upholding the City's Design Procedures Manual, including Section 15 - Street Design Standards. All street designs shall comply, at minimum, with the:</p> <ul style="list-style-type: none"> City's Street Design Standards on new streets, except where the Public Works Director or their designee approves exemptions for unique conditions, and include walking and bicycling facilities and installation of street trees on existing streets as appropriate; Bicycle Master Plan; Area and Specific Plans; Pedestrian Crossing Guidelines; Signal Timing Policy; and Work Zone Detour policies. <p>All facilities within the public right-of-way, publicly or privately funded, shall adhere to this Complete Streets Policy. Privately funded projects impacting the public right-of-way shall include in their plans appropriate elements of Complete Streets, depending on the scale of the project.</p>	All transportation related infrastructure projects will have a Complete Streets approach applied to it. This includes: shortening crossing distances, adding bicycle and pedestrian infrastructure, planting trees, and designating space for freight deliveries or staging.	The application of this policy will create an equitable and sustainable transportation system for all types of daily transportation types. This policy will evolve to fit the latest design standards. Performance measures will ensure that the policy is effective in building new, or enhancing existing active transportation infrastructure.
Vision Zero Top 5 Corridors	City of Sacramento	2020	This report presents recommended roadway safety projects for the five one-mile roadway segments with the highest numbers of fatal and serious crashes involving pedestrians, bikes, and motor vehicles in the City of Sacramento. This includes Florin Road: 24th Street to Munson Way	Using crash data, a high injury network of Sacramento streets was created to determine the top 5 corridors that need active transportation improvements. At each of the 5 corridors, studies were completed to determine the top crash factors, and community outreach was completed to understand the barriers to walking and biking along each of the corridors. This document has a detailed list of traffic calming devices that can be referenced for other planning materials.	Recommendations vary between each corridor, but take into consideration the collision data and public input. From this data, improvements from the infrastructure toolbox are recommended on conceptual designs for each of the corridors.	<ul style="list-style-type: none"> In December 2019, the City adopted a Complete Streets Policy to promote safe and convenient travel options on Sacramento's streets for all users of all abilities and ages. City of Sacramento Pedestrian Crossing Guidelines Caltrans Local Roadway Safety Manual (LRSM) Vision Zero Action Plan 	<p>The following policies can be read in more detail on page 32 in the "Policy Toolbox"</p> <ul style="list-style-type: none"> Signal Policies: Consistent with Vision Zero Action 5.4 it is recommended that the City update its signal timing policy to improve safety for all modes. Based upon experience on the Top 5 corridors, some signal timing policies to consider as part of this update include the following: <ul style="list-style-type: none"> Recommend that the City consider establishing a practice to determine a maximum cycle length for a corridor or intersection, especially along the High Injury Network. Recommend that the City review industry best practices, State and Federal guidance to update the practice for calculating minimum green time with the next update to City signal timing policy. Recommend that the City review its practice for calculating pedestrian clearance time with the next update to City signal timing policy. Recommend that the City investigate controlling the travel speed of vehicles by optimizing the cycle length, splits, and offsets to the posted speed or lower where appropriate. Recommend that the City consider implementing pedestrian recall mode to traffic signals on the High Injury Network where appropriate. Street Design Policies: Consistent with Vision Zero Action 2.1 it is recommended that the city update street design standards to reflect complete streets and designs reflective of crash reduction factors. Based upon experience on the Top 5 corridors, some tools to consider as part of this update include the following: <ul style="list-style-type: none"> Recommend that the City continue its efforts to install pedestrian countdown signals at all signalized intersections. Recommend that the City install the appropriate bike facility based on the guidance in the Sacramento Bicycle Master Plan. Recommend that the City consider a contextual approach to setting the minimum widths of sidewalks with the next update to the street design standards. Recommend that the City consider exemptions to the standard minimum lane width on the Top 5 Corridors and remaining High-Injury Network, where appropriate. <p><i>Other Policies: This section documents additional recommended policy modifications based upon reviews on the Top 5 corridors.</i></p>	This document has a "Countermeasure Toolbox" beginning on page 18 which details traffic calming countermeasures that can be used to create safer walking and biking environments.	Key recommendations for Florin Road include: slowing the green wave, adding new signals, and adding advance dilemma-zone detection
Pedestrian Crossing Guidelines- Treatment Applications Guide	City of Sacramento	2021	The 2021 Pedestrian Crossing Guidelines Treatment Applications Guide provides additional design and implementation guidance to help City staff select pedestrian crossing treatments for new marked crosswalks or to enhance existing marked crosswalks in combination with the guidance provided in the City of Sacramento 2021 Pedestrian Crossing Guidelines.	This guide was created in order to make using active transportation a safer experience. The guidelines detail how pedestrian infrastructure, traffic calming treatments, and transit stops can be designed to be safe and user-friendly.	These guidelines detail the primary recommended crossing treatments in Sacramento, including crosswalks, rectangular rapid flashing beacons (RRFBs), pedestrian signals and pedestrian refuge islands, as well as traffic calming treatments like road diets, reduced curb radii, and textured pavement.	<ul style="list-style-type: none"> The Federal Highway Administration (FHWA)'s Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018) FHWA's Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations (2018) National Association of City Transportation Officials (NACTO) Urban Street Design Guide (2013) FHWA Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations (2018) National Cooperative Highway Research Program (NCHRP) Report 562: Improving Pedestrian Safety at Unsignalized Crossings (2006) 	This document offers design guidelines, but not policies.	The list of recommended crossing treatments on each type of street can be seen in Table 1 on page 2. This document is an infrastructure design document. It defines many types of pedestrian infrastructure, recommends where the infrastructure should be installed, considers the consequences on driver and pedestrian behavior after installation, and includes features that can be optionally included with the improvement.	This document is a detailed guide to understanding crossing infrastructure, and can help City staff understand the benefits of the infrastructure, and understand where the infrastructure would best fit on City streets.
Criteria and Guidance for Creative Crosswalks	City of Sacramento Department of Public Works	2021	This document sets forth design guidelines and criteria for creative crosswalks that will enhance the visual quality of the City's streetscapes.	These guidelines were created to ensure active transportation users can still cross creative crosswalks safely, and that the creative crosswalks follow state and federal rules.	These guidelines detail the location requirements, design standards, material and paint type, permitting requirements, maintenance of the crosswalk, and information about the artist's rights.	<ul style="list-style-type: none"> California Art Preservation Act MUTCD California Manual on Uniform Traffic Control Devices MUTCD Official Ruling 3(09)-24(i)-Application of Colored Pavement Treatment in Crosswalks 	This document offers design guidelines, but not policies.	In order to install a creative crosswalk, a series of criteria must be met to ensure the crosswalk is properly placed, installed, and maintained. Examples of these guidelines include: <ul style="list-style-type: none"> The crosswalk must be at a stop sign or stop light on a maximum two lane road under 30 miles per hour. The crosswalk must comply with state and federal rules, and must not be distracting to a driver. The crosswalk must be installed using street-grade or thermoplastic paint in warm weather conditions. Before installation, the applicant who wants to install the crosswalk must apply to the City and be approved by the City Traffic Engineer, and the City Council. The artist of the crosswalk must agree that they waive intellectual property rights over the crosswalk, and must have a maintenance plan for the crosswalk. 	Creative crosswalks are an aesthetic choice, but must still be functional and safe for the active transportation user and driver.
Vision Zero School Safety Study	City of Sacramento	2021	The City of Sacramento and the local school districts encourage safe access and active transportation to school. The Vision Zero School Safety Study is designed to facilitate safer, convenient and fun opportunities to walk, bicycle, take transit and carpool to school. This study resulted in a series of recommendations for transportation infrastructure and policy improvements in the vicinity of each of the 20 identified schools. The schools in the South Area include: Las Flores High and Capitol Collegiate Academy.	Using Vision Zero strategies, this planning document includes recommendations to create safer streets around Sacramento schools for children and parents walking and biking.	The plan aims to reduce speed limits near schools, and based on school site assessments, recommends solutions to make walking, biking, and taking transit to school a safer and more comfortable experience. 20 schools were assessed and given recommended improvements. In addition to infrastructure improvements, programmatic improvements were recommended, such as speed reduction programs and school safety programs for students.	<ul style="list-style-type: none"> Vision Zero Action Plan Vision Zero Top 5 Corridor Study Vision Zero School Area Study Systematic Safety Analysis Report 	<ul style="list-style-type: none"> Vision Zero Priorities: <ul style="list-style-type: none"> Data-Driven – The process should identify where and why collisions are happening and prioritize projects and programs in these areas to ensure that resources are being directed to efforts that will provide the greatest safety impacts; Systems-Based Approach – Focus on the built environment, systems and policies that influence behavior, and adopt messages that reinforce that traffic fatalities and serious injuries are preventable rather than inevitable; Community Focused – A successful Vision Zero effort must include meaningful collaboration with members of the public and must seek broad community input and engagement; Equity – An equitable approach to Vision Zero must be created to ensure that equitable outcomes are provided for all road users, for all modes of transportation, in all communities, and for people of all incomes, races, ages and abilities; Collaboration – A commitment must be made to encourage meaningful cooperation and collaboration among key stakeholder groups, including relevant governmental agencies and community groups to set shared goals and focus on coordination and accountability; Transparency – Ensure that the Vision Zero process is transparent to stakeholders by providing regular updates on the progress of the Action Plan and its performance measures; Political Commitment – An official and public commitment to eliminating traffic fatalities and severe injuries among all road uses should be made within a set timeframe; Leadership – Cities should lead the Vision Zero effort by convening a Vision Zero Task Force that includes a multi-disciplinary group of representatives; and Action Plan – An Action Plan should be initiated that contains clear strategies, accountability, targets, timelines and performance measures. 	Recommendations vary between the 20 selected schools. Some of the recommended improvements include: <ul style="list-style-type: none"> Improved striping for curbs and crosswalks Update signage Improve curb ramps with ADA compliant ramps Install sidewalk or bike lane buffers Modify street lane configuration Install ADA compliant pedestrian push buttons Construct sidewalks Improve pavement markings Create loading/unloading zones Install curb extensions Install RRFB crosswalk signals 	<ul style="list-style-type: none"> The intent of this project is to lower speed limits near schools to 15 MPH along eligible streets. The most common walk audit observations near the schools were: drivers speeding, drivers failing to yield to pedestrians, curb ramps not constructed to ADA standards, inadequate passenger loading zones, and drivers double parked. Key recommendations from the South Area schools include: <ul style="list-style-type: none"> Las Flores High: Perform regular landscaping maintenance to trees along Bancroft Drive to ensure visibility of street signs, install right edge lines along Grandstaff Drive to define a 10' vehicular travel lane and encourage slower vehicle speeds, upgrade curb ramps at the southwest and southeast corners to Case C curb ramps built to ADA standards, consider installing curb extensions (bulb-outs) at the southwest and southeast corners extending into Grandstaff Drive, evaluate appropriateness for a new marked crossing with ADA compliant curb ramps and accessible driveway placement.
Pedestrian Crossing Guidelines- Treatment Applications Guide	City of Sacramento	2021	The 2021 Pedestrian Crossing Guidelines Treatment Applications Guide provides additional design and implementation guidance to help City staff select pedestrian crossing treatments for new marked crosswalks or to enhance existing marked crosswalks in combination with the guidance provided in the City of Sacramento 2021 Pedestrian Crossing Guidelines.	This guide was created in order to make using active transportation a safer experience. The guidelines detail how pedestrian infrastructure, traffic calming treatments, and transit stops can be designed to be safe and user-friendly.	These guidelines detail the primary recommended crossing treatments in Sacramento, including crosswalks, rectangular rapid flashing beacons (RRFBs), pedestrian signals and pedestrian refuge islands, as well as traffic calming treatments like road diets, reduced curb radii, and textured pavement.	<ul style="list-style-type: none"> The Federal Highway Administration (FHWA)'s Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018) FHWA's Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations (2018) National Association of City Transportation Officials (NACTO) Urban Street Design Guide (2013) FHWA Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations (2018) National Cooperative Highway Research Program (NCHRP) Report 562: Improving Pedestrian Safety at Unsignalized Crossings (2006) 	This document offers design guidelines, but not policies.	The list of recommended crossing treatments on each type of street can be seen in Table 1 on page 2. This document is an infrastructure design document. It defines many types of pedestrian infrastructure, recommends where the infrastructure should be installed, considers the consequences on driver and pedestrian behavior after installation, and includes features that can be optionally included with the improvement.	This document is a detailed guide to understanding crossing infrastructure, and can help City staff understand the benefits of the infrastructure, and understand where the infrastructure would best fit on City streets.
Vision Zero School Safety Study	City of Sacramento	2021	The City of Sacramento and the local school districts encourage safe access and active transportation to school. The Vision Zero School Safety Study is designed to facilitate safer, convenient and fun opportunities to walk, bicycle, take transit and carpool to school. This study resulted in a series of recommendations for transportation infrastructure and policy improvements in the vicinity of each of the 20 identified schools. The schools in Fruitridge include: Sacramento Charter High, Aspire Capitol Heights Academy, St. Hope PS 7, Father Keith B. Kenny Elementary, Oak Ridge Elementary, West Campus High, and Earl Warren Elementary.	Using Vision Zero strategies, this planning document includes recommendations to create safer streets around Sacramento schools for children and parents walking and biking.	The plan aims to reduce speed limits near schools, and based on school site assessments, recommends solutions to make walking, biking, and taking transit to school a safer and more comfortable experience. 20 schools were assessed and given recommended improvements. In addition to infrastructure improvements, programmatic improvements were recommended, such as speed reduction programs and school safety programs for students.	<ul style="list-style-type: none"> Vision Zero Action Plan Vision Zero Top 5 Corridor Study Vision Zero School Area Study Systematic Safety Analysis Report 	<ul style="list-style-type: none"> Vision Zero Priorities: <ul style="list-style-type: none"> Data-Driven – The process should identify where and why collisions are happening and prioritize projects and programs in these areas to ensure that resources are being directed to efforts that will provide the greatest safety impacts; Systems-Based Approach – Focus on the built environment, systems and policies that influence behavior, and adopt messages that reinforce that traffic fatalities and serious injuries are preventable rather than inevitable; Community Focused – A successful Vision Zero effort must include meaningful collaboration with members of the public and must seek broad community input and engagement; Equity – An equitable approach to Vision Zero must be created to ensure that equitable outcomes are provided for all road users, for all modes of transportation, in all communities, and for people of all incomes, races, ages and abilities; Collaboration – A commitment must be made to encourage meaningful cooperation and collaboration among key stakeholder groups, including relevant governmental agencies and community groups to set shared goals and focus on coordination and accountability; Transparency – Ensure that the Vision Zero process is transparent to stakeholders by providing regular updates on the progress of the Action Plan and its performance measures; Political Commitment – An official and public commitment to eliminating traffic fatalities and severe injuries among all road uses should be made within a set timeframe; Leadership – Cities should lead the Vision Zero effort by convening a Vision Zero Task Force that includes a multi-disciplinary group of representatives; and Action Plan – An Action Plan should be initiated that contains clear strategies, accountability, targets, timelines and performance measures. 	Recommendations vary between the 20 selected schools. Some of the recommended improvements include: <ul style="list-style-type: none"> Improved striping for curbs and crosswalks Update signage Improve curb ramps with ADA compliant ramps Install sidewalk or bike lane buffers Modify street lane configuration Install ADA compliant pedestrian push buttons Construct sidewalks Improve pavement markings Create loading/unloading zones Install curb extensions Install RRFB crosswalk signals 	<ul style="list-style-type: none"> The intent of this project is to lower speed limits near schools to 15 MPH along eligible streets. The most common walk audit observations near the schools were: drivers speeding, drivers failing to yield to pedestrians, curb ramps not constructed to ADA standards, inadequate passenger loading zones, and drivers double parked. Key recommendations from the Fruitridge area schools include: <ul style="list-style-type: none"> Sacramento Charter High: Implement and enforce a school regular drop-off and pick-up procedure, consider a No Parking Passenger Loading Zone around pick-up and drop-off times along the east side of 34th Street between V Street and W Street, provide 15 MPH school area speed limit signs, install a right edge-line on the east side of 34th Street, replace existing grass landscaping with decomposed granite strip, consider installing curb extensions, consider installation of a Rectangular Rapid Flash Beacon (RRFB), consider driveway relocation to the west to create streetfront front.
Pedestrian Crossing Guidelines- Treatment Applications Guide	City of Sacramento	2021	The 2021 Pedestrian Crossing Guidelines Treatment Applications Guide provides additional design and implementation guidance to help City staff select pedestrian crossing treatments for new marked crosswalks or to enhance existing marked crosswalks in combination with the guidance provided in the City of Sacramento 2021 Pedestrian Crossing Guidelines.	This guide was created in order to make using active transportation a safer experience. The guidelines detail how pedestrian infrastructure, traffic calming treatments, and transit stops can be designed to be safe and user-friendly.	These guidelines detail the primary recommended crossing treatments in Sacramento, including crosswalks, rectangular rapid flashing beacons (RRFBs), pedestrian signals and pedestrian refuge islands, as well as traffic calming treatments like road diets, reduced curb radii, and textured pavement.	<ul style="list-style-type: none"> The Federal Highway Administration (FHWA)'s Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018) FHWA's Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations (2018) National Association of City Transportation Officials (NACTO) Urban Street Design Guide (2013) FHWA Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations (2018) National Cooperative Highway Research Program (NCHRP) Report 562: Improving Pedestrian Safety at Unsignalized Crossings 	This document offers design guidelines, but not policies.	The list of recommended crossing treatments on each type of street can be seen in Table 1 on page 2. This document is an infrastructure design document. It defines many types of pedestrian infrastructure, recommends where the infrastructure should be installed, considers the consequences on driver and pedestrian behavior after installation, and includes features that can be optionally included with the improvement.	This document is a detailed guide to understanding crossing infrastructure, and can help City staff understand the benefits of the infrastructure, and understand where the infrastructure would best fit on City streets.

Plan Name	Agency	Year	Introduction	Active Transportation related topics	Plan Recommendations			Infrastructure	Key Takeaways
					Overall	Standards	Policies		
Criteria and Guidance for Creative Crosswalks	City of Sacramento Department of Public Works	2021	This document sets forth design guidelines and criteria for creative crosswalks that will enhance the visual quality of the City's streetscapes.	These guidelines were created to ensure active transportation users can still cross creative crosswalks safely, and that the creative crosswalks follow state and federal rules.	These guidelines detail the location requirements, design standards, material and paint type, permitting requirements, maintenance of the crosswalk, and information about the artist's rights.	<ul style="list-style-type: none"> California Art Preservation Act MUTCD California Manual on Uniform Traffic Control Devices MUTCD Official Ruling 3(09)-24(i)-Application of Colored Pavement Treatment in Crosswalks 	This document offers design guidelines, but not policies.	<ul style="list-style-type: none"> In order to install a creative crosswalk, a series of criteria must be met to ensure the crosswalk is properly placed, installed, and maintained. Examples of these guidelines include: <ul style="list-style-type: none"> The crosswalk must be at a stop sign or stop light on a maximum two lane road under 30 miles per hour. The crosswalk must comply with state and federal rules, and must not be distracting to a driver. The crosswalk must be installed using street-grade or thermoplastic paint in warm weather conditions. Before installation, the applicant who wants to install the crosswalk must apply to the City and be approved by the City Traffic Engineer, and the City Council. The artist of the crosswalk must agree that they waive intellectual property rights over the crosswalk, and must have a maintenance plan for the crosswalk. 	Creative crosswalks are an aesthetic choice, but must still be functional and safe for the active transportation user and driver.
Vision Zero School Safety Study	City of Sacramento	2021	The City of Sacramento and the local school districts encourage safe access and active transportation to school. The Vision Zero School Safety Study is designed to facilitate safer, convenient and fun opportunities to walk, bicycle, take transit and carpool to school. This study resulted in a series of recommendations for transportation infrastructure and policy improvements in the vicinity of each of the 20 identified schools. The school in North Sacramento included in this document is Northwood Elementary.	Using Vision Zero strategies, this planning document includes recommendations to create safer streets around Sacramento schools for children and parents walking and biking.	The plan aims to reduce speed limits near schools, and based on school site assessments, recommends solutions to make walking, biking, and taking transit to school a safer and more comfortable experience. 20 schools were assessed and given recommended improvements. In addition to infrastructure improvements, programmatic improvements were recommended, such as speed reduction programs and school safety programs for students.	<ul style="list-style-type: none"> Vision Zero Action Plan Vision Zero Top 5 Corridor Study Vision Zero School Area Study Systematic Safety Analysis Report 	<ul style="list-style-type: none"> Vision Zero Priorities: <ul style="list-style-type: none"> Data-Driven – The process should identify where and why collisions are happening and prioritize projects and programs in these areas to ensure that resources are being directed to efforts that will provide the greatest safety impacts; Systems-Based Approach – Focus on the built environment, systems and policies that influence behavior, and adopt messages that reinforce that traffic fatalities and serious injuries are preventable rather than inevitable; Community Focused – A successful Vision Zero effort must include meaningful collaboration with members of the public and must seek broad community input and engagement; Equity – An equitable approach to Vision Zero must be created to ensure that equitable outcomes are provided for all road users, for all modes of transportation, in all communities, and for people of all incomes, races, ages and abilities; Collaboration – A commitment must be made to encourage meaningful cooperation and collaboration among key stakeholder groups, including relevant governmental agencies and community groups to set shared goals and focus on coordination and accountability; Transparency – Ensure that the Vision Zero process is transparent to stakeholders by providing regular updates on the progress of the Action Plan and its performance measures; Political Commitment – An official and public commitment to eliminating traffic fatalities and severe injuries among all road users should be made within a set timeframe; Leadership – Cities should lead the Vision Zero effort by convening a Vision Zero Task Force that includes a multi-disciplinary group of representatives; and Action Plan – An Action Plan should be initiated that contains clear strategies, accountability, targets, timelines and performance measures. 	<ul style="list-style-type: none"> Recommendations vary between the 20 selected schools. Some of the recommended improvements include: <ul style="list-style-type: none"> Improved striping for curbs and crosswalks Update signage Improve curb ramps with ADA compliant ramps Install sidewalk or bike lane buffers Modify street lane configuration Install ADA compliant pedestrian push buttons Construct sidewalks Improve pavement markings Create loading/unloading zones Install curb extensions Install RRFB crosswalk signals A countermeasure toolkit begins on page 85 and describes the recommended infrastructure. 	<ul style="list-style-type: none"> The intent of this project is to lower speed limits near schools to 15 MPH along eligible streets. The most common walk audit observations near the schools were: drivers speeding, drivers failing to yield to pedestrians, curb ramps not constructed to ADA standards, inadequate passenger loading zones, and drivers double parked. Key recommendations from North Sacramento area schools include: <ul style="list-style-type: none"> Northwood Elementary: Install right edge line striping uniformly on both sides of Taft Street between Frenza Avenue and Glenrose Avenue to channelize parked vehicles, provide 15 MPH school area speed limit signs, refresh pavement markings, educate students on recommended travel patterns with a preferred walking route map and school reminders, encourage students to cross Taft Street at Clay Street, a signalized intersection with a marked crosswalk, upgrade existing pedestrian push buttons, consider adding pedestrian signal heads to crosswalks crossing Eleanor and Glenrose.
City of Sacramento Climate Action Plan (2022)	City of Sacramento	2022	The City of Sacramento's Climate Action and Adaptation Plan (CAAP) is a crucial step in the City's long-standing efforts to mitigate and adapt to climate change. The CAAP builds off the City's 2012 Climate Action Plan, the City's Climate Emergency Declaration, and incorporates recommendations from the Mayors' Commission on Climate Change. The CAAP sets new and ambitious targets for the City and identifies key strategies and actions that form the foundation of Sacramento's goal of achieving carbon neutrality by 2045.	Active transportation is directly tied to GHG reduction strategies through transportation in Chapter 6, with actions laid out in Chapter 7 (separate doc below). Active transportation represents the largest priority investment for the City regarding mobility, as transportation accounted for 57% of GHG emissions in Sacramento in 2016. Public transit, the second prioritization tier, is intrinsically tied to AT investment and roadway design.	Public Works Department to take lead on implementation and measurement for Transportation objectives. <ul style="list-style-type: none"> Measurement includes co-benefits: Public Health, Community Cost Savings, Adaptation Job Creation, Environmental Quality. CAAP prioritizes reducing VMT first through transitioning VMT to active transportation like biking and walking 	<ul style="list-style-type: none"> Expand and enhance accessibility to low-stress, connected infrastructure for walking and rolling, prioritizing improvements that address specific community and neighborhood needs so that: <ul style="list-style-type: none"> 30% of all trips are by active transportation by 2030. 40% by active transportation by 2045. CAAP transportation measures: <ul style="list-style-type: none"> TR-1: Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045 TR-2: Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045 City's goal to reduce VMT from 8,471 miles per person per year to: <ul style="list-style-type: none"> 6,393 miles per person per year by 2030 (a 25 percent reduction from 2016 levels); and 5,625 miles per person per year by 2045 (a 34 percent reduction from 2016 levels) TR-1.1: Implement the 2016 Bicycle Master Plan by constructing a comprehensive, connected network of safe and accessible (low-stress) bikeways, on- and off-street, within and across neighborhoods totaling 40 miles of bike lanes, 48 miles of bike routes, 40 miles of buffered bike lanes, 18 miles of separated bikeways, and 127 miles of shared-use paths. TR-1.2: Implement the improvements in the 2006 Pedestrian Master Plan by providing a connected, safe and accessible (low-stress) pedestrian network, prioritized based on High Injury Network (crash data), school access, equity and community needs. Lowstress pedestrian network includes crossings, sidewalks, and other paths. TR-1.3: Conduct a study to identify the physical barriers to active transportation by 2025 and remove them by 2030 to support local partners and community groups. TR-1.4: Conduct a study to identify educational barriers and provide education and outreach to the community on active transportation options in the City including a travel training program and incentivize a spectrum of transportation options that includes public and private shared and active services. TR-1.5: Identify and secure ongoing funding for and then implement active transportation programs (open streets, pilot projects, classes, etc.). TR-2.1: Update and implement the City's Transportation System Management Plan (TSMP) ordinance to shift travel behavior away from the single-occupancy vehicle. TR-2.2: Eliminate parking minimums Citywide, develop parking maximums and require parking management and transportation demand management plans for all areas of the City based on available transportation options, travel patterns, and land use. TR-2.3: Encourage SaCRT to provide frequent, reliable transit in the City's priority corridors to reduce VMT and support SaCRT in implementing priority transit corridors. Coordinate transit 	<ul style="list-style-type: none"> TR-1 Key Performance Indicators <ul style="list-style-type: none"> A. Achieve 6% active transportation mode share by 2030 and 12% by 2045 B. Deploy 30 miles of new bikeways by 2030 C. Replace 20,000 feet of new/repared pedestrian infrastructure by 2030 D. Install or improve at least 70 new pedestrian crossings by 2030 TR-2 Key Performance Indicators <ul style="list-style-type: none"> A. Implement new parking minimums and maximums by 2022 B. Collaborate with SaCRT to achieve an 11% transit mode share by 2030 and maintain this through 2045 C. Continue to achieve at least 2 million miles taken by shared transportation D. Collectively reduce passenger VMT to 6,393 miles per person per year in 2030 (25% below 2016 per capita VMT levels) and to 5,625 miles per person per year in 2045 (34% below 2016 per capita VMT levels) between measure TR-1 and TR-2 	<ul style="list-style-type: none"> CAAP provides another pressure point to implement AT policies and infrastructure on a timeline, and any prioritization metrics we create should push to meet the measurable goals from the CAAP (like TR-1 Performance Indicator D: construct 70 pedestrian crossings by 2030). Roadway designs should reflect prioritization of public transit access and expediency. Curbside management and parking management are also roadway design factors to incorporate. 	
City of Sacramento Climate Action Plan: Chapter 7 Addendum- Adaptation Plan (2022)	City of Sacramento	2022	This chapter describes the key climate change vulnerabilities in Sacramento, outlines the City's adaptation strategy to address these vulnerabilities, and presents the goals, policies, and actions/implementation measures that the City will take to strengthen its adaptive capacity.	Increasing urban tree canopy (and other heat-related mitigations like shade structures and bus stop shelters) are addressed, as well as a flood-risk assessment of all transportation infrastructure.			<ul style="list-style-type: none"> A-2.9. Street Standards – Update Street Standards to optimize tree canopy and provide solutions for various street functions and conditions. [Draft General Plan ER-EC-Action 19] A-5.22: Conduct an assessment of transportation infrastructure at risk from flooding and climate impacts and prioritize improvements to those facilities that are most critical and at greatest risk. [New Proposed Action] 	Add to tree canopy and check for flooding vulnerability.	
Bicycle Master Plan	City of Sacramento	2016; Amend 2018	The 2035 General Plan establishes an overarching goal of making Sacramento the most livable City in America. Sacramento's Climate Action Plan commits the City to substantially increasing its bicycling mode share to help reduce vehicle miles traveled and climate change. In addition to the goals contained in the 2035 Sacramento General Plan and Climate Action Plan, this plan adds the following goals (listed under Policies) to the policy framework of the City.	This plan studies bicycle mode share and transit connections in the City. It reviews existing bicycling programming under the categories of Education, Enforcement, Encouragement, Evaluation, and Engineering. The plan reviews the existing off and on-street bikeway mileage and bicycle facilities, and recommends additional facilities which were prioritized in relation to their ability to help reach the plan's goals. The plan also includes a mapping study on equity in the City in order to understand the barriers to biking in Sacramento. Community members were involved in the creation of the plan, and were asked to provide comments on the existing and recommended bikeways in Sacramento.	The purpose of the Sacramento City Bicycle Master Plan is to set forth bicycle related investments, policies, programs and strategies to establish a complete bicycle system. This will encourage more bicycling by the citizens of Sacramento for both transportation and recreation, and thereby allowing the City of Sacramento to meet General Plan emission targets.	<ul style="list-style-type: none"> Grid 3.0 2035 Sacramento General Plan and Climate Action Plan 	<ul style="list-style-type: none"> The BMP does not have a list of policies, but does have several goals: <ul style="list-style-type: none"> Goal: Increase Ridership 7% bicycle mode share for commuting by 2020. Goal: Increase Safety Zero bicyclist fatalities by 2020 Goal: Increase Connectivity Double the percentage of residents that can conveniently reach a continuous low-traffic-stress bikeway network* by 2025 Goal: Increase Equity Equitable investments in bicycling facilities and programs for all neighborhoods by 2020 	<ul style="list-style-type: none"> The City of Sacramento should develop Bicycle Parking Design Guidelines that include design specifications for bicycle racks and placement standards. City-funded and privately-funded bike rack installations shall conform to the Bike Parking Design Guidelines. The City of Sacramento should update its Street Design Standards to include a policy to consider bike lanes on residential streets at parks and schools. The City should develop bikeway specific wayfinding guidelines, informed by NACTO guidance, and implement as funding allows. Evaluate the feasibility of Class I shared-use paths, Class II bike lanes, and buffered bike lanes. 	Bicycle mode share in Sacramento is above the regional average, and in order to keep bicycle use growing, the plan recommends hundreds of miles of additional on and off street bikeways and bicycle facilities like parking and wayfinding. The plan highlights disadvantaged areas in the City, and prioritizes recommended improvements in areas with the most inequity.

Plan Area	Plan Name	Agency	Year	Introduction	Active Transportation related topics	Plan Recommendations				Key Takeaways
						Overall	Standards	Policies	Infrastructure	
	Southeast Sacramento Bicycle and Pedestrian Access Study	City of Sacramento and Sacramento Housing and Redevelopment Agency	2008	This study demonstrates the City's commitment to making Sacramento the "Walking Capital," the Sacramento Housing and Redevelopment Agency's goal of "delivering first rate public facilities" in the Army Redevelopment Area, and the City's General Plan policy to "achieve the highest possible level of safety and security for cyclists."	This study is focused on bicycle and pedestrian improvements in the study area.	This study reviewed existing active transportation infrastructure, community input, existing land use, and collision history so the City can prioritize recommended improvements.	<ul style="list-style-type: none"> • Sacramento Pedestrian Master Plan • Transportation Programming Guide • SACOG Bicycle and Pedestrian Funding Program • Southeast Area Transportation Study Report • 2010 Sacramento City/County Bikeway Master Plan and amendments 	<p>Study Objectives:</p> <ul style="list-style-type: none"> • Engage the community in the planning process to identify elements most important to potential users and guide the development of potential improvements. • Identify the most promising pedestrian and bicycle improvements for further analysis and possible implementation. <p>This study demonstrates the City's commitment to making Sacramento the "Walking Capital," the Sacramento Housing and Redevelopment Agency's goal of "delivering first rate public facilities" in the Army Redevelopment Area, and the City's General Plan policy to "achieve the highest possible level of safety and security for cyclists."</p>	The maps and table in Chapter 5 list the recommended improvements in the area including new traffic signals, trails, bike routes, and sidewalks.	This study considers active transportation improvements in relation to the Sacramento Regional Transit Light Rail Station, California State University-Sacramento, and existing trails and recreational facilities. Public outreach efforts determined the priorities of community members, and what is preventing them from using active transportation more frequently.
	Stockton Boulevard Corridor Plan	City of Sacramento	2021	Stockton Boulevard is a five-lane arterial connecting the Central City to South Sacramento. The corridor serves the UC Davis Medical Center at its north end, a growing retail node around 14th Avenue, and Little Saigon to the south. Many people walk, bicycle, and take the bus along the corridor, but the design of the street prioritizes fast-moving drivers. There is a safety problem – two out of the five worst areas in the city for traffic injuries and fatalities are on Stockton Boulevard. The City of Sacramento undertook a plan to understand community transportation needs and how safety and mobility could be strengthened for all users – in particular, those who are not in a car. The result is a conceptual design for the layout of Stockton Boulevard based on community	This study focused on creating better active transportation infrastructure on Stockton Boulevard. The top priorities included: lower stress bikeways, more trees and landscaping, wider sidewalks separated from traffic, more comfortable transit waiting areas, faster transit travel times, and better lighting at bus stops.	This document has design recommendations for each intersection along the project corridor. In addition to bike, bus, and pedestrian infrastructure, the document plans for new community spaces with schools, shopping centers and libraries.	<ul style="list-style-type: none"> • Vision Zero Top 5 Corridor Study 	This document offers design guidelines, but not policies.	<ul style="list-style-type: none"> • Safety -More pedestrian crossings -Add signalized crossings -Add leading pedestrian intervals -Create protected intersections • Mobility - Build new, and upgrade existing bike facilities -Create bus-bike lanes -Reduce vehicle delay at certain intersections • Community -Invest in existing and future activity nodes 	<ul style="list-style-type: none"> • After the outreach process, the top community transportation issues discussed were: <ul style="list-style-type: none"> -High speed traffic -Turning drivers do not yield to pedestrians -Long distance between crosswalks -Narrow sidewalks -No buffer between sidewalk and traffic -Frequent driveways challenging for walking and driving -Skinny bike lanes -No bike lanes north of Broadway -Limited transit amenities (shelter, seating)
	Oak Park Active Travel Study	Oak Park Neighborhood Association	Aug-17	The Oak Park Active Travel Study analyzes alternative transportation conditions and needs throughout the Oak Park Neighborhood. Oak Park is a densely populated residential area south-east of the central City. As one of Sacramento's oldest neighborhoods and its first suburb, Oak Park has a rich history of art, culture, and neighborhood activism.	This report seeks to identify active transportation improvements in anticipation of increased walking, biking, and transit users from the growing commercial corridors and network of low-stress streets.	This report organizes community concerns related to active transportation, provides a summary of existing conditions, and details walk audit information. Two walk audits were completed. The first walk audit took place along Broadway between Martin Luther King Jr. (MLK) Boulevard and Alhambra Boulevard. The second walk audit took place along MLK Boulevard and through the neighborhood.	<ul style="list-style-type: none"> • Sacramento General Plan • Central Broadway Complete Streets Plan • Vision Zero • MLK Streetscape Master Plan 	This document offers infrastructure recommendations, but not policies.	<ul style="list-style-type: none"> • Detailed infrastructure improvement recommendations can be found on page 21. Key recommendations include: <ul style="list-style-type: none"> • Employ traffic calming measures • Discourage parking on sidewalks • Explore feasibility of road diet on Broadway • Plant street trees • Install curb bulbouts • Streets should be reconfigured to be perpendicular with one another, or roundabouts should be installed • Install crosswalk features like RRFBs, pedestrian scramble crosswalks, and leading pedestrian intervals 	<ul style="list-style-type: none"> • Observations from the walk audit include: <ul style="list-style-type: none"> • Sidewalks are interrupted by utility poles • Pedestrian crossings along Broadway are long and complicated • Tree coverage thins traveling east toward Stockton Blvd • East of MLK Blvd there is dilapidated fencing, and aggressive dogs • Pedestrian-scale lighting is concentrated along commercial corridors and in the neighborhood north of Broadway • Bike facilities are discontinuous • Bus stop at Broadway and 34th St is in the middle of three intersections
	Peter Burnett Elementary School Walk Audit Report	Safe Routes to School	Dec-18	This walk audit report is intended to guide infrastructure improvements near Peter Burnett Elementary School with the goals of improving safety for pedestrians and people on bikes, as well as enabling more students to choose active methods of travel to school. The recommendations in this report are informed and influenced through engagement with parents, students, community partners, and school staff.	This walk audit was completed to guide active transportation improvements near Peter Burnett Elementary.	This report describes the existing conditions near the school, identifies barriers to walking, and provides infrastructure and programmatic recommendations.	<ul style="list-style-type: none"> • National Center for Safe Routes to School best practices 	This document offers infrastructure recommendations, but not policies.	<ul style="list-style-type: none"> • Detailed infrastructure improvement recommendations can be found on page 7. Key recommendations include: <ul style="list-style-type: none"> • Traffic calming • Sidewalk infill • Buffered bike lanes • High visibility mid-block crossings • Pedestrian refuge islands • Curb bulb-outs • Underground utilities • Shade trees and landscaping • Bus stop amenities like shade, shelter, seating 	The walk audit examined driver behaviors during afternoon pick-up at both the front and back of the school on 36th Avenue and 38th Avenue, as well as conditions along 59th Street and 61st Street. The main barriers to safe walking and biking that were identified through the walk audit were speed of traffic along neighborhood streets around the school, pick-up and drop-off traffic flow, and safety of crossings.
	Oak Ridge Elementary School Walk Audit Report	Safe Routes to School	Jan-19	This walk audit report is intended to guide infrastructure improvements near Oak Ridge Elementary School with the goals of improving safety for pedestrians and people on bikes, as well as enabling more students to choose active methods of travel to school. The recommendations in this report are informed and influenced through engagement with parents, students, community partners, and school staff.	This walk audit was completed to guide active transportation improvements near Oak Ridge Elementary School.	This report describes the existing conditions near the school, identifies barriers to walking, and provides infrastructure and programmatic recommendations.	<ul style="list-style-type: none"> • National Center for Safe Routes to School best practices 	This document offers infrastructure recommendations, but not policies.	<ul style="list-style-type: none"> • Detailed infrastructure improvement recommendations can be found on page 10. Key recommendations include: <ul style="list-style-type: none"> • Restripe crosswalks and stop bars • Install bulb-outs • Widen sidewalks • Bring landscaping and trees closer to the street • Put utilities underground • Reduce speed limits • Install pedestrian-scale lighting • Install clear signage to direct traffic flow • Cut back overgrown landscaping 	There were two walking groups, both of which began with an examination of the front of the school and the intersection of 21st Avenue and Martin Luther King Jr. Boulevard. One group went west of Martin Luther King Jr. Boulevard to observe conditions along 21st Avenue, 36th Street and 22nd Avenue. The second group observed the area around the back of the school along 23rd Avenue, Mendocino Boulevard and 22nd Avenue. The main barriers to safe walking and biking that were identified through the walk audit were unsafe crossings, driver behavior along arterial and neighborhood streets, and maintenance and code enforcement needs. Other issues included drivers running red light in front of school, speeding, and cars traveling into the bike lane to
	Will C. Wood Middle School Walk Audit Report	Safe Routes to School	Jan-19	This walk audit report is intended to guide infrastructure improvements near Will C. Wood Middle School with the goals of improving safety for pedestrians and people on bikes, as well as enabling more students to choose active methods of travel to school. The recommendations in this report are informed and influenced through engagement with parents, students, community partners, and school staff.	This walk audit was completed to guide active transportation improvements near Will C. Wood.	This report describes the existing conditions near the school, identifies barriers to walking, and provides infrastructure and programmatic recommendations.	<ul style="list-style-type: none"> • Morrison Creek Revitalization Project • National Center for Safe Routes to School best practices 	This document offers infrastructure recommendations, but not policies.	<ul style="list-style-type: none"> • Detailed infrastructure improvement recommendations can be found on page 12. Key recommendations include: <ul style="list-style-type: none"> • Invest in an active transportation corridor • Upgrade crosswalks to high visibility • Add leading pedestrian intervals • Add "no right on red" signage • Install new sidewalks • Install pedestrian scale lighting • Upgrade pedestrian bridge • Install curb bulb-outs • Install buffered bike lanes 	<ul style="list-style-type: none"> • Observations from the school entrance at Lemon Hill Avenue and 63rd Street: <ul style="list-style-type: none"> • Drivers tend to pull into the crosswalk and roll through the red light • Drivers U-turn in the middle of the street • Drivers use the bike lane to avoid waiting in traffic • Drivers drop students off while the car is stopped at a red light • Observations from the parking lot entrance at Lemon Hill Avenue: <ul style="list-style-type: none"> • There is no pedestrian path through the parking lot • Drivers illegally U-turn in the middle of the street • Drivers use the bike lane to go around cars turning left into the
	Fruitridge Walk Audit Report	Sacramento County Public Health	Sep-19	In August, 2019, WALKSacramento conducted a walk audit to identify existing conditions and barriers to pedestrian and bicycle access to parks and healthy retail along Fruitridge Road. The walk audit focused on a one-mile segment of the Fruitridge Road between Mendocino Boulevard and Stockton Boulevard and assessed opportunities to improve access to Fruitridge Park and healthy retail.	This walk audit was completed as part of a project to increase resident's physical activity, and to encourage them to use active transportation instead of driving.	In addition to the walk audit, this report also reviews existing conditions in the area, and addresses connectivity to community destinations.	<ul style="list-style-type: none"> • Safe Routes to Parks and Healthy Retail Toolbox 	<ul style="list-style-type: none"> • Complete Streets Policy • Vision Zero Policy • Crime Prevention through Environmental Design (CPTED) Policy • Cross-Sector Partnership Policy 	<ul style="list-style-type: none"> • Complete design recommendations can be found on page 13. Key recommendations include: <ul style="list-style-type: none"> • Restripe crosswalks, reduce crossing distances, upgrade pedestrian signals • Improve transit facilities • Complete a road diet to widen sidewalks and/or add bike lanes • Provide wayfinding • Improve pedestrian access through parking lots near retail areas 	<ul style="list-style-type: none"> • Observations from the walk audit include: <ul style="list-style-type: none"> • 5-ft sidewalks in fair or poor condition • Lack of pedestrian-scale lighting • Little to no shade • Minimal crossing opportunities across Fruitridge Rd • There are no bike facilities on Fruitridge Rd • The minimal bike parking that is provided is often located away from store entrances • Bus stops on Fruitridge generally provide seating, but no shade, lighting, or trash bins. Transit stops are generally not near pedestrian crossings.

Plan Area	Plan Name	Agency	Year	Introduction	Active Transportation related topics	Plan Recommendations			Key Takeaways
						Overall	Standards	Infrastructure	
	Elder Creek Elementary School Walk Audit Report	Safe Routes to School	Jan-20	This walk audit report is intended to guide infrastructure improvements near Elder Creek Elementary with the goals of improving safety for pedestrians and people on bikes, as well as enabling more students to choose active methods of travel to school. The recommendations in this report are informed and influenced through engagement with parents, students, community partners, and school staff.	This walk audit was completed to guide active transportation improvements near Elder Creek Elementary.	This report describes the existing conditions near the school, identifies barrier to walking, and provides infrastructure and programmatic recommendations.	<ul style="list-style-type: none"> Morrison Creek Revitalization Project National Center for Safe Routes to School best practices 	<p>This document offers infrastructure recommendations, but not policies.</p> <p>Detailed infrastructure improvement recommendations can be found on page 9. Key recommendations include:</p> <ul style="list-style-type: none"> Restripe crosswalks Add stop bars Upgrade Class II bike lanes to buffered bike lanes Widen sidewalks Increase pedestrian crossing time Cut back on overgrown landscaping Conduct regular cleanings and trash removal 	<p>Observations from the school entrance at Lemon Hill Avenue and 40th Street:</p> <ul style="list-style-type: none"> Drivers tend to block crosswalks despite there being a crossing guard Drivers use the bike lane as a right turn lane Lack of stop controls and traffic calming means cars speed up when approaching the school <p>Observations from the parking lot entrance at Lemon Hill Avenue:</p> <ul style="list-style-type: none"> Cars make illegal U-turns to enter the parking lot Some parents park and walk their children into school, but do not use a crosswalk to cross Lemon Hill Ave.
	Sacramento Center for Innovation	City of Sacramento	2013; Amended 2018	The Sacramento Center for Innovation Specific Plan implements the City of Sacramento's General Plan and serves as a tool to guide the orderly development of land in the plan area. The area is envisioned as a hub for innovative business and clean technology industries, and the Specific Plan establishes planning and development standards to realize this vision. It plans for the redevelopment of approximately 240 acres of land, which are located seven miles east of downtown Sacramento and the State Capitol.	Policies in this document recommend building walking, biking, and transit infrastructure, and building developments only in areas with access to transit, schools, and recreational facilities.	This document recommends connecting streets within the study area for bicyclist and pedestrian access, as well as providing access to transit stops.	<ul style="list-style-type: none"> Sacramento General Plan 2030 General Plan and Fruitridge Broadway Community Plan Bikeway Master Plan Pedestrian Master Plan Pedestrian Friendly Street Standards Traffic Calming Guidelines Light Rail Transit Land Use Policies and Guidelines Sustainability Master Plan 	<ul style="list-style-type: none"> Policy LU 3.1.5 Allow residential development only in areas that present a safe and inviting living environment. Areas suitable for residential development should include neighborhood retail and services, transit and access to schools, open space and recreation facilities. Policy LU 3.1.6 Encourage business-serving retail and commercial uses within walking distance of the University, businesses and transit stops. Policy LU 3.2.2 Upgrade streetscapes throughout the Sacramento Center for Innovation area to be attractive and functional and to safely integrate vehicular traffic, bicycles, pedestrians and on-street <p>The infrastructure recommendations in this Plan combine a series of other plans and projects that include the Sacramento Center for Innovation study area. This includes: The Ramona Avenue Extension project, the Folsom Boulevard Improvements project, the 14th Avenue Extension and Improvements project, the San Joaquin Street Extension project, and the 65th Street Transportation Plan. Many of the recommended Class II bike lanes in this Plan were expected to be completed with the Ramona Avenue Extension or Folsom Boulevard Improvements projects in 2015-2016.</p> <p>The 65th Street Transportation Plan identifies the following</p>	<p>Multi-modal transportation options are desired in this study area. Additional transit stops, and expanded transit service in the area will help students travel between student housing, university buildings, and retail. At the time of writing, the study area had very few bicycle facilities, and the sidewalks were unfinished and disconnected. Improvements to these facilities will allow better connections to the nearby light rail station, the University, and other major destinations.</p>

Plan Name	Agency	Year	Introduction	Active Transportation related topics	Plan Recommendations				Infrastructure	Key Takeaways
					Overall	Standards	Policies			
Swanston Station Transit Village Specific Plan	City of Sacramento	2007	The Swanston Station Transit Village Specific Plan puts forth a vision and a roadmap for the future of a highly challenged area. The Swanston area, encompassing roughly a 1/2-mile radius around the Swanston Light Rail Station, is dissected by rail lines and arterial overpasses resulting in poor connectivity and constrained development opportunities. Characterized by a mix of uses, well-established nearby neighborhoods, multi-modal access, neighborhood amenities, community and public commitment, and development momentum from recent projects, the Swanston area has many assets that support its transformation. In addition, there are significant opportunities to strengthen connectivity, improve image, upgrade infrastructure, build on the transit station synergy, and maximize development potential around the station.	This plan's recommendations include creating open space for recreation and placemaking, and creating a transportation system with pedestrian and bicycle connections, particularly to the Swanston transit station.	By capitalizing on the transit-oriented development (TOD) potential, concentrating new housing and employment growth around the transit hub, and improving connections throughout the area, the transit village plan presents the opportunity to meaningfully realize the historic and present community vision for the Swanston area as a vibrant, mixed-use neighborhood.	<ul style="list-style-type: none"> North Sacramento Redevelopment Plan (1992) North Sacramento Community Plan Land Use and Design Study - "Brady Study" (1993) Swanston Station "Transit Village Concept" INDEX Study (1998) City of Sacramento & Regional Transit's Transit for Livable Communities (2002) Regional Transit Northeast Corridor Rail Service and Facilities Enhancement Project (2002) North Sacramento Community Design Guidelines Update (2007) City of Sacramento General Plan Update & Environmental Impact Report Regional Transit Master Plan Sacramento Area Council of Governments (SACOG) Blueprint Study Northeast Line Light Rail Stations Plan Project (2007) 	<p>VOLUME 1</p> <p>A. CREATE A SENSE OF PLACE Utilize and respect the context of the existing natural and man-made environment to create a unique identity and sense of place.</p> <ul style="list-style-type: none"> A1. Create a unique identity to the transit village. Various land uses, including higher-density residential and open space, that support transit use, housing demand, and community life should be identified. Dixieanne Park and the immediate transit station area should serve as community focal and destination points. The distinct character of the neighborhoods on each side of the tracks should be reflected in their respective designs. A2. Create an identifiable public realm. A hierarchy of streets and open spaces should be established. Dixieanne Avenue should serve as the "Main Street" for the area west of the tracks; Silica Avenue has the greatest potential to serve as the main street east of the tracks. Evergreen Street's importance as the entrance to the transit village should be highlighted and celebrated in its streetscape design. The types and programs of open spaces should reflect the variety of users and needs in the community. Their distinctive designs should positively contribute to the unique character of the transit village. <p>B. IMPROVE CIRCULATION AND CONNECTIVITY Improve and augment streets and pathways, creating an integrated, safe, and enriching circulation system for pedestrians, bicyclists, people with disabilities, transit and vehicles.</p> <ul style="list-style-type: none"> B1. Improve the pedestrian experience by enhancing the routes along which pedestrians travel by providing continuous sidewalks, safe and distinct crosswalks, and tree-lined pathways to provide shade and comfort. The edge conditions of streets and pathways should be enhanced with pedestrian-oriented building facades and front yards. <ul style="list-style-type: none"> B2. Provide safe and direct pedestrian crossings over the light and heavy rail tracks. Existing pedestrian sidewalks along overpass connections at Arden Way and El Camino Avenue should be improved. A pedestrian overpass to link the employment centers east of the tracks with the transit station should be constructed to maximize the transit-oriented potential of land within a quarter- and half-mile radii of the station. B4. Create safe and convenient bike connections between the transit station and region-serving bike routes and lanes. Bike routes should follow key streets and connect major and minor destinations within the transit village. B5. Augment the existing pedestrian and bicycle framework by developing new connections to key destinations, including the transit station and nearby schools. Improve transit connections to regional-serving facilities, including Arden Fair Mall and Cal Expo fairgrounds. <p>C. MAXIMIZE TOD POTENTIAL Promote high density transit-oriented development to support the transit ridership and overall revitalization of the area.</p> <ul style="list-style-type: none"> C1. Allow for higher-density, market-friendly, non-auto-oriented development near transit, by reducing parking requirements and associated building costs and allowing for more development. C2. Utilize vacant and underutilized opportunity sites to house a variety of different built and open space uses. C3. Maximize connection opportunities among all modes of transportation, including light rail, buses, bicycle, and pedestrian facilities. <p>VOLUME 2</p> <p>Transit System Policies</p> <ul style="list-style-type: none"> Improve the overall environment of the station area. Improve access to the transit station. Integrate different modes of transit systems to connect to local and regional destinations. <p>Pedestrian and Bicycle Policies</p> <ul style="list-style-type: none"> Overlay a well-connected pedestrian and bike system across the transit village using public rights-of-way and private projects. Provide a pedestrian- and bike-friendly bridge across the rail tracks. Improve the pedestrian and bicyclist experience. Explore different classes of bike routes within existing constrained rights-of-way. Support bike and pedestrian uses along El Camino Avenue. 	Volume 2, Chapter 4, beginning on page 45 includes detailed design guidelines for infrastructure such as bike lanes, pedestrian easements, sidewalk buffers, shade, crosswalks, street furniture, and other active transportation infrastructure.	Improving the pedestrian and bicycle facilities in the study area will allow residents to better access the Swanston Station, will increase eyes on the street to prevent crime, and will better connect residents to retail, the Arts District, schools, and parks. These improvements will also enhance the character of the study area and will create a sense of place. Vacant land parcels should be converted to pedestrian community areas, housing, or retail.	
North Sacramento Walk Audit Report	Sacramento County Public Health	Sep-19	In August, 2019, WALKSacramento conducted a walk audit to identify existing conditions and barriers to pedestrian and bicycle access to parks and healthy retail in North Sacramento. The walk audit focused on a one-mile segment of the Sacramento Northern Trail between Grand Avenue and Arcade Creek and assessed opportunities to improve access to the trail and between the trail and other key community destinations.	This walk audit was completed as part of a project to increase resident's physical activity, and to encourage them to use active transportation instead of driving.	In addition to the walk audit, this report also reviews existing conditions in the area, and makes design and programmatic recommendations.	<ul style="list-style-type: none"> Safe Routes to Parks and Healthy Retail Toolbox 	<ul style="list-style-type: none"> All Ages and Abilities or "8-80" Policy First Mile and Last Mile Transit Connections Policy Tree Canopy Policy Pedestrian-Scale Lighting Policy Park Activation Policy 	Complete design recommendations can be found on page 14. Key recommendations include: <ul style="list-style-type: none"> Eliminate sidewalk gaps Upgrade trail crossings Improve bike connections to the trail Restripe crosswalks Consider a road diet on Rio Linda Blvd Upgrade stop controls Consider a landscaped median on Norwood Ave Consider upgrading Class II bike lanes to parking-protected bike lanes on Grand Ave 	Observations from the walk audit include: <ul style="list-style-type: none"> 5-ft wide sidewalks, some with utility poles blocking in the middle. Lack of pedestrian-scale lighting Lack of shade There are sidewalk gaps at areas along routes to the trail Marked crosswalks are limited, and at crosswalks near the trail there are no additional stop controls Bus stops lack pedestrian crossings, shelter, seating, lighting, and trash receptacles Bike lanes do not have buffers 	

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South Sacramento	Woodbine Park Walk Audit Report	Sacramento County Public Health	2021	In October 2019, Woodbine Elementary reached out to WALKSacramento for ideas on how to encourage students to walk and bike to school. Because of the school's interest in neighborhood walkability, WALKSacramento considered Woodbine Park as an opportunity to explore greater park access and walkability with families and the school community. The Woodbine Park walk audit was one of WALKSacramento's planned community engagement events for Spring 2020. However, the coronavirus pandemic rapidly escalated across the country and put all in-person events on hold since March 2020. Over the coming months WALKSacramento re-strategized on how to further connect with community members given public health concerns. A small, in-person walk audit was conducted on September 16, 2020 with six participants, including WALKSacramento staff, Brown Issues staff, a Sacramento City College student, and a community member.	This walk audit was completed as part of a project to increase resident's physical activity, and to encourage them to use active transportation instead of driving.	In addition to the walk audit, this report also reviews existing conditions in the area, and makes design and programmatic recommendations.	<ul style="list-style-type: none"> Safe Routes to Parks and Healthy Retail Toolbox 	<ul style="list-style-type: none"> All Ages and Abilities or "8-80" Policy Pedestrian-Scale Lighting Policy Community Partnership Policy Active Transportation Programming Policy 	<p>Complete design recommendations can be found on page 12. Key recommendations include:</p> <ul style="list-style-type: none"> Install new, or enhance existing crosswalks Reduce crossing distances and add leading pedestrian intervals at crosswalks Redistribute road space to widen sidewalks and bike lanes Buffer existing Class II bike lanes, and convert sidewalk to shared-use path Install pedestrian-scale lighting 	<p>Observations from the walk audit include:</p> <ul style="list-style-type: none"> 5-ft wide sidewalks Lack of pedestrian-scale lighting Minimal safe crossing opportunities Narrow, un-buffered bike lane
South Sacramento	Freepoint Boulevard Walk Audit Report	Freepoint Boulevard Transportation Safety Committee	Feb-20	The Freepoint Boulevard Transportation Safety project is a joint initiative by neighbors from the Hollywood Park, Land Park, and South Land Park communities to envision and implement improvements along one of Sacramento's most heavily traveled thoroughfares. The project, which is led by the Freepoint Boulevard Transportation Safety Committee, arose out of resident concerns for pedestrian and bicycle safety along Freepoint Boulevard.	The objective of this report is to establish a comprehensive strategy for active transportation investment along Freepoint Boulevard that meets the goals of the community.	In addition to the walk audit, this report also reviews other outreach efforts, and existing conditions in the area.	<ul style="list-style-type: none"> Vision Zero Action Plan 	This document offers infrastructure recommendations, but not policies.	<p>Complete design recommendations can be found on page 13. Key recommendations include:</p> <ul style="list-style-type: none"> Extend road diet north of Sutterville Rd to Frustridge Rd Install buffered bike lanes Upgrade ADA facilities Install a Hybrid Pedestrian Beacon Install leading pedestrian intervals Install curb bulb-outs Upgrade crossings to be high visibility Plant shade trees Upgrade bus stops with shade, benches, and trash receptacles 	<p>Observations from the walk audit include:</p> <ul style="list-style-type: none"> 5-ft sidewalks with sparse shade Few pedestrian amenities like seating, plazas, art, or parklets Some intersections are not ADA compliant Crossing Freepoint Blvd is challenging Class II bike lanes do not have a buffer There are no green painted areas at bike conflict zones, no bicycle intersection treatments, and no bicycle detection at intersections Some bus stops do not have shade, lighting, trash receptacles, or pedestrian crossings
South Sacramento	Safe Routes to School South Sacramento webpage	WALKSacramento		The focus of the program is to improve student health and well-being, engage students and families around active transportation issues, and spur policy and systems change that supports healthy communities. Ten schools, including two middle schools and two high schools, participated in comprehensive programming that included traffic safety education, encouragement events, and identification of infrastructure needs and opportunities.	Safe Routes To School		<p>Walk Audit Infrastructure recommendations for Elder Creek Elementary School, Ethel I. Baker Elementary School, Nicholas Elementary School, Oak Ridge Elementary School, Pacific Elementary School, Peter Burnett Elementary School, Fern Bacon Middle School, and Will C. Wood Middle School</p>	<p>Walk Audit Infrastructure recommendations for Elder Creek Elementary School, Ethel I. Baker Elementary School, Nicholas Elementary School, Oak Ridge Elementary School, Pacific Elementary School, Peter Burnett Elementary School, Fern Bacon Middle School, and Will C. Wood Middle School</p>		
Southeast Sacramento	Southeast Sacramento Bicycle and Pedestrian Access Study (2008)	City of Sacramento	2008	The primary goal of the study is to promote walking and bicycling in southeast Sacramento, which encompasses the Army Depot Redevelopment Area. The main objectives of the study are to: <ul style="list-style-type: none"> Engage the community in the planning process to identify elements most important to potential users and guide the development of potential improvements. Identify the most promising pedestrian and bicycle improvements for further analysis and possible implementation. Study area bounded by American River Parkway to the north, Elder Creek Road to the south, South Watt Avenue to the east, and 65th Street to the west. The study area is within City Council District 6 and is adjacent to the western edge of unincorporated Sacramento County. Encompasses the Sacramento Army Depot Redevelopment Area, closed in 1994, which covers approximately 1,420 acres of land.	Outlines bike/ped access in this SE Sacramento study area. Lists all previously identified bicycle and pedestrian improvement concepts in the study area (as of 2008).	Survey data indicated the most frequently cited reasons given for preventing more trips by bike were related to traffic and driver characteristics (i.e., too many cars, vehicle speeds, drivers don't share the road) and the adequacy, presence, and condition of bikeways and the presence of barriers and obstacles.		<p>Only outlines existing conditions and previously identified improvements. Geographic overlap with Center for Innovation Plan</p>		
Stockton Blvd	Stockton Blvd Plan webpage	City of Sacramento		The intent of the Stockton Boulevard Plan is to partner with existing residents, business owners, organizations, and landowners to develop a specific plan and action plan that will lead to an invested and vibrant Stockton Boulevard with equitable outcomes for existing residents and businesses. The goal is that the planning process will be used to build the capacity of existing residents and businesses to guide how the area develops. The plan will provide a framework for residents to advocate for the type of development the community would like to see and prioritize funding and resources for the programs and initiatives that increase quality of life and lead to better social, financial, and health outcomes.	Appendix F - Stockton Blvd Corridor Plan (2021)			<p>Generally doesn't add much re:AT that the Stockton Blvd Corridor Plan doesn't address</p>		
Stockton Blvd	Stockton Blvd Corridor Plan (2021)	City of Sacramento	2021	Stockton Boulevard is a five-lane arterial connecting the Central City to South Sacramento. The corridor serves the UC Davis Medical Center at its north end, a growing retail node around 14th Avenue, and Little Saigon to the south.	Many people walk, bicycle, and take the bus along the corridor, but the design of the street prioritizes fast-moving drivers. There is a safety problem – two out of the five worst areas in the city for traffic injuries and fatalities are on Stockton Boulevard.		<p>Safety 1. MORE PEDESTRIAN CROSSINGS Add 15 new crossings and reduce average spacing from 930' today to 580'</p> <p>Safety 2. SIGNALIZED CROSSINGS Add pedestrian signals at 3 existing unsignalized locations and all 15 new crossings. Includes 4 new full signals controlling movement for all users (drivers, pedestrians, bicyclists).</p> <p>Safety 3. BETTER YIELDING TO PEDESTRIANS Add Leading Pedestrian Interval and no right turn on red at 5 major intersections</p> <p>Safety 4. PROTECTED INTERSECTIONS Make it safer to navigate major intersections on a bicycle at 4 major intersections</p> <p>Mobility 1. CONTINUOUS BIKE FACILITIES Build 1.4 miles of new bike facilities in both directions, and upgrade 2.7 miles of existing bike lanes by providing more separation from traffic. Bike facilities will include 2.4 miles of shared-use paths - giving people a more pleasant place to walk as well as bike.</p> <p>Mobility 2. FASTER TRANSIT 1.1 miles of bus-bike lanes provide mobility for bus riders and bicyclists</p> <p>Mobility 3. MORE RELIABLE VEHICLE OPERATIONS Design that is easy to navigate and reduced delay at 3 major intersections - T Street, US 50, and 14th Avenue</p> <p>Community 1. STRENGTHENING PLACES Focus investment around 14 existing and future activity nodes</p> <p>Community 2. NEW COMMUNITY SPACES Repurpose some roadway space for plazas or gathering places in 2 locations</p> <p>Community 3. MORE LANDSCAPING Add 0.7 miles of trees on both sides from 21st Avenue to 47th Avenue</p> <p>Community 4. MORE COMFORTABLE TRANSIT Add shelters and seating at 23 bus stops</p> <p>Community 5. MAINTAINING ACCESS Support local destinations by adding U-turn opportunities at 5 locations</p> <p>Community 6. PEDESTRIAN-SCALE LIGHTING Add 3 linear miles of lighting</p>	<p>Includes CAD drawings of Stockton Blvd corridor redesign to improve bike/ped infrastructure.</p>	<p>Includes CAD drawings of Stockton Blvd corridor redesign to improve bike/ped infrastructure.</p>	

Plan Area	Plan Name	Agency	Year	Introduction	Active Transportation related topics	Plan Recommendations				
						Overall	Standards	Policies	Infrastructure	
Swanston Station Area	Swanston Station Transit Village Specific Plan (2007)	City of Sacramento	2007	<p>The Swanston area, encompassing roughly a 1/2-mile radius around the Swanston Light Rail Station, is dissected by rail lines and arterial overpasses resulting in poor connectivity and constrained development opportunities. Characterized by a mix of uses, well-established nearby neighborhoods, multi-modal access, neighborhood amenities, community and public commitment, and development momentum from recent projects, the Swanston area has many assets that support its transformation.</p> <p>Opportunity to transform an underutilized light rail station into an active, mixed-used transit village. The project area is roughly bounded by El Camino Avenue on the north, Arden Way on the south and the Capital City Freeway (Business 80) on the east. Beaumont and Erickson Streets define the western edge of the project area.</p>	Vision for denser TOD augmented by bike/ped facilities.	<p>The Pedestrian Bridge will be the centerpiece of the Long Term Plan Phase, and it will be necessary to fully realize the vision of the Swanston Transit Village Plan as an integrated, connected area spanning both sides of the railroad tracks.</p>	<p>B1. Improve the pedestrian experience by enhancing the routes along which pedestrians travel by providing continuous sidewalks, safe and distinct crosswalks, and tree-lined pathways to provide shade and comfort. The edge conditions of streets and pathways should be enhanced with pedestrian-oriented building facades and front yards.</p> <p>B2. Provide safe and direct pedestrian crossings over the light and heavy rail tracks. Existing pedestrian sidewalks along overpass connections at Arden Way and El Camino Avenue should be improved. A pedestrian overpass to link the employment centers east of the tracks with the transit station should be constructed to maximize the transit-oriented potential of land within a quarter- and half-mile radii of the station.</p> <p>B4. Create safe and convenient bike connections between the transit station and region-serving bike routes and lanes. Bike routes should follow key streets and connect major and minor destinations within the transit village.</p> <p>B5. Augment the existing pedestrian and bicycle framework by developing new connections to key destinations, including the transit station and nearby schools. Improve transit connections to regional-serving facilities, including Arden Fair Mall and Cal Expo fairgrounds.</p> <p>1AI ROADWAYS</p> <p>1AI-1 Ensure 12 feet wide travel lanes for arterial streets. Allow 11 feet wide travel lanes next to bike lanes and on arterials with constrained ROW.</p> <p>1AI-2 Allow 10 feet wide turn lanes where right-of-way is constrained.</p> <p>1AI-3 Ensure 11 feet wide travel lanes for local streets. Allow 10 feet wide travel lanes for local streets where right-of-way is constrained.</p> <p>1AI-4 Allow eight feet wide parking lanes along arterials and collectors for on-street parallel parking. Ensure minimum seven feet wide parking. Allow seven feet wide parking next to Class II bike routes.</p> <p>1AI-5 Ensure seven feet wide parking lanes along local streets.</p>	<p>Multi-modal paths designated as Class I bikeways provide direct access to the transit station along the diagonal mews from Dixie Avenue, as well as along the transit promenade from the bus transfer center to the pedestrian/bike bridge. They further connect major open spaces along the greenways and mews. Dedicated bicycle lanes (Class II) along El Camino Avenue tie into the regional bicycle system and support the City's Bicycle Master Plan. Shared bicycle routes are designated along key streets within the transit village, including Dixie Avenue and Harvard Street, as well as along Clay Street and Beaumont Street the primary routes that children use to access Woodlake and Northwood elementary schools. Royal Oaks Drive continues to have dedicated bicycle lanes. A new pedestrian and bicycle bridge at the terminus of Dixie Avenue provides a direct connection between the transit station and destinations east of the tracks. Improvements to the Arden Way and El Camino Avenue overpasses in the form of widened sidewalks and landscaping, further reduce the psychological barrier they pose and</p>	<p>Significant policy and infrastructure recommendations for the Swanston Station Transit Village. Such extensive codified policies and standards can be replicated elsewhere, though may be difficult to implement because of exhaustive level of detail.</p>	
South Area	South Area Community Plan (2015)	City of Sacramento	2015	<p>The South Area is located in the southernmost part of the city of Sacramento. The area encompasses approximately 23.5 square miles (15,040 acres) and includes both incorporated (10,586 acres) and unincorporated (1,423 acres) areas. The South Area is bounded on the north by 35th Avenue and Fruitridge Road, on the south by the city limits and Sheldon Road, on the east by Highway 99 (except for a small portion east of Highway 99 on Mack Road to Stockton Boulevard), and on the west by Freeport Boulevard. Vision includes "The South Area will be a complete community with safe neighborhoods, distinctive local-gathering places within mixed-use districts and corridors, and strong employment centers."</p>	<p>Goal for attractive community for young people, linked to the rest of Sacramento by bus rapid transit, light rail, and pedestrian-friendly streets.</p>	<p>Community identified mobility issues:</p> <ul style="list-style-type: none"> ■ Inadequate and low-quality bus service ■ Low ridership on Light Rail Transit (LRT) ■ Lack of pedestrian and bike connections to open spaces, parks, neighborhoods, and schools (including Luther Burbank High School) ■ Lack of commuting options to relieve overburdened freeways and local street congestion during peak hours ■ Need for new commuting options from the South Area to Elk Grove and Rancho Cordova <p>Sub-area needed improvements also identified:</p> <ul style="list-style-type: none"> ■ Create a finer grained pattern of walkable blocks and safe, pedestrian-friendly streets that facilitate walking to and from transit, businesses, and residences. ■ Promote Bus Rapid Transit (BRT) on Florin Road with stops at Franklin Boulevard and the Florin Light Rail Station. ■ Enhance pedestrian connectivity to the transit station from Burbank High School and surrounding neighborhoods via "green" streets and enhanced pedestrian crossings at key north/south intersections along Florin Road. 	<p>Mobility</p> <p>Walkable Community</p> <p>SA.M 1.1 Sidewalk Deficiencies. The City shall improve the South Area's sidewalk network, especially along Freeport Boulevard, Franklin Boulevard (near Florin Road), and the North Laguna area (Cosumnes River Boulevard, Bruceville Road, Jacinto Road, and Calvine Road) to eliminate deficiencies such as intermittent, inadequate, or dangerous sidewalks. (RDR/MPS)</p> <p>SA.M 1.2 Walkable Communities—Franklin Boulevard. The City shall coordinate sidewalk and street lighting improvements with Sacramento County along Franklin Boulevard just south of Fruitridge Road and implement improvements along Florin Road. (MPS/IGC)</p> <p>Public Transit</p> <p>SA.M 1.3 Regional Transit Bus Service Expansion and Retention. The City shall encourage Regional Transit to expand bus service in the community to increase the number of routes, frequency of service, and hours of operation, and other areas of service deficiency. (MPS/IGC)</p> <p>Roadways</p> <p>SA.M 1.4 Cosumnes River Boulevard. The City shall prioritize, in the city's Capital Improvement Program, the construction of a new interchange at I 5/Cosumnes River Boulevard and a new Cosumnes River Boulevard connector that includes a light rail right-of-way and attractive landscaping and streetscape. (MPS/FB)</p> <p>SA.M 1.5 Connectivity to Delta Shores Development. The City shall require street connections between the Delta Shores development and the Meadowview neighborhoods to the north. (RDR/MPS)</p> <p>SA.M 1.6 Meadowview Street Network. The City shall support the proposed circulation patterns of the Village Meadows, Sunnyside Meadows, and Steamboat Bend developments, ensuring that an east/west link through the Job Corps site to Detroit Avenue is provided, and that 24th Street is extended. (MPS)</p>	<p>Several specific connections and improvements identified by the community for this area. Street trees also important.</p>		