

Transportation Planning

- California Transportation Plan
- Regional Blueprint
- Metropolitan Transportation Plan and MTIP
- City General Plan
- Community Plans
- Modal Plans
 - Pedestrian Master Plan
 - Bikeway Master Plan
 - Streetcar System Plan
- Systems Plans
 - Central City Parking Master Plan

Level of Service

- What is it?
- How has it been used?
- What has changed?
 - LOS F in the Central Core (C, X, Sac River, 30th) and specified roadways
 - LOS E in multimodal districts (½ mi of LRT station and areas designated for urban scale development)
 - LOS D everywhere else
- Future improvements
 - SB743 (Steinberg 2013)
 - Multimodal LOS

Transportation Funding

- Sources
 - Federal
 - State
 - Regional
 - Local
 - Private
- Prioritization
 - Transportation Programming Guide
- Programming
 - Metropolitan Transportation Improvement Program (MTIP)
 - Capital Improvement Program (CIP)

Alternative Modes (Transit)



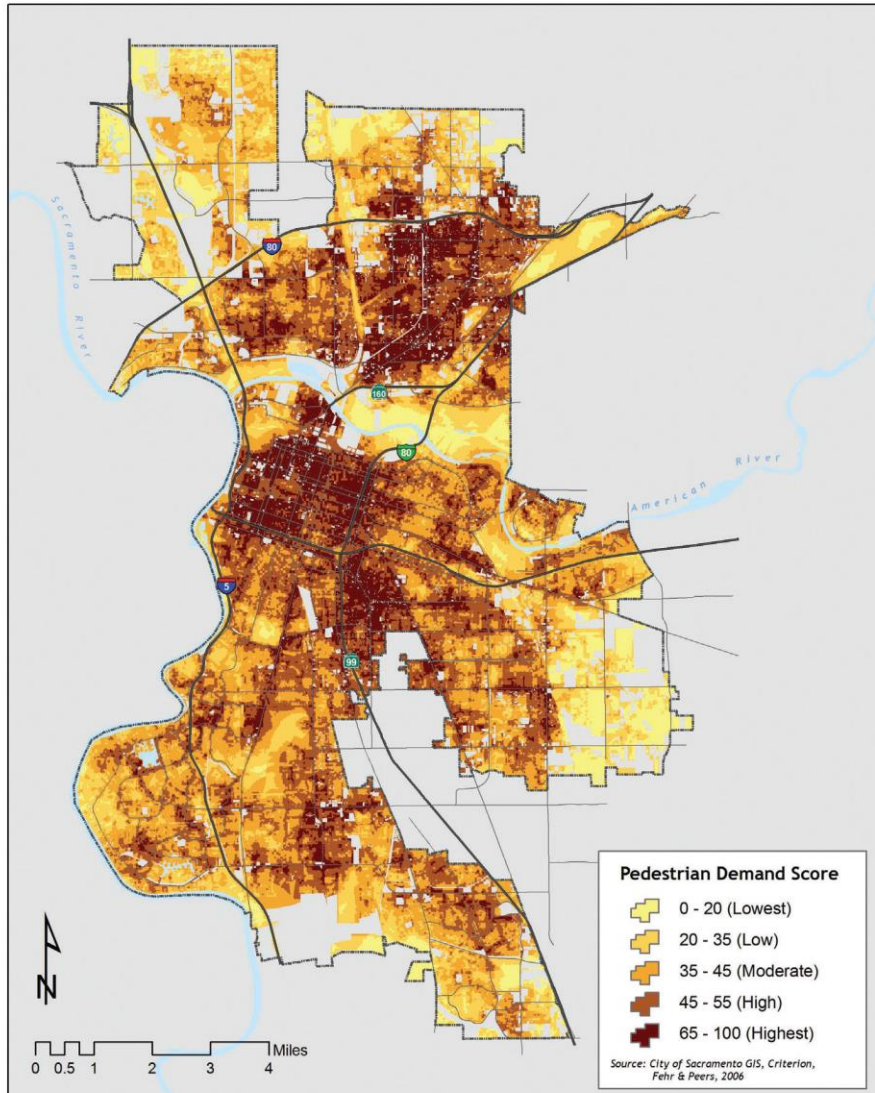
Alternative Modes (Walking)



Alternative Modes (Bicycling)



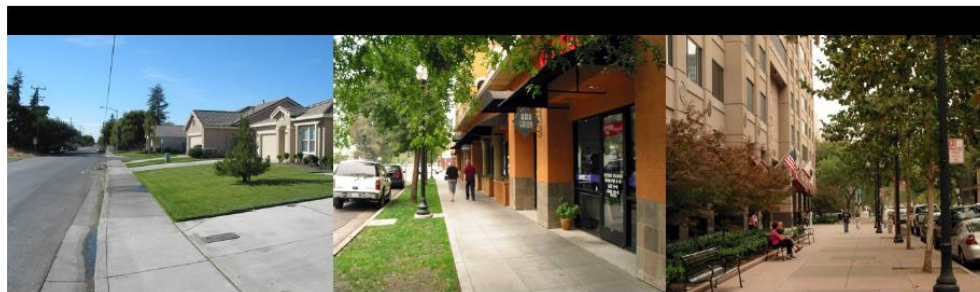
Pedestrian Master Plan



Pedestrian Master Plan

	BASIC	UPGRADED	PREMIUM
<i>Street Facilities</i>	<ul style="list-style-type: none"> Detached sidewalks Vertical curb/gutter Curb ramps Obstacles removed Street lighting Parking/bike lane buffer 	<ul style="list-style-type: none"> Wider sidewalks Vertical curb w/gutter Curb ramps Obstacles removed Pedestrian-scale street lighting Street trees, landscaping Benches at bus stops Parking/bike lane buffer 	<ul style="list-style-type: none"> Wider sidewalks Vertical curb w/gutter Curb ramps Obstacles removed Pedestrian-scale street lighting Street trees, landscaping Benches at bus stops Wayfinding signs and kiosks Street furniture Outdoor eating areas Shade/shelter structures Parking/bike lane buffer
<i>Crossing Treatments*</i>	<ul style="list-style-type: none"> Marked crosswalks Accessible pedestrian signals Vehicle speed control 	<ul style="list-style-type: none"> High visibility crosswalks Accessible pedestrian signals Increased lateral separation Pedestrian islands Bulb-outs Raised crosswalks Other vehicle speed control 	<ul style="list-style-type: none"> High visibility crosswalks Accessible pedestrian signals Increased lateral separation Pedestrian islands Bulb-outs Raised crosswalks Other vehicle speed or volume control Grade separation Special traffic signaling
<i>Reduced distances</i>	<ul style="list-style-type: none"> Midblock crossings at some locations 	<ul style="list-style-type: none"> Shortcuts for pedestrians Midblock crossings 	<ul style="list-style-type: none"> Shortcuts for pedestrians Midblock crossings Dense housing Dense employment Transit access
<i>Adding interest</i>		<ul style="list-style-type: none"> Show windows 	<ul style="list-style-type: none"> Public art Show windows Vendor carts Street fairs

*Regardless of the environment's rating, the Pedestrian Safety Guidelines provide explicit direction about the type of crossing treatment appropriate at various locations.

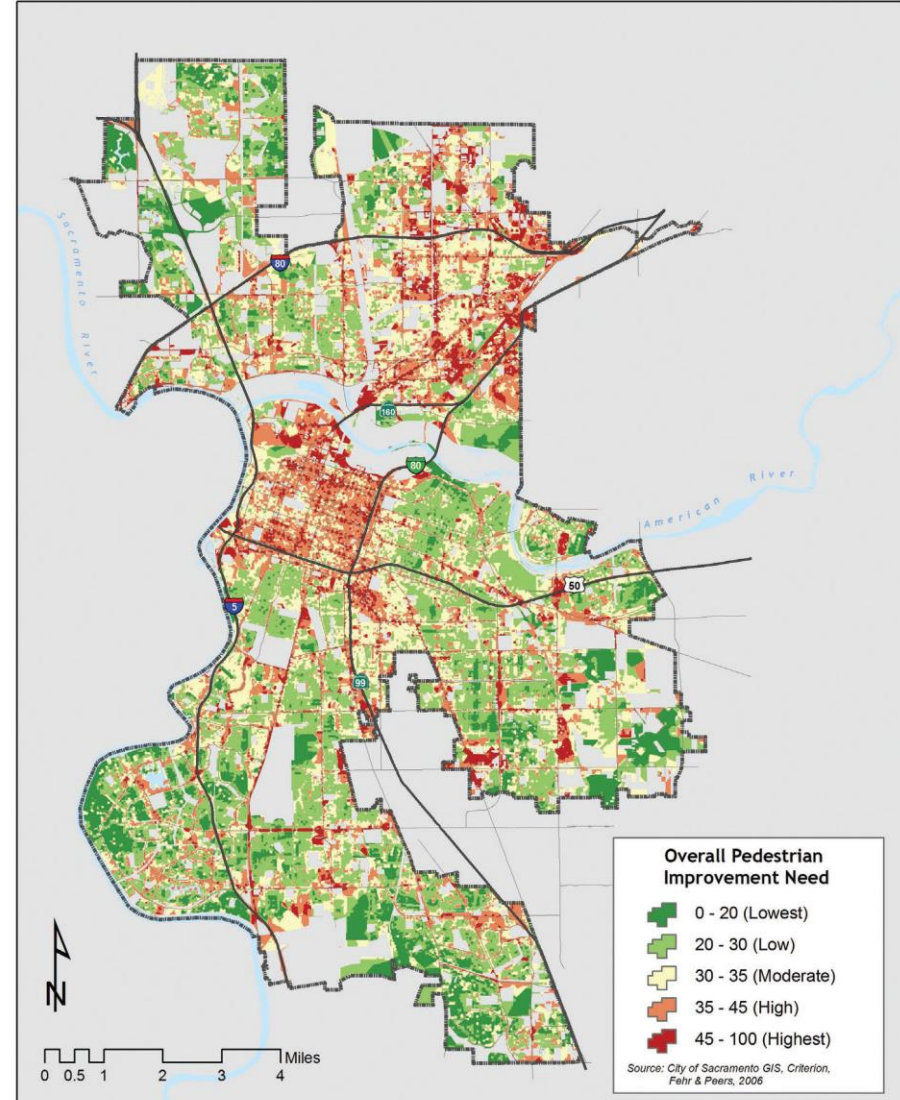
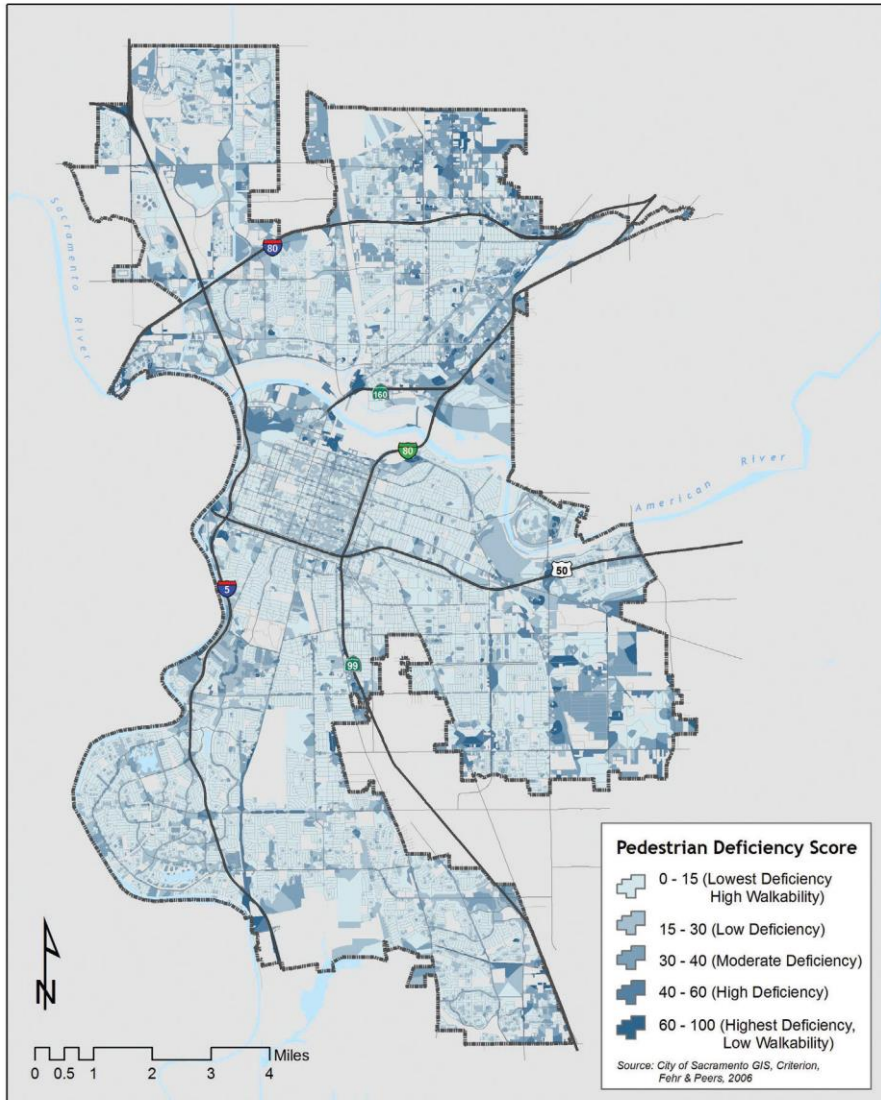


B A S I C

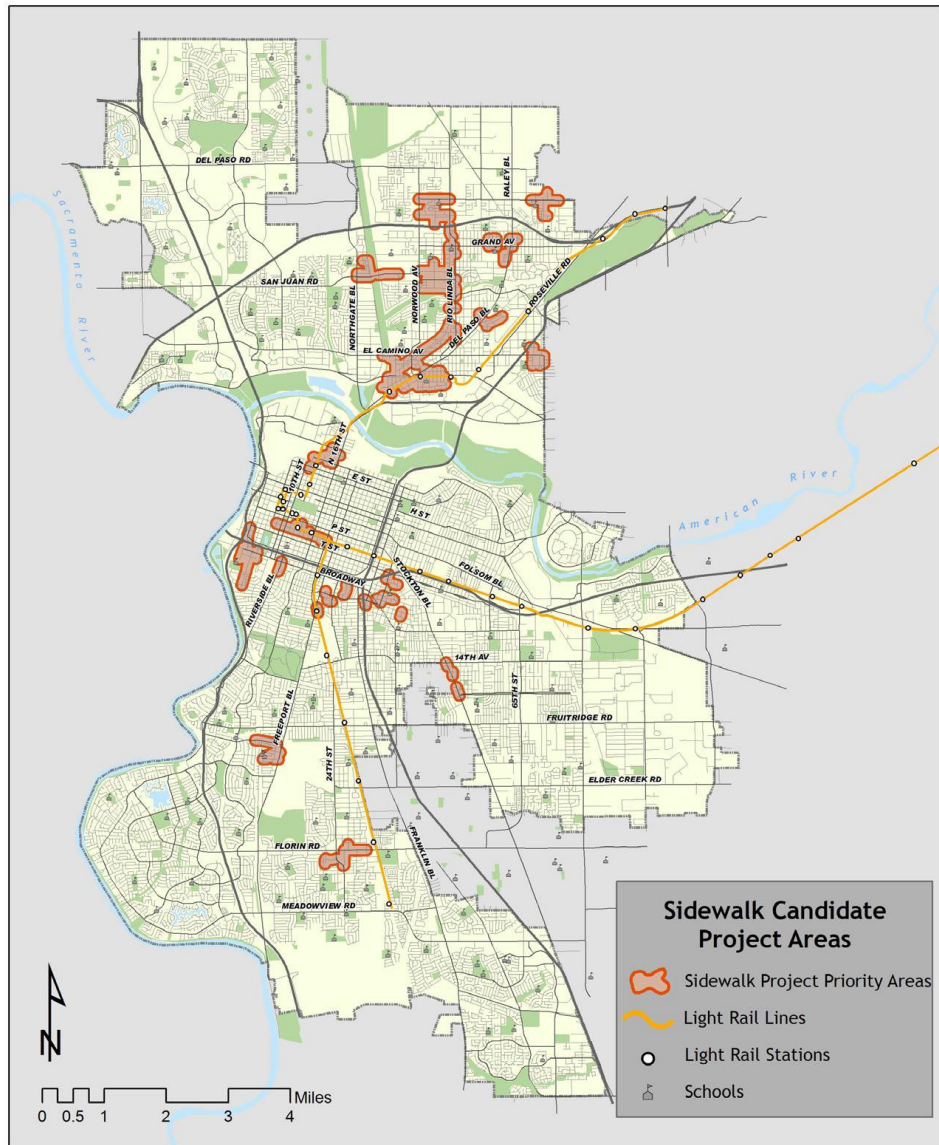
U P G R A D E D

P R E M I U M

Pedestrian Master Plan



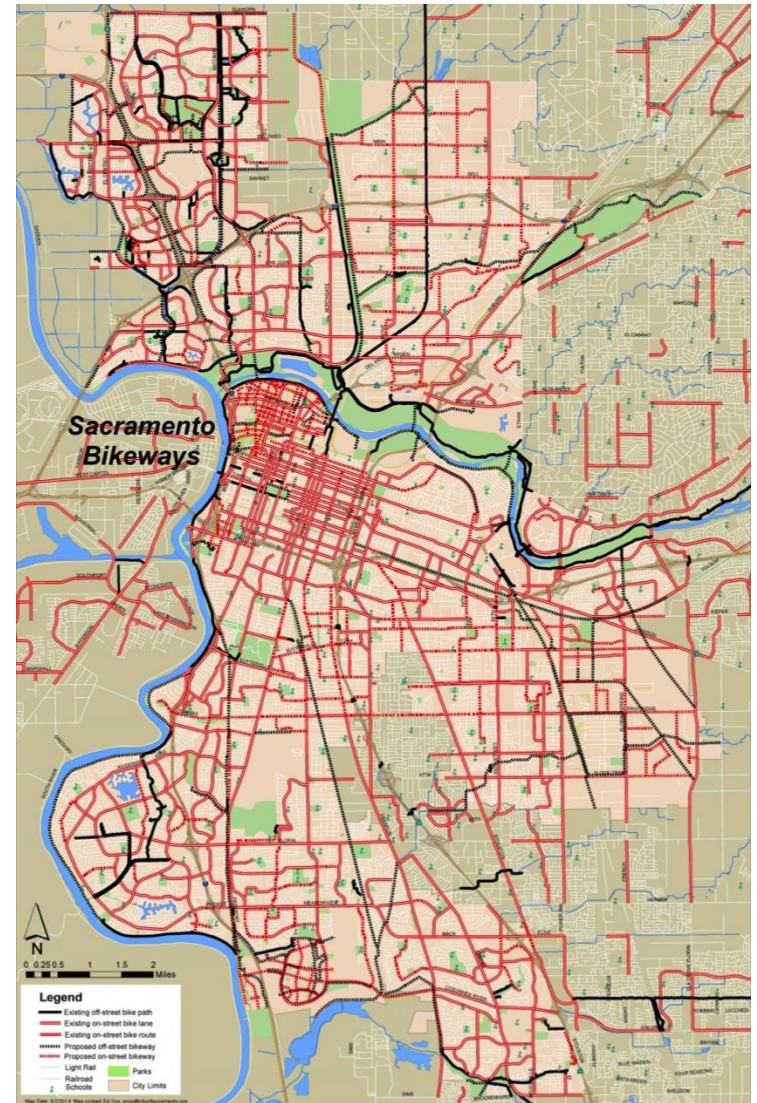
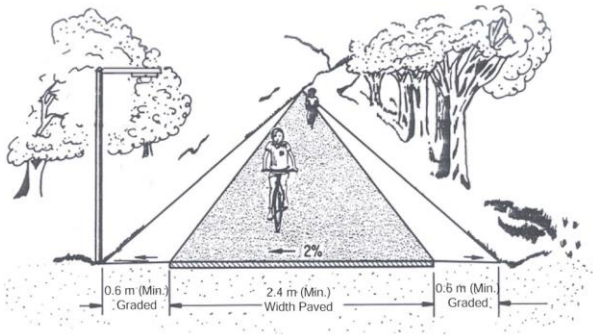
Pedestrian Master Plan



2014 Rank	2010 Rank	Council District	Ped Master Plan Category	PEDESTRIAN PROJECTS	Brief Description
				Maximum Points in Scoring Category:	
1	6	2	Upgrade	Arden Way, from Beaumont St to Evergreen St	Curb, Gutter & Sidewalk
2	New	5	Upgrade	Sutterville Bypass from 23rd Street and Attawa Ave	Sidewalk
3	4	3	Upgrade	Richards Blvd, Bercut Dr to N 3rd St	Curb, Gutter & Sidewalk
4	3	4,5	Upgrade	Freeport Blvd, 35th Ave to Belleauwood Ln	Curb, Gutter & Sidewalk
4	New	6	Upgrade	Florin Perkins Road from Jackson Hwy to Belvedere	Curb, Gutter & Sidewalk
4	New	6	Upgrade	Power Inn Road from RR crossing to 21st Ave.	Sidewalk
7	13	8	Basic	East Stockton Blvd from Mack Road to Hwy 99	Sidewalk
8	7	2	Upgrade	Bell Avenue sidewalk, from Pinell St to Winters Ave*	Curb, Gutter & Sidewalk
9	13	4	Premium	15th St and 16th St, W St to X St	Crossing Treatment
10	12	2	Upgrade	Auburn Blvd, from Plover St to Marconi Cir	Curb, Gutter & Sidewalk
10	29	2	Basic	Cormorant Way, Silica Ave to Royale Rd	Curb, Gutter & Sidewalk
12	10	2	Upgrade	Main Ave (West), Norwood Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk
12	8	2	Upgrade	Kathleen Ave/Tessa Ave, Del Paso Blvd. to Academy Way	Curb, Gutter & Sidewalk
12	13	3,6	Premium	65th St, Q St to 4th Ave	Sidewalk
12	17	8	Upgrade	Mack Rd, Brook Meadow Dr to Deer Meadow Dr	Curb, Gutter & Sidewalk
12	17	7,8	Upgrade	Cosumnes River Blvd, Bruceville Rd to Franklin Blvd	Sidewalk
17	27	2	Basic	Morey Ave, west of Norwood Ave	Curb, Gutter & Sidewalk
17	22	2	Upgrade	Marysville Blvd, north of Main Ave/ Claire Ave	Curb, Gutter & Sidewalk
17	30	4	Premium	29th St, Q St to S St	Sidewalk
20	New	6	Upgrade	University/Howe Loop Ramp	Curb, Gutter & Sidewalk
20	17	3	Upgrade	Northgate Blvd from Winter Garden Ave to Tenaya Ave	Sidewalk

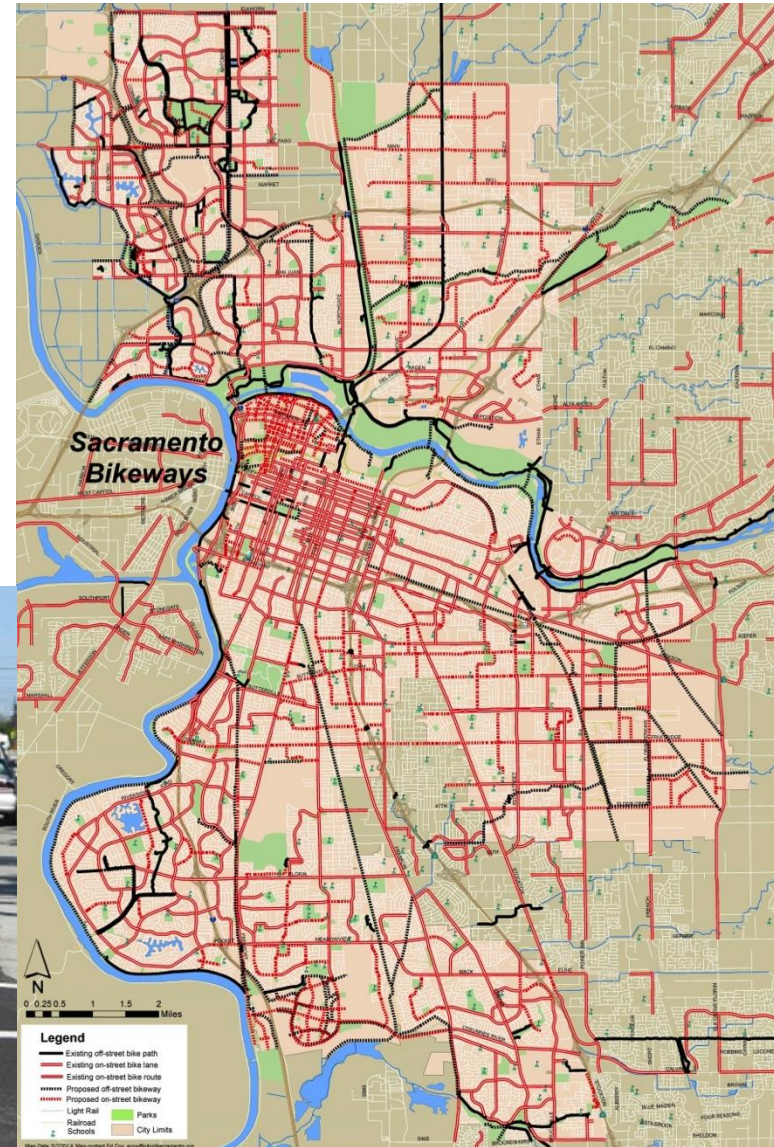
Bikeway Master Plan

- Off-Street Paths
 - No motorized vehicles allowed
 - Paved surface
 - Shared with pedestrians
 - 83 miles of off-street bike paths in Sacramento.
 - Most desired bikeway by the citizens; most expensive to build.



Bikeway Master Plan

- On-Street Lanes and Routes
 - Bike Lanes are designated space on the street.
 - Currently 252 miles of bike lanes.
 - Bike Routes are shared space with motor vehicles.
 - Currently 50 miles of bike routes.



Bikeway Master Plan

Bike/Ped. Bridges

- Shared with pedestrians
- Minimum approach slopes
- Most expensive to build.
- Crossing of waterways, railroads, freeways
- Approximately 30 bridges, most are small creek bridges. Eight large bridges.



Other Bike Facilities

Innovative Treatments:



Buffered left side bike lane.
Provides refuge from high speeds.
(H Street)



Left side bike lane.
Easier for left turning from one-way streets.
(L Street)



Contra-flow bike lane.
Provides opposing travel for bicycles on what was a one-way street.
(12th Avenue)



Green colored bike lanes.
(Carlson Drive)
(Capitol Mall)

Other Bike Facilities

Bike Parking:



Sacramento Bike Rack (a.k.a. SacRack.)
Over 100 installed.



Meter post conversions.
Over 100 installed.



Bike Corrals in place of parallel car parking space.
Two locations and more to come



High capacity bike parking at selected locations