

# STREETSCAPE ENHANCEMENT PROGRAM

## INTRODUCTION

### **Corridor Landscaping**

In 1987, the City Council adopted a policy of landscaping public right-of-way areas including street medians, curbside planter strips, embankments, surplus right-of-way, and setback areas, as new streets are constructed. Prior to that time, landscaping was not routinely planted at the time streets were constructed or widened. Consequently, there are existing areas within the right-of-way that are not landscaped, most of which are medians. There are also many streets in the city where medians were not constructed as part of the original roadway.

To improve both the aesthetics and the travel experience on the City's streets, the City of Sacramento formally established the Streetscape Enhancement Program in FY 99/00. The program will fund the planning, engineering, and construction of landscaped medians, curbside planter strips, and gateway features on the City's commercial and neighborhood corridors. The Streetscape Enhancements Program includes two sections:

1. Commercial Corridors
2. Other Corridors

The Streetscape Enhancement section of the Transportation Programming Guide will define the two program elements listed above, identify current streetscape projects and future needs, define eligible enhancements, present criteria for prioritizing projects, present the scoring and ranking process, and establish a priority list of projects for the enhancement programs.

In May 2000, City Council adopted streetscape standards for new right-of-way landscaping. The City also has design guideline practices for new street lighting.

## GOALS AND POLICIES

The Streetscape Enhancement Program is consistent with the following City of Sacramento 2030 General Plan (adopted March 3, 2009) and 2035 General Plan Update (to be adopted in 2014) goal and policies:

### Goal

**Integrated Pedestrian System.** Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.

### **Policies:**

- **Sidewalk Design.** The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes.
- **Streetscape Design.** The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other

furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.

- **Cohesive Network.** The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel.

The Streetscape Enhancement Program is also consistent with the City of Sacramento Economic Development Strategy (approved by City Council in May 2013) goal to strengthen and revitalize the city's business districts and 19 commercial corridors.

The Streetscape Enhancement Program is consistent with the following City of Sacramento Strategic Plan goals:

### **1. Improve and Expand Public Safety**

Policy:

The Streetscape Enhancement Program supports public safety by prioritizing projects that will improve the safety of pedestrians.

### **2. Achieve Sustainability and Enhance Livability**

Policy:

The Streetscape Enhancement Program supports sustainability and enhanced livability by prioritizing projects that enhance the experience and comfort of pedestrians and encourage walking as a means of transportation.

### **3. Expand Economic Development throughout the City**

Policy:

The Streetscape Enhancement Program supports expansion of economic development throughout the City by prioritizing projects that improve aesthetics along identified commercial corridors and other corridors.

The Council has established the following program goals:

- To improve the safety and convenience of pedestrians and bicyclists; and
- To construct and maintain equitably distributed street landscaping throughout the City.

## **COMMERCIAL CORRIDOR PROGRAM**

The eligible commercial corridors within the identified boundaries are eligible for the Streetscape Enhancement Commercial Corridor program:

1. 12<sup>th</sup> Street (Richards Boulevard to I Street)
2. 16<sup>th</sup> Street (Richards Boulevard to Broadway)
3. 65<sup>th</sup> Street
4. Broadway West (Miller Park to Alhambra Boulevard)
5. Broadway East (Alhambra Boulevard to Stockton Boulevard)
6. Del Paso Boulevard (Acoma Street to Marysville Boulevard)
7. Florin Road (Franklin Boulevard to 24<sup>th</sup> Street)
8. Folsom Boulevard West (Alhambra Boulevard to UPRR Overcrossing)

9. Folsom Boulevard East (UPRR Overcrossing to Watt Avenue)
10. Franklin Boulevard (Sutterville Road to Fruitridge Road)
11. Freeport Boulevard (2<sup>nd</sup> Avenue to City Limits, excluding William Land Park)
12. Fruitridge Road (65<sup>th</sup> Street to Power Inn Road)
13. Mack Road (Center Parkway to Highway 99)
14. Marysville Boulevard (Roanoake Avenue to Arcade Creek)
15. Midtown (16<sup>th</sup> to 29<sup>th</sup> Street, J to L Streets)
16. Northgate Boulevard (Garden Highway to I-80)
17. R Street Corridor (3<sup>rd</sup> Street to 17th Street)
18. Richards Boulevard (North 12<sup>th</sup> Street to Jibboom Street)
19. Stockton Boulevard (X Street to Riza Avenue)

### **OTHER CORRIDOR PROGRAM**

The corridors eligible for streetscape enhancement under the Other Corridors program include all the streets that are not listed above. Landscaped medians and curbside planter strips are included on streets that have cross sections consistent with the City of Sacramento's adopted Street Standards.

### **ELIGIBLE ENHANCEMENTS**

The following improvements may be considered for both the Commercial Corridors and Other Corridors Programs:

- In-fill street lighting to satisfy design guideline practices
- New landscaped medians
- Landscaping existing medians
- New curbside planter strips
- Landscaping existing planter strips
- Irrigation for landscaping
- Sidewalks where missing or lacking adequate width
- Bicycle lane striping and signage where consistent with Bicycle Master Plan (on-street bicycle funding will be primary funding source)
- Stamped crosswalks or other types of crosswalk delineation
- Pedestrian bulbs
- Signage/banners
- Trash receptacles/enclosures

### **PROJECT RANKING PROCESS**

#### **1. Project Readiness (scoring is not cumulative) .....(Max. Points: 20)**

Scoring based on current project phase at time all projects are scored and ranked. Points given for highest project phase, phases are not cumulative. Master Plans and Urban Design Plans are complete when they have been accepted by City Council.

<u>Project phase</u>	<u>Assigned points</u>
Construction documents complete	20
Construction documents in progress	17
Master Plan complete	14
Master Plan in progress	11
Urban Design Plan complete	8
Urban Design Plan in progress	5

**2. Traffic volume.....(Max. Points: 10)**

Many of the older commercial corridors were designed to move traffic volumes, without consideration for aesthetics or pedestrian comfort. Streetscape enhancements will provide traffic calming benefits, improve the pedestrian experience, and bring more foot traffic to local businesses. Scoring is based on average daily traffic (ADT) measured for the length of the corridor. Streets with the highest traffic volumes receive the highest points.

<u>Average Daily Traffic (vehicles/day)</u>	<u>Assigned points</u>
40,000+	10
35,000+	9
30,000+	7
25,000+	6
20,000+	4
15,000+	3
10,000+	1

**3. Economic Development & Infill.....(Max. Points: 30)**

Infill development channels economic growth into existing urban and suburban areas. The areas included in the following scoring criteria are generally also infill areas.

- Does the project fall within an Eligible Commercial Corridor?  
If Yes – 5 points, If No – 0 points
- Does the project fall within a Tier 1 Priority area?  
If Yes – 10 points, If No – 0 points
- Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)?  
If Yes – 10 points, If No – 0 points
- Is the project located in a Community Development Block Grant (CDBG) eligible area?  
If Yes – 5 points, If No – 0 points

**4. Current Appearance .....(Max. Points: 10)**

Priority is given to streets that have existing medians or planter areas that need to be landscaped and irrigated over those that do not have existing medians or planter

areas. More enhancements can be achieved with a lower investment on those streets that need only landscaping and irrigation. Scoring is based on the predominant condition observed for the length of the corridor.

<u>Current condition</u>	<u>Assigned points</u>
Existing median or curbside planter – not landscaped	10
Existing median or curbside planter – landscaping in poor condition	7
No existing median or curbside planter or concrete median	3

**5. Linkage to Activity Centers.....(Max. Points: 15)**

Points are assigned for projects that are adjacent to, or provide access to, activity centers:

<u>Activity Center</u>	<u>Points</u>
Public Colleges/Universities	8 per facility
Schools/Parks/Libraries/Community Centers	4 per facility
Commercial Centers	4 per center
Employment Centers	4 per 100 employees
High Density Residential	4 per site

**6. Bicycle, Pedestrian, and Transit.....(Max. Points: 15)**

- 5 points      If there has been a collision involving a pedestrian during the previous three years along the street segment being evaluated
- 5 points      If the street is identified as a designated Class 2 or 3 bikeway (existing or proposed) in the City/County Bikeway Master Plan
- 5 points      If the project is on a bus route
- 5 points      If the project is within ½ mile of a LRT or other commuter rail station platform

**SUMMARY**

**Commercial Corridors**

There were no new projects added to the Commercial Corridors list.

There was one deleted project:

- R Street (16<sup>th</sup> St to 18<sup>th</sup> St) – Funded

Table G-1 presents the final point total and ranking of the Commercial Corridor streetscape enhancement projects. Figure G-1 shows the approximate location of these projects.

## **Other Corridors**

There were five new projects added to the Other Corridors list:

- Valley Hi Drive – Mack Rd to Bamford Dr/Bruceville Rd
- J Street – 57<sup>th</sup> St to Carlson Dr
- Valley Hi Drive – Wyndham Wy to Center Parkway
- Grand Avenue – Marysville Blvd to Norwood Ave
- 2<sup>nd</sup> Avenue – Franklin Blvd to Alhambra Blvd

There were no deleted projects.

Table G-2 presents the final point total and ranking of the Other Corridor streetscape enhancement projects. Figure G-2 shows the approximate locations of the projects.

TABLE G-1

**YEAR 2014 - STREETSCAPE ENHANCEMENTS  
COMMERCIAL CORRIDORS**

2014 Rank	2010 Rank	Council District	PROJECT LIMITS	STATUS	Project Readiness Score	Volume Score	Econ Dev & Infill Score	Current Condition Score	Activity Center Score	Bike, Ped & Transit Score	TOTAL SCORE
<b>Maximum Points in Scoring Category:</b>					<b>20</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>15</b>	<b>15</b>	<b>100</b>
1	9	3	Richards Blvd (16th St to Jibboom St)	Construction Docs in Progress	17	6	30	3	15	15	86
2	1	6	Folsom Blvd (Howe Ave - Watt Ave)	Master Plan Complete	14	9	25	3	15	15	81
3	4	4	16 St Phase II (Q St to S St)*	Master Plan Complete	14	4	30	7	15	10	80
4	3	3,4	North 12th St and North 16th St (C St to American River)**	Master Plan Complete	14	9	30	3	4	15	75
5	9	5,8	Florin Rd (24th St to City Limits)	Master Plan in Progress	11	7	30	3	8	15	74
6	6	4,5,8	Freeport Blvd (Broadway to I-5)	Master Plan Complete	14	7	10	7	15	15	68
7	4	5	Franklin Blvd (Sutterville Rd to Florin Rd)	Master Plan Complete	14	3	20	3	12	15	67
7	3	3	Northgate Blvd (Garden Highway to Rosin Ct)	Master Plan Complete	14	6	10	7	15	15	67
9	13	3,6	Folsom Blvd (33rd St to Howe Ave)		0	4	25	7	15	15	66
10	2	4,5	Broadway (Miller Park to Alhambra Blvd)	Urban Design Complete	8	4	20	3	15	15	65
11	7	3,6	65th St (Folsom Blvd to Broadway)		0	10	15	7	15	15	62
12	14	4	15th & 16th St (between W/X Freeway to Broadway)		0	6	20	7	8	15	56
13	9	6	65th St (Broadway to City limits)**		0	4	10	3	12	15	44
14	12	4	12th St/Alkali Flat		0	3	10	7	8	15	43
15	32	7	Freeport Blvd (I-5 Bridge to City Limits)**	Master Plan Complete	14	0	10	3	4	5	36
16	25	6	65th St - East side (South of Fruitridge Rd to Life Ave)**		0	3	10	7	0	10	30

\* Indicates a change since last TPG; Phase I of the project has been funded.

\*\* Indicates a project that had previously been on the Other Corridors list in the last TPG. This segment is a Commercial corridor.

TABLE G-2

## YEAR 2014 - STREETSCAPE ENHANCEMENTS OTHER CORRIDORS

2014 Rank	2010 Rank	Council District	PROJECT LIMITS	STATUS	Project Readiness Score	Volume Score	Econ Dev & Infill Score	Current Condition Score	Activity Center Score	Bike/Ped & Transit Score	TOTAL SCORE
					20	10	30	10	15	15	100
1	5	4	Capitol Mall Streetscape Improvements (3rd St to 10th St)	Urban Design Complete	8	1	25	7	15	15	71
2	2	6	Power Inn Rd (Hwy 50 to City Limits)		0	6	25	3	15	15	64
3	17	8	Franklin Blvd (Florin Rd to Brookfield Dr)		0	6	25	7	9	15	62
4	1	8	Meadowview Rd (Freeport Blvd to LRT)* & 24th St (Florin Rd to Meadowview Rd)	Construction Docs in Progress	17	4	5	3	15	15	59
4	10	4	10th St Corridor (L St to I St)		0	1	25	3	15	15	59
6	17	7,8	Valley Hi Dr (Wyndham Wy to Bamford Dr)		0	3	15	10	15	15	58
6	5	4	I Street (2nd St to 5th St) I Street Old Sac Gateway		0	0	25	3	15	15	58
8	4	5	Martin Luther King Jr Blvd (Broadway to Fruitridge Rd)	Construction Docs in Progress	17	1	5	3	15	15	56
9	8	6	Fruitridge Rd (SR 99 to 24th St)	Master Plan Complete	14	6	15	3	0	15	53
10	7	2	Marysville Blvd Phase III and IV (Harris Ave to Roanoke Ave)*	Master Plan Complete	14	4	5	3	12	15	53
11	New	8	Valley Hi Dr (Mack Rd to Bamford Dr/Bruceville)		0	4	15	7	15	10	51
12	10	2	Arden Wy (Del Paso Blvd to Royal Oaks Dr)		0	4	15	7	9	15	50
13	28	8	East Stockton Blvd - Southbound (Mack Rd to SR 99) On ramp: Landscaping, Safety Improvements		0	6	15	3	9	15	48
14	New	3	J St (57th St to Carlson Dr)		0	10	0	10	15	10	45
15	12	3, 4, 5	Alhambra Blvd (C St to Broadway)		0	1	5	7	15	15	43
16	27	6	Broadway (Stockton Blvd to 65th St)		0	3	5	3	15	15	41
16	New	8	Valley Hi Dr (Wyndham Wy to Center Parkway)		0	3	5	3	15	15	41
18	19	6	Fruitridge Rd (Power Inn Rd to Florin Perkins Rd)		0	4	15	3	8	10	40
18	26	3	Elvas Ave (56th St to 65th St)	Master Plan in Progress	11	3	10	3	8	5	40
18	19	3	Azevedo Dr Medians (San Juan Rd to West El Camino Ave)	Master Plan Complete	14	1	0	3	12	10	40
21	28	7	Franklin Blvd (Mack Rd to Calvine Rd)		0	7	5	7	5	15	39
21	14	2	Norwood Ave (Fairbanks Ave to Main Ave)		0	1	5	3	15	15	39
23	New	2	Grand Ave (Marysville Blvd to Norwood Ave)		0	0	5	3	15	15	38
24	16	4	Jibboom St (I St to Richards Blvd)		0	0	25	3	4	5	37
25	15	2	El Camino Ave (Del Paso Blvd to I-80)		0	3	15	3	4	10	35
26	7	8	Meadowview Rd/Mack Rd (LRT to Brookfield Dr)		0	7	5	7	0	15	34



TABLE G-2

## YEAR 2014 - STREETSCAPE ENHANCEMENTS OTHER CORRIDORS

2014 Rank	2010 Rank	Council District	PROJECT LIMITS	STATUS	Project Readiness Score	Volume Score	Econ Dev & Infill Score	Current Condition Score	Activity Center Score	Bike/Ped & Transit Score	TOTAL SCORE
					20	10	30	10	15	15	100
26	35	6	59th St & Broadway		0	3	5	7	4	15	34
28	New	5	2nd Ave (Franklin Blvd to Alhambra Blvd)		0	0	5	10	8	10	33
29	22	5,7	Florin Rd (Freeport Blvd to Greenhaven Dr)		0	7	0	3	12	10	32
30	24	6	Elder Creek Rd (Stockton Blvd to Power Inn Rd)		0	4	5	3	4	15	31
30	30	6	Fruitridge Rd (Stockton Blvd to 65th St)		0	4	5	3	4	15	31
30	36	5, 6	14th Ave (Stockton Blvd to 65th St)		0	0	5	3	8	15	31
33	19	6	Lemon Hill Ave (Stockton Blvd to Power Inn Rd)		0	0	5	3	12	10	30
34	31	4	Gateway Oaks Dr (West El Camino Ave to Garden Highway)		0	1	0	3	15	10	29
35	13	2	Arden Way (Royal Oaks Dr to Evergreen St)		0	4	5	3	0	15	27
35	22	5	47th Ave (UPRR to 27th St)		0	4	5	3	0	15	27
35	38	2	Ethan Wy - West side (Middleberry Rd to Connie Dr)		0	0	5	3	4	15	27
38	33	6	Howe Ave - Southbound (American River Dr to American River Bridge)		0	3	0	3	4	10	20
39	36	2	El Camino Ave (Business 80 to Ethan Wy)		0	7	0	3	4	5	19
40	39	1	San Juan Rd - Southside (El Centro Rd to Guadalajara Wy)		0	0	0	7	4	5	16
41	34	2	Auburn Blvd/Roseville Rd (El Camino Ave to Connie Dr)		0	0	5	3	0	5	13
41	42	3	Northgate Blvd at SR 160 Underpass: Landscaping with groundcover		0	1	5	3	4	0	13
43	44	6	60th St & 14th Ave - NE & NW corners and around Tallac Shopping Center		0	0	5	3	4	0	12
43	41	4	San Mateo Wy (Riverside Blvd to end)		0	0	0	7	0	5	12
45	42	1	Natomas Crossing Dr Median Landscaping (Cashaw Wy to Innovator Dr)		0	0	0	3	0	5	8
45	40	6	West Railroad Ave (14th Ave to 18th Ave)		0	0	0	3	0	5	8
47	45	4	Darnel Wy (Riverside Blvd to end)		0	0	0	3	0	0	3

"New" in the 2010 Rank column indicates projects added this year.

\* Indicates a change to project limits since last TPG.