Improving Pedestrian Access to Transit:

The Sacramento Pedestrian Master Plan

Matt Haynes
Fehr & Peers Associates
San Francisco, California
Rail~Volution 2005
Presentation Outline

• Policies
  • What are most effective?

• Improvements
  • Where can / should they be applied?

• Integration
  • How can this create a comprehensive Master Plan?
    › Pedestrian access to transit
Policies: Setting the Stage

• Why is walking important?

“Streets and their sidewalks, the main public places of a city, are its most vital organs.”

– Jane Jacobs

“There is this to be said for walking: It's the one mode of human locomotion by which a man proceeds on his own two feet, upright, erect, as a man should be, not squatting on his rear haunches like a frog.”

– Edward Abbey
**Policy Background: City of Sacramento**

- California’s Capitol City
- Population of over 400,000
- Rapid growth, increase in traffic congestion in recent years
- Light rail in 1987
- ADA issues
Policies for Sacramento

• Overall Vision
  • To Create the Walking Capital

• Goals
  • Create a walkable pedestrian environment
    › Connectivity
    › Travelway Character
    › Context Character
  • Improve awareness of the pedestrian mode through education
  • Increase pedestrian safety
Policies for New and Existing Neighborhoods

- **New Neighborhoods:**
  - Focus on creating connectivity, character, context

- **Existing Neighborhoods:**
  - Typically areas of greater walking activity
  - Focus on improving existing facilities
New Neighborhoods: Connectivity

Street Layout
Travelway Character

Street cross sections

• Clear pedestrian travelway
• Buffer from traffic
• Space for amenities
**Context Character**

- Policies that increase accessibility appear to have the greatest effect on walking
  - Mixed use zoning
  - Infill development incentives
**Policy Recommendations: Sacramento**

- Integrate with related policy documents
  - Pedestrian-friendly Street Standards
  - Pedestrian Safety Guidelines
- Consider pedestrian collision data
- Multimodal level of service

<table>
<thead>
<tr>
<th></th>
<th>Main Street</th>
<th>Commercial Street</th>
<th>Industrial Street</th>
<th>Residential Street</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Veh</td>
<td>Transit</td>
<td>Bicycles</td>
<td>Pedestrians</td>
</tr>
<tr>
<td>Arterial</td>
<td>E</td>
<td>A</td>
<td>C</td>
<td>A</td>
</tr>
<tr>
<td>Collector</td>
<td>D</td>
<td>C</td>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>Local</td>
<td>D</td>
<td>D</td>
<td>B</td>
<td>A</td>
</tr>
</tbody>
</table>
Improvements

- Where to focus improvements?
  - GIS tool: PedINDEX application

* Some premium accommodations may be warranted.
Walkability

- “The ease, comfort, and safety of walking”
  - Walkability depends on the condition of the infrastructure

High walkability

Low walkability

- Low walkability means a deficient pedestrian infrastructure
Deficiencies

Measured infrastructure deficiencies:

- Sidewalks
- Connectivity
- Street widths
- Traffic signals
- Hazards / collisions
- Street lighting
Deficiencies Map
Pedestrian Demand

• “The nature of a place that attracts pedestrians”

• Demand influenced by:
  › Land use and development types including mixes and intensities of uses
  › Presence of public spaces and parks
  › Availability of transit facilities
**Pedestrian Demand**

Measures of pedestrian demand:

- Population density
- Transit proximity
- Employment density
- Land use mix
- Proximity to Schools, parks, community centers, shopping areas
- Age / socio-economic factors
Pedestrian Demand
Transit proximity
Pedestrian Demand Map

High demand = high “potential” for walking
Improvement Needs

- Overall composite score developed
Improvement Needs

Highest Priority Areas: Putting facilities where they are needed the most

Potential

Deficiencies

Improvement Need
How Does it Come Together?

- Integration With Existing Plans / Policies
- Public Involvement
- Capital Improvement Program
- Design Guidelines
Coming Together
Integration with Existing City Policies
Coming Together

Public Involvement

- Stakeholder Group participation
- Public workshops

YOU ARE INVITED!!
Coming Together
Capital Improvements
Access to Transit: Deficient Sidewalks

Light Rail Stations
Coming Together
Design Guidelines

- Federal, state, local sources
  - Street corners
  - Sidewalks
  - Buffer zone
  - Crossing facilities
Conclusions / Lessons Learned

- Public involvement
- ADA issues
- Pedestrian safety
- GIS applications a powerful tool
- Be proactive – opportunities may be lost
- Supportive city staff / management
The End

Contact Information:

Matt Haynes
Fehr & Peers
604 Mission St, 4th Floor
San Francisco, CA 94105
(415) 369-0425
m.haynes@fehrandpeers.com