AGENDA

CITY OF RANCHO CORDOVA
CITY COUNCIL

Monday, May 2, 2005

5:30 p.m. – Regular Meeting

Council Chambers
3121 Gold Canal Drive, Rancho Cordova, California

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

Ken Cooley, Mayor

Robert J. McGarvey, Vice Mayor

Linda Budge, Council Member

David M. Sander, Council Member

Dan Skoglund, Council Member

MAKING YOUR POINT – MAKING IT COUNT

Government decision-making takes time—time for public input, time for analysis, and time for weighing both sides of the issue before making an informed decision.

People sometimes complain that the process takes too long, delay progress, costs extra money and is frustrating for discussion participants. Others say that the process doesn't give people enough time to comment and that decisions are made too quickly without enough consideration for all sides of the issue.

The foundation for democracy in America is our constitutional right to tell our elected leaders what we think about issues that affect us. This right is enjoyed by all citizens, regardless of education, background, or experience. Rancho Cordova leaders welcome you to public meetings and encourage you to participate in discussions that affect you.

The way you present your message at the podium can help or hurt your ability to persuade your audience. It can either facilitate or obstruct the public participation process. Whether you are an experienced public speaker or speaking at the podium for the first time, it may be helpful to remember these public meeting tips:

- Identify your main points. Writing them down will help you organize your thoughts and remember them when you're at the podium.
- Check your facts. Accuracy improves your credibility and helps you make a positive impression.
- Handouts summarizing your position may be distributed to policy makers and staff before or after your presentation. Busy leaders appreciate clear, concise information (one or two pages) that helps them identify your key points and remember your presentation.
- Don't be nervous. If you are, don't apologize for it. Public Officials see many citizens who are nervous when speaking in front of an audience. It may help to take a deep breath and exhale slowly just before you approach the podium.
- As you begin to speak, state your name and address clearly for the record. If you represent a group or organization, please state that information as well.
- Make your position known at the beginning, then present supporting information. You will sound organized, which helps people to understand your position.
- Keep your presentation short and simple. Attention spans are brief and people will remember a short presentation better than they will one that rambles and includes too much information.
- Don't repeat yourself. It uses valuable time and people tune out when they hear the same thing over and over. If a previous speaker has already made the point you planned to make, simply refer to that speaker and emphasize your support for that position.
- Be cautious about using humor which is very subjective. While some may laugh, others may be offended.
- Persuade, don't badger your audience. Compelling presentations can be very persuasive to both policy makers and public meeting audiences; however, insulting or degrading language can make you appear belligerent, reducing your credibility as well as the power of your message.
- Close your comments with an action statement such as, "Adopt this resolution" or "I urge you to vote 'no' on this ordinance."

Rancho Cordova City leaders appreciate your interest in issues that affect the community. We hope these tips will help you prepare and present your remarks so they will be clear, concise, accurate and credible. If you follow these guidelines, your audience is likely to listen, pay attention, and maybe even agree with you!

Rancho Cordova City government is not the City Council, City staff or Rancho Cordova citizens – it's all of us working together to understand each others' opinions so we can make the best decisions for our community.

THANK YOU FOR PARTICIPATING!

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

CITY COUNCIL AGENDA
City Council Chambers
3121 Gold Canal Drive, Rancho Cordova

Monday, May 2, 2005
5:30 P.M. – Regular City Council Meeting

Call to Order

Roll Call: Council Members: Budge, McGarvey, Sander, Skoglund & Mayor Cooley

Metro Cable TV Telecast Announcement

Pledge of Allegiance

Invocation

1. Chaplain Phil LaZier, M.A., Counselor and Celebrant of the American Humanist Society, will give the invocation.

Presentations

2. Proclamation for Lillian Hare – City Clerk of the Year

3. Annexation Presentation by Director Susan Patterson of Sacramento Municipal Utility District (SMUD)

Consent Calendar – Roll Call Vote

4. **Subject:** Minutes of City Council Regular Meeting of April 18, 2005
Recommendation: Adopt Minutes.

5. **Subject:** Second Reading of Ordinance No. 09-2005 Amending the Zoning Code to Rezone Property from General Commercial to RD-30 Multi-Family Residential on Assessor Parcel Number 075-0033-017 for the Project Known as Terra Loma Subdivision
Recommendation: Waive second reading and adopt Ordinance 09-2005. **(Roll Call Vote)**.

6. **Subject:** Second Reading of Ordinance No. 10-2005 Establishing a Special Tax Area Zone 26 for Police Protection Services for Capital Village Subdivision
Recommendation: Waive second reading and adopt Ordinance 10-2005. **(Roll Call Vote).**

7. **Subject:** Approval of Parcel Map "Subdivision No. 02-0064" being a Subdivision of Lot 57 of 60 P.M. 27; also known as 3230 & 3242 Luyung Drive
   Recommendation: Approval of the parcel map of Subdivision No. 02-0064 being a subdivision of Lot 57 of 60 P.M. 27 located on the west side of Luyung Drive approximately 465 feet north of Hydraulic Drive.

Consent Public Hearings

8. **Subject:** Americans with Disabilities (ADA) Transition Plan and Pedestrian Master Plan
   Recommendation: Adopt the Final ADA Transition Plan and the Final Pedestrian Master Plan.

9. **Subject:** Amending the Rancho Cordova Electrical Code due to Changes in the California Electrical Code
   Recommendation: Adopt Resolution No. 54-2005 local conditions affecting the adoption of the electrical code and waive first reading and introduce Ordinance No. 11-2005 **(Roll Call Vote) – *Continued to May 16, 2005***.

Oral Communications

10. **Public Comment**

    Citizens wishing to address the Council for any matter not on the agenda may do so at this time. If you wish to be heard on a listed agenda item other than a Consent Calendar item, please wait until that point on the agenda. Comments on Consent Calendar items will be heard prior to action on the Consent Calendar by providing a Speaker Card to the City Clerk before the Consent Calendar is discussed. **Please keep your comments to three minutes or less and provide a Speaker Cards to the City Clerk.** Please state your name and community of residence. Under the provisions of the California Government Code, the City Council is prohibited from discussing or taking immediate action on any unagendized item unless it can be demonstrated to be of an emergency nature or the need to take immediate action arose after the posting of the agenda.

Regular Calendar Items

11. **Subject:** Resolutions Initiating Proceedings, Preliminary Approval of the Engineers Report and Resolution of Intent Setting Public Hearing Date and Intent to Conduct a Property Owner Ballot for Assessment in Rancho Cordova Landscaping and Lighting District No. 2005-1
    Recommendation: That Council:
    a. Adopt Resolution No. 51-2005 initiating proceedings for the formation of Landscaping and Lighting District No. 2005-1 and the levy and collection of annual assessments related thereto commencing with Fiscal Year 2005/2006
    b. Adopt Resolution No. 52-2005 accepting and approving the Engineer's Report regarding the formation of Landscaping and Lighting District No. 2005-1
    c. Adopt Resolution No. 53-2005 declaring its intention to form Landscaping and Lighting District No. 2005-1; and to levy and collect annual assessments within such district commencing in Fiscal Year 2005/2006; and to conduct a property owner balloting on the matter of the proposed assessments connected therewith, and to appoint a time and place for the public hearing on these matters

12. **Subject:** Mather Redevelopment Housing Funds Allocation to the Rancho Cordova Economic Community Development Corporation for the Scattered Sites Rental Housing Program
Recommendation: Adopt Resolution No. 55-2005.

13. **Subject:** Discussion of Interim General Plan - Options for applying the Draft Circulation Plan and the Draft Land Use Map Book on an interim basis while the General Plan Update is being completed. This item is anticipated to return for City Council action on May 16, 2005.
Recommendation: Consider staff's presentation and provide general direction as appropriate. No action on this item is requested during this meeting.

Correspondence

Council Reports

Council Requests for Future Agenda Items

City Manager's Report

Adjournment

***Upcoming Meeting Dates*:**

Tuesday, May 10, 2005	***Special Study Session – Community Improvement Tool Box***
Monday, May 16, 2005	***Regular City Council Meeting***
Tuesday, May 24, 2005	***Special Study Session – General Plan & Water Update***

Tonight's meeting of the Rancho Cordova City Council is being telecast on Metro Cable TV, Channel 14, the Government Affairs Channel on the Comcast, SureWest and Strategic Technologies Cable Systems, and will be shown in its entirety. Tune to Metro Cable Channel 14, for playback times. It will be webcast at www.sacmetrocable.tv. The city does not control scheduling of this telecast and persons interested in watching the televised meeting should confirm this schedule with Metro Cable TV, Channel 14.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 942-0255 or lhare@cityofranchocordova.org at least 48 hours prior to the meeting.

City Clerk's Certificate of Posting of Agenda
I, Carolyn Butler, Deputy City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the May 2, 2005 Regular Meeting of the Rancho Cordova City Council was posted on April 28, 2005 at the office of the City of Rancho Cordova, 3121 Gold Canal Drive, Rancho Cordova, California, 95670 and was available for public review at that location. The agenda is also available on the city web site at www.cityofranchocordova.org.

Signed this 28th day of April 2005 at Rancho Cordova, California.

Carolyn Butler, Deputy City Clerk

City of Rancho Cordova
Regular City Council Meeting

Monday, April 18, 2005

MINUTES

CALL TO ORDER

The meeting was called to order at 4:40 p.m. by Mayor Cooley.

ROLL CALL

Present: Council Members Budge, McGarvey, Sander, Skoglund & Mayor Cooley
Absent: Council Member Skoglund
Staff Present: Gaebler, Meyers, Lindgren

ADJOURN TO CLOSED SESSION FOR THE FOLLOWING PURPOSE

Council adjourned into Closed Session at 4:41 p.m.

Conference with Legal Counsel – Anticipated Litigation. Significant exposure to litigation pursuant to Subdivision (b) of Government Code Section 54956.9 (two cases).

RECONVENE TO REGULAR MEETING

Mayor Cooley convened the Regular Meeting at 5:40 p.m. and announced the cablecast playback schedule for the meeting.

ROLL CALL

Present: Council Members Budge, Sander, McGarvey & Mayor Cooley
Absent: Council Member Skoglund
Staff Present: Gaebler, Meyers, Olea-Moger, Butler, Franklin, Junker, Haven, Dehaan

REPORTS FROM CLOSED SESSION

Mayor Cooley announced there were no reports from Closed Session.

PLEDGE OF ALLEGIANCE

Vice Mayor Robert McGarvey led the Pledge.

INVOCATION

1. Reverend Steven D. Krogh, Grace Lutheran Church, gave the invocation.

IN MEMORY

Mayor Cooley requested a moment of silence be observed for the one-year mark of the unexpected passing of Rancho Cordova's first Mayor Dave Roberts on April 16th.

AGENDA ITEM # 4

CONSENT CALENDAR – ROLL CALL VOTE

ACTION: Motion by Budge second by McGarvey and carried by 4:0 roll call vote (Skoglund absent), Council adopted the Consent Calendar.

2. **Subject:** Minutes of City Council Meetings:
   a. Regular Meeting of March 21, 2005
   b. Special Meeting of March 29, 2005
   c. Regular Meeting of April 4, 2005
   Recommendation: Adopt Minutes.

3. **Subject:** Traffic Calming Contract Number 06-2005 Construction for Neighborhood Traffic Management Pilot Plan Bid Award
   Recommendation: Award the contract, in the amount of $137,775, to the lowest responsive bidder Martin Brothers Construction.

4. **Subject:** Resolution Creating Special Tax Area Zone 26 and an Ordinance Establishing a Special Tax for Police Protection Services for Capital Village Subdivision
   Recommendation: Adopt Resolution No. 49-2005 and waive first reading and introduce Ordinance No. 10-2005.

CONSENT PUBLIC HEARING

Mayor Cooley opened the public hearing for Item 5 and called for public comment. There being no response, the public hearing was closed.

5. **Subject:** Second Extension of Interim Traffic Impact Mitigation Fee
   Recommendation: Adopt Resolution No. 48-2005 extending the authorization for an interim traffic impact mitigation fee for 30 days.

ACTION: Motion by Sander second by Budge and carried by 4:0 vote (Skoglund absent), Council adopted Resolution No. 48-2005.

Oral Communications

6. **Public Comment**

   David & Evon Mrizek addressed the Council to request an exception to Code Section 305-02(a) set back requirements for residential front yard covers and submitted a written letter outlining their request and circumstances.

   Cameron Billeci addressed the Council regarding his new program at Cordova High School for students to work in city government called City Semester. Mr. Billeci also wanted to convey his interest to serve on City's Historical Society Committee

PUBLIC HEARING

7. **Subject:** Terra Loma Apartments Rezone/Design Review/Special Development Permit.
   Recommendation: Adopt Resolution No. 44-2005 approving the Tentative Parcel Map, Special Development Permit, and Design Review for Terra Loma Subdivision, Project No. 04-140, subject to the findings and Conditions of Approval and waive first reading and introduce Ordinance No. 09-2005 amending the Zoning Code to rezone property from

General Commercial to RD-30 Multi-Family Residential on for the Project known as Terra Loma Subdivision.

Mayor Cooley opened the public hearing. The following individual(s) addressed the Council on this item:

- Mrs. Anne Cooling to oppose the project.
- Therese Volk to oppose the project.
- Gary Hatfield to oppose the project.
- Robert Pawlik to oppose the project.
- Walt Myers to convey concern for precedent setting if project is approved.
- Clarence Perry to oppose the project.
- Matt Cummings to support the project.
- Ken Green to oppose the project.
- Frank & Nicole Oswald to oppose the project.

Mayor Cooley closed the public hearing.

ACTION: Motion by Budge second by Sander and carried by 3:1 roll call vote (Skoglund absent, Cooley dissenting), Council adopted Resolution No. 44-2005 finding the Mitigated Negative Declaration prepared for the project adequate and approving the Tentative Parcel Map, Design Review and Special Permit for the project with the addition of the following conditions to the Conditions of Approval:

- *Replace junipers with grass/turf*
- *Enhance lighting*
- *Include graffiti deterrents*
- *Add homeowner's association and/or CC&R requirement for owner occupancy only*
- *Stipulate that additional parking be used for guests only*
- *Ensure adequate access for public safety vehicles and utility service vehicles*
- *Convert two of the additional parking spaces into picnic or open space use area*
- *Provide staggered variation of roofing colors*
- *Ensure adequate space for garbage/recycling cans at curbside*

AT THIS POINT, Council recessed. Council Members Budge, Sander, McGarvey (Skoglund absent) and Mayor Cooley reconvened after the recess.

REGULAR CALENDAR ITEMS

8. **Subject:** Discussion of Housing Policies and Options for the City of Rancho Cordova
   Recommendation: Discuss and direct staff as deemed appropriate.

ACTION: Discussion item; no action.

9. **Subject:** Village East Apartments – Rehabilitation of Lincoln Village Housing.
   Recommendation: Adopt Resolution No. 50-2005.

ACTION: Motion by Budge second by McGarvey and carried by 4:0 vote (Skoglund absent), Council adopted Resolution No. 50-2005 recommending to the County Board of

Supervisors a loan of $2.45 Million to GALA Construction from Sacramento County Home Funds for the acquisition and rehabilitation of the Village East Apartments.

CORRESPONDENCE

Letter from AMTRAK President & Chief Executive Officer David L. Gunn thanking Council for its Resolution No. 46-2005 in support of continued funding.

Letter from SMUD (Sacramento Municipal Utility District) related to a pending annexation.

COUNCIL REPORTS

The Council reported on various meetings, invitations, and events since the last Council meeting.

COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

Council Member Budge requested the City Attorney look into a street racing ordinance such as the cities of Oakland and Sacramento have adopted.

Council Member McGarvey requested the City Attorney look into an ordinance prohibiting people from approaching shoppers and soliciting dollars in parking lots, etc.

Council Member Sander requested the Police Chief look into random monitoring of vehicular speeding similar to Beaverton, Oregon which parks a van that takes pictures.

Mayor Cooley requested consideration to adopt an anti-truancy ordinance in support of the Folsom Cordova USD's truancy efforts.

Mayor Cooley requested discussion on formal notice in new growth areas that the City is pursuing school attendance boundary shifts.

CITY MANAGER'S REPORT

City Manager Gaebler advised that the signatures have all been obtained on the Prospect Park property for the new city hall and if all goes as expected, escrow should be closing on the property in mid June.

ADJOURNMENT

Mayor Cooley adjourned the meeting at 9:40 p.m. in memory of Rancho Cordova's first Mayor Dave Roberts and a long-time Rancho Cordova resident Mr. Sanjo Don Sato.

Respectfully submitted,

_____
Anna Olea-Moger, Assistant City Clerk

CITY OF RANCHO CORDOVA

ORDINANCE 09-2005

AN ORDINANCE OF THE CITY OF RANCHO CORDOVA AMENDING THE ZONING CODE TO REZONE PROPERTY FROM GC – GENERAL COMMERCIAL TO RD-30 MULTI-FAMILY RESIDENTIAL, ON ASSESSOR PARCEL NUMBER 075-0033-017 FOR THE PROJECT KNOWN AS TERRA LOMA SUBDIVISION MAP PROJECT NO. RC-04-140

The City Council of the City of Rancho Cordova does ordain as follows:

Section 1: Purpose and Authority

The purpose of this Ordinance is to amend the Zoning Map of the City of Rancho Cordova Zoning Code to change the zoning of APN 075-0033-017 from GC – General Commercial to RD-30 Multi-family Residential as shown on Exhibit A attached hereto. Article 2, Chapter 15 of Title 1 the Rancho Cordova Zoning Code provides for the procedure to amend the Zoning Map and authorizes the City Council as the appropriate authority.

Section 2: Findings and Evidence

1. Finding: The proposal will not have a significant adverse impact on the environment and a Mitigated Negative Declaration has been prepared and completed in accordance with the California Environmental Quality Act (CEQA).

   Evidence: On the basis of the Mitigated Negative Declaration, public comments received, and the whole record, there is no substantial evidence that the project would have a significant adverse impact on the environment.

2. Finding: The proposed rezone will implement and be consistent with goals and policies of the General Plan of the City of Rancho Cordova, the interim General Plan documents that have been adopted by the City Council.

   Evidence: The rezone request provides a way to develop a unique mixed-use neighborhood in a critical Rancho Cordova location, consistent with the current and proposed General Plan. The current General Plan allows project areas less than 10 acres to be considered internally consistent, even though the proposed zoning is not generally consistent with the categories defined in the General Plan. The proposed project will be consistent with the intent of the Folsom Blvd Corridor Study, wherein housing opportunities in close proximity to the Light Rail facilities would afford transit based housing in a medium price range. Additionally, the project would better serve the immediate area with ownership based housing than commercial, due to its limited .5 acre size and poor location and visibility to Folsom Blvd. The proposed project would serve as an effective transition in land use between the residential neighborhood to the north and the Folsom Blvd commercial corridor.

Section 3: Action

The City Council hereby amends the Zoning Map of the City of Rancho Cordova for Assessor's Parcel Numbers 075-0033-017 as shown on Exhibit A, attached hereto.

Section 4: No Mandatory Duty of Care.

AGENDA ITEM # 5

This Ordinance is not intended to impose, and shall not be construed or given effect in a manner that imposes, upon the City or any officer or employee thereof a mandatory duty of care towards persons or property within or without the City, so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

Section 5: Severability.

If any provision of this Ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and, to this end, the provisions of this Ordinance are severable. This City Council hereby declares that it would have adopted this Ordinance irrespective of the invalidity of any particular portion thereof and intends that the invalid portions should be severed and the balance of the Ordinance be enforced.

Section 6: Effective Date and Publication

This Ordinance shall take effect thirty (30) days after its adoption. In lieu of publication of the full text of the Ordinance within 15 days after its passage, a summary of the Ordinance may be published at least five days prior to and fifteen (15) days after adoption by the City Council and a certified copy shall be posted in the office of the City Clerk, pursuant to Government Code Section 36933(c)(1).

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 2nd day of May, 2005, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

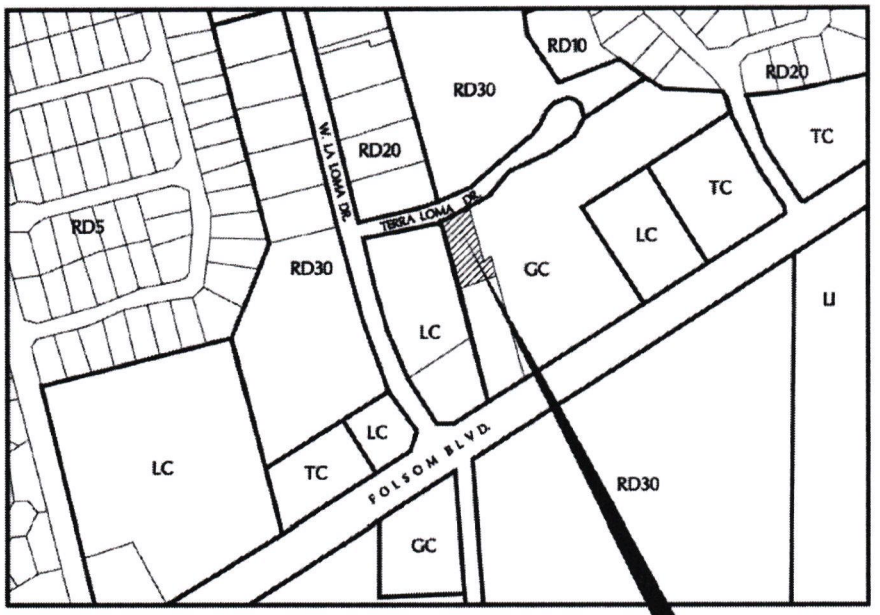
_____
Ken Cooley, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

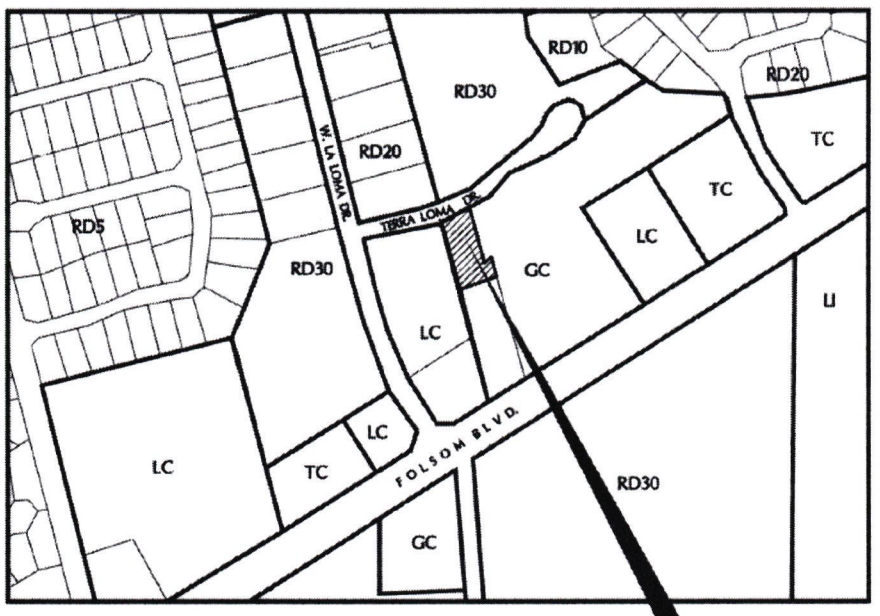
EXHIBIT A

REZONE



EXISTING ZONING

CURRENT PROPERTY ZONE:
GENERAL COMMERCIAL (GC)



PROPOSED ZONING

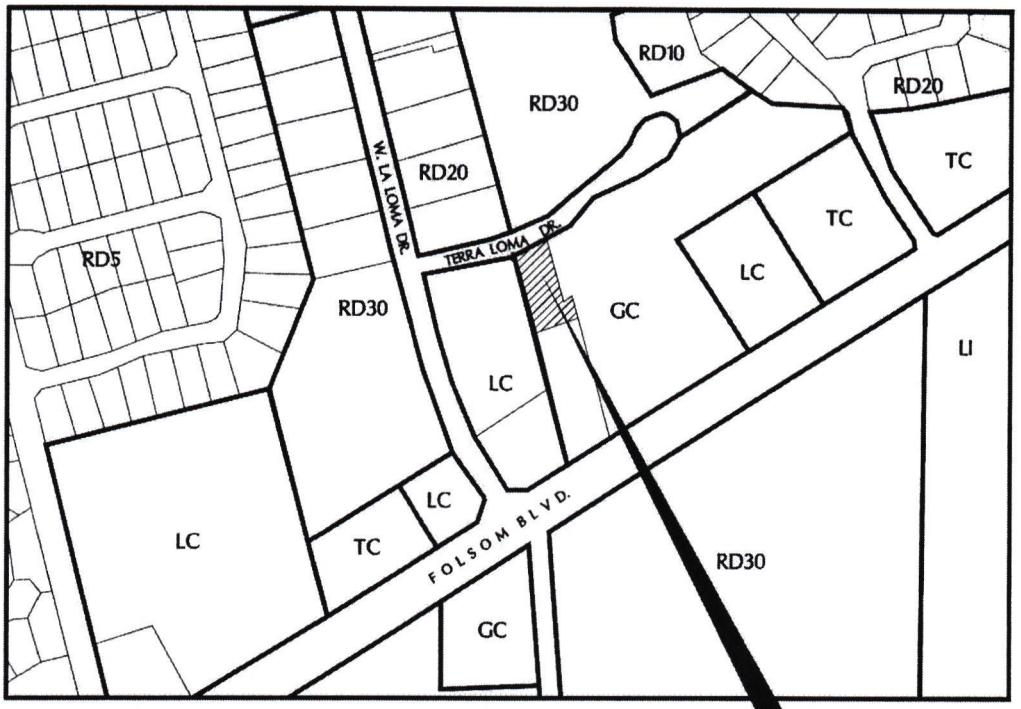
PROPOSED PROPERTY ZONE:
RESIDENTIAL DISTRICT 30 (RD30)

D&S DEVELOPMENT COMPANY
10115 FOLSOM BLVD., SUITE 102
RANCHO CORDOVA, CA 95670
TEL: (916) 987-6032

RE-ZONE EXHIBIT

PROPOSED CONDOMINIUMS AT
SUBDIVISION NO. RC-03-055, PARCEL 1
RANCHO CORDOVA, CA
Dec. 6, 2004

Exhibit A



EXISTING ZONING

CURRENT PROPERTY ZONE:
GENERAL COMMERCIAL (GC)

PROPOSED ZONING

PROPOSED PROPERTY ZONE:
RESIDENTIAL DISTRICT 30 (RD30)

D&S DEVELOPMENT COMPANY
10115 FOLSOM BLVD., SUITE 102
RANCHO CORDOVA, CA 95670
TEL: (916) 997-5032

PROPOSED CONDOMINIUMS AT
SUBDIVISION NO. RC-03-055, PARCEL 1
RANCHO CORDOVA, CA
Dec. 6, 2004

RE-ZONE EXHIBIT

CITY OF RANCHO CORDOVA

ORDINANCE NO. 10-2005

AN ORDINANCE OF THE CITY OF RANCHO CORDOVA ESTABLISHING A SPECIAL TAX FOR POLICE PROTECTION SUBJECT TO VOTER CONFIRMATION FOR THE CAPITAL VILLAGE SUBDIVISION

THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:

Section 1. Purpose, Intent and Authority.

It is of critical importance to the City Council of the City of Rancho Cordova that residents of the City be provided with high quality police services. In carefully reviewing the City's preincorporation Comprehensive Fiscal Analysis (CFA) with the Sheriff's Department, it has become clear to City staff that the City budget does not contain adequate funding to assure the continued delivery of adequate high quality law enforcement services unless additional revenues are obtained.

It is the purpose and intent of this Ordinance to generate additional funds to pay for police services by authorizing the levy of a tax on improved parcels of real property on the secured property tax roll of Sacramento County that are within Zone 26 of the Rancho Cordova Special Police Tax Area.

This tax is a special tax within the meaning of Section 4 of the Article XIIIA of the California Constitution. Because the burden of this tax falls upon property, this tax also is a property tax, but this tax is not determined according to nor in any manner based upon the value of property; this tax is levied on a parcel and use of property basis. Insofar as not inconsistent with this Ordinance or with legislation authorizing special taxes and insofar as applicable to a property tax that is not based on value, such provisions of the California Revenue and Taxation Code and of Article XIII of the California Constitution as relate to ad valorem property taxes are intended to apply to the collection and administration of this tax (Section 4 of this Ordinance), as authorized by law.

The revenues raised by this tax are to be used solely for the purposes of obtaining, furnishing, operating, and maintaining police protection equipment or apparatus, for paying the salaries and benefits of police protection personnel, and for such other police protection service expenses as are deemed necessary for the benefit of the residents of Zone 26.

This Ordinance is enacted pursuant to the authority of Government Code Section 53978.

AGENDA ITEM # 6

Section 2. Definitions.

The following definitions shall apply throughout this Ordinance.

A. "Constant first year dollars" shall mean an actual dollar amount which, in years subsequent to the first fiscal year the tax is levied, shall have the same purchasing price as the base amount in first fiscal year dollars as measured by the Consumer Price Index. The base amount shall be the amount of tax per parcel as specified in Section 3.A herein. The adjustments from actual to constant dollars shall be made by use of the Consumer Price Index, as specified in Section 3.B herein.

B. "Consumer Price Index" means the Consumer Price Index for all Urban Consumers (CPI-U) for the San Francisco-Oakland-San Jose Area as published by the U.S. Department of Labor, Bureau of Labor Statistics. If the Consumer Price Index is discontinued or revised, such other government index or computation with which it is replaced shall be used in order to obtain substantially the same result as would be obtained if the Consumer Price Index had not been discontinued or revised.

C. "Fiscal year" means the period of July 1 through the following June 30.

D. "Rancho Cordova Special Police Tax Area" means all the properties within the jurisdictional limits of the City of Rancho Cordova.

E. "Rancho Cordova Special Police Tax Area Zone 26" ("Zone 26") means that portion of the incorporated area of the City of Rancho Cordova located within the boundaries described in Exhibit A hereto and as shown on the map Exhibit B hereto.

F. "Parcel" means the land and any improvements thereon, designated by an assessor's parcel map and parcel number and carried on the secured property tax roll of Sacramento County. For the purposes of this Ordinance, parcel does not include any land or improvements outside of the boundaries of Zone 26 nor any land or improvements owned by any governmental entity.

G. Pursuant to Government Code §53978, "voter" means a person owning real property within Zone 26 at the time this Ordinance was adopted, as shown on the last equalized assessment roll prepared by the Sacramento County Assessor's Office.

Section 3. Amount and Level of Taxes.

The tax per year on each parcel in Zone 26 shall not exceed the amount applicable to the parcel, as specified below.

A. For First Fiscal Year:

The tax shall be assessed on a residential parcel within Zone 26 in the first fiscal year after a residential building permit has been issued for the parcel. The tax per year for the first fiscal year shall be the amount of Tax per Parcel for the Land Use Code Category as set forth on Exhibit C hereto. The use code assigned to each parcel shall be reviewed and updated periodically.

B. For Subsequent Fiscal Year:

In order to keep the tax on each parcel in constant first year dollars for each fiscal year subsequent to the first fiscal year, the tax per year shall be adjusted as set forth below to reflect any increase in the Consumer Price Index beyond the first fiscal year the tax is levied.

In June or July of each year, City Council shall determine the amount of taxes to be levied upon the parcels in Zone 26 for the then current fiscal year, as set forth below.

For each Land Use Code Category on Exhibit C, the tax per year on each parcel for each fiscal year subsequent to the first fiscal year shall be an amount determined as follows:

Tax per Parcel for then Current Fiscal Year	=	Tax per Parcel for Immediately Preceding Fiscal Year	X	Consumer Price Index for the Period from April of Immediately Preceding Fiscal to April of then Current Fiscal Year

Provided, however, that in no event shall the tax per parcel for any fiscal year be less than the amount established for the first fiscal year.

The taxes levied on each parcel pursuant to this Article shall be a charge upon the parcel and shall be due and collectible as set forth in Section 4, below.

Section 4. Collection and Administration.

A. Taxes as Liens Against the Property.

The amount of taxes for each parcel each year shall constitute a lien on such property, in accordance with Revenue and Taxation Code Section 2187, and shall have the same effect as an ad valorem real property tax lien until fully paid.

B. Collection.

The taxes on each parcel shall be billed on the secured roll tax bills for ad valorem property taxes and are to be collected in the same manner in which Sacramento County collects secured roll ad valorem property taxes. Insofar as feasible and insofar as not inconsistent with this Ordinance, the times and procedure regarding exceptions, due dates, installment payments, corrections, cancellations, refunds, late payments, penalties, liens, and collections for secured roll ad valorem property taxes shall be applicable to the collection of this tax. Notwithstanding anything to the contrary in the foregoing, as to this tax:

i) The secured roll tax bills shall be the only notices required for this tax, and

ii) The homeowners and veterans exemptions shall not be applicable because such exemptions are determined by dollar amount of value.

C. Costs of Administration by County.

The reasonable costs incurred by the County officers collecting and administering this tax shall be deducted from the collected taxes.

Section 5. Severability Clause.

If any article, section, subsection, sentence, phrase of clause of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion of this Ordinance. The voters of Zone 26 hereby declare that they would have adopted the remainder of this Ordinance, including each article, section, subsection, sentenced phrase or clause, irrespective of the invalidity of any other article, section, subsection, sentence, phrase or clause.

Section 6. Effective Date and Posting.

This Ordinance shall take effect immediately upon its confirmation by two-thirds of the voters voting within Zone 26 in an election to be held on June 6, 2005, so that taxes shall first be collected hereunder for the tax year beginning July 1, 2005.

ADOPTED, THIS 2nd day of May, 2005, by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

_____
Ken Cooley, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

EXHIBIT A

Description of Property

The land referred to herein is situated in the State of California, County of Sacramento, City of Rancho Cordova, and is described as follows:

Parcels 47 through 58 and 70 through 74 inclusive as shown on that certain Parcel Map entitled "Capital Center II" filed April 10, 1986, in Book 93 of Parcel Maps, Page 7, Sacramento County Records.

APN's: 072-0680-010 through 072-0680-021
072-0680-034 through 072-0680-038

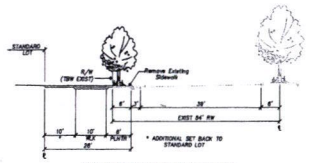
EXHIBIT B

Map of Property

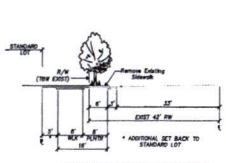
Exhibit B

TENTATIVE SUBDIVISION MAP for Beazer - CAPITAL VILLAGE

CITY OF RANCHO CORDOVA, CALIFORNIA



INTERNATIONAL DRIVE - 1/2 SECTION
NOT TO SCALE



PROSPECT PARK DRIVE - 1/2 SECTION
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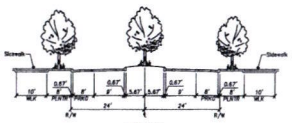
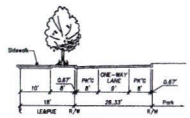
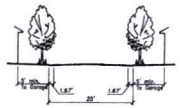


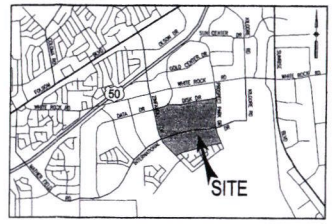
ROAD 'A'
48' STREET RIGHT-OF-WAY - TYPICAL
NOT TO SCALE



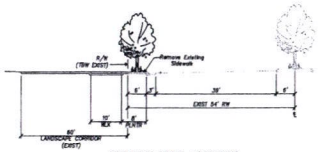
ROAD 'C'
26.33' STREET RIGHT-OF-WAY - TYPICAL
NOT TO SCALE



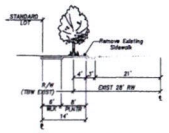
25' Private Drive Aisle
NOT TO SCALE
NO SIDEWALKS



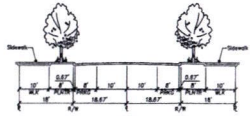
VICINITY MAP



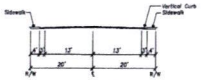
ZINFANDEL DRIVE - 1/2 SECTION
NOT TO SCALE



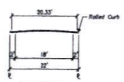
DATA DRIVE & DISK DRIVE - 1/2 SECTION
NOT TO SCALE



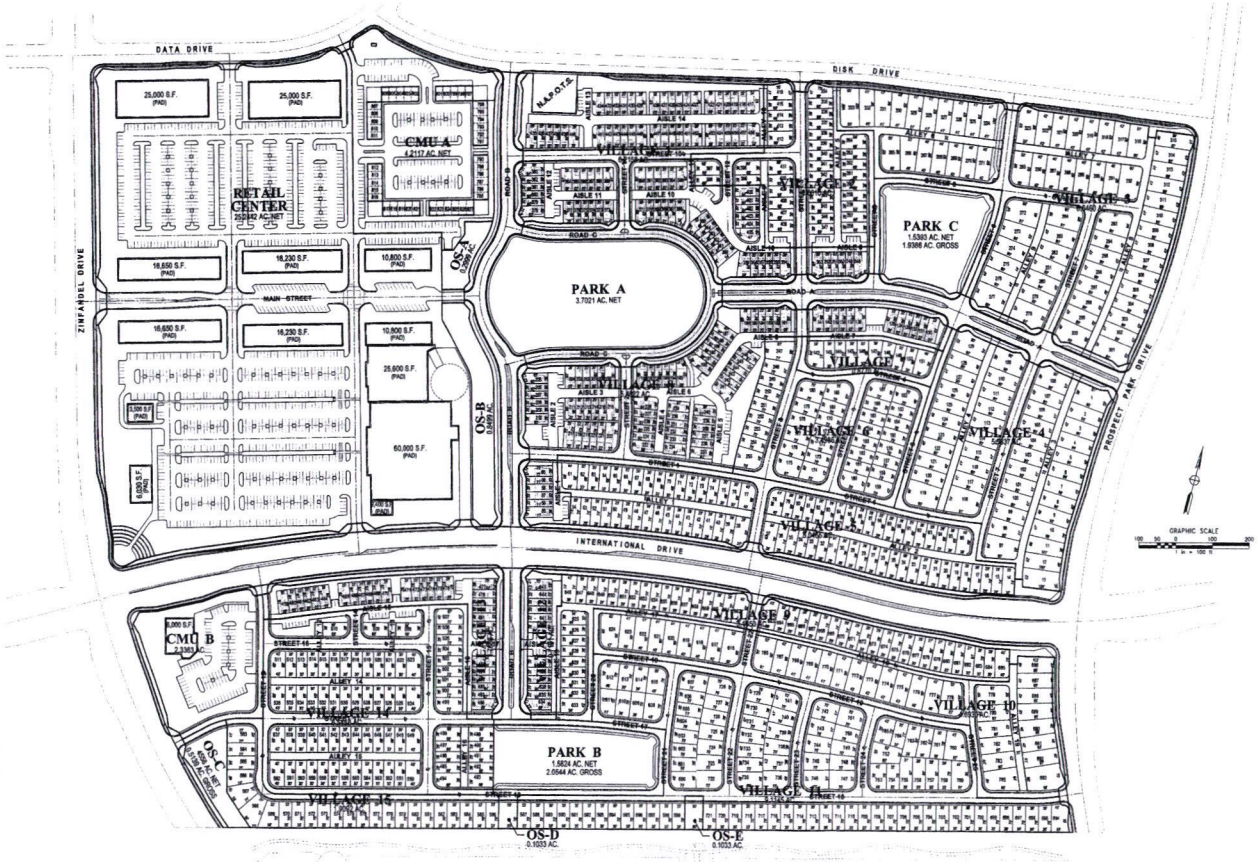
ROAD 'B'
37.33' STREET RIGHT-OF-WAY - TYPICAL
NOT TO SCALE



40' R.O.W. TYP.
NOT TO SCALE



22' ALLEY
NOT TO SCALE



TENTATIVE MAP INFORMATION

OWNER
ARRELLAGA FAMILY TRUST
2580 MISSION COLLEGE BLVD # 101
SANTA CLARA, CA 95054

DEVELOPER
BEAZER HOMES
NORTHERN CALIFORNIA
ATTN: CAROL HILL
3721 DOUGLAS BLVD, SUITE 100
ROSEVILLE, CA 95661
(916)773-2684 OFFICE
(916)773-4634 FAX

APPLICANT
MRO ENGINEERS, INC.
ATTN: TONY BOYERS
2350 PLAZA DRIVE
RocklIN, CA 95765-4404
(916) 780-3636 OFFICE
(916) 780-9850 FAX

ASSESSOR'S PARCEL NOS.
072-080-0010 TO 0021
072-080-0033 TO 0036

AREA
116.96 AC. (GROSS)

SCHOOL DISTRICT
FOLSOM - CORDOVA UNIFIED SCHOOL DISTRICT

EXISTING ZONING
MP

PROPOSED ZONING
SHOPPING CENTER (SC)
COMMERCIAL (C)
COMMERCIAL MIXED USE (CMU)
PARK, OPEN SPACE (OS),
RD-10, RD-15

EXISTING GENERAL PLAN
I-OP

PROPOSED GENERAL PLAN
LOW DENSITY RESIDENTIAL, MEDIUM DENSITY RESIDENTIAL, COMMERCIAL MIXED USE, PARKS, OPEN SPACE

SERVICES
SEWER - COUNTY SANITATION DISTRICT NO. 1
DRAINAGE - COUNTY OF SACRAMENTO
FIRE - SACRAMENTO METROPOLITAN FIRE DISTRICT
POLICE - CITY OF RANCHO CORDOVA
PARK - CORDOVA RECREATION AND PARK DISTRICT
ELECTRICITY - SMUD
GAS - P.G. & E.
WATER - SOUTHERN CALIFORNIA WATER COMPANY
TELEPHONE - SBC

Commercial Summary

	LAND (AC)	BUILDING (SF)	LAND/BUILDING RATIO	PARKING REQD (STALLS)	PARKING PROVIDED (STALLS)
PHASE I	18.2179	184,800	4.13	894 [1]	928
PHASE II	8.7997	69,000	5.83	335 [2]	431
CMU A	3.8371	34,800	5.21	111 [3]	201
CMU B	2.3363	8,000	13.94	80 [4]	185
TOTAL	39.4175	266,900	26.41	1310	1647 [4]

1. Required parking based on 4.5 Spaces for every 1000 sf of gross floor area.
2. Includes 31 Retail Units of the 43 Live/Retail Product.
3. Estimated at 1 stall required for every 100 sf of gross floor area.
4. ____ spaces provided per 1000 sf of gross floor area.

Land Use Summary

Village/Lot(s)	Use	Acreage	Town Homes	28x68	35x70	40x90	Total Units
Village 1	Town Homes	6.3158	96				96
Village 2	28' x 68' Rear Let Typ.	2.8610		38	-		38
Village 3	40' x 90' Alley Let Typ.	6.4469				69	69
Village 4	40' x 90' Alley Let Typ.	4.5937				45	45
Village 5	28' x 68' Rear Let Typ.	5.9465		77			77
Village 6	35' x 70' Std. Let Typ.	4.4866			38		38
Village 7	28' x 68' Rear Let Typ.	2.8705		33			33
Village 8	Town Homes	6.4651	84				84
Village 9	28' x 68' Rear Let Typ.	3.1653		49			49
Village 10	40' x 90' Alley Let Typ.	4.6728				36	36
Village 11	35' x 70' Std. Let Typ.	9.1145			101		101
Village 12	Town Homes	0.7191	12				12
Village 13	Town Homes	1.7588	30				30
Village 14	28' x 68' Rear Let Typ.	6.5468		74			74
Village 15	35' x 70' Std. Let Typ.	1.9682			34		34
Village 16	Live / Retail	4.3117					43
Park A		3.7021					
Park B		1.5824					
Park C		1.9366					
OS-A	Open Space	0.5000					
OS-B	Open Space	0.5459					
OS-C	Open Space	0.6159					
OS-D	Open Space	0.1033					
OS-E	Open Space	0.1033					
Roads	A, B & C and Entries	4.3472					
14 Corridors		4.9181					
Total		116.9604	222	248	163	151	827 du

MRO ENGINEERS, INC.
2350 Plaza Drive
Rocklin, CA 95765
Phone: (916) 780-3636
Fax: (916) 780-9850
www.mroengineers.com
ENGINEERING · PLANNING · SURVEYING

EXHIBIT C

Amount of Tax per Parcel by Land Use Category

A. Residential Dwelling Units

The amount of Tax per Parcel for all residential dwelling Land Use Code Categories shall be $251 for each residential dwelling unit. (Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the police tax)).

B. Non-Residential

The amount of Tax per Parcel for all Non-Residential Land Use Categories (except Recreational and Agricultural) shall be $ .015 for each square foot of gross parcel area.

MEMORANDUM

DATE: May 2, 2005

TO: Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director CA

SUBJECT: **APPROVAL OF PARCEL MAP "SUBDIVISION NO. 02-0064" BEING A SUBDIVISON OF LOT 57 OF 60 P.M. 27; ALSO KNOWN AS 3230 & 3242 LUYUNG DRIVE**

RECOMMENDATION

Submitted herewith for approval is the parcel map of "Subdivision No. 02-0064" being a subdivision of Lot 57 of 60 P.M. 27, located on the west side of Luyung Drive approximately 465 feet north of Hydraulic Drive.

BACKGROUND

The map has been examined and checked for compliance with Title 22 of the City Code and the California State Map Act. The Sacramento County Planning Commission approved the Tentative Map on May 17, 2002.

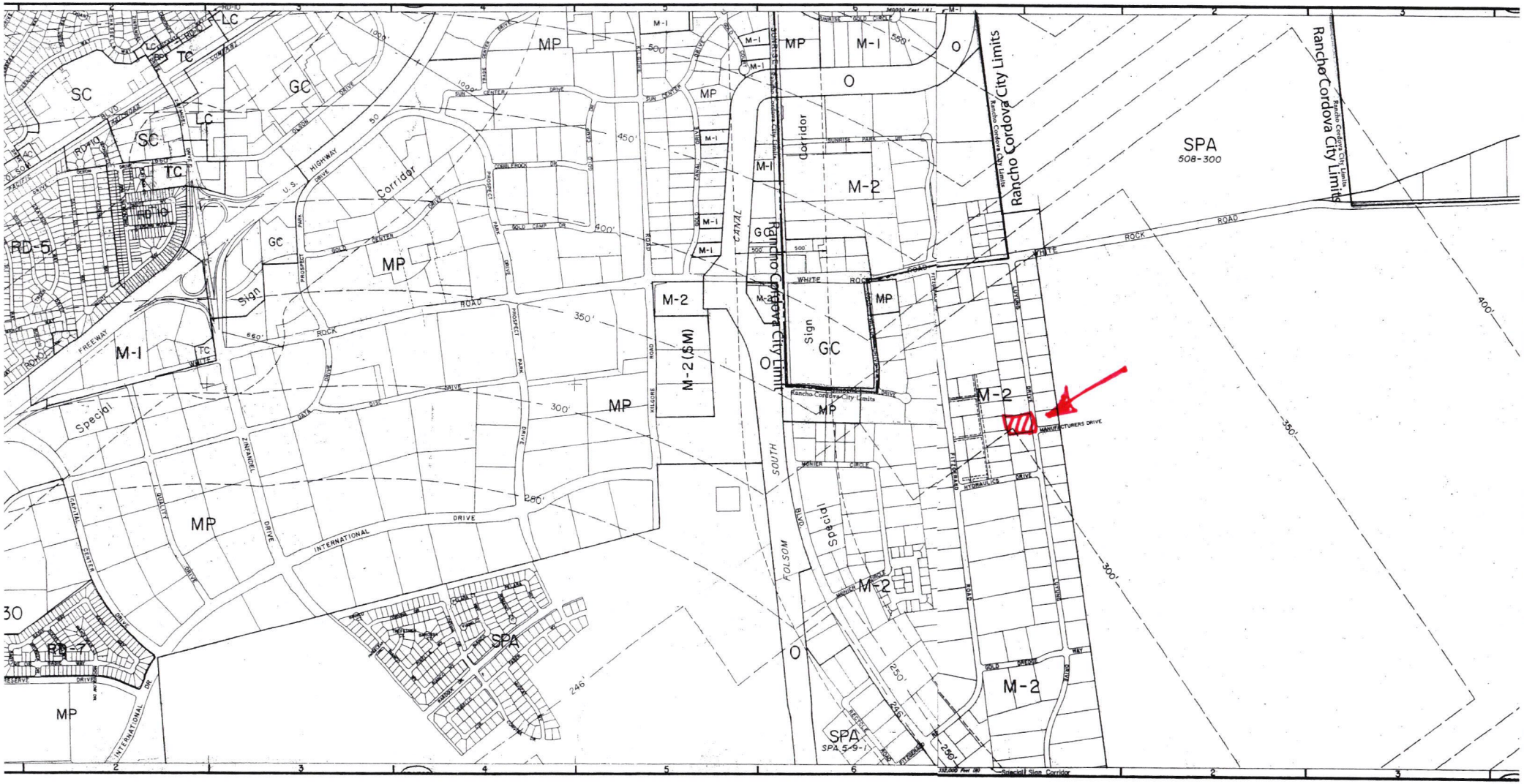
Roads are not being offered for dedication. A public utility easement is being offered for dedication. There are no delinquent taxes against the property and the Tax Collector has so certified. The 2005-2006 tax estimate has been secured with the Sacramento County Tax Collector.

Attachment(s):
(1) Zoning Map
(2) 8 ½ X 11 copy of parcel map

AGENDA ITEM # 7

ONING MAP

ZONING M



P SHEET 9

ONING MAP SHEET 10

0354.DWG

SUB. NO. 02-0064
PARCEL MAP
LOT 57 AS SHOWN ON PARCEL MAP FILED IN 60 P.M. 27

CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO
APRIL, 2005

CNA ENGINEERING INC.
SHEET 1 OF 2

STATE OF CALIFORNIA

OWNER'S STATEMENT:

THE UNDERSIGNED HEREBY CONSENTS TO THE PREPARATION AND RECORDING OF THIS PARCEL MAP AND DEDICATES FOR SPECIFIC PURPOSES THE FOLLOWING:

A. RIGHTS-OF-WAY AND EASEMENTS FOR INSTALLATION AND MAINTAINING WATER, GAS, SEWER AND DRAINAGE PIPES, AND FOR POLES AND OVERHEAD AND UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND TELEPHONE SERVICE TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS THAT STRIP OF LAND LYING BETWEEN THE LINES SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.).

_____
CHARLES URATA, GENERAL PARTNER, SFC LEASING, L.P., A CALIFORNIA LIMITED PARTNERSHIP

_____
FRANK URATA, GENERAL PARTNER, SFC LEASING, L.P., A CALIFORNIA LIMITED PARTNERSHIP

NOTARY'S STATEMENT:

STATE OF CALIFORNIA)
SS
COUNTY OF _____)

ON THIS _____ DAY OF _____ IN THE YEAR OF _____, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE PERSONALLY APPEARED

_____

_____
PERSONALLY KNOWN TO ME - OR - PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE, TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AN ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

WITNESS MY HAND THIS ____ DAY OF _____, IN _____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

MY PRINCIPAL PLACE OF BUSINESS IS: _____

ENGINEER'S STATEMENT:

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF SFC LEASING IN NOVEMBER, 2003. I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY. ALL MONUMENTS SHOWN HEREON ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

_____
CHRIS OLIVEIRA - R.C.E. 33407 EXP. 06-30-2006

DATED: _____

REGISTERED PROFESSIONAL ENGINEER
CHRIS OLIVEIRA
NO. C 33407
EXP. 06/30/06
CIVIL
STATE OF CALIFORNIA

CITY CLERK'S STATEMENT:

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HAS APPROVED THIS PARCEL MAP AND HAS ACCEPTED ON THE BEHALF OF THE PUBLIC ALL RIGHTS OF WAY AND EASEMENTS HEREON OFFERED FOR DEDICATION.

_____
CITY CLERK OF THE CITY OF RANCHO CORDONA

DATED: _____

CITY ENGINEER'S STATEMENT:

I HEREBY STATE THAT I HAVE EXAMINED THIS PARCEL MAP AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE APPROVED TENTATIVE MAP APPROVED BY BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AND ANY APPROVED ALTERATIONS THEREOF, THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH AND THAT I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

_____ _____
DATE CITY ENGINEER

EXPIRES _____

COUNTY RECORDER'S STATEMENT:

FILED THIS ____ DAY OF _____, 2005, AT _____ M. IN BOOK _____ OF PARCEL MAPS, AT PAGE _____ AT THE REQUEST OF CNA ENGINEERING INC., TITLE TO LAND INCLUDED IN THIS PARCEL MAP BEING VESTED PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

_____ BY: _____
COUNTY RECORDER DEPUTY

SUB. NO. 02-0064

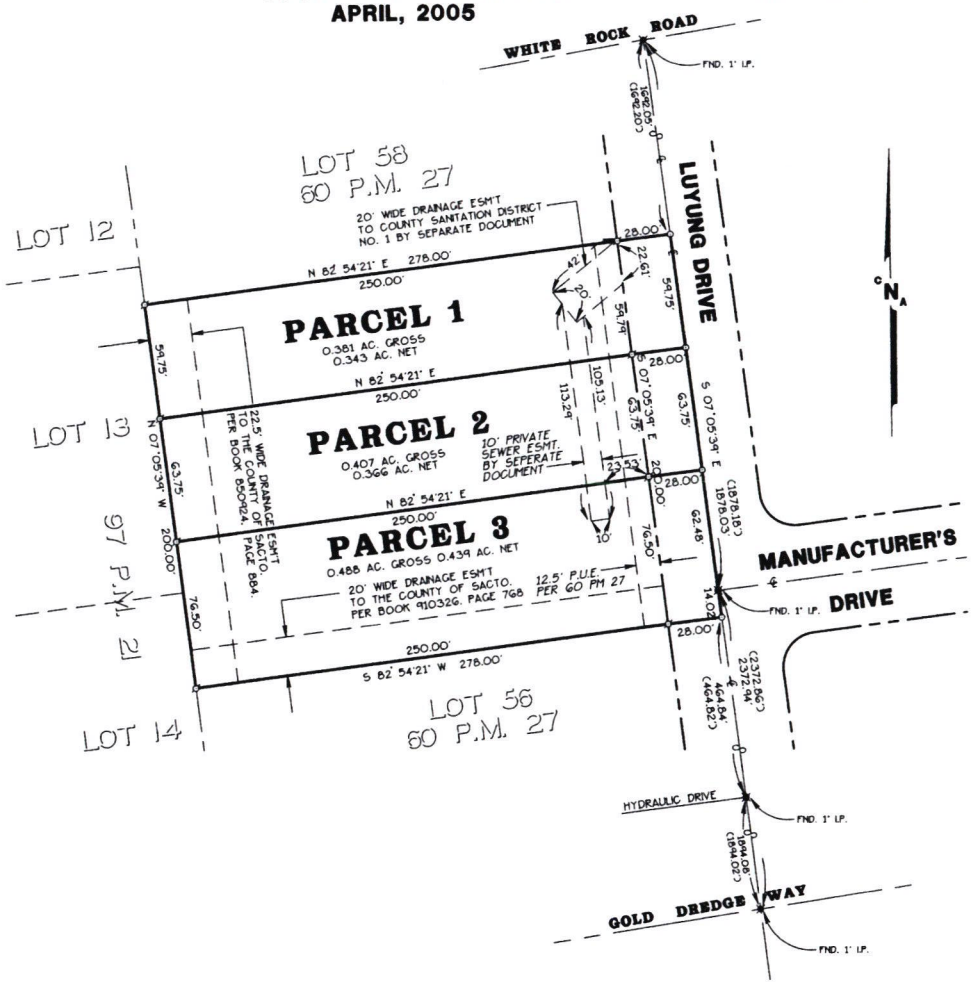
PARCEL MAP

LOT 57 AS SHOWN ON PARCEL MAP FILED IN 60 P.M. 27

CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO
APRIL, 2005

CNA ENGINEERING INC.
SHEET 2 OF 2

STATE OF CALIFORNIA
SCALE: 1"= 40



BASIS OF BEARINGS:

THE BASIS OF BEARINGS OF THIS SURVEY IS IDENTICAL TO THE CENTER LINE OF LUYUNG DRIVE AS SHOWN ON GO P.M. 27. THE BEARING BEING N 07° 05'39" W.

IMPROVEMENT REQUIREMENTS:

THE FOLLOWING PUBLIC IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH COUNTY OF SACRAMENTO IMPROVEMENT STANDARDS WITHIN A REASONABLE TIME FOLLOWING THE APPROVAL OF THE PARCEL MAP AND PRIOR TO THE ISSUANCE OF ANY PERMIT OR OTHER GRANT OF APPROVAL FOR DEVELOPMENT OF THE HEREON CREATED PARCELS.

STREETS: CLASS 'A' IMPROVEMENTS
STREET LIGHTS: REQUIRED
SEWER: REQUIRED
DRAINAGE: REQUIRED
WATER: REQUIRED

LEGEND:

DIMENSION POINT. . . . . O
FOUND AS NOTED . . . . . ✱
PUBLIC UTILITY EASEMENT . . . . . P.U.E.
SET 5/8" REBAR TAGGED R.C.E. 33407 . . . ⌀
PER GO P.M. 27. . . . . ( )

NOTE:

1. THERE IS A 'AMENDED AND RESTATED DECLARATION OF MUTUAL EASEMENTS' DATED APRIL 18, 1995 RECORDED MAY 8, 1995 IN BOOK 950508 O.R. PAGE 1009. TERMS AND CONDITIONS CONTAINED THEREIN. SAID INSTRUMENT, AMONG OTHER THINGS, PROVIDE FOR A NON-EXCLUSIVE RECIPROCAL EASEMENT FOR INGRESS AND EGRESS, THE PASSAGE OF PEDESTRIANS AND FOR NON-EXCLUSIVE EASEMENTS FOR PUBLIC UTILITIES INCLUDING WATER DRAINAGE SYSTEM OVER THE EASTERLY 32 FEET OF PARCELS 56, 57, GO AND OTHER PROPERTY.
2. RECIPROCAL ACCESS AND PARKING BETWEEN THE NEW PARCELS CREATED HEREON SHALL BE GRANTED AT THE TIME OF SALE OF SAID PARCELS.
3. PARCELS 1, 2, + 3 SHALL GRANT CROSS PRIVATE SEWER EASEMENTS AT THE TIME OF SALE OF SAID PARCELS.

OSSADWG

MEMORANDUM

DATE: May 2, 2005

TO: Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: **ADOPTION OF FINAL ADA TRANSITION PLAN AND PEDESTRAIN MASTER PLAN**

RECOMMENDATION

Staff recommendation the City Council adopt the final Americans with Disabilities Act (ADA) Transition Plan and final Pedestrian Master Plan.

BACKGROUND

The Americans with Disabilities Act requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs.

Shortly after incorporation, the City initiated the preparation of an ADA Transition Plan. The plan describes the curb ramp and other pedestrian facility needs within the City and outlines an implementation plan and schedule so that the City will have a complying system of curb ramps, pedestrian signals and sidewalks.

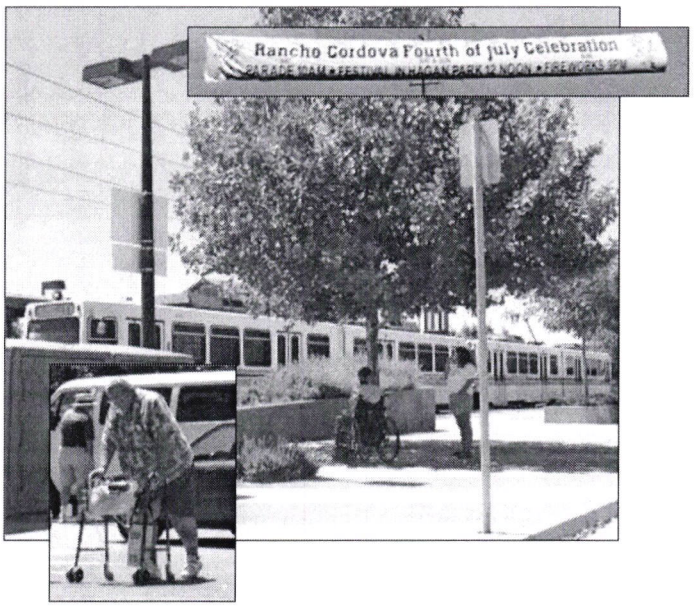
At the same time, the City also prepared a Pedestrian Master Plan. This plan is designed to enhance walking as a viable transportation choice so the Rancho Cordova will be a more livable community. The plan addresses new design standards to make facilities better for all pedestrians and includes higher priority projects.

On January 18, 2005 the City Council began the 45-day comment period for the draft ADA Transition Plan and draft Pedestrian Master Plan. This 45-day comment period allowed the public to submit formal comments about these plans. Staff conducted two focus group meetings. One meeting was held with representatives from Walk Sacramento, SMUD and the Older Women's League. The other meeting was held with California for Disability Rights. Both draft plans were also available on the City's web sites and in alternative formats such as brail and audio. No formal comments were received by the public and the overall reception to both plans was positive.

Attachment(s): Americans with Disabilities Act Transition Plan
Pedestrian Master Plan

AGENDA ITEM # 8

City of Rancho Cordova
Americans with Disabilities Act
Transition Plan



April 11, 2005

Prepared for:
Rancho Cordova Public Works Department

Prepared by:
Moore Iacofano Goltsman (MIG)

Acknowledgements

City of Rancho Cordova City Council

Ken Cooley	Mayor
Robert McGarvey	Mayor Pro Tem
Dan Skoglund	Council Member
Linda Budge	Council Member
David Sander	Council Member

City of Rancho Cordova

Ted A. Gaebler	City Manager
Cyrus Abhar	City Engineer
Kathy Garcia	Project Engineer

Submitted by:

Moore Iacofano Goltsman (MIG)

in association with:
Dowling Associates, Inc.
Logan Hopper Associates
All Traffic Data
The Hoyt Company
Sprinkle Consulting, Inc.
Toole Design Group

April 11, 2005

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Section 1: Executive Summary

Introduction

The main purpose of the Americans with Disabilities Act (ADA) Transition Plan and Pedestrian Master Plan project is to develop policies and practices for implementing physical pedestrian improvements within the public right-of-way of the City of Rancho Cordova. The goal is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state and local regulations and standards.

This report originally was initiated for Sacramento County's ADA Transition Plan and Pedestrian Master Plan when Rancho Cordova was part of the unincorporated County. Dowling Associates staff extracted the relevant data from the original version as part of the Rancho Cordova Pedestrian and ADA Transition Plan Data Extraction project. Thus, information on the Sacramento County efforts is provided herein yet only when it pertains to Rancho Cordova.

The ADA Transition Plan and the Pedestrian Master Plan are on a parallel schedule, but have separate adoption processes. The ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the City to make the existing pedestrian facilities within the City right-of-way accessible and usable for persons with disabilities. The City of Rancho Cordova is undertaking the Pedestrian Master Plan to enhance walking as a viable transportation choice to help make Rancho Cordova a better place to live. The Pedestrian Design Guidelines, as part of the Pedestrian Master Plan, will address new design standards to make facilities better for all pedestrians.

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The plan must include a schedule for curb ramp installation and for other improvements necessary to achieve programmatic accessibility for persons with disabilities. The main purpose of this ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the City, and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, pedestrian signals and sidewalks.

The ADA Transition Plan and the Pedestrian Master Plan cover the City of Rancho Cordova in its entirety. The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, planting strips and buffers, pedestrian activity areas and unimproved open spaces.

Public Participation

Rancho Cordova residents were able to take advantage of the following outreach efforts:

- **Advisory Groups**: Two advisory committees, the ADA Community Advisory Group (CAG) and the Technical Advisory Committee (TAC) were formed and met regularly over a period of one and a half years to review documents and to provide feedback. Both groups contained members of the local disability community.
- **Outreach to Persons with Visual Impairments**: The ADA Transition Plan will be made available to persons who are visually impaired via large print text document and Braille master copy. Persons with visual impairments who have access to software that converts text to audio will be provided the document via e-mail, floppy disks or CDs. The California Access News has a free telephone reader service for individuals who are blind or with visual impairments that includes information on the ADA Transition Plan.
- **Community Planning Advisory Councils (CPAC)**: The study team presented the scope of work for the project to the interested CPACs in the unincorporated Sacramento County, which included the Cordova CPAC (CORPAC) on September 12, 2002. Attendees of the CPAC meetings were given an opportunity for input into the process.
- **Consumer Survey**: The study team developed and distributed a pedestrian and disabled access consumer survey to identify hotspot locations or physical barriers to walking.
- **Press Releases**: The study team created and distributed press releases to cover the following topics: project kick-off, consumer surveys, transportation fairs and the draft ADA Transition Plan.
- **Transportation Fairs**: The study team described the project's activities in hands-on settings at four separate venues throughout the unincorporated County.
- **Web Site**: City of Rancho Cordova project web site was created to disseminate information about the project.
- **Electronic Newsletter**: Electronic newsletters and announcements were distributed to the public via the project listserv.
- **Focus Group Presentations**: The City of Rancho Cordova plans to meet with the following organizations to discuss the draft ADA Transition Plan: the National Federation of the Blind, California Council for the Blind, California for Disability Rights and CORPAC.
- **Public Workshop and Hearing**: The City Council will hold a public workshop on the draft ADA Transition Plan, which will begin a 45-day comment period on the draft document. The City Council then will hold a public hearing to approve the ADA Transition Plan. Rancho Cordova residents will be able to submit formal comments about this ADA Transition Plan, either in written form or at a public workshop. The City of Rancho Cordova will be in charge of the public workshop and hearing.

Inventory Efforts

This inventory effort was initiated as part of the Sacramento County's ADA Transition Plan and Pedestrian Master Plan effort when Rancho Cordova was part of the unincorporated County. Dowling Associates staff extracted the relevant inventory data from the original version as part of the Rancho Cordova Pedestrian and ADA Transition Plan Data Extraction project.

The study team conducted a five-month survey of pedestrian facilities to document existing conditions within the public rights-of-way. These data were used to recommend improvements to pedestrian facilities and to comply with ADA and State Title 24 requirements. Surveying refers to visiting the particular location by a trained accessibility surveyor, and obtaining measurements, dimensions, gradients or other visual determinations as may be appropriate depending on the particular location.

Highlights of the survey process and inventory findings pertinent to the City are listed below:

- Approximately 72 miles of streets and roadways covering over 578 individual segments of roadway boundaries were traveled and surveyed to document physical conditions along the roadways, including conditions that might be barriers to persons with disabilities.
- The inventory focused on more heavily used roadways and intersections and on those roadways and intersections serving governmental, public service and commercial uses.
- For roadways surveyed, approximately 85 percent of City roadways have sidewalks on one or both sides, and 15 percent do not have sidewalks on either side of the street.
- Approximately 718 intersections or 1,685 street corners were surveyed, and measurements were taken for a variety of dimensions and gradients.
- Approximately 73 percent of all corners surveyed have rolled curbs, approximately 19 percent have vertical curbs, and 7 percent do not have curbs.
- Approximately 27 percent of all developed corners have curb ramps. Of these, approximately 58 percent were older perpendicular curb ramps with flared sides and approximately 38 percent were newer parallel pan-type curb ramps.

All survey findings are contained in a Microsoft Access database titled the Sidewalk and Intersection Database. The database is designed to be user-friendly, with interactive screens available to access the summary report and reports for each individual intersection or roadway segment.

ADA Codes and Standards

ADA Codes and Standards were developed for all facilities within the public right-of-way. The standards are intended to apply to all construction undertaken within the public right-of way after the final approval of the ADA Transition Plan. The ADA CAG and the TAC

reviewed three versions of the ADA Codes and Standards. The final draft document was submitted for review on April 25, 2003. This final draft version was reviewed at ADA CAG and TAC meetings on June 2, 2003.

The ADA Codes and Standards were developed to combine and resolve any conflicts between the *Americans with Disabilities Act Accessibility Guidelines* (ADAAG), published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, and the *California State Building Code, Title 24, Part 2*, of the California Code of Regulation, 2001 edition. *Draft Guidelines for Public Rights-of-Way*, published by the U.S. Architectural and Transportation Barriers Compliance Board on June 17, 2002, which are expected to take effect in the future, also were considered in the ADA Codes and Standards. In addition, all approved policies and standards affecting accessibility in the public right-of way were included in the standards. This report considered Sacramento County standards because it originally was prepared for Sacramento County's ADA Transition Plan and Pedestrian Master Plan when Rancho Cordova was part of the unincorporated County. These policies have been adopted by the City of Rancho Cordova.

ADA Capital Implementation Plan

The ADA Capital Implementation Plan describes the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City public rights-of-way.

Types of projects included in the ADA Capital Implementation Plan can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident requests.
- Curb ramp, sidewalk and intersection retrofit projects included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

A number of existing and potential programs and funding sources for capital improvement projects were evaluated. These programs include on-going capital improvement and maintenance programs as well as specific projects and funding sources allocated in the City's five year Transportation Improvement Plan (TIP). The ADA Capital Implementation Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work required at these locations, the plan also is intended to serve as a conceptual plan whereby the extent of future projects

can be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its financial impact is established, annual projects can be finalized and the exact number of specified improvements can be set as project goals.

Curb ramps should be installed at all locations where they are missing and necessary for the full usage of the overall pedestrian path of travel, including at mid-block crosswalks. Older non-conforming curb ramps that pose potential hazards to wheelchair users should be repaired, upgraded or replaced. Some of these curb ramps may be ineffective or even dangerous due to steep slopes, narrow widths, high gutter lips and offset locations that require users to enter and exit streets outside of crosswalks. In addition to curb ramp construction and replacement, crosswalks, pedestrian signals and sidewalks serving each selected intersection should be evaluated for compliance with the ADA Codes and Standards and upgraded where necessary.

The ADA Capital Implementation Plan includes a detailed and prioritized list of approximately 246 project locations and items of work, which have been reviewed by the City, the ADA CAG and the TAC. This implementation plan, which targets higher priority uses, anticipates a 15- to 20-year implementation period to achieve compliance with program accessibility requirements. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements, will continue beyond the timeframe identified above.

Monitoring and Status Reporting

The City currently is engaged in an on-going effort to construct curb ramps, sidewalks and other facilities at numerous locations. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. In addition, when this ADA Transition Plan is approved and implemented, more curb ramps and related improvements will be constructed.

While it is important to assure that codes and standards used to design and construct curb ramps and related improvements are up-to-date, it is equally important that improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

The ADA Transition Plan details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the plan at all construction locations within the City.

Section 2: Introduction and Administrative Information

Section 2.1: Introduction to the ADA

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation and telecommunications. The ADA is companion civil rights legislation with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also protects employees with disabilities, with certain protections and requires employers to make reasonable accommodation for applicants and employees with disabilities.

The ADA is divided into five parts, covering the following areas:

Title I: Employment

Under Title I, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation or discharge of an employee, or in other terms, conditions and rights of employment.

Title II: Public Services

Title II prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical or structural changes will be made to affect the non-discrimination policies described in Title II.

Title III: Public Accommodations

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term public accommodation as used in the definition often is misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

Title IV: Telecommunications

Title IV covers regulations regarding private telephone companies, and requires common carriers offering telephone services to the public to increase the availability

of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

Title V: Miscellaneous Provisions

Title V contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees and technical assistance provisions.

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation also is required. It is intended to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make the necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible.

In the ADA, the term disability means, with respect to an individual:

(1) A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
(2) A record of such an impairment; or
(3) Being regarded as having such an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for purposes of coverage under the Americans with Disabilities Act. The Final Rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA. These rules are available upon request from the study team, and are incorporated by reference as part of this ADA Transition Plan.

Section 2.2: City of Rancho Cordova ADA Responsibilities

The City has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973, but differs in that Section 504 applies only to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving federal financial assistance. The City has been subject to and operating under the requirements of Section 504 for many years.

The ADA states an intent not to apply lesser standards than are required under other federal, state or local laws; therefore, the law that is the most stringent has precedence. This intent has particular application with respect to the City's obligations under Section 504 or under Title 24 of the California Code of Regulations, which in some cases, exceed ADA requirements with respect to structural and physical changes.

Title II also mandates that City governments may not require eligibility criteria for participation in programs and activities that would screen persons with disabilities, unless it can be proven that such requirements are necessary for the mandatory provision of the service or program. A public entity must reasonably modify its policies and procedures to avoid discrimination toward disabled residents. Nevertheless, if the public entity can demonstrate that a modification fundamentally would alter the nature of its service, it would not be required to make that modification. Title II also discusses the use of auxiliary aids necessary to enable persons who have visual, hearing, mobility or similar impairments to gain access to programs and activities provided by the City so as to make an appropriate reasonable accommodation.

The lone exception to these requirements would be because of undue hardship. Undue hardship is defined in the ADA as an "action requiring significant difficulty or expense" when considering the nature and cost of the accommodation in relation to the size, resources and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

A public entity also is required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. At the time of the ADA Transition Plan preparations, for the intent of this portion of the ADA Transition Plan that relates to streets, sidewalks and public rights-of-way, that designated person is Kathy Garcia, ADA Program Access Coordinator, City of Rancho Cordova, 3121 Gold Canal Drive, Rancho Cordova, CA 95670, Telephone (916) 942-0222, Fax: (916) 853-1691, e-mail: kgarcia@cityofranchocordova.org and TTY (916) 942-0226.

Section 2.3: ADA Transition Plan Requirements

According to ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services rendered by the City also is important to determine what physical changes are necessary. The ADA Transition Plan documents what actions the City will take to alter its facilities. The ADA requires that the ADA Transition Plan be submitted for public review before final approval and adoption by the appropriate regulatory agency.

Generally, the ADA Transition Plan lists existing barriers in the public rights-of-way under the City's jurisdiction, and schedules which barriers to remove to provide access for individuals with disabilities to City programs. The City is required to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program, to obtain overall program access.

The ADA Transition Plan is required by Department of Justice rules to address the following aspects of accessibility:

(1) If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;

(2) The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(3) The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and

(4) The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

The ADA Transition Plan contains detailed physical barrier surveys of City streets, curb ramps and related facilities. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey does not provide a complete listing of complying architectural or physical features. It also is important to note that improvements made to facilities after the date of the survey are not included as part of this ADA Transition Plan.

The ADA does not designate a specific code or standard for evaluating access to existing facilities. Title II gives government agencies a choice between the Uniform Federal Access Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as a standard for renovations. Since the ADA states that it does not override requirements of other state and local requirements, the State of California Title 24 access regulations also must be applied. Therefore, for the purpose of this ADA Transition Plan, each facility or site area is evaluated based on the most stringent requirements of the 1991 ADA Accessibility Guidelines or 2001 Title 24.

In creating priorities, it is the City's intent to evaluate all areas of potential deficiency, and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the City.

Section 2.4: Description of Program Accessibility

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all of its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the City. This section attempts to describe the programs and activities in the public right-of-way. It should be noted that this section is not intended to be a self-evaluation, as described in the ADA. A self-evaluation includes an analysis of *all* programs and services offered by a public entity. The self evaluation may include communications, publications, employment and many other factors that are separate from proposed structural or physical modifications to facilities.

The activity of using the public right-of-way may be considered a program in two different ways:

(1) Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs, at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.
(2) Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a city's built environment.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-way are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

Section 3: Public Participation and Input

Section 3.1 Introduction

The ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to the services, programs or activities of the public entity, and to apprise the public of the protections against discrimination afforded to them by the ADA. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. The ADA also requires that a copy of the draft ADA Transition Plan shall be made available for public inspection during a formal public review period.

The ADA Transition Plan project was set up to encourage and facilitate the maximum degree of participation from residents of the City of Rancho Cordova. This process included persons with disabilities and those representing disability service organizations. This section describes the public participation and outreach efforts made by the study team. The main objective of the outreach effort was to ensure that the ADA Transition Plan is one that truly represents the goals and aspirations of the local disability community.

Section 3.2: Community Participation

Introduction

The study team set up the ADA Transition Plan and Pedestrian Master Plan project to encourage and facilitate the maximum degree of public participation. This process included persons with disabilities and those representing disability service organizations. The outreach efforts included the following components as shown in bullet points and described in more detail below:

- Advisory Groups
- Outreach to Persons who are Visually Impaired
- Web Site
- Electronic Newsletter and List Serve
- Press Releases
- Transportation Fairs
- Community Planning Advisory Councils
- Consumer Survey (described in Section 3.3)
- Public Information Workshops (described in Section 3.4)

Rancho Cordova residents will be able to submit formal comments about this ADA Transition Plan, either in written form or at a public workshop and a City Council hearing. The public workshop and City Council hearing will be held in the City of Rancho Cordova.

Advisory Groups

As part of the ADA public participation process, advisory groups were formed to allow for additional input from key stakeholders, planning professionals, policy makers and the general public. The advisory groups acted as a sounding board for the ADA study team. Members reviewed and provided feedback on project documents and submittals. In addition, the advisory groups worked toward achieving consensus on project issues.

The following advisory groups were established:

- ADA Community Advisory Group (CAG) for the ADA Transition Plan;
- Technical Advisory Committee (TAC) for the ADA Transition Plan.

The ADA CAG and TAC members included representatives from the following organizations:

ADA Community Advisory Group (CAG)

- Agency For Hearing
- California Council for the Blind
- Californians for Disability Rights
- Folsom Cordova Unified School District
- Gray Panthers
- Human Rights/Fair Housing Commission
- National Federation of the Blind
- National Multiple Sclerosis Society
- Sacramento Riverfront Association
- Society for the Blind
- WalkSacramento

Technical Advisory Committee (TAC)

- Caltrans
- City of Sacramento Public Works Department
- Paratransit, Inc.
- Sacramento Area Council of Governments
- Sacramento County – Chief of the Disability Compliance Office
- Sacramento County – Construction Management
- Sacramento County – Department of Environmental Review and Assessment
- Sacramento County – Department of Parks and Recreation
- Sacramento County – Department of Water Resources

- Sacramento County – General Services
- Sacramento County – Planning Department
- Sacramento County – Sacramento Department of Transportation (SacDOT)
- Sacramento County - Sheriff's Department
- Sacramento Metropolitan Air Quality Management District
- Sacramento Municipal Utility District
- Sacramento Regional Transit District
- WalkSacramento

The study team met with the advisory committees at key milestones throughout the ADA Transition Plan. The first meeting for each group was in April 2002. Both groups held nine regular meetings, including draft ADA Transition Plan review meetings in January 2004. The CAG and the TAC also met concurrently at different stages to allow the joint groups to discuss key project components.

Outreach to Persons who are Visually Impaired

The ADA Transition Plan will be made available to persons who are visually impaired via large print text document and Braille master copy. Persons with visual impairments who have access to software that converts text to audio will be provided the document via e-mail, floppy disks or CDs. The Sidewalk and Intersection Database will be available for review by appointment at the ADA Program Access Coordinator's office at 3121 Gold Canal Drive, Rancho Cordova, CA.

California Access News' Local Content Section has a free telephone reader service for individuals who are blind or with visual impairments that includes information on the ADA Transition Plan. To access it, dial (916) 732-4000 and then 1 from the main menu. Interested parties may sign up as a subscriber by calling (916) 732-4010. The service was initiated for the ADA Transition Plan in August 2002, and received a total of 48 hits to the three project-related sites between August and December 2002. All information was updated on a regular basis to include upcoming events, meetings and documents.

Web Site

The ADA study team used the Sacramento County Department of Transportation web site as an additional means of disseminating information on the ADA Transition Plan as well as the Pedestrian Master Plan. The City of Rancho Cordova also has ADA-related information on their web site at: http://www.cityofranchocordova.org/

By using the web site, the public was able to obtain information on the project's purpose, schedule and timeline, pedestrian/ADA consumer survey, archived newsletters and related articles, approved and revised documents and discussion papers, public involvement opportunities and contact information. In addition, the draft and final ADA Transition Plan and Pedestrian Master Plan will be posted on the City's web site for approximately 12 months after final approval and adoption.

Electronic Newsletter and Listserv

The study team used the e-mail list-serves and electronic newsletters to keep interested parties apprised of the project's progress. The study team found e-newsletters to be a cost-effective way of communicating to a broad audience. The e-newsletters also afforded the study team a convenient method of communicating project updates or upcoming public involvement opportunities on a frequent, real-time basis.

Newsletters also were made available in hard copy, large print, CD, floppy disk or electronic mail. The study team relied on the ADA and pedestrian-oriented organizations and other advocacy groups in the Sacramento area to distribute project information through their existing web sites and e-mail listservs.

Community Planning Advisory Councils

At the beginning of the project, the study team presented the ADA Transition Plan and Pedestrian Master Plan projects to the Community Planning Advisory Councils (CPACs) in Sacramento County including the Cordova CPAC (CORPAC) on September 12, 2002. The presentation focused on each plan's purpose, objectives, scope, schedule and community outreach and involvement opportunities. Attendees of the CPAC meetings were given an opportunity for input into the plan development process, as well as local problems such as safety issues, needed curb ramps and sidewalk connectivity. The study team distributed the consumer survey, as described in the next section, to CPAC meeting attendees to identify specific problem areas in their neighborhoods.

Section 3.3: Consumer Surveys

Introduction

The study team conducted a pedestrian and disabled access consumer survey to help identify specific community concerns, as well as hotspot locations or physical barriers to individuals with disabilities. The consumer survey also helped with the prioritization of the proposed projects as part of the ADA Capital Implementation Plan. The survey was designed to target all pedestrians, including individuals with disabilities.

The study team distributed questionnaires to public library branches throughout the County including Rancho Cordova and to individuals and organizations on the study team's mailing list. Paratransit, Inc. mailed out about 4,000 questionnaires along with a project newsletter to their consumers in the unincorporated County including Rancho Cordova when it was part of the unincorporated area. WalkSacramento also distributed the surveys to their members. The consumer survey was available on the project web site from September 2002 through April 2003.

For visually-impaired individuals, the questionnaire was made available in the following alternative formats:

- Audio tapes;
- Electronic using text files;
- Floppy disks;
- Large print documents;
- Telephone; and
- Telephone reader service (California Access News).

Survey Process

The goal was to receive at least 100 completed questionnaires from pedestrians who stated that they were disabled (all respondents were given the opportunity to decline stating that they had a disability) and at least 200 completed questionnaires from the general public. The study team collected and analyzed 197 questionnaires. Out of these surveys, 112 were filled out by individuals who stated that they had a disability.

The survey collected the following information:

- Disability type (optional);
- Reasons why respondent does not walk more;
- Purpose for walking (i.e., work, social/recreational, etc.);
- Time spent walking for each purpose; and
- Major walking constraints.

Survey Results

Statistically valid results were not necessarily drawn from the survey results, because the pedestrian respondents were not randomly selected. Nevertheless, these pedestrians did provide a broader picture of pedestrian activity in the unincorporated County. About 62 percent of the respondents were female, and the survey showed that the female respondents walk for a longer amount of time compared to the male respondents.

More respondents were older, and more respondents stated that they were disabled than the demographics of the unincorporated County. For example, 44 percent of the respondents were 60 years old or greater, and 57 percent of the respondents marked the optional question regarding disability. Furthermore, only 52 percent of the respondents owned a car or truck. According to the 1995 National Personal Transportation Survey (NPTS), one in ten households in the United States do not own an automobile. In interpreting these observations, it should be remembered that respondents, since they were self selected, are more likely to travel longer distances and for more purposes than the average resident in the unincorporated County.

Tables 1-2 illustrate the survey results as they pertain to Rancho Cordova. Table 1 shows that about ten percent of the survey respondents were from Rancho Cordova. Rancho Cordova respondents were more likely to be concerned about street crossing constraints than the other unincorporated areas and less about sidewalk constraints. Disabled accessibility constraints also were a more significant concern. Table 2 lists the actual comments made by the respondents when they gave specific intersection or roadway segment information.

Table 1: Pedestrian Constraints (or Difficulties) Reported

	Total Respondents	Sidewalk Constraints	Street Crossing Constraints	Disabled Accessibility Constraints
Rancho Cordova	50	10	17	14
		20%	34%	28%
Unincorporated County (w/ Rancho Cordova)	494	170	155	86
		34%	31%	17%

Table 2: Walking Constraint Consumer Survey Responses

Street Name	Cross Streets	Side walk	XING	Tra nsit	Disa bled	Lght	Comments
Coloma Rd	Sunrise				1		
Coloma Road	Truckee River		1				Traffic is going too fast to risk family and friends.
Coloma Road	Vehicle Drive		1	1	1	1	Transit riders run across Coloma Rd after disembarking buses.
Folsom	Aramon	1	1		1		
Folsom	Bradshaw		1				Wide street, short crossing time.
Folsom Blvd.	Cordova Lane	1	1		1		
Folsom Blvd.	Cordova Ln. and Olson Dr.	1					It is difficult for a rider to transition between the road and the sidewalk along the north side because of the height between the gutter and the road.
Folsom	Mills Park	1	1		1	1	
La Riviera	Folsom	1			1		Rough, wheel topples and chair almost tips
Mills Park	Mills Tower	1	1	1		1	Dirty, rocky road pathway to crossing - 1 hour schedule on bus there.
Mills Station Rd.				1	1		Unable to cross streets due to traffic. I use a walker, wheelchair and a cane.
Olson Drive	Olson, Zinfandel, Folsom		1	1	1		No crosswalks exist along Olson Drive except at the crossings. High-density retail and office buildings are separated by Olson Drive. Workers in the office traverse Olson without marked crossings.
Progress Court	Progress Court & Olson Dr		1	1			Heavily used public facility and post office in addition to church with any pedestrian crossings.
Progress Court			1				Progress Court and the location of the 95670 post office is also difficult.
Sunrise	Trinity River	1	1				Sunrise is basically a freeway that needs to be more pedestrian friendly.
Total	15	7	11	5	8	3	
Percent		47%	73%	33%	53%	20%	

Section 3.4: ADA Transition Plan Public Review and Comment Period

A public entity that employs 50 or more people is required to seek public input on its ADA Transition Plan. Beyond the legal requirements, public input is vital to assure that those affected by the City's programs, services and facilities understand the scope and nature of the City's responsibilities for providing equal access to the public. As described in the previous section, the ADA Transition Plan process has spanned several years, and considerable efforts to obtain public input have been undertaken during this period.

The study team will announce in local publications and will hold a City Council workshop on the draft ADA Transition Plan to begin the 45-day public review comment period. During this time, the study team will present the draft ADA Transition Plan at a public workshop that specializes in disabled access issues. A City Council Hearing on the final draft ADA Transition Plan is required to approve the plan. These meetings are expected to take place in late 2004 to early 2005.

The City of Rancho Cordova will lead the public meetings, and plans to contact the key stakeholders including:

- Alta Regional
- Area 4 Agency on Aging
- California Council for the Blind
- California for Disability Rights
- McGregor Commons
- National Federation of the Blind
- Paratransit, Inc.
- Participants in Progress
- Regional Transit
- Sunrise Macular Degeneration Association
- Walk Sacramento

The draft ADA Transition Plan will be available in alternate formats, and written comments will be received in any alternative formats chosen by respondents. All public comments received will be incorporated in their entirety into a section of the final ADA Transition Plan. All public comments will be reviewed, analyzed and incorporated into the text of the final ADA Transition Plan as deemed to be appropriate.

Requests for copies of the ADA Transition Plan and public comments should be directed to City of Rancho Cordova, Kathy Garcia, ADA Program Access Coordinator, 3121 Gold Canal Drive, Rancho Cordova, CA, 95670, Telephone: (916) 942-0222, Fax (916) 853-1691, e-mail: kgarcia@cityofranchocordova.org, TTY (916) 942-0226. The ADA Transition Plan will be provided in various alternative formats upon written request.

Section 3.5: ADA Grievance Procedures

Introduction

The ADA states that a public entity is required to apprise the public of the protections against discrimination afforded to them by Title II of the ADA, including information about how Title II requirements apply to its particular programs, services and activities [28 C.F.R. § 35.106]. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of policies and procedures that affect the implementation of an ADA transition plan by submitting comments and making specific recommendations.

A public entity that employs 50 or more persons is required by the ADA to adopt and publish grievance procedures providing for prompt and equitable resolution of complaints or grievances alleging any action that would be prohibited by Title II of the ADA. The City's grievance procedure is described below. Any person with a disability or any parent or guardian who represents a minor person with a disability, who believes that they have been the subject of disability-related discrimination on the basis of the denial of access to facilities, programs or services, may file a grievance or complaint.

Grievance Procedures and Instructions

Step 1: File a Grievance Form

The complainant should fill out the ADA Complaint / Grievance Form shown below, giving all of the information requested. The ADA Complaint / Grievance Form should be filed in writing with the ADA Program Access Coordinator within 60 days of the alleged disability-related discrimination. Upon request, reasonable accommodations will be provided in completing the form, or alternative formats of the form will be provided. The ADA Complaint / Grievance Procedure and Form may be obtained from and sent to the City of Rancho Cordova, ADA Program Access Coordinator, 3121 Gold Canal Drive, Rancho Cordova, CA 95670, Telephone: (916) 942-0222, Fax: (916) 853-1691, E-mail: kgarcia@cityofranchocordova.org, TTY (916) 942-0226.

Step 2: An Investigation is Conducted

A notice of receipt shall be mailed to the complainant by registered mail within five days of the receipt of the complaint or grievance, and the ADA Program Access Coordinator or another authorized representative shall begin an investigation into the merits of the complaint within 60 days. If necessary, the ADA Program Access Coordinator or another authorized representative may contact the complainant directly to obtain additional facts or documentation relevant to the grievance. If the complainant alleges misconduct on the part of the ADA Program Access Coordinator, another authorized representative may be appointed by the City Engineer to undertake the investigation if the allegations can be

substantiated. If the complainant does not wish to be contacted personally, he/she should indicate it on the ADA Complaint / Grievance Form.

After the grievance is received, the complaint shall be brought before the ADA Oversight Committee, chaired by the ADA Program Access Coordinator.

Step 3: A Written Decision is Prepared and Forwarded to the Complainant

The ADA Program Access Coordinator shall prepare a written decision, after full consideration of the grievance merits, no later than 75 days following the receipt of the grievance. If the complaint alleges misconduct on the part of the ADA Program Access Coordinator, another authorized representative may be appointed by the City Engineer to prepare the written decision if the allegations can be substantiated. A copy of the written decision shall be mailed to the complainant by registered mail no later than five days after preparation of the written decision.

Step 4: A Complainant May Appeal the Decision

If the complainant is dissatisfied with the written decision, the complainant may file a written appeal with the City Engineer no later than 30 days from the date that the decision was mailed. The appeal must contain a statement of the reasons why the complainant is dissatisfied with the written decision, and must be signed by the complainant, or by someone authorized to sign on the complainant's behalf. A notice of receipt shall be mailed to the complainant by registered mail within five days of the receipt of the appeal. The appeal reviewers, consisting of the ADA Program Access Coordinator the City Engineer and other members of the ADA Oversight Committee, shall act upon the appeal no later than 60 days after receipt, and a copy of the appeal reviewers' written decision shall be mailed to the complainant by registered mail no later than five days after preparation of the decision. The decision of the appeal reviewer shall be final.

The ADA Program Access Coordinator, the City Engineer and other members of the ADA Oversight Committee shall maintain the confidentiality of all files and records relating to grievances filed, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference or harassment for the filing of a grievance, or used to restrain a complainant from filing, is prohibited and should be reported immediately to the ADA Program Access Coordinator or other members of the Oversight Committee depending on the case.

City of Rancho Cordova - ADA Complaint / Grievance Form

Complainant: _____

Person Preparing Complaint (if different from Complainant): _____

Relationship to Complainant (if different from Complainant): _____

Street Address & Apt. No.: _____

City: _____ State: _____ Zip: _____

Phone: (_____) _____ E-mail:_____

Please provide a complete description of the specific complaint or grievance:

_____

_____

_____

_____

_____

_____

Please specify any location(s) related to the complaint or grievance (if applicable):

_____

_____

_____

Please state what you think should be done to resolve the complaint or grievance:

_____

_____

_____

_____

_____

Please attach additional pages as needed.

□ Please do not contact me personally.

Signature: _____ Date: _____

Return to: City of Rancho Cordova, ADA Program Access Coordinator, 3121 Gold Canal Drive, Rancho Cordova, 95670

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact the ADA Program Access Coordinator at the address listed above, via telephone (916) 942-0222, fax (916) 853-1691, e-mail: kgarcia@cityofranchocordova.org or TTY (916) 942-0226.

Section 3.6: ADA Transition Plan Oversight Committee

Introduction

A key to ensuring timely and effective implementation of the City's ADA Transition Plan is coordination among the various departments, divisions, offices and committees involved in this effort. To this end, an ADA Transition Plan Oversight Committee, chaired by the ADA Program Access Coordinator, shall be established. Its purpose is to assure that a reasonable work schedule is maintained and to monitor any additional work or costs as they are identified. The Committee should meet, at a minimum, quarterly and report annually to the Rancho Cordova City Council on the status of ADA and accessibility improvements to the public right-of-way, as well as on costs incurred to date and projected cost estimates for other components of the ADA Transition Plan. A Committee representative also should meet with the City's Pedestrian Advisory Committee, as described in Section 6.4, on a quarterly basis.

The recommended composition of the committee is as follows:

- City Engineer, City of Rancho Cordova.
- Chief Building Official, City of Rancho Cordova.
- ADA Program Access Coordinator, City of Rancho Cordova.

The Oversight Committee should evaluate the need for additional funding and look for new funding opportunities, including funding to assist with the tasks performed by the ADA Transition Plan Oversight Committee.

Specific tasks that the ADA Transition Plan Oversight Committee should undertake and oversee would include the following:

(1) Curbs and Curb Ramps Evaluation

The Oversight Committee should monitor the status of curb ramp construction, and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards and to determine technical infeasibility.

The Committee should evaluate the City's current curb ramp designs on an on-going basis to ensure that they provide the appropriate degree of access, in accordance with the ADA Codes and Standards included in the ADA Transition Plan. Where the public right-of-way allows, alternative curb ramp designs should be investigated to ensure the appropriate complying level of access. Information from the Public Right-of-way Advisory Committee of the U. S. Access Board should be continually evaluated for purposes of determining that current curb ramp designs reflect the latest access trends. Current studies and code changes related to State of California Title 24 also should be closely monitored.

(2) Individual Intersection Curbs, Sidewalks and Pedestrian Islands Evaluation

The Oversight Committee should review the monitor curbs, sidewalks and pedestrian island construction, and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards, and to determine technical infeasibility. The on-going retrofitting of curbs, sidewalks and pedestrian islands should be in accordance with the ADA Transition Plan and all applicable federal and state laws and regulations, with the highest priority first and the lowest priority last.

Areas around bus stops, transportation, public and medical facilities, shopping areas and other facilities should have the highest priority. When a curb ramp is evaluated for construction or reconstruction, the whole intersection should be evaluated for safety and usability by persons with disabilities to determine usable paths of travel.

(3) Accessible Pedestrian Signals Evaluation

The Oversight Committee should monitor accessible pedestrian signal installation and recommend revisions/modifications to the policy to implement the ADA Transition Plan. When accessible pedestrian signals are installed, they should be equipped with all features that are required by the ADA Codes and Standards, and should be in compliance with the outlined policy. Accessible pedestrian signal installations also should be evaluated to reflect any new Federal guidelines contained in the FHWA Manual on Uniform Traffic Control Devices, along with advances in accessible signal technology.

(4) Tactile Guidestrips Evaluation

The Oversight Committee should oversee the needs for tactile guidestrip installation and should recommend revisions/modifications to the policy in cooperation with the Pedestrian Advisory Committee.

(5) Private Developers' Improvements Evaluation

The ADA Transition Plan Oversight Committee should obtain from the City's Planning Department proposed plans for private developments, both residential and commercial, and evaluate the scope and impact of such plans on access improvements to streets and sidewalks in unincorporated areas.

The Committee should, through the Planning Department, identify private projects, both residential and commercial, either completed or planned, where the City retains sufficient right-of-way options to provide enhanced access improvements, such as the installation of sidewalks. Distinction should be made between those private developments where the responsibility for access improvements rests with the developer, and those situations where the City has granted variances to developers on access improvements. Where the City has allowed a variance that impacts access for the disabled, the variance should be looked at to determine if the City preserves the

option to do future improvements such as installing sidewalks. On an as-needed basis, a representative of the Planning Department should be included in the Oversight Committee to discuss Council approved variances for access improvements.

Section 4: Inventory Methodology and Findings

Section 4.1: Purpose and Summary of the Inventory Effort

The purpose of the inventory is to show a baseline of existing pedestrian facilities in the City of Rancho Cordova. These data were used to improve pedestrian facilities and to comply with ADA and Title 24 requirements and City approved policies.

The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, improved planting strips, buffers, and pedestrian activity areas, and unimproved open spaces or natural areas. The goal of the overall project is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Rancho Cordova, and to assure compliance with all federal, state, and local regulations and standards.

A five-month long period of surveying pedestrian facilities was undertaken to document existing conditions within the public rights-of-way. Surveying, as used in this section, refers to visiting the particular location by a trained accessibility surveyor, and obtaining measurements, dimensions, gradients or other visual determinations as may be appropriate depending on the particular location.

Highlights of the survey process and inventory findings pertinent to the City are listed below:

- Approximately 72 miles of streets and roadways covering over 578 individual segments of roadway boundaries were traveled and surveyed to document physical conditions along the roadways, including conditions that might be barriers to persons with disabilities.
- The inventory focused on more heavily used roadways and intersections and on those roadways and intersections serving governmental, public service and commercial uses.
- For roadways surveyed, approximately 85 percent of City roadways have sidewalks on one or both sides, and 15 percent do not have sidewalks on either side of the street.
- Approximately 718 intersections or 1,685 street corners were surveyed, and measurements were taken for a variety of dimensions and gradients.
- Approximately 73 percent of all corners surveyed have rolled curbs, approximately 19 percent have vertical curbs, and 7 percent do not have curbs.
- Approximately 27 percent of all developed corners have curb ramps. Of these, approximately 58 percent were older perpendicular curb ramps with flared sides and approximately 38 percent were newer parallel pan-type curb ramps.

- Approximately three walkways leading to schools or park are not ADA compliant (Figure 1).

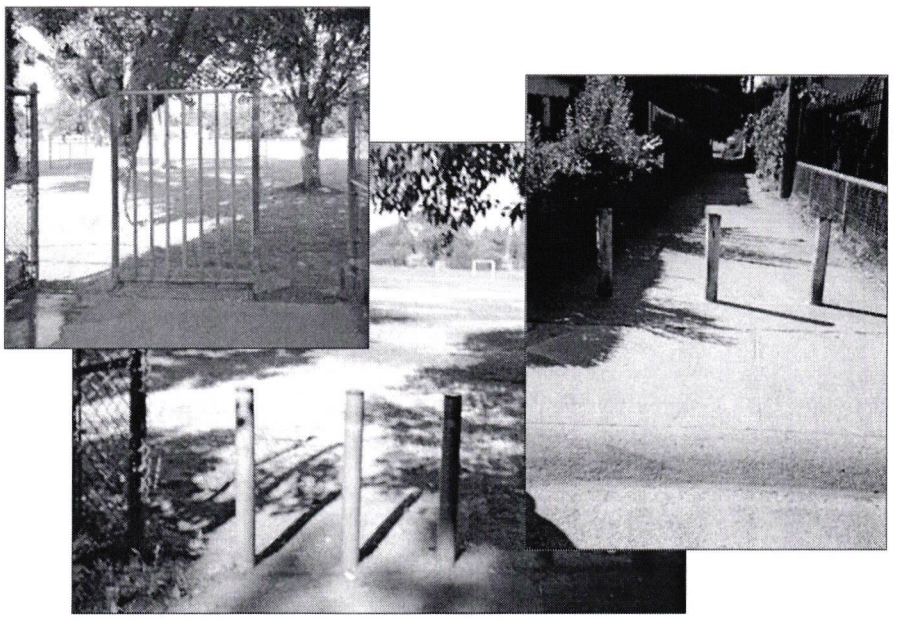


Figure 1: Walkway Examples

Moraine Court Walkway adjacent to Cordova Gardens School (left)
Van Nuys Way Walkway adjacent to Riverview School (center)
Atwood Drive Walkway at Ahlstron Park (right)

Section 4.2. Inventory Methodology

Field surveying began on June 3, 2002 and ended on November 8, 2002. During this five-month period, a total of 23 surveyors spent a total of over 9,000 hours collecting detailed measurements and other data within the unincorporated County. Each surveyor underwent at least 80 hours of training on equipment, data collection methods, procedures and ADA principles, including class and in-field instruction. Surveyors followed the procedures outlined in the previously submitted and approved *Surveyor's Manual*. Two full-time supervisors spent an additional 1,700 hours directing the surveyors' efforts, including preparing survey routes, handling assignments and personnel matters, answering questions and spot checking surveyors' completed data.

Prior to beginning all survey work, surveyors were given time goals to complete each type of survey. Time records for all surveyors and their activities were kept by supervisors throughout the survey process, and surveyors as a group met their time allotments to keep the project on schedule. All data for intersections and roadways were collected using personal digital assistants (PDA's) by Handspring. Surveyors typically worked in teams of two persons, with one person being the lead driver and navigator and the other person being the main PDA operator. Both surveyors would take measurements and collect data. Most teams worked either solely on intersections or on roadways, although a few teams worked on both aspects of data collection.

Completed data were downloaded into the master database program at regular intervals, usually at the end of each week, using Pendragon database software. Data were consolidated into tables sorted by data types, stored on compact disks, and transferred into the Microsoft Access database described in Section 4.6.

Section 4.3: Summary of Areas Surveyed and Priorities

All intersections and roadway segments in the survey area were classified as Priority Level 1 (High Priority), Priority Level 2 (Medium Priority) or Priority Level 3 (Lower Priority) based upon the criteria contained in these documents. A summary of these priorities and a description of each are as follows:

High Priority Intersections and Roadway Segments (Priority Level 1)

- Major roadways (Arterials or thoroughfares with a minimum 80-foot wide right-of-way) and intersections along these arterials or thoroughfares;
- Intersections and roadway segments serving Level 1 facilities including:
  - County-owned facilities;
  - Public schools (approximately one-quarter mile radius for the main streets);
  - Hospitals, health clinics and health centers (public and private);
  - Public housing and homeless shelters, including senior facilities and rehabilitation facilities;
  - Sheriff's facilities;
  - Transportation hubs (includes bus lines and transit stations);
  - Department of Motor Vehicles offices;
  - County parks; and
  - Prisons.

For these high priority intersections and roadway segments, surveyors measured a variety of detailed accessibility and pedestrian data, as described in Section 4.4.

Medium Priority Intersections and Roadway Segments (Priority Level 2)

- Collectors (streets with minimum 60-wide right-of-way) and other roadways, and intersections along these highways;
- Intersections and roadway segments serving Level 2 facilities including:
  - Shopping malls, supermarkets and strip retail centers;
  - Major employment sites; and
  - Housing complexes, including apartments.

For these medium priority intersections and roadway segments, surveyors also usually measured a detailed variety of accessibility and pedestrian data.

Lower Priority Intersections and Roadway Segments (Priority Level 3)

- Single-family residential areas;

- Industrial areas; and
- Other areas not classified as Priority Level 1 and 2.

For the ADA Transition Plan, lower priority intersections were surveyed using either the detailed survey or a simplified survey, specially designed to gather basic data. For these simplified surveys, surveyors were trained to visually inspect intersection elements to make a basic and objective determination of the overall compliance of the various elements, but did not collect all detailed data collection items if these data were not critical to the determination of overall compliance.

The survey team used the following criteria to determine which intersections in residential areas were surveyed using detailed measurements:

- Construction year of the adjacent land uses. For example, intersections and roadway segments within a specific subdivision are expected to be built with similar standards. These subdivisions were spot-checked to verify original assumptions;
- Geographic equity using zip codes: The survey team covered the City in an equitable manner;
- Highest pedestrian collision intersections; and
- Disabled person density using Paratransit, Inc.'s dataset of 8,000 active riders.

Section 4.4: ADA Data Collection Items

For detailed measurements at or near intersections, the survey team collected and analyzed the following data:

Crosswalks: Whether crosswalks are present at any or all crossings. If present, the width, type, alignment, presence of tactile guidestrips, presence of islands and disabled access.

Curb Ramps: Whether existing curb ramp(s) are present at any of the corners within the intersection (Figure 2).

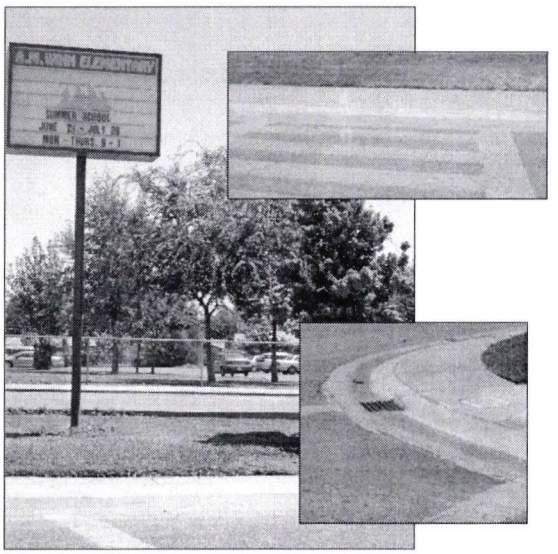


Figure 2: Curb Ramp Needs Example - Winn Elementary School on Vanguard Dr and Jupiter Dr

Directional Corner of Intersection: NE, SE, SW and NW. (Note: All corners will be referred to by one of these compass points. If the street is not perfectly aligned north and south, the direction will be assigned within the nearest 45 degrees.)

Intersection Geometry: Whether the intersection is standard right angle, T-shaped, Y-shaped, skewed, or any other irregular geometry. Whether there are pedestrian island(s) or right turn lanes.

Islands: If present, then presence of curb ramps and push buttons.

Obstructions and Obstacles: The general presence and nature of abrupt changes in sidewalk level of greater than one-half inch, paving obstructions or accessibility obstacles immediately adjacent to the corner. The following obstacles near a corner will be recorded: utility pole, traffic light pole, drain inlet, fire hydrant, street furniture and newsstand. (Figure 3)

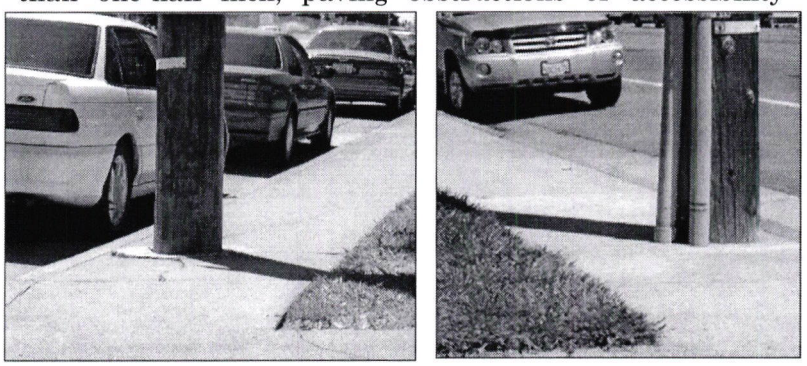


Figure 3: Utility Pole Obstruction Examples - Mather Field Road at the Mather Sports Complex and Senior Center

Pedestrian Signals: Whether visual or accessible pedestrian signals are present. If present, the type, size, height and location of actuator buttons. The location parameters are "at curb," "on landing," "on ramp slope – arm length" and "on ramp slope – not arm length." Another location question asks if the pedestrian push button is parallel to the crosswalk alignment.

Sidewalk Present: Whether a sidewalk leading to and from the curb is present. If present, the paved sidewalk width at the intersection.

Tactile Guidestrips: Whether tactile guidestrips are present at any crosswalk. If present, the location, height, width and color of the tactile guidestrips.

Traffic Control: Whether traffic signals, stop signs (all way vs. two-way vs. one-way), yield control, roundabout or no control.

Transit Stop Type: The parameters of the transit stop type are none, light rail, bus and other (Figure 4).

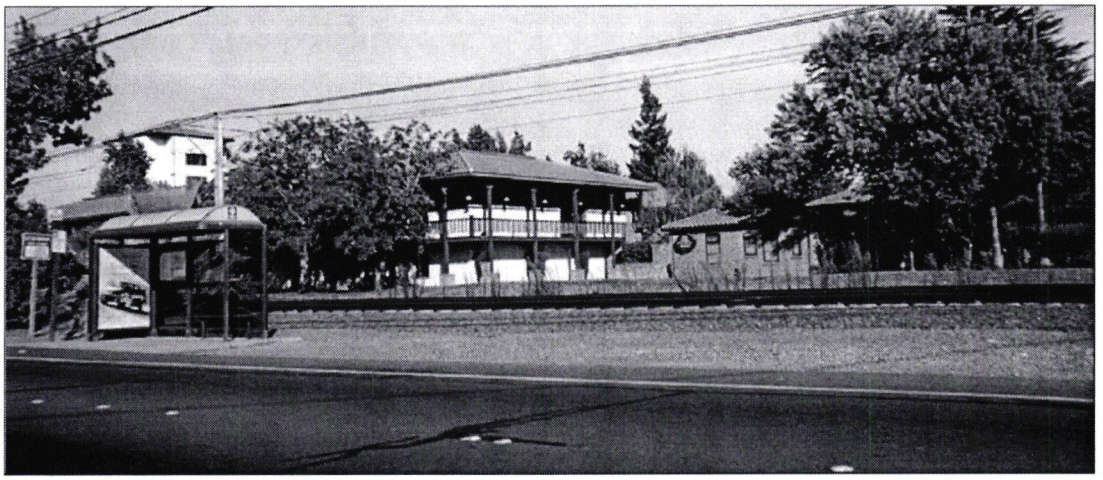


Figure 4: Bus Stop Path-of-Travel Example - Folsom Blvd and Routier Rd

If a curb ramp is not present at a particular corner, the following data was collected:

Curb Type: Whether a curb is present, and if present, the type (vertical or rolled).

Flush Corner: If there is no curb, whether a flush transition from the street to the sidewalk is present.

If a curb ramp is present (either one or two at a corner), the following data was collected for each curb ramp:

Car Obstruction: Curb ramp not located so that it could be obstructed by parked vehicle.

Common Landing: Dimensions of any common landing for two curb ramps.

Curb Ramp Type: A general description of the curb ramp: flared, pan, chute, blended corner or built-up.

Detectable Warnings/Truncated Domes: Whether truncated domes are present. If present, the dome location, size, type (e.g., plastic, concrete, concrete tile, brick or other) and color. Truncated domes are placed at level landings to alert visually-impaired individuals of a transition between the sidewalk and the street or railroad tracks.

Grooved Border: Whether a 12 inch grooved border around all sides is present and its width.

Gutter Slope: Slope in percent of the gutter or street transition.

Lip: Whether a lip is present at the bottom of the curb ramp, and if present, the height to the nearest 0.25 inch.

Location in Crosswalk: Curb ramp wholly contained in marked crosswalk, if applicable.

Main Slope: Main slope of the curb ramp or level landing in percent adjacent to and perpendicular to the street.

Main Cross Slope: Cross slope of the main slope of the curb ramp or level landing, parallel to the street. The cross slope is perpendicular to the main slope of a curb ramp.

Side Slope(s): Whether a side slope or parallel slope is present, and if present, the slope of each sloping side or flare parallel to the street in percent.

Slip-resistant Surface: Whether or not the surface is slip-resistant.

Street the curb ramp is facing, or if facing the intersection (diagonal).

Top Landing Depth: Whether a 48 inch deep level landing is provided at the top of the curb ramp, or at the top of each slope of a parallel curb ramp.

Transition Slope: Slope of the transition to the sidewalk, verifying slope of five percent or less for the right and left sides.

Width: Width of the curb ramp or pan. A pan or level landing exists when there is a lack of vertical separation between the sidewalk and the street.

Section 4.5 Inventory Findings

Listed in this section are basic statistics for the survey findings in Rancho Cordova. These statistics generally include only citywide statistics and not a detailed analysis of the findings. Where the maximum allowable dimensions or gradients are noted for specific elements, these dimensions are the proposed standards for new construction.

Intersection Survey Statistics

Total number of intersections: **718**
The survey records include partially completed intersection information.

Total number of all corners: **1,685**

Corner Statistics

Types of corners

Curb Type	Count	%
Rolled	1215	73%
Vertical	315	19%
No Curb	121	7%
Flush Transition	8	0%
Total	**1659**	

Corners with sidewalks at corners

Sidewalk Present	Count	%
N	198	12%
Y	1461	88%
Total	**1659**	

Average sidewalk width at corners: 52.98 in.

Corners with sidewalks with changes in level or gaps greater than ½"

Changes In Level	Count	%
N	1324	80%
Y	335	20%
Total	**1659**	

Corners with sidewalk obstacles limiting access:

Obstacles Near Corner	Count	%
No Obstacle	1099	66.2%
Drain Inlet	438	26.4%
Drain Inlet;Landscaping	34	2.0%
Fire Hydrant	1	0.1%
Landscaping	61	3.7%
Other	8	0.5%
Street Furniture	1	0.1%
Traffic Light Pole	7	0.4%
Traffic Light Pole;Drain Inlet	2	0.1%
Utility Pole	3	0.2%
Utility Pole;Drain Inlet	2	0.1%
Utility Pole;Drain Inlet;Landscaping	1	0.1%
Utility Pole;Landscaping	1	0.1%
Utility Pole;Traffic Light Pole	1	0.1%
Total	**1659**	

Curb Ramp Statistics

Number of Curb Ramps Surveyed: 451

Types of curb ramps

Ramp Style	Count	%
Flared/Perpendicular (with side slopes)	261	58%
Pan/Parallel (landing level with street)	170	38%
Chute	15	3%
Other	4	1%
Blended Corner	1	0%
Total	**451**	

Gutter slopes at curb ramps (5% maximum allowed):

Less than or equal to 5%	120	26%
Greater than 5%	314	70%
Greater than 7%	147	33%
Total	**451**	

Main slopes on curb ramps (8.33% maximum allowed):

Less than or equal to 8.33%	255	57%
Greater than 8.33%	179	40%
Greater than 10%	117	26%
Total	**451**	

Cross slopes on curb ramps (2% maximum allowed):

Less than or equal to 2%	297	66%
Greater than 2%	137	30%
Greater than 3%	65	14%
Total	**451**	

Side slopes on perpendicular / flared curb ramps (10% maximum allowed)

Less than or equal to 10%	242	54%
Greater than 10%	192	43%
Greater than 12%	104	23%
Total	**451**	

Widths of curb ramps (48" minimum preferred)

Less than or equal to 36"	9	2%
Less than 48"	28	6%
Greater or Equal to 48"	415	92%
Total	**451**	

Beveled lip height on curb ramps (no lip preferred, ½" max.)

Lip Height	Count	%
No response	5	1%
0	223	49%
0.05	7	2%
0.25	88	20%
0.5	69	15%
0.75	20	4%
1	27	6%
1.25	2	0%
1.5	1	0%
2	8	2%
3	1	0%
Total	**451**	

Grooved borders on curb ramps (12" grooved border preferred)

Curb ramps with grooved border: 56%
Curb ramps without grooved border: 44%

Curb ramps with top landing for perpendicular / flared curb ramps, where top landing is required (48" minimum)

Greater than or equal to 48": 47%
Less than 48": 53%

Curb ramps with truncated domes

Without truncated domes: 94%
With truncated domes: 6%

Crosswalk Statistics

Number of Crosswalks Surveyed **167**

Types of intersections with crosswalks:

Traffic Control	Count	%
Traffic Signals	105	63%
No Control	22	13%
4-Way Stop	3	2%
3-Way Stop	14	8%
2-Way Stop	11	7%
1-Way Stop	12	7%
Total	**167**	

Types of crosswalks:

Crosswalk Type	Count	%
Yellow Lines; Ladder Pattern	11	7%
Yellow Lines, parallel	31	19%
White Lines; Ladder Pattern	1	1%
White Lines, parallel	104	62%
Other (diagonal stripes)	20	12%
Total	**167**	

Width of crosswalks (96" minimum required)

Greater than or equal to 96": 72%
Less than 96": 28%

Number of crosswalks with crooked alignment:

Without crooked alignment: 96%
With crooked alignment: 4%
With tactile guidestrips installed (if crooked alignment): 0%

Pedestrian Signal Statistics

Number of Pedestrian Signals Surveyed **270**

Signalized intersections with accessible pedestrian signals: 11.0%
(where pedestrian signals are present)

Push Button Type	Count	%
Other	32	12%
Visual	208	77%
Visual and Audible	30	11%
Total	**270**	

Pedestrian signal push button sizes (2" preferred)

With ½" diameter push buttons: 77.0%
With 2" diameter push buttons: 23.0%

Push button heights (48" preferred, 54" maximum)

Less than or equal to 48" height: 84%
Between 48" and 54" height: 15%
Greater than 54" height: 1%

Roadway / Sidewalk Survey Statistics

Total miles of roadway: **72 miles approx.**

Total number of roadway segments: **578**

Roadway lane configurations

Lane Config.	Total	%
Center Turning Lane	44	8%
Divided	57	10%
Undivided	477	83%
Total	**578**	

Number of lanes on roadways

Lanes	Total	%
2	474	82%
4	67	12%
5	5	1%
6	32	6%
Total	**578**	

Percentage of sidewalk coverage,

Sidewalk %	Total	%
0	100	15%
25	7	1%
50	6	1%
75	10	2%
100	538	81%

Average sidewalk width, when present: **4.3 ft.**

Sidewalk condition, when present:

Sidewalk Condition	Total	%
1 worse	18	3%
2	14	2%
3	504	87%
4	21	4%
5 Best	17	3%
No Data	5	1%

Number of fixed obstructions (reducing width to less than 48") along sidewalk

Fixed Obstruction	Total	%
0	329	73
1	98	22
2	12	3
3	4	1
4	5	1
5	1	0
7	1	0
Total	**450**	**100%**

Number of non-fixed obstructions (reducing width to less than 48") along sidewalk

Non Fixed Obstruction	Total	%
0	312	66
1	125	27
2	24	5
3	3	1
4	6	1
9	1	0
Total	**471**	**100%**

Percentage of sidewalks segments with level changes >1/2"

No level changes: 51%
1 or more level changes: 49%

Types of curb along roadway segments

Rolled curb:	78%	
Vertical curb:		16%
No curb (open shoulder):	6%	

Percentage of shoulder types, where no curb or sidewalk is present

Shoulder	Count
Ditch or Canal	13
Flat	38
Swale	17

Percentage of roadway segments with parking allowed

Parking allowed:	72%
No parking:	28%

Type of parking (where allowed)

Parallel:	99.3%
Angled/Diagonal:	0.7%

Percentage of occupied parking, where parking is allowed

Occupied %	%
0	67%
25	26%
50	4%
75	1%
100	1%

Total number of transit stops: 78

Transit Stop	Count
Bus	77
Light Rail	1
None	1071

Number of transit stops with cross-slope pad > 3%: 32

Number of bus shelters: 6

Section 4.6: ADA Public Rights-of-Way Database Preparation and Contents

All survey findings are contained in a Microsoft Access database. The database is designed to be user-friendly, with interactive screens available to access the summary report and reports for each individual intersection or roadway segment. When the database is opened, a "welcome" screen guides the user through a series of buttons, which access the next layer of screens. An "Intersections" or "Roadway" button opens a search screen for finding data for each particular intersection or roadway segment. Data for a specific intersection or roadway segment may be found by either finding a street name or by selecting the intersection ID number. A series of one-page reports are available through buttons on the screen.

It should be noted that for those experienced in using and programming Microsoft Access, all data stored in tables and all queries, forms, and reports that manage the presentation of the data are available by opening the "database window". Nevertheless, for those inexperienced in using Access, it should be noted that such usage is not recommended, since data can be easily erased or altered if incorrect procedures are used.

Section 5: ADA Codes and Standards

Introduction

The ADA Codes and Standards were developed as part of an extensive process to propose applicable guidelines, codes and standards as they relate to the accessibility of all facilities within the public right-of-way. The ADA Codes and Standards went through a total of three versions. The TAC and ADA CAG reviewed and provided input to each version.

The first draft of an ADA Codes and Standards Matrix was presented to SacDOT, the ADA CAG and the TAC on May 6, 2002. Based upon comments from all parties received verbally at subsequent meetings, a second draft of the ADA Codes and Standards Matrix was submitted to SacDOT, the ADA CAG and the TAC on November 22, 2002. All parties then were asked to provide written comments on the standards by December 31, 2002. A total of 16 separate response documents were received. All comments from respondents (including some comments received after the December 31, 2002 date) were analyzed by the study team and considered in the preparation of the final draft document. The final draft document was completed and submitted for review on April 25, 2003, and it was reviewed at ADA CAG and TAC meetings on June 2, 2003.

The ADA Codes and Standards were developed to combine and resolve any conflicts between the Americans with Disabilities Act Accessibility Guidelines (ADAAG), published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, and the California State Building Code, Title 24, Part 2, of the California Code of Regulation, 2001 edition. Draft Guidelines for Public Rights-of-Way, published by the U.S. Architectural and Transportation Barriers Compliance Board on June 17, 2002, which are expected to take effect in the near future, also were considered, but not necessarily replicated, in the ADA Codes and Standards described in this section. In addition, all County of Sacramento Board of Supervisor approved policies and standards affecting accessibility in the public right-of way were included in the ADA Codes and Standards.

The ADA Codes and Standards described in this section are intended to apply to all construction undertaken with the City right-of way after the final approval of the ADA Transition Plan. The codes and standards would include all new development and all construction undertaken as part of the ADA Capital Implementation Plan included in Section 6.

Appendix B illustrates the Standard Improvement Drawings for curb ramps, sidewalks, driveways, bus stops and other applicable issues.

Section 5.1: Applicability of City ADA Standards

This section describes how the ADA codes and standards impact City standards and procedures.

1.1 New Development: All areas of newly designed and newly constructed facilities in the City-regulated public right-of-way shall comply with these standards.

1.2 Additions in the Existing Public Right-of-Way: Each addition to an existing City-regulated public right-of-way shall comply with the applicable provisions of these standards. Where the addition connects with existing construction, the connection shall comply with Alterations, as described in the next subsection.

1.3 Alterations in the Existing Public Right-of-Way: Where existing elements or spaces in the City-regulated public right-of-way are altered, each altered element or space shall comply with the applicable provisions of these standards.

> **1.3.1 Exception:** In alterations, where compliance with applicable provisions is technically infeasible, the alteration shall comply to the maximum extent feasible.
>
> **1.3.2 Prohibited Reduction in Access.** An alteration that decreases or has the effect of decreasing the accessibility of a public right-of-way or site arrival points to buildings or facilities adjacent to the altered portion of the public right-of-way, below the requirements for new construction at the time that the alteration is prohibited.

1.4 Approval Procedures for Exceptions, Equivalent Facilitation and Technically Infeasible Conditions:

The City shall appoint an ADA Program Access Coordinator, whose main duties are to review all aspects of compliance with the ADA Codes and Standards contained in this document. The ADA Program Access Coordinator shall report directly to the City Engineer, and the City Engineer may delegate such approval authority and responsibility contained in these standards to the ADA Program Access Coordinator, as he/she determines to be appropriate.

1.5 Dimensional Tolerances: All dimensions and numerical requirements contained in these standards are absolute and requirements have been derived taking into account construction practices and constraints, and no dimensional tolerances beyond the maximum or minimum dimensions are allowed, unless otherwise stated.

> **1.5.1 Advisory:** It is advised that designers use numerical criteria in designs and specifications that are below the maximum or are above the minimum requirements stated in these standards, so that the final constructed improvements meet the stated requirements.

1.6 Inclusion and Incorporation into Existing City Improvement Standards:

The intent of the listing of these standards is that all standards will be included and incorporated into the City's Improvement Standards, Section 4 - Streets.

Where parentheses follow a specific standard, the number refers to the specific current City Improvement Standard sections that correspond to the specific requirements and in which the new standards will be included or incorporated.

Standard City Improvement Drawings also may be referenced as part of these standards (Appendix B). Written requirements as included in these standards shall take precedence over any drawings should there be any discrepancies in the requirements.

1.7 Future Applicable Federal and State Code Revisions: All future enactments and revisions to legally applicable Federal or State accessibility codes, standards or guidelines, such as the ADA Accessibility Guidelines or Title 24 of the California Code of regulation, shall be incorporated into these ADA Codes and Standards to the extent that such enactments or revisions exceed the requirements contained herein. Nevertheless, such enactments or revisions shall not decrease any requirement as contained herein.

Section 5.2: Applicable Reference Codes and Standards

The following codes and standards are referenced as applicable by law or statute. Nothing in these standards shall have the effect of reducing any specific requirements of the referenced standards (1) or (3), or any other codes or standards required by applicable law or statute. Should other new codes or standards become applicable law or statute after the adoption of these standards, such new codes or standards shall supercede these standards, but only to the extent that new codes or standards are more restrictive or exceed these standards.

(1) **The Americans with Disabilities Act Accessibility Guidelines (ADAAG)**, published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, binding regulatory law in 1992, with several revisions through July 1998. (Note: Some jurisdictions mistakenly use a revised edition of these standards dated September 1994; this edition was never approved and should NOT be used.) The ADAAG guidelines were written to apply to newly constructed places of public accommodation. The ADAAG is an appendix to Title III of the ADA. The technical standards of the ADAAG also provide a technical definition for accessible elements. These guidelines were not written to specifically apply to public facilities, which must provide equal access to people with disabilities to all programs and services of local and state governments. Therefore, while meeting the technical requirements of the ADAAG assures owners of places of public accommodation of full compliance with the ADA, such technical compliance may not be sufficient to provide full access to programs and services for government entities.

(2) **Draft Guidelines for Public Rights-of-Way**, published by the U.S. Architectural and Transportation Barriers Compliance Board on June 17, 2002. These guidelines are currently out for public review and are intended to replace the current ADAAG guidelines listed in (1) in the future. The guidelines have not been approved, but are represented to be the most current state-of-the-art with respect to accessibility in the public right-of-way. The guidelines also were written to apply to new construction. The extent to which they should be applied to major alterations and retrofits is still under review by the Access Board, and is scheduled to be the subject of a technical assistance manual due for release in 2004.

(3) **California State Building Code, Title 24, Part 2**, of the California Code of Regulation, 2001 edition. These code requirements apply to any actual construction work within the public right-of-way at the time that the work is constructed, but the requirements of Title 24 are limited to the actual work being constructed and do not apply to adjacent areas beyond the construction limits.

(4) **Current City Improvement Standards**, including (a) Sacramento County Design Improvement Standards for Streets, Sections 4-1 through 4-33, June 11, 2003, (b) Sacramento County Policy on Street and Sidewalk Access Improvement Priorities, December, 2000, (c) Sacramento County Policy for Audible Pedestrian Signals, adopted by the Sacramento County Board of Supervisors on July 20, 1999, (d) Sacramento County

Improvement Standards for Crosswalks and Tactile Guidestrips, May 2001, (e) Sacramento County Guidestrip Policy, approved by the Board of Supervisors on August 18, 1987.

Section 5.3: Sidewalk and Pedestrian Access Standards

3.1 Scope: Where sidewalks, corners or pedestrian access paths are provided adjacent to streets or roadways within the public right-of-way, they shall meet the requirements of this section.

3.2 Clear Width: Where a sidewalk is provided adjacent to a street or roadway, each part shall provide a minimum clear width of 60 inches, not including the width of any curb that may be present between the sidewalk and the street or gutter.

3.2.1 Exception: All frontages directly in front of all school properties shall have a clear width of 96 inches, except frontages in front of fenced play areas with no access may have a clear width of 72 inches.

3.2.2 Exception: Where existing conditions or obstructions or reduced right-of-way widths preclude providing a 48 inch clear width, the sidewalk width may be reduced to less than 48 inches for a distance not exceeding 24 inches, but in no case shall the clear width be less than 36 inches.

3.2.3 Advisory: For streets or roadways with a right-of-way width of 84 feet or greater, a minimum clear width of 72 inches is preferred.

3.3 Passing Space: If a sidewalk has less than 60 inches clear width, a passing space of at least 60 inches by 60 inches shall be located at reasonable intervals not to exceed 200 feet.

3.3.1 Exception: Where existing conditions or reduced right-of-way width preclude providing a 60-inch passing space, such space shall not be required.

3.4 Cross Slope: The cross slope of the sidewalk shall be 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

3.5 Running Slope: The running slope of the sidewalk shall not exceed the grade of the adjacent roadway or 1:20 (five percent), whichever is greater.

3.6 Level Areas on Continuous Slopes: For sidewalks with a running slope exceeding five percent for at least 400 feet, a 60-inch long landing with a maximum slope of two percent shall be provided for every 400 feet of the sidewalk length, except for roadway overpasses.

3.7 Meandering Sidewalks: Sidewalks may be separated from the curb by approved landscaping, forming a meandering sidewalk. The distance between the back of the curb and the edge of the sidewalk shall not be less than five feet nor more than 25 feet, except at transitions. If trees are planted between the back of the curb and the edge of the sidewalk, the distance between the back of the curb and the edge of the sidewalk shall not be less

than five feet. Meandering sidewalks shall comply with the requirements of either Case I or Case II, as described below.

For Case I, the sidewalk shall have a 24-inch wide minimum straight path along the sidewalk. For Case II, the sidewalk shall have no abrupt changes of direction and shall be constructed using only tangents of any length and inside radii of at least 150 feet. Refer to Standard Drawing 4-29 (Appendix B).

3.8 Curbs at Streets Adjacent to Sidewalks: Curbs on the street side of sidewalks and corners shall be approximately vertical, with a height of at least five inches but no greater than eight inches.

3.8.1 Exception: Where a new portion of curb is constructed within an existing system of rolled curbs and existing drainage patterns must be maintained, a rolled curb matching the existing curb may be constructed. This exception shall not apply to a transit stop location, where the curb must be provided per 8.6 in Section 5.8.

3.9 Surfaces: The surface shall be either Portland cement concrete or asphalt concrete, and it shall be firm, stable and slip-resistant.

3.9.1 Exception: A material other than concrete or asphalt may be used when it can be adequately demonstrated to the ADA Program Access Coordinator that it provides an equal firm, stable and slip-resistant surface.

3.10 Changes in Level: Changes in level up to 1/4 inch may be vertical and without edge treatment. Changes in level between 1/4 inch and 1/2 inch shall be beveled with a slope no greater than one horizontal to two vertical. Changes in level greater than 1/2 inch (13 mm) shall be accomplished by means of a ramp. Multiple changes in level shall be separated horizontally by at least 30 inches.

3.11 Gratings: If gratings are located in the sidewalk surface along a pedestrian access route or in the accessible portion of a curb ramp, they shall have spaces no greater than 1/2 inch wide in the direction of travel. If gratings have elongated openings, they shall be placed so that the long dimension is perpendicular to the direction of travel. Whenever possible, drainage inlets should be located outside of the crosswalk area, particularly the portion of the crosswalks that adjoin the accessible portion of curb ramps.

3.12 Protruding Objects:

Protruding objects shall not reduce the clear width required for sidewalks.

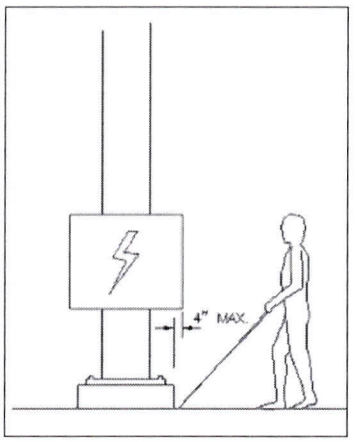
Objects with leading edges located between 27 inches above and 80 inches below the finish surface shall protrude no more than four inches horizontally into the pedestrian access route.

Free-standing objects mounted on posts or pylons shall overhang pedestrian access routes no more than four inches when located between 27 inches above and 80 inches below the finish surface (Figure 5).

Figure 5: Barrier for Vertical Clearance Less than 80 Inches

Source: Public Rights-of-Way Access Advisory Committee, *Building A True Community,* January 2001.

Note: For alternative format, refer to the corresponding text



Where a sign or other obstruction is mounted between posts or pylons and the clear distance between post or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be located between 27 inches above and 80 inches below above the surface, and there shall be a bar or similarly detectable element 15 inches above the surface connecting the two posts or pylons.

3.13 Barrier Curbs at Drop-offs:

Warning or barrier curbs shall be provided at the locations described below:

Abrupt changes in level at the edge of sidewalks, except between a sidewalk and an adjacent street, exceeding four inches in a vertical dimension, such as at planters or fountains located in or adjacent to sidewalks, shall be identified by curbs projecting at least six inches in height above the surface.

At bus stops, where a slope behind a sidewalk slopes toward the sidewalk, a barrier curb projecting at least six inches in height above the surface shall be provided to prevent water flow across the sidewalk.

Where the slope behind a sidewalk is greater than six (horizontal) to one (vertical) and the slope is away from the sidewalk, a barrier curb projecting at least six inches in height above the surface shall be provided for pedestrian safety. A retaining wall or fence may be provided in lieu of the required barrier curb.

3.14 Driveway Crossings:

Where a sidewalk crosses a driveway, the minimum width of 48 inches and the cross slope of 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction, shall be provided for the entire width of the driveway.

Each driveway shall have a ½-inch to one-inch lip, beveled at 45 degrees, at the street or gutter.

Driveway entries shall not be designed or used as curb ramps.

3.15 Rail Crossings:

Where a sidewalk crosses rail systems at grade, the surface of the sidewalk shall be level and flush with the top of the rail at the outer edge and between the rails.

Where a sidewalk crosses rail systems at grade, the horizontal gap at the inner edge of each rail shall be constructed to the minimum dimension necessary to allow passage of railroad car wheel flanges and shall not exceed 2½ inches (three inches for freight rails).

Where a sidewalk crosses rail systems at grade, detectable warning surfaces complying with Section 5.5 extending the full width of the sidewalk and 36 inches deep in the direction of pedestrian travel shall be provided on each side of the rails.

3.16 Stairs: To the maximum extent feasible, stairs shall not be constructed within the public right-of way.

3.16.1 Exception: If provided, steps or stairs shall provide 1.5 inch diameter handrails 34 inches to 38 inches above each nosing on both sides, with extensions at the top and bottom meeting all applicable portions of the California State Building Code, Chapter 11B. If provided, steps or stairs shall provide a two-inch contrasting yellow color stripe at each tread and the upper approach of each staircase. The contrasting color stripe shall be yellow conforming to Federal Color No. 33538, as shown in Table IV of Standard No. 595B.

Section 5.4: Curb Ramp and Blended Transition Standards

4.1 Scope: Each corner of an intersection shall be provided with two curb ramps, each oriented in the direction of pedestrian crossing to the adjacent corner, except that only one curb ramp with a six foot pan may be provided if two curb ramps are technically infeasible or excepted as described below. Curb ramps shall comply with the requirements of this section for flared sides, detectable warning devices, landings and ramps (Figure 6).

4.1.1 <u>Exception:</u> Where pedestrian crossing in a specific direction is prohibited by a continuous raised median, barricade or sign, no curb ramp shall be provided. Where only one curb ramp is provided at a corner to serve only one direction of travel to an adjacent corner, the curb ramp shall be aligned and oriented parallel to the intended direction of travel.

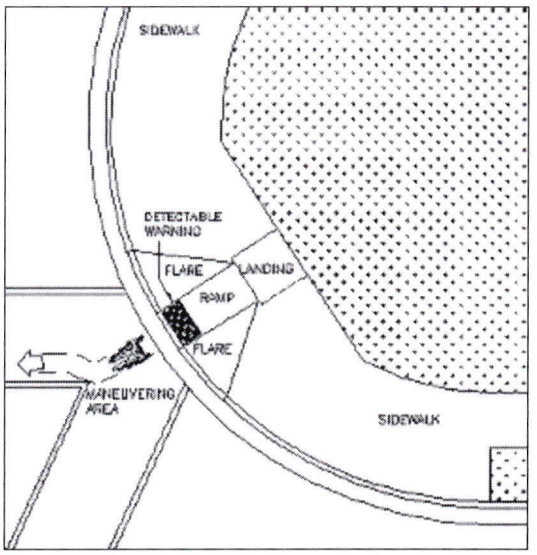


Figure 6: Curb Ramp Components

Source: Public Rights-of-Way Access Advisory Committee, *Building A True Community*, January 2001.

Note: The illustration shows the location of the ramp, flares, landing and other curb ramp features. For alternative format, refer to the corresponding text.

4.2 Curb Ramp Types: Curb ramps shall be primarily perpendicular curb ramps, as shown in Standard Drawing 4-23B (Appendix B), if there is sufficient right-of-way or sidewalk depth to construct the perpendicular curb ramp in full compliance with subsection 5.3. If there is not sufficient right-of-way or sidewalk depth to construct a perpendicular curb ramp, a parallel curb ramp, as shown in Standard Drawing 4-23A (Appendix B), may be constructed. Blended transitions shall not be constructed, unless specifically approved by the City Engineer and the ADA Program Access Coordinator.

4.3 Perpendicular Curb Ramps: Perpendicular curb ramps shall comply with the details described in this subsection, and shall have a running slope that cuts through the curb at right angles or meets the gutter grade break at right angles (Figure 7).

4.3.1 Running Slope: The running slope of the main portion of the curb ramp shall be 1:12 (8.33 percent) maximum.

4.3.1.1 <u>Advisory:</u> Where feasible, the minimum running slope of the main portion of the curb ramp is preferred to be 1:15 (6.67 percent).

4.3.2 Cross Slope: The cross slope of the main portion of the curb ramp shall be 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

4.3.3 Landing: A landing measuring 48 inches minimum by 48 inches minimum shall be provided at the top of the curb ramp, and shall be permitted to overlap other landings and clear spaces. Running and cross slopes of the landing shall be 1:67 (1.5 percent) maximum, with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

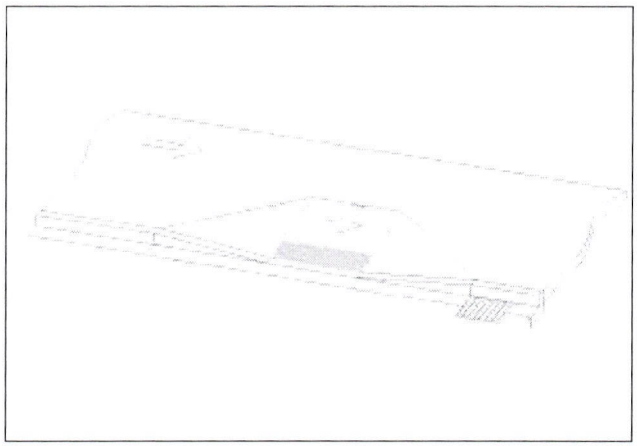


Figure 7: Perpendicular Curb Ramp

Note: For alternative format, refer to the corresponding text.
Source: www.access-board.gov/rowdraft.htm

4.3.4 Flared sides: Flared sides with a slope of 1:10 (ten percent) maximum, measured along the curb line, shall be provided where a circulation path crosses the curb ramp.

4.3.5 Clear Width: The clear width of the main portion of the curb ramp, excluding flared sides, shall be 48 inches minimum.

4.3.6 Detectable Warnings: Detectable warning surfaces complying with Section 5.5 shall be provided for the full width of the main portion of the curb ramp or blended transition, with the front edge located approximately six inches behind the curb line.

4.3.7 Grooved Border: A 12-inch wide grooved border with 1/4 inch grooves approximately 3/4 inch on center shall be provided at the top of the main slope and at the side of each side slope.

4.3.8 Surfaces: Surfaces of curb ramps and landings shall comply with Section 3.9. Gratings, access covers and other appurtenances shall not be located on curb ramps, landings and gutter areas directly in front of curb ramps.

4.3.9 Changes in Level: Vertical changes in level greater than those described in Section 3.10 shall not be permitted on curb ramps, landings or gutter areas directly in front of curb ramps.

4.3.10 Gutter Slope: The counter slope of the gutter area or street at the foot of a curb ramp or landing shall be 1:20 (five percent) maximum.

4.3.11 Clear Space: Beyond the curb line toward the street, a clear space measuring 48 inches minimum by 48 inches minimum shall be provided within any marked crosswalk that may be present and located wholly outside of the parallel vehicle travel lane.

4.3.12 Obstructions: Curb ramps shall be located or protected to prevent their obstruction by parked cars.

4.4 Parallel Curb Ramps: Parallel curb ramps shall comply with the details described in this subsection, and shall have running slopes that are in-line with the direction of sidewalk travel (Figure 8).

4.4.1 Running Slope: The running slope of each side slope shall be 1:12 (8.33 percent) maximum.

4.4.1.1 Advisory: Where feasible, the minimum running slope of each side slope is preferred to be 1:15 (6.67 percent).

4.4.2 Cross Slope: The cross slope of each side shall be 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

4.4.3 Clear Width: The clear width of each side slope shall be 48 inches minimum.

4.4.4 Landing: A landing measuring 48 inches minimum by 48 inches minimum shall be provided at the bottom of each ramp slope. Landing slopes shall be 1:100 (one percent) minimum and 1:67 (1.5 percent) maximum, with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

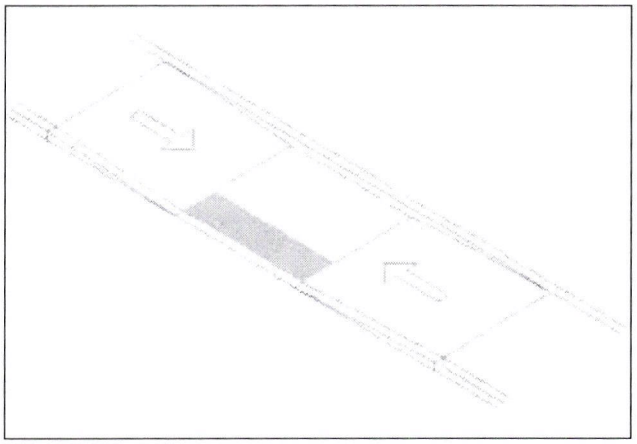


Figure 8: Parallel Curb Ramp

Note: For alternative format, refer to the corresponding text.
Source: www.access-board.gov/rowdraft.htm

4.4.5 Diverging Sidewalks: Where a parallel curb ramp does not occupy the entire width of a sidewalk, drop-offs at diverging segments shall be protected with a six-inch curb or similar barrier.

4.4.6 Common Landing Width: Where two parallel curb ramps are located at a corner, the landing between the top of each side slope shall be 48 inches minimum.

4.4.7 Detectable Warnings: Detectable warning surfaces complying with Section 5.5 shall be provided for the full width of the lower landing between the side slopes of the curb ramp, with the front edge located approximately six inches behind the curb line.

4.4.8 Grooved Border: A 12-inch wide grooved border with 1/4 inch grooves approximately 3/4 inch on center shall be provided at the top of each side slope.

4.4.9 Surfaces: Surfaces of curb ramps and landings shall comply with Section 3.9. Gratings, access covers and other appurtenances shall not be located on curb ramps, landings and gutter areas directly in front of curb ramps.

4.4.10 Changes in Level: Vertical changes in level greater than those described in Section 3.10 shall not be permitted on curb ramps, landings, or gutter areas directly in front of curb ramps.

4.4.11 Gutter Slope: The counter slope of the gutter area or street at the foot of the lower landing shall be 1:20 (five percent) maximum.

4.4.12 Clear Space: Beyond the curb line toward the street, a clear space of 48 inches minimum by 48 inches minimum shall be provided within any marked crosswalk that may be present and located wholly outside the parallel vehicle travel lane.

4.4.13 Obstructions: Curb ramps shall be located or protected to prevent their obstruction by parked cars.

Section 5.5: Detectable Warning Standards

5.1 Scope: Where detectable warnings (truncated domes) are required by other sections of these standards, they shall comply with the requirements of this section.

5.2 Size and Location: Detectable warnings shall be 36 inches in depth and span the full width of the area where they are required.

5.3 Specifications: The detectable warning surface shall be prefabricated and shall have in-line, square grid pattern truncated domes with a diameter of nominal 0.9 inch (22.9 mm) at the base tapering to 0.45 inch (11.4 mm) at the top, a height of nominal 0.2 inch (5.08 mm), and a center-to-center spacing of nominal 2.35 inches (59.7 mm). "Nominal" means that pre-manufactured detectable warnings or devices used to create the detectable warning in place shall comply with required dimensions within + - 0.020 inch for dome height, top diameter and bottom diameter and 0.050 inch for dome spacing. Detectable warnings shall be safety yellow conforming with Federal Color No. 33538, Table IV of Standard No. 595B, and with safety field dots 30 per square inch between truncated domes. The 0.2-inch height of domes shall be measured from the top of the highest field safety dot to the highest point on the top of the truncated dome. Detectable warning surfaces shall differ from adjoining walking surfaces in sound on cane contact.

Section 5.6: Pedestrian Crossing Standards

6.1 Scope: All controlled intersections shall be provided with marked crosswalks as described in this section. Controlled intersections refers to intersections with a traffic signal system or all-way stop signs. If provided, all marked crosswalks shall comply with the requirements of this section.

6.2 Width: Marked crosswalks shall be 96 inches wide minimum, as measured between the striped lines.

6.2.1 Advisory: Where feasible, marked crosswalks shall be 120 inches wide, as measured between the striped lines.

6.3 Color and Size: Crosswalk stripes shall be 12 inches wide, and white in color.

6.3.1 Exception: Crosswalks serving schools shall be yellow in color.

6.4 Advisory Cross Slope: The cross slope of the pavement within a marked crosswalk shall be 1:67 (1.5 percent) maximum, measured perpendicular to the direction of pedestrian travel, with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

6.5 Running Slope: The running slope of the pavement within a marked crosswalk shall be 1:20 (five percent) maximum measured parallel to the direction of pedestrian travel in the crosswalk.

6.6 Pedestrian Signal Phase Timing: All pedestrian signal phase timing shall be calculated using a pedestrian walk speed of 3.5 feet per second maximum. To accommodate older pedestrians who may have a slower gait, pedestrian signal phase timings shall be calculated using a pedestrian walk speed of 2.8 feet per second. The locations for the slower pedestrian signal phase timings will be determined on a request basis. The total crosswalk distance used in calculating pedestrian signal phase timing shall include the entire length of the crosswalk plus the length of each curb ramp, if the curb ramp is a perpendicular curb ramp.

6.7 Medians and Pedestrian Refuge Islands: Medians and pedestrian refuge islands in crosswalks shall be cut through level with the street or have curb ramps complying with Section 5.4. Where the cut-through connects to the street, edges of the cut-through shall be aligned with the direction of the crosswalk for a length of 24 inches minimum.

6.7.1 Width: The width of all cut-throughs shall be 48 inches minimum.

6.7.1.1 Advisory: Where feasible, the width of all cut-throughs shall be 60 inches.

6.7.2 Length: Where signal timing is not designed or intended for full crossing of all traffic lanes or where the crossing is not signalized, cut-through medians and pedestrian refuge islands shall be 96 inches minimum in length in the direction of pedestrian travel.

6.7.3 Detectable Warnings: Medians and refuge islands shall have detectable warnings complying with the section titled Detectable Warnings (Section 5.5). Detectable warnings at cut-through islands shall span the full width of the cut-through and shall be separated by a 24-inch minimum length of walkway without detectable warnings.

6.8 Crosswalk Alignment: Marked crosswalks shall have straight alignment, with no change of direction between the terminal ends of the crosswalk.

6.8.1 Exception: Where a straight crosswalk is not feasible at existing intersections due to the particular geometry of the intersection, or where an intersection has unusual or non-standard geometry such as exceptionally large radii, T-intersections and intersections with exceptionally wide streets, as determined by the ADA Program Access Coordinator and the Pedestrian Advisory Committee, tactile guidestrips shall be installed within the crosswalk. Where required, a tactile guidestrip shall be located in the center of the crosswalk for the entire length of the crosswalk. The color of the tactile guidestrip shall match the crosswalk color. The tactile guidestrip material shall be a vitrified polymer composite consisting of epoxy polymer composition employing aluminum oxide particles in the raised surface of the guidestrip. The nominal dimensions of the tactile guidestrip shall be 4 inches wide by 24 inches long by 5/16 inch thick. To improve detectability, a concave groove shall be provided along the centerline of the length. Tactile guidestrips shall be formed with structural flanges, which shall extend below the surface a minimum of 1-1/4 inch.

Section 5.7: Accessible Pedestrian Signal Standards

7.1 Scope: Each crosswalk with pedestrian signal indication shall have a signal device that includes accessible indications of the walk interval. Where a pedestrian pushbutton is provided, it shall be integrated into the signal device and shall comply with the requirements of this section.

7.2 Types and Location of Accessible Pedestrian Signals:

Accessible pedestrian signals (APS) may be either of the following types: (1) Overhead - the APS is mounted to the Pedestrian Head, or (2) Pedestrian Activated Signal Control (PASC) - the APS accessibility features is incorporated into the PASC.

All overhead and PASC accessible pedestrian signal devices shall serve the nearest crosswalk in relationship to their installation site. The speakers of all overhead and PASC APS devices shall be oriented toward the center of the crosswalk or the direction of travel to the maximum extent feasible. If possible due to intersection configuration, all overhead and PASC APS devices shall be separated a minimum of 120 inches from any other APS device, unless on an island or median, where space will not permit.

7.3 Audible Walk Indication:

The audible pedestrian signals shall emit two distinct audible signals that resemble birdcalls; "cuckoo" for the north-south walk phase and "peep-peep" for the east-west walk phase, (per the California Department of Transportation Traffic Manual, Revised, July 1996, Section 9-04.8) or the closest proximity to these compass directions.

Volume measured at 36 inches from the pedestrian signal device shall be between two and five decibel (dB) above ambient noise level and responsive to ambient noise level change. Automatic volume adjustment in response to ambient traffic sound level should be provided up to a maximum volume of 89 dB.

When accessible pedestrian signals have an audible tone, they shall have a tone for the walk interval. The audible tone shall be audible from the beginning of the associated walk interval.

Activation of the pedestrian-activated signal control shall simultaneously activate the accessible pedestrian signal. There shall be no extended button press required to activate the auditory tone feature that announces the onset of the walk interval. An extended button press shall be permitted to activate additional features (e.g. auditory announcement, "wait," "street name," etc). Buttons that provide additional features shall be marked with three Braille dots forming an equilateral triangle in the center of the pushbutton.

7.4 Pedestrian Pushbuttons: Pedestrian pushbuttons shall comply with the details described in this section.

7.4.1 Location: Pedestrian pushbuttons shall be located 60 inches maximum from the crosswalk line extended, and if possible due to intersection configuration, 120 inches maximum and 30 inches minimum from the curb line, and 120 inches minimum from any other pedestrian pushbutton at a crossing. The control face of the pushbutton shall be installed to face the intersection and be parallel to the direction of the crosswalk it serves.

7.4.2 Reach and Clear Space: A clear space measuring 30 inches wide by 48 inches deep shall be provided at each pushbutton and shall connect to or overlap the pedestrian path of travel.

7.4.3 Mounting Height: Pedestrian pushbuttons shall be mounted at a height from 34 inches minimum to 46 inches maximum to the centerline above the lowest adjacent walking surface.

7.4.4 Operation: Pedestrian pushbuttons shall require no more than five pounds of pressure to operate.

7.4.5 Size and Contrast: Pedestrian pushbuttons shall be a minimum of two inches across in one dimension and shall contrast visually with their housing or mounting.

7.4.6 Locator Tone: If used by the particular accessible signal manufacturer, pedestrian pushbuttons shall incorporate a locator tone (one per pole) at the pushbutton. Locator tone volume measured at 36 inches from the pushbutton shall be two dB minimum and five dB maximum above ambient noise level and shall be responsive to ambient noise level changes. Automatic volume adjustment in response to ambient traffic sound level should be provided up to a maximum volume of 89 dB. The duration of the locator tone shall be 0.15 seconds maximum and shall repeat at intervals of one second. The locator tone shall be deactivated when the pedestrian signal system is not operative.

7.4.6.1 Exception: At existing pedestrian pushbuttons without locator tones, pole-supported pedestrian pushbuttons shall be identified with color coding consisting of a textured horizontal yellow band two inches in width encircling the pole, and a one-inch wide dark border band above and below the yellow band. Color-coding should be placed immediately above the pushbutton.

7.4.7 Vibrotactile Indicator: If used by the particular accessible signal manufacturer, pedestrian pushbuttons shall incorporate a vibrotactile indicator at the pushbutton. The vibrotactile indicator shall indicate that the walk interval is in effect, and for which direction it applies, through the use of a vibrating directional arrow. The vibrotactile indicator shall be part of the pedestrian pushbutton and adjacent to the intended crosswalk.

7.5 Directional Information and Signs: If used by the particular accessible signal manufacturer, pedestrian pushbuttons shall provide tactile and visual signs on the face of the device or its housing or mounting indicating crosswalk direction and the name of the street containing the crosswalk served by the pedestrian signal.

7.5.1 Arrow: Signs shall include a tactile arrow aligned parallel to the crosswalk direction. The arrow shall be raised 1/32-inch minimum and shall be 1-1/2 inches minimum in length. The arrowhead shall be open at 45 degrees to the shaft and shall be 33 percent of the length of the shaft. Stroke width shall be 10 percent minimum and 15 percent maximum of arrow length. The arrow shall contrast with the background, white on black or black on white.

7.5.2 Street Name: Signs shall include street name information aligned parallel to the crosswalk direction. The street name shall be printed in non-serif raised white letters a minimum of 5/8 inches high, accompanied by contracted Grade 2 Braille below, on a black background.

Section 5.8: Transportation and Vehicle Access Standards

8.1 Scope: Where new public transportation facilities are constructed or substantially altered within the City-regulated right-of-way, they shall comply with the requirements of this section.

8.2 Location: Bus stops or other transit stops serving fixed transit routes shall be located on at least one pedestrian access route complying with the requirements of Section 5.3 for the pedestrian path of travel from the transit stop to the nearest four-way street intersection. Curb ramps located at the nearest four-way intersection or other locations along the pedestrian access route shall comply with the requirements of Section 5.4.

8.3 Clear Width: The sidewalk adjacent to each transit stop shall provide a minimum clear width of 72 inches, not including the width of any curb that may be present between the sidewalk and the street or gutter, for a minimum length of 28 feet.

> **8.3.1 Exception:** All transit stops directly in front of all school properties shall have a clear width of 96 inches, except frontages in front of fenced play areas with no access may have a clear width of 72 inches.

8.4 Cross Slope: The cross slope of the sidewalk along the required length of the transit stop shall be 1:67 (1.5 percent), with allowances for construction a variance of 1:200 (0.5 percent) in either direction.

8.5 Running Slope: The running slope of the sidewalk along the required length of the transit stop shall not exceed the grade of the adjacent roadway or 1:20 (five percent), whichever is greater.

> **8.5.1 Advisory:** A running slope of no greater than 1:48 (two percent) is preferred.

8.6 Curbs at Streets Adjacent to Sidewalks: Curbs on the street side of the sidewalk along the required length of the transit stop shall be approximately vertical, with a height of at least five inches but no greater than eight inches.

8.7 Surface: The surface of the sidewalk along the required length of the transit stop shall be either Portland cement concrete or asphalt concrete, and it shall be firm, stable and slip-resistant.

> **8.7.1 Exception:** A material other than concrete or asphalt may be used when it can be adequately demonstrated to the ADA Program Access Coordinator that it provides an equal firm, stable, and slip-resistant surface.

8.8 Barrier Curbs at Drop-offs: At transit stops, where a slope behind a sidewalk slopes toward the sidewalk, a barrier curb projecting at least six inches in height above the surface shall be provided to prevent water flow across the sidewalk.

8.9 Bus Shelters: Where Regional Transit provides a shelter at a transit stop, their shelter shall be located along a pedestrian access route complying with Section 5.3, and it shall provide a minimum 42 inches by 60 inches clear space, not including benches that are located completely beneath the shelter.

8.10 Bus Stop Signage: Where provided by Regional Transit, all new bus stop signage shall comply with ADAAG 4.30.2,.3,&.5 (1991).

8.10.1 Exception: Bus schedules, timetables or maps do not have to comply with these standards.

Section 5.9: Street and Sidewalk Furnishings and Appurtenances Standards

9.1 Clear Space: Street and sidewalk furnishings shall have a 30-inch wide (measured parallel to the pedestrian travel direction) by 48-inch deep (measured perpendicular to the pedestrian travel direction) clear space in front of each portion used by a pedestrian and shall be connected to the sidewalk or pedestrian access route.

9.2 Facilities and Elements: Where drinking fountains, telephones, concession stands, kiosks, information counters or public toilet facilities are provided, they shall comply with all applicable portions of the California State Building Code, Chapter 11B.

9.3 Benches: The leading edge of benches and all similar sidewalk furnishings shall be set back 12 inches minimum from the required minimum width of the pedestrian access route. Bench seats shall be 17 inches to 19 inches vertical from the adjacent walkway surface to the seat.

Section 5.10: Temporary Construction Standards

10.1 Scope: Where construction or other temporary conditions prohibit full access to pedestrian facilities with the City-regulated right-of-way, an alternate pedestrian route shall be provided in compliance with the requirements of this section.

10.2 Location: To the maximum extent feasible, the alternate pedestrian route shall parallel the disrupted pedestrian route, on the same side of the street. Where access is not available on the same side of the street, the alternate pedestrian route may be located on the opposite side of the street as long as the distance in excess of the disrupted pedestrian route does not exceed 300 feet, and as long as all requirements of these standards are met.

10.3 Elements: The alternate pedestrian route shall include sidewalks and pedestrian access routes, curb ramps, pedestrian crossings and all other elements included in these standards.

10.4 Width: The alternate pedestrian route shall have a width of 48 inches minimum.

> **10.4.1 Exception:** Where technical infeasibility exists, the alternate pedestrian route may have a width of 36 inches minimum.

10.5 Barricade Protection: The alternate pedestrian route shall be protected with a solid barricade to separate alternate pedestrian route from any adjacent construction, drop-offs, openings or other hazards. Barricades shall be continuous, stable and non-flexible, and shall consist of a solid wall or fence with the bottom or lower rail 1-1/2 inches maximum above the walking surface, and the top of the fence, wall or upper rail 36 inches minimum above the walking surface. Barricade support members shall not protrude beyond the barricade face into the alternate pedestrian route. Barricades shall be of a contrasting color, with yellow or orange preferred.

10.6 Signs: Signs complying with California Building Code Section 1117B.5 shall be provided at both the near side and the far side of the intersection preceding a disrupted pedestrian route, with appropriate wording to guide pedestrians to the alternate pedestrian route. When raised characters or symbols are used, they shall be raised 1/32-inch (0.794 mm) minimum and shall be sans-serif uppercase characters accompanied by Grade 2 Braille. Dots shall be 1/10 inch (2.54 mm) on centers in each cell with 2/10-inch (5.08 mm) space between cells. Dots shall be raised a minimum of 1/40 inch (0.635 mm) above the background.

Section 6: ADA Capital Implementation Plan

Section 6.1: Introduction

The ADA Capital Implementation Plan is a final step in determining the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City of Rancho Cordova public right-of-way.

Types of projects included can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

A number of existing and potential programs and funding sources for capital improvement projects are described in this section. These programs include on-going City capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the five year Transportation Improvement Plan (TIP). The ADA Capital Implementation Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work, the plan also is intended to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its financial impact is established, annual projects can be finalized and the exact number of specified improvements can be set as project goals.

The ADA Capital Implementation Plan includes a detailed and prioritized list of approximately 246 potential project locations and items of work, which have been reviewed by the City of Rancho Cordova, the ADA CAG and the TAC. This implementation plan, which targets higher priority uses, anticipates a 15- to 20-year implementation period to achieve compliance with program accessibility requirements. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements will continue beyond the timeframe identified above.

Section 6.2: Extent of Required ADA Work

The extent of work included in the ADA Transition Plan includes the types of capital improvements that should be made to intersections, streets and sidewalks. The extent of work included in the plan has been the result of an extensive process that has included review and recommendations of all basic elements of the ADA Transition Plan by the City of Rancho Cordova, the ADA CAG and the TAC. These basic elements include the ADA Codes and Standards, the ADA Monitoring Program and the ADA Prioritized Capital Implementation Plan. The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA are included in this section.

Most recommended capital improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location and any public uses (as described in the Use Priority 1 list on a subsequent page), if they occur, into compliance with the applicable ADA Codes and Standards. For example, at a typical four-way signalized intersection, the extent of work would include not only the construction of curb ramps at each corner, but it also would include removing accessibility barriers along the pedestrian route from any Priority 1 use leading to the curb ramps, and installing accessible pedestrian signals, crosswalk striping; accessible islands, if required; and appropriate signage. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a particular location, or that are specifically funded by an existing program.

The typical extent and scope of work for the most common types of capital improvements, listed from most to least comprehensive, is shown below:

(1) Complete ADA retrofit of signalized four-way intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel; new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes & Standards. Scope may include new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.

(2) Complete ADA retrofit of controlled intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new

islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.

(3) Complete ADA retrofit of signalized T-intersection: six new curb ramps with two per corner, except only one on either side of the top of the T (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.

(4) At signalized intersections, installation of new accessible pedestrian signals with push buttons and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes and Standards.

(5) Partial ADA retrofit at four-way intersection, single-family residential area: four new curb ramps (one per corner); crosswalk striping at all signalized or stop-controlled intersections, for crossing directions where a crossing is not prohibited.

(6) Partial ADA retrofit at T-intersection, single-family residential area: two new curb ramps to cross main street at one location of T-intersection, and at least one and preferably two new curb ramps to cross secondary street.

(7) One or more new single curb ramps where other curb ramps at the intersection are complying.

(8) Renovation of existing curb ramp to remove hazardous conditions.

(9) Installation of new curb, gutter and concrete sidewalk (Installation of sidewalk should be on a case-by-case basis).

(10) Partial curb, gutter and sidewalk installation to provide programmatic access (Installation of sidewalk should be on a case-by-case basis).

(11) Miscellaneous sidewalk or walkway repair or replacement.

(12) Selected sidewalk and bus pad pavement as required for transit access (Installation of sidewalk should be on a case-by-case basis).

(13) Selected sidewalk and bus pad pavement as required for new mid-block crosswalk with pedestrian signals (Installation of sidewalk should be on a case-by-case basis).

(14) Roadway widening or installation of required asphalt conforms for accessible pedestrian access routes.

(15) Removal of sidewalk barriers (either moving or removing the barrier or reconstructing the pedestrian walkway around the barrier, or the reconstruction of driveways).

Again, the above list is for project planning purposes only, and represents an attempt to categorize the general extent of work at each location. The exact extent of all ADA work is described in the ADA Codes and Standards.

Section 6.3: Prioritization Criteria for ADA Work

Capital improvement projects forming the ADA Capital Implementation Plan have been prioritized to determine which projects should be undertaken first. The major determinants for prioritizing and ranking projects was based upon Sacramento County's "Interim Policy on Streets and Sidewalk Access Improvement Priorities," dated and approved January 16, 2001. It should be noted that the policy regarding prioritization also follows ADA guidelines, as contained in 28 CFR Part 35 section 35.150 (c), (d) and 35.151 (e), and in the Accessibility Policy Statement of the U. S. Department of Transportation, dated July 1999.

Use Priority A: Public Input Requests

The City operates a program of public input requests for constructing curb ramps, installing accessible pedestrian signals and for providing other accessibility improvements on an annual basis. The program is called the "Elderly and Disabled Accessibility Project." Generally, requests for improvements come from community members with disabilities who wish to access shopping areas, medical facilities, bus stops, transportation and other facilities or areas to accommodate their activities of daily living. These requests should continue to be handled as the first line of priority.

When the requests come into the City's ADA Program Access Coordinator, an evaluation for construction or reconstruction is undertaken. If a curb ramp is requested, the evaluation consists of the requested curb ramp and the entire intersection at which the curb ramp is located. Any existing curb ramp is evaluated for usability and safety to determine the usable path of travel through that intersection.

The Elderly and Disabled Accessibility Project primarily replaces curb, gutter and sidewalk sections with curb ramps. These ramps are installed at intersection corners, near schools and hospitals, at driveways or any other curb, gutter and sidewalk where accessibility needs to be improved. The curb ramp need is determined by constituent request, but if insufficient requests are made within the annual funding period, the City recommends additional curb ramps or other improvements necessary to fully use the available funds.

Use Priority 1: State and Local Governmental and Public Use

Priority 1 areas are those within the public right-of-way that abut or serve public and governmental agencies and offices, and include the following in the recommended order of priority:

1. State, county and local government buildings located within the City,
2. Public hospitals, health clinics, medical clinics, mental health clinics and therapy centers,
3. Public housing projects and public homeless shelters,
4. Sheriff neighborhood service centers,
5. CalWorks offices, and Employment Training Agency facilities,
6. City parks,
7. Public schools, including in the following order, but not limited to: community colleges; high school, junior high and elementary school programs with magnet programs for children with disabilities; and all other schools,
8. State and local district offices with high public traffic, beginning with, but not limited to: transportation hubs and major corridors and routes; Department of Motor Vehicles offices; state parks, and prisons.

Use Priority 2: Public Accommodations

Priority 2 areas are those within the public right-of-way that abut or serve places of public accommodations that are privately owned, including, but not limited to, the following in the recommended order of priority:

1. Private hospitals, doctors' offices, and medical and mental health offices,
2. Senior facilities,
3. Major shopping malls,
4. Large housing complexes,
5. Major employment sites,
6. Supermarkets,
7. Retail strip centers,
8. Small apartment facilities,
9. Service sites of disability organizations,
10. Rehabilitation facilities.

Use Priority 3: Low-Density Residential and Other Uses

Priority 3 areas are those within the public right-of-way that abut or serve:

1. Single-family residential areas,
2. Industrial areas,
3. Areas that have not fallen into any of the above groups.

Current City policy also uses basic considerations and evaluation factors when determining whether a curb is suitable for construction or reconstruction. These factors are called condition priorities because they are based on the physical condition of an existing intersection, corner or curb ramp. These factors also are used for consideration when determining the priority within a category/group list. The following list describes these factors, in order of importance:

Condition Priority 1:

The highest priority is to reconstruct curb ramps at locations where existing curb ramps have an unsafe condition that may cause a trip and fall. Examples are vertical displacement of the curb ramp, steep side slopes, deteriorated conditions, etc. (See also discussion of unsafe conditions in Condition Priority 5 below.)

Condition Priority 2:

A new curb ramp will be installed at locations where there is no curb ramp to provide accessibility.

Condition Priority 3:

When a corner has one existing curb ramp and conditions allow for the construction of an additional curb ramp at the same corner, and provided that traffic controls allow for a safe path of travel, an additional curb ramp will be installed. (This condition applies only to corners at intersections on arterial and thoroughfare streets, and that it would not apply to signalized locations on major streets for which the geometry of the intersection makes it impossible to install an eight-phase signal operation.)

Condition Priority 4:

A curb ramp is constructed or reconstructed at a location with difficult physical conditions such as major utility conflicts, physical barriers, or other constraints, which would create a hardship situation on the entity. (At rare locations, existing conflicting facilities or intersection geometry may make installation of a curb ramp technically infeasible.)

Condition Priority 5:

An existing curb ramp will be reconstructed when it does not meet current federal and state accessibility standards (i.e. steep slopes, improper landings, lack of detectable warnings, etc.).

In reviewing the priorities for reconstructing existing curb ramps, the City should establish criteria that separate existing curb ramps that are so bad that they pose a real barrier or safety hazard from those that are just a bit out of specifications. Such determinations should be made on a case-by-case basis as described in Section 3.6. All of these non-complying curb ramps should be on the list of ADA-required work, but those curb ramps that for most persons work fairly well should be shifted to the end of the list. It is recommended that such criteria for those curb ramps and

related facilities that are out of compliance, but not posing a great need for quick reconstruction, are those with one or more of the following:

- Main slopes greater than 8.3 percent, but less than 11 percent.
- Side flared slopes greater than 10 percent, but less than 12 percent.
- Pan or landing cross-slopes greater than two percent, but less than four percent.
- Gutter slopes greater than five percent, but less than ten percent.
- Detectable warning surfaces missing.
- Curb ramp lips greater than one-half inch, but less than one inch.

All of these prioritization criteria were used, although not at the level of filling out evaluation forms for each curb ramp or intersection, in the preparation of the ADA Capital Implementation Plan.

Section 6.4: Pedestrian Advisory Committee

The City of Rancho Cordova will establish a Pedestrian Advisory Committee, which will include representatives with disabilities. The purpose of the committee is to comment on pedestrian and disability access projects when they are in the design phase to ensure that pedestrian and disability access issues are properly considered. The City will recommend and appoint individual members to the committee. The committee members must live or work in the City of Rancho Cordova, and will serve for a maximum of three consecutive years. The committee will meet quarterly to discuss upcoming projects. Committee members also may recommend topics for agenda items. The committee meetings will be staffed with at least one representative from the City.

Section 6.5: Types of Projects and Funding Sources

There are a number of existing and potential programs and funding sources for capital improvement projects included in the ADA Capital Implementation Plan. These programs are described in this section.

On-Going Capital Improvement Programs

These programs are operated by or coordinated with the City on an on-going, annual basis. The extent of funding levels may be fixed or may vary yearly. These programs include the following:

1) Curb, Gutter and Sidewalk Maintenance Program

The City's Curb, Gutter and Sidewalk Maintenance Program identifies curbs, gutters and sidewalks that are in need of repair or replacement and develops a priority list for their inclusion into the maintenance program. The Curb, Gutter and Sidewalk Maintenance Program has two facets: permanent replacement and temporary repair. Priority is based upon such factors as severity of damage, the amount of pedestrian traffic, and the proximity to schools, parks, bus stops and hospitals.

Defective residential curb, gutter and sidewalks are prioritized by a computerized rating system. Areas with sidewalks that have the highest numerical rating are inspected for any additional work that may not have been reported. Defective sidewalks in the immediate neighborhood then are included in the contract for replacement.

Damaged pavement must meet certain criteria to be added to the scheduled priority list. Criteria includes: uplift or sag of 3/4 inch or more, misalignment of 1-1/4 inches or more, or standing water of more than one inch deep for a distance of more than ten feet. These criteria should be revised to comply with current ADA standards.

2) Elderly and Disabled Accessibility Project

The Elderly and Disabled Accessibility Project primarily replaces curb, gutter and sidewalk with new curb ramps. These curb ramps and sidewalks are installed near schools and hospitals, at driveways, or at other curb, gutter and sidewalk locations where accessibility for persons with disabilities could be improved. Accessible pedestrian signals and tactile guidestrips also are installed as part of this program. Improvement needs are determined by constituents' requests. The Elderly and Disabled Accessibility Project is funded by Measure A funds.

3) Pavement Maintenance Program (Street Overlay Projects)

The City operates an annual pavement maintenance program for overlaying streets with new asphalt. Recent federal court judgments (most notably *Kenney v. Yerusalem, PA.)* have required that curb ramps be installed along sidewalks adjacent to street overlays, and the City has and continues to construct numerous curb ramps as a part of these projects.

4) Caltrans Construction Projects

Caltrans construction and renovation of roadways and facilities along State highways within the City typically includes new curb ramps and other accessibility-related improvements. While the City does not directly manage these projects, it coordinates locations and details of the work with Caltrans.

5) Private Developer Construction Projects adjacent to the City Right-of Way

There is typically private construction throughout the City that has direct impact on improvements within the City right-of-way. As a condition of the approval of a building permit, contractors are typically required to construct or improve the sidewalk, including curb ramps, directly adjacent to the subject property. For larger projects, developers also may be required to construct intersections complete with traffic signals.

A renewed training effort for plan checkers and inspectors is recommended to assure that the full potential of the ADA Transition Plan is realized.

Specific Funding Programs and Projects

The ADA Capital Implementation Program is envisioned as one that will use, to the maximum extent possible, existing and prospective funding programs and sources. The ADA improvements will be funded by a variety of funding sources either as stand alone projects or as a minor component of a transportation improvement project. These programs and sources include the following:

1) Funding Programs

Measure A Sales Tax Program: The Measure A Sales Tax Program uses Measure A revenues and expenditures for specific projects from FY (Fiscal Year, from July 1 - June 30) 2001/2002 through FY 2006/2007.

Development Fee Program: The Development Fee Program uses fees charged to developers of large housing and commercial projects and has allocations for FY 2001/2002 through FY 2006/2007.

Financing Districts: Expenditures and funding allocations are planned for the various City of Rancho Cordova Financing Districts including:

- Developer Fee
- Mather Field
- SunRidge
- Villages of Zinfandel

State Funding Programs: projects funded by the various State funding programs:

STIP- State Transportation Improvement Program
SR2S- Safe Routes to School Program
TCRP- Traffic Congestion Relief Program

Federal Funding (ISTEA): Funding approved under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) programs:

CMAQ- Congestion Mitigation and Air Quality Program
HBRR- Highway Bridge Replacement & Rehabilitation Program
HES- Hazard Elimination & Safety Program
RSTP- Regional Surface Transportation Program
TEA- Transportation Enhancement Activities

Federal Funding (TEA-21): Funding approved under the 1998 Transportation Equity Act for the 21st Century (TEA-21). The funding programs included in TEA-21 are the same as for ISTEA, as indicated above. The CIP also includes funding allocations from

the TEA-21 Intelligent Transportation Systems (ITS) Program for the Watt Avenue Transit Priority and Mobility Enhancement project.

2) Specific City Construction Projects

The following specific projects are funded through FY 2006-2007. The list does not include all City projects, but those that provide for a significant degree of funding for necessary accessibility improvements. Other projects also may be included in the detailed project list that follows in Appendix C.

- Coloma Rd. Enhancements, Sunrise Blvd. to West of Truckee Rd.
- Folsom Blvd. Enhancements Project: Rod Beaudry Dr. to Sunrise Blvd.
- Mather Field Road Enhancements: Folsom Blvd. to Peter McCuen Blvd.
- Sunrise Blvd. Landscaping, Gold Country Blvd. to Zinfandel Dr.
- Mather Field Road at U.S. 50 Interstate Landscaping

3) ADA Transition Plan Funding

As part of the ADA Transition Plan, it is foreseen that an ADA Transition Plan Retrofit Project will be recommended to provide funding for required ADA improvements. Funding may come from one or more of either Measure A sales tax funds, developer fees, Sacramento Area Council of Government programs, and currently unspecified sources, and not necessarily from City funds.

Section 6.6: Description of ADA Capital Implementation Plan

The ADA Capital Implementation Plan of the ADA Transition Plan includes specified goals for the construction of accessibility improvements. The exact goals should take into account all of the various items of work required under the plan, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. The ADA Capital Implementation Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, locations and potential funding sources. Until exact funding sources are finalized, the annual work and expenditures proposed must be of a preliminary nature.

It is recommended that the City commit to an aggressive schedule to bring Rancho Cordova into ADA compliance. This work should include installation, repair and replacement of curb ramps, together with other specified improvements, on an annual basis. An evaluation of existing annual ADA work is presented on the following page as Table 3.

The Elderly and Disabled Program annual funding will be used to implement the highest priority locations of the ADA Capital Implementation Plan. In addition, the existing funding sources will continue to fund locations within the plan. The above table assumes that sidewalk repair will include the items described in Section 6.4 as part of the Curb, Gutter and Sidewalk Maintenance Program, plus the removal of other barriers that may be subsequently determined as part of the ADA. Likewise, sidewalk repair work would include the retrofit of existing driveways that have excessive cross slope, by using methods presented in the Pedestrian Design Guidelines and other criteria to be subsequently determined as part of the ADA. The pedestrian bridges identified in Section 4.5, as well as other similar examples, also are included in the recommended list of improvement projects that should be upgraded as part of this ADA Transition Plan.

Section 6.7: Detailed Reports of Proposed Work

Detailed descriptions of proposed disabled access improvement projects are included in the Sidewalk and Intersection Database, as described in Section 4.6. A table of CIP projects is included in Appendix C and a summary of the projects per year is shown in Table 3. The City plans to allocate approximately $100,000 annually to implement the ADA Transition Plan, and also plans to apply for competitive funds to accelerate the transition process. For most of the fiscal year allocations, the total is less than $100,000 to allow for expenditures on projects that originate through community member requests using the grievance procedure mentioned in the next section.

The ADA improvement projects are subdivided by fiscal year as part of a 15 to 20 year implementation plan. It is estimated that this period would yield a degree of compliance that could be described as compliance with Use Priorities 1 and 2 and Condition Priorities 1 and 2, as described in Section 6.3. It is felt that a detailed breakdown of projects past these periods would be inappropriate, since conditions would be subject to numerous changes over such a time span. It is anticipated that overall compliance with all Use and Condition Priorities could be achieved in 25 to 30 years.

The locations of work are subject to review and recommendations by the City, the ADA Transition Plan Oversight Committee, the Pedestrian Advisory Committee and the public. Likewise, it is probable that specific locations and project groupings will need to be adjusted among the various years of the plan, after a more detailed review by the City's program managers. Other breakdowns of proposed work locations and extent are available, including by types of work or funding sources. It should be noted that the detailed field surveys undertaken, as described in Section 4, form the basis of existing conditions requiring correction under the proposed projects. It should also be noted that the detailed reports include projects that may be part of the ADA Transition Plan work implemented and funded by other jurisdictions or municipalities.

Construction and soft costs given in both the detailed and summary tables of improvement projects should be considered schematic, order of magnitude costs, based upon the unit costs and estimating parameters developed specifically for this ADA Transition Plan. The costs include all incidental soft costs, such as engineering, bidding and permitting costs, utilities and other appurtenances and contingencies.

The detailed table of improvement projects does not necessarily depict the complete and exact locations of all sidewalk and driveway repair work to be undertaken as part of the ADA Transition Plan, since much of this work will be determined by public input requests and will be evaluated in conjunction with intersection work or other construction projects. It should be noted that the Pedestrian Master Plan Draft Capital Improvement Program also contains sidewalk and related pedestrian access work.

Figure 9 represents a graphic depiction of the various locations of improvements included in the ADA Capital Implementation Plan.

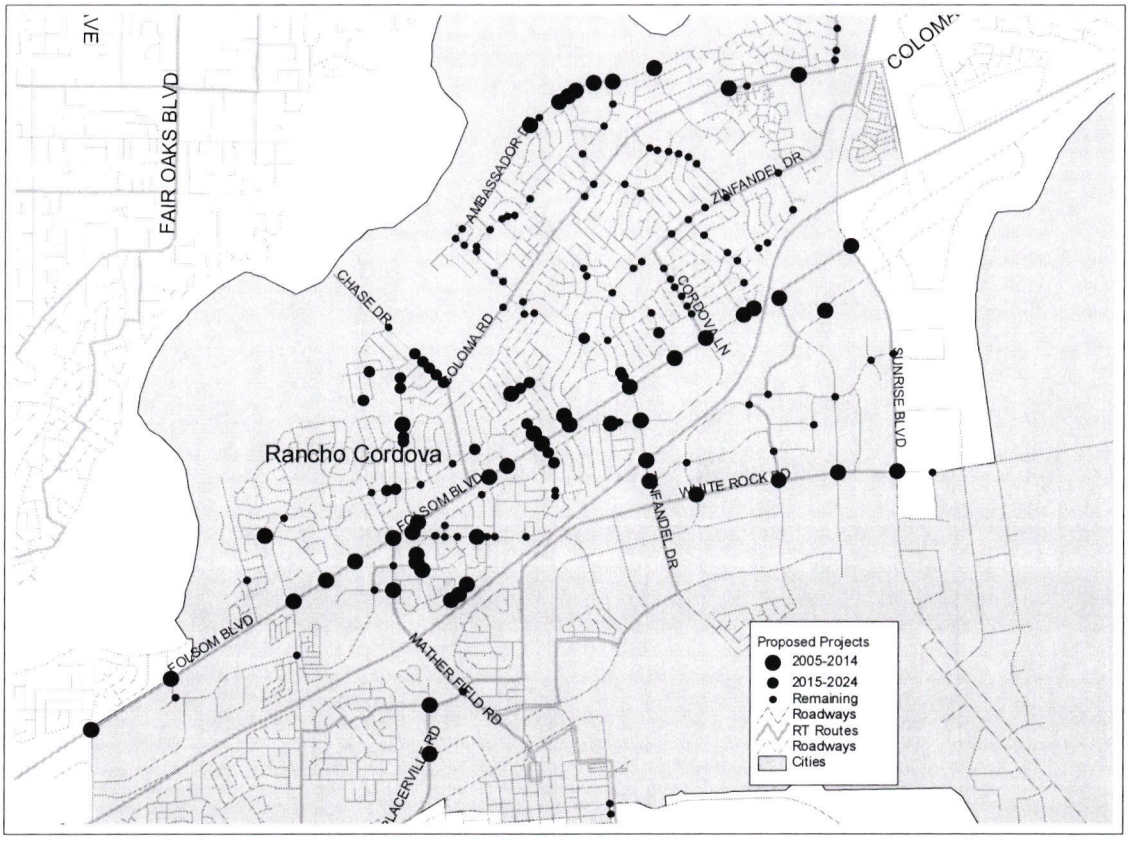
Table 3: Summary of ADA Implementation Plan Projects by Fiscal Year

Fiscal Year	Inter-sections	Est. Curb Ramp Costs	Est. Accessible Signal Costs	Est. Cross-walk Costs	Est. Sidewalk Costs	Est. Cap. Improve-ment Costs
05/06	17	$78,165	$0	$9,120	$12,710	$99,995
06/07	2	$62,600	$0	$10,640	$12,300	$85,540
07/08	19	$513,320	$88,800	$50,920	$63,970	$717,010[1]
08/09	3	$75,120	$0	$12,160	$14,050	$101,330
09/10	2	$62,600	$0	$7,600	$18,450	$88,650
10/11	2	$62,600	$0	$7,600	$12,710	$82,910
11/12	1	$50,080	$11,840	$6,080	$12,300	$80,300
12/13	3	$75,120	$0	$9,120	$19,680	$103,920
13/14	3	$75,120	$0	$9,120	$19,680	$103,920
14/15	2	$75,120	$0	$9,120	$8,310	$92,550
15/16	2	$75,120	$0	$9,120	$8,310	$92,550
16/17	3	$75,120	$0	$9,120	$19,270	$103,510
17/18	2	$75,120	$0	$9,120	$12,300	$96,540
18/19	3	$75,120	$0	$9,120	$20,500	$104,740
19/20	2	$75,120	$0	$9,120	$8,310	$92,550
20/21	3	$75,120	$0	$9,120	$19,270	$103,510
21/22	2	$75,120	$0	$9,120	$13,120	$97,360
22/23	3	$75,120	$0	$9,120	$19,270	$103,510
23/24	2	$50,080	$0	$6,080	$12,710	$68,870
24/25	2	$75,120	$0	$9,120	$16,400	$100,640
Remaining	101	$2,370,560	$44,400	$267,520	$687,390	$3,369,870
20-Yr Total	78	$1,856,005	$100,640	$219,640	$343,620	$2,519,905
All Projects	179	$4,226,565	$145,040	$487,160	$1,031,010	$5,889,775

[1] Funding for these projects comes from the Folsom Blvd. Enhancement Project.

Note: Costs included in this table do not include community member request projects.

Figure 9: ADA Projects by Fiscal Year



Section 7: Monitoring and Status Reporting

Section 7.1: Introduction

The City currently is engaged in an on-going effort to construct curb ramps, sidewalks, and other pedestrian facilities at numerous locations. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. In addition, when this ADA Transition Plan is approved and implemented, more curb ramps and related improvements will be constructed.

While it is important to assure that codes and standards used to design and construct curb ramps and related improvements are up-to-date, it is equally important that ADA improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

This section details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the ADA Transition Plan for the public right-of-way at all construction locations within the City.

Section 7.2: Field Inspections and Monitoring

All curb ramps and sidewalks currently being constructed under the jurisdiction of the City are required to be personally inspected by a trained inspector either employed by or under contract with the City. The types of projects under which curbs ramps and other improvements are or will be constructed and inspected are the following:

1. Curb ramp or sidewalk construction or rehabilitation undertaken under the jurisdiction of the City or its contractors as part of capital improvement projects or other specialized construction projects,
2. Curb ramp or sidewalk construction or rehabilitation undertaken by other agencies or private parties within the City, over which the City has jurisdiction, and
3. Curb ramp or, sidewalk construction or rehabilitation undertaken as part of the ADA Transition Plan.

Specific procedures for all field inspections are recommended to be as follows:

1. Every curb ramp constructed under the jurisdiction of the City is to be personally inspected by a Department-approved inspector within ten days after the completion of the curb ramp construction. All inspectors are to be appropriately trained to know and understand the ADA Codes and Standards, as described in Section 5, and the measurements necessary to inspect curb ramps and other improvements as they are constructed.
2. The inspector is to inspect and obtain all dimensions using a tape measure to verify that all dimensions meet or exceed the ADA Codes and Standards.
3. The inspector is to inspect and obtain all slopes and gradients using a two-foot to four-foot long Smart-level or equal slope-measurement tool to verify that all slopes and gradients meet or exceed the ADA Codes and Standards. Three measurements are to be taken and recorded for each access-related slope.
4. The inspector is to inspect all other physical conditions relating to the curb ramp and related construction to verify that all construction meets or exceeds the ADA Codes and Standards.
5. The inspector is to inspect all physical conditions relating to the installation of all accessible pedestrian signals to verify that all installations meet or exceed the ADA Codes and Standards.
6. The inspector is to inspect all physical conditions relating to the installation of all sidewalks to verify that all installations meet or exceed the ADA Codes and Standards.
7. All dimensions, slopes, and other conditions verified in 2, 3, 4, 5, and 6 above are to be entered on approved Curb Ramp Inspection Forms, Pedestrian Signal Inspection Forms, and Sidewalk Inspection Forms, and such forms are to be certified as correct and truthful by the Inspector's signature.
8. Any exceptions to full compliance with the ADA Codes and Standards are to be described on the Curb Ramp Inspection Form, Pedestrian Signal Inspection Form or Sidewalk Inspection Form, certified as a "Finding for Non-compliance Element(s)" by the inspector, reviewed and approved by the Program Manager, and finally approved

by the City Engineer or his/her authorized representative and the ADA Program Access Coordinator or his/her authorized representative.

9. The Curb Ramp Inspection Form, Pedestrian Signal Inspection Form and Sidewalk Inspection Form are to be submitted to the ADA Program Access Coordinator within ten days after the completion of the curb ramp construction.

Copies of the Curb Ramp Inspection Form, the Pedestrian Signal Inspection Form and the Sidewalk Inspection Form are included in a following section.

Section 7.3: Computerized Tracking and Status Reporting

Once the Curb Ramp Inspection Form, Pedestrian Signal Inspection Form, and Sidewalk Inspection Form have been completed and approved for each constructed curb ramp, installed pedestrian signal or constructed sidewalk, the data are to be entered into the master Sidewalk and Intersection Database. This database has been developed as part of the overall ADA Transition Plan project, and it contains detailed data for intersections, sidewalks and roadways throughout the City.

The data entry for the Curb Ramp Inspection Forms, Pedestrian Signal Inspection Forms and Sidewalk Inspection Forms could be performed either by the field inspectors themselves or by separate clerical personnel, at the discretion of the Program Manager.

The computerized database is intended to be made available to the general public, either by public access computers made available at the Public Works Department office or other methods to be determined by the City. In addition, City staff will be available to the general public to provide updated monitoring and status reports upon request.

Section 7.4: Sample Curb Ramp Survey / Status Report

Date of inspection	1/2/03
Project	CRP-2003-2
Contractor	Curb Ramp Const. Co.
City Inspector	Joe Curbramp
Intersection (GIS) number:	1800
North/south street:	Opal St
East/west street:	Johnson Ave.
Corner position:	NE
Curb ramp type:	Pan
Orientation:	Center
Street facing curb ramp:	Intersection
Curb type:	Vertical
Adjoining sidewalk present:	Yes
Marked crosswalk present:	Yes
Intersection priority:	1

Curb Ramp Conditions	Requirement (Acceptable Range)	Measurement	Complies
Gutter/street slope:	2.0% to 5.0%	4.7%	Yes
Pan slope:	1.5% to 2.0%	1.8%	Yes
Left side slope:	2.0% to 8.33%	8.2%	Yes
Left transition slope:	2.0% to 5.0%	4.2%	Yes
Right side slope:	2.0% to 8.33%	4.7%	Yes
Right transition slope:	2.0% to 5.0%	6.2%	No
Width of pan:	48 inches or greater	51 inches	Yes
Width of curb ramps:	48 inches or greater	50 inches	Yes
Lip at street:	None (0 inches)	None	Yes
Curb installed behind pan:	Yes	Yes	Yes
Common landing between ramps:	---	None	N.A.
Common landing length:	N.A.	N.A.	N.A.
Grooved border installed:	Yes	Yes	Yes
Detectable warnings installed:	Yes	Yes	Yes
Curb ramp within marked crosswalk:	Yes	Yes	Yes

Pedestrian Signal Conditions	Requirement (Acceptable Range)	Measurement	Complies
Push button within 60 inches of crosswalk:	Yes	Yes	Yes
Push button height:	36 to 46 inches	42 inches	Yes
Push button diameter:	2 inches	2 inches	Yes
Clear space 30 inches by 48 inches minimum:	Yes	Yes	Yes
Push button parallel to crosswalk:	Yes	Yes	Yes
Accessible pedestrian signal operational:	Yes	Yes	Yes
Locator tone operational:	Yes	Yes	Yes

Other Comments: None

Section 7.5: Inspection Forms

Copies of the Curb Ramp Inspection Form, the Pedestrian Signal Inspection Form and the Sidewalk Inspection Form are included on the following pages.

Curb Ramp Inspection Form

Must be filled out for every ramp constructed in City right-of-way in the City of Rancho Cordova. This from must be filled out and submitted within ten days of ramp construction to the ADA Program Access Coordinator.

Curb Ramp Location:

☐ N/E ☐ N/W ☐ S/E ☐ S/W

Project Name:_____

N/S STREET_____ E/W STREET_____

Curb Ramps per City Standard Drawing 4-23 & 4-24:

☐ Vertical Curb ☐ Rolled curb

Check One:

☐ One Ramp ☐ Two Ramps

STANDARDS:

- *NO POLES OR PULLBOXES SHALL BE LOCATED IN RAMPS*
- *ALL ELEMENTS, EXCEPT GUTTERS AND RETAINING CURBS, MUST BE CONSTRUCTED PLANAR IN NATURE, WITH WEAKENED PLANED JOINTS SCORED BETWEEN EACH ELEMENT.*
- *PAN MUST BE WITHIN STRIPED CROSSWALKS*

A1:_____ B1:_____ C1:_____ D1:_____

A2:_____ B2:_____ C2:_____ D2:_____

A3:_____ B3:_____ C3:_____ D3:_____

RIGHT SIDE LENGTH: _____ FT. _____ IN.

PAN WIDTH: _____ FT. _____ IN.

LEFT SIDE LENGTH: _____ FT. _____ IN.

IF TWO RAMPS ON CORNER (DATA FOR 2ND RAMP):

E1:_____ F1:_____ G1:_____ H1:_____

E2:_____ F2:_____ G2:_____ H2:_____

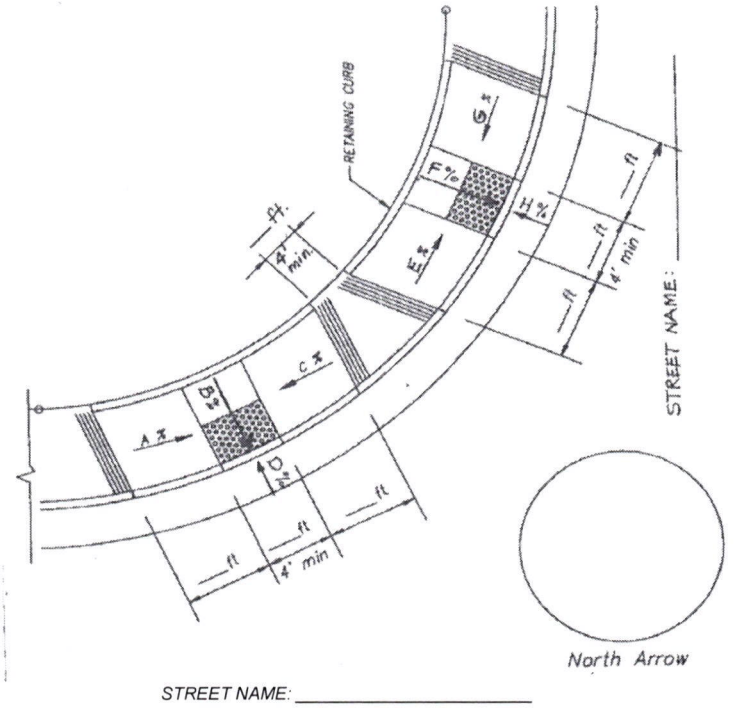
E3:_____ F3:_____ G3:_____ H3:_____

RIGHT SIDE LENGTH: _____ FT. _____ IN.

PAN WIDTH: _____ FT. _____ IN.

LEFT SIDE LENGTH: _____ FT. _____ IN.

DISTANCE BETW. RAMPS: _____ FT. _____ IN.



*STREET NAME:*_____

Inspected/measured by (print):_____ **Date Field Measured:**_____

Directions:

Three measurements for all data shall be taken at the ramps and pans, one measurement shall be taken at the centerline of the element and the other two shall be taken 18 inches on either side of the first measurement for the element. None of the three recorded measurements of any element may exceed the limits indicated above.

See reverse side for Compliance with Standards.

Curb Ramp Inspection Form

Compliance with Standards:

Note: All curb ramps should comply with the City's current design and construction standards. Where it is infeasible to construct or reconstruct a curb ramp to current standards, the Designer or Inspector must complete the Findings for Non-compliance Element(s) section below and state what the non-compliant element(s) are and the reason for the non-compliance. A drawing or picture can be included in the box below. After completing this form submit it to the ADA Program Access Coordinator for acceptance and then signature by the City Engineer.

Findings for Non-Compliance Element(s): _____

_____

_____

_____

_____

_____

Picture or Drawing, if needed

_____	_____	_____
Designer/Inspector Date	Reviewed by Date Program Access Coordinator	Approved by City Engineer Date
_____	_____	_____
Signature	Signature	Signature

Pedestrian Signal Inspection Form

Must be filled out for all new pedestrian signals installed in City right-of-way. This from must be filled out and submitted within ten days of signal installation to the City ADA Program Access Coordinator.

Pedestrian Signal Location: **Project Name:** _____

☐ N/E ☐ N/W ☐ S/E ☐ S/W

N/S STREET _____ E/W STREET _____

Pedestrian Signals per City Standard Drawings: **Check One:**

☐ Vertical Curb ☐ Rolled curb ☐ One Ramp ☐ Two Ramps

STANDARDS:

- EACH PUSH BUTTON LOCATED WITHIN 60" OF EXTENDED CROSSWALK LINE, AND 120" FROM OTHER BUTTONS.
- EACH PUSH BUTTON LOCATED 120" MAX. AND 30" MIN. FROM CURB LINE.
- PUSH BUTTON PARALLEL TO DIRECTION OF CROSSING.
- CLEAR SURFACE SPACE OF 30" X 48" AT PUSH BUTTON.
- HEIGHT TO C.L. OF PUSH BUTTON FROM 42" TO 46" MAX.
- MAX. 5 LBS. OF PRESSURE TO OPERATE.
- LOCATOR TONE FROM 2 DB TO 5 DB, & ABOVE AMBIENT.

IF ONE PUSH BUTTON IS PRESENT:

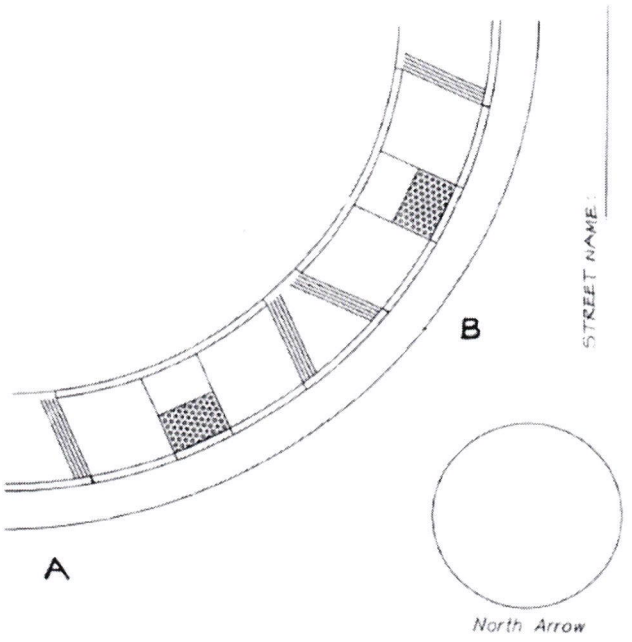
A:

HEIGHT OF PUSH BUTTON (IN.): _____
DIAMETER OF PUSH BUTTON (IN.): _____
ACCESSIBLE SIGNAL OPERATIONAL (Y/N): _____
LOCATOR TONE OPERATIONAL (Y/N): _____
PUSH BUTTON PARALLEL TO DIRECTION (Y/N): _____

IF TWO PUSH BUTTONS ARE PRESENT:

B:

HEIGHT OF PUSH BUTTON (IN.): _____
DIAMETER OF PUSH BUTTON (IN.): _____
ACCESSIBLE SIGNAL OPERATIONAL (Y/N): _____
LOCATOR TONE OPERATIONAL (Y/N): _____
PUSH BUTTON PARALLEL TO DIRECTION (Y/N): _____



STREET NAME: _____

ANY CONDITIONS NOT IN COMPLAINCE WITH THE STANDARDS LISTED ABOVE _____
_____
_____

DRAW LOCATION OF PUSH BUTTON(S) AT THE PROPER LOCATION (IF ONLY ONE RAMP, DRAW BUTTON LOCATION ON RAMP A)

Inspected/measured by (print): _____ **Date Field Measured:** _____

See reverse side for Compliance with Standards.

Pedestrian Signal Inspection Form

Compliance with Standards:

Note: All pedestrian signals should comply with the City's current design and construction standards. Where it is infeasible to install pedestrian signals to current standards, the Designer or Inspector must complete the Findings for Non-compliance Element(s) section below and state what the non-compliant element(s) are and the reason for the non-compliance. A drawing or picture can be included in the box below. After completing this form, submit it to the City ADA Program Access Coordinator for acceptance and then signature by the City Engineer.

Findings for Non-Compliance Element(s): _____

_____

_____

_____

_____

_____

Picture or Drawing, if needed

_____	_____	_____
Designer/Inspector Date	Reviewed by Coordinator Date	Approved by City Engineer Date
_____	_____	_____
Signature	Signature	Signature

Sidewalk Inspection Form

Must be filled out for every sidewalk constructed in City right-of-way in the City of Rancho Cordova. This form must be filled out and submitted within ten days of construction to the ADA Program Access Coordinator.

Street: _____ **Project Name:** _____

Sides of Street:

☐ N ☐ E ☐ S ☐ W

Nearest Cross-Streets:

☐ STREET_____ ☐ STREET_____

Sidewalks per City Standard Drawing 4-25: **Check all that apply:**

☐ Vertical Curb ☐ Rolled curb ☐ No Curb ☐ Planter strip entire length ☐ Partial length planter strip

STANDARDS:

- *CLEAR WIDTH AT LEAST 48" (NOT INCLUDING CURB) OR AT LEAST 36" AT AN OBSTRUCTION*
- *NO OVERHEAD OBSTRUCTIONS LOWER THAN 84".*
- *CROSS-SLOPE 1.5%. RUNNING SLOPE NOT GREATER THAN STREET OR 5%, WHICHEVER IS GREATER.*
- *NO GAPS WIDER THAN 1/2".*
- *SURFACE CONCRETE OR ASPHALT, BROOM FINISH OR EQUAL SLIP-RESISTANCE.*
- *NO DROP-OFF GREATER THAN 4" AT BACK OR AT PLANTER STRIP.*

*NORTH OR EAST CROSS-STREET*_____

NORTH OR WEST SIDE OF STREET:

SIDEWALK CLEAR WIDTH: A1: _____ *FT.* _____ *IN.*
A2: _____ *FT.* _____ *IN.*
A3: _____ *FT.* _____ *IN.*

PLANTER STRIP WIDTH: B: _____ *FT.* _____ *IN.*
(PUT "0" IF NO PLANTER STRIP)

RUNNING SLOPE: C1: _____ *% C2:* _____ *% C3:* _____ *%*

CROSS-SLOPE: D1: _____ *% D2:* _____ *% D3:* _____ *%*

OTHER SPECIFIC CONDITIONS: _____

SOUTH OR EAST SIDE OF STREET:

SIDEWALK CLEAR WIDTH: E1: _____ *FT.* _____ *IN.*
E2: _____ *FT.* _____ *IN.*
E3: _____ *FT.* _____ *IN.*

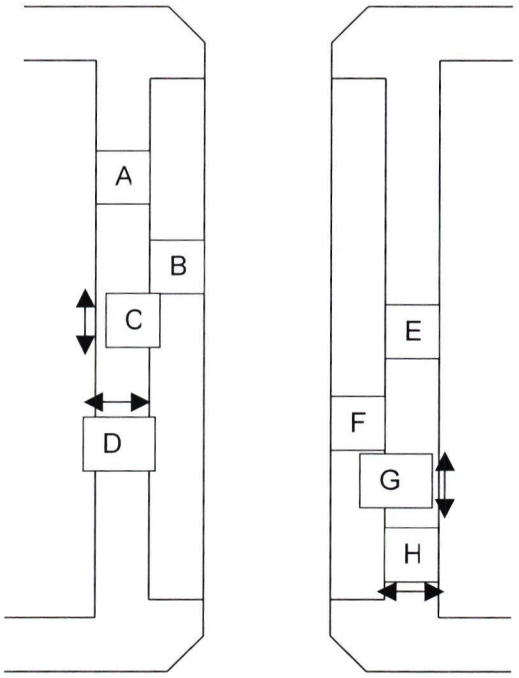
PLANTER STRIP WIDTH: F: _____ *FT.* _____ *IN.*
(PUT "0" IF NO PLANTER STRIP)

RUNNING SLOPE: G1: _____ *% G2:* _____ *% G3:* _____ *%*

CROSS-SLOPE: H1: _____ *% H2* _____ *% H3:* _____ *%*

OTHER SPECIFIC CONDITIONS: _____

DRAW ALL OBSTRUCTIONS OR HAZARDS ON THE PLAN:



*SOUTH OR EAST CROSS-STREET*_____

Inspected/measured by (print):_____ **Date Field Measured:**_____

Directions: Three measurements shall be taken at various locations along the sidewalk. None of the three recorded measurements may exceed the limits indicated above. See reverse side for Compliance with Standards.

Sidewalk Inspection Form

Compliance with Standards:

Note: All sidewalks should comply with the City's current design and construction standards. Where it is infeasible to construct or reconstruct a sidewalk to current standards, the Designer or Inspector must complete the Findings for Non-compliance Element(s) section below and state what the non-compliant element(s) are and the reason for the non-compliance. A drawing or picture can be included in the box below. After completing this form, submit it to the ADA Program Access Coordinator for acceptance and then signature by the City Engineer.

Findings for Non-Compliance Element(s): _____

_____

_____

_____

_____

_____

Picture or Drawing, if needed

_____	_____	_____
Designer/Inspector Date	Reviewed by Date Program Access Coord.	Approved by City Engineer Date
_____	_____	_____
Signature	Signature	Signature

Appendix A: Glossary

Accessible Pedestrian Signal. A device that communicates information about the pedestrian walk phase in non-visual formats such as audible tones, vibrotactile features or auditory announcements.

Island. Curbed or painted area outside of the vehicular path that is provided to separate and direct traffic movement, and which also may serve as a refuge for pedestrians.

Blended Curb or Transition. A curb ramp shallower than 1:20 (5 percent), where the sidewalk is blended into or flush with the street.

Cross Slope. The slope that is perpendicular to the intended direction of travel.

Crosswalk. That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway or, in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline.

Marked Crosswalk. Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Curb. A vertical or rolled transition from the roadway or gutter to the sidewalk or planting strip.

Curb Line. A line at the face of the curb that marks the transition from the roadway or gutter to a sidewalk or planting strip.

Curb Ramp. A ramp cutting through a curb.

Detectable Warning. A surface feature built in or applied to walking surfaces or other elements to warn of hazards on a pedestrian access path.

Driveway. A vehicular path serving a single parcel of private property.

Element. An architectural or mechanical component of a facility, space, site or public right-of-way.

Equivalent Facilitation: A departure from a particular technical or scoping requirement of these standards by the use of other designs and technologies, where the alternative designs and technologies used provide substantially equivalent or greater access to and usability of the element.

Facility. All or any portion of structures, improvements, elements, and pedestrian or vehicular routes located on a site or in a public right-of-way.

Flush Transition. See Blended Transition.

Grade. See Running Slope.

Grade Break. The meeting line of two adjacent surfaces of different slope (grade).

Land Use Zone. The land use of a particular property location, as defined by Title II of the City's Zoning Code.

Locator Tone. A repeating sound that identifies the location of the pedestrian push button.

Parallel Curb Ramp. A system of two sloped ramps that run parallel to the curb line from a common lower landing that is approximately level with the street.

Pedestrian Access Route (Path). Any walk or path intended for pedestrian movement or activity.

Perpendicular Curb Ramp. A curb ramp with a main slope running perpendicular to the curb line, and which may include one or more flared side slopes.

Program Access Requirements. Requirements in the ADA Transition Plan for making the public right-of-way accessible to persons with disabilities.

Public Right-of-Way. Land or property owned by a public entity and usually is acquired for or devoted to transportation or pedestrian purposes.

Ramp. A sloping portion of a walkway with a running slope exceeding five percent.

Running Slope. The slope that is parallel to the direction of travel expressed as a ratio of rise to run, usually expressed in percent.

Sidewalk. That portion of a public right-of-way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.

Sidewalk Ramp: See Curb Ramp.

Street Furniture. Elements in the public right-of-way that are intended for use by pedestrians.

Tactile Guidestrip. A horizontal strip applied to the walking surface along an accessible pedestrian access route that provides directional cues for persons with low vision or persons who are blind and use a cane.

Technical Infeasibility. With respect to an alteration of an existing element, that it has little likelihood of being accomplished because existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full and strict compliance with the minimum requirements for new construction and that are necessary to provide accessibility.

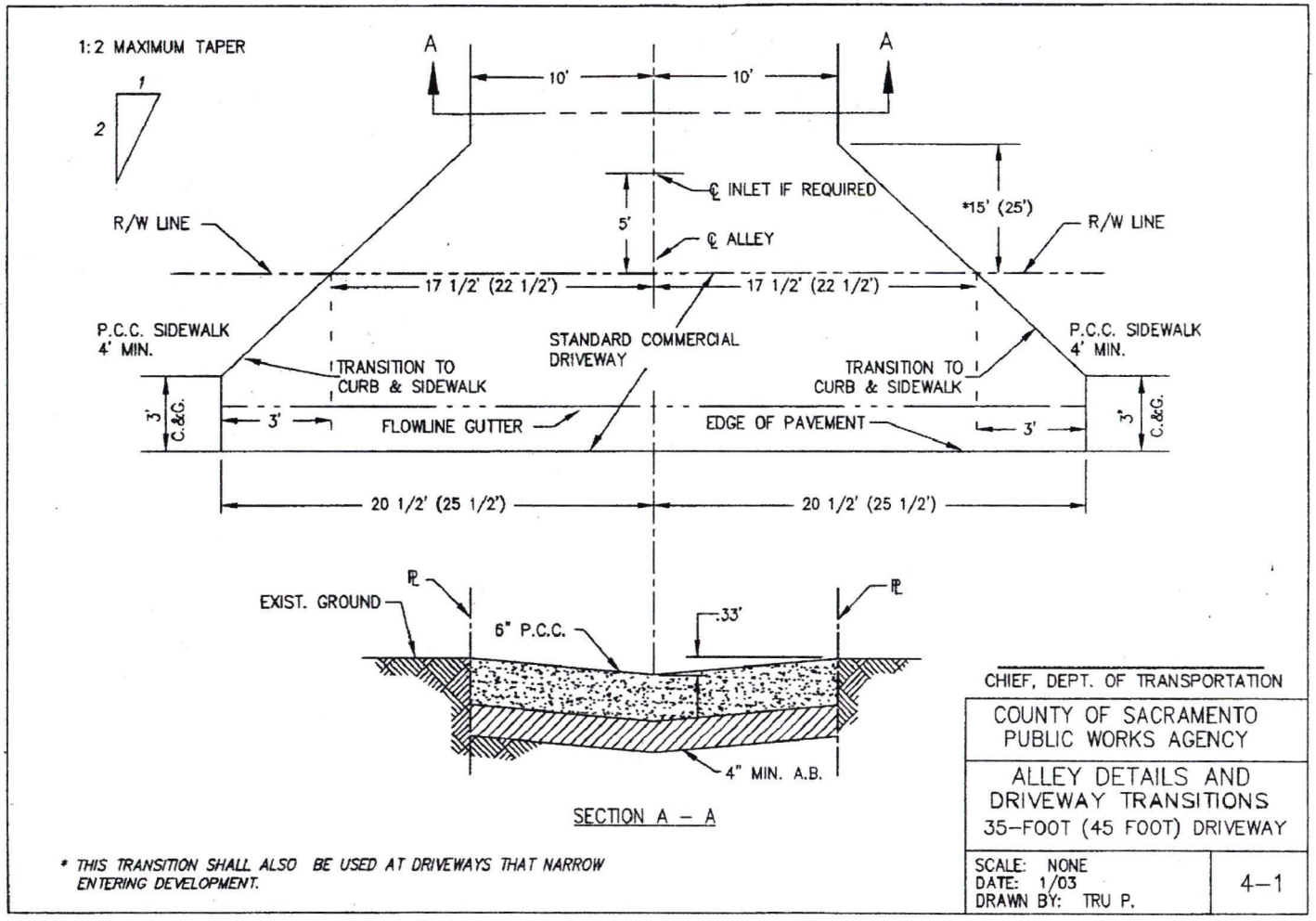
Walk Interval. The phase of a traffic signal cycle during which the pedestrian is to begin crossing, typically indicated by a walk message or the walking person symbol and its audible equivalent.

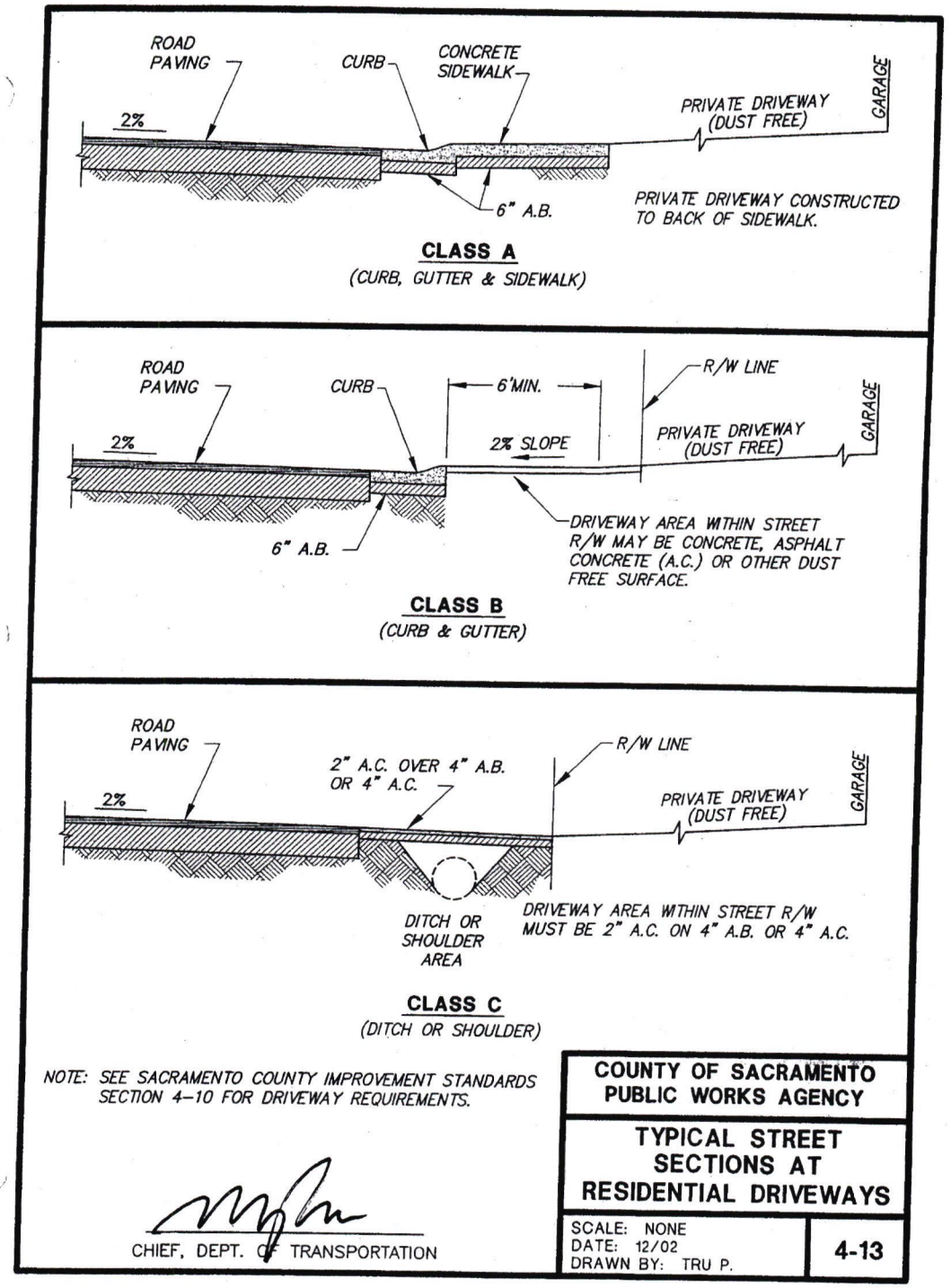
Appendix B: Standard City Improvement Drawings

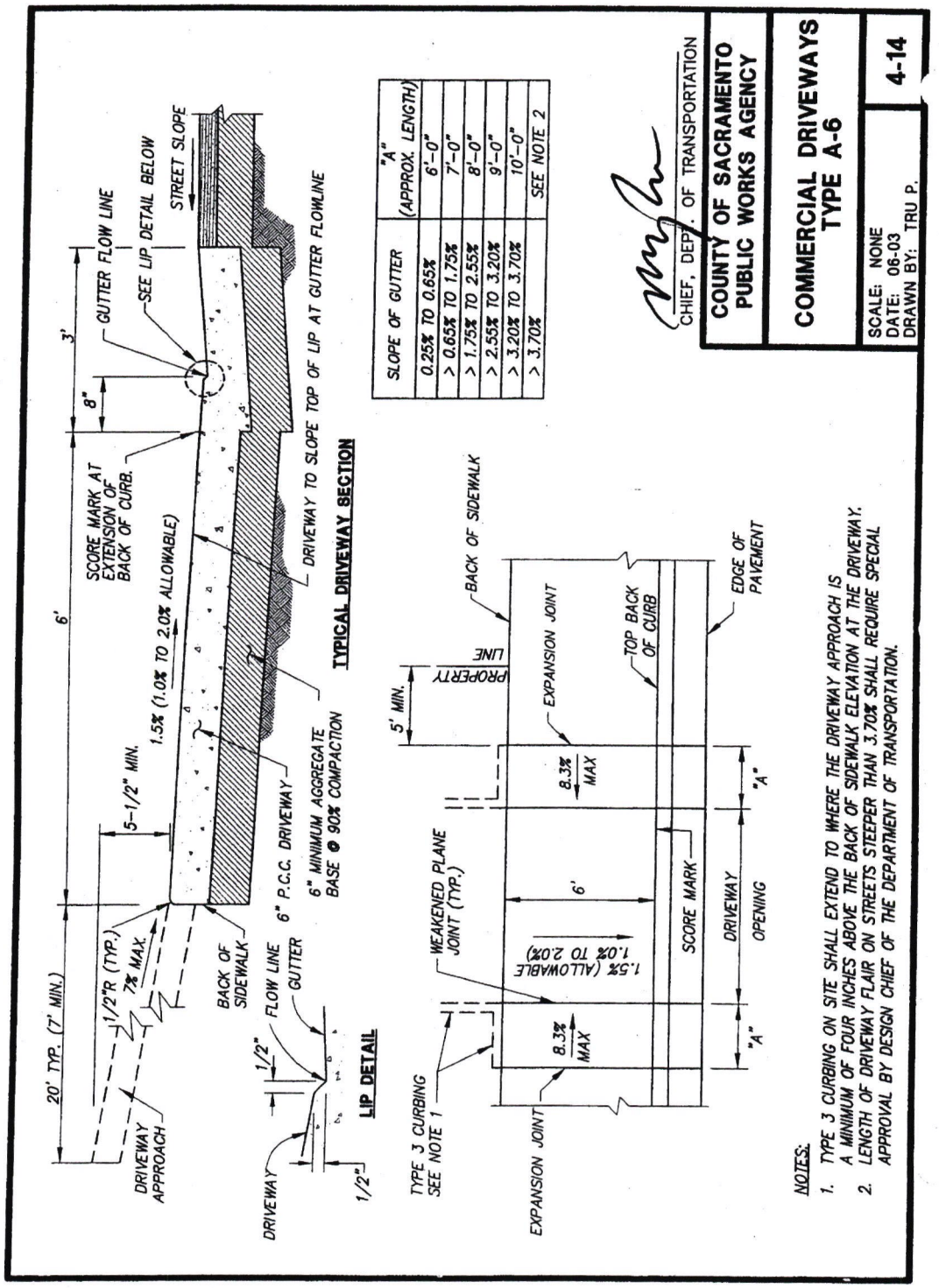
(Note: Drawing numbers shown refer to numbers assigned by the City Improvement Standards, not by the ADA Transition Plan)

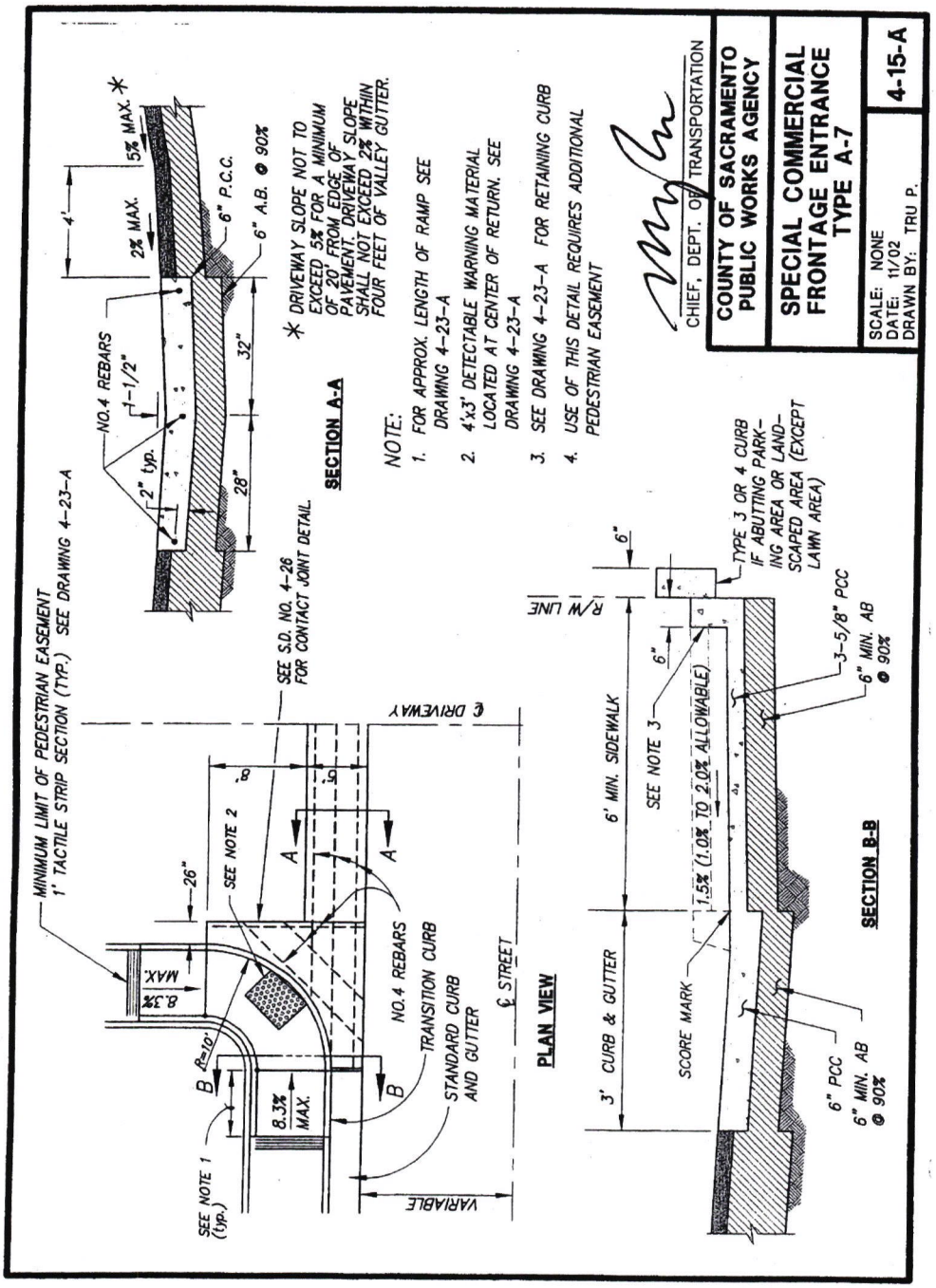
4-1	Alley Details and Driveway Transitions
4-13	Typical Street Sections at Residential Driveways
4-14	Commercial Driveways Type A-6
4-15A	Special Commercial Frontage Entrance Type A-7
4-15B	Sidewalk Ramp for Type A-7 Driveways without Additional R/W
4-21	Bus Turnout
4-22	Bus Stop
4-23A	Sidewalk Ramp Detail
4-23B	Sidewalk Ramp Detail for Plaza Areas
4-23C	A.C. Conforms to New Sidewalk Ramp Construction
4-24	Curb Ramp Placement
4-25	Curbs and Gutter
4-26	Cross Gutter
4-27	Barrier Curb Detail
4-28	Under Sidewalk Drain
4-29	Meandering Sidewalk Standards
4-32	Pavement Widening Detail
4-33	Street Sign Fully Reflectorized
4-34	Street Name Sign Placement Details
4-35	Street Name Sign on Street Light Pole Placement Detail
4-36	Street Name Sign Installation on Street Light Pole
4-37	Street Name Sign Placement Details
4-39	Signs and Barricades at Abrupt Change of Pavement Width
4-40	Sidewalk Barricade
4-41	Utility Pole Placement Locations
4-42	A.C. Sidewalk Conform
4-43	Sidewalk Concrete Joint Details

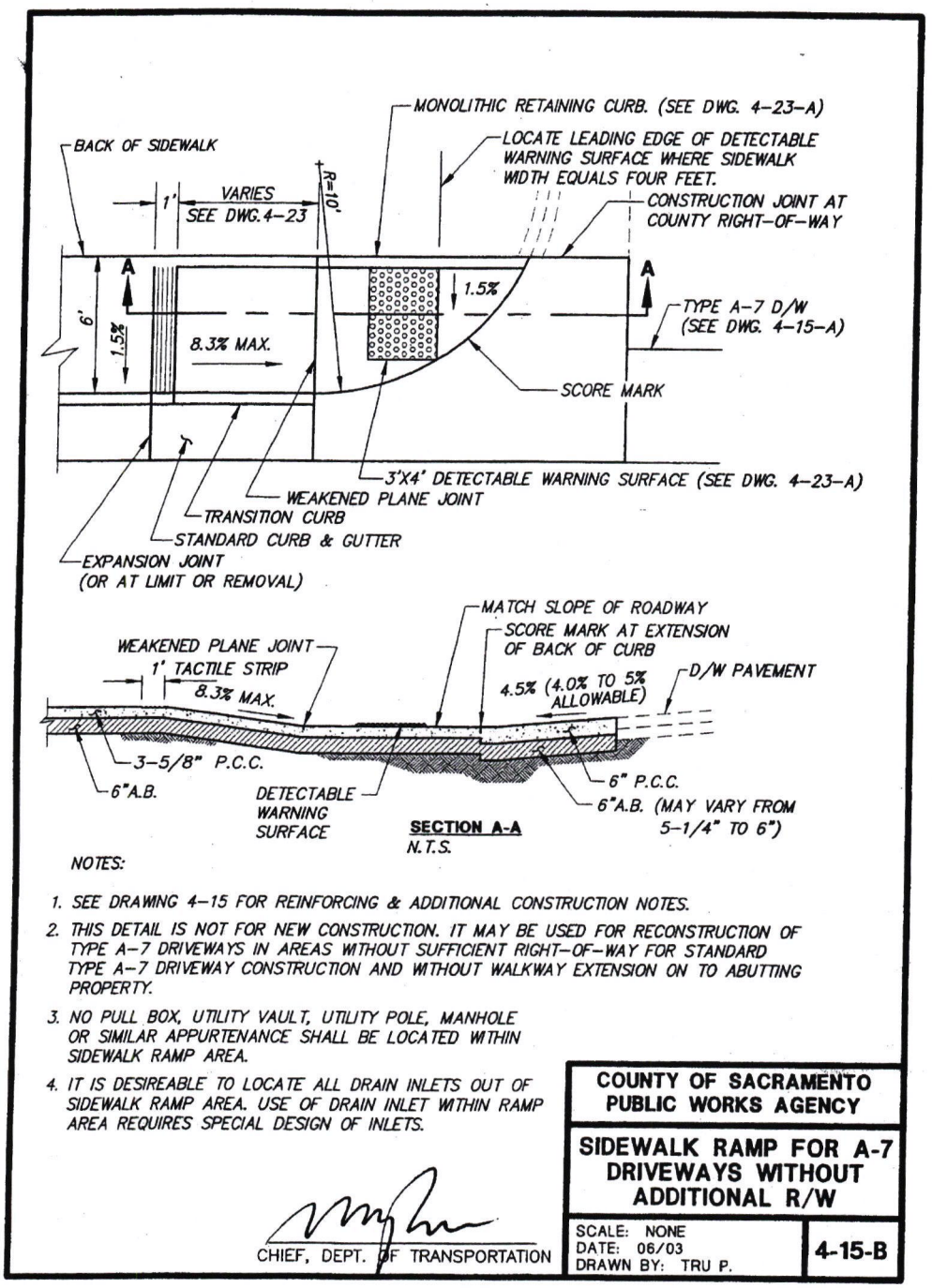
For an alternate format, refer to the corresponding text in Section 5.


1:2 MAXIMUM TAPER
1
2
A
A
10'
10'
℄ INLET IF REQUIRED
5'
℄ ALLEY
*15' (25')
R/W LINE
R/W LINE
17 1/2' (22 1/2')
17 1/2' (22 1/2')
P.C.C. SIDEWALK
4' MIN.
TRANSITION TO
CURB & SIDEWALK
STANDARD COMMERCIAL
DRIVEWAY
TRANSITION TO
CURB & SIDEWALK
P.C.C. SIDEWALK
4' MIN.
3'
C.&G.
3'
FLOWLINE GUTTER
EDGE OF PAVEMENT
3'
3'
C.&G.
20 1/2' (25 1/2')
20 1/2' (25 1/2')
EXIST. GROUND
℄
6" P.C.C.
.33'
℄
4" MIN. A.B.
SECTION A – A
* THIS TRANSITION SHALL ALSO BE USED AT DRIVEWAYS THAT NARROW ENTERING DEVELOPMENT.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
ALLEY DETAILS AND
DRIVEWAY TRANSITIONS
35–FOOT (45 FOOT) DRIVEWAY
SCALE: NONE
DATE: 1/03
DRAWN BY: TRU P.
4–1


ROAD PAVING
CURB
CONCRETE SIDEWALK
2%
PRIVATE DRIVEWAY (DUST FREE)
GARAGE
6" A.B.
PRIVATE DRIVEWAY CONSTRUCTED TO BACK OF SIDEWALK.
CLASS A
(CURB, GUTTER & SIDEWALK)
ROAD PAVING
CURB
6' MIN.
R/W LINE
2%
2% SLOPE
PRIVATE DRIVEWAY (DUST FREE)
GARAGE
6" A.B.
DRIVEWAY AREA WITHIN STREET R/W MAY BE CONCRETE, ASPHALT CONCRETE (A.C.) OR OTHER DUST FREE SURFACE.
CLASS B
(CURB & GUTTER)
ROAD PAVING
2" A.C. OVER 4" A.B. OR 4" A.C.
R/W LINE
2%
PRIVATE DRIVEWAY (DUST FREE)
GARAGE
DITCH OR SHOULDER AREA
DRIVEWAY AREA WITHIN STREET R/W MUST BE 2" A.C. ON 4" A.B. OR 4" A.C.
CLASS C
(DITCH OR SHOULDER)
NOTE: SEE SACRAMENTO COUNTY IMPROVEMENT STANDARDS SECTION 4-10 FOR DRIVEWAY REQUIREMENTS.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
TYPICAL STREET SECTIONS AT RESIDENTIAL DRIVEWAYS
SCALE: NONE
DATE: 12/02
DRAWN BY: TRU P.
4-13


20' TYP. (7' MIN.)
1/2"R (TYP.)
7% MAX.
DRIVEWAY APPROACH
5-1/2" MIN.
1.5% (1.0% TO 2.0% ALLOWABLE)
6'
3'
8"
SCORE MARK AT EXTENSION OF BACK OF CURB.
GUTTER FLOW LINE
SEE LIP DETAIL BELOW
STREET SLOPE
DRIVEWAY TO SLOPE TOP OF LIP AT GUTTER FLOWLINE
TYPICAL DRIVEWAY SECTION
BACK OF SIDEWALK
FLOW LINE
GUTTER
6" P.C.C. DRIVEWAY
6" MINIMUM AGGREGATE BASE @ 90% COMPACTION
1/2"
1/2"
DRIVEWAY
LIP DETAIL
SLOPE OF GUTTER
"A" (APPROX. LENGTH)
0.25% TO 0.65%
6'-0"
> 0.65% TO 1.75%
7'-0"
> 1.75% TO 2.55%
8'-0"
> 2.55% TO 3.20%
9'-0"
> 3.20% TO 3.70%
10'-0"
> 3.70%
SEE NOTE 2
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
COMMERCIAL DRIVEWAYS
TYPE A-6
SCALE: NONE
DATE: 06-03
DRAWN BY: TRU P.
4-14
TYPE 3 CURBING SEE NOTE 1
WEAKENED PLANE JOINT (TYP.)
8.3% MAX
5' MIN.
PROPERTY LINE
BACK OF SIDEWALK
EXPANSION JOINT
6'
1.5% (ALLOWABLE 1.0% TO 2.0%)
8.3% MAX
TOP BACK OF CURB
EDGE OF PAVEMENT
SCORE MARK
DRIVEWAY OPENING
"A"
"A"
EXPANSION JOINT
NOTES:
1. TYPE 3 CURBING ON SITE SHALL EXTEND TO WHERE THE DRIVEWAY APPROACH IS A MINIMUM OF FOUR INCHES ABOVE THE BACK OF SIDEWALK ELEVATION AT THE DRIVEWAY.
2. LENGTH OF DRIVEWAY FLAIR ON STREETS STEEPER THAN 3.70% SHALL REQUIRE SPECIAL APPROVAL BY DESIGN CHIEF OF THE DEPARTMENT OF TRANSPORTATION.


COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
SPECIAL COMMERCIAL
FRONTAGE ENTRANCE
TYPE A-7
4-15-A
SCALE: NONE
DATE: 11/02
DRAWN BY: TRU P.
CHIEF, DEPT. OF TRANSPORTATION
NOTE:
1. FOR APPROX. LENGTH OF RAMP SEE DRAWING 4-23-A
2. 4'x3' DETECTABLE WARNING MATERIAL LOCATED AT CENTER OF RETURN. SEE DRAWING 4-23-A
3. SEE DRAWING 4-23-A FOR RETAINING CURB
4. USE OF THIS DETAIL REQUIRES ADDITIONAL PEDESTRIAN EASEMENT
* DRIVEWAY SLOPE NOT TO EXCEED 5% FOR A MINIMUM OF 20' FROM EDGE OF PAVEMENT. DRIVEWAY SLOPE SHALL NOT EXCEED 2% WITHIN FOUR FEET OF VALLEY GUTTER.
SECTION A-A
SECTION B-B
PLAN VIEW
MINIMUM LIMIT OF PEDESTRIAN EASEMENT
1' TACTILE STRIP SECTION (TYP.) SEE DRAWING 4-23-A
SEE S.D. NO. 4-26 FOR CONTACT JOINT DETAIL
NO.4 REBARS
TRANSITION CURB
STANDARD CURB AND GUTTER
SEE NOTE 1 (typ.)
SEE NOTE 2
SEE NOTE 3
8.3% MAX.
5% MAX.
2% MAX.
6" P.C.C.
6" A.B. @ 90%
6" MIN. AB @ 90%
6" PCC
3-5/8" PCC
TYPE 3 OR 4 CURB IF ABUTTING PARKING AREA OR LANDSCAPED AREA (EXCEPT LAWN AREA)
6' MIN. SIDEWALK
3' CURB & GUTTER
SCORE MARK
1.5% (1.0% TO 2.0% ALLOWABLE)
VARIABLE
℄ DRIVEWAY
℄ STREET
R/W LINE



NOTES:

1. SEE DRAWING 4-15 FOR REINFORCING & ADDITIONAL CONSTRUCTION NOTES.
2. THIS DETAIL IS NOT FOR NEW CONSTRUCTION. IT MAY BE USED FOR RECONSTRUCTION OF TYPE A-7 DRIVEWAYS IN AREAS WITHOUT SUFFICIENT RIGHT-OF-WAY FOR STANDARD TYPE A-7 DRIVEWAY CONSTRUCTION AND WITHOUT WALKWAY EXTENSION ON TO ABUTTING PROPERTY.
3. NO PULL BOX, UTILITY VAULT, UTILITY POLE, MANHOLE OR SIMILAR APPURTENANCE SHALL BE LOCATED WITHIN SIDEWALK RAMP AREA.
4. IT IS DESIREABLE TO LOCATE ALL DRAIN INLETS OUT OF SIDEWALK RAMP AREA. USE OF DRAIN INLET WITHIN RAMP AREA REQUIRES SPECIAL DESIGN OF INLETS.

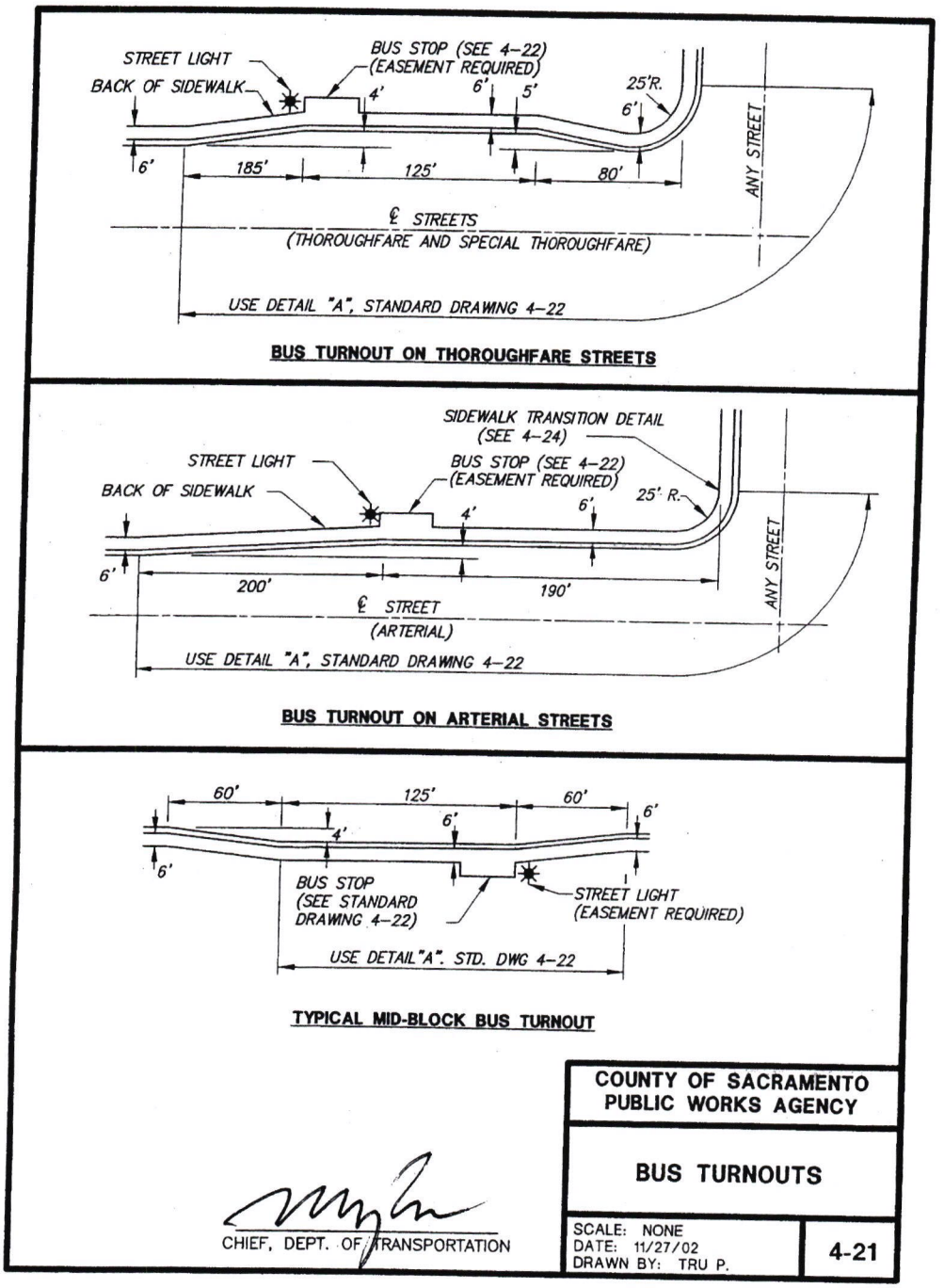
CHIEF, DEPT. OF TRANSPORTATION

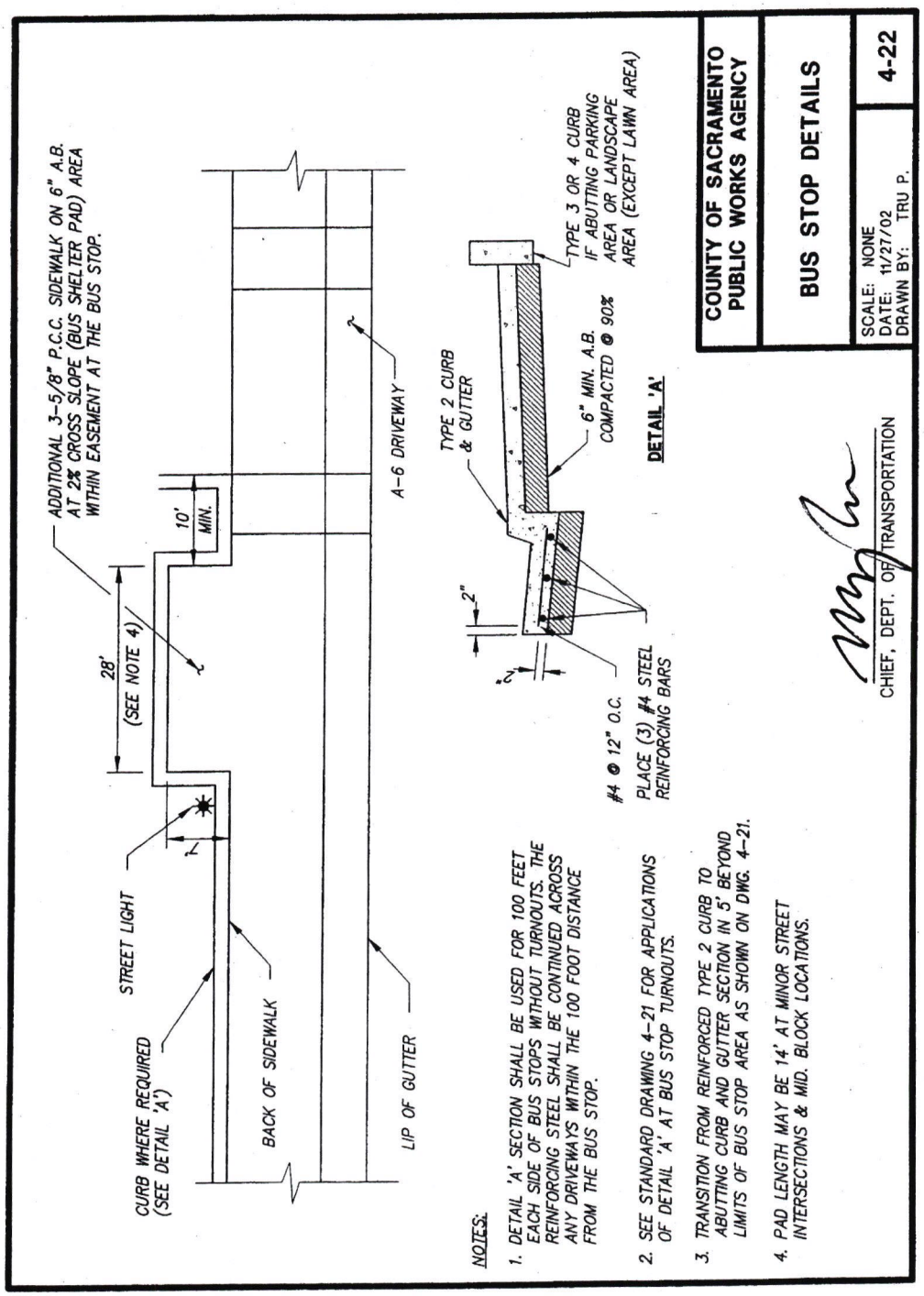
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY

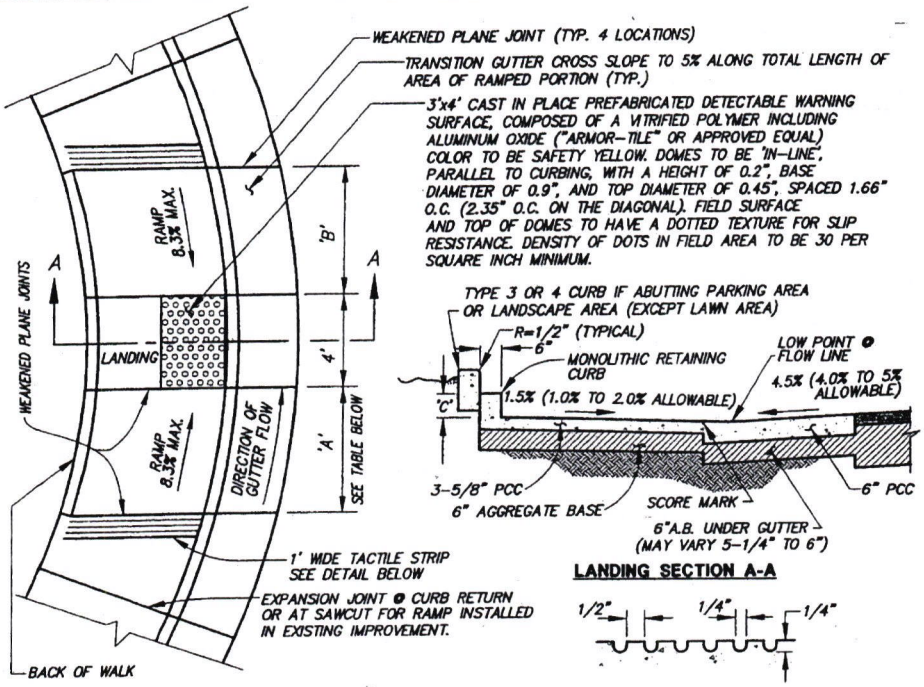
SIDEWALK RAMP FOR A-7 DRIVEWAYS WITHOUT ADDITIONAL R/W

SCALE: NONE
DATE: 06/03
DRAWN BY: TRU P.

4-15-B


STREET LIGHT
BACK OF SIDEWALK
BUS STOP (SEE 4-22)
(EASEMENT REQUIRED)
4'
6'
5'
25'R.
6'
6'
185'
125'
80'
ANY STREET
℄ STREETS
(THOROUGHFARE AND SPECIAL THOROUGHFARE)
USE DETAIL "A", STANDARD DRAWING 4-22
BUS TURNOUT ON THOROUGHFARE STREETS
SIDEWALK TRANSITION DETAIL
(SEE 4-24)
STREET LIGHT
BUS STOP (SEE 4-22)
(EASEMENT REQUIRED)
BACK OF SIDEWALK
25' R.
4'
6'
6'
200'
190'
ANY STREET
℄ STREET
(ARTERIAL)
USE DETAIL "A", STANDARD DRAWING 4-22
BUS TURNOUT ON ARTERIAL STREETS
60'
125'
60'
6'
4'
6'
6'
BUS STOP
(SEE STANDARD
DRAWING 4-22)
STREET LIGHT
(EASEMENT REQUIRED)
USE DETAIL "A". STD. DWG 4-22
TYPICAL MID-BLOCK BUS TURNOUT
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
BUS TURNOUTS
SCALE: NONE
DATE: 11/27/02
DRAWN BY: TRU P.
4-21


ADDITIONAL 3-5/8" P.C.C. SIDEWALK ON 6" A.B. AT 2% CROSS SLOPE (BUS SHELTER PAD) AREA WITHIN EASEMENT AT THE BUS STOP.
28' (SEE NOTE 4)
10' MIN.
STREET LIGHT
CURB WHERE REQUIRED (SEE DETAIL 'A')
BACK OF SIDEWALK
LIP OF GUTTER
A-6 DRIVEWAY
TYPE 2 CURB & GUTTER
2"
6" MIN. A.B. COMPACTED @ 90%
TYPE 3 OR 4 CURB IF ABUTTING PARKING AREA OR LANDSCAPE AREA (EXCEPT LAWN AREA)
#4 @ 12" O.C.
PLACE (3) #4 STEEL REINFORCING BARS
DETAIL 'A'
NOTES:
1. DETAIL 'A' SECTION SHALL BE USED FOR 100 FEET EACH SIDE OF BUS STOPS WITHOUT TURNOUTS. THE REINFORCING STEEL SHALL BE CONTINUED ACROSS ANY DRIVEWAYS WITHIN THE 100 FOOT DISTANCE FROM THE BUS STOP.
2. SEE STANDARD DRAWING 4-21 FOR APPLICATIONS OF DETAIL 'A' AT BUS STOP TURNOUTS.
3. TRANSITION FROM REINFORCED TYPE 2 CURB TO ABUTTING CURB AND GUTTER SECTION IN 5' BEYOND LIMITS OF BUS STOP AREA AS SHOWN ON DWG. 4-21.
4. PAD LENGTH MAY BE 14' AT MINOR STREET INTERSECTIONS & MID. BLOCK LOCATIONS.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
BUS STOP DETAILS
SCALE: NONE
DATE: 11/27/02
DRAWN BY: TRU P.
4-22



SLOPE OF GUTTER	'A' FOR TYPE 2 CURB (APPROX. LENGTH)
0.5% to 0.6%	6'-6" MIN.
> 0.6% to 1.1%	7'-0"
> 1.1% to 1.6%	7'-6"
> 1.6% to 2.0%	8'-0"
> 2.0% to 2.4%	8'-6"
> 2.4% to 2.7%	9'-0"
> 2.7% to 3.0%	9'-6"
> 3.0% to 3.3%	10'-0"
> 3.3%	SEE NOTE #4

CURB TYPE	TYPE 1/1A	TYPE 2
DIM 'B'	3'-6"	6'-0"

SLOPE OF GUTTER	'A' FOR TYPE 1/1A CURB (APPROX. LENGTH)
0.5% to 0.7%	4'-0" MIN.
> 0.7% to 1.6%	4'-6"
> 1.6% to 2.2%	5'-0"
> 2.2% to 2.8%	5'-6"
> 2.8% to 3.2%	6'-0"
> 3.2% to 3.6%	6'-6"
> 3.6% to 4.0%	7'-0"
> 4.0% to 4.3%	7'-6"
> 4.3%	SEE NOTE #4

CURB TYPE	TYPE 1/1A	TYPE 2
* DIM 'C'	3-5/8"	6"

* OR AS NEEDED TO MATCH EXISTING ON SITE IMPROVEMENTS, 8" MAX.

NOTES:
1. DIMENSION 'A' IS THE LENGTH OF THE INCLINED PORTION OF THE RAMP THAT SLOPES IN THE SAME DIRECTION AS THE FLOW OF THE GUTTER.
2. DIMENSION 'B' IS THE LENGTH OF THE INCLINED PORTION OF THE RAMP THAT SLOPES IN THE OPPOSITE DIRECTION AS THE FLOW OF THE GUTTER.
3. RAMPS SHALL HAVE A HEAVY BROOM FINISH TRANSVERSE TO THEIR SLOPE.
4. REQUIRES SPECIAL DESIGN APPROVAL BY THE CHIEF OF THE DEPARTMENT OF TRANSPORTATION.
5. NO PULL BOX, UTILITY VAULT, UTILITY POLE, MANHOLE, OR SIMILAR APPURTENANCE SHALL BE LOCATED WITHIN SIDEWALK RAMP AREA.
6. SEE NOTE 6 DWG 4-24 FOR RAMPS WITH 6' WIDE RAMP PANS.

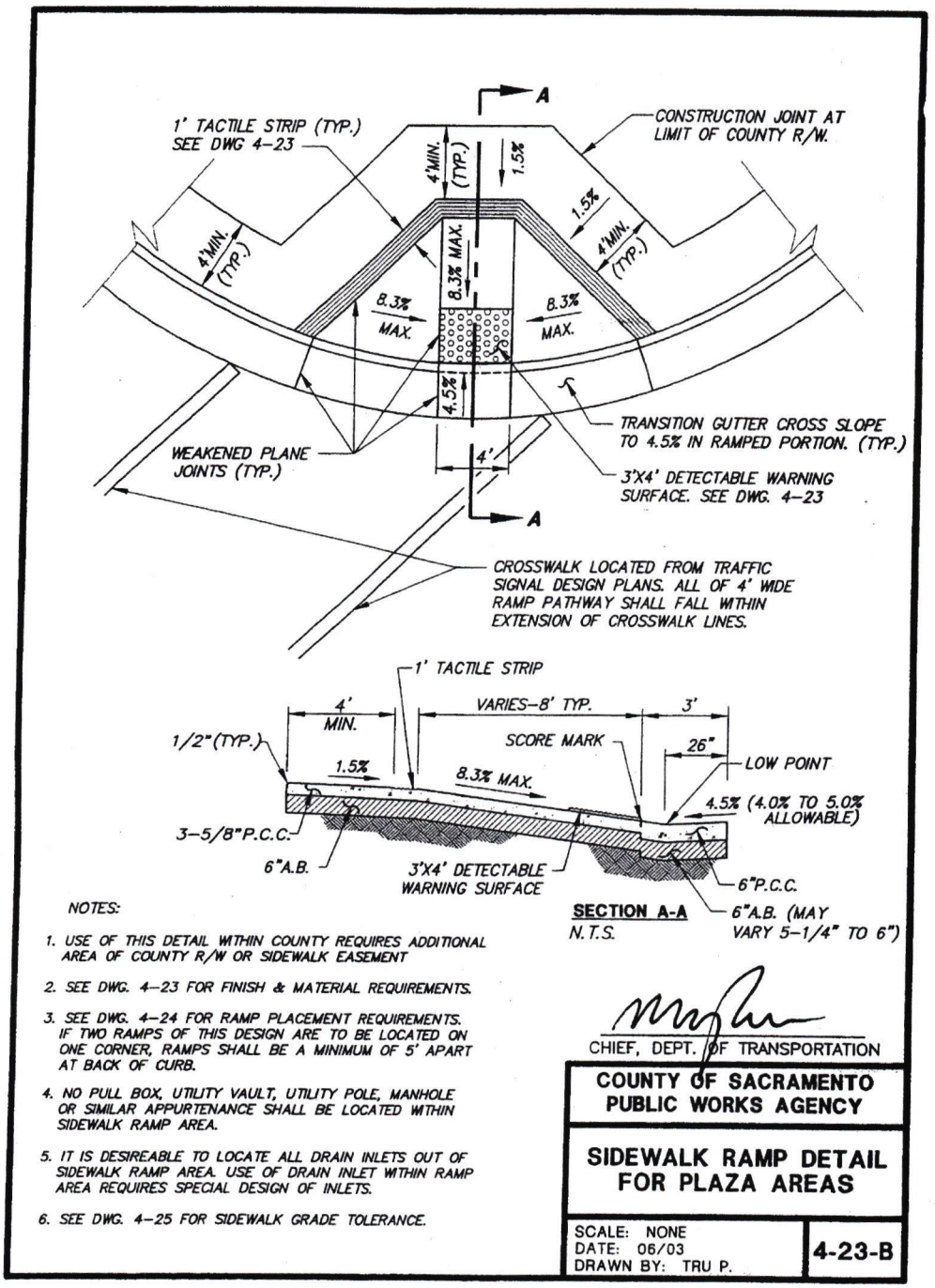
6/6/03
CHIEF, DEPT. OF TRANSPORTATION

COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY

SIDEWALK RAMPS DETAIL

SCALE: NONE
DATE: 06/03
DRAWN BY: TRU P.

4-23-A



SECTION A-A
N.T.S.

NOTES:

1. USE OF THIS DETAIL WITHIN COUNTY REQUIRES ADDITIONAL AREA OF COUNTY R/W OR SIDEWALK EASEMENT
2. SEE DWG. 4-23 FOR FINISH & MATERIAL REQUIREMENTS.
3. SEE DWG. 4-24 FOR RAMP PLACEMENT REQUIREMENTS. IF TWO RAMPS OF THIS DESIGN ARE TO BE LOCATED ON ONE CORNER, RAMPS SHALL BE A MINIMUM OF 5' APART AT BACK OF CURB.
4. NO PULL BOX, UTILITY VAULT, UTILITY POLE, MANHOLE OR SIMILAR APPURTENANCE SHALL BE LOCATED WITHIN SIDEWALK RAMP AREA.
5. IT IS DESIREABLE TO LOCATE ALL DRAIN INLETS OUT OF SIDEWALK RAMP AREA. USE OF DRAIN INLET WITHIN RAMP AREA REQUIRES SPECIAL DESIGN OF INLETS.
6. SEE DWG. 4-25 FOR SIDEWALK GRADE TOLERANCE.

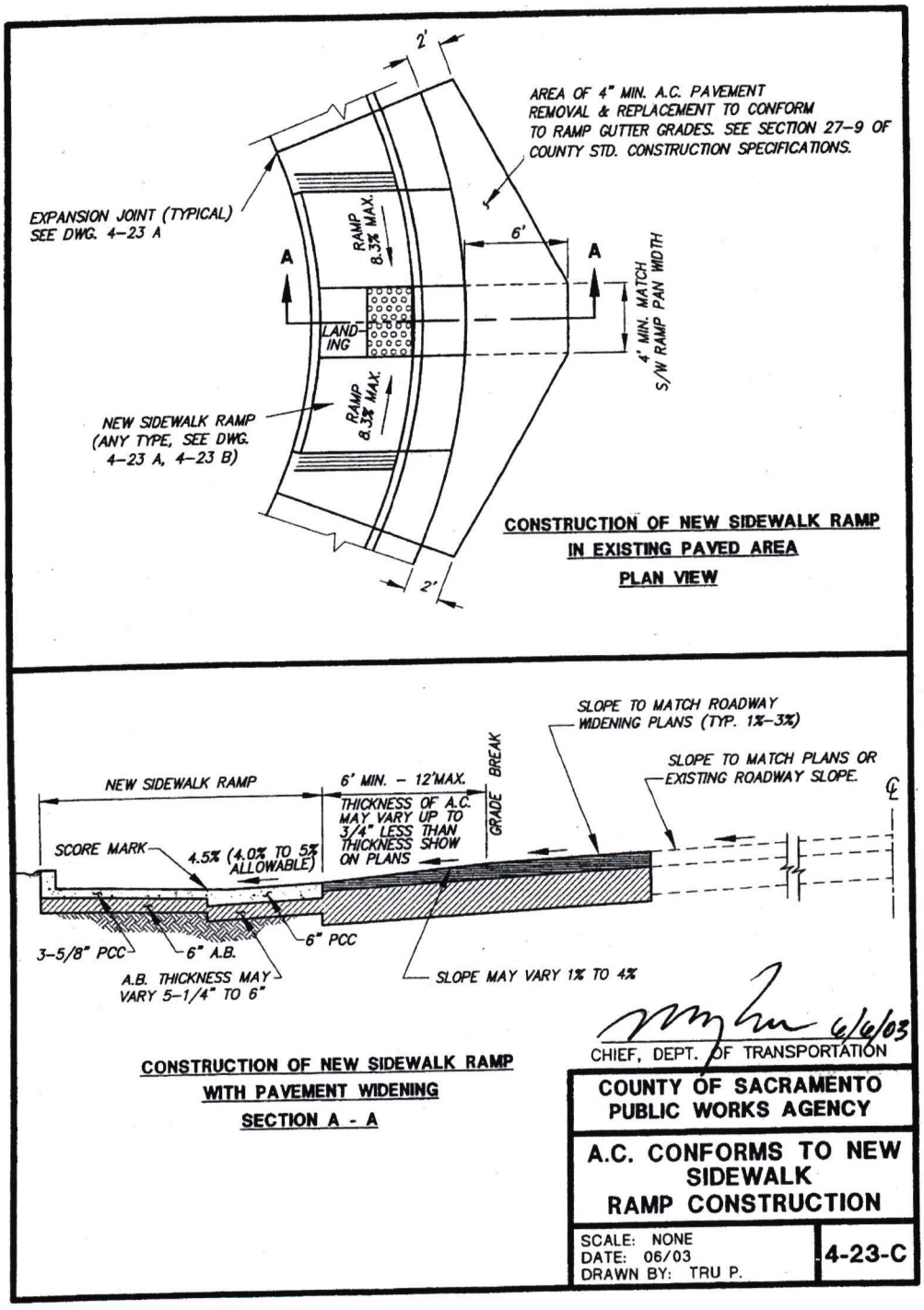
CHIEF, DEPT. OF TRANSPORTATION

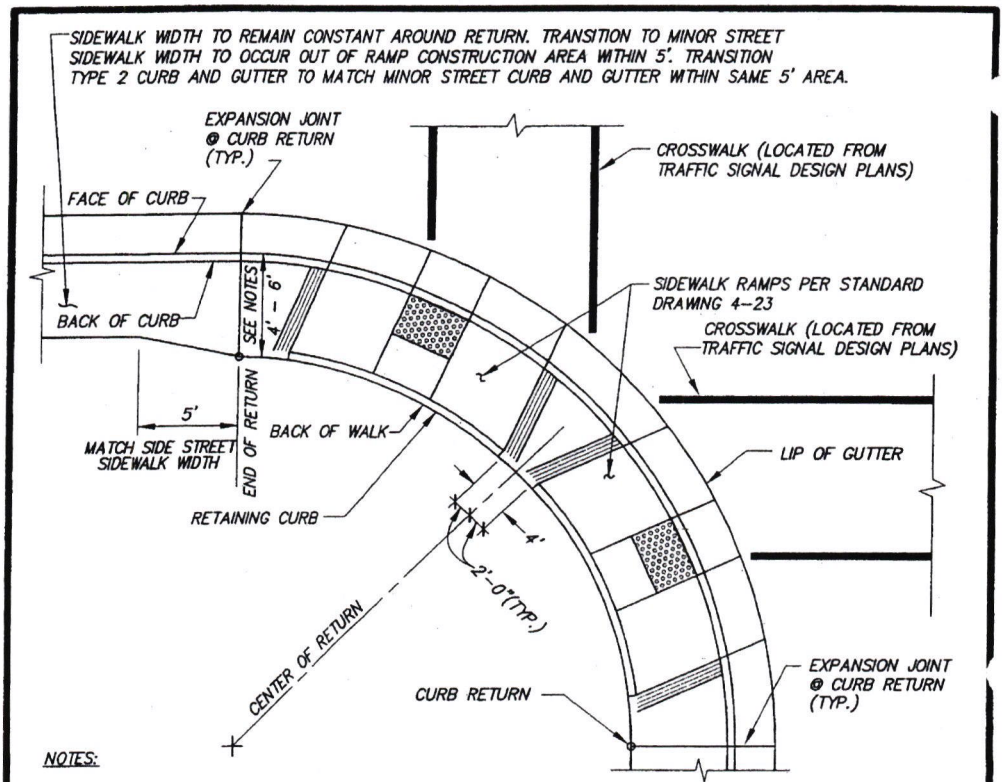
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY

SIDEWALK RAMP DETAIL FOR PLAZA AREAS

SCALE: NONE
DATE: 06/03
DRAWN BY: TRU P.

4-23-B


2'
AREA OF 4" MIN. A.C. PAVEMENT REMOVAL & REPLACEMENT TO CONFORM TO RAMP GUTTER GRADES. SEE SECTION 27-9 OF COUNTY STD. CONSTRUCTION SPECIFICATIONS.
EXPANSION JOINT (TYPICAL) SEE DWG. 4-23 A
RAMP 8.3% MAX.
6'
A
A
LAND-ING
4' MIN. MATCH S/W RAMP PAN WIDTH
RAMP 8.3% MAX.
NEW SIDEWALK RAMP (ANY TYPE, SEE DWG. 4-23 A, 4-23 B)
2'
CONSTRUCTION OF NEW SIDEWALK RAMP
IN EXISTING PAVED AREA
PLAN VIEW
SLOPE TO MATCH ROADWAY WIDENING PLANS (TYP. 1%-3%)
SLOPE TO MATCH PLANS OR EXISTING ROADWAY SLOPE.
NEW SIDEWALK RAMP
6' MIN. - 12'MAX.
BREAK
GRADE
THICKNESS OF A.C. MAY VARY UP TO 3/4" LESS THAN THICKNESS SHOW ON PLANS
SCORE MARK
4.5% (4.0% TO 5% ALLOWABLE)
3-5/8" PCC
6" A.B.
6" PCC
A.B. THICKNESS MAY VARY 5-1/4" TO 6"
SLOPE MAY VARY 1% TO 4%
CONSTRUCTION OF NEW SIDEWALK RAMP
WITH PAVEMENT WIDENING
SECTION A - A
6/6/03
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
A.C. CONFORMS TO NEW SIDEWALK RAMP CONSTRUCTION
SCALE: NONE
DATE: 06/03
DRAWN BY: TRU P.
4-23-C



NOTES:

1. AT INTERSECTIONS HAVING A STREET WITH A RIGHT-OF-WAY WIDTH OF 80 FEET OR GREATER, THE CORNER RETURNS SHALL HAVE TWO (2) RAMPS AS SHOWN, AND TYPE 2 CURB & GUTTER AROUND THE RETURNS, AND SIDEWALK WIDTH SHALL BE 6' AROUND THE RETURNS. EXCEPTIONS – SEE NOTES 5 & 6.
2. AT INTERSECTIONS WITH NO MAJOR (84, 108, OR 130 FOOT) STREET, A SINGLE RAMP AT THE CENTER OF THE RETURNS AND TYPE 1 OR 1A CURB & GUTTER MAY BE USED. SIDEWALK WIDTH AROUND RETURNS SHALL BE 4' FOR INTERSECTIONS OF STREETS WITH SINGLE FAMILY RESIDENTIAL DEVELOPEMENT.
3. THE PLANS SHALL SHOW THE CORRECT NUMBER & LOCATION OF RAMPS ON EACH CORNER.
4. FULL WIDTH OF RAMP PAN (THE FULLY DEPRESSED PORTION OF RAMP) SHALL BE LOCATED WITHIN THE EXTENSION OF THE ASSOCIATED CROSSWALK STRIPES, WHERE CROSSWALKS EXIST.
5. ON MAJOR STREETS (AS DEFINED IN NOTE #1 ABOVE) WITH A CONTINUOUS RAISED MEDIAN ACROSS THE INTERSECTION, A SINGLE STANDARD SIDEWALK RAMP IS TO BE INSTALLED. LOCATE RAMP AT CENTER OF RETURN.
6. FOR CORNERS WITH TWO STRIPED CROSSWALKS AND WITH OBSTRUCTIONS THAT PREVENT THE CONSTRUCTION OF TWO STANDARD RAMPS, A SINGLE SIDEWALK RAMP MAY BE INSTALLED CENTERED IN THE TWO CROSSWALKS. THE WIDTH OF RAMP PAN (THE FULLY DEPRESSED PORTION OF RAMP) IS TO BE 6'. THE WARNING SURFACE MATERIAL SHALL BE THREE FEET BY SIX FEET. USE OF THIS OPTION REQUIRES PRIOR WRITTEN APPROVAL BY CHIEF OF THE DEPARTMENT OF TRANSPORTATION.

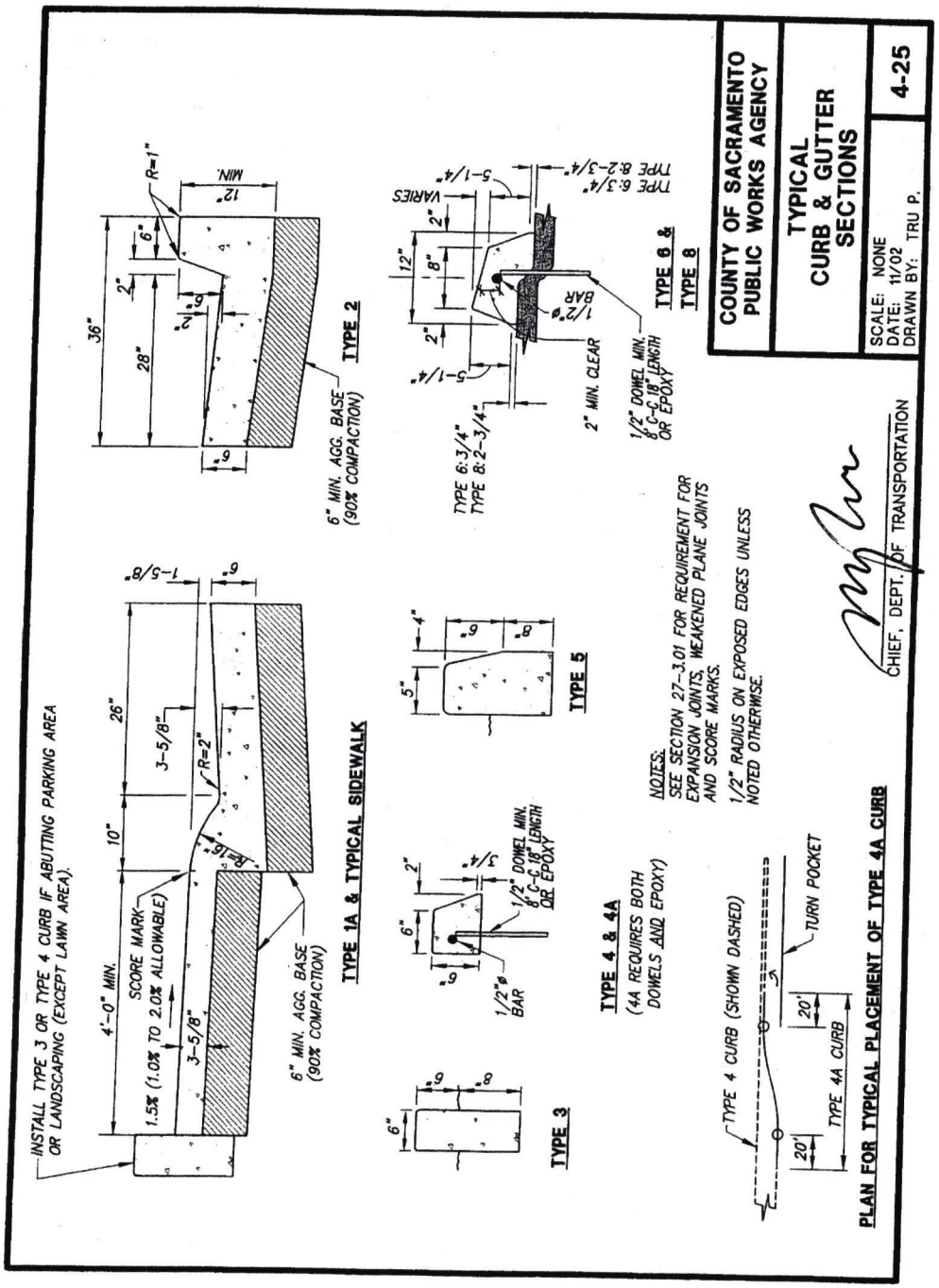
CHIEF, DEPT. OF TRANSPORTATION

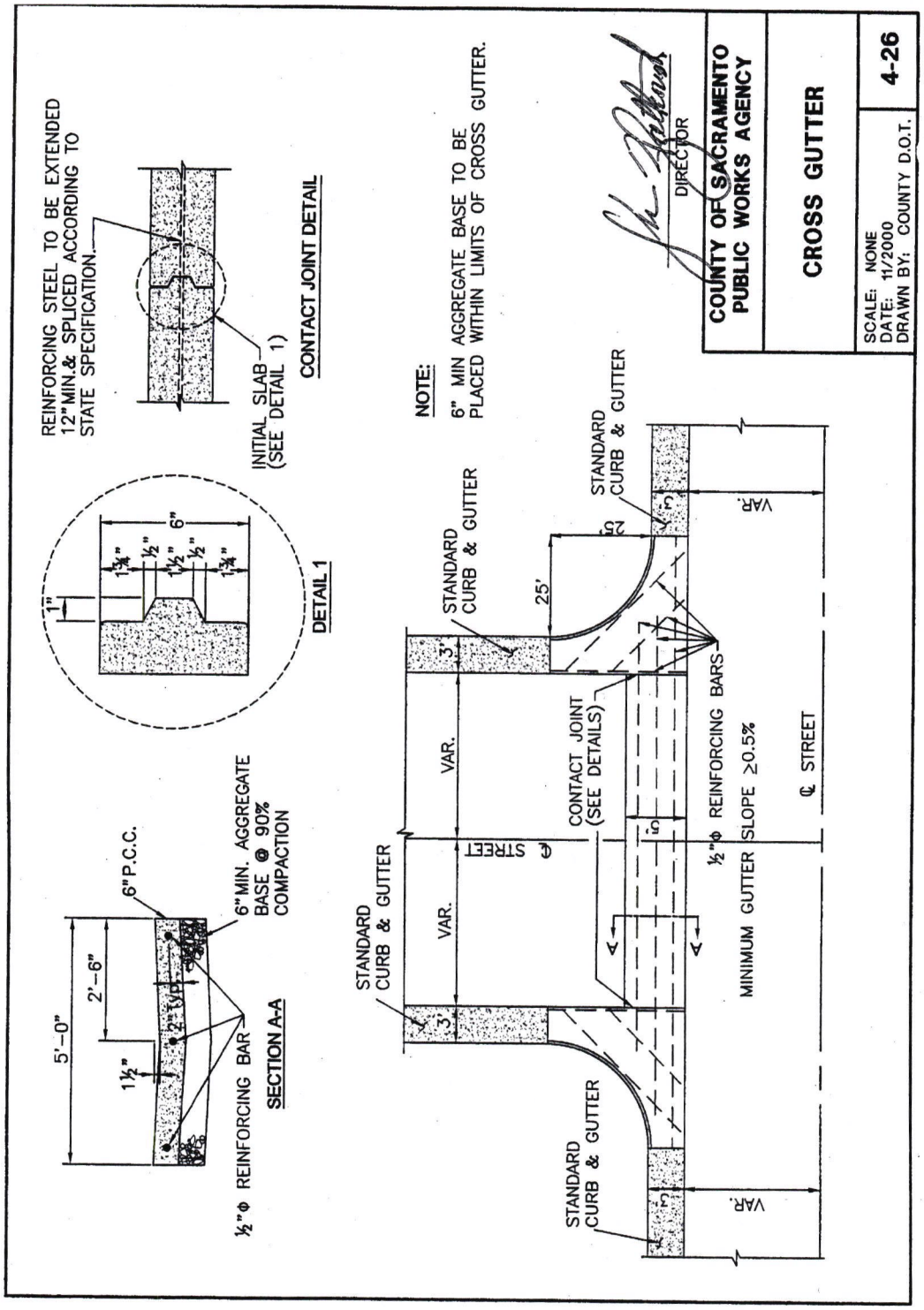
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY

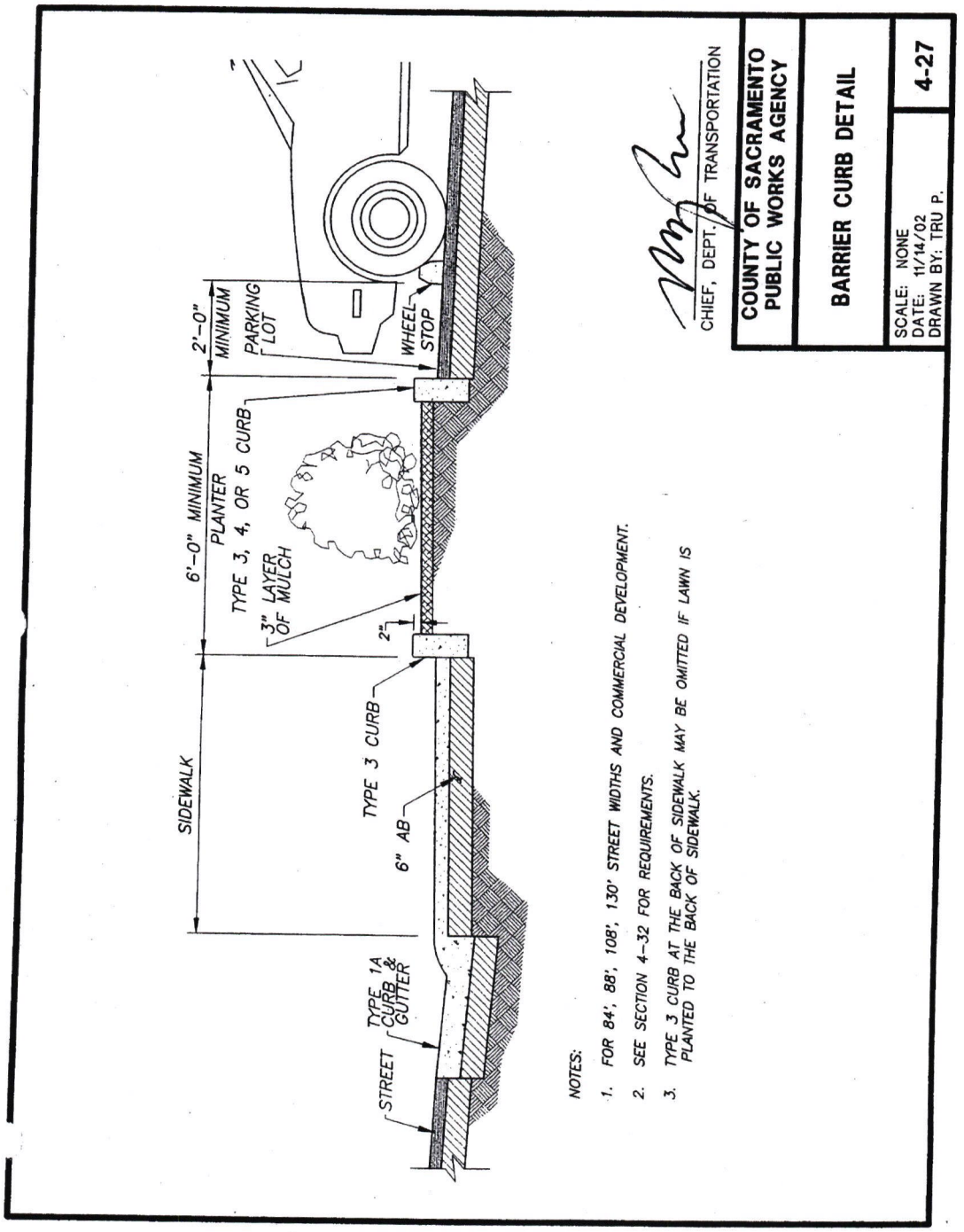
SIDEWALK RAMP PLACEMENT

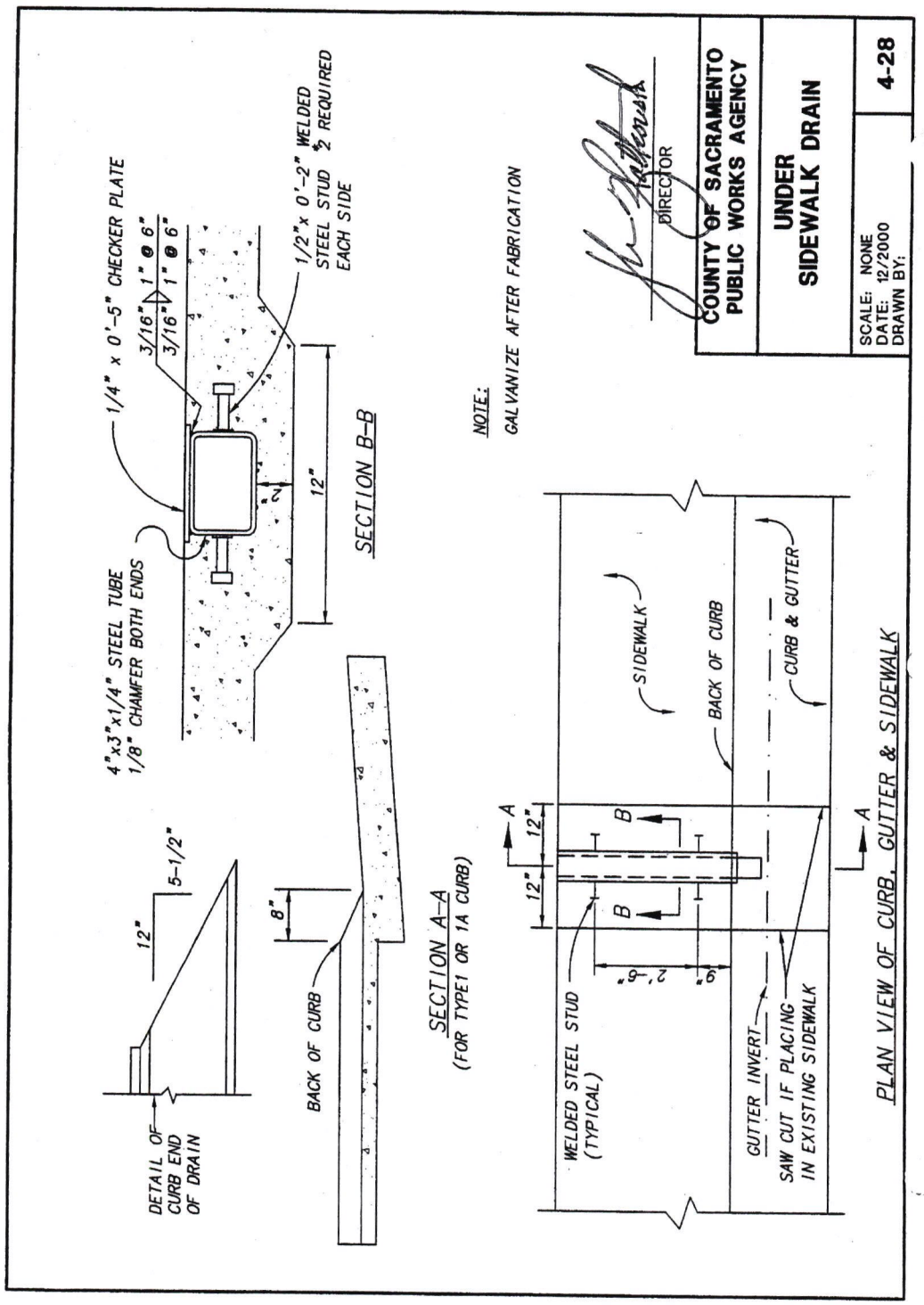
SCALE: NONE
DATE: 11/02
DRAWN BY: TRU P.

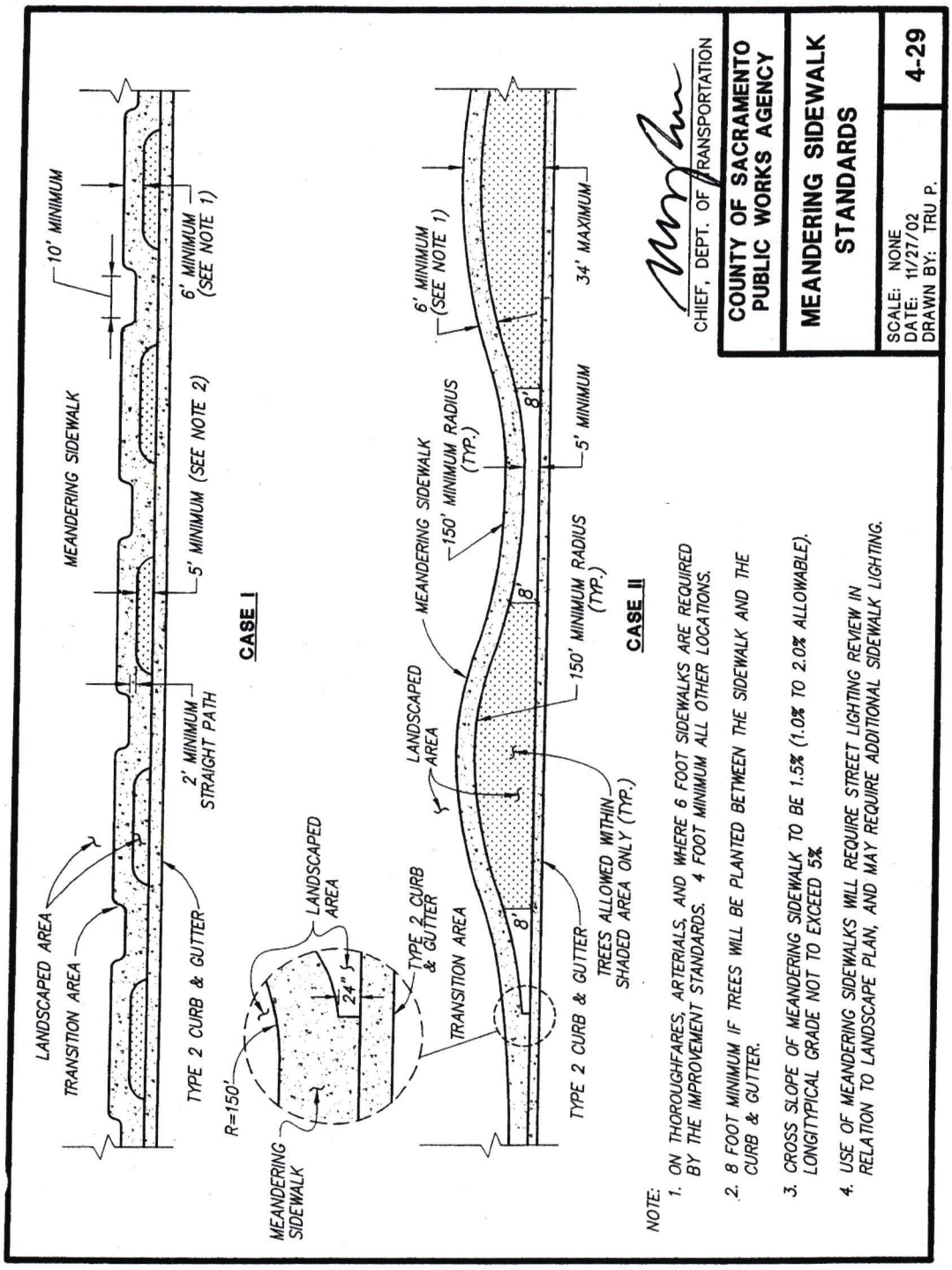
4-24

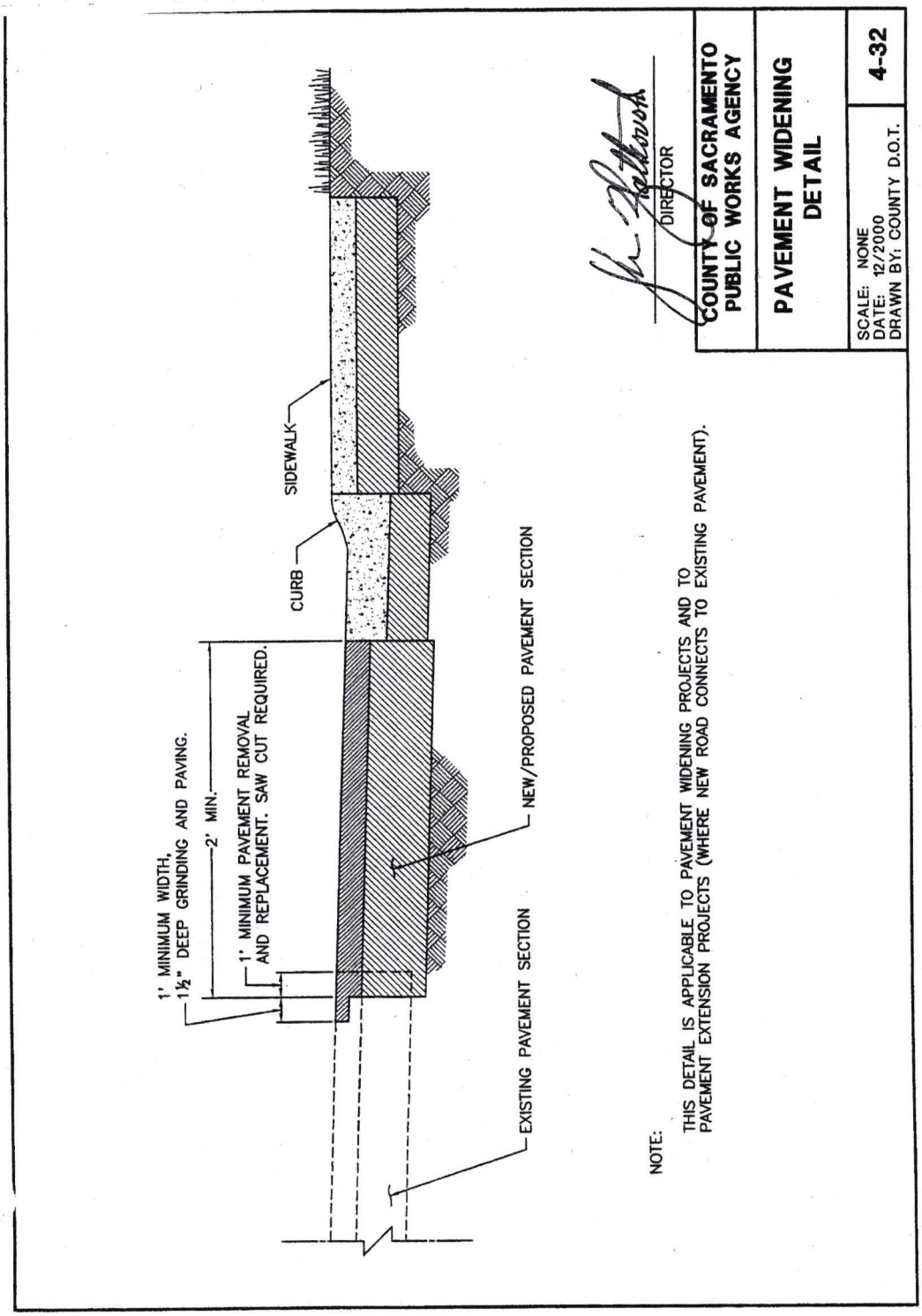

COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
TYPICAL
CURB & GUTTER
SECTIONS
4-25
SCALE: NONE
DATE: 11/02
DRAWN BY: TRU P.
CHIEF, DEPT. OF TRANSPORTATION
INSTALL TYPE 3 OR TYPE 4 CURB IF ABUTTING PARKING AREA OR LANDSCAPING (EXCEPT LAWN AREA).
4'-0" MIN.
SCORE MARK
1.5% (1.0% TO 2.0% ALLOWABLE)
3-5/8"
10"
26"
R=2"
6" MIN. AGG. BASE (90% COMPACTION)
TYPE 1A & TYPICAL SIDEWALK
36"
28"
2"
6"
R=1"
12" MIN.
6" MIN. AGG. BASE (90% COMPACTION)
TYPE 2
TYPE 3
TYPE 4 & 4A
(4A REQUIRES BOTH DOWELS AND EPOXY)
1/2" DOWEL MIN. 8" C-C 18" LENGTH OR EPOXY
1/2"ø BAR
TYPE 5
TYPE 6:3/4"
TYPE 8:2-3/4"
VARIES
5-1/4"
12"
8"
2" MIN. CLEAR
1/2" DOWEL MIN. 8" C-C 18" LENGTH OR EPOXY
TYPE 6 & TYPE 8
NOTES:
SEE SECTION 27-3.01 FOR REQUIREMENT FOR EXPANSION JOINTS, WEAKENED PLANE JOINTS AND SCORE MARKS.
1/2" RADIUS ON EXPOSED EDGES UNLESS NOTED OTHERWISE.
TYPE 4 CURB (SHOWN DASHED)
TURN POCKET
20'
TYPE 4A CURB
PLAN FOR TYPICAL PLACEMENT OF TYPE 4A CURB

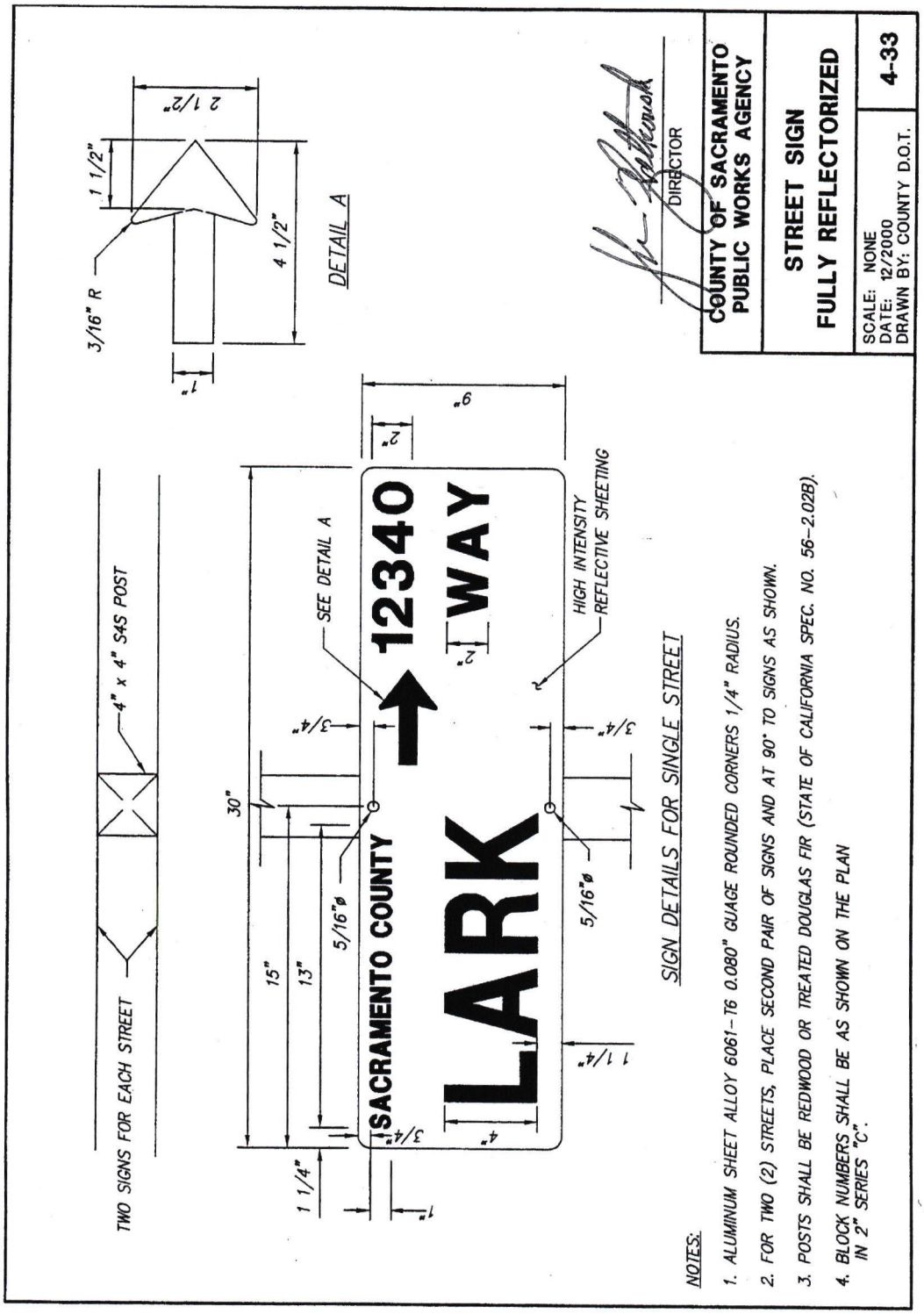

REINFORCING STEEL TO BE EXTENDED 12" MIN. & SPLICED ACCORDING TO STATE SPECIFICATION
INITIAL SLAB (SEE DETAIL 1)
CONTACT JOINT DETAIL
DETAIL 1
6" P.C.C.
6" MIN. AGGREGATE BASE @ 90% COMPACTION
5'-0"
2'-6"
1½"
½"Φ REINFORCING BAR
SECTION A-A
NOTE:
6" MIN AGGREGATE BASE TO BE PLACED WITHIN LIMITS OF CROSS GUTTER.
STANDARD CURB & GUTTER
STANDARD CURB & GUTTER
STANDARD CURB & GUTTER
STANDARD CURB & GUTTER
25'
VAR.
VAR.
VAR.
VAR.
3'
3'
CONTACT JOINT (SEE DETAILS)
STREET
℄ STREET
½"Φ REINFORCING BARS
MINIMUM GUTTER SLOPE ≥0.5%
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
CROSS GUTTER
4-26
SCALE: NONE
DATE: 11/2000
DRAWN BY: COUNTY D.O.T.

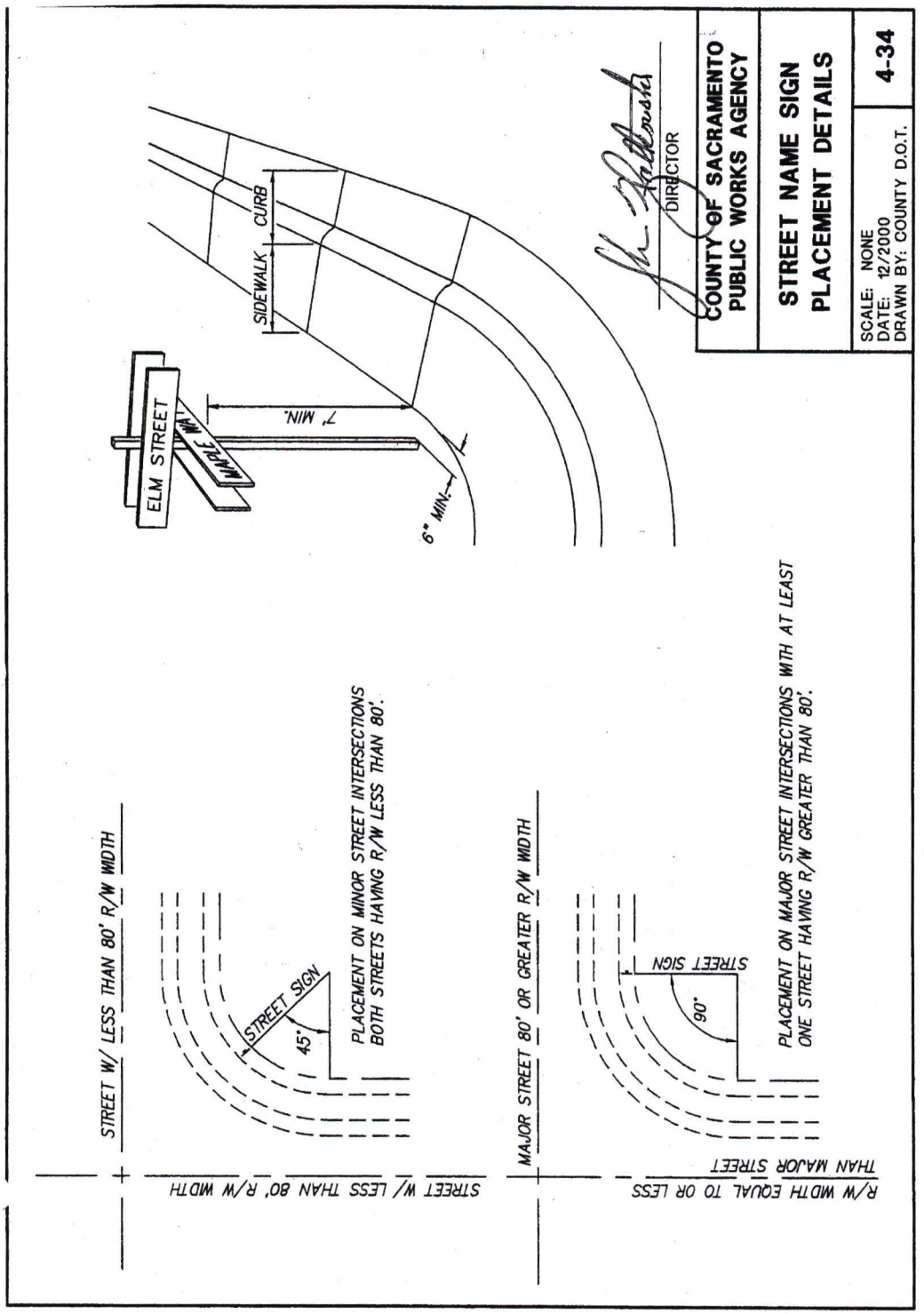

2'-0" MINIMUM
PARKING LOT
WHEEL STOP
6'-0" MINIMUM
PLANTER
TYPE 3, 4, OR 5 CURB
3" LAYER OF MULCH
2"
SIDEWALK
TYPE 3 CURB
6" AB
TYPE 1A CURB & GUTTER
STREET
NOTES:
1. FOR 84'; 88'; 108'; 130' STREET WIDTHS AND COMMERCIAL DEVELOPMENT.
2. SEE SECTION 4-32 FOR REQUIREMENTS.
3. TYPE 3 CURB AT THE BACK OF SIDEWALK MAY BE OMITTED IF LAWN IS PLANTED TO THE BACK OF SIDEWALK.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
BARRIER CURB DETAIL
SCALE: NONE
DATE: 11/14/02
DRAWN BY: TRU P.
4-27

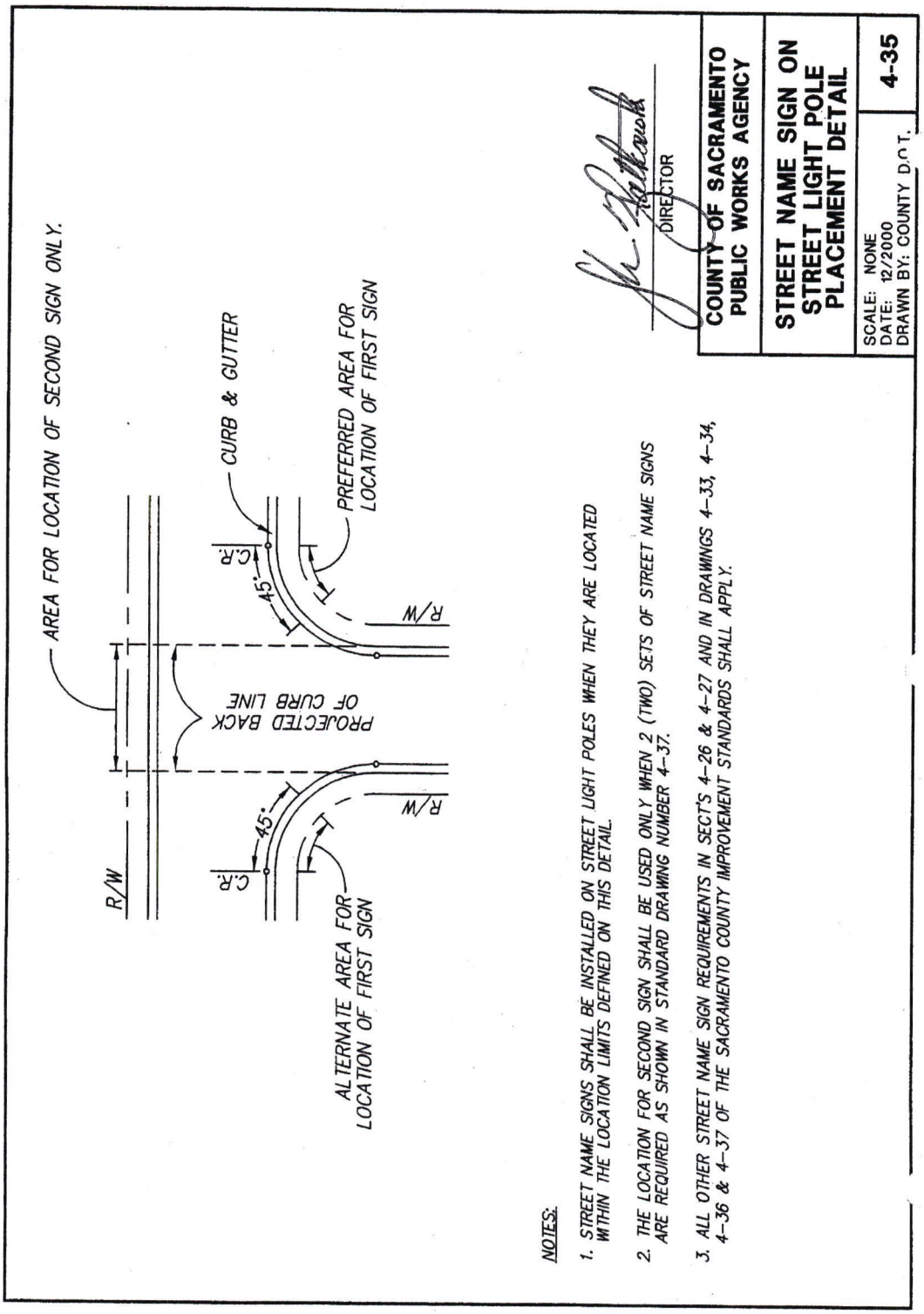

1/4" x 0'-5" CHECKER PLATE
3/16" 1" @ 6"
3/16" 1" @ 6"
1/2"x 0'-2" WELDED STEEL STUD @ REQUIRED EACH SIDE
4"x3"x1/4" STEEL TUBE
1/8" CHAMFER BOTH ENDS
12"
SECTION B-B
NOTE:
GALVANIZE AFTER FABRICATION
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
UNDER
SIDEWALK DRAIN
SCALE: NONE
DATE: 12/2000
DRAWN BY:
4-28
5-1/2"
12"
DETAIL OF CURB END OF DRAIN
8"
BACK OF CURB
SECTION A-A
(FOR TYPE1 OR 1A CURB)
A
12"
12"
B
B
WELDED STEEL STUD (TYPICAL)
SIDEWALK
BACK OF CURB
CURB & GUTTER
GUTTER INVERT
SAW CUT IF PLACING IN EXISTING SIDEWALK
A
PLAN VIEW OF CURB, GUTTER & SIDEWALK

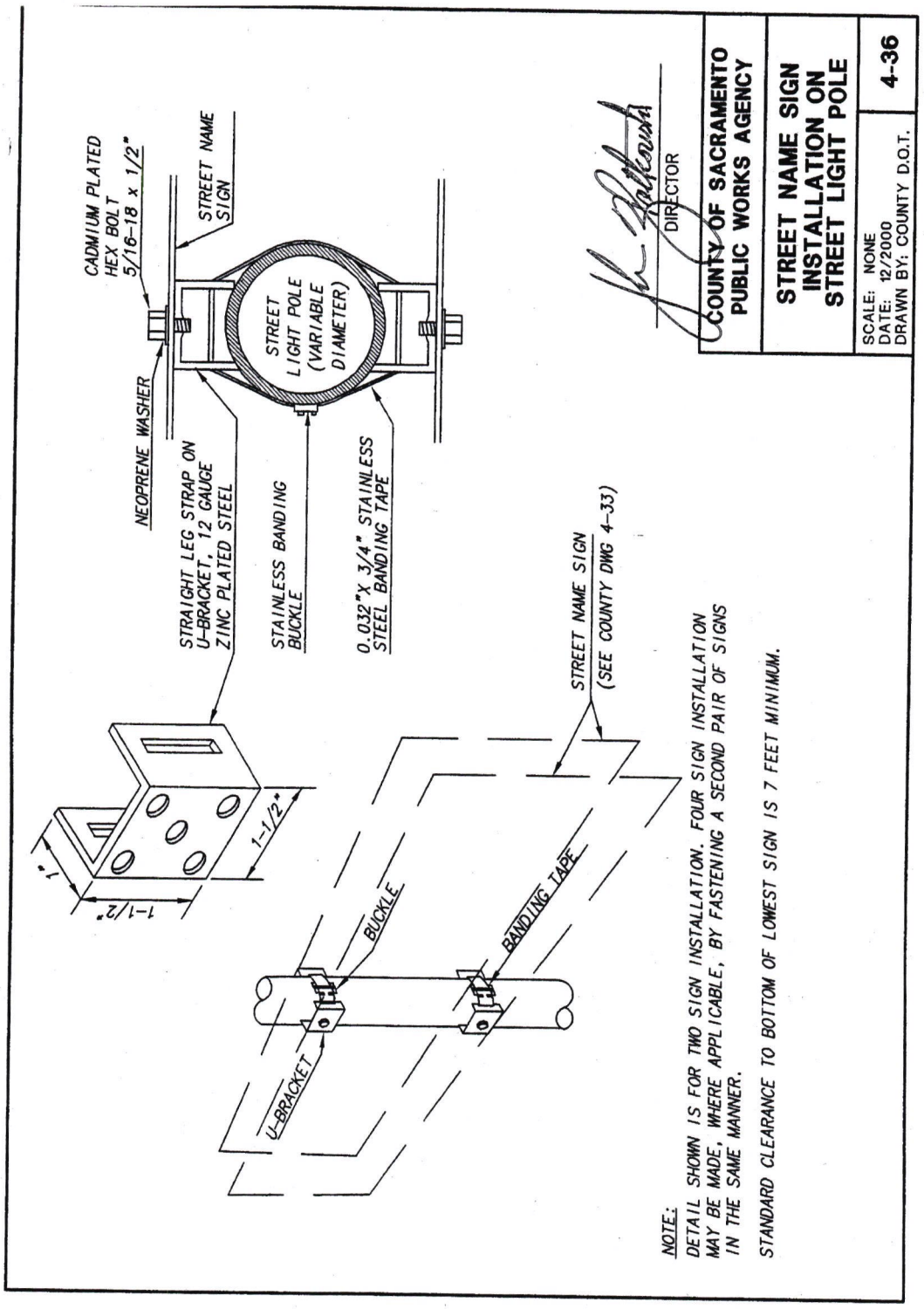

LANDSCAPED AREA
TRANSITION AREA
MEANDERING SIDEWALK
10' MINIMUM
6' MINIMUM (SEE NOTE 1)
5' MINIMUM (SEE NOTE 2)
2' MINIMUM STRAIGHT PATH
TYPE 2 CURB & GUTTER
CASE I
R=150'
LANDSCAPED AREA
24"
TYPE 2 CURB & GUTTER
TRANSITION AREA
MEANDERING SIDEWALK
LANDSCAPED AREA
MEANDERING SIDEWALK
150' MINIMUM RADIUS (TYP.)
6' MINIMUM (SEE NOTE 1)
34' MAXIMUM
5' MINIMUM
8'
8'
8'
150' MINIMUM RADIUS (TYP.)
TYPE 2 CURB & GUTTER
TREES ALLOWED WITHIN SHADED AREA ONLY (TYP.)
CASE II
NOTE:
1. ON THOROUGHFARES, ARTERIALS, AND WHERE 6 FOOT SIDEWALKS ARE REQUIRED BY THE IMPROVEMENT STANDARDS. 4 FOOT MINIMUM ALL OTHER LOCATIONS.
2. 8 FOOT MINIMUM IF TREES WILL BE PLANTED BETWEEN THE SIDEWALK AND THE CURB & GUTTER.
3. CROSS SLOPE OF MEANDERING SIDEWALK TO BE 1.5% (1.0% TO 2.0% ALLOWABLE). LONGITYPICAL GRADE NOT TO EXCEED 5%.
4. USE OF MEANDERING SIDEWALKS WILL REQUIRE STREET LIGHTING REVIEW IN RELATION TO LANDSCAPE PLAN, AND MAY REQUIRE ADDITIONAL SIDEWALK LIGHTING.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
MEANDERING SIDEWALK
STANDARDS
SCALE: NONE
DATE: 11/27/02
DRAWN BY: TRU P.
4-29

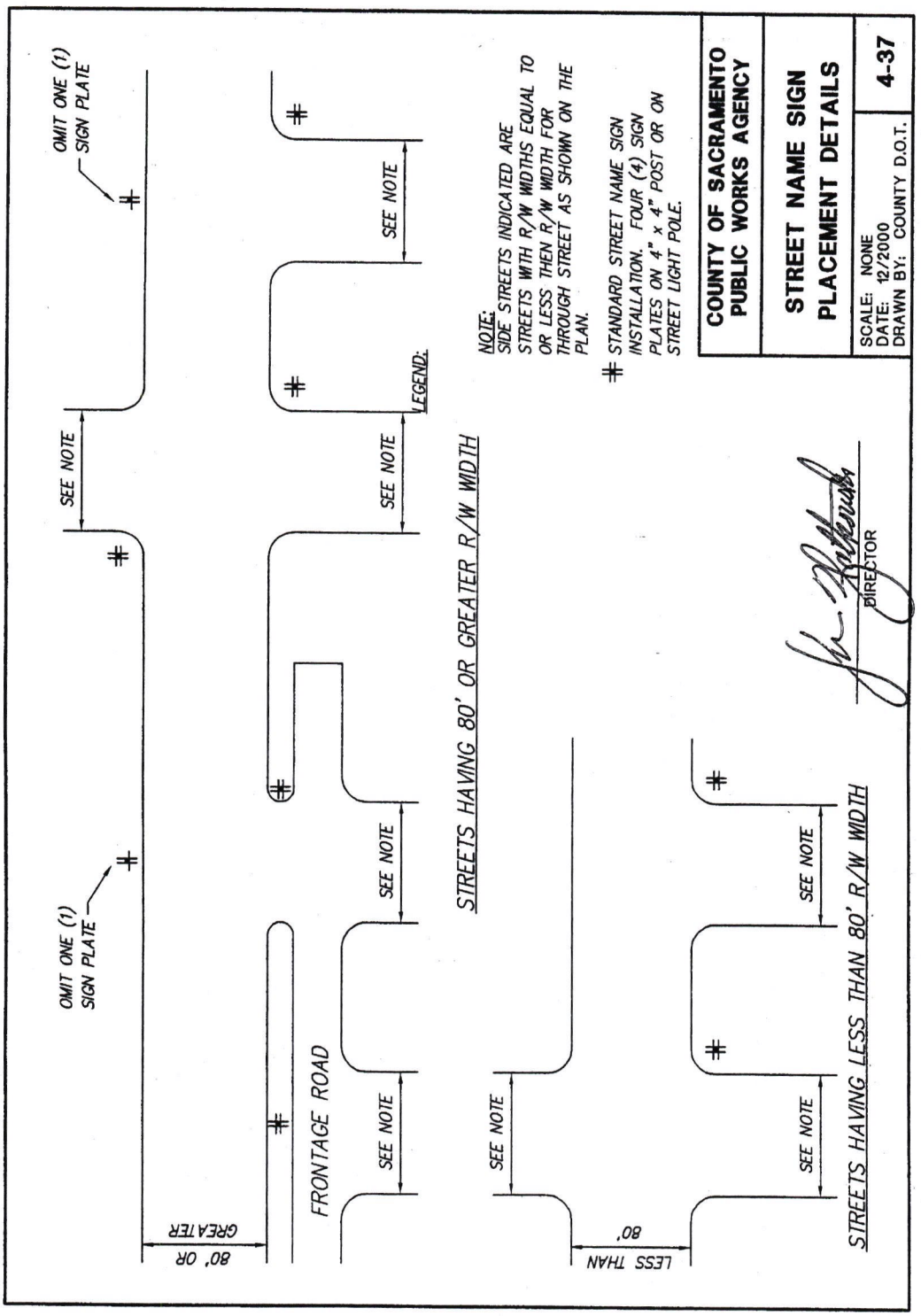

SIDEWALK
CURB
1' MINIMUM WIDTH,
1½" DEEP GRINDING AND PAVING.
2' MIN.
1' MINIMUM PAVEMENT REMOVAL
AND REPLACEMENT. SAW CUT REQUIRED.
NEW/PROPOSED PAVEMENT SECTION
EXISTING PAVEMENT SECTION
NOTE:
THIS DETAIL IS APPLICABLE TO PAVEMENT WIDENING PROJECTS AND TO
PAVEMENT EXTENSION PROJECTS (WHERE NEW ROAD CONNECTS TO EXISTING PAVEMENT).
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
PAVEMENT WIDENING
DETAIL
4-32
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.

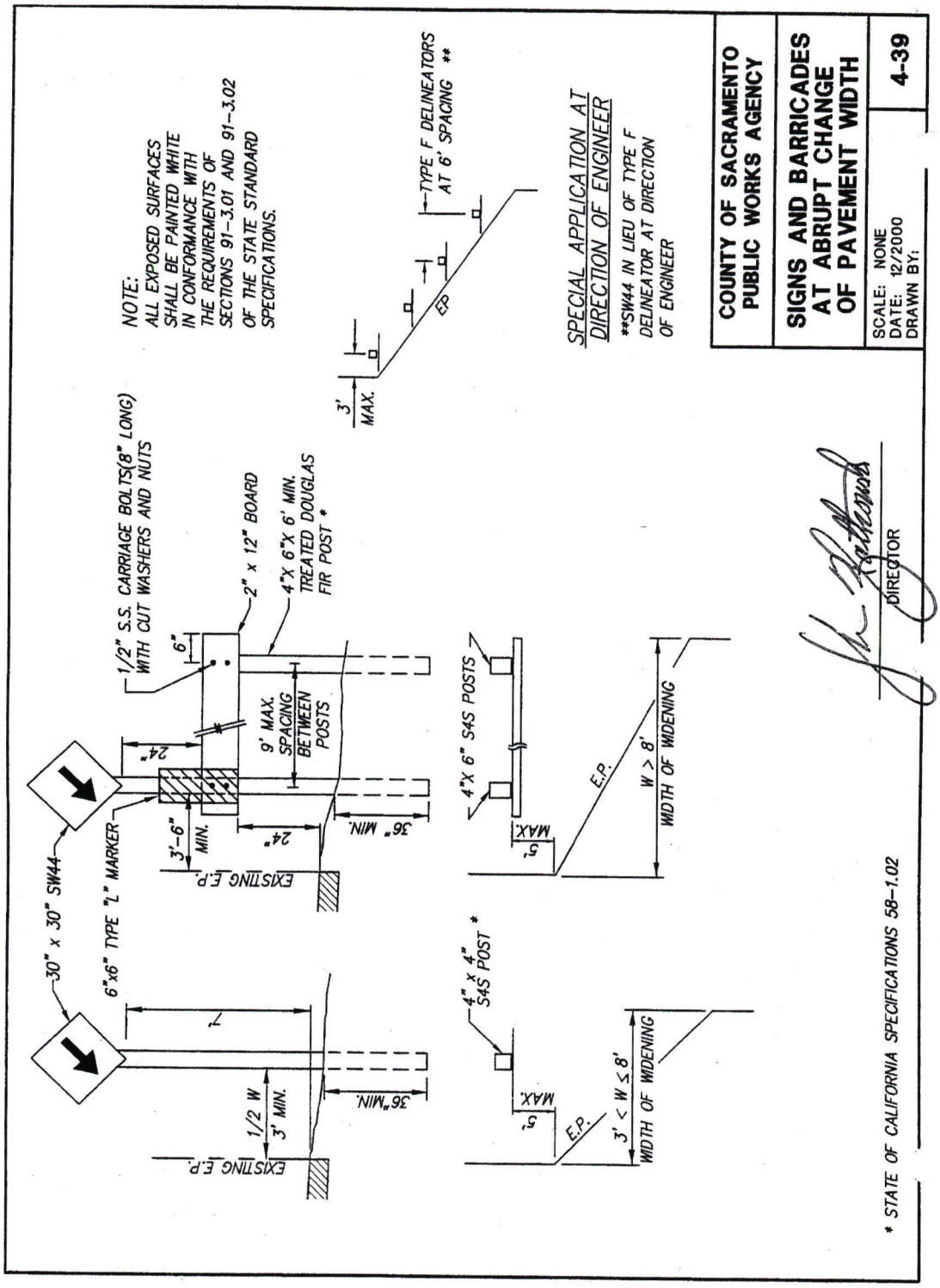

3/16" R
1 1/2"
2 1/2"
4 1/2"
1"
DETAIL A
TWO SIGNS FOR EACH STREET
4" x 4" S4S POST
30"
15"
13"
1 1/4"
1"
3/4"
5/16"ø
SEE DETAIL A
SACRAMENTO COUNTY
12340
LARK
WAY
2"
4"
9"
2"
HIGH INTENSITY
REFLECTIVE SHEETING
3/4"
5/16"ø
1 1/4"
SIGN DETAILS FOR SINGLE STREET
NOTES:
1. ALUMINUM SHEET ALLOY 6061-T6 0.080" GUAGE ROUNDED CORNERS 1/4" RADIUS.
2. FOR TWO (2) STREETS, PLACE SECOND PAIR OF SIGNS AND AT 90° TO SIGNS AS SHOWN.
3. POSTS SHALL BE REDWOOD OR TREATED DOUGLAS FIR (STATE OF CALIFORNIA SPEC. NO. 56-2.02B).
4. BLOCK NUMBERS SHALL BE AS SHOWN ON THE PLAN IN 2" SERIES "C".
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STREET SIGN
FULLY REFLECTORIZED
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-33

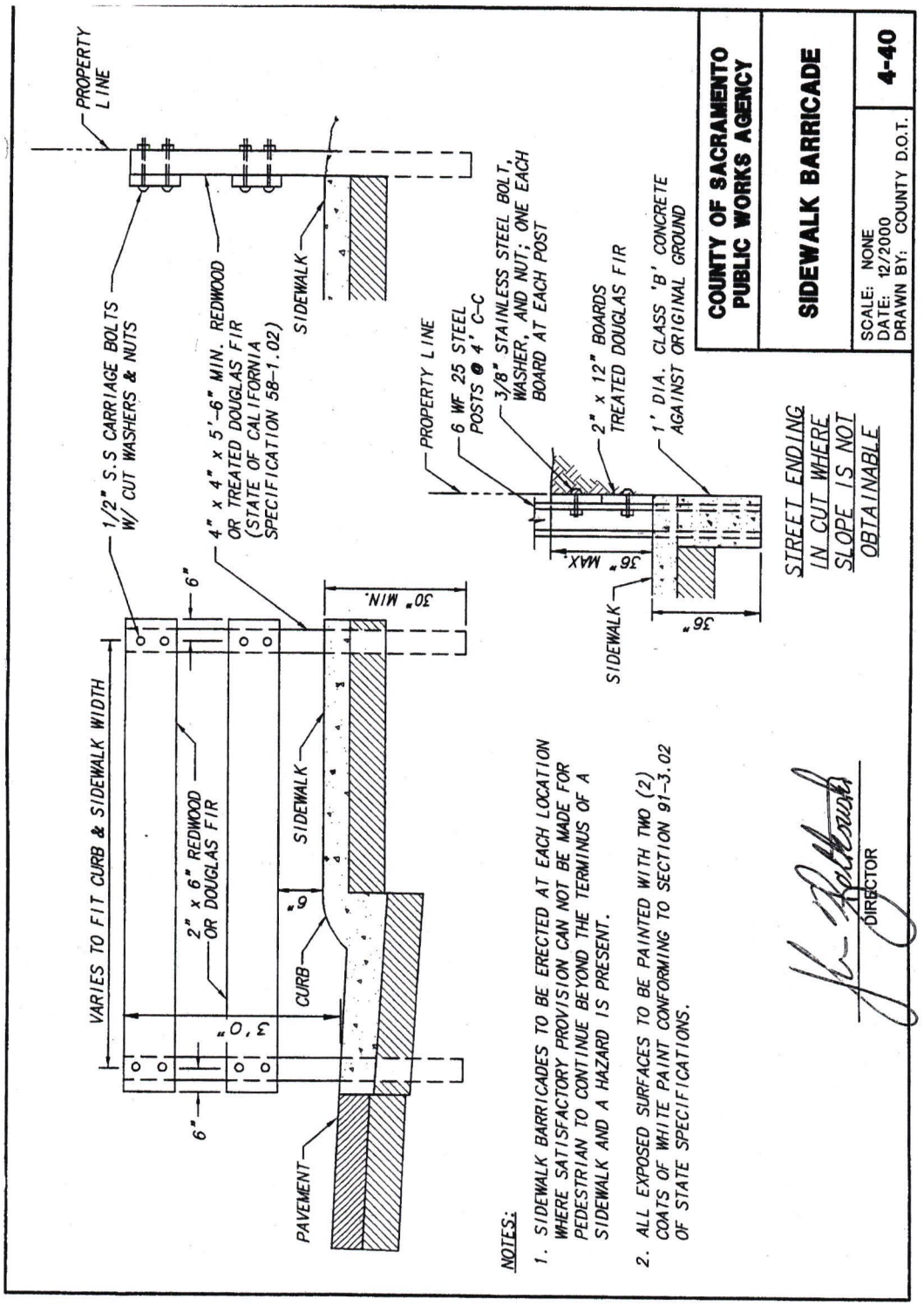

ELM STREET
MAPLE WAY
7' MIN.
6" MIN.
SIDEWALK
CURB
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STREET NAME SIGN
PLACEMENT DETAILS
4-34
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
STREET W/ LESS THAN 80' R/W WIDTH
STREET W/ LESS THAN 80' R/W WIDTH
STREET SIGN
45°
PLACEMENT ON MINOR STREET INTERSECTIONS
BOTH STREETS HAVING R/W LESS THAN 80'.
MAJOR STREET 80' OR GREATER R/W WIDTH
R/W WIDTH EQUAL TO OR LESS
THAN MAJOR STREET
STREET SIGN
90°
PLACEMENT ON MAJOR STREET INTERSECTIONS WITH AT LEAST
ONE STREET HAVING R/W GREATER THAN 80'.


AREA FOR LOCATION OF SECOND SIGN ONLY.
CURB & GUTTER
PREFERRED AREA FOR LOCATION OF FIRST SIGN
PROJECTED BACK OF CURB LINE
R/W
C.R.
45'
R/W
C.R.
45'
ALTERNATE AREA FOR LOCATION OF FIRST SIGN
NOTES:
1. STREET NAME SIGNS SHALL BE INSTALLED ON STREET LIGHT POLES WHEN THEY ARE LOCATED WITHIN THE LOCATION LIMITS DEFINED ON THIS DETAIL.
2. THE LOCATION FOR SECOND SIGN SHALL BE USED ONLY WHEN 2 (TWO) SETS OF STREET NAME SIGNS ARE REQUIRED AS SHOWN IN STANDARD DRAWING NUMBER 4-37.
3. ALL OTHER STREET NAME SIGN REQUIREMENTS IN SECT'S 4-26 & 4-27 AND IN DRAWINGS 4-33, 4-34, 4-36 & 4-37 OF THE SACRAMENTO COUNTY IMPROVEMENT STANDARDS SHALL APPLY.
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STREET NAME SIGN ON
STREET LIGHT POLE
PLACEMENT DETAIL
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-35


CADMIUM PLATED HEX BOLT 5/16-18 x 1/2"
STREET NAME SIGN
NEOPRENE WASHER
STRAIGHT LEG STRAP ON U-BRACKET, 12 GAUGE ZINC PLATED STEEL
STAINLESS BANDING BUCKLE
0.032"X 3/4" STAINLESS STEEL BANDING TAPE
STREET LIGHT POLE (VARIABLE DIAMETER)
STREET NAME SIGN (SEE COUNTY DWG 4-33)
1"
1-1/2"
1-1/2"
U-BRACKET
BUCKLE
BANDING TAPE
NOTE:
DETAIL SHOWN IS FOR TWO SIGN INSTALLATION. FOUR SIGN INSTALLATION MAY BE MADE, WHERE APPLICABLE, BY FASTENING A SECOND PAIR OF SIGNS IN THE SAME MANNER.
STANDARD CLEARANCE TO BOTTOM OF LOWEST SIGN IS 7 FEET MINIMUM.
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STREET NAME SIGN INSTALLATION ON STREET LIGHT POLE
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-36

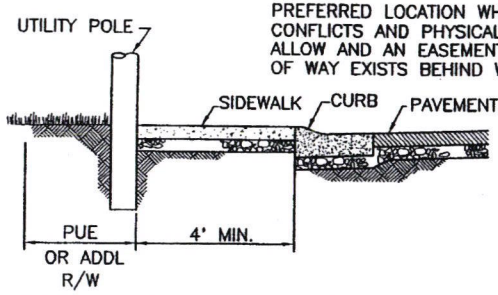

OMIT ONE (1) SIGN PLATE
SEE NOTE
OMIT ONE (1) SIGN PLATE
SEE NOTE
SEE NOTE
LEGEND:
NOTE:
SIDE STREETS INDICATED ARE STREETS WITH R/W WIDTHS EQUAL TO OR LESS THEN R/W WIDTH FOR THROUGH STREET AS SHOWN ON THE PLAN.
STANDARD STREET NAME SIGN INSTALLATION. FOUR (4) SIGN PLATES ON 4" x 4" POST OR ON STREET LIGHT POLE.
80' OR GREATER
FRONTAGE ROAD
SEE NOTE
SEE NOTE
STREETS HAVING 80' OR GREATER R/W WIDTH
SEE NOTE
LESS THAN 80'
SEE NOTE
SEE NOTE
STREETS HAVING LESS THAN 80' R/W WIDTH
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STREET NAME SIGN
PLACEMENT DETAILS
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-37


NOTE:
ALL EXPOSED SURFACES SHALL BE PAINTED WHITE IN CONFORMANCE WITH THE REQUIREMENTS OF SECTIONS 91-3.01 AND 91-3.02 OF THE STATE STANDARD SPECIFICATIONS.
1/2" S.S. CARRIAGE BOLTS(8" LONG) WITH CUT WASHERS AND NUTS
2" x 12" BOARD
4"X 6"X 6' MIN. TREATED DOUGLAS FIR POST *
9' MAX. SPACING BETWEEN POSTS
30" x 30" SW44
6"x6" TYPE "I" MARKER
EXISTING E.P.
36" MIN.
1/2 W
3' MIN.
4" x 4" S4S POST *
4"X 6" S4S POSTS
5' MAX.
E.P.
W > 8'
WIDTH OF WIDENING
3' < W ≤ 8'
WIDTH OF WIDENING
3' MAX.
TYPE F DELINEATORS AT 6' SPACING **
SPECIAL APPLICATION AT DIRECTION OF ENGINEER
**SW44 IN LIEU OF TYPE F DELINEATOR AT DIRECTION OF ENGINEER
* STATE OF CALIFORNIA SPECIFICATIONS 58-1.02
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
SIGNS AND BARRICADES AT ABRUPT CHANGE OF PAVEMENT WIDTH
4-39
SCALE: NONE
DATE: 12/2000
DRAWN BY:


PROPERTY LINE
1/2" S.S CARRIAGE BOLTS W/ CUT WASHERS & NUTS
4" x 4" x 5'-6" MIN. REDWOOD OR TREATED DOUGLAS FIR (STATE OF CALIFORNIA SPECIFICATION 58-1.02)
SIDEWALK
PROPERTY LINE
6 WF 25 STEEL POSTS @ 4' C-C
3/8" STAINLESS STEEL BOLT, WASHER, AND NUT; ONE EACH BOARD AT EACH POST
2" x 12" BOARDS TREATED DOUGLAS FIR
1' DIA. CLASS 'B' CONCRETE AGAINST ORIGINAL GROUND
36" MAX
36"
SIDEWALK
VARIES TO FIT CURB & SIDEWALK WIDTH
6"
2" x 6" REDWOOD OR DOUGLAS FIR
2" x 6"
6"
CURB
6"
SIDEWALK
30" MIN.
PAVEMENT
NOTES:
1. SIDEWALK BARRICADES TO BE ERECTED AT EACH LOCATION WHERE SATISFACTORY PROVISION CAN NOT BE MADE FOR PEDESTRIAN TO CONTINUE BEYOND THE TERMINUS OF A SIDEWALK AND A HAZARD IS PRESENT.
2. ALL EXPOSED SURFACES TO BE PAINTED WITH TWO (2) COATS OF WHITE PAINT CONFORMING TO SECTION 91-3.02 OF STATE SPECIFICATIONS.
STREET ENDING IN CUT WHERE SLOPE IS NOT OBTAINABLE
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
SIDEWALK BARRICADE
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-40

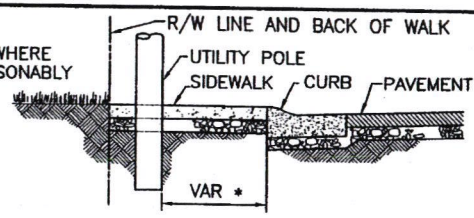
CASE #1

PREFERRED LOCATION WHERE UTILITY CONFLICTS AND PHYSICAL CONDITIONS ALLOW AND AN EASEMENT OR RIGHT OF WAY EXISTS BEHIND WALK.



CASE #2

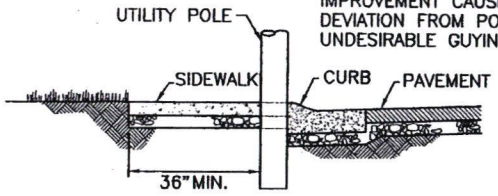
STANDARD LOCATION WHERE CASE #1 IS NOT REASONABLY ACHIEVABLE



* PEDESTRIAN CLEARANCE OF 36" MINIMUM IN FRONT OF THE POLE IS DESIRABLE. POLE CAN BE PLACED 12" MINIMUM FROM BACK OF CURB IF 36" MINIMUM PEDESTRIAN CLEARANCE IS PROVIDED BEHIND POLE. POLE TO BE PLACED WITH BACK OF POLE FLUSH WITH BACK OF WALK IF NOT IN CONFLICT WITH OTHER UTILITIES.

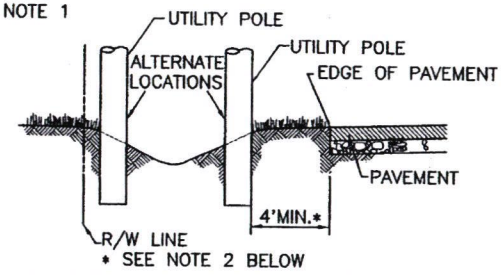
CASE #3

ACCEPTABLE LOCATION ONLY WHERE CASES 1 OR 2 CANNOT BE REASONABLY ACHIEVED OR WHERE SPECIAL CONDITIONS DICTATE (I.E. WHERE SHORT FRONTAGE IMPROVEMENT CAUSES SIGNIFICANT DEVIATION FROM POLE LINE RESULTING IN UNDESIRABLE GUYING REQUIREMENTS.



CASE #4

REFER TO NOTE 1



* SEE NOTE 2 BELOW

NOTES:

1. WHERE STREET IMPROVEMENTS WILL ULTIMATELY BE CLASS A OR B, THE POLE SHOULD BE LOCATED IN CONFORMANCE TO THE APPROPRIATE CASE #1 OR #2 BASED ON THE FUTURE LOCATION OF THE STREET IMPROVEMENTS. IN THE CASE WHERE NO CURBS WOULD EVER BE ANTICIPATED, THE POLE SHOULD BE LOCATED 4 FEET MINIMUM FROM THE EDGE OF PAVEMENT SO AS NOT TO ENCROACH IN AN ADJACENT DITCH AS SHOWN IN CASE #4.
2. WHEN URBAN AREA ROADWAY IMPROVEMENT PROJECTS ARE UNDERTAKEN TO INCREASE ROADWAY CAPACITY OR SAFETY, UTILITY POLES MAY BE ALLOWED TO REMAIN AT THE EDGE OF PAVEMENT, WITH PREFERABLY 0.5 FEET MINIMUM CLEARANCE (CASE #4). HOWEVER, WHERE THE PRE-PROJECT UTILITY POLE LOCATION IS WITHIN THE PROPOSED PAVEMENT SECTION, UTILITY POLES SHOULD BE RELOCATED TO THE ULTIMATE LOCATION PER CASE #1 OR CASE #2 ABOVE, IN ORDER TO AVOID RELOCATION OF THE UTILITY POLE IN THE FUTURE.
3. UTILITY POLE PLACEMENT UNDER THE FOLLOWING CONDITIONS IS SUBJECT TO APPROVAL BY THE CHIEF OF THE DEPARTMENT OF TRANSPORTATION:
   - A- IN VISIBILITY CONTROL AREA (SEE STANDARD DRAWING 4-20) AND IN THE RIGHT-OF-WAY IMMEDIATELY ADJACENT TO, OR AS AN EXTENSION OF, VISIBILITY CONTROL AREAS.
   - B- IN ADDITION TO THE REQUIREMENTS OF 3-A ABOVE, POLES LARGER THAN 18 INCHES IN DIAMETER WITHIN 9 FEET OF THE EDGE OF PAVEMENT OR EDGE LINE WHERE THERE IS NO SIDEWALK.
   - C- POLES LOCATED ON THE OUTSIDE OF SHARP CURVES, OR IN THE TANGENT OF THE CURVES WITHIN 200 FEET OF THE BEGINNING OR END OF CURVE (FOR 45 MPH OR GREATER SPEED LIMIT) OR 100 FEET (FOR A LESSER SPEED LIMIT) FOR CONSIDERATION OF GUARDRAIL OR SPECIAL DELINEATION. FOR PURPOSES OF THIS SECTION, SHARP CURVES SHALL BE CONSIDERED THOSE WITH RADII OF LESS THAN 800 FEET FOR URBAN 2 LANE STREETS AND WITH RADII OF LESS THAN 2000 FEET FOR RURAL ROADS OR MULTI-LANE STREETS.
   - D- RISERS PROPOSED IN A LOCATION THAT WOULD REDUCE PEDESTRIAN CLEARANCE TO LESS THAN 36 INCHES SHALL NOT BE ALLOWED.

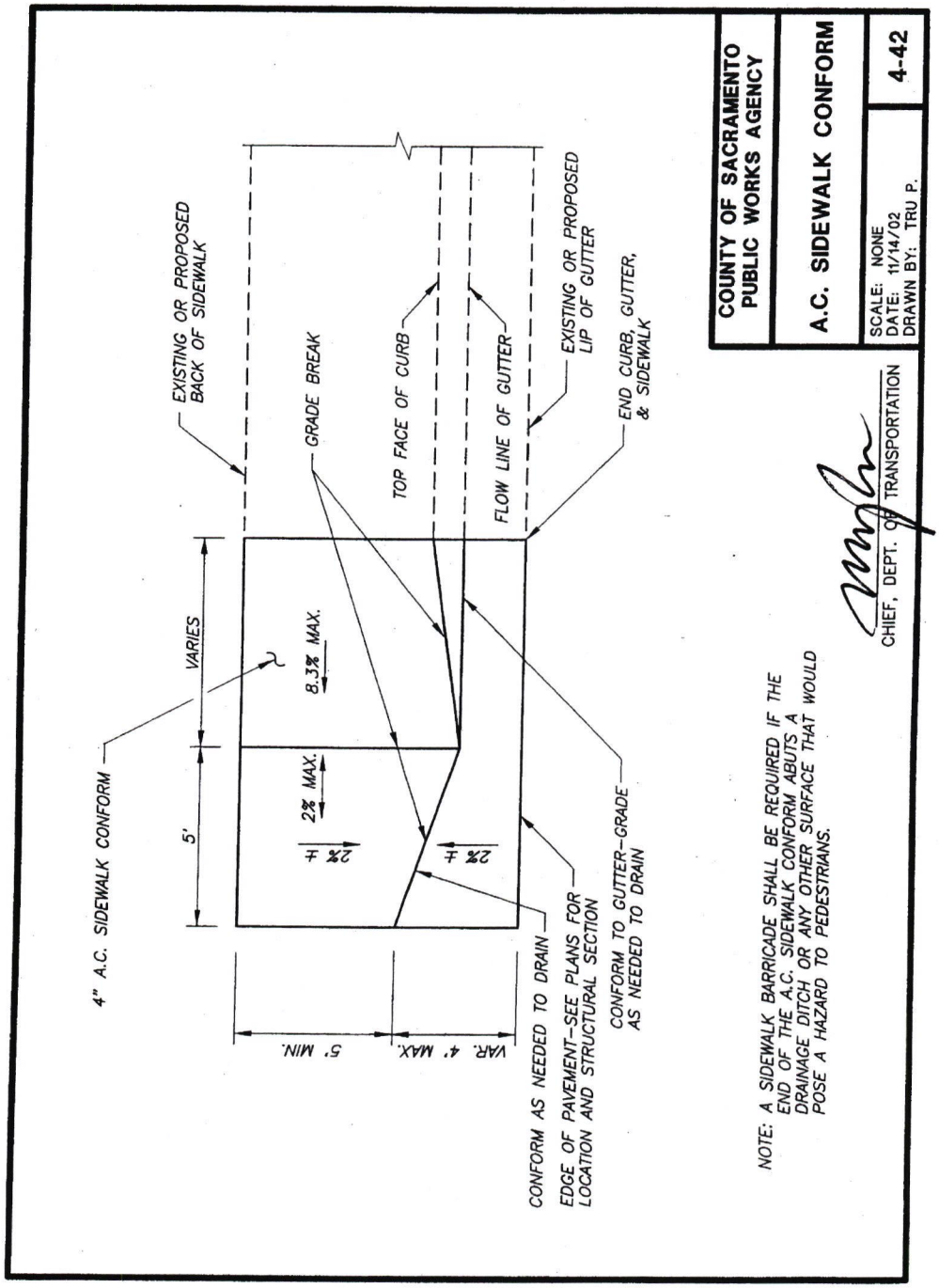
DIRECTOR

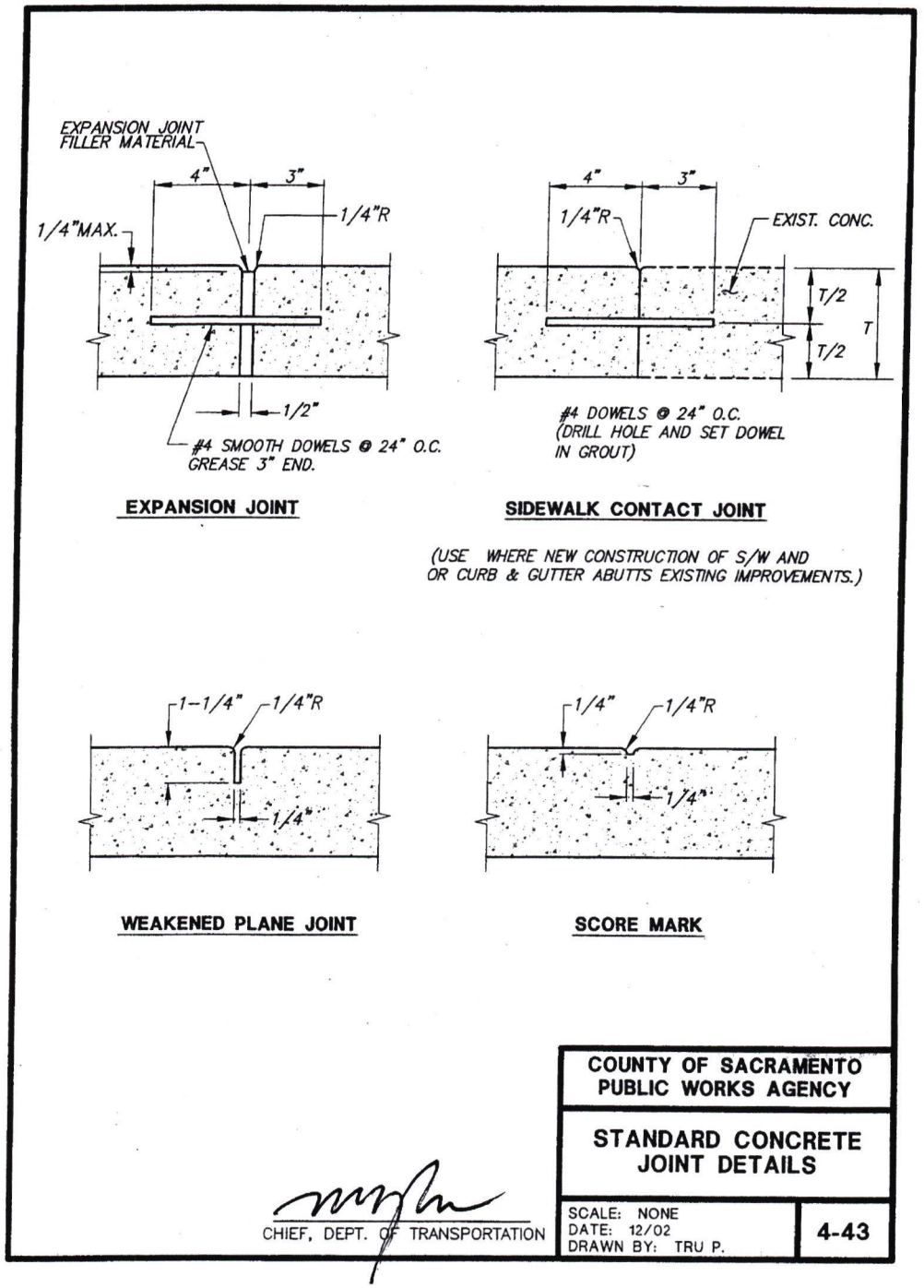
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY

UTILITY POLE PLACEMENT LOCATIONS

SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.

4-41


EXISTING OR PROPOSED BACK OF SIDEWALK
GRADE BREAK
TOP FACE OF CURB
FLOW LINE OF GUTTER
EXISTING OR PROPOSED LIP OF GUTTER
END CURB, GUTTER, & SIDEWALK
4" A.C. SIDEWALK CONFORM
VARIES
8.3% MAX.
5'
2% MAX.
2% ±
2% ±
5' MIN.
VAR. 4' MAX.
CONFORM AS NEEDED TO DRAIN
EDGE OF PAVEMENT-SEE PLANS FOR LOCATION AND STRUCTURAL SECTION
CONFORM TO GUTTER-GRADE AS NEEDED TO DRAIN
NOTE: A SIDEWALK BARRICADE SHALL BE REQUIRED IF THE END OF THE A.C. SIDEWALK CONFORM ABUTS A DRAINAGE DITCH OR ANY OTHER SURFACE THAT WOULD POSE A HAZARD TO PEDESTRIANS.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
A.C. SIDEWALK CONFORM
SCALE: NONE
DATE: 11/14/02
DRAWN BY: TRU P.
4-42


EXPANSION JOINT FILLER MATERIAL
4"
3"
1/4"R
1/4"MAX.
1/2"
#4 SMOOTH DOWELS @ 24" O.C. GREASE 3" END.
EXPANSION JOINT
4"
3"
1/4"R
EXIST. CONC.
T/2
T
T/2
#4 DOWELS @ 24" O.C. (DRILL HOLE AND SET DOWEL IN GROUT)
SIDEWALK CONTACT JOINT
(USE WHERE NEW CONSTRUCTION OF S/W AND OR CURB & GUTTER ABUTTS EXISTING IMPROVEMENTS.)
1-1/4"
1/4"R
1/4"
WEAKENED PLANE JOINT
1/4"
1/4"R
1/4"
SCORE MARK
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STANDARD CONCRETE JOINT DETAILS
SCALE: NONE
DATE: 12/02
DRAWN BY: TRU P.
4-43

Appendix C: Capital Implementation Program Project List

Legend for Project List

Use Priorities

A. Public input requests
1. Government services.
2. Commercial, business or multi-family residential.
3. Single-family residential.

(Refer to Section 6.3 for detailed descriptions)

Condition Priorities

1) Reconstruct curb ramps at locations where existing curb ramps have an unsafe condition that may cause a trip and fall.
2) A new curb ramp will be installed at locations where there is no curb ramp to provide accessibility.
3) When a corner has one existing curb ramp and conditions allow for the construction of an additional curb ramp at the same corner, and provided that traffic controls allow for a safe path of travel, an additional curb ramp will be installed.
4) A curb ramp is constructed or reconstructed at a location with difficult physical conditions such as major utility conflicts, physical barriers or other constraints, which would create a hardship situation on the entity.
5) An existing curb ramp will be reconstructed when it does not meet current federal and state accessibility standards

(Refer to Section 6.3 for detailed descriptions)

Work Scope Codes

(1) Complete ADA retrofit of signalized four-way intersection.
(2) Complete ADA retrofit of controlled intersection.
(3) Complete ADA retrofit of signalized T-intersection.
(4) At signalized intersections, installation of new accessible pedestrian signals with push buttons and crosswalk striping for all crossing directions where crosswalks are required by the ADA Codes and Standards.
(5) Partial ADA retrofit at four-way intersection, single-family residential area.
(6) Partial ADA retrofit at T-intersection, single-family residential area.
(7) One or more new single curb ramps where other curb ramps at the intersection are complying.
(8) Renovation of existing curb ramp to remove hazardous conditions.
(9) Installation of new curb, gutter and concrete sidewalk.

(10) Partial curb, gutter and sidewalk installation to provide programmatic access.
(11) Miscellaneous sidewalk or walkway repair or replacement.
(12) Selected sidewalk and bus pad pavement as required for transit access.
(13) Selected sidewalk and bus pad pavement as required for new mid-block crosswalk with pedestrian signals.
(14) Roadway widening or installation of required asphalt conforms for accessible pedestrian access routes.
(15) Removal of sidewalk barriers.

(Refer to Section 6.2 for detailed descriptions)

Funding Codes

A. Measure A sales tax funds.
B. Disabled Access to Transit Program, funded by Congestion Mitigation and Air Quality Program (Federal TEA-21 Program).
C. State Transportation Improvement Program (STIP) (includes Measure A sales tax funds and specified developer fees).
D. Regional Surface Transportation Program (includes Measure A sales tax funds and specified developer fees).
E. Unused.
F. Unused.
G. Folsom Blvd. Enhancement Project, funded by State Transportation Improvement Program.
H. Unused.
I. Unused.
J. Roadway Development Fee Capital Improvement Plan (includes Measure A sales tax funds).
K. Unused.
L. Unused.
M. Sacramento Area Flood Control Agency administered (from Measure A sales tax funds).
N. Unused.
O. Unused.
P. Federal Safe Routes to School Program.
Q. Unused.
R. Funds from Developer fees.
S. Sidewalk Continuity Project, from Measure A sales tax funds.
T. Unused
U. Unused
V. Unused
W. Unused
X. (also called CR) Elderly and Disabled Access Program, improvements determined from resident requests.
Y. Major Intersection Projects, from Measure A sales tax funds.
Z. ADA Transition Plan Implementation Projects, from combination of Measure A sales tax funds, developer fees and other currently unspecified funds.

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condition	Work Scope	Funding	Crb Rmp	Aud. signals	FY	Curb Ramp Costs	Signal Costs	Cross-walk Costs	Sidewalk Costs	Total Costs
FY 2005-2006														
Zinfandel Dr	Olson Dr	Public Use	1	2	2	CR	8	No	05	$50,080		$6,080	$6,560	$62,720
Van Nuys Way	Ambassador Dr	School	1	2	4	Z	4	No	05	$25,040		$3,040	$6,150	$34,230
VEHICLE DR	COLOMA RD	Public Use	1	1	10	Z	1	No	05	$145				$145
COLOMA RD	KIMWOOD LN	Public Use	1	1	10	Z	2	No	05	$290				$290
TRINITY RIVER DR	SUNRISE BLVD	Public Use	1	1	10	Z	1	No	05	$145				$145
TRADE CENTER DR	QUARRY CT	Public Use	1	1	10	Z	2	No	05	$290				$290
OLSON DR	GWENDOLYN WAY	Commercial	2	1	10	Z	1	No	05	$145				$145
GOLD CENTER DR	ZINFANDEL DR	Public Use	1	1	10	Z	1	No	05	$145				$145
DATA DR	WHITE ROCK RD	Public Use	1	1	10	Z	2	No	05	$290				$290
GREEN WING WAY	RAVEN'S WAY	Commercial	2	1	10	Z	1	No	05	$145				$145
FOLSOM BLVD	PASEO RIO WAY	Public Use	1	1	10	Z	1	No	05	$145				$145
SCHRIEVER AVE	OLD PLACERVILLE RD	Public Use	1	1	10	Z	1	No	05	$145				$145
ROCKINGHAM DR	OLD PLACERVILLE RD	Public Use	1	1	10	Z	1	No	05	$145				$145
KILGORE RD	WHITE ROCK RD	Public Use	1	1	10	Z	3	No	05	$435				$435
WHITE ROCK RD	PROSPECT PARK DR	Public Use	1	1	10	Z	2	No	05	$290				$290
ZINFANDEL DR	HWY 50	Public Use	1	1	10	Z	1	No	05	$145				$145
SUNRISE BLVD	WHITE ROCK RD	Public Use	1	1	10	Z	1	No	05	$145				$145
			17							$78,165	$0	$9,120	$12,710	$99,995
FY 2006-2007														
Rossmoor Dr	Ambassador Dr	School	1	2	2	Z	4	No	07	$25,040		$6,080	$6,150	$37,270
Ambassador Dr	Forestlake Dr	School	1	2	2	Z	6	No	07	$37,560		$4,560	$6,150	$48,270
			2							$62,600	$0	$10,640	$12,300	$85,540
FY 2007-2008														
Mather Field Rd	Folsom Blvd	Transit & School	1	2	1	G	8	Yes	06	$50,080	$11,840	$6,080	$9,840	$77,840
Rod Beaudry Dr	Folsom Blvd	Commercial	1	2	9	G	2	No	06	$12,520		$1,520	$1,750	$15,790
Coloma Rd	Folsom Blvd	Commercial	1	2	3	G	6	Yes	06	$37,560	$8,880	$4,560	$1,750	$52,750
Zinfandel Dr	Folsom Blvd	Transit & School	1	2	1	G	8	Yes	06	$50,080	$11,840	$6,080	$9,840	$77,840
Cordova Ln	Folsom Blvd	Commercial	2	2	1	G	8	Yes	06	$50,080	$11,840	$3,040	$1,750	$66,710
Routier Rd	Folsom Blvd	Transit & School	1	2	3	G	6	Yes	06	$37,560	$8,880	$4,560	$9,840	$60,840
Bravado Dr	Folsom Blvd	Commercial	1	2	9	G	2	No	06	$12,520		$1,520	$1,750	$15,790
La Loma Dr	Folsom Blvd	Commercial	1	2	9	G	2	No	06	$12,520		$1,520	$1,750	$15,790
White Rock Rd	Folsom Blvd	Commercial	1	2	9	G	2	No	06	$12,520		$1,520	$1,750	$15,790
Investment Cir W	Folsom Blvd	Commercial	2	2	9	G	2	No	06	$12,520		$760	$1,750	$15,030
Investment Cir E	Folsom Blvd	Commercial	2	2	9	G	2	No	06	$12,520		$760	$1,750	$15,030

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi-tion	Work Scope	Fund-ing	Crb Rmp	Aud. sig-nals	FY	Curb Ramp Costs	Signal Costs	Cross-walk Costs	Sidewalk Costs	Total Costs
Aramon Dr	Folsom Blvd	Commercial	2	2	9	G	2	No	06	$12,520		$760	$1,750	$15,030
Don Juan Dr	Folsom Blvd	Commercial	2	2	9	G	2	No	06	$12,520		$760	$1,750	$15,030
McGregor Dr	Folsom Blvd	Commercial	2	2	9	G	2	No	06	$12,520		$760	$1,750	$15,030
Sunrise Blvd	Folsom Blvd	Transit	1	2	1	G	8	Yes	06	$50,080	$11,840	$6,080	$8,200	$76,200
Dawes St	Folsom Blvd	Commercial	1	2	1	G	8	Yes	06	$50,080	$11,840	$6,080	$1,750	$69,750
Los Nogales Way	Folsom Blvd	Commercial	2	2	9	G	2	No	06	$12,520		$760	$1,750	$15,030
Mills Park Dr	Folsom Blvd	Commercial	2	2	1	G	8	Yes	06	$50,080	$11,840	$3,040	$1,750	$66,710
Kilgore Rd	Folsom Blvd	Commercial	2	2	9	G	2	No	06	$12,520		$760	$1,750	$15,030
			19							$513,320	$88,800	$50,920	$63,970	$717,010
FY 2008-2009														
Cranor Dr	Ambassador Dr	School	1	2	4	Z	4	No	08	$25,040		$3,040	$6,150	$34,230
Ambassador Dr	Lewitt Dr	School	1	2	4	Z	4	No	08	$25,040		$3,040	$6,150	$34,230
Ambassador Dr	Elmanto Dr	Commercial	1	2	2	Z	4	No	08	$25,040		$6,080	$1,750	$32,870
			3							$75,120	$0	$12,160	$14,050	$101,330
FY 2009-2010														
Ambassador Dr	McGregor Dr	School	1	2	2	Z	6	No	09	$37,560		$4,560	$6,150	$48,270
Mather Field Rd	Croydon Way	Transit & Public Use	1	2	4	Z	4	No	09	$25,040		$3,040	$12,300	$40,380
			2							$62,600	$0	$7,600	$18,450	$88,650
FY 2010-2011														
Blackpool Way	White Rock Rd	School	1	2	2	Z	6	No	10	$37,560		$4,560	$6,150	$48,270
Mills Park Dr	Woodberry Way	Public Use	1	2	4	Z	4	No	10	$25,040		$3,040	$6,560	$34,640
			2							$62,600	$0	$7,600	$12,710	$82,910
FY 2011-2012														
Bradshaw Rd	Folsom Blvd	Transit & Public Use	1	2	1	CR	8	Yes	11	$50,080	$11,840	$6,080	$12,300	$80,300
			1							$50,080	$11,840	$6,080	$12,300	$80,300
FY 2012-2013														
Mills Station Rd	Dain Ct	Public Use	1	2	4	Z	4	No	12	$25,040		$3,040	$6,560	$34,640
Portsmouth Dr	Mills Station Rd	Public Use	1	2	4	Z	4	No	12	$25,040		$3,040	$6,560	$34,640
Portsmouth Dr	Birmingham Way	Public Use	1	2	4	Z	4	No	12	$25,040		$3,040	$6,560	$34,640
			3							$75,120	$0	$9,120	$19,680	$103,920

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi-tion	Work Scope	Fund-ing	Crb Rmp	Aud. sig-nals	FY	Curb Ramp Costs	Signal Costs	Cross-walk Costs	Sidewalk Costs	Total Costs
FY 2013-2014														
Winchester Way	Portsmouth Dr	Public Use	1	2	4	Z	4	No	13	$25,040		$3,040	$6,560	$34,640
Ramsgate Way	Portsmouth Dr	Public Use	1	2	4	Z	4	No	13	$25,040		$3,040	$6,560	$34,640
Dawes St	El Cedro Ct	Public Use	1	2	4	Z	4	No	13	$25,040		$3,040	$6,560	$34,640
			3							$75,120	$0	$9,120	$19,680	$103,920
FY 2014-2015														
Portsmouth Dr	Swansea Way	Commercial	1	2	2	Z	6	No	14	$37,560		$4,560	$1,750	$43,870
Aramon Dr	Ribier Way	Public Use	1	2	2	Z	6	No	14	$37,560		$4,560	$6,560	$48,680
			2							$75,120	$0	$9,120	$8,310	$92,550
FY 2015-2016														
Mills Park Dr	Croetto Way	Public Use	1	2	2	Z	6	No	15	$37,560		$4,560	$6,560	$48,680
Dawes St	Los Palos Dr	Commercial	1	2	2	Z	6	No	15	$37,560		$4,560	$1,750	$43,870
			2							$75,120	$0	$9,120	$8,310	$92,550
FY 2016-2017														
Dawes St	Dolecetto Dr	Public Use	1	2	4	Z	4	No	16	$25,040		$3,040	$6,560	$34,640
Brenda Way	Dawes St	Public Use	1	2	4	Z	4	No	16	$25,040		$3,040	$6,560	$34,640
Don Juan Dr	Le Ann Dr	School	1	2	4	Z	4	No	16	$25,040		$3,040	$6,150	$34,230
			3							$75,120	$0	$9,120	$19,270	$103,510
FY 2017-2018														
Barbera Way	Chassella Way	School	1	2	2	Z	6	No	17	$37,560		$4,560	$6,150	$48,270
Rinda Dr	Chase Dr	School	1	2	2	Z	6	No	17	$37,560		$4,560	$6,150	$48,270
			2							$75,120	$0	$9,120	$12,300	$96,540
FY 2018-2019														
Tronero Way	Malaga Way	Transit	1	2	4	Z	4	No	18	$25,040		$3,040	$8,200	$36,280
Chase Dr	Brenda Way	School	1	2	4	Z	4	No	18	$25,040		$3,040	$6,150	$34,230
Doyle Way	Chase Dr	School	1	2	4	Z	4	No	18	$25,040		$3,040	$6,150	$34,230
			3							$75,120	$0	$9,120	$20,500	$104,740
FY 2019-2020														
Rinda Dr	Moraine Cir	Public Use	1	2	2	Z	6	No	19	$37,560		$4,560	$6,560	$48,680
Furmint Way	Malaga Way	Commercial	1	2	2	Z	6	No	19	$37,560		$4,560	$1,750	$43,870
			2							$75,120	$0	$9,120	$8,310	$92,550

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi-tion	Work Scope	Fund-ing	Crb Rmp	Aud. sig-nals	FY	Curb Ramp Costs	Signal Costs	Cross-walk Costs	Sidewalk Costs	Total Costs
FY 2020-2021														
Zinfandel Dr	Chassella Way	Public Use	1	2	4	Z	4	No	20	$25,040		$3,040	$6,560	$34,640
Daniel Way	Chase Dr	School	1	2	4	Z	4	No	20	$25,040		$3,040	$6,150	$34,230
Zinfandel Dr	Alicante Way	Public Use	1	2	4	Z	4	No	20	$25,040		$3,040	$6,560	$34,640
			3							$75,120	$0	$9,120	$19,270	$103,510
FY 2021-2022														
Holmes Way	Chase Dr	Public Use	1	2	4	Z	4	No	21	$25,040		$3,040	$6,560	$34,640
Ribier Wy	Malaga Way	Public Use	1	2	2	Z	8	No	21	$50,080		$6,080	$6,560	$62,720
			2							$75,120	$0	$9,120	$13,120	$97,360
FY 2022-2023														
Dawes St	Doyle Way	Public Use	1	2	4	Z	4	No	22	$25,040		$3,040	$6,560	$34,640
Augibi Way	Malaga Way	Public Use	1	2	4	Z	4	No	22	$25,040		$3,040	$6,560	$34,640
Mills Park Dr	Olson Dr	Public Use	1	2	4	Z	4	No	22	$25,040		$3,040	$6,150	$34,230
			3							$75,120	$0	$9,120	$19,270	$103,510
FY 2023-2024														
Moraine Cir	Thores St	Public Use	1	2	4	Z	4	No	23	$25,040		$3,040	$6,560	$34,640
Mills Park Dr	Mills Tower Dr	School	1	2	4	Z	4	No	23	$25,040		$3,040	$6,150	$34,230
			2							$50,080	$0	$6,080	$12,710	$68,870
FY 2024-2025														
Los Amigos Dr	Malaga Way	Transit	1	2	2	Z	6	No	24	$37,560		$4,560	$8,200	$50,320
El Segundo Dr	Malaga Way	Transit	1	2	2	Z	6	No	24	$37,560		$4,560	$8,200	$50,320
			2							$75,120	$0	$9,120	$16,400	$100,640

Beyond 20-Year Discretionary Funding Program - Projects for Competitive Funding

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi-tion	Work Scope	Fund-ing	Crb Rmp	Aud. sig-nals*	FY	Curb Ramp Costs	Signal Costs	Cross-walk Costs	Sidewalk Costs	Total Costs
Trade Center Dr	Sun Center Dr	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Gilbert Way	Malaga Way	Transit	1	2	4	Z	4	No	25	$25,040		$3,040	$8,200	$36,280
Benny Way	Malaga Way	Transit	1	2	4	Z	4	No	25	$25,040		$3,040	$8,200	$36,280
Mills Park Dr	Glenview Way	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Paseo Dr	Malaga Way	Transit	1	2	2	Z	8	No	25	$50,080		$6,080	$8,200	$64,360
La Rue Way	Mills Tower Dr	Commercial	1	2	4	Z	4	No	25	$25,040		$3,040	$1,750	$29,830
Mills Park Dr	Marcel Way	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Buena Plaza Cir	Mills Tower Dr	Public Use	1	2	4	Z	4	No	25	$25,040		$3,040	$6,560	$34,640
Mills Acres Cir	White Rock Rd	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Mills Station Rd	White Rock Rd	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Joerger St	White Rock Rd	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Mills Tower Dr	White Rock Rd	School	1	2	2	Z	6	No	25	$37,560		$4,560	$6,150	$48,270
Portsmouth Dr	White Rock Rd	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Swansea Way	White Rock Rd	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Mather Field Rd	Mills Station Rd	Transit & Public Use	1	2	1	Z	8	Yes	25	$50,080	$11,840	$6,080	$12,300	$80,300
Mather Field Rd	Rockingham Dr	Transit	1	2	1	Z	8	Yes	25	$50,080	$11,840	$6,080	$8,200	$76,200
Femoyer St	Mather Blvd	Transit & Public Use	1	2	2	Z	8	No	25	$50,080		$6,080	$12,300	$68,460
Femoyer St	Norden St	Transit & Public Use	1	2	4	Z	4	No	25	$25,040		$3,040	$12,300	$40,380
Bleckely St	Macready St	Transit & Public Use	1	2	2	Z	8	No	25	$50,080		$6,080	$12,300	$68,460
Forestlake Dr	Woodlawn Dr	School	1	2	2	Z	6	No	25	$37,560		$4,560	$6,150	$48,270
Maryvale Way	Ambassador Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Van Stralen Way	Forestlake Dr	School	1	2	2	Z	6	No	25	$37,560		$4,560	$6,150	$48,270
Carlos Way	Benita Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Lucia Ct	Benita Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Segovia Way	Benita Dr	School	1	2	2	Z	8	No	25	$50,080		$6,080	$6,150	$62,310
Forestlake Dr	Mcgregor Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Pinturo Way	Benita Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Sonata Dr	Benita Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Benita Dr	Mapola Way	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Zinfandel Dr	Hirschfeld Way	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Coloma Rd	Gaywood Dr	Transit	1	2	4	Z	4	No	25	$25,040		$3,040	$8,200	$36,280
Carlos Way	McGregor Dr	Public Use	1	2	4	Z	4	No	25	$25,040		$3,040	$6,560	$34,640
McGregor Dr	Campana Way	Commercial	1	2	2	Z	8	No	25	$50,080		$6,080	$1,750	$57,910

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi-tion	Work Scope	Fund-ing	Crb Rmp	Aud. sig-nals*	FY	Curb Ramp Costs	Signal Costs	Cross-walk Costs	Sidewalk Costs	Total Costs
Coloma Rd	Rossmoor Dr	Transit	1	2	4	Z	4	No	25	$25,040		$3,040	$8,200	$36,280
Benita Dr	Zinfandel Dr	Transit & School	1	2	2	Z	6	No	25	$37,560		$4,560	$9,840	$51,960
Ellison Dr	Georgetown Dr	Commercial	1	2	4	Z	4	No	25	$25,040		$3,040	$1,750	$29,830
Sonata Dr	Zinfandel Dr	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Rose Hill Ct	Georgetown Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Rugby Ct	Georgetown Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Warrenton Dr	Georgetown Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Zinfandel Dr	Queenwood Dr	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Ambassador Dr	River Vista Way	Commercial	1	2	4	Z	4	No	25	$25,040		$3,040	$1,750	$29,830
Georgetown Dr	Starrlyn Way	School	1	2	2	Z	6	No	25	$37,560		$4,560	$6,150	$48,270
McGregor Dr	Zinfandel Dr	Transit & School	1	2	2	Z	8	No	25	$50,080		$6,080	$9,840	$66,000
Queenwood Dr	Gadsten Way	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Ambassador Dr	River Edge Way	Public Use	1	2	2	Z	6	No	25	$37,560		$4,560	$6,560	$48,680
River Wood Way	River Edge Way	Commercial	1	2	4	Z	4	No	25	$25,040		$3,040	$1,750	$29,830
Georgetown Dr	Woodcliff Way	Public Use	1	2	4	Z	4	No	25	$25,040		$3,040	$6,560	$34,640
Cordova Ln	Zinfandel Dr	Transit & School	1	2	2	Z	6	No	25	$37,560		$4,560	$9,840	$51,960
Georgetown Dr	River Edge Way	School	1	2	2	Z	6	No	25	$37,560		$4,560	$6,150	$48,270
Queenwood Dr	Glenhaven Way	Transit	1	2	4	Z	4	No	25	$25,040		$3,040	$8,200	$36,280
Zinfandel Dr	Glenfaire Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Aramon Dr	Semillon Way	Public Use	1	2	2	Z	6	No	25	$37,560		$4,560	$6,560	$48,680
Cordova Ln	Dunbar Way	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Georgetown Dr	Woodbridge Way	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Aramon Dr	Milazzo Way	Commercial	1	2	4	Z	4	No	25	$25,040		$3,040	$1,750	$29,830
Cordova Ln	Atwood Dr	Transit & School	1	2	2	Z	8	No	25	$50,080		$6,080	$9,840	$66,000
Georgetown Dr	Westwood Ct	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Cordova Ln	Ballantrae Way	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Italia Way	Zinfandel Dr	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Cordova Ln	Glenhaven Way	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Dolecetto Dr	Chardonay Dr	Commercial	1	2	4	Z	4	No	25	$25,040		$3,040	$1,750	$29,830
Cordova Ln	Alandale Way	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Coloma Rd	Dattier Ct	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Catawba Way	Chassella Way	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Don Juan Dr	Pedro Way	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230
Cordova Ln	Le Ann Dr	Transit & School	1	2	4	Z	4	No	25	$25,040		$3,040	$9,840	$37,920
Dolecetto Dr	Chassella Way	School	1	2	4	Z	4	No	25	$25,040		$3,040	$6,150	$34,230

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi-tion	Work Scope	Fund-ing	Crb Rmp	Aud. sig-nals*	FY	Curb Ramp Costs	Signal Costs	Cross-walk Costs	Sidewalk Costs	Total Costs
Octavia Way	Chase Dr	Park	1	2	4	Z	4	No	25	$25,040		$3,040	$16,400	$44,480
Pedro Way	Zinfandel Dr	School	1	2	2	Z	8	No	25	$50,080		$6,080	$6,150	$62,310
Kilgore Rd	White Rock Rd	Transit	1	2	1	Z	8	Yes	25	$50,080	$11,840	$6,080	$8,200	$76,200
Evadna Dr	White Rock Rd	Public Use	1	2	2	Z	6	Yes	25	$37,560	$8,880	$4,560	$6,560	$57,560
TUSKET RIVER DR	TRINITY RIVER DR	Transit & Public Use	1	2	8	Z	1	No	25	$5,760			$12,300	$18,060
SABLE RIVER CT	TRINITY RIVER DR	Transit	1	2	8	Z	1	No	25	$5,760			$8,200	$13,960
OBERUN RIVER CT	TRINITY RIVER DR	Transit	1	2	8	Z	1	No	25	$5,760			$8,200	$13,960
TEXAS RIVER CT	TRINITY RIVER DR	Transit	1	2	8	Z	1	No	25	$5,760			$8,200	$13,960
TRINITY RIVER DR	KLAMATH RIVER DR	Transit	1	2	8	Z	1	No	25	$5,760			$8,200	$13,960
VEHICLE DR	COLOMA RD	Transit	1	2	8	Z	1	No	25	$5,760			$8,200	$13,960
COLOMA RD	TRUCKEE RIVER DR	Transit	1	1	8	Z	1	No	25	$5,760			$8,200	$13,960
GOLLER CT	HIRSCHFELD WAY	Commercial	2	1	8	Z	1	No	25	$5,760			$1,750	$7,510
HIRSCHFELD WAY	HIRSCHFELD WAY	Commercial	2	1	8	Z	1	No	25	$5,760			$1,750	$7,510
HIRSCHFELD WAY	BERRYWOOD DR	Commercial	2	1	8	Z	1	No	25	$5,760			$1,750	$7,510
QUEENWOOD DR	ALANDALE WAY	Public Use	1	1	8	Z	1	No	25	$5,760			$6,560	$12,320
MARCILEE WAY	SCOTSMAN WAY	Commercial	2	1	8	Z	1	No	25	$5,760			$1,750	$7,510
SUN CENTER DR	SUNRISE BLVD	Public Use	1	1	8	Z	1	No	25	$5,760			$6,560	$12,320
GOLD TAILINGS CT	SUN CENTER DR	Commercial	2	1	8	Z	1	No	25	$5,760			$1,750	$7,510
KILGORE RD	SUN CENTER DR	Commercial	2	1	8	Z	1	No	25	$5,760			$1,750	$7,510
SUN CENTER DR	PROSPECT PARK DR	Transit	1	1	8	Z	1	No	25	$5,760			$8,200	$13,960
OLSON DR	PLATINUM CT	Commercial	2	1	8	Z	1	No	25	$5,760			$1,750	$7,510
OLSON DR	GWENDOLYN WAY	Commercial	2	1	8	Z	1	No	25	$5,760			$1,750	$7,510
GOLD CAMP DR	COBBLEROCK DR	Public Use	1	1	8	Z	1	No	25	$5,760			$6,560	$12,320
GOLD CAMP DR	PROSPECT PARK DR	Transit	1	1	8	Z	1	No	25	$5,760			$8,200	$13,960
ZINFANDEL DR	HWY 50	Public Use	1	1	8	Z	1	No	25	$5,760			$6,560	$12,320
GOLD CENTER DR	PROSPECT PARK DR	Public Use	1	1	8	Z	1	No	25	$5,760			$6,560	$12,320
WHITE ROCK RD	GOLD VALLEY DR	Public Use	1	1	8	Z	1	No	25	$5,760			$6,560	$12,320
W LA LOMA DR	RIVER MIST WAY	School	1	2	8	Z	1	No	25	$5,760			$6,150	$11,910
ROD BEAUDRY DR	STIRLING PARK DR	Public Use	1	1	8	Z	1	No	25	$5,760			$6,560	$12,320
CROYDON WAY	MILLS STATION RD	Transit & Public Use	1	1	8	Z	1	No	25	$5,760			$12,300	$18,060
ROUTIER RD	HORN RD	Public Use	1	2	8	Z	1	No	25	$5,760			$6,560	$12,320
OLD WINERY PL	HORN RD	Commercial	2	2	8	Z	1	No	25	$5,760			$1,750	$7,510
OLD PLACERVILLE RD	SYSTEMS PKWY	Commercial	2	1	8	Z	1	No	25	$5,760			$1,750	$7,510
			101							$2,370,560	$44,400	$267,520	$687,390	$3,369,870

City of Rancho Cordova Pedestrian Master Plan

April 11, 2005

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Rancho Cordova Public Works Department

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Executive Summary

The Pedestrian Master Plan (PMP) is intended to establish policies, programs and projects to improve the pedestrian system within the City of Rancho Cordova. The Pedestrian Master Plan was developed along with the ADA Transition Plan. The ADA Transition Plan addresses improvement needs relating to disability access within the public right-of-way. All pedestrian projects proposed in the Pedestrian Master Plan will meet ADA standards and should strive to meet the pedestrian guidelines described in the plan.

This PMP and ADA Transition Plan effort was initiated as part of Sacramento County's PMP and ADA Transition Plan study. Rancho Cordova was included in the Sacramento County study since incorporation did not formally take effect until July 2003. The data already were collected and analyzed at this time. The City of Rancho Cordova prepared the Pedestrian Master Plan using the County's Existing Conditions PMP report and other materials such as the City's General Plan information.

Community Outreach

Rancho Cordova residents were able to take advantage of the following outreach efforts:

- **Advisory Groups**: Two advisory committees, the Pedestrian Community Advisory Group (CAG) and the Technical Advisory Committee (TAC) were formed and met regularly over a period of one and a half years to review documents and to provide feedback.
- **Outreach to Persons with Visual Impairments**: The Pedestrian Master Plan will be made available to persons who are visually impaired via large print text document, audio, text for audio conversion and Braille.
- **Community Planning Advisory Councils (CPAC)**: The study team presented the scope of work for the project to the interested CPACs in the unincorporated Sacramento County, which included the Cordova CPAC (CORPAC) on September 12, 2002. Attendees of the CPAC meetings were given an opportunity for input into the process.

- **Consumer Survey**: The study team developed and distributed a pedestrian and disabled access consumer survey to identify hotspot locations or physical barriers to walking.
- **Press Releases**: The study team created and distributed press releases to cover the following topics: project kick-off, consumer surveys, transportation fairs and the draft Pedestrian Master Plan.
- **Transportation Fairs**: The study team described the project's activities in hands-on settings at four separate venues throughout the unincorporated County.
- **Web Site**: Sacramento County and City of Rancho Cordova project web sites were created to disseminate information about the project.
- **Electronic Newsletters**: Electronic newsletters and announcements were distributed to the public via the project listserv.
- **Focus Group Presentations**: The City of Rancho Cordova plans to meet with the following organizations to discuss the draft Pedestrian Master Plan: the National Federation of the Blind, California Council for the Blind, McGregor Commons, California for Disability Rights and CORPAC.
- **Public Workshop and Hearing**: The City Council will hold a public workshop on the draft Pedestrian Master Plan, which will begin a 45-day comment period on the draft document. The City Council then will hold a public hearing to approve the Pedestrian Master Plan.

Existing Conditions

The existing conditions section is intended to assess the current situation in terms of walking demand and pedestrian facilities. This section describes and analyzes existing plans, programs, pedestrian demand, roadway facilities and field surveys conducted for this study. The main emphasis of the existing conditions effort was to analyze the current pedestrian infrastructure and public input about the pedestrian system within the City. Three of the Pedestrian Master Plan efforts for obtaining these data are highlighted below – the survey inventory and the consumer survey and General Plan coordination.

Survey Inventory

A comprehensive survey of existing pedestrian facilities was conducted as part of the Pedestrian Master Plan effort. The purpose of the survey was twofold. First, it provides a comprehensive understanding of where improvements are needed within the existing pedestrian system. Second, it provides a detailed survey of the existing physical environment within the pedestrian system.

As part of the Pedestrian Master Plan, the study team surveyed almost 1,156 directional roadway segments in Rancho Cordova. Directional roadway segments means that the field survey team surveyed both sides (directions) of the street for sidewalk, buffer and bike lane information. A total of 72 miles of directional roadway segments were surveyed. The survey findings at intersections are as follows:

- Percentages of corner types
  - Rolled curb: 73 percent
  - Vertical curb: 19 percent
  - Flush transition: 0 percent
  - No curb (undeveloped): 7 percent
- Corners with sidewalks: 88 percent.
- Roadway segments with sidewalks: 81 percent.
- Signalized intersections with audible pedestrian signals where pedestrian signals are present: 11 percent.

Using criteria designed to determine pedestrian level-of-service, the average ranking is level of service "C" on a scale of "A" through "F" where "F" presents the poorest level of service. The pedestrian level-of-service reflects the effect on walking suitability or "compatibility" using factors such as roadway width, presence of sidewalks and intervening buffers, trees within those buffers, traffic volumes, motor vehicle speeds and on-street parking.

Consumer Survey

The purpose of the consumer survey is to better understand walking constraints that are occurring in the City of Rancho Cordova. Table 1 shows that about ten percent of the survey respondents were from Rancho Cordova compared to the other areas of unincorporated Sacramento County. Rancho Cordova respondents were more likely to be concerned about street

crossing constraints than the other unincorporated areas and less about sidewalk constraints. Disability access constraints also were a more significant concern.

Table 1: Pedestrian Constraints Reported

	Total Respondents	Sidewalk Constraints	Street Crossing Constraints	Disability Access Constraints
Rancho Cordova	50	10	17	14
		20%	34%	28%
Unincorporated County (w/ Rancho Cordova)	494	170	155	86
		34%	31%	17%

General Plan Coordination

The City of Rancho Cordova is in the process of developing its first General Plan. The Pedestrian Master Plan and the General Plan efforts were coordinated. The Planning staff provided contact lists and announced the Pedestrian Master Plan on its General Plan listserv so as to generate an outreach list for the Pedestrian Master Plan. The study team for the Pedestrian Master Plan attended a General Plan Visioning meeting and provided the Planning staff with the pedestrian policies for coordination with the General Plan policies.

Pedestrian Policies

The intent of this section is to describe existing pedestrian policies in the City, to show pedestrian-related state and federal policies, and to recommend additional pedestrian policies. Pedestrian policies reflect the current values held by the City. The City's Pedestrian Master Plan recommended policies build on both existing and emerging local, state and federal policies. The most important policies are in the General Plan, the Caltrans non-motorized travel directive, and the United States Department of Transportation (US DOT) Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure. These policies provide evidence to the changing philosophical climate pertaining to travel in the United States. It is now widely recognized that walking has health, environmental, economic and quality of life benefits.

Pedestrian Design Guidelines

The pedestrian design guidelines was developed to guide the design of the City's transportation system to achieve a balanced network where walking is a safe, convenient and appealing mode of travel. The City will distribute this guidelines to developers and other entities involved with improving the City's streetscape. The pedestrian design guidelines covers design issues for the following street elements:

- Street design
- Sidewalks
- Intersections
- Midblock crossings
- Special intersection crossing situations
- Other innovative crossing treatments
- Pedestrian signals and signs
- Pedestrian facility maintenance

Implementation Plan

The purpose of the implementation plan is to identify projects that improve pedestrian safety and access. This section highlights the project selection process, and lists the highest-ranking projects in the Pedestrian Capital Improvement Program (CIP). The highest-ranking projects are incorporated into the Pedestrian CIP, which accounts for the first five years of the program. The remaining projects are included in Appendix B.

Prioritization criteria were used to rank sidewalk and asphalt walkway projects. The prioritization criteria are as follows:

1. Walking conditions;
2. Accessibility;
3. Adjacent land uses;
4. Public input;
5. Cost effectiveness; and
6. Pedestrian collisions.

The study team identified a series of projects intended to improve pedestrian circulation and safety. The recommended projects are grouped into the following categories:

- Sidewalk or Asphalt Walkway Projects;
- Safe Routes to School Projects;

- Safe Routes to Transit Projects;
- Midblock Crossing Projects;
- Pedestrian Countdown Signal Installation Projects;
- Signal Timing Improvement Projects;
- Lighting Improvement Projects;
- Trail Improvement Projects;
- Walkway Projects; and
- Pedestrian District Projects.

Funds available for pedestrian projects are estimated to be $100,000 per year. Nevertheless, the cost estimates of the CIP projects are over this $100,000 annual budget (Table 2). Additional funds may be acquired through project grants from various funding programs such as Safe Routes to School. Furthermore, some CIP projects may turn out not to be feasible or may end up as long-term projects.

Table 2: Project Cost Summary

Projects	Cost
Sidewalks/Walkways (CIP)	$1,033,510
Sidewalks/Walkways (Long term)	$7,680,703
School Sidewalks/Walkways	$205,000
Transit Sidewalks/Walkways	$632,377
Midblock Crossings	$447,600
Pedestrian Signal Countdowns	$92,160
Signal Timings	$2,000
Lighting	$45,000
Trails	Long Term
Walkways	$90,000
Pedestrian Districts	$116,000
CIP Total	$2,663,647
Remaining Projects Total	$7,680,703
All Project Total	$10,344,350

Introduction

Walking is the most basic form of transportation. Most travelers walk during some portion of their journey whether it is from their home to the bus stop or between work and home. Pedestrians have the same basic needs as all other travelers: direct, continuous and safe routes to/from their destinations. Nevertheless, pedestrians do have needs that are unique such as shorter travel distances and personal security/safety. A challenge of the Pedestrian Master Plan is to satisfy these unique pedestrian needs while still accommodating the other road users such as motorists, bicyclists and transit riders.

Pedestrians have differing preferences. Some individuals prefer to walk in solitude along separated paths while others feel more comfortable walking along crowded streets. Some pedestrians such as children, individuals with disabilities and elderly persons are more vulnerable than others due to their slower speeds, less predictable behavior or smaller sizes. Other pedestrians can cross a street in half the time that it may take a senior or a person with a disability.

Thus, the Pedestrian Master Plan must satisfy as many needs as possible within the limits of available funding and the physical space available for improvements and upgrades. It is a difficult balancing act that involves safety and travel flow considerations for all modes of transportation.

Project Purpose

The City of Rancho Cordova has prepared an Americans with Disabilities Act (ADA) Transition Plan and a Pedestrian Master Plan (PMP) for the public right-of-way within the City of Rancho Cordova. The Pedestrian Master Plan addresses the pedestrian policies and improvements needed within the public right-of-way. The ADA Transition Plan addresses improvement needs relating to disability access within the public right-of-way. The ADA Transition Plan is a legally required document while the Pedestrian Master Plan is not. Both plans require the gathering of extensive data on existing City facilities and a public outreach effort.

The plans were undertaken on a parallel schedule, but have separate adoption processes and separate community advisory committees. This PMP and ADA Transition Plan effort was

initiated as part of the Sacramento County's PMP and ADA Transition Plan study. Rancho Cordova was included in the initial part of the Sacramento County study since incorporation did not formally take effect until July 2003. The data already were collected and analyzed at this time. The City of Rancho Cordova prepared the Pedestrian Master Plan using the County's Existing Conditions PMP report and other materials such as the City's General Plan information.

Pedestrian Master Plan Purpose

The purpose of the Pedestrian Master Plan is to improve pedestrian safety and connectivity. The Pedestrian Master Plan addresses only pedestrian issues within the public right-of-way, and does not deal with issues concerning land use, private development or public lands, such as parks. The overall goal is to provide an enhanced pedestrian environment to encourage walking. The plan consists of recommended capital improvements and policies. The improvement recommendations build upon the inventory fieldwork, public input, collision data, ADA standards and codes, Pedestrian Design Guidelines and other sources.

As part of the Pedestrian Master Plan, the Pedestrian Design Guidelines addresses design standards for the public right-of-way to improve the City's pedestrian facilities. These new standards will enhance the accessibility for all pedestrians including individuals with disabilities, and will address safety, connectivity, ease of use, aesthetics and cost effectiveness. The main objective of the Pedestrian Design Guidelines is to adequately address the differing needs of the various users within the City of Rancho Cordova. The design guidelines was developed with the assistance of the technical and community advisory groups and with input from the general public.

The Pedestrian Master Plan and the Pedestrian Design Guidelines are being developed along with the ADA Transition Plan. The ADA Transition Plan identifies and prioritizes disability access projects, establishes disabled access codes and standards, estimates project costs, highlights an implementation schedule and funding strategy, and develops grievance and monitoring programs. The ADA Act of 1990 and subsequent interpretations by the Department of Justice require municipalities to prepare an ADA Transition Plan, which details how they will make their streets and roads accessible to individuals with disabilities. In addition, the plan addresses California Title 24 requirements and existing Sacramento County Board of Supervisors policies. All

pedestrian projects that are proposed in the Pedestrian Master Plan must meet the current federal, state and local disability access codes and standards.

Community Outreach

Introduction

The study team set up the ADA Transition Plan and Pedestrian Master Plan project to encourage and facilitate the maximum degree of public participation. Rancho Cordova residents had the opportunity to participate in the following outreach activities:

- Advisory Groups
- Outreach to Persons who are Visually Impaired
- Web Site
- Electronic Newsletter and List Serv
- Press Releases
- Transportation Fairs
- Community Planning Advisory Councils (described in the Existing Conditions section under Pedestrian Master Plan surveys)
- Consumer Survey (described in the Existing Conditions section under Pedestrian Master Plan surveys)
- Dan Burden Presentations
- Focus Group Presentations
- Public Information Workshop and Hearing

Advisory Groups

As part of the Pedestrian Master Plan public participation process, advisory groups were formed to allow for additional input from key stakeholders, planning professionals, policy makers and the general public. The advisory groups acted as a sounding board for the study team. Members reviewed and provided feedback on project documents and submittals. In addition, the advisory groups worked toward achieving consensus on project issues.

The following advisory groups were established:

- Pedestrian Community Advisory Group (CAG) for the Pedestrian Master Plan;
- Technical Advisory Committee (TAC) for the ADA Transition Plan and the Pedestrian Master Plan.

The Pedestrian CAG and TAC members included representatives from the following organizations:

Community Advisory Group (CAG)

- Agency For Hearing
- Building Industry Association
- Californians for Disability Rights
- Environmental Council of Sacramento
- Fair Oaks Veteran's Affairs
- Folsom Cordova Unified School District
- Greater Sacramento Safe Kids Coalition
- Highway 50 Corridor Transportation Management Association (TMA)
- HLA Group
- Rancho Cordova Chamber of Commerce
- Sacramento County, Chief Disability Compliance Office
- Sacramento Metropolitan Air Quality Management District
- Sacramento Transportation Equity Network
- Sacramento Tree Foundation
- Surface Transportation Policy Project
- University of California at Davis Medical Center
- WalkSacramento

Technical Advisory Committee (TAC)

- Caltrans
- City of Sacramento Public Works Department
- Paratransit, Inc.
- Sacramento Area Council of Governments
- Sacramento County – Chief of the Disability Compliance Office
- Sacramento County – Construction Management
- Sacramento County – Department of Environmental Review and Assessment
- Sacramento County – Department of Parks and Recreation
- Sacramento County – Department of Water Resources

- Sacramento County – General Services
- Sacramento County – Planning Department
- Sacramento County – Sacramento Department of Transportation (SacDOT)
- Sacramento County - Sheriff's Department
- Sacramento Metropolitan Air Quality Management District
- Sacramento Municipal Utility District
- Sacramento Regional Transit District
- WalkSacramento

The study team met with the advisory committees for the project kick-off, the Dan Burden presentation, the draft Pedestrian Design Guidelines and the Existing Conditions report. The first meeting for each group was in April 2002. The CAG and the TAC met concurrently at different stages to allow the joint groups to discuss key project components.

Outreach to Persons who are Visually Impaired

The City of Rancho Cordova made the draft Pedestrian Master Plan available to persons who are visually impaired via large print text document, audio, text for audio conversion and Braille. The final Pedestrian Master Plan also will be made available in these alternative formats. The Sidewalk and Intersection Database is available for review by appointment at the ADA Program Access Coordinator's office at 3121 Gold Canal Drive, Rancho Cordova, CA.

California Access News' Local Content Section has a free telephone reader service for individuals who are blind or with visual impairments that includes information on the Pedestrian Master Plan. To access it, dial (916) 732-4000 and then 1 from the main menu. Interested parties may sign up as a subscriber by calling (916) 732-4010. The service was initiated for Sacramento County's ADA Transition Plan process in August 2002, and received a total of 48 hits to the three project-related sites between August and December 2002. All information was updated on a regular basis to include upcoming events, meetings and documents.

Web Site

The study team used the Sacramento County Department of Transportation web site as an additional means of disseminating information on the Pedestrian Master Plan as well as the ADA Transition Plan. The City of Rancho Cordova

also has project-related information on their web site at: http://www.cityofranchocordova.org/

The web sites have information on the project's purpose, schedule and timeline, pedestrian/ADA consumer survey, archived newsletters and related articles, approved and revised documents and discussion papers, public involvement opportunities and contact information. In addition, the draft and final ADA Transition Plan and Pedestrian Master Plan will be posted on the City's web site for approximately 12 months after final approval and adoption.

Electronic Newsletter and Listserv

The study team used the e-mail list-servs and electronic newsletters to keep interested parties apprised of the project's progress. The study team found e-newsletters to be a cost-effective way of communicating to a broad audience. The e-newsletters also afforded the study team a convenient method of communicating project updates or upcoming public involvement opportunities on a frequent, real-time basis.

Newsletters also were made available in hard copy, large print, CD, floppy disk or electronic mail. The study team relied on the ADA and pedestrian-oriented organizations and other advocacy groups in the Sacramento area to distribute project information through their existing web sites and e-mail list-serves.

Dan Burden Presentations

Dan Burden, a National Pedestrian Expert from Walkable Communities, Inc., toured and spoke in Sacramento County on Wednesday, November 6, 2002 and Thursday, November 7, 2002. The main purpose of Dan Burden's presentations was to educate a broad group of staff, elected officials and community members about walking concepts and issues to help encourage more pedestrian-friendly policies, programs and projects. Dan's presentations helped stimulate discussion in preparation for the design guidelines task of the pedestrian planning effort. The feedback was used to prepare a more tailored preliminary draft design guidelines document. Dan made presentations to the Board of Supervisor and the CAG/TAC members and participated in a site tour and a public workshop. The bus tour looked at a mix of pedestrian areas in the County.

Transportation Fairs

A series of transportation fairs were conducted for public input in the early stages of both the ADA Transition Plan and the Pedestrian Master Plan. The transportation fairs, which occurred in June 2003, covered both the ADA Transition Plan and Pedestrian Master Plan issues at the same venue to allow everyone to understand the Plans' development process, see the results of the inventory and evaluation of existing walking and accessibility conditions, provide input on the draft pedestrian design guidelines, and respond with comments and identification of neighborhood concerns. The integration of both disabled access and general pedestrian topics in the same fair enabled the general public to become better educated on disability access issues. The transportation fairs were in four strategic locations throughout the County: Rio Linda, Orangevale, Florin and Arden. Each transportation fair had five sequential topic stations placed around a medium to large-sized room that interested parties visited at their convenience.

Focus Group Presentations

The City of Rancho Cordova plans to meet with the following organizations to discuss the draft Pedestrian Master Plan: the National Federation of the Blind, California Council for the Blind, McGregor Commons, California for Disability Rights and CORPAC.

Public Information Workshop and Hearing

The City of Rancho Cordova will hold a public workshop on the draft ADA Transition Plan and the draft Pedestrian Master Plan. The format will include an initial brief overview presentation and a general large group question and answer period with the majority of the time planned for participants to circulate among the staffed topic stations. After a 45-day public comment period, the City Council will hold a public hearing on the Pedestrian Master Plan and ADA Transition Plan.

Existing Conditions

The existing conditions section is intended to assess walking demand and pedestrian facilities. This section describes and analyzes existing plans, programs, funding sources, pedestrian demand, roadway facilities and field surveys conducted for this study. The main emphasis of the existing conditions effort is to analyze the current pedestrian infrastructure and public input about the pedestrian system within the City of Rancho Cordova.

Study Area

Post-World War II developments, such as most of Rancho Cordova, reflect the increased segregation of land uses, and are designed to accommodate the private automobile as the primary means of transportation. These neighborhoods have limited pedestrian connections. Sidewalks may not be present, or may only exist on one side of the street.

Demographics

According to the 2000 US Census, the City of Rancho Cordova has a population of 53,718 and almost 20,000 households. The average household size is 2.73. The land uses are rather spread out. For comparison purposes, the persons per square mile are as follows:

- City of Rancho Cordova: 1,676
- City/County of San Francisco: 16,000
- Los Angeles County: 2,400
- Arden Arcade: 4,725

Related Plans, Projects and Programs

The plans, projects and programs that are related to pedestrian improvement projects are described in this section. The main objective of this section is to help explain the myriad of pedestrian-related activities that already are occurring at the

City. The City will use this information to select and prioritize pedestrian improvement projects and programs.

The City is developing or has developed several plans that directly impact pedestrian circulation in the unincorporated area such as the corridor, streetscape and intersection improvement projects and the General Plan.

Corridor Improvement Projects

Corridor improvement projects are shown in Table 3, and are taken from the City's *Five Year Transportation Improvement Plan 2004-2009*. Most of these projects involve adding capacity to travel lanes, and all involve pedestrian improvements. The designs must follow the current federal, state and local disability access standards, and should strive to meet the pedestrian design guidelines. The elements of each proposed corridor project vary depending on the needs of each area.

Streetscape Improvement Projects

Table 4 illustrates the corridor projects that are categorized as enhancements or streetscape projects. These projects focus on landscaping and tree planting. Nevertheless, other elements do exist such as bike lanes, street lighting, sidewalks and transit access.

Intersection Improvement Projects

The intersection projects mainly involve added capacity, pedestrian improvements and traffic signals (Table 5). At locations where curbs, gutters and sidewalks exist, pedestrian improvements are installed such as curb ramps, accessible pedestrian signals and larger push buttons.

Table 3: Corridor Improvement Projects (2004-2009)

Street Name	Endpoints	Completion Year[1]	Road Type	Ped Type	Funding	Est. Cost	Comments
Air Park Drive	Mather Blvd. to International Drive	2005	New	Sidewalk	Zin, Mather	$830,000	2-lane road
Chrysanthy Blvd.	Sunrise Blvd. to Jaeger Rd	2004	New	Sidewalk	SunRidge	$1,756,000	2-lane road
Douglas Road	Americanos Blvd. to Grant Line Road	2008	Widen	Sidewalk	SunRidge	$3,228,000	4-lane road
Douglas Road	Sunrise Blvd. to Americanos Blvd.	2004	Widen	Sidewalk	SunRidge	$10,516,000	4-lane road
Douglas Road	Sunrise Blvd. to Zinfandel Dr	2006	Widen	Sidewalk	SunRidge, Mather	$8,318,000	6-lane road
International Dr	Kilgore Rd to Sunrise Blvd.	2009	New	Sidewalk	Zinfandel, Mather	$4,787,000	4-lane road
Jaeger Road	Chrysanthy Blvd. to Kiefer Blvd.	2008	New	Sidewalk	SunRidge	$3,376,000	2-lane road
Jaeger Road	Douglas Road to Chrysanthy Blvd.	2004	New	Sidewalk	SunRidge	$921,000	2-lane road
Kiefer Blvd.	Sunrise Blvd. to Jaeger Road	2008	New	Sidewalk	SunRidge	$3,014,000	2-lane road
Mather Blvd.	Mather Field Plaza to Zinfandel Drive	2006	New	Sidewalk	Zinfandel, Mather	$2,554,000	2-lane road
State Route 16 (Jackson Hwy)	Grant Line Road to Sunrise Blvd.	2008	Widen	Sidewalk	SunRidge, Dev Fee	$4,838,000	4-lane road
Sunrise Blvd.	Douglas Road to Kiefer Blvd.	2006	Widen	Sidewalk	SunRidge, Mather, Dev Fee	$10,473,000	4-lane road
Sunrise Blvd.	Kiefer Blvd. to SR 16	2007	Widen	Sidewalk	SunRidge, Dev Fee	$4,489,000	4-lane road
Sunrise Reliever	Douglas Rd to U.S. 50	2012	New	Sidewalk	SunRidge	$27,403,000	4-lane road
Sunrise Blvd.	White Rock Rd to Douglas Rd	2004	Widen	Sidewalk	SunRidge	$3,933,000	6-lane road
Zinfandel Drive	International Dr to Douglas Rd	2006	Widen	Sidewalk	Zinfandel, Mather	$9,000,000	4-lane road

[1] The schedules that are noted in the TIP are only estimates.

Table 4: Enhancement and Streetscape Projects (2004-2009)

Street Name	Endpoints	Expected Completion Year[1]	Ped Type	Trees	Funding	Est. Cost	Comments
Coloma Road	Sunrise Blvd to west of Truckee Road	2004	Sidewalk	X	Measure A	$1,011,000	North side of Coloma Rd.
Folsom Blvd.	Rod Beaudry Drive to Sunrise Blvd.	2006	Separated sidewalks	X	TEA, Measure A, STIP	$3,346,000	Medians, street lights, southside bikeway, streetscape
Mather Field Road	Folsom Blvd. to Peter McCuen Blvd.						
Mather Field Road	U.S. 50 Interchange Landscaping	2005	Sidewalk	X	STIP	$1,200,000	Lighting, streetscape, irrigation
Sunrise Blvd. Landscaping	Gold Country Blvd. to Zinfandel Drive	2005	Sidewalk	X	RSTP, Measure A	$1,128,000	Median, west side perhaps

[1] The schedules that are noted in the TIP are only estimates.

Table 5: Intersection Improvement Projects (2004-2009)

Street Name 1	Street Name 2	Expected Completion Year[1]	Ped Type	Traffic Signal	Funding	Est. Cost	Comments
Data Drive	Zinfandel Drive	2006	Curb ramps	X	Measure A	$350,000	
International Drive	Prospect Park Drive	2005	Curb ramps	X	Zinfandel	$329,000	
State Route 16 (Jackson Highway)	Bradshaw Road Intersection	2006	Curb ramps		SunRidge	$1,352,000	Widen pavement

[1] The schedules that are noted in the TIP are only estimates.

Planning Department's Efforts

The General Plan is the broad policy document that affects the entire City. The specific plans affect only the respectable subareas.

General Plan

The City's Planning Department is developing the General Plan, which is expected to be completed in mid- to late- 2005. The General Plan is a broad policy document that guides the development process and acts as an advisory tool. The General Plan process began in May 2004. The effort has included visioning meetings where community members provide input on their goals and objectives for the future of Rancho Cordova. Public involvement is continuing in the fall of 2004 with monthly General Plan Advisory Committee (GPAC), which are open to the public.

The Pedestrian Master Plan and the General Plan efforts were coordinated. The Planning staff provided contact lists and announced the Pedestrian Master Plan on its General Plan listserv so as to generate an outreach list for the Pedestrian Master Plan. The study team for the Pedestrian Master Plan attended a General Plan Visioning meeting and provided the Planning staff with the pedestrian policies for coordination with the General Plan policies. The following requests from the Visioning workshops pertain to walking:

- Trail that connects Citrus to canal trail with mini parks;
- Greenbelts
- Regional and local parks designed for walkability
- Landscaping ordinance
- Drought-resistant plants and trees
- School safety zones
- Downtown with pedestrian activity

Specific Plans

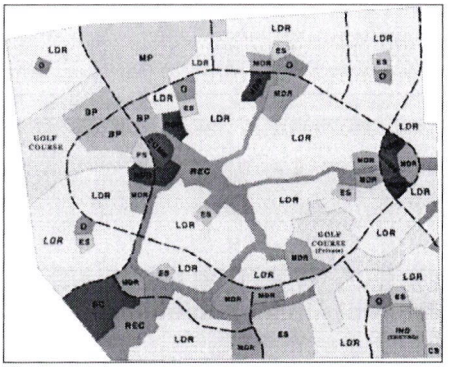
The Planning Department develops specific plans for new growth areas. Specific plans are similar to a zoning ordinance, and are combined with unique conditions and financing in one comprehensive package. These plans meet the City's minimum standards, and typically go beyond them. Table 6 highlights the specific plans that are applicable for the City.

Table 6: Specific Plans in Rancho Cordova

Specific Plan	Description
Mather	Guides the transition of Mather Air Force base from military to civilian uses. Identifies the specific land uses, circulation patterns and infrastructure improvements needed. (Adopted)
Sunrise Douglas / Sunridge Specific Plan	2,632 acres and about 43 percent of the Sunrise Douglas Community Plan is being processed with this plan. Located east of Sunrise Blvd and the Mather area and south of Douglas Blvd.
Sunrise Douglas 2	1,260 acres and bounded by the Sunridge Specific Plan, Sunrise Blvd, Grant Line Rd and Kiefer Rd. Represents the second specific plan for the Sunrise Douglas Community Plan area.

Special Projects

Special projects are similar to specific area plans in that both of them are comprehensive plans for subareas. Special projects are initiated to process private development applications that are unique or controversial. Pedestrian facilities must meet the City's minimum standards yet may go beyond them. The following special project has been developed:



Rio Del Oro Project

Rio del Oro (Aerojet) project: 3,860 acres and is bounded by White Rock Road, Sunrise Blvd, Douglas Road and Sunrise Douglas Specific Plan area.

Related Education/Marketing Programs

Many educational programs and some marketing efforts exist that address pedestrian-related issues. These programs are either sponsored by the City or by another Sacramento area organization such as the Sacramento Safe Communities, California Bicycle Coalition or WalkSacramento.

The Pedestrian Summit Strategic Plan, which was sponsored by Sacramento Safe Communities, mentions the need for the following local educational programs:

- Instruct the transportation and planning staff as well as elected officials on pedestrian issues and pedestrian facility design.
- Expand training to include the general public including developers and the business community.

- Develop a media campaign on pedestrian safety issues and an alternative modes awareness campaign.

School Crossing Guard Program – City Program

The City has budgeted to have adult school crossing guards at locations near schools where there is a need for supervision to avoid potential pedestrian/motor vehicle collisions. Uncontrolled, stop sign controlled and traffic signal controlled street crossings are all eligible. The City is in the process of developing the program and the process for selecting which schools will have the adult school crossing guards.

Neighborhood Traffic Management Program

The City is funding a traffic-calming project called the Neighborhood Traffic Management Program. This program is a City-County joint effort, and is developing traffic calming measures that could be used to slow speeds on minor neighborhood streets. It also includes the development of a traffic calming guidebook or a toolbox with applicable traffic calming measures for the different types of roadways. Extensive community outreach was used to develop both the program and the guidebook. The guidebook also will identify a process for neighborhoods to implement traffic management practices. The City is testing the process in an outreach effort called the Neighborhood Traffic Management Pilot Plan. The neighborhood where the test case is taking place is bounded by Coloma Road, Sunrise Blvd. and Folsom Blvd.

Safe Routes to School Program

The California Bicycle Coalition (CBC) received a Safe Routes to School program grant for the following schools in the Sacramento area:

- Abraham Lincoln Elementary School in Rancho Cordova-McClellan;
- AM Winn Elementary in Rancho Cordova;

Safe Routes to School Sacramento works with schools, parents, the City staff, business owners and school children to identify bicycling and walking safety issues, barriers and solutions. The solutions follow the four "Es" approach to planning: education, engineering, enforcement and encouragement. The program seeks to increase bicycling and walking, and to educate children and their parents about healthy transportation choices.

Pedestrian Law Enforcement Programs

Education, marketing and law enforcement programs help make the general public aware of pedestrian issues. The City Police Department has a variety of enforcement and educational programs related to pedestrians. The Department issues tips on Back to School Child Safety. The Community Oriented Policing Strategy (COPS) Division has an officer who is affiliated with each local school. This officer makes presentations on pedestrian and bicyclist safety as part of his/her duties to ensure a good quality of life, and enforces traffic rules at the affiliated schools.

Pedestrian Summit Strategic Plan

The Pedestrian Summit Strategic Plan, sponsored by WalkSacramento, mentions the need for the following local law enforcement programs:

- Enforce speed limits;
- Enforce crosswalk rules;
- Enforce restrictions on sidewalk obstructions;
- Develop policies to implement AB 2767, which changed the California Vehicle Code by allowing pedestrian and bicyclist safety to be considered as factors in engineering and traffic surveys that set speed limits;
- Inform pedestrians of their rights; and
- Expand enforcement capabilities.

Pedestrian Demand

This section discusses the major generators or activity centers of pedestrian demand, pedestrian demographics, travel behaviors and pedestrian-involved motor vehicle collisions. By analyzing pedestrian travel patterns, the City was able to gain insights into how and where to encourage more walking.

Activity Centers

The largest reductions in transportation energy consumption are realized with high urban densities, a diversity of land uses and transit-oriented designs. These land uses make it easier to walk so more individuals become pedestrians when given these options. An explanation of each crucial land use factor is explained below.

Urban Densities

The density of activities plays an important role in determining how and where we choose to travel. As land use densities increase, per capita automobile usage and trip lengths tend to decrease. For example, New York City has a density of 8.1 persons per acre and a gasoline usage rate of 335 gallons per capita. Phoenix has a density of 3.2 persons per acre and a gasoline usage rate of 532 gallons per capita.

Mixed Use (Diversity)

People are more likely to walk, ride a bicycle, or take transit when they live in mixed-use neighborhoods. The more diversity of shops and services available in a neighborhood, the less need there will be for patrons to drive out of their neighborhood to access what they need.

A UC Berkeley professor, Robert Cervero (1996) found that mixed land uses play an important role in affecting travel behavior. Using the 1985 American Housing Survey, he found that having grocery and other consumer services within 300 feet of a residence significantly increases the likelihood that a person will walk, ride a bicycle, or ride transit. Nevertheless, beyond 300 feet, mixed-use land uses tend to increase automobile travel.

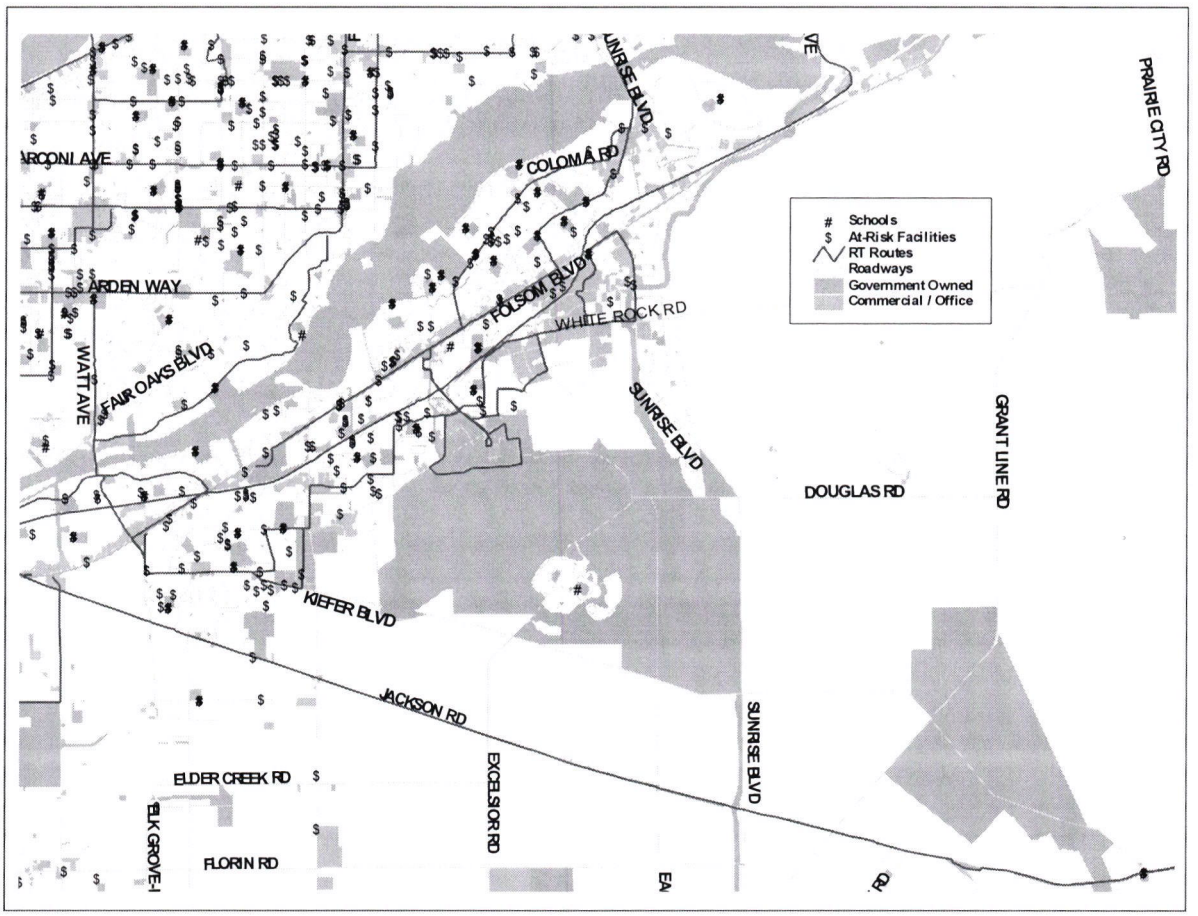
The presence of neighborhood retail was more important than residential densities (although both play a significant role) in determining the likelihood that a person will choose walking or biking.

Urban Design

Urban design also influences travel choices. Design refers to treatments like placing parking lots in the rear of stores, designing street networks in a gridiron pattern, and providing shade trees and sidewalks for pedestrians. Cervero and Gorham (1995) found that in the Bay Area cases, transit-oriented neighborhoods generated about 120 percent more pedestrian and bicycle trips than automobile-oriented neighborhoods.

In the City of Rancho Cordova, the "3 Ds" – Density, Diversity and Design – converge mainly along the arterials where commercial and office areas and transit routes exist. Figure 1 illustrates the locations of these types of activity centers. The figure highlights "at risk facilities," which include those facilities that serve the elderly, disabled or low income individuals. Schools include public and private elementary schools, junior high schools and high schools.

Figure 1: Activity Centers in Rancho Cordova



Mode Choice

All travel is categorized by modal choice. Mode choice refers to the various modes of travel such as the automobile, public transit, taxi, bicycle and walking. According to the Sacramento Area Council of Governments, 5.9 percent of all daily trips and 6.9 percent of all peak period travel in the Sacramento region occurs by bicycle and walking (Table 7).

Table 7: Mode Shares in the Sacramento Region

Mode	Daily Mode Shares (Average 24-Hour Weekday)	Peak Period Mode Shares (Average Weekday Peak Periods)
Carpool	43.2%	45.7%
Transit	0.8%	1.0%
Bike/Pedestrian	5.9%	6.9%
Single-occupancy Vehicle	50.1%	46.4%

Source: Sacramento Area Council of Governments, Metropolitan Transportation Plan for 2025, Key Performance Indicators, Conditions in 2000.

The 1995 Nationwide Personal Transportation Survey (NPTS) confirmed that income is a primary determinant of mode choice. Households with annual incomes of $15,000 or less have a higher mode choice of walking (12.8 percent of all trips) as compared to households with annual incomes of $80,000 or more, which reflect a walking mode choice of 5.0 percent. Low-income households tend to make shorter trips (five miles per day) as compared to higher-income households with an average trip length of seven miles per day. Low-income households also make fewer trips at 3.4 trips per day per person compared to high-income households at 4.6 trips per day per person.

It has been found that travel behavior changes with age. Children between the ages of 5 and 15 years old walk far more than people in other age groups. Most individuals decrease the amount of walking they do until they reach retirement age, when walking becomes more popular. Table 8 shows that the percent of walking trips totals 11.4 percent for children between 5 and 15 years old. This percent gradually declines as age increases until the retirement age of 65 years old or older when walking increases to 5.8 percent.

Table 8: Age Impacts on Modal Choice (Percent of Urban Trips)

Mode of Travel	5-15	16-24	25-39	40-64	65+	All
Total auto	73.0%	87.3%	90.9%	92.6%	90.9%	88.3%
HOV[a]	72.3%	45.9%	42.4%	37.4%	39.9%	45.5%
SOV[b]	0.5%	41.3%	48.5%	55.1%	50.8%	42.8%
Total transit	1.8%	3.1%	2.3%	2.0%	2.2%	2.2%
Bus and light rail[c]	1.5%	2.1%	1.4%	1.3%	1.9%	1.5%
Metro, subway, heavy rail[d]	0.2%	0.7%	0.7%	0.5%	0.2%	0.5%
Commuter rail[e]	0.1%	0.3%	0.3%	0.2%	0.1%	0.2%
School bus	10.1%	1.1%	0.1%	0.1%	0.1%	1.7%
Taxicab	0.1%	0.2%	0.3%	0.2%	0.2%	0.2%
Bicycle	3.3%	1.0%	0.5%	0.3%	0.2%	0.9%
Walk	11.4%	6.7%	5.2%	4.2%	5.8%	6.1%
Other[f]	0.2%	0.5%	0.6%	0.7%	0.6%	0.6%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

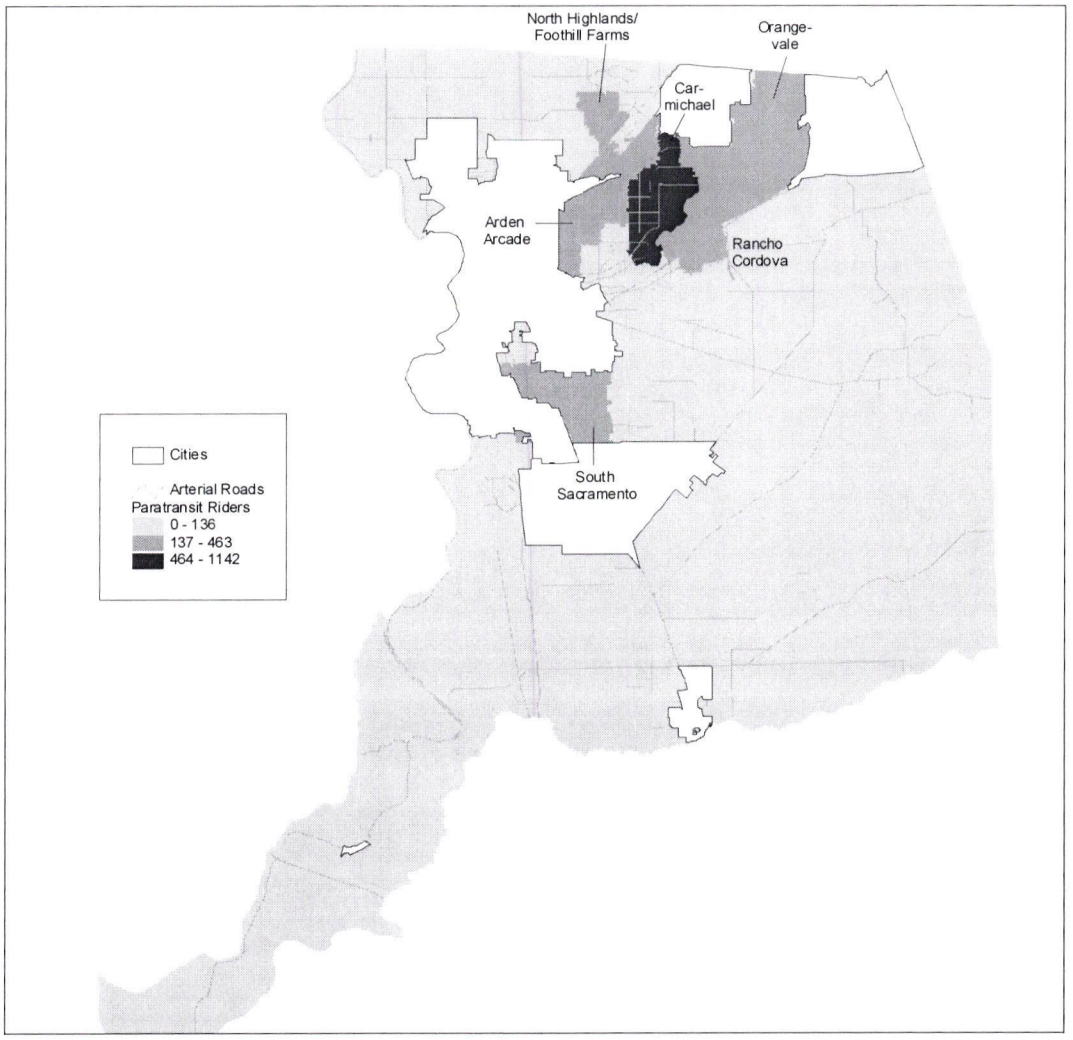
Source: Nationwide Personal Transportation Survey (NPTS), 1995.

a. HOV includes vehicles with two or more occupants.
b. SOV includes vehicles with driver and no passengers.
c. Light rail also includes conventional streetcars.
d. Metro/subway/heavy rail includes elevated rail and rail rapid transit.
e. Commuter rail includes suburban/regional rail systems and short distance service provided by Amtrak.
f. Other includes motorcycles, ferries, airplanes, helicopters, boats, horses and funiculars/incline planes.

Paratransit Usage

Paratransit refers to special transit services generally for seniors and individuals with physical disabilities. Paratransit, Inc. operates the Paratransit service within the County. The agency offers a door-to-door and shared ride service for individuals who are unable to use Regional Transit buses and the light rail system in the greater Sacramento area. Data provided by Paratransit were analyzed to ensure that the Pedestrian Master Plan adequately addresses the needs of the paratransit clients. An evaluation of their residential locations found that the almost 5,000 users in their system are dispersed throughout unincorporated Sacramento County. There are some areas of higher than average usage, which include Carmichael, Fair Oaks, North Highlands / Foothill Farms, Arden Arcade, South Sacramento and the developed portions of Rancho Cordova (Figure 2).

Figure 2: Paratransit Riders by Zip Code



Source: Paratransit, Inc., 2002.

Pedestrian Counts

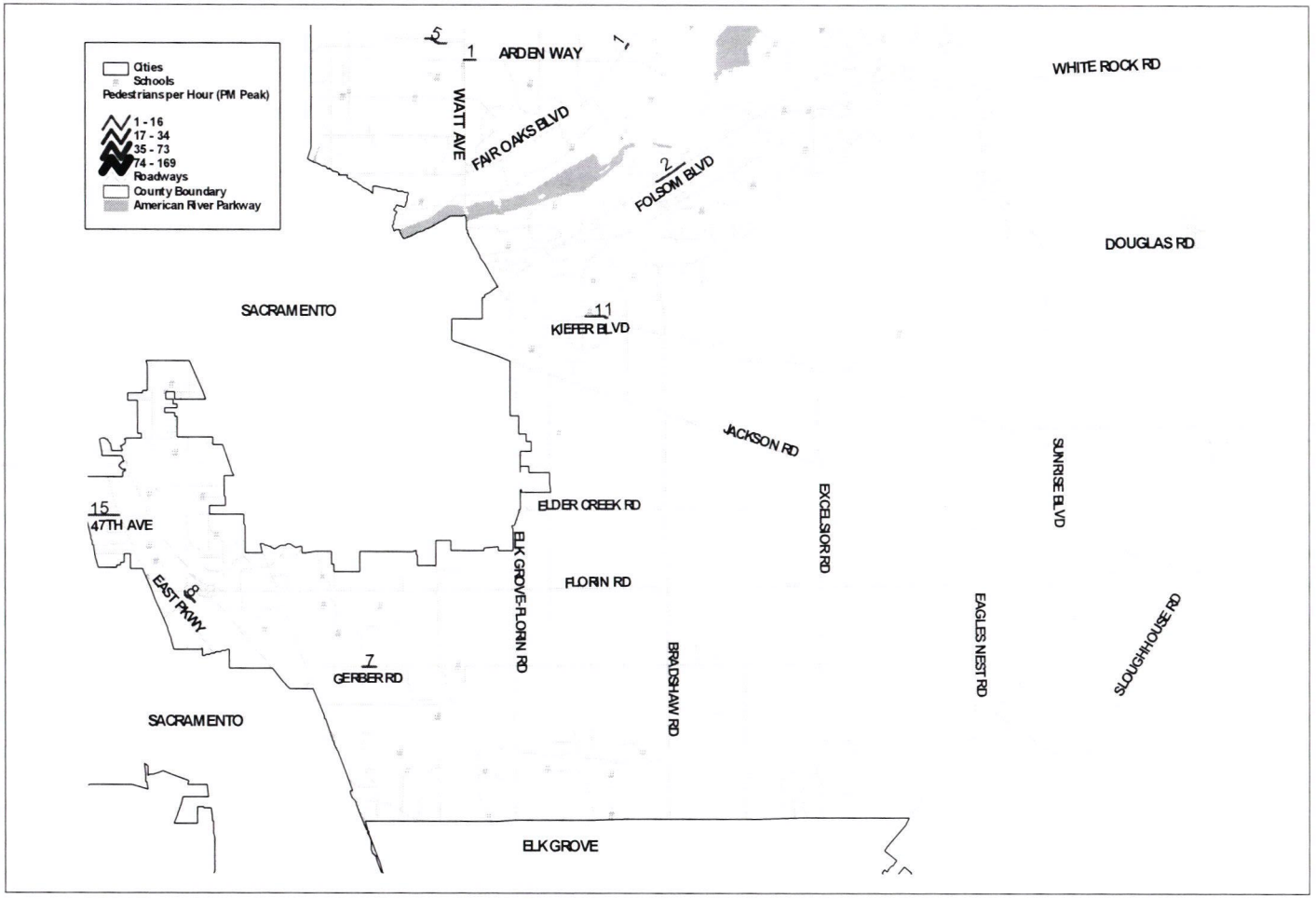
Pedestrian counts can provide public agencies with a broader understanding of travel patterns. The need for pedestrian counts is especially useful where walking is heaviest and where conflicts with cars and trucks are frequent. Pedestrian counts can be used during the design of the project to determine how to best accommodate the volume of pedestrians.

Sacramento County conducts pedestrian counts as part of their Pedestrian Walkway Study program. These data were collected to help prioritize future pedestrian projects. Since the count locations were selected mainly after an inquiry had been

made, the existing counts do not represent a random sample or may not represent the highest pedestrian demand locations within the unincorporated areas.

The counts were taken for a one-hour period in the afternoon between 2 p.m. and 5:30 p.m. The exact time when the counts were taken depended on the pedestrian demands of the adjacent land uses. For example, an intersection adjacent to an elementary school was counted earlier in the afternoon compared to an intersection near a high school or office/commercial development. Given that most of the counts were taken during the spring and fall, when the weather is dry, in the peak afternoon periods and Monday through Thursday, the data represent seasonally high values. Figure 3 illustrates the Rancho Cordova pedestrian count data taken by the County before the City incorporated.

Figure 3: Peak PM Pedestrian Counts – South County



Pedestrian-Involved Motor Vehicle Collision Data

Safety concerns may prevent some travelers from walking more frequently. Pedestrians have collisions mainly with motor vehicles; however, conflicts between other non-motorized travelers also occur. This section analyzes pedestrian-involved motor vehicle collisions. These collision data help identify specific areas where updates to existing policies and planning efforts can be made to improve pedestrian safety.

The collision data originates from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) database, which is a compilation of collisions reported and collected by local police departments and other law enforcement agencies. Since parties involved in minor collisions are unlikely to report them to law enforcement, this database is a subset of collisions involving pedestrians. This subset of data most likely represents the more severe collisions compared to the ones that are not reported.

Lighting

The below intersections are listed in the SWITRS data from 1996 to 2001 as having a severe or fatal collision that occurred in the dark without streetlights. These intersections could be inspected along with the intersections with non-severe collisions that do not have streetlights according to the SWITRS data and law enforcement reports. The severe or fatal intersections with "no street lights" in Rancho Cordova are as follows:

- Averell Court at Rossmoor Drive
- Douglas Road at Grant Line Road
- Folsom Blvd. at Horn Road
- Folsom Blvd. at Tiffany West Way

High Collision Intersections and Corridors

The SWITRS data identify corridors (Table 9) and intersections (Table 10) with a high number of collisions, fatalities and casualties involving pedestrians in Rancho Cordova from 1996 to 2001. The collision column shows the number of collisions that occurred at each corridor or intersection. These data shown in the below tables along with the more detailed data were used to help prioritize pedestrian improvement projects.

The streets shown below are mainly arterials that bisect the City and carry high volumes of motorists traveling at or above 35 miles per hour. Folsom Blvd. has the highest number of fatalities, collisions, non-severe injuries and total casualties.

Table 9: Corridors with High Collisions per Mile

Corridor	Collisions	Fatalities	Casualties	Miles	Collisions / Mile
Folsom Blvd.	42	11	49	11.6	3.6
Mather Field Road	5	0	5	1.4	3.6
Coloma Road	12	1	14	4.3	2.8

Source: SWITRS, 1996-2001

Table 10: Intersections with High Collisions

Locations	Collisions	Fatalities	Severe Injuries	Other Injuries	Total Injuries	Total Casualties
Folsom Blvd. at Coloma Rd	7	0	1	7	8	8
Folsom Blvd. at Manlove Rd	7	2	2	5	7	9
Folsom Blvd. at Mills Park Dr	5	2	1	3	4	6
Folsom Blvd. at La Loma Dr (W)	4	1	0	3	3	4

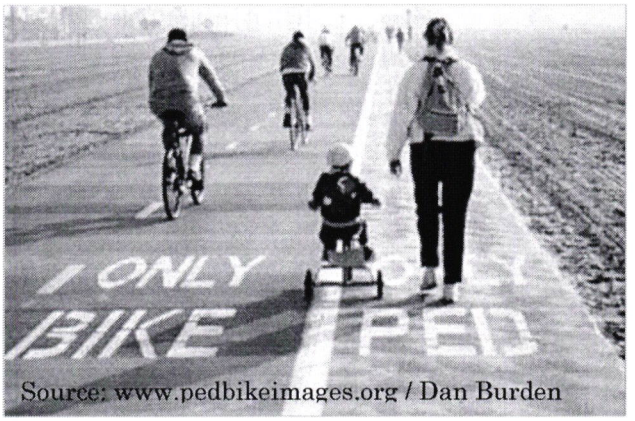
Source: SWITRS, 1996-2001

Roadway Infrastructure

Like motorists, transit riders and bicyclists, pedestrians need facilities on which to travel. The City of Rancho Cordova has many sidewalks, walkways and trails; however, gaps exist within the system. This section focuses on the different pedestrian facilities, such as multi-use paths, sidewalks and street crossings that exist within the study area. Consideration also is given to maintenance issues. This section discusses the designated truck routes to ensure that appropriate pedestrian safety measures will be taken on these key routes.

Pedestrian Infrastructure Components

Multi-use Paths



Source: www.pedbikeimages.org / Dan Burden

A multi-use path is a facility that is designed to accommodate pedestrians, bicyclists and other individuals. These facilities are provided as alternatives to sidewalks and on-street bicycle lanes. Multi-use paths can be provided along existing vehicular facilities or designed to link important destinations without being within or adjacent to public motor vehicle facilities.

Multi-use paths are considered as one of the potential tools to help improve pedestrian safety. Individuals with disabilities and other trail users have expressed concerns about the lack of separation between the various non-motorized users such as bicyclists, skateboarders, pedestrians and in-line skaters. Different design strategies might be considered to help separate the users, such as pavement markings as shown in the photo inset. Several requests have been made for equestrian use on trails.

The County Parks and Recreation Department, the City of Rancho Cordova and the U.S. Bureau of Reclamation maintain the existing multi-use paths within and adjacent to the City of Rancho Cordova. The major paths that exist today include:

- **American River Parkway**: Between the Cities of Folsom and Sacramento totaling over 30 miles (Parks and Recreation Dept.).
- **Folsom South Canal Trail**: From Hazel Avenue south of the American River to below Grantline (U.S. Bureau of Reclamation).
- **Sunrise Corridor Bike Trail**: Between Coloma Road and Folsom Blvd. (City of Rancho Cordova).

Sidewalks, Multi-purpose Shoulders and Walkways

Sidewalks, multi-purpose shoulders and walkways between homes within residential developments comprise the majority of pedestrian facilities within most communities. The City of Rancho Cordova maintains sidewalks, which are mainly in the urban areas, and multi-purpose shoulders, which are mainly in rural areas as an interim or build-out condition. For interim cases, road widenings and sidewalk installations occur when the adjacent land uses develop. Sidewalk improvements might not be required and depend on the density of the residential area. For example, sidewalk improvements are not required in a one house per acre subdivision. Multi-purpose shoulders would be constructed in this situation. Sidewalks are included in some roadway improvement projects to help fill remaining gaps of sidewalks.

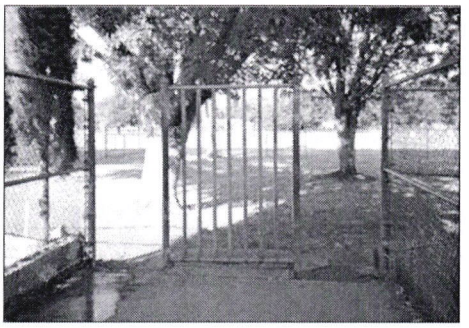
The width of the sidewalk varies depending on the adjacent land uses. In general, sidewalks next to schools are required to be eight feet. Sidewalks next to arterials and thoroughfares are required to be six feet.

The City of Rancho Cordova maintains a system of pedestrian walkways that provide access in residential developments and that cross major thoroughfares. Some of the pedestrian walkways that were once included in subdivisions have been abandoned because of crime or the lack of connectivity with

other pedestrian facilities. The original intent of these walkways may have been lost, over time, with the development of more subdivisions, which do not include pedestrian friendly amenities.

The major existing walkway facilities within the study area include:

- Folsom Blvd. at Aerojet Rd. to St. Park
- Citrus Rd to south of Coloma Rd.
- 2420 Moraine Circle (see inset)
- 10651 Atwood Dr.
- 2605 Queenwood Dr.
- 2480 Berrywood Dr.
- 10695 Van Stralen Way
- 2081 Van Nuys Way
- 2200 Trails Ct.



A pedestrian walkway that crosses a major facility is as follows:

- S. White Rock Rd. to White Rock Park (Hwy 50 overcrossing)

Pedestrian Crossings at Intersections

The design of adequate pedestrian facilities at intersections requires consideration of issues such as: 1) curb ramps, 2) crosswalks, 3) pedestrian-oriented signals, 4) signal timings, and 5) sight distance. Some of the most important issues associated with pedestrian crossings are discussed below.

Curb Ramps

Many of the City's existing intersections incorporate curb ramps; however, the ramps do not always comply with the current ADA standards. Reference should be made to the ADA Transition Plan for more details about curb ramps.

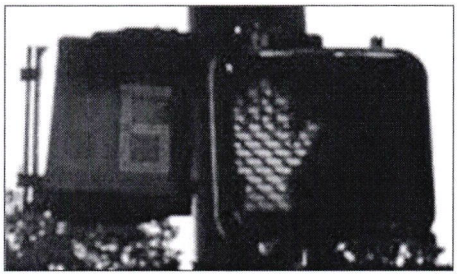
Crosswalks

Crosswalks help channelize pedestrians so that motorists will know where to look for them. The City installs and maintains striped crosswalks. The California Vehicle Code states that a street crossing or crosswalk is "the portion of roadway at an intersection which represents extensions of the sidewalk lines,

or any portion of the roadway distinctly indicated for pedestrian crossing."

Pedestrian-oriented Signals

Pedestrian-oriented signals have many different components. Audible cues assist individuals with visual impairments. The orientation of pedestrian push buttons is parallel to the direction of crossing so individuals with visual impairments know which button to press. Vibro-tactile cues assist individuals who are deaf. A consistent height, size and type of push button are important to help visually impaired individuals locate and use it. Push button markings on the supporting pole also help visually impaired individuals locate the push button.



Source: www.pedbikeimages.org / Dan Burden

All traffic signals in the City are designed with pedestrian-activated signals. Pedestrian countdown signal heads are now the standard being installed on all new traffic signals in the City (see inset).

Signal Timings

In the City, pedestrians typically are allowed four feet per second to cross a street, which is the national standard. Nevertheless, complaints have been registered by pedestrians stating that the pedestrian crossing times are too short. The City responds by evaluating the signal timings to determine if there are extenuating circumstances, which warrant adding time to the walk phase. When making these adjustments, the City must consider the needs of not only pedestrians using a particular intersection but also of motorists, transit riders and bicyclists.

Sight Distance

Both non-fixed and fixed obstructions can block motorists and pedestrians ability to see street activity. Fixed obstructions such as fences and landscaping adjacent to street corners generally are maintained below two feet or removed to improve sight lines. The sight distances associated with non-fixed obstructions such as parked cars typically are improved by requiring parking restrictions within 250 feet of intersections.

Maintenance

The City maintains a variety of infrastructures that either directly or indirectly pertains to the pedestrian environment such as traffic signs, trees, luminaries, landscaped medians, landscaping, legends, striping, pavement markers, bikeways, arterials, collectors and residential roads. As part of the City's maintenance activities, there are some programs that directly impact pedestrians. These programs are discussed below.

Curb, Gutter and Sidewalk Maintenance Program

The City has an on-going Curb, Gutter and Sidewalk Maintenance Program. The program tracks the conditions of existing curbs, gutters and sidewalks, prioritizes proposed projects based on a computerized rating system, and schedules repairs or replacements depending on the need. A project is added to the priority list when it meets specific criteria.

Elderly and Disabled Accessibility Program

The Elderly and Disabled Accessibility Program provides or replaces curb ramps and audible signals. The City ranks the project requests that are received from community members.

Pavement Maintenance

The City's Pavement Management System (PMS) evaluates, tracks and ranks pavement conditions. The City inspects the roadways from annually to once every three years depending on the roadway type. Pavement maintenance is provided for the highest ranking roadway segments.

Designated Truck Routes

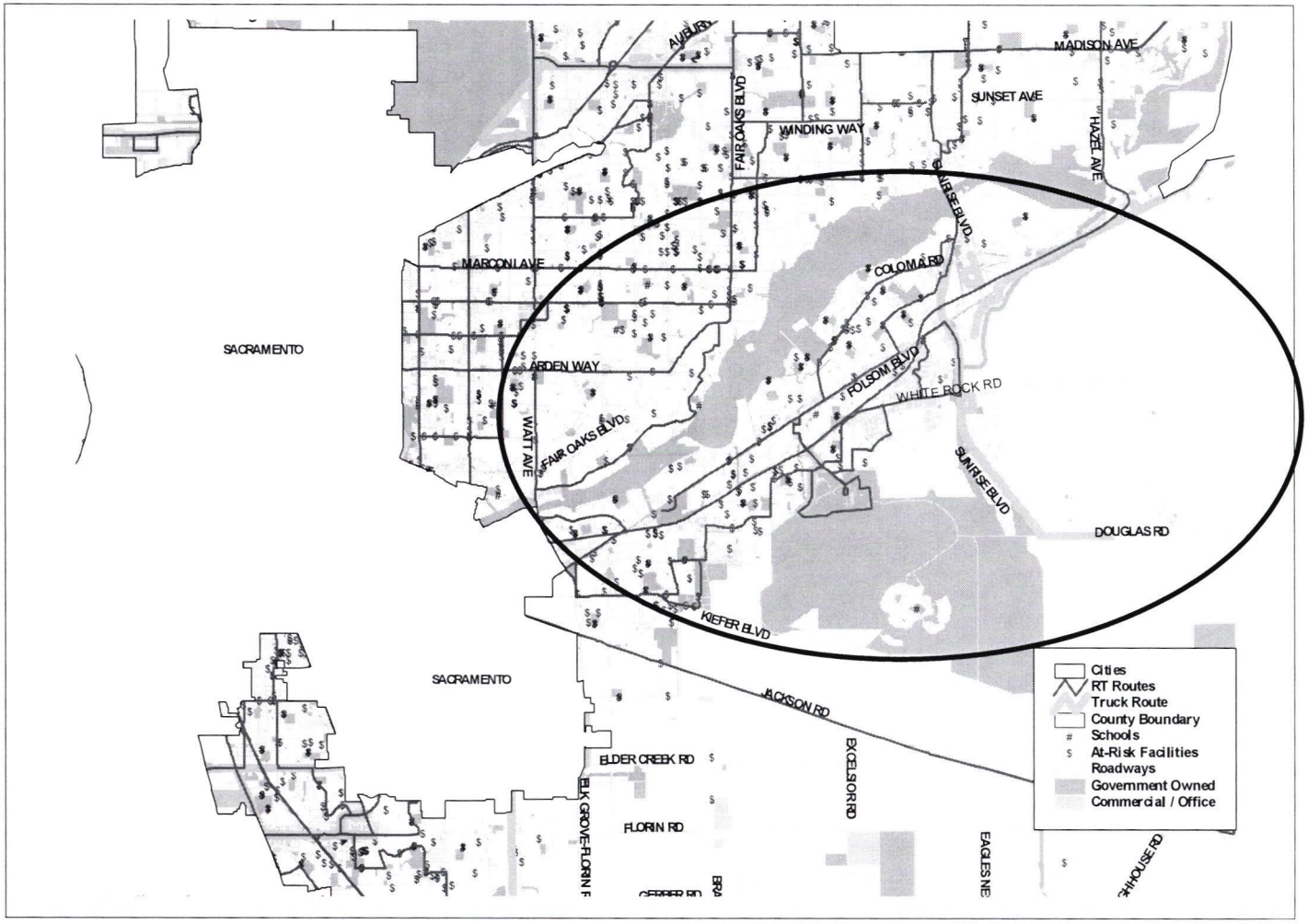
When developing potential pedestrian projects, the City should address the need for large trucks to operate within the City boundaries. Trucks that are longer than the legal limit are called Surface Transportation Assistance Act (STAA) trucks. The STAA of 1982 allows these longer trucks to operate on interstates and on designated primary routes. These trucks have wider turning radius so may ride up on sidewalks if inadequate width is provided. Extra pedestrian safety measures along these primary truck routes may be warranted to ensure that pedestrians and trucks are properly separated. Table 11 and Figure 4 show the STAA designated truck routes in Rancho Cordova.

Table 11: Rancho Cordova Designated STAA Truck Routes

Street	Endpoints
Douglas Road	Sunrise Blvd. to Security Park Drive
Hazel Avenue	US 50 to Folsom Blvd. to Aerojet Road
Mather Field Drive	US 50 to Rockingham Drive to Old Placerville Road to Systems Parkway
Sunrise Blvd.	US 50 to Douglas Road
Sunrise Blvd.	US 50 to Coloma Road

Source: http://www.sacdot.net/

Figure 4: Designated Truck Routes



Pedestrian Master Plan Surveys

As part of Sacramento County's Pedestrian Master Plan project for the unincorporated area, the study team conducted field studies to collect data on both pedestrian and ADA-related facilities. The data collection included Rancho Cordova since it still was part of the unincorporated area at that time. Additional data collection efforts included gathering existing data from City sources and soliciting input from the public via the consumer survey, Community Planning Advisory Council (CPAC) outreach efforts and CAG/TAC meetings. This section summarizes the findings for the City of Rancho Cordova from the fieldwork and public input efforts.

Inventory Results

Background

The principal objective of the existing conditions inventory is to provide a baseline of walking conditions. Data were collected for both the ADA Transition Plan and Pedestrian Master Plan projects. The criteria for selecting the locations targeted for the fieldwork were based upon adjacent land uses and roadway classifications. All intersections and roadway segments were classified as Priority Level 1 (high priority), Priority Level 2 (medium priority), or Priority Level 3 (lower priority) based upon the County's Interim Policy on Street and Sidewalk Access Improvement Priorities.

High Priority Intersections and Roadway Segments (Level 1)

- Arterials (Arterials are streets with a street width between 67 and 84 feet);
- Level 1 intersections and roadway segments located adjacent to state and local government buildings such as:
  - County-owned facilities;
  - Public schools (approx. 1/4 mile radius for the main streets);
  - Hospitals, health clinics and health centers (public and private);
  - Sheriff's facilities;

- Transportation hubs (includes bus lines and transit stations);
- Department of Motor Vehicles offices;
- County parks; and
- Prisons.

For these high priority intersections and roadway segments, surveyors measured a variety of detailed accessibility and pedestrian data as shown below.

ADA Facility Data Collection Items

- Change in level greater than ½ inch;
- Crossing prohibited;
- Crosswalks;
- Curb Height;
- Curb Ramps;
- Directional Corner of Intersection;
- Intersection Geometry;
- Islands;
- Median information such as disabled access, curb and ramp data.
- Obstructions and Obstacles;
- Pedestrian Signals;
- Prohibited Direction;
- Sidewalk Present;
- Sidewalk Width;
- Tactile Guidestrips;
- Traffic Control;
- Transit Stop Type.

If a curb ramp was not present at a particular corner, the following data were collected:

- Curb Type; and
- Flush Corner.

If a curb ramp was present (either 1 or 2 at a corner), the following data were collected for each curb ramp:

- Car Obstruction;
- Common Landing;
- Curb Ramp Type;
- Curb Type;
- Detectable Warnings;
- Grooved Border;
- Gutter Slope;
- Lip;
- Location in Crosswalk;
- Main Slope;
- Main Cross-Slope;
- Side Slope(s);
- Slip-resistant Surface;
- Street the curb ramp is facing, or if facing the intersection (diagonal);
- Top Landing Depth;
- Transition Slope; and
- Width.

Pedestrian Facility Data Collection Items

- Bus shelter and its dimensions; and
- Change in level greater than ½ inch;
- Cross slope of bus pad;
- Curb Type;
- Designated Bike Lane;
- Lane configuration;
- Mid-block crossings including data on medians and curb ramps;
- Number of lanes of traffic;
- Obstructions and obstacles;
- Occupied on-street parking percent;
- Parking type.
- Posted Speed Limit;
- Roadside Profile Condition.
- Sidewalk Condition;
- Sidewalk Percentage;
- Traffic Direction, if one-way;
- Tree Spacing in Buffer;
- Width of Buffer;
- Width of Sidewalk;
- Width of pavement for the outside lane;
- Width of paving between the outside lane stripe and the edge of pavement; and
- Width of pavement striped for on-street parking.

Medium Priority Intersections and Roadway Segments (Level 2)

- Collectors (Collectors are streets with a street width between 56 and 66 feet.);
- Level 2 intersections and roadway segments located adjacent to public accommodations such as:
  - Shopping malls, supermarkets and strip retail centers;
  - Public housing and homeless shelters, including senior facilities and rehabilitation facilities;
  - Major employment sites; and
  - Housing complexes, including apartments.

For these medium priority intersections and roadway segments, surveyors also measured the detailed accessibility and pedestrian data as shown in the high priority section above.

Lower Priority Intersections and Roadway Segments (Level 3)

- Single-family residential areas;
- Industrial areas; and
- Other areas not classified as Priority Level 1 and 2.

For the walking conditions analysis, only data on Level 1 and 2 roadway segments and intersections were collected. The pedestrian level of service methodology as described in the next section typically reveals that low volume residential streets are comfortable for most pedestrians. Thus, the emphasis was on collecting data for collectors and arterials and for streets with land uses that generate high pedestrian demands.

Methodology

The walking condition or type of pedestrian environment is an important factor in determining the need for improved pedestrian facilities. Typically, the perception of pedestrian comfort and safety (with respect to the proximity or potential interaction of the pedestrian with motor vehicle traffic) is the best way to measure walking conditions. The other criteria that were used to prioritize improvement projects were potential demand using adjacent land uses, public input and pedestrian-involved motor vehicle collisions.

The method by which each roadway segment was evaluated for the walking condition criterion is the Pedestrian Level of Service Model. This model uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. The Model reflects the effect on walking suitability or "compatibility" using factors such as roadway width, presence of sidewalks and intervening buffers, trees within those buffers, traffic volumes, motor vehicle speeds and on-street parking. The pedestrian level of service (LOS) and the definition of its terms are as follows:

$$\text{Ped LOS} = -1.2021 \ln (Wt + fp \times \%OSP + fb \times Wb + fsw \times Ws) + 0.253 \ln (Vol15/L) + 0.0005\, SPD2 + 5.3876 \quad (1)$$

Where:

Wt	=	Width of outside lane (feet)
fp	=	On-street parking effect coefficient (=0.20)
%OSP	=	Percent of segment with on-street parking
fb	=	Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)
Wb	=	Buffer width (distance between edge of pavement and sidewalk, feet)
fsw	=	Sidewalk presence coefficient = $6 - 0.3Ws$ (2)
Ws	=	Width of sidewalk (feet)
Vol15	=	Average traffic during a fifteen (15) minute period
L	=	Total number of (through) lanes (for road or street)
SPD	=	Average running speed of motor vehicle traffic (mi/hr)

The pedestrian LOS score resulting from the final equation is stratified into service categories "A, B, C, D, E and F", according to the ranges shown in Table 12. These categories reflect users' perception of the road segments level of service for pedestrian travel. This stratification is in accordance with the linear scale established during the research, which aggregated project participants' responses to roadway and traffic stimuli.

Table 12: Pedestrian Level-of-Service Categories

Level of Service	Pedestrian LOS Score
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

The Pedestrian LOS Model is used by planners and engineers throughout the United States in a variety of planning and design applications. Along with the other criteria (e.g., public input, cost effectiveness, ADA accessibility and adjacent land uses), the Pedestrian LOS Model will be used to identify and prioritize sidewalk improvement projects.

Pedestrian Level-of-Service Results

As part of the Pedestrian Master Plan, Sacramento County surveyed almost 1,156 directional roadway segments. Directional roadway segments means that the field survey team surveyed both sides (directions) of the street for sidewalk, buffer and bike lane information. A total of 72 miles of directional roadway segments were surveyed.

The survey findings at intersections are as follows:

- Percentages of corner types
  - Rolled curb: 73 percent
  - Vertical curb: 19 percent
  - Flush transition: 0 percent
  - No curb (undeveloped): 7 percent
- Corners with sidewalks: 88 percent.
- Roadway segments with sidewalks: 81 percent.
- Signalized intersections with audible pedestrian signals where pedestrian signals are present: 11 percent.

The overall pedestrian level of service (LOS) average score is a "C". Table 13 and Figures 5 and 6 summarize the LOS statistics for all the roadway segments surveyed. Most of the LOS "F" roadway segments do not have sidewalks; however,

some segments do where speeds and volumes are high on a narrow road without any pedestrian buffers.

Table 13: Level of Service by Roadway Mile

LOS	Segments	Percent
A	0.2	0.3%
B	22.2	30.1%
C	22.9	31.1%
D	12.2	16.6%
E	11.0	14.9%
F	5.1	6.9%

Figure 5: Level of Service by Mile

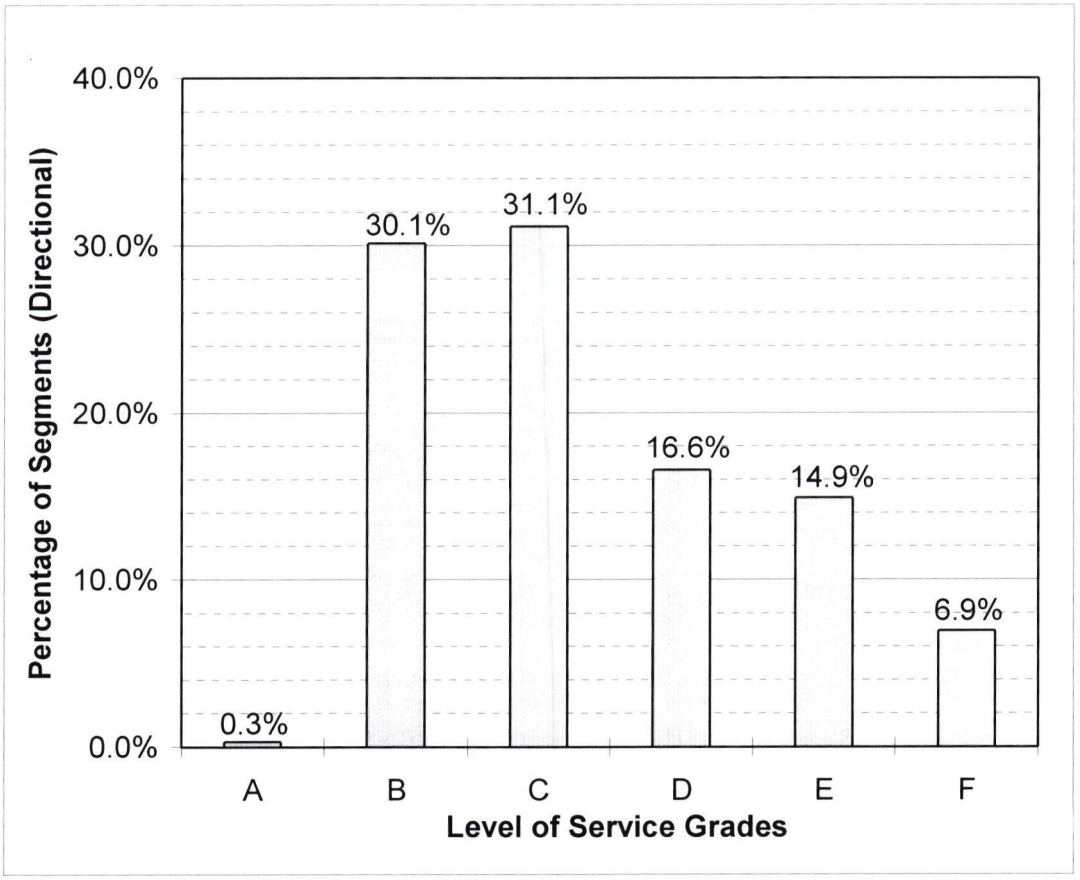
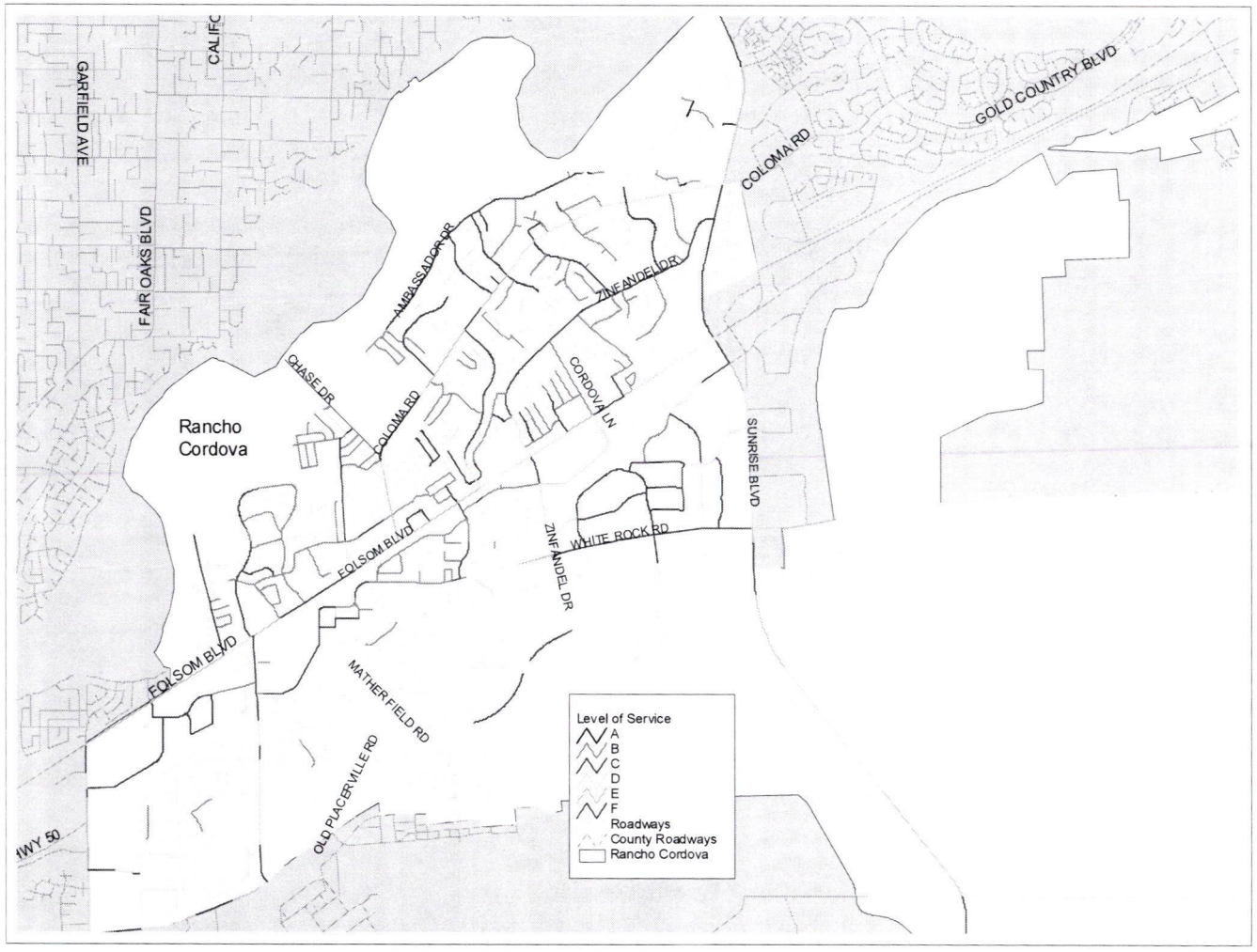


Figure 6: Pedestrian LOS Results – Northern Sacramento County



Community Planning Advisory Council (CPAC) Feedback

The Sacramento County study team presented the scope of work for the Sacramento County ADA Transition Plan and Pedestrian Master Plan projects to the interested Community Planning Advisory Councils (CPAC) in the unincorporated Sacramento County. The CPACs meet monthly to review parcel maps, subdivision maps, zoning matters and use permit applications so as to advise the County agencies. Attendees of the CPAC meetings were given an opportunity for input into the Pedestrian Master Plan process. The major issues identified by the Cordova CPAC on September 12, 2002 included:

Sidewalk Gaps

- Aramon Drive: Cut-through vehicular traffic yet does not have sidewalks.
- Folsom Blvd. between Paseo Rio Way and Rod Beaudry does not have sidewalks by the horse pasture.
- Mather Field Road by the railroad tracks: No sidewalks exist yet crosswalks exist (there will be a pedestrian overcrossing at this location).
- Walmart: The older section of Rancho Cordova behind Walmart needs sidewalks.
- Zinfandel Drive has no sidewalks and should have them.

Signal Timings

- Chase Drive/Coloma Road: Pedestrian crossing signal times are too short at this school location. ***(City responded to this comment.)***
- Olson Drive / Zinfandel Drive: Pedestrian crossing signal times are too short. ***(City responded to this comment.)***

Miscellaneous Issues

- Chassella Way: The school on Chassella should be given high priority for pedestrian improvements.
- Folsom Blvd. needs more law enforcement to reduce the number of jay walkers.
- La Loma Drive: Dirt encroaches onto the sidewalk creating a slippery hazard.

- Pedestrian overcrossings are requested at: Folsom/Coloma, Folsom/Zinfandel, Coloma/Sunrise and Sunrise/Folsom.
- Zinfandel Drive should not be posted at 30 miles per hour (mph) but slowed to operate at 25 mph.

Community Advisory Group (CAG) and Technical Advisory Committee (TAC) Feedback

In October 2002, the Pedestrian CAG and TAC participants were asked to discuss and rank pedestrian issues within unincorporated Sacramento County. The main objective was to rank the issues to better understand the most important items. Table 14 shows the highest priority pedestrian issues and the ranking score. The higher numbers reflect a higher priority.

Table 14: Pedestrian CAG and TAC High-Priority Pedestrian Issues

Issue	Total
Street Crossings	
High speeds	15
Double right turn lanes	13
No marked crosswalk (for all but single family areas)	12
Double left turn lanes	11
No curb ramp at corner	10
Crossing timing interval too short	9
No safety islands or medians at large intersections	8.5
Right turn on red conflicts	8
No pedestrian signals at mid-block crossing	7
Pedestrian lead time	5
Gutter grade as .5% not current .25% for reduced debris	5
Pathway of Travel	
No sidewalk on street/corner	14
Separated sidewalks from travel lane	12
Sidewalk obstructions	10
Accessible path of travel	10
Wider sidewalks	10
Rolled curbs	8.5
Pedestrian rest areas	5
Shoulder improvements	5
Poor sidewalk condition	5

General Issues	
School/home zones	10
Traffic calming	10
Equity/cost sharing	5
Shorter bus blocks	5
Narrower streets	5
Pedestrian safety on arterials	5
Raise developer fees	5

Consumer Survey Responses

Statistically valid results were not necessarily drawn from the survey results, because the pedestrian respondents were not randomly selected. Nevertheless, these pedestrians did provide a broader picture of pedestrian activity in the unincorporated County. About 62 percent of the respondents were female, and the survey showed that the female respondents walk for a longer amount of time compared to the male respondents.

More respondents were older, and more respondents stated that they were disabled than the demographics of the unincorporated County. For example, 44 percent of the respondents were 60 years old or greater, and 57 percent of the respondents marked the optional question regarding disability. Furthermore, only 52 percent of the respondents owned a car or truck. According to the 1995 National Personal Transportation Survey (NPTS), one in ten households in the United States do not own an automobile. In interpreting these observations, it should be remembered that respondents, since they were self selected, are more likely to travel longer distances and for more purposes than the average resident in the unincorporated County.

Tables 15 and 16 illustrate the survey results as they pertain to Rancho Cordova. Table 15 shows that about ten percent of the survey respondents were from Rancho Cordova. Rancho Cordova respondents were more likely to be concerned about street crossing constraints than the other unincorporated areas and less about sidewalk constraints. Disability access constraints also were a more significant concern. Table 18 lists the actual comments made by the respondents when they gave specific intersection or roadway segment information.

Table 15: Pedestrian Constraints (or Difficulties) Reported

	Total Respondents	Sidewalk Constraints	Crossing Constraints	Accessibility Constraints
Rancho Cordova	50	10	17	14
		20%	34%	28%
Unincorporated County (w/ Rancho Cordova)	494	170	155	86
		34%	31%	17%

Table 16: Walking Constraint Survey Responses

Street Name	Cross Streets	Side walk	XING	Tra nsit	Disa bled	Lght	Comments
Coloma Rd	Sunrise				1		
Coloma Road	Truckee River		1				Traffic is going too fast to risk family and friends.
Coloma Road	Vehicle Drive		1	1	1	1	Transit riders run across Coloma Rd after disembarking buses.
Folsom	Aramon	1	1		1		
Folsom	Bradshaw		1				Wide street, short crossing time.
Folsom Blvd.	Cordova Lane	1	1		1		
Folsom Blvd.	Cordova Ln. and Olson Dr.	1					It is difficult for a rider to transition between the road and the sidewalk along the north side because of the height between the gutter and the road.
Folsom	Mills Park	1	1		1	1	
La Riviera	Folsom	1			1		Rough, wheel topples and chair almost tips
Mills Park	Mills Tower	1	1	1		1	Dirty, rocky road pathway to crossing - 1 hour schedule on bus there.
Mills Station Rd.				1	1		Unable to cross streets due to traffic. I use a walker, wheelchair and a cane.
Olson Drive	Olson, Zinfandel, Folsom		1	1	1		No crosswalks exist along Olson Drive except at the crossings. High-density retail and office buildings are separated by Olson Drive. Workers in the office traverse Olson without marked crossings.
Progress Court	Progress Court & Olson Dr		1	1			Heavily used public facility and post office in addition to church with any pedestrian crossings.
Progress Court			1				Progress Court and the location of the 95670 post office is also difficult.
Sunrise	Trinity River	1	1				Sunrise is basically a freeway that needs to be more pedestrian friendly.
Total	15	7	11	5	8	3	
Percent		47%	73%	33%	53%	20%	

Pedestrian Policies

The intent of this section is to describe existing pedestrian policies in the City, to show pedestrian-related state and federal policies, and to recommend additional pedestrian policies.

Pedestrian policies reflect the current values held by the City. The City's Pedestrian Master Plan will build on both existing and emerging local, state and federal policies. The most important policies are in the General Plan, the Caltrans non-motorized travel directive, and the United States Department of Transportation (US DOT) Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure. These policies provide evidence to the changing philosophical climate pertaining to travel in the United States. It is now widely recognized that walking has health, environmental, economic and quality of life benefits.

Current Pedestrian Policies

City of Rancho Cordova General Plan

Pedestrian policies usually are covered in the Land Use and Circulation Elements of the General Plan. Nevertheless, the City of Rancho Cordova is in the process of developing the General Plan so there are no General Plan policies at this time. The Pedestrian Master Plan policy section below recommends pedestrian-related policies that could be incorporated into the City's General Plan or into an update of the General Plan.

State Policy Directive – Caltrans

Caltrans adopted a policy directive related to non-motorized travel that the City could follow by issuing a similar statement. The Caltrans Deputy Directive 64 reads:

"The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The

Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

The definition and background section of the policy continues as follows:

"The planning and project development process seeks to provide the people of California with a degree of mobility that is in balance with other values. They must ensure that economic, social and environmental effects are fully considered along with technical issues, so that the best interest of the public is served. This includes all users of California's facilities and roadways.

Attention must be given to many issues including, but not limited to, the following:

- Safe and efficient transportation for all users of the transportation system;
- Provision of alternatives for non-motorized travel;
- Support of the Americans with Disabilities Act (ADA);
- Attainment of community goals and objectives;
- Transportation needs of low-mobility, disadvantaged groups;
- Support of the State's economic development;
- Elimination or minimization of adverse effects on the environment, natural resources, public services, aesthetic features and the community;
- Realistic financial estimates; and
- Cost effectiveness.

Individual projects are selected for construction on the basis of overall multimodal system benefits as well as community goals, plans and values. Decisions place emphasis on making different transportation modes work together safely and effectively. Implicit in these objectives is the need to accommodate non-motorized travelers as an important consideration in improving the transportation system."

Assembly Concurrent Resolution No. 211 (ACR 211) by Assemblyman Nation, which became effective in August 2002, encourages local jurisdictions to implement the policies in DD-64 when constructing transportation projects.

Federal Policy Directive - USDOT

The United States Department of Transportation (USDOT) policy statement was developed in response to TEA-21, the Transportation Equity Act for the 21st Century. It includes four directives:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
- Where sparsity of population or other factors indicate an absence of need.

2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day, as in States such as Wisconsin. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.

3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term.
- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them.
- Getting exceptions approved at a senior level.
- Designing facilities to the best currently available standards and guidelines.

Assembly Concurrent Resolution No. 211 (ACR 211) by Assemblyman Nation, which became effective in August 2002, encourages local jurisdictions to implement the policies in the USDOT transportation design guidance report when constructing transportation projects.

Proposed Pedestrian Policies

The pedestrian policies for the City's Pedestrian Master Plan are recommended to build on existing City, state and federal pedestrian policies. The proposed pedestrian policy statements for the Pedestrian Master Plan are shown below. It also is recommended to adopt the Caltrans Deputy Directive so as to ensure that the needs of pedestrians are fully considered. Pedestrian policies also are recommended to be included in the Circulation Element of the General Plan.

The following principles or policies represent a set of ideals that should be incorporated, to some extent, into every pedestrian environment. Some of these ideals go beyond the realm of responsibility of the City, and will require coordination with the development community and landowners in the City.

1. Pedestrian Safety: The street environment should be safe for pedestrians.

Sidewalks and street crossings should be free of hazards and should minimize conflicts with vehicular traffic. The need to accommodate vehicular traffic flow should be balanced with the need to provide for other users, including pedestrians and bicyclists. Street design policy should reflect this balance.

- Action 1.1: Consider the full range of design elements to improve pedestrian safety.
- Action 1.2: Update the design guidelines based on the Pedestrian Design Guidelines recommendations.
- Action 1.3: Use state-of-the-art technologies such as pedestrian countdown signals and potentially infrared pedestrian detectors where appropriate.
- Action 1.4: Construct bikeways to keep bicycles off sidewalks in order to minimize pedestrian/bicycle collisions.
- Action 1.5: Analyze pedestrian-involved collisions to reduce the incidences of pedestrian/motor vehicle conflict.
- Action 1.6: Develop and implement a pedestrian hazard elimination program that is based on resident requests.

- Action 1.7: Develop and enforce a sidewalk maintenance program to ensure that adjacent property owners properly maintain the sidewalks.
- Action 1.8: Continue the police programs that focus on traffic safety in targeted community areas.
- Action 1.9: Improve street lighting in neighborhoods
- Action 1.10: Work with the Planning Department to encourage architectural designs that create an "eyes on the streets" feel.
- Action 1.11: Finalize the County's Neighborhood Traffic Management Program to develop traffic calming measures.
- Action 1.12: Work with the School Districts to identify safe routes to schools and prioritize pedestrian projects on the identified routes.

2. Disability Access: The pedestrian network should be accessible to all.

Sidewalks and street crossings should provide access for all people, regardless of their physical abilities. Universal design is the foundation for all pedestrian design.

- Action 2.1: Implement the ADA Transition Plan. Refer to the ADA Transition Plan for more details.

3. Pedestrian Access: The pedestrian network should be easy to use, and should provide direct connections to destinations.

The pedestrian network should provide continuous and direct connections between destinations, including homes, schools, shopping areas, public services, work places, recreational opportunities and transit. Sidewalks and street crossings should be designed so people can easily find a direct route to a destination, and delays are minimized. Enhanced pedestrian facilities should be considered in high pedestrian areas.

- Action 3.1: Include pedestrian (and bicycle) counts when conducting turning movements to ensure that all travel modes are considered when retrofitting intersections and roadway segments.
- Action 3.2: Develop procedures for analyzing the pedestrian (and bicycle) circulation systems in transportation impact studies.
- Action 3.3: Create a pedestrian design checklist for the Community Advisory Planning Area members to ensure

that pedestrian issues are considered during the design review process.

- Action 3.4: Form a City Pedestrian Advisory Committee as in the cities of Seattle and Cambridge. The goal of the committee is to raise awareness about pedestrian needs. Community members would be appointed to the committee, and a County staff liaison would help coordinate it.
- Action 3.5: Coordinate with the School Districts, the Park and Recreation Districts and the Sacramento Regional Transit District to ensure continuous pedestrian facilities exist.
- Action 3.6: Work with WalkSacramento's "Walkable Neighborhoods for Seniors" program to ensure that older residents' needs are being met.

4. Streetscaping and Land Use: The street environment should feel comfortable and inviting to pedestrians.

Good design should enhance the comfort and appeal of the pedestrian environment. Consideration may be given to separating pedestrians from vehicular traffic by the use of street trees and other measures. Street trees should provide shade – a critical element for walking trips that are made during the warmer months in the City of Rancho Cordova. An ideal pedestrian environment also might offer resting places and visual elements (such as special paving and street furnishings) that provide a sense of place. Building setbacks should be reduced so that entrances are convenient and attractive to pedestrians and transit stops. The streetscape environment should be active and interesting.

- Action 4.1: Work with the Planning Department to reduce building and driveway setbacks.
- Action 4.2: Work with the Sacramento Tree Foundation to provide street trees.
- Action 4.3: Prioritize pedestrian amenities to areas near transit stops and key land uses such as schools, parks, high-density housing and commercial. Pedestrian Districts also should receive high priority status for future amenities.
- Action 4.4: Incorporate public art, landscaping, resting benches and signage into the pedestrian route network.
- Action 4.5: Continue graffiti abatement and trash reduction programs.

5. Cost Effective: Pedestrian improvements should be economical.

Pedestrian facilities should be designed to achieve the maximum benefit for their cost. Where possible, improvements in the public right-of-way should stimulate, reinforce and connect in an aesthetic sense to adjacent private developments.

- Action 5.1: Create assessment districts to help finance sidewalk improvements.
- Action 5.2: Construct sidewalk improvements using economy of scale to reduce mobilization costs.
- Action 5.3: Incorporate pedestrian amenities as a component of larger corridor projects.

6. Education: Develop an education program.

The educational program should encourage walking, and should help make pedestrians and motorists aware of pedestrians' rights of the road.

- Action 6.1: Fund the City staff training program on the Pedestrian Design Guidelines and the ADA Standards and Codes.
- Action 6.2: Implement a Pedestrian Marketing Program.

Pedestrian Design Guidelines

Introduction

The Pedestrian Design Guidelines will address design standards for the public right-of-way to improve the County's pedestrian facilities.

The City of Rancho Cordova promotes pedestrian circulation and alternatives to the automobile. Achieving this objective is challenging: pedestrians face many physical barriers in the public right-of-way, including discontinuous sidewalks, difficult road crossings, high speed traffic, and sidewalks that are blocked by poles, fire hydrants and other obstacles. This manual sets forward the policies and guidance that are needed to achieve a vision to make the City's streets more pedestrian friendly.

Achieving a safe, convenient and appealing pedestrian environment will require more than installing new sidewalks and pedestrian signals. A viable pedestrian transportation network requires attention to both the big picture and the smallest details – from land use and development patterns to the way that a street corner is designed. **This manual deals primarily with design elements in the public right-of-way;** however, there are many other land development and community design issues that have a direct effect on pedestrians.

Purpose

This manual was developed to guide the design of the City's transportation system to achieve a balanced network where walking is a safe, convenient and appealing mode of travel. The City will distribute this manual to developers and other entities involved with improving the City's streetscape.

Definition of a Pedestrian

The term "pedestrian" includes people who walk or otherwise travel by means of a wheelchair, electric scooter, crutches or other walking devices or mobility aids. Pedestrians include people of all ages and abilities, as well as those pulling or

pushing strollers, carriages, carts and wagons, and those walking bicycles.

Developing the Pedestrian Guidelines

This manual is one element of the City's Pedestrian Master Plan. The preparation of this manual was undertaken as part of Sacramento County's Pedestrian Master Plan and ADA Transition Plan when Rancho Cordova was in the unincorporated County. The following groups oversaw the development of the guidelines:

- Community Advisory Group (CAG): comprised of a wide variety of community advocacy groups and individuals
- Technical Advisory Committee (TAC): included members of a variety of Sacramento County agencies and departments.

The topics that are addressed in this guide were identified by the CAG and TAC as being critical to pedestrian mobility.

Scope and Applicability

These guidelines attempt to balance pedestrian needs with the design needs and constraints of the other right-of-way users. It is not desired, or appropriate, to accommodate the needs of one user above the safety of all others. Engineering judgment must be used to establish a balanced system that supports walking, while also accommodating automobiles, bicycles, transit vehicles and trucks.

Some aspects of pedestrian design involve a level of flexibility, while other aspects of pedestrian design must comply with standards that have been established at the national, state and local level.

These guidelines do not supersede requirements and policies established through community plans, the City's Roadway Improvement Standards, or other City Council-adopted policy or regulatory documents; but, rather, they are designed to work in concert with them.

Implementing the Guidelines

All work within the public right-of-way is subject to these guidelines. Site conditions and circumstances often make applying a specific solution difficult. These guidelines should reduce the need for ad hoc decisions by providing a published toolkit that can be applied to most situations. Throughout the guidelines care has been taken to provide flexibility so that

designers can tailor their approach to unique circumstances. When the specific guideline cannot be met, the designer must find the solution that best meets the principles as set forth herein.

Pedestrian Design Principles

The following principles represent a set of ideals that should be incorporated, to some extent, into every pedestrian environment. Some of these ideals go beyond the realm of responsibility of the Public Works Agency, and will require coordination with the development community and landowners in the City of Rancho Cordova.

The street environment should be safe for pedestrians.

Sidewalks and street crossings should be free of hazards and should minimize conflicts with vehicular traffic. The need to accommodate vehicular traffic flow should be balanced with the need to provide for other users, including pedestrians and bicyclists. Street design policy should reflect this balance.

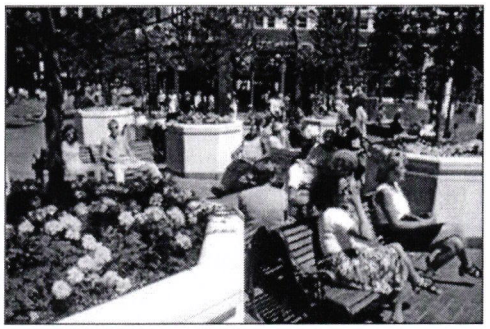
The pedestrian network should be accessible to all.

Sidewalks and street crossings should provide access for all people, regardless of their physical abilities. Universal design is the foundation for all pedestrian design.

The pedestrian network should be easy to use, and should provide direct connections to destinations.

The pedestrian network should provide continuous and direct connections between destinations, including homes, schools, shopping areas, public services, work places, recreational opportunities and transit. Sidewalks and street crossings should be designed so people can easily find a direct route to a destination, and so that delays are minimized. Enhanced pedestrian facilities should be considered in high pedestrian areas.

The street environment should feel comfortable and inviting to pedestrians.



Good design should enhance the comfort and appeal of the pedestrian environment. Consideration may be given to separating pedestrians from vehicular traffic by the use of street trees and other measures. Street trees should provide shade – a critical element for walking trips that are made during the warmer months in the City. An ideal

pedestrian environment also might offer resting places and visual elements (such as special paving, street furnishings) that provide a sense of place (see inset). Building setbacks should be reduced so that entrances are convenient and attractive to pedestrians and transit stops. The streetscape environment should be active and interesting.

Pedestrian improvements should be economical.

Pedestrian facilities should be designed to achieve the maximum benefit for their cost. Where possible, improvements in the public right-of-way should stimulate, reinforce and connect in an aesthetic sense to adjacent private developments.

The purpose of this manual, along with the *City of Rancho Cordova's Pedestrian Master Plan* and *ADA Transition Plan*, is to identify how to accomplish these objectives.

Policies to Support Pedestrian Access

To balance the past emphasis on automobiles with new concerns about pedestrian safety and mobility, new policies are needed. The following design policies are consistent with the General Plan and will be applied during transportation project and program development:

- Transportation facilities, at a minimum, will be planned, designed, constructed and maintained to accommodate shared use of the public right-of-way by motor vehicles, bicycles and pedestrians.
- Pedestrian safety will be of paramount concern on all projects where pedestrian access is permitted. Pedestrian facilities will be designed to improve the comfort and convenience of walking, through the use of pedestrian improvements described in this manual.

The intent of these standards is to ensure that all roadways under City jurisdiction will provide for the safety and accommodation of pedestrians. It is recognized that in some circumstances, such as in undeveloped rural areas, standard sidewalks are not needed (see Sections 4.1 and 4.2). It also is recognized that in some developed areas of the City, constraints may exist that make it difficult to provide typical sidewalks. Where such circumstances exist, alternative solutions should be explored (including purchase of necessary right of way or providing traffic calming) to accommodate pedestrians.

In some areas of the City, residents may be opposed to sidewalk construction. As with other types of transportation

projects that generate public opposition, pedestrian improvements must be considered on a project-by-project basis, with the goal of achieving a reasonable solution that addresses the safety of all users.

Project Development Process

To ensure that pedestrian facilities provide satisfactory linkages and contribute to system connectivity throughout the City, the following actions should be taken during the development of projects in City rights-of-way:

- Project scoping should include identification of missing sidewalks, sidewalk gaps and other potential pedestrian facility connections. Scoping will require a basic field observation to identify pedestrian needs. It may be necessary to extend project boundaries to provide continuity to pedestrian travel. Sidewalks should extend to common destinations and logical terminal points.
- Project concept and preliminary traffic plans should include a proposed pedestrian circulation plan that indicates routes pedestrians will take to reach destinations within and adjacent to the project, and that identifies existing and proposed pedestrian features. Preliminary traffic plans should include proposed sidewalk connections and conceptual intersection crossing measures.
- Design plans should indicate layout and construction of all pedestrian facilities in accordance with the City's Improvement Standards.
- Construction traffic control plans should include maintenance of an accessible pedestrian route through the construction site, whenever an existing pedestrian route is disrupted.

Reference Publications

Several additional roadway design manuals include pertinent information on pedestrian design, and should therefore be referenced in conjunction with this guide:

City of Rancho Cordova ADA Transition Plan (2004)

Provides the disability access codes and standards that the City is required to use to comply with the Americans with Disabilities Act (ADA) and California's Title 24.

Americans with Disabilities Act Accessibility Guidelines (1991)

Provides design standards for sidewalks and street corners, requiring that new and altered facilities be accessible to people with disabilities. These guidelines are being developed to specifically address pedestrian design in the public right-of-way.

Manual on Uniform Traffic Control Devices, 2003 (as amended)

Provides standards for all traffic control devices, including those related to pedestrian traffic, including warrants and design of pedestrian signs and signals, pedestrian signs and markings in school zones, and other topics.

AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004 (Est.)

Provides detailed design guidance on all aspects of pedestrian facility design.

Alternative Treatments for At-Grade Pedestrian Crossings, 2001

An informational report on over 70 at-grade pedestrian crossing treatments, published by the Institute of Transportation Engineers.

Highway Capacity Manual, 2000

Provides directives on how to calculate levels of service (crowding measures) on sidewalks and other pedestrian facilities.

Pedestrian Facilities Users Guide: Providing Safety and Mobility (FHWA-RD-01-102), 2001

This is an FHWA research study that describes a range of pedestrian facility design treatments that have been used to improve pedestrian safety in the U.S.

Pedestrian Characteristics

To design successfully for pedestrians it must be acknowledged that pedestrians have a wide range of needs and that a flexible design approach is recommended. Understanding the "pedestrian design user" is a challenge in two respects: 1) the design user includes individuals of a wide range of ages and physical capabilities, and 2) there is far less research on the characteristics of pedestrians when compared to the level of research available for motor vehicle design users. This chapter provides a general overview of pedestrian characteristics.

Spatial Needs

The recommended minimum sidewalk widths in this manual primarily are based on the spatial needs of pedestrians. Two people walking side-by-side or passing one another generally require 56 inches of space. Wheelchair and scooter users need 60 inches of space to pass one another.

Operating Speeds

Studies have shown that pedestrians have a wide range of walking rates, from 2.5 to 8.0 feet per second. The MUTCD recommends an average walking speed of 4 feet per second; however, it does not reflect the full range of actual pedestrian travel speeds. For example, children, the elderly, persons with mobility impairments and pedestrians who have visual impairments may travel at slower speeds. It is significant considering that these groups comprise a more substantial percentage of the pedestrian population than of the population as a whole.

Pedestrian Travel Characteristics

Pedestrians prefer the most direct path of travel between their origin and destination, and often take measures to reduce their travel time. For example, when faced with the decision to cross an 80-foot wide road at a midblock location versus walk 600 feet to the nearest intersection, cross at the crosswalk and walk back down the street, the majority of pedestrians cross midblock – even if that crossing presents added dangers. The time differential in this example is significant. Assuming a walking speed of 4 feet per second, the midblock crossing takes 20 seconds, while the alternative route requires more than 5 minutes. Like other travelers, pedestrians have a time budget and make choices accordingly.

Age 0 to 4	• Learning to walk • Requiring constant parental supervision • Developing peripheral vision, depth perception
Age 5 to 12	• Increasing independence, but still requiring supervision • Poor depth perception • Susceptible to "dart out"/ intersection dash
Age 13 to 18	• Sense of invulnerability • Intersection dash
Age 19 to 40	• Active, fully aware of traffic environment
Age 41 to 65	• Slowing of reflexes
Age 65+	• Street crossing difficulty • Poor vision • Difficulty hearing vehicles approaching from behind • High fatality rate

Pedestrian Characteristics at Different Ages

Pedestrian needs vary depending on the age of the traveler. The common characteristics of pedestrians at various ages are shown in the inset. The primary need of young pedestrians is adult supervision, until they learn to

navigate the transportation system independently. In addition to adult supervision and effective education programs, careful design of the places children walk most, such as school zones and school walking routes, neighborhood streets and parks, can help to improve their safety.

As the population ages, the needs of older pedestrians will continue to rise. Because many older adults have limitations that keep them from driving, they are more likely to rely on walking and public transportation than other adults. The aging process causes a general deterioration of physical, cognitive and sensory abilities. Some older adults require more time to cross streets, desire more predictable surfaces, and need places to rest along their route.

People with Mobility Impairments

People with mobility impairments include those who use wheelchairs, crutches, canes, walkers, orthotics and prosthetic limbs. Nevertheless, there are many people with mobility impairments who do not use assistive devices. Characteristics common to people with mobility limitations include substantially altered space requirements to accommodate assistive device use, difficulty negotiating soft surfaces, and difficulty negotiating surfaces that are not level.

Wheelchair Users

About two million Americans identify themselves as wheelchair users. Wheelchair and scooter users often travel much faster than walking pedestrians, especially on level surfaces or downgrades, but they can be much slower when traveling uphill. In addition, their stability and control can be affected by surfaces with cross-slopes, grades, or rough terrain. Wheelchair and scooter users require a wider path of travel than ambulatory pedestrians. Therefore, sufficient passing space should be provided to allow wheelchair users to pass one another and to turn around.

Furthermore, people who are unable to pull backward on their wheelchair wheels require a larger maneuvering space than those who can move one wheel forward and the other backward while turning. The turning diameter of a wheelchair or scooter is dependent upon the length of its wheelbase. Powered wheelchairs and scooters are generally longer than manual wheelchairs.

Because wheels are difficult to propel over uneven or soft surfaces, wheelchair and scooter users need firm, stable surfaces and structures such as ramps or beveled edges to

negotiate changes in level. Curb ramps allow wheelchair users to negotiate curbs more easily. Because cross-slopes tend to cause wheelchairs and scooters to veer downhill, manual wheelchair users must perform additional work to continue traveling in a straight line over areas such as driveway crossings. Severe cross-slopes can cause wheelchairs to tip over sideways, especially during a turn.

Cross-slopes that change very rapidly cause additional problems for wheelchair users. The rate of change of cross-slope is most problematic when it occurs over a distance of less than two feet, the approximate distance covered by a wheelchair wheelbase. As the wheelchair moves over the surface of a severely warped driveway flare, it will first balance on the two rear wheels and one front caster. As the wheelchair moves forward, it then tips onto both front casters and one rear wheel. This transition may cause the wheelchair user to lose control and possibly to tip over.

Walking-aid Users

People who employ walking aids include those who use canes, crutches or walkers to ease their ambulation. About four million adult Americans report having used a cane for longer than six months. The limitations of walking-aid users might include the following:

- Difficulty negotiating steep grades
- Difficulty negotiating steep cross-slopes
- Decreased stability
- Slower walking speed
- Reduced endurance
- Reduced ability to react quickly to dangerous situations
- Reduced floor reach

Surface quality affects ease of travel for walking-aid users. Grates and cracks wide enough to catch the tip of a cane can be potentially dangerous for walking-aid users. Icy or uneven surfaces also can be hazardous because they further reduce the already precarious stability of walking-aid users. Additionally, people who use walking aids tend to travel more slowly than other pedestrians. As a result, they benefit from longer pedestrian signal cycles at intersections and the presence of passing spaces to allow others to travel around them. A rapid change in cross-slope also can cause people with walkers to stumble.

Prosthesis Users

People lacking one or more limbs, hands, or feet often use prostheses such as metal hooks or molded plastic limbs to help them walk or grip items. Although people using leg prostheses can achieve levels of fitness similar to their peers, their most comfortable walking speeds are typically slower than those of individuals without disabilities. In general, prosthesis users benefit from extended signal timing at wide intersections. Some people with lower limb prostheses might have greater difficulty than other pedestrians maintaining balance on grades or cross-slopes.

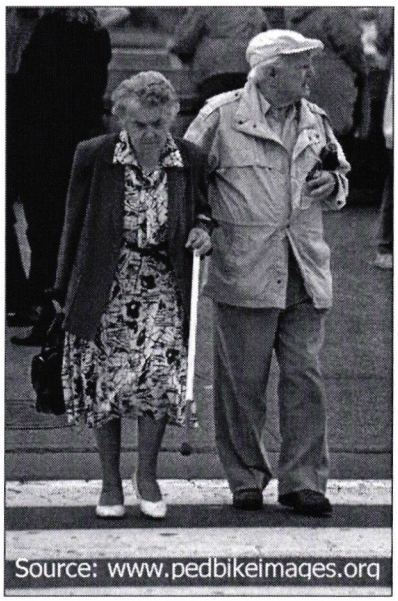
People with Sensory Impairments

Although sensory disabilities are commonly thought of as total blindness or deafness, partial hearing or vision loss is much more common. Other types of sensory disabilities can affect touch, balance or the ability to detect the position of one's own body in space. Color blindness also is considered a sensory impairment.

Individuals with Visual Impairments

Almost two million non-institutionalized Americans over the age of 15 report having a visual disability that prevented them from seeing words or letters in ordinary newsprint. Visual disabilities can cause the following impediments to mobility:

- Limited perception of the path ahead (preview).
- Navigation with limited information about surroundings, providing less protection against obstacles and other dangers.
- Reliance on memory and unchanging conditions in familiar terrain.
- The need to assimilate information obtained through non-visual sources such as texture and sound.



Cane Users

Many people who are blind use long canes to navigate. There are two principal cane techniques: touch and diagonal. In the touch technique, the cane arcs from side to side and touches points outside both shoulders. The touch method is used to find obstacles at ground level; however, overhead or protruding objects are difficult to detect with the touch method. In the diagonal technique, the cane is held out stationary across the body or just above the ground at a point outside one shoulder. The cane handle or grip then extends to a point outside the other shoulder. The touch technique is used in uncontrolled areas such as on a sidewalk, while the diagonal technique is used primarily in controlled and familiar environments. Cane users are often trained in both techniques.

Dog-guide Users

Some people who are blind use dog guides to navigate. Dogs guide in response to a specific set of commands given by voice and hand signals. A common misconception about dog guides is that they are capable of making decisions for their owners. Dog guides are trained to avoid obstacles, including those overhead, which would not be detected by a long cane. Dog guides also are taught to pause at stairs, curbs and other significant changes in elevations. When traveling along a sidewalk, dog guides tend to follow the left border of a sidewalk or trail. Because dog guides crossing an intersection generally aim for the opposite curb, they may guide their owners outside the marked crosswalk path, missing medians and pedestrian refuge islands, to take the shortest path to the opposite curb. Intersections are easiest to negotiate for dog-guide users when the line of travel from the edge of the sidewalk to the opposite curb is straight rather than at an angle, as it is at some irregularly shaped intersections.

Information for People with Visual Impairments

People with visual impairments benefit from two distinct types of information along sidewalks: detectable warnings, which are intended to identify potentially hazardous situations, such as the transition from the sidewalk to the street; and wayfinding information, which allows users to orient themselves within their environment.

Detectable warnings are surfaces that can be detected underfoot and by a person using a cane through texture, color, and resilience. Detectable warnings should convey a "stop" message to people with visual impairments. Once the user has stopped and identified the hazard, he or she can determine if it is safe to proceed. Detectable warnings should be designed to be consistent with current standards. Use of a consistent formula to indicate detectable warnings will prevent people with visual impairments from misinterpreting warning messages as orientation information.

Source: www.polara.com

Wayfinding information does not convey a warning, but rather provides orientation information to the user. People with visual impairments use a variety of cues to orient themselves within their environment. Nevertheless, many of the cues, such as the sound of traffic, are not consistently available. To provide people with visual impairments with accessible wayfinding information, environmental modifications should be provided. Visual cues, tactile surfaces, and audible pedestrian signals can make information about traffic flow and street crossings accessible to people with visual impairments (see inset). Visual information, such as painted crosswalks, is beneficial to the 80 percent of the people who are legally blind but have some residual vision. If a detectable surface is used to provide wayfinding information, it should be distinct from the surface used to convey a warning message.

Crossing Intersections

Where pedestrian signals are not accessible, people with visual impairments might start to cross an intersection later than other pedestrians because they might wait for the sound of parallel traffic or other crossing pedestrians to identify the crossing interval. In addition, people with visual impairments might have difficulty identifying and maintaining the correct path across the intersection. In combination, these factors increase the amount of time that people with visual impairments might need to complete street crossings.

People with severe visual impairments take the following steps to cross an intersection:

- Detect arrival at an intersection by using a combination of cues such as a raised curb, the slope of a curb ramp, the absence of a building shoreline, detectable indicators, remembered landmarks, traffic sounds, and any other available wayfinding cues.
- Determine whether a pedestrian signal requires actuation, and if so, locate the signal button to actuate the signal.

- Determine when it is safe to walk by using traffic or pedestrian surge noise cues or audible traffic signal cues.
- Orient themselves toward the crosswalk by using cues such as traffic noise, audible or otherwise detectable beacons, and physical features of the environment, such as the boundary between a sidewalk and an adjacent planting strip, that are known to be parallel to the crosswalk, or curb lines that are known to be perpendicular to the crosswalk.
- Navigate to the opposite curb through any medians, islands, crosswalk angles, or other obstacles using cues from parallel traffic to help direct them to the opposite side.

Individuals with Hearing Impairments

Although as many as 40 percent of older adults have hearing impairments, hearing loss is not generally believed to significantly affect a pedestrian's ability to navigate in the roadway environment. Nevertheless, hearing loss can limit a person's ability to use cues such as the increasing noise of an approaching vehicle to detect impending dangers. Hearing loss forces users to rely heavily on visual indicators or vibrations caused by passing traffic. Areas with long sight distances relatively free of visual obstructions, such as landscaping, may be useful to people with hearing impairments.

Individuals with Cognitive Impairments

Cognition is the ability to perceive, recognize, understand, interpret and respond to information. It relies on complex processes such as thinking, knowing, memory, learning and recognition. Cognitive disabilities can hinder the ability to think, learn, respond and perform coordinated motor skills.

The movement skills of people with cognitive disabilities vary tremendously. Nevertheless, the motor skills and fitness potential of people with cognitive disorders are often hampered by a lack of opportunity to learn and practice appropriate physical activity movements. As a result, walking speed has been shown to decrease with the presence of cognitive disabilities. People with cognitive disabilities also might have difficulty navigating through complex environments such as city streets and might become lost more easily than other people.

Design approaches for people with cognitive impairments also might benefit children and the more than 20 percent of American adults who do not read English. Signs that use pictures, universal symbols and colors convey meaning to a

broad range of people. For example, pedestrian crossing signals that display a picture of a person walking may be more universally understood than signs reading WALK. Always placing the DON'T WALK signal above the WALK signal also increases the clarity of pedestrian signals for users because people who cannot read can derive meaning from the order of the signals. Traffic signals for automobiles also are placed in a consistent order to benefit people who are color-blind and cannot distinguish between red and green.

Street Design

Providing a place to walk is only one step in a series of design measures needed to accommodate pedestrians. Many other aspects of general street design affect the safety of pedestrians, including design speed, sight distances, lighting and other design measures. Pedestrians benefit from a context sensitive design approach, which addresses the needs of all roadway users, and considers the impacts of roadway design on the adjacent community.

Vehicle Speeds

"No person shall drive a vehicle at a speed greater than is reasonable and prudent and in no event at a speed which endangers the safety of persons or property."- California Vehicle Code 22350.

Motor vehicle speed has an affect on pedestrian safety and comfort. While pedestrians may feel comfortable on streets that carry a significant amount of traffic at low speeds, faster speeds can decrease pedestrian comfort. Studies show that pedestrians are at higher risk of injury and death in locations with speeds greater than 25 mph. Lower speeds offer the pedestrian and motorist more opportunities to react to one another to avoid a potential collision.

Maintaining slower speeds is particularly important in residential areas, and along commercial districts where pedestrians are present. Along arterial roadways in the city that serve as commuter routes, the need for low speeds should be weighed against the possibility that higher levels of congestion may result in some locations. Some motorists may use neighborhood streets as cut-throughs to avoid these congested areas.

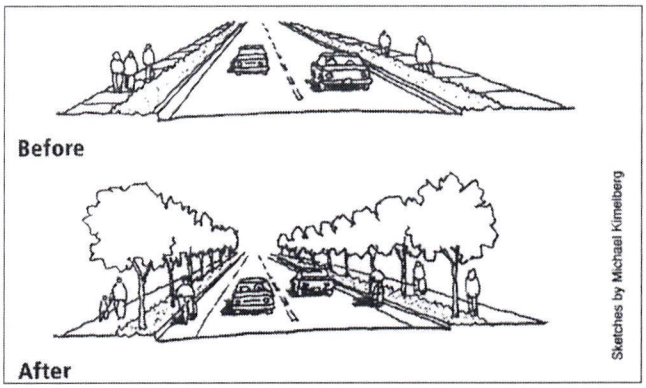
Some roadways in the City of Rancho Cordova experience speeding problems. Motorists feel comfortable traveling at excessive speeds on wide, straight roads when traffic volumes

are lighter. These excessive speeds are particularly problematic in residential areas, near schools, and through commercial areas. The solution is to accommodate the volume but to keep speeds reasonable and prudent at all hours of the day.

On the issue of establishing an appropriate speed limit, California Assembly Bill 2767 (2000) provides local authorities with more discretion when setting speed limits to consider residential density and pedestrian and bicyclist safety, in addition to factors such as prevailing speeds and other roadway conditions. Running speeds can be reduced through a variety of different measures, including the following:

Visual Narrowing

Street trees can be used to visually narrow the street, thereby lowering running speeds (see inset). When placed between the sidewalk and the road edge, street trees have the added benefit of increasing the quality of the sidewalk buffer (see Section 4.7). The street also can be visually narrowed by introducing either continuous or intermittent landscape medians. These medians can serve a dual purpose of providing pedestrian refuge areas at intersections and midblock crossings (see Section 5.4).



Reducing Lane Widths

On most streets in the City of Rancho Cordova, travel lanes are 11 feet wide, which does not afford many opportunities to further reduce lane widths. There remain, however, some streets in the City with more generous lane widths, which can encourage faster vehicular speeds. Along roadways that are intended to operate at lower speeds (35 mph or less), narrower lane widths are acceptable with 10-foot wide lanes being the minimum. In some cases, the additional space can be used to stripe a bike lane, provide a parking lane or shoulder, or can be converted to sidewalk space.

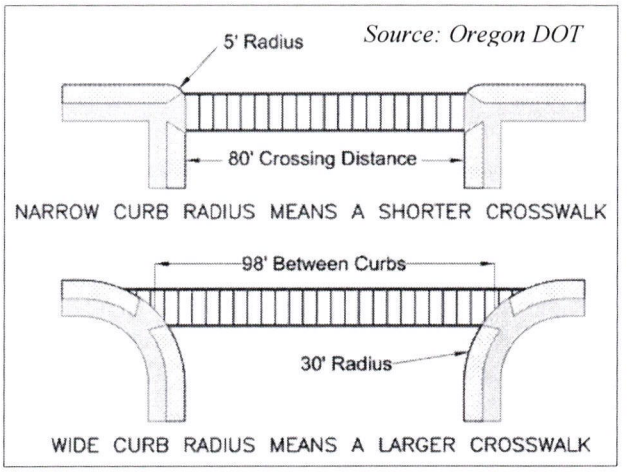
Removing Travel Lanes – "Road Diets"

Some streets in the City of Rancho Cordova have more travel lanes than necessary and are difficult to cross because of their

width. Reducing the number of lanes on a multi-lane roadway can reduce crossing distances for pedestrians and may slow vehicle speeds. A traffic analysis could be done on potential streets to determine whether the number of lanes can be reduced. Studies indicate that road diets that reduce streets from four to two through lanes with a center turn lane have reduced collisions significantly. Level-of-service analysis for intersections should not dictate the design for the entire length of a street. Turning pockets may only be needed at specific locations.

Four-lane roads with average daily traffic volumes of 24,000 or less are potential candidates for road diet treatments. Six-lane roads with volumes of 44,000 or less also may be candidates.

Intersection Design



In traditional roadway design, the configuration of intersections was most often looked at from the perspective of the motor vehicle traffic. Major geometric design features of intersections – such as the number of lanes and the configuration of street corners – was based primarily on the amount of traffic (particularly turning vehicles) that the intersection must accommodate, as well as the turning radius of the design vehicle. In the City of Rancho Cordova, some intersections have wide turning radii. Wide turning radii have an impact on pedestrians, creating longer crossing distances, reducing pedestrians' visibility at the intersection, and resulting in faster turning speeds for smaller vehicles that can navigate the wide radius at a faster pace. With a smaller curb radius, it is easier to accommodate two curb ramps on each corner, which is the preferred design at corners with two directions of crosswalks.

In recent years, the City has taken steps to provide narrower curb radii than traditional designs would have provided. Curb radii on new projects are not as wide as they were in the past. There remain, however, many intersections in the City that are in need of retrofit. The City should continue to evaluate curb

radii standards to ensure the best possible solutions for accommodating pedestrians and vehicular traffic (see inset).

A bigger issue at many new intersections in the City is that, despite narrower curb radii, pedestrians often must cross over 100 feet of pavement with no refuge (see inset). These intersections could be made considerably better with the addition of refuge islands to provide both a physical measure of protection and a psychological benefit.

Another issue for pedestrians at urban intersections is multiple left-turn lanes. Double and triple turn lanes add considerably to the distance that pedestrians must cross. See Section 7.1 for more guidance on this issue.

Intersections should be designed to be as compact as possible per state and local guidelines. The need to accommodate pedestrians must be balanced with the need to accommodate large turning vehicles. If turning truck traffic is more frequent, then the intersection should be designed to properly accommodate these vehicles. In these situations, other crossing measures, such as triangular islands, can be used to improve pedestrian safety (see Section 7.2). If turning truck traffic is not frequent, however, a higher level of public benefit may be achieved by providing a compact, pedestrian-friendly intersection.

In addition to crosswalks and pedestrian signals, a variety of intersection treatments can be used to increase the safety and accommodation of pedestrians. Devices such as curb extensions, pedestrian refuge islands, and other measures can be used to improve pedestrian safety at intersections. Studies show that medians can serve a dual purpose of providing pedestrian refuge areas at intersections and midblock crossings (see Section 5.4).

These solutions, as well as others, are described in more detail in Chapter 4 of these guidelines.

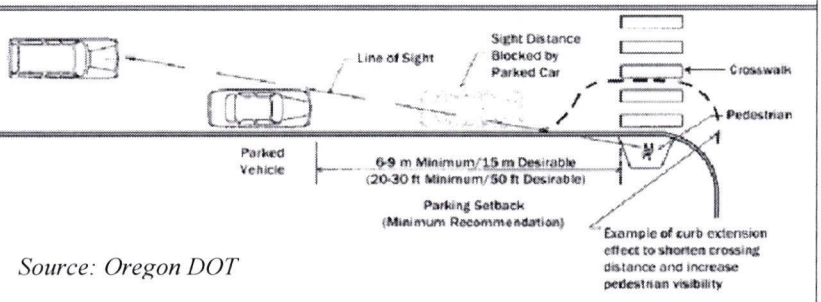
Sight Distance and On-Street Parking Restrictions

Sight distance should be considered from the perspectives of both the motorist and the pedestrian. It is important to give the motorist a clear view of pedestrians and potential hazards on or adjacent to the street, and it is of equal importance that pedestrians be able to view and react to potential conflicts. When assessing potential obstructions to sight distance, the designer also should account for lower eye heights of children

and wheelchair users. A child's eye height can range from 30 – 54 inches, and a wheelchair user's eye height can range between 42 – 52 inches, depending upon the type of wheelchair and size of the person seated in it.

Vehicles parked near crosswalks create sight distance problems (see inset). In the case of midblock and intersection pedestrian crossings on streets with posted speed limits ranging between 35-45 mph, parking should be prohibited within 50 feet of crosswalks to maintain adequate sight distances. The parking setback distance can be reduced in locations where curb extensions have been provided to reduce crossing distance and increase the visibility of pedestrians.

Recommended Parking Setback for Sight Distance



Source: Oregon DOT

Although horizontal sight distance is a more frequent issue, vertical sight distance also can be problem. Drivers in vehicles with high seats (such as trucks and buses) may not be able to see a pedestrian standing on a street corner that is obscured by low-hanging tree branches. For this reason, the street tree canopy should be limbed up to a height of 14' at intersections and driveways. Smaller street tree species that cannot be adequately pruned to maintain sight distances should not be used in the controlled area at driveways and intersections.

Lighting

Pedestrians are adversely affected by low-light conditions: two-thirds of pedestrian fatalities occur between dusk and dawn. Lighting is important at intersections and midblock crossings, particularly in locations near transit stops. The City's current lighting standards require streetlights at intersections as well as at bus turnouts and bus stops.

Light poles should be placed either in the landscape buffer, or on the other side of the sidewalk – and not within the clear width of the sidewalk.

Pedestrian level lighting is needed along sidewalks with higher volumes of night-time pedestrian activity, particularly in commercial and residential areas, and near colleges and

universities. Preferred pedestrian-scale lighting is characterized by shorter light poles (i.e. 15-foot tall posts instead of standard street lamp posts), lower levels of illumination (except at crossings), shorter spacing between lamp posts (50-foot spacing rather than 100-200 feet), and mercury vapor vs. sodium vapor.

Lighting levels in pedestrian areas should meet those recommended by the Illuminating Engineering Society of North America (see Table 17). The unit of measurement below is the footcandle (1 unit of lux is equal to 10 footcandles). A footcandle is a unit of illuminance on a surface that is everywhere 1 foot from a point source of 1 candle.

Table 17: Recommended Pedestrian Illumination Levels

	Commercial		Intermediate		Residential	
	Footcandle	Lux	Footcandle	Lux	Footcandle	Lux
Sidewalks	0.9	10	0.6	6	0.2	2
Pedestrian Walks	2.0	22	1.0	11	0.5	5

Source: IESNA Roadway Lighting report (ANSI/IESNA RP-8-00)

Values are given in minimum average maintained horizontal footcandles and lux.

Crosswalks should be provided with additional illumination producing from 1.5 to 2 times the normal roadway lighting level.

Pedestrian Issues on Limited Access Freeways

While Caltrans is responsible for the design of limited access freeways in the City, City staff should work with Caltrans to ensure that pedestrian access is considered in the design of overpasses, underpasses and interchanges with streets where pedestrian travel is permitted. Some examples of pedestrian issues that should be considered in these locations include:

Expressway exit and entrance ramps:

At the cross-road end of expressway ramps, drivers typically concentrate on merging into traffic and do not scan for pedestrians. In areas where pedestrians are expected, free-flowing ramps should not be used. Instead, right angled intersections should be constructed where exit or entrance ramps meet cross streets.

Pedestrian access on highway bridges and underpasses (alongside streets):

Bridges and underpasses that carry limited access freeways over local streets should be designed to minimize barriers to walking. These areas often carry fast traffic and incorporate merge lanes and other free-flowing movements. For this reason, they can be particularly inhospitable to pedestrians. Sidewalk connections should be continuous through interchanges, and sidewalks on overpass bridges and underpasses should be protected from adjacent high speed traffic with a barrier. Highway underpasses should be well lit in areas where pedestrian use is expected at night.

Grade-separated crossings (independent from existing streets):

In locations where the highway presents a significant barrier between origins and destinations that attract heavy pedestrian volumes, independent highway crossings can be sought. These separated bridges and underpasses are designed for the exclusive use of pedestrians, bicyclists and other non-motorized users. See Section 7.5 for more guidance.

Sidewalk Location and Design

Policies for Sidewalk Installation

Sidewalks should provide a continuous system of safe, accessible pathways for pedestrians. Sidewalk warrants based primarily on existing pedestrian volumes are not a reliable indication of pedestrian demand. Individuals tend to walk in locations where continuous sidewalk connections are provided. A lack of pedestrian activity in a location with discontinuous sidewalks is, therefore, not necessarily an indication of a lack of pedestrian demand.

All streets should have some type of walking space out of the vehicular travelway. A separate walkway is preferred, but a roadway shoulder (paved or unpaved) also will provide a less hazardous pedestrian accommodation than walking in the traveled way (this solution may suffice in rural areas – see below).

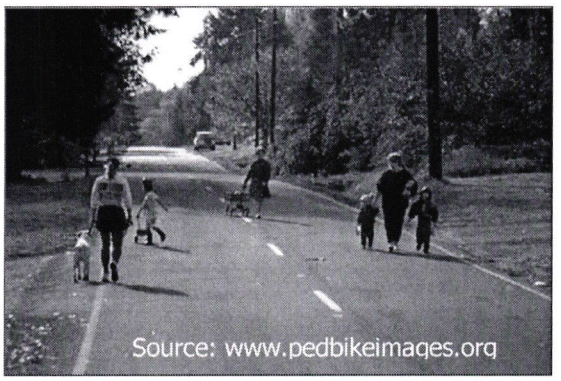
> *Sidewalk – That portion of a roadway intended for the use of pedestrians, between the curb line or the lateral line of a shoulder, or if none, the lateral line of the roadway and the adjacent right-of-way line.*
>
> *California Vehicle Code*

Sidewalks should be provided on both sides of the street in all urban and transitioning suburban areas of the City, which includes cul-de-sac streets. When a sidewalk is provided on only one side of the street, pedestrians traveling on the opposite side may not cross to the sidewalk, and may instead elect to walk in the roadway. If pedestrians do cross, they increase their exposure to vehicular traffic. Though it may be appropriate for some streets in developing areas to temporarily have a sidewalk only on one side, sidewalks on both sides are necessary for pedestrian-compatible roadways.

Pedestrian Accommodations in Rural Areas

As a general policy, the City does not install concrete sidewalks (with curb and gutter) in rural areas. For the purpose of this manual, rural is defined as for open space and agricultural lands, nature preserves or industrial areas that require large areas of land with no urban services. For all other types of land uses, including those that are transitioning from rural uses into suburban/urban uses, sidewalks should be provided as described in Section 4.1.

In locations where sidewalks are not warranted due to the rural nature of a road (lack of development or destinations), or cannot be constructed due to cost, environmental or other considerations, multipurpose (four- to six-foot wide) shoulders adjacent to the traveled way or separated shared use paths can be considered. Roadway shoulders should be paved to accommodate pedestrians as well as bicyclists because pedestrians need space to walk that is outside of the traveled way.



When installing a separated pedestrian walkway along a road with an open section, drainage patterns and infrastructure, grade issues and the presence or future likelihood of bus transit stops are all key considerations. The location of drainage ditches, buildings, retaining walls, utility poles, bus stops, vegetation and significant roadside grade changes should be coordinated with pedestrian walkway alignment to ensure adequate sight distance, and separation between pedestrians and vehicular traffic.

In general, pedestrian walkways should be placed within the road right-of-way, on its outside edges. Nevertheless, the exact

alignment can vary throughout the section and practical considerations should be given to a) maintaining adequate stormwater runoff, b) avoiding requirements for acquisition of additional right-of-way and c) designing around roadside features that cannot or should not be removed or relocated.

Separated pedestrian paths should be a minimum of five feet wide, and may be constructed of asphalt or concrete.

Meandering Sidewalks

Meandering sidewalks (sidewalks that weave back and forth within the right-of-way) are discouraged. While they seem visually interesting to drivers, they are annoying to pedestrians who desire a direct, non-circuitous route. They cause navigational difficulties for people with vision impairments. There are circumstances, however, when it is desirable to curve the sidewalk away from the road, such as when an opportunity arises to achieve a greater degree of separation between the road and the sidewalk (i.e. wider buffer). It also may be desirable for a walkway to gently curve to meet a pedestrian destination, such as a plaza, or to align with driveway crossings and crosswalks. This type of shift is acceptable, as long as the purpose of the shift is to create a more direct connection, or to improve the comfort and/or safety of pedestrians, rather than to provide curves that are intended merely to enhance aesthetics.

The City's ADA Transition Plan requires meandering sidewalks to "have a 24-inch wide minimum straight path along the sidewalk" or to "have no abrupt changes of direction and shall be constructed using only tangents of any length and inside radii of at least 150 feet."

Sidewalk Width

The recommended width of new sidewalks is five feet, assuming the sidewalk is separated from the street by a buffer strip. In the past, four-foot sidewalks were built in the City of Rancho Cordova. Four-foot sidewalks are no longer recommended because they do not accommodate two people walking abreast, which is a common occurrence on City sidewalks. Five-foot wide sidewalks enable two people to pass each other without having to step off the sidewalk. Five feet is also the minimum needed for two wheelchairs to pass.

If there is no buffer strip, the sidewalk should be seven feet wide, exclusive of the curb. Installing sidewalks immediately adjacent to the curb is undesirable, and should only be done

when severe right-of-way constraints exist, or continuity of pedestrian travel would otherwise be severed. Sidewalks should be eight feet wide along all frontages of schools and universities, near hospitals, in commercial centers, or in other areas with high volumes of pedestrian traffic (Figure 7). In areas with heavier pedestrian volumes, eight-foot sidewalks may be insufficient. A pedestrian capacity analysis (per the Highway Capacity Manual, 2000) should be done to determine appropriate sidewalk width in these locations.

Landscape buffers are preferred for all sidewalks, per Section 4.7 (Figures 8 and 9).

Figure 7: Sidewalk Width Chart

Sidewalk Location	Width
Standard sidewalk	5' min
Sidewalk against curb	7' min
Sidewalks at schools, universities, hospitals, or other areas with higher ped volumes	8' min (or wider, per capacity analysis)

In cases with severely constrained right-of-way, topographic or environmental issues, or temporary obstruction (such as a light pole) is located in the sidewalk, the sidewalk shall maintain a minimum clear width as defined in current accessibility standards. This minimum clear width is four feet or three feet not exceeding a distance of 24 inches. The minimum clear width must be free of trees, signs, utility poles, junction boxes, hydrants, parking meters and other similar appurtenances.

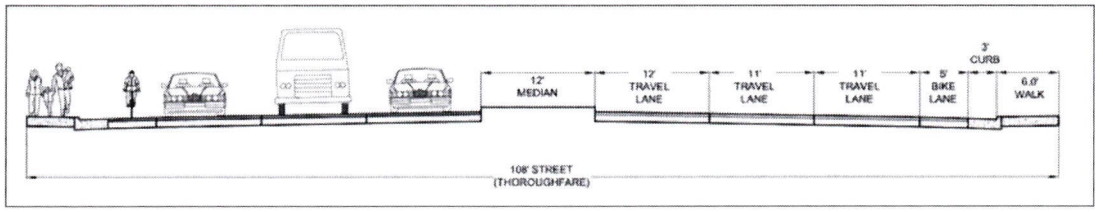


Figure 8: Example Cross Section – Arterial Street With Buffer

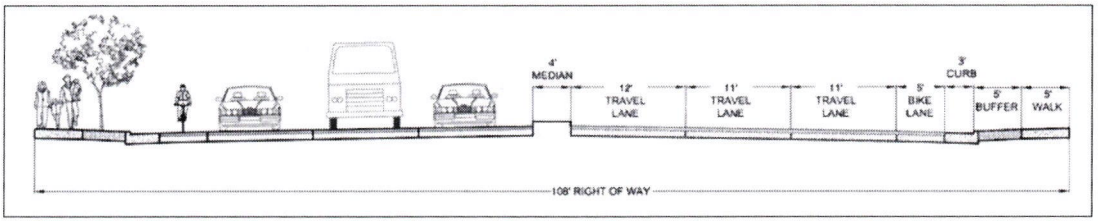


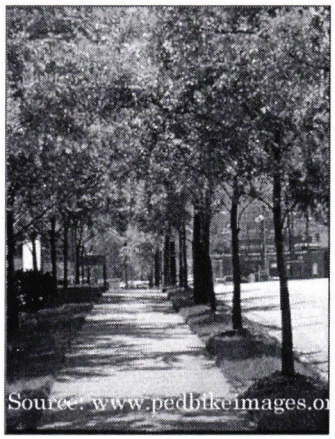
Figure 9: Example Cross Section – Arterial Street Without Buffer

Sidewalks next to Soundwalls

Soundwalls create uncomfortable walking conditions for pedestrians and should therefore be avoided in locations where pedestrian access is permitted. Where the use of a soundwall is unavoidable, an additional five feet of clear distance should be provided between the soundwall and the outer edge of the sidewalk. Otherwise, the sidewalk and buffer requirements described in Section 4.4 and 4.7 apply.

Curbs

Rolled (Type 1A) curbs reduce pedestrian's feeling of safety and separation from adjacent traffic, and make it easier for motor vehicles to park on the sidewalk (see inset). As such, they are not recommended. They are, however, an acceptable substitute in residential neighborhoods where a landscape buffer is provided between the sidewalk and the street. In all other locations, including arterial streets with landscape buffers, Type 2 vertical curbs are required.



When Type 2 curbs are used on streets with sidewalks at the back of the curb, accessible driveway design must be achieved. See Section 7.4 for design recommendations for driveway cuts.

Sidewalk Buffer Design

A pedestrian's safety and comfort in the roadway environment is largely dependent on the width and quality of the buffer between the sidewalk and the roadway. Physical barriers between the sidewalk and roadway such as street trees, landscaping, bike lanes and parked cars will increase pedestrian safety and comfort, and therefore encourage higher levels of walking (see inset).

On-street parking has a positive affect on pedestrian comfort. Along some arterial and collector streets in areas that are seeking to enhance or introduce a traditional commercial core (with stores/businesses in front and parking lots behind), it may be feasible to add on-street parking lanes.

The recommended width of a landscape buffer strip should be six feet, with five feet being the minimum width (widths are measured from the face of curb to the nearest edge of the

sidewalk). Landscape buffers should be planted with street trees to give added protection to pedestrians and needed shade for comfort. In locations where street trees are planted less than three feet from the adjacent sidewalk, root control barriers should be installed at the sidewalk edge. In locations with constrained buffer widths, oak tree species are preferred because their roots are less invasive. Utilities should not be placed directly beneath tree lawns.

Streets with volumes of traffic over 15,000 ADT and operating speeds over 40 MPH should have eight to ten foot wide landscape buffers planted with street trees to maintain an adequate quality of service for pedestrians. Where it is not practical to install street trees and no on-street parking lane exists, the buffer should be as wide as possible to maintain pedestrian comfort and safety.

Approved tree species for City rights-of-way and public easements are listed in the Improvement Standards. For narrow landscape buffers less than five feet wide, care should be taken to use shade tree species that can survive in a narrower space, such as Chinese Pistache, some varieties of Maple and Oak trees. Large shade trees are preferred to medium and small trees that do not offer as much shade.

Street trees should be spaced no closer than 30 feet on center, and no greater than 60 feet on center, depending on the species of tree. In locations with no buffer strip, consideration can be given to providing tree planting behind the sidewalk, which may improve aesthetic conditions and provide shade, but will not improve pedestrians' sense of safety in the roadway environment. Planting trees behind the sidewalk has been done in the past, but should not be done in new developments or retrofits (such as a road diet) where there is room for a buffered planting strip. Street trees should not be positioned so as to block sight distances at intersections and driveways.

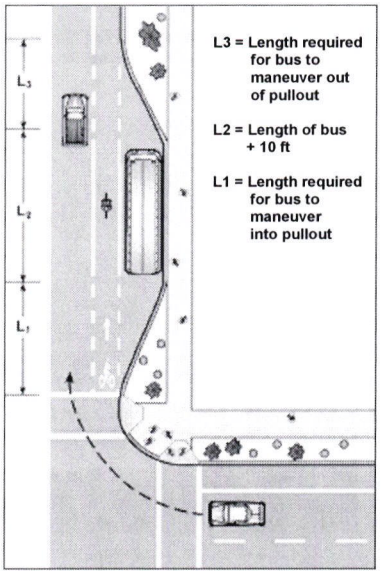
Grades and Cross Slopes

The maximum sidewalk cross slope is 1.5 percent with allowances for a construction variance of 0.5 percent in either direction. The running grade of the sidewalk should be consistent with the grade of the adjacent roadway. Refer to current accessibility standards for other requirements related to grades and cross slopes.

Surface Treatments

Sidewalks should have a firm, stable and slip-resistant surface. Concrete is preferred. It is important to maintain proper drainage on sidewalks to avoid ponding.

Pedestrian Accommodations at Transit Stops



At transit stops, sidewalks should be constructed from the embarkation point (where people enter/exit the bus) to the nearest intersection or to the nearest section of existing sidewalk. It may be necessary to wrap a sidewalk around a corner to join an existing sidewalk on a side street.

Care should be taken to place bus stops in areas that maximize pedestrian safety and convenience. Streets within .25 mile of transit stops should have continuous sidewalks, high-visibility crosswalks and other enhanced crossing measures. Bus stops should be located on the far right hand side of intersections. Where it is necessary to locate the bus stop midblock, an assessment should be done to determine if midblock crossings are likely. If so, measures should be taken to improve the safety of the crossing (see midblock crossing section below).

Bus stop turnouts with paved shelter pad areas are required on arterials and thoroughfares. Bus stop turnouts shall be located on the far right hand side of the intersection. The inset provides typical dimensions; however, the actual design of a bus turnout should be based on specific roadway conditions and the characteristics of the vehicles that will use it. Bus turnouts should be designed to facilitate through pedestrian movements, as well as boarding movements.

Curb extensions at bus turnouts can be used to facilitate pedestrian crossings, and also may prevent motorists from using the bus pullout as a merge lane.

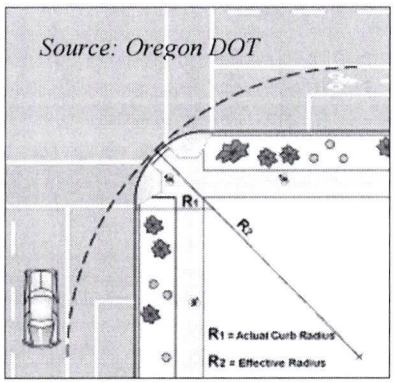
The size and design of bus shelters vary depending on space availability and the number of passenger boardings. Shelter design must meet current accessibility guidelines. The location of the shelter will vary depending on space availability, utility placement, passenger counts and driver visibility needs.

Intersection Design

Pedestrians should be included as "design users" at all intersections where they are permitted to cross. Safety considerations of pedestrians and bicyclists must not be sacrificed for the efficiency of truck and automobile movement. This section discusses design features that can enhance the safety, comfort and visibility of pedestrians at intersections.

Pedestrian Crossing Distances

Pedestrian crossing distances should be ***as short as possible*** to reduce pedestrian exposure time, and decrease motor vehicle delay. Smaller turning radii and pedestrian refuge islands should be used whenever crossing distances exceed 60 feet. In some cases, providing shorter crossing distances and reducing arterial street lane widths can increase intersection capacity for both vehicles and pedestrians, because shorter crossing distances result in a shorter pedestrian crossing phase.



Intersection Corner Radii

Over one-third of all vehicle/pedestrian collisions occur at signalized intersections, and involve turning vehicles. The frequency and severity of turning-related vehicle/pedestrian collisions at intersections can be reduced by designing for slower turning speeds, shortening crossing distance, providing adequate lighting, and ensuring sufficient sight distance for both drivers and pedestrians.

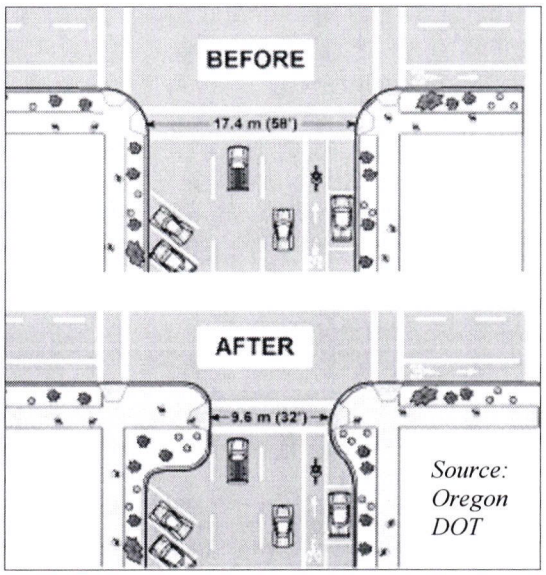
Designing corner radii at intersections requires engineering judgment. Corner radii should be designed to be as small as possible, while considering the existing and future volumes and safety of all intersection users (see inset).

Large turning radii (25' or greater, measured at the face of curb) allow vehicles to turn at high speeds and increase pedestrian crossing distance. Both factors reduce pedestrian safety and comfort. Large radii consume space that can be used by waiting pedestrians, make pedestrians less visible to drivers, and make vehicles more difficult for pedestrians to see. Large radii also make it difficult to design the corner with two ramps (preferred), instead of one ramp in the center of the radius.

Nevertheless, curbs that protrude into the effective turning radius of vehicles may result in large vehicles damaging the

curb and other street infrastructure, and endangering pedestrians waiting at the curb, particularly at intersections with heavy truck or bus turning volumes. Each intersection design is, therefore, a complex condition that must consider a combination of issues.

Corner radius design often can be based on the effective turning radius, rather than the actual street corner radius. The effective turning radius is defined as the radius needed for a turning vehicle to clear adjacent parking lanes and move safely into the new travel lane. In locations with on-street parking, bicycle lanes or shoulders, the effective turning radius can enable the designer to use a smaller corner radius (see inset).



Source: Oregon DOT

In locations with infrequent turning truck (or other large vehicle) movements, a 10 to 15-foot street corner radius is recommended, measured from the face of curb. Using the effective turning radius, the actual street corner radius should be as small as possible while accommodating the appropriate design vehicle. For locations where a large radius is required, triangular crossing islands should be used to shorten pedestrian crossing distances and channelize traffic (see discussion below).

Curb Extensions

Like reduced curb radii, curb extensions provide for enhanced visibility between pedestrians and drivers, greater space for pedestrians waiting to cross the intersection and for curb ramps, and less exposure for pedestrians due to shorter crossing distance. Curb extensions also can prevent cars from parking too close to the crosswalk area.

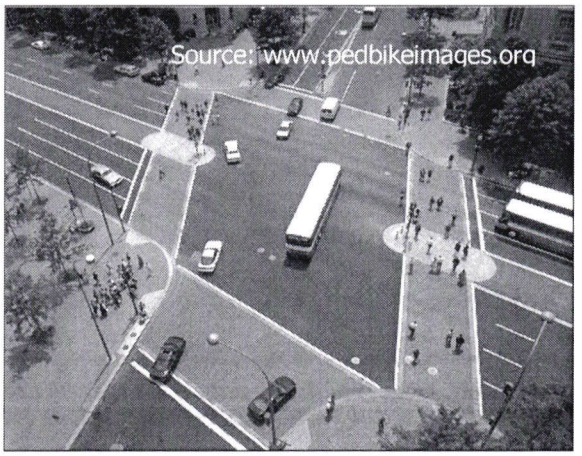
Curb extensions are provided only on streets with on-street parking lanes, and are therefore only useful on a limited number of arterial streets in the City of Rancho Cordova. Nevertheless, curb extensions could be a useful device for residential collectors and local streets, both on internal streets within developments, as well as at intersections with arterial streets.

Curb extensions should not extend into travel lanes. Typical curb extensions extend six feet from the curb (the approximate

width of a parked car). The turning needs of larger vehicles should be considered in curb extension design.

Curb extensions also can be used at midblock locations on streets with on-street parking to the benefit of the pedestrian (see inset above).

Islands and Pedestrian Refuges



Islands serve three primary functions: (1) channelization – to control and direct traffic movement, usually turning; (2) division – to divide opposing or same direction traffic streams, usually through movements; and (3) refuge – to increase the safety and comfort of pedestrians crossing at intersections and midblock locations. When channelizing islands are designed for this last purpose, they are termed "pedestrian crossing islands" or "median refuges." When islands are intended to facilitate pedestrian crossings, they should be designed according to the guidance in this section, as well as current accessibility guidelines.

Safety benefits of channelization and curbed medians have been documented in a number of research studies, which have shown that medians and channelization islands reduce the rate of motor vehicle crashes. Federal research studies also have shown that raised crossing islands play a significant role in reducing pedestrian crash rates at multi-lane sites (*Safety Effects of Marked vs. Unmarked Crosswalks*, FHWA, 2002).

Pedestrian crossing islands provide a waiting area for those who cannot safely finish crossing a roadway, either because they began crossing late or travel slowly, such as elderly pedestrians with canes or walkers (see inset). While a center crossing island can serve as a waiting area for slower pedestrians, the signal should be designed to enable pedestrians to cross the entire width of the roadway.

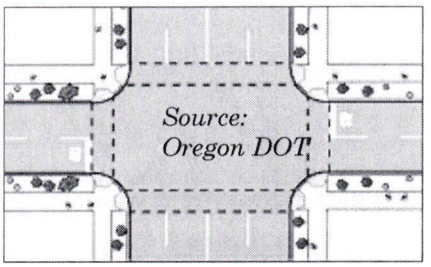
Crossing islands should be a minimum of four-feet wide, and preferably six- to eight-feet wide. Standard bicyclists using crosswalks need a minimum refuge width of six feet. Refuges and islands serving crosswalks that are part of a shared use pathway, or are on feeder routes to a trail system, should have a minimum length of six feet, and eight- to ten-feet may be

needed depending on the volume of non-motorized traffic. It is preferable for median refuges at intersections to include a raised approach nose to reduce the encroachment of turning vehicles into the pedestrian waiting area.

Crossing islands and medians should be designed to meet the luminance contrast levels needed to improve detection by older drivers, per the recommendations in FHWA's Highway Design Handbook for Older Drivers and Pedestrians (2001).

Median refuges should be aligned directly with marked crosswalks and provide an accessible route of travel (per current accessibility guidelines).

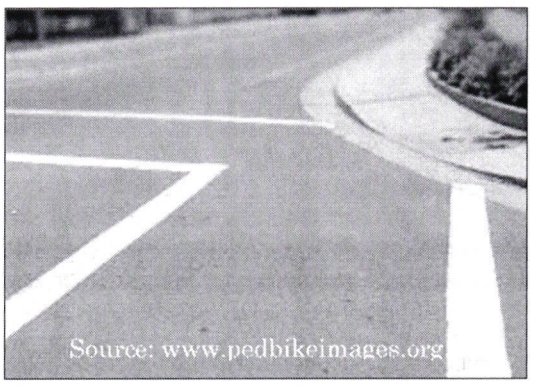
Crosswalks: General



Crosswalks are an essential element of a connected system of pedestrian sidewalks and pathways. An intersection crosswalk is the marked *or unmarked* extension of a sidewalk or shoulder across an intersection (see inset). Midblock pedestrian crossing locations also can be marked with crosswalks.

Marked crosswalks can improve the visibility of pedestrian crossings when combined with other pedestrian crossing treatments such as curb extensions, narrower turning radii, and warning signs. There are also a number of recent advances in ITS pedestrian crossing treatments, such as in-pavement lighting systems, pedestrian countdown signals and audible pedestrian signals that can further enhance pedestrian crosswalk locations.

Crosswalk markings should be designed and installed per the City's Traffic Signal and Striping Design Guidelines.



Crosswalk Design and Placement

Marked crosswalks should be considered at all locations where pedestrians can be expected to cross. Marked crosswalks are most effective when they are integrated with other pedestrian crossing measures at intersections (such as shorter crossing distances, median refuge islands, warning signs, adequate night lighting, curb extensions and traffic calming), rather than relying on a marked crosswalk as the only safety measure for pedestrians.

Marked crosswalks shall be provided across all street approaches to signalized intersections (on all legs of the intersection), and at mid-block crossings per the direction of the City's Public Works Agency. Marked crosswalks also should be considered at all-way stops, and other STOP sign controlled intersections where pedestrian traffic commonly occurs – particularly near parks, schools, transit stops, senior centers, employment centers and other similar areas.

Crosswalks should be nine feet wide, or the width of the approaching sidewalk if it is greater. Crosswalk design should conform to current accessibility guidelines.

The standard crosswalk striping treatment for low-volume pedestrian crossing locations is two parallel lines (see inset above). High visibility crosswalks that use a ladder-style marking should be installed in the following locations (see inset):

- In locations where a school crossing guard is stationed to assist children in crossing the street, or at intersections that lie within the walk zone of a school;
- In all locations within one-quarter mile of transit stations, and adjacent to bus stops;
- In legally established midblock crossing locations (in conjunction with other crossing measures such as warning signs, median refuge, curb extensions and traffic calming);
- In locations where there is a need to clarify the preferred crossing location when the proper location for a crossing would otherwise be confusing; and
- In locations that experience a moderate to high volume of pedestrian crossings.

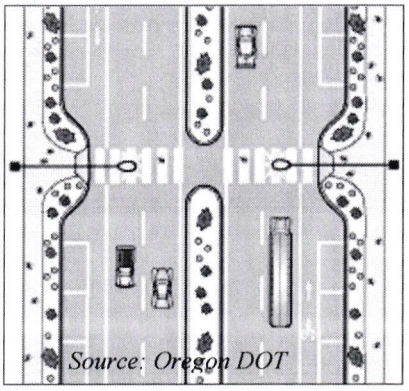
Regardless of the material used for crosswalks, the accessible pedestrian route must be firm, stable and slip-resistant, and reflectorized (per the MUTCD) for visibility at night. Paver systems that may shift or settle should not be used.

Midblock Crossings

While every attempt should be made to cross pedestrians at intersections, pedestrians tend to walk in a path that represents the shortest distance between two points, therefore, midblock crossings are a necessary pedestrian movement in many urban, suburban and rural locations. Provisions for midblock crossings should be carefully considered, because a poorly designed midblock crossing will violate driver expectance and could cause safety problems for pedestrians.

There are often logical reasons why pedestrians choose to cross roadways at midblock locations. For example, midblock crossings could occur at an apartment complex located across the street from a bus stop, or at the entrance to a shopping center. As described earlier in this manual, pedestrians desire the most direct path of travel between origins and destinations. Pedestrians have a time budget, as do people who use other modes of travel such as transit, motor vehicles and bicycles. When faced with the option to cross an 80-foot wide road at a midblock location versus walk 600 feet to the nearest intersection, cross at the crosswalk and walk back down the street, the majority of pedestrians cross midblock. Assuming a walking speed of 4 feet per second, the midblock crossing in this example requires 20 seconds to complete, while the alternative route requires more than 5 minutes.

In other situations, the flow of traffic created by timed traffic signals produces highly reliable gaps, one direction at a time, and midblock crossing locations eliminate the significant pedestrian hazard of turning vehicles that busy intersections generate.



Source: Oregon DOT

Since no two midblock crossings are alike, there is no single standard design. Engineering judgment must be used, based on the design principles described throughout this manual. In general, however, midblock crossings should be considered at locations that are already a source of a significant number of midblock crossings, or are anticipated to generate midblock crossings (new development) or where the land use is such that a pedestrian is highly unlikely to cross the street at a nearby intersection.

Design issues that should be considered at midblock crossings include:

- Adequate sight distance both from the pedestrian and motorist's perspective
- Need for a pedestrian-activated signal, based on a gap analysis
- Possible need for other special types of signal crossing treatments such as the High Intensity Activated CrossWalk (HAWK) pedestrian crossing signals (see Chapter 8)
- Potential for shortening crossing distance, using curb extensions or median refuges (see Chapter 5)
- High-visibility crosswalk marking treatment (see inset)
- Adequate signage, possible use of yellow-green warning signs
- Appropriate use of traffic calming as needed to reduce excessive motor vehicle speeds in advance of the midblock crossing
- Providing the most direct connection between destinations
- Use of other innovative crossing treatments (see Chapter 8)

A recent national research project completed by the Federal Highway Administration provides specific guidance on the installation of crosswalks and other safety measures at uncontrolled locations. The results of this study indicate the safety value of enhanced pedestrian crossing measures at unsignalized locations, such traffic-calming treatments, traffic and pedestrian signals where warranted, median refuge islands, and other substantial improvements.

The study findings recommend that street crossing locations be routinely reviewed to consider the following available options, using the guidance provided in Table 18:

- Option 1 – No special provisions needed.
- Option 2 – Provide a marked crosswalk alone.
- Option 3 – Install other crossing improvements (with or without a marked crosswalk) to reduce vehicle speeds, shorten crossing distance, or increase the likelihood of motorists stopping and yielding. (Zegeer et. al., 2002)

The table that follows provides guidelines for installing marked crosswalks and other pedestrian improvements at uncontrolled location, and is recommended as guidance for midblock crossings in the City of Rancho Cordova.

Crossing Barriers

Prohibiting, or erecting barriers to eliminate midblock crossings is often counter-productive, and may result in pedestrians crossing streets in a less-than-safe manner and at multiple mid-block locations. Barriers often fail to deter pedestrian crossings, despite the fact that these crossings are illegal.

The decision to prohibit pedestrian crossings should be carefully evaluated on a case-by-case basis, in full consideration of the likelihood that crossings still may occur and may be justified considering the length of the detour a pedestrian would otherwise be required to take. This evaluation should consider the alternatives with the goal of providing the most convenient and safe pedestrian route possible, given the constraints of the site. Moreover, any installation of median barriers to prevent pedestrian crossings always should be accompanied by other treatments to safely accommodate pedestrian crossings as near as practicable to the point where the barrier has been installed.

Midblock Crossing Illumination

Lighting is essential for making pedestrians visible to motorists, especially at midblock locations. If lighting is not provided along the entire length of a street, it should be provided at a midblock crossing. In general, illumination should be provided on or near both ends of each crosswalk.

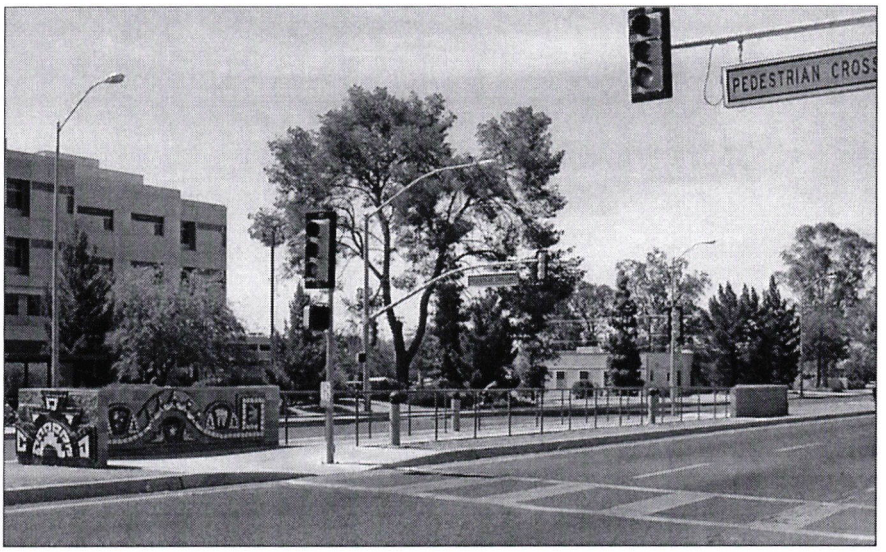
Midblock Signals

When warranted, midblock signals should be installed proactively on new roadways or when new developments are constructed, and retroactively on existing roadways.

Pedestrian compliance with signals will be higher when a timely response is given after the activator button is pushed. While this level of response is not always achievable, pedestrian wait time should be reduced as much as possible. When pedestrians recognize that the signal will reduce their wait time, it is likely that they will use the crossing and obey the signal. When there are other traffic signals nearby, the midblock signal should be coordinated with them. If the traffic signals are on progression, the design of the signal timing and cycle length should include consideration for minimizing pedestrian wait time.

On wide streets with medians, midblock signals should be timed to enable pedestrians to cross the entire width (both legs) of the roadway. Nevertheless, accessible pedestrian push-buttons also should be provided in the median so that pedestrians who did not finish crossing during the walk interval can reactivate the signal and complete the crossing. Figure 10 illustrates a pedestrian-activated signal that is used in Tucson. This signal remains green for the motorists until it is activated, and then it turns red.

Figure 10: Pedestrian Light Control Activated Crossing (Pelican)



Source: http://dot.ci.tucson.az.us/traffic3/tspedestrian.htm

Roadway Type (Number of Travel Lanes and Median Type)	Vehicle ADT < 9,000			Vehicle ADT >9000 to 12,000			Vehicle ADT >12,000 - 15,000			Vehicle ADT > 15,000		
	Speed Limit**											
	≤ 30 mi/h	35 mi/h	40 mi/h	≤30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h
2 Lanes	C	C	P	C	C	P	C	C	N	C	P	N
3 Lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multi-Lane (4 or More Lanes) With Raised Median***	C	C	P	C	P	N	P	P	N	N	N	N
Multi-Lane (4 or More Lanes) Without Raised Median	C	P	N	P	P	N	N	N	N	N	N	N

* These guidelines include intersection and midblock locations with no traffic signals or stop signs on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered a median. Crosswalks should not be installed at locations that could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will not make crossings safer, nor will they necessarily result in more vehicles stopping for pedestrians. Whether or not marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic-calming measures, curb extensions), as needed, to improve the safety of the crossing. **These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.**

** Where the speed limit exceeds 40 mi/h (64.4 km/h) marked crosswalks alone should not be used at unsignalized locations.

C = **Candidate sites for marked crosswalks.** Marked crosswalks must be installed carefully and selectively. Before installing new marked crosswalks, an engineering study is needed to determine whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, etc. may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk alone.

P = **Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements.** These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

N = **Marked crosswalks alone are insufficient, since pedestrian crash risk may be increased due to providing marked crosswalks alone. Consider using other treatments, such as traffic-calming treatments, traffic signals with pedestrian signals where warranted, or other substantial crossing improvement to improve crossing safety for pedestrians.**

*** The raised median or crossing island must be at least 4 ft (1.2 m) wide and 6 ft (1.8 m) long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Table 18: Recommendations for Installing Marked Crosswalks at Uncontrolled Intersections

Special Intersection Crossing Situations

A variety of free flow turning movements are permitted in the City of Rancho Cordova. Free-flowing turning movements are designed to maintain and increase motor vehicle speeds and flow, and reduce congestion due to conflicting turning movements; however, they often make pedestrian crossings difficult and discourage pedestrian travel. For example:

- In free flow turning areas, pedestrians with visual impairments and children who have difficulty judging adequate gaps in traffic may not be able to find an appropriate time to cross a free-flow turning lane.
- In the case of separate right turn lanes, drivers must look left before merging into the flow of traffic and may fail to see pedestrians who are crossing from the right.
- At expressway entrance ramps, drivers typically concentrate on accelerating and merging into higher speed vehicle traffic and may not be scanning for pedestrians, or are in a position not well suited to stopping or avoiding a pedestrian collision.

The decision to allow free-flowing movements should be carefully considered, in full recognition of the crossing difficulties it will create for pedestrians and bicyclists. Unless unusual circumstances exist, in areas where pedestrians are expected or desired, free flow turning movements should be avoided, or modified in design to ensure maximum possible pedestrian safety (see slip lane design below).

Dual Left-Turn Lanes

Double and triple left turn lanes in the City are designed as "exclusive-only" left turn signals. Permissive left turns are not permitted at these intersections, therefore turning movements do not conflict with pedestrian crossings. However, double and triple left turn lanes significantly add to pedestrian crossing distances and the amount of time that pedestrians are exposed in the roadway, and therefore create a higher level of pedestrian discomfort at intersection crossings. For this reason, dual turn lanes should be used sparingly, and other solutions should be found in locations where moderate volumes of pedestrian traffic are expected. Median refuges should be a standard component of intersections with dual turn lanes, where crossing distances exceed 60 feet.

Separate Right Turn Lanes

At intersections where a wide corner radius is used, right turn lanes should be separated from other lanes with a triangular crossing island. This crossing island serves a dual purpose of channelizing traffic and providing a pedestrian refuge.

Separated right turn lanes should be designed so that the driver's attention is first focused ahead and to the right, on the crosswalk, before looking left to complete the turn and merge. This design requires the turn lane to exit the roadway as straight as possible and to enter the receiving roadway at an angle as close to perpendicular as possible. The crosswalk should be placed towards the approach end of the island so that they are at a location where drivers are more likely to see a pedestrian (see Figure 11 – slip lane on right side). The turning lane width should be minimized (typically 18-20 feet in the radius portion of the turn lane) to slow vehicles and shorten pedestrian crossing distance. Signals, stop signs, or yield signs may be used to ensure that pedestrians will have a gap with the right-of-way to cross; pedestrian warning signs may increase driver awareness of pedestrians.

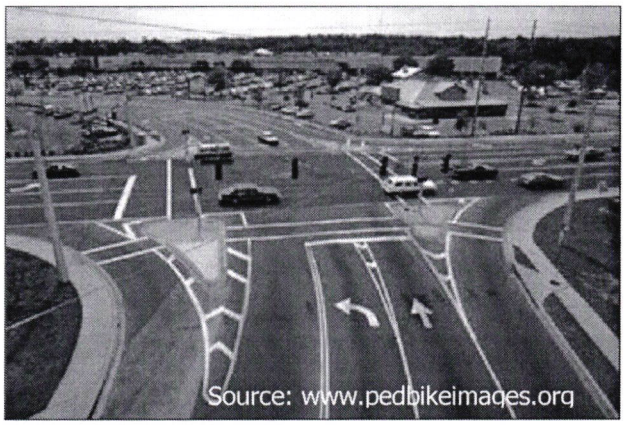


Figure 11: Right-turn, Slip Lane Designs

A slip lane designed at the proper angle, as shown on the right side of the intersection above, provides the driver with greater visibility of pedestrians. The lane on the left creates a higher speed, lower visibility right turn.

Roundabouts

Roundabouts can be difficult for pedestrians to negotiate and should be designed to provide safe crossings, using features such as splitter islands with crosswalk openings. Because crossing at a roundabout requires a pedestrian to visually select a safe gap between cars that may not stop, accessibility

for people with vision impairments has been problematic. There are many issues that need to be worked out in the design of roundabouts to reduce the challenges of the visually impaired pedestrians and other pedestrians with disabilities.

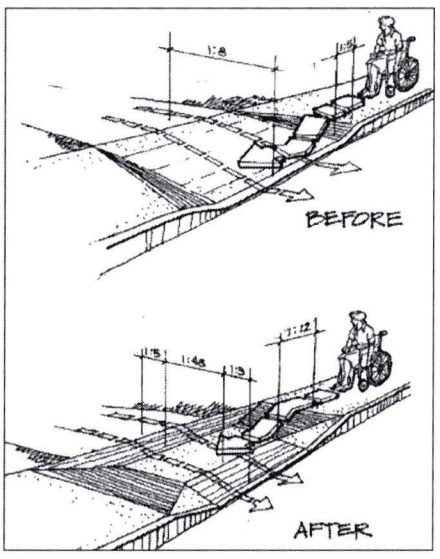
Driveway Design

Driveways are frequent locations for vehicle/pedestrian collisions, and can greatly increase pedestrian discomfort when they are poorly designed. Limiting driveway movements (right-in/right-out only), using shared driveways, and closing driveways can improve conditions for pedestrians.

In commercial areas at unsignalized driveways, conventional driveways (i.e. driveway entrances are connected to the street via a concrete apron) are preferred over access points that resemble street intersections, because the pedestrian right of way is established more clearly and vehicles must turn more slowly into and out of the driveway. The sidewalk should remain at grade and have the same surface material across the driveway so motorists know they are crossing a pedestrian access route.

Signalized driveways should be designed based on the principles discussed in Chapter 5. The sidewalks should terminate at curb ramps (per current accessibility guidelines), and pedestrian crosswalks should be provided. Pedestrian signals should be installed.

As with standard intersections, vehicle turns can be slowed at signalized driveway entrances by using a small curb radius (15' or less), depending on volumes and sizes of delivery trucks that the driveway serves (see Chapter 5). In addition, driveway width should be made as narrow as possible. Wide driveways allow faster turns and more exposure to pedestrians.



Source: Building a True Community by Access Board

The intersection of driveways and sidewalks can have some of the most severe cross slopes for sidewalk users. Sloped driveway entrances can cause wheelchair users to lose directional control, veer downhill toward the street and potentially tip over. Therefore, several solutions are recommended:

At locations with a landscape buffer between the sidewalk and the street, provide a level path of pedestrian travel (as an extension of the regular sidewalk) through the driveway cut, and resume the driveway slope within the landscape buffer.

Install a structure similar to a parallel curb ramp that lowers the driveway crossing to the grade of the street (see inset). Although this solution is preferable to a severe cross slope, it can create steep grades on both sides of the driveway and can cause drainage problems on the landing.

Grade Separated Crossings

Convenience is essential in designing overpasses and underpasses. Pedestrians can rarely be convinced to use a poorly located crossing. Grade-separated crossings should be provided within the normal path of pedestrians wherever possible. Topography should be a major consideration in determining whether an underpass or overpass is appropriate – if the crossing requires pedestrians to use switchback ramps and cover considerably more distance (at a significant up-grade or down-grade) than the at-grade crossing, it may be more advantageous to improve the at-grade crossing instead, depending upon traffic conditions. The best overpasses and underpasses are those that take advantage of the existing topography to make a direct and efficient crossing that eliminates conflicts between pedestrians and vehicular traffic.

The following general characteristics apply to grade-separated crossings:

- Entrances should be as visible as possible from adjacent streets and properties, so that users feel they are in view at all times.
- They should serve clear origin and destination points.
- They should require minimal (or no) out-of-direction travel.
- They should be provided in locations where an at-grade crossing would be undesirable.
- They should have visual appeal.
- All associated ramps and surfaces should be designed to meet current accessibility guidelines.
- If shared with bicycle traffic, the facility should meet all applicable bikeway guidelines.

Overpasses

A pedestrian-only bridge should have a minimum inside clear width of 8 feet. If the sidewalk leading to the bridge is wider than 8 feet, the bridge will be most effective when designed to match this width. Further, if the bridge connects to a shared

use path, it should have a minimum width of 12 feet. If the bridge is enclosed, the width also should be expanded to 14 feet to reduce insecurity created by the tunnel effect. Overpasses are most easily constructed and most effective when the street is depressed and the bridge is at ground level.

Underpasses

Underpasses should be a minimum of 12 feet wide. If the underpass is longer than 60 feet, the width should be 0.25 times the total tunnel length. Wider tunnel widths help pedestrians feel more secure because they provide a less threatening, more open environment. Underpasses are most easily constructed and most effective when the road or railroad is elevated and the passageway is at ground level. The minimum vertical clearance for a pedestrian underpass is 8 feet, with 10 feet preferred, particularly for underpasses longer than 60 feet.

In addition to the characteristics listed above, a well designed pedestrian tunnel should have the following characteristics:

- Good lighting throughout (see below)
- Sufficient width (12 foot minimum)
- Exit is visible from the entry

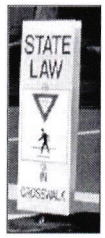
Lighting

Though adequate lighting is important to provide security on overpasses, it is a crucial factor in underpass design. Lighting of at least 108 lux (10 foot-candles) should be provided in pedestrian tunnels and underpasses to improve pedestrian security. In addition, variable level lighting (to match outdoor lighting closely) should be used in pedestrian underpasses to accommodate persons whose eyes adapt slowly to lighting changes. White walls and roof openings can be used to increase lighting levels in tunnels.

Other Innovative Crossing Treatments

These concepts are presented as additional information, to help road designers to come up with other potential solutions to common intersection problems. These treatments have been used by other communities in the United States with some success.

"In Street" Yield to Pedestrian Signs



To increase pedestrian safety and raise motorist awareness, crosswalks may be marked with a special "YIELD TO PEDESTRIAN IN CROSSWALK" sign, which is placed in the center of the road, typically in front or behind the crosswalk so as not to impede the flow of pedestrians (see inset). Note that, while these devices are widely used in the U.S., there is currently no standard for these signs in the MUTCD.

The following are basic guidelines for the placement of these signs:

- They are typically installed in areas with significant pedestrian activity, such as a central business district or near a mall or transit station.
- They can be installed either at midblock locations or at intersections.
- They should not be used on roadways that have a clear width less than 24 feet.
- They should be removable for roadway maintenance.
- They should not be placed on roadways with posted speeds over 35 mph, or in locations that adversely affect motor vehicle turning radii.

The following are basic guidelines for the design of these signs:

- They should have an orange support device and white graphics panel with a red and black legend, and made with a retro-reflectorized sign face.
- They should be made of flexible material that will not present a hazard when touched or struck by a vehicle.
- They should not be wider than 14 inches, including sign and support.

In-Roadway Warning Lights

In-roadway warning lights are a new treatment that has been shown to increase the safety of pedestrians at some unsignalized midblock locations. They are included in Section 4L of the MUTCD. This section provides an overview of their use.

In-roadway warning lights are used at midblock crosswalks to increase motorist awareness of a pedestrian crossing (or preparing to cross) the street. The device is activated by the

pedestrian either by pushing a button or through automated detection. The flashing yellow signals are imbedded in the pavement on both sides of the crosswalk and oriented to face oncoming traffic. When the pedestrian activates the system, the lights begin to flash at a constant rate, warning the motorist that a pedestrian is in the vicinity of the crosswalk ahead.

The flashing lights automatically shut off after a set period of time, i.e., the time required for a pedestrian to safely cross the street.

The MUTCD lists the following requirements for the use of in-roadway warning lights (see Section 4L of the MUTCD for a more complete discussion of this device):

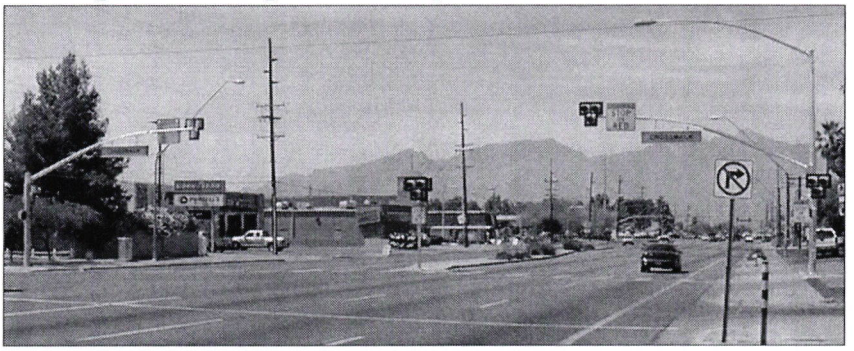
- They shall not be used at crosswalks controlled by YIELD signs, STOP signs, or traffic control signals.
- They shall be installed along both sides of the crosswalk and shall span its entire length.
- They shall initiate operation based on pedestrian actuation and shall cease operation at a predetermined time after the pedestrian actuation or, with passive detection, after the pedestrian clears the crosswalk.
- The flash rate shall be at least 50, but not more than 60, flash periods per minute. The flash rate shall not be between 5 and 30 flashes per second to avoid frequencies that might cause seizures.
- On one-lane, one-way roadways, a minimum of two lights shall be installed on the approach side of the crosswalk. If used on two-lane roadways, a minimum of three lights shall be installed along both sides of the crosswalk. If used on roadways with more than two lanes, a minimum of one light per lane shall be installed along both sides of the crosswalk.

High Intensity Activated Crosswalk (HAWK) Signals

The City of Tucson also has introduced a crossing signal technology that helps drivers brake for pedestrians. Coupled with their "Watching Over the Pedestrian Like a Hawk" media campaign, the HAWK (High-intensity Activated CrossWalK) system has generated one of the nation's highest driver yielding rates, increasing compliance from 30 percent, under normal conditions to 93 percent over an eight-month study period. This treatment is profiled in ITE's Traffic Control Devices Handbook (2002 edition).

The HAWK signal is particularly suited to multi-lane, higher speed roadways (Figure 12). The HAWK signal resembles a regular traffic signal. The bottom lens, however, is red, and the signal remains dim until activated by a pedestrian at the side of the road. The signal begins by warning motorists with the middle yellow light, then flashes red and finally goes solid red, giving a clear signal to motorists to stop for pedestrians.

Figure 12: High-intensity Activated crosswalk



Source: http://dot.ci.tucson.az.us/traffic3/tspedestrian.htm

Pedestrian Signals and Signs

Traffic signals and signs should be useful for all pedestrians. It is essential to provide signals that are phased and timed to allow senior citizens, children, and people with disabilities, who are generally slower than other pedestrians, adequate crossing time. Words on signals and signs should be visible to pedestrians of different heights (including both adults and children), large enough for those with vision impairments to read, and their messages should be simple to understand. Signs and signals should meet current accessibility guidelines.

Detailed pedestrian signal and sign guidelines are found in the Manual on Uniform Traffic Control Devices (MUTCD). This manual is an essential source of information for the design of these elements. The following sections provide a brief overview of these topics, as they relate to sign and signal design in the City of Rancho Cordova.

Pedestrian Signal Phasing

The most common type of pedestrian signal phasing provides a "WALK" signal when traffic coming from the same direction has a green light. However, a large number of vehicle/pedestrian collisions at signalized intersections involve left- and right-turning vehicles. One phasing strategy to

improve pedestrian safety is to prohibit right turns on red. Another is to provide the left-turn phase at a completely different time than the "WALK" phase. In the City, the most common type of pedestrian signal phasing does not conflict with left turn traffic.

Alternative signal phasing options include the leading pedestrian interval (LPI), where all motor vehicle flows are stopped for several seconds while pedestrians are given the "WALK" signal. Though the LPI may increase overall person delay for the intersection, it is likely to improve pedestrian safety if installed where there are large numbers of pedestrians. Further, pedestrian phasing can be complemented by designing compact intersections that provide shorter crossing distances (see Chapter 5).

Pedestrian Signal Timing

Walking rates and crosswalk length should be used to calculate the pedestrian interval. Signal timing should be sufficient to allow a pedestrian crossing in the crosswalk who left the curb or shoulder during the WALKING PERSON (symbolizing WALK) signal indication to travel to at least the center of the farthest travel lane during the clearance interval. The walking rate that is typically used to calculate the pedestrian interval is 4.0 feet per second, which is a standard established in the MUTCD. It is important to note, however, that this walking rate is insufficient for many pedestrians, including older pedestrians and people with disabilities. FHWA recommends using a slower walking speed (2.8 feet per second) in signal design to accommodate the "shorter stride and slower gait of less capable (15th percentile) older pedestrians." (Highway Design Handbook for Older Drivers and Pedestrians, 2001) Potential locations for the slower signal timings include senior centers, medical offices and schools.

The MUTCD instructs the designer to evaluate situations where older pedestrians and pedestrians who use wheelchairs routinely use the crosswalk, and establish walking speeds accordingly. In fact, the proportion of the population over age 65 in the City of Rancho Cordova is growing significantly, and pedestrians with disabilities can be expected to be present in the mix of pedestrians in *every* crosswalk.

Traffic signal preemption systems should address pedestrian as well as motor vehicle clearance needs, whether the approaching vehicle is a train or an emergency vehicle.

New technologies are coming on the market that detect pedestrians in the crosswalk and adjust the pedestrian signal timing on a case-by-case basis.

Special considerations should be made for wide intersections. Larger intersections require a longer cycle length, and pedestrians may not be willing to wait more than 30 seconds for the light. If the crossing distance exceeds 60 feet, a pedestrian refuge area should be provided if possible, given right-of-way constraints, per section 5.4 of this manual.

Pedestrian Signals

Guidance and standards for pedestrian signal warrants are provided in the MUTCD.

Pedestrian signals must be designed to meet current accessibility guidelines. All new or modified traffic signal systems in the City of Rancho Cordova shall include audible traffic signals.

Refer to the City of Rancho Cordova Standard Construction Specifications for more information on the installation of countdown pedestrian signal heads at new signal locations.

Pedestrian Signs

The MUTCD recommends that signs be installed only when necessary. "NO TURN ON RED" may be used in conjunction with pedestrian signal phasing in some cases to improve pedestrian safety at signalized intersections, particularly in locations with high volumes of pedestrian crossings (20 or more pedestrians per hour).

If warranted based on an engineering analysis, warning signs may be placed at and in advance of pedestrian crossings near schools, bus stops, playgrounds, and other pedestrian attractors. The fluorescent yellow-green color should be used on bicycle and pedestrian warning signs.

Some signs may be used to encourage safe pedestrian behavior. The "USE CROSSWALK" sign may help direct pedestrians to the most desirable crossing locations.

Pedestrian Facility Maintenance

Pedestrian facility maintenance is an important part of a successful transportation system. Just as roads require regular maintenance for the safety of motor vehicle traffic, pedestrian facilities such as sidewalks, crosswalks and pedestrian signals must be maintained to ensure the safety of pedestrians who use them.

City Policies for Pedestrian Facility Maintenance

The City of Rancho Cordova is responsible for overseeing the curb, gutter and sidewalk maintenance along the roadways. Curb, gutter and sidewalks are maintained on an as-needed basis through community member requests. Maintenance also is accomplished when roadways are resurfaced, widened or when trip hazards are identified by City staff.

Priority list rankings are determined by a computerized rating system and are based on such factors as severity of damage, the amount of pedestrian traffic, and the proximity to schools, parks, bus stops and hospitals. Locations with the highest numerical ratings are inspected for additional damaged curb, gutter and sidewalk that may not have been reported. The original and additional damaged curb, gutter, and sidewalk in the immediate neighborhood are then included in a repair contract.

In commercial, industrial, multi-family residential areas (i.e., anything other than single family or duplex residential areas), sidewalk maintenance is the responsibility of the adjacent property owner. Requests for curb, gutter and sidewalk maintenance in these areas are referred to the property owner for repair.

Temporary sidewalk repair consists of placing asphalt concrete patches to fill cracks and depressions and to mitigate trip hazards. All sidewalks within the City right-of-way are eligible for temporary repairs whenever qualifying conditions are met.

Damaged curb, gutter and sidewalk must meet certain criteria to be added to the scheduled priority list. Criteria includes:

- Vertical displacement (uplift or drop) of 3/4" or more
- Horizontal Misalignment of 1 1/4" or more
- Standing water of more than 1" deep for a distance of more than 10'

Implementation Plan

The purpose of this section is to identify projects that improve pedestrian safety and access. This section highlights the project selection process, funding and pedestrian improvement projects.

Project Selection Process

Prioritization Criteria

The following criteria were used to rank sidewalk and asphalt walkway projects. These criteria were developed with inputs from the Technical Advisory Committee and the Community Advisory Group. The prioritization criteria are as follows:

1. Walking conditions;
2. Accessibility;
3. Adjacent land uses;
4. Public input;
5. Cost effectiveness; and
6. Pedestrian collisions.

Criteria Background

The following section documents the six recommended project ranking criteria, their respective evaluation methodologies, and the corresponding data collection and compilation requirements.

1) Walking Conditions

The perception of pedestrian comfort and safety (with respect to the proximity or potential interaction of the pedestrian with motor vehicle traffic) is the best way to measure walking conditions. The method that was used to evaluate each roadway segment for the walking condition criterion is the Pedestrian Level of Service Model. The Model reflects the effect on walking suitability or "compatibility" using factors such as roadway width, presence of sidewalks and intervening buffers, trees within those buffers, traffic volumes, motor

vehicle speeds and on-street parking. The pedestrian level of service (LOS) and the definition of its terms are as follows:

$$\text{Ped LOS} = -1.2021 \ln (Wt + fp \times \%OSP + fb \times Wb + fsw \times Ws) + 0.253 \ln (Vol15/L) + 0.0005 SPD2 + 5.3876 \quad (1)$$

Where:

Wt =	Width of outside lane (feet)
fp =	On-street parking effect coefficient (=0.20)
%OSP =	Percent of segment with on-street parking
fb =	Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)
Wb =	Buffer width (distance between edge of pavement and sidewalk, feet)
fsw =	Sidewalk presence coefficient = 6 – 0.3Ws (2)
Ws =	Width of sidewalk (feet)
Vol15 =	Average traffic during a fifteen (15) minute period
L =	Total number of (through) lanes (for road or street)
SPD =	Average running speed of motor vehicle traffic (mi/hr)

The pedestrian LOS score resulting from the final equation is stratified into service categories "A, B, C, D, E and F", according to the ranges shown in Table 19. These categories reflect users' perception of the road segments level of service for pedestrian travel. This stratification is in accordance with the linear scale established during the research, which aggregated project participants' responses to roadway and traffic stimuli. The numeric PLOS scores vary from 0.68 to 12.21 with the higher value being the worse score.

Table 19: Pedestrian Level-of-Service Categories

Level of Service	Pedestrian LOS Score
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

2) Accessibility

At various locations throughout the City sidewalks or asphalt walkways do not exist making it difficult for individuals with disabilities to travel. Thus, disability access is a criterion used to rank the roadway segments for sidewalk construction. Each roadway segment with partial or no sidewalks will receive points to move the segment higher on the priority list for potential funding of an improvement project. Roadway segments with an asphalt walkway are considered accessible so either rank lower on the prioritization list or are dropped from it.

The accessibility scores are as follows:

- No sidewalk = 2
- Partial sidewalk = 1
- Sidewalk = 0

3) Adjacent Land Uses (Pedestrian Demand)

When agencies prioritize projects, one of the standard questions they ask is "how well used would this facility be?" Thus, a demand criterion compliments the walking conditions or "supply-side" criterion. When coupled, they provide a balanced picture of need or priority: travel demand and facility adequacy. For example, a particular road segment may have relatively poor walking conditions and relatively high walking activity potential. Thus, the segment would rank high on the priority needs list.

The study team surveyed only those roadway segments with adjacent land uses that generate high pedestrian demands. The more land uses that a roadway segment has, the more "land use" points this segment accumulates for the pedestrian demand criterion. The land uses that were targeted include:

- City-owned facilities;
- Parks;
- Department of Motor Vehicles offices;
- Public schools (approx. 1/4 mile radius for the main streets);
- Hospitals, health clinics and health centers (public and private);
- Housing complexes, including apartments;
- Major employment sites;
- Prisons;
- Public housing and homeless shelters, including senior facilities and rehabilitation facilities;

- Law enforcement facilities;
- Shopping malls, supermarkets and strip retail centers; and
- Transportation hubs (includes bus lines, transit stations and truck routes for oversized trucks).

4) Public Input

To reflect the public's desire for pedestrian improvements, the public was asked to provide their input. Consumer surveys and public workshops were the primary source for public input. Community members were asked to state the roadways that they think need sidewalks or other pedestrian improvements. Each public input request is considered as one "vote".

5) Cost Effectiveness

Unit costs will be developed and inserted into a facility selection and cost decision tree. Any projects that are deemed not cost effective will drop down or off the project improvement list. An example may include projects that require right-of-way purchases that are expected to take lengthy negotiations such as with a railroad company. The construction phase of this type of project should not be recommended for the first five years of the pedestrian program.

6) Pedestrian-involved Motor Vehicle Collisions

Pedestrians have collisions mainly with motor vehicles; however, conflicts between other non-motorized travelers also occur. This criterion only considers pedestrian-involved motor vehicle collisions. These collision data along with the other criteria help identify specific areas where pedestrian safety improvements could be implemented.

To create a human cost factor for each location, the study team used a cost ranking process similar to one designed by the California Department of Motor Vehicles (DMV). The human capital cost equation that was used on each intersection is:

Total collision cost based on the injury severity = (The number of fatal collisions * $962,440) + (The number of injury collisions * $210,934) + (The number of property damage only collisions * $3,397)

The roadway segments with higher human costs were assigned more points than the ones with lower costs. The breakdown for the collision score is as follows:

- High human capital cost = 3
- Medium human capital cost = 2

- Low human capital cost = 1
- No human capital cost = 0

Project Criteria Weighting

The prioritization criteria are weighted, except for cost effectiveness, with "walking conditions" as being assigned the highest value (Table 20). Walking conditions are considered the most important variable in determining whether the pedestrian system needs improvements at a particular location. The other variables augment the walking conditions criterion so have a lower weighting. Cost effectiveness will be used after the rankings are set. Projects will be lowered in priority if they are deemed not cost effective.

Table 20: Project Criteria Weighting

Project Criteria	Numeric Value	Weighting	Final Score
Walking conditions	0.68 – 12.21	2	1.36 – 24.42
Accessibility	2 = no sidewalk 1 = partial sidewalk 0 = sidewalk	1	0 – 2
Adjacent land uses	1 point per land use type (7 points maximum)	1	0 – 7
Public input	1 point per public input "vote" (10 points max.)	1	0 – 10
Cost effectiveness	NA	NA	NA
Pedestrian collisions	3 = high human capital cost 2 = medium human capital cost 1 = low human capital cost 0 = no human capital cost	1	0 – 3
Range (Index)	0.68 – 25.21		1.36 – 46.42

Pedestrian Advisory Committee

The City of Rancho Cordova will establish a Pedestrian Advisory Committee. The purpose of the committee is to comment on projects when they are in the design phase to ensure that pedestrian issues are properly considered. The City will recommend and appoint individual members to the committee. The committee members must live or work in the City of Rancho Cordova, and will serve for a maximum of three consecutive years. The committee will meet quarterly to discuss upcoming projects. Committee members also may recommend topics for agenda items. The committee meetings will be staffed with at least one representative from the City.

Funding

The funding section describes the funding sources that are available for pedestrian projects, summarizes an estimate funding level for Alameda County and provides an order-of-magnitude cost estimate. The cost information will be used to help determine the costs of proposed pedestrian projects. The funding levels will help the study team develop a timeline for the project implementation.

Funding Programs

Recommended projects in the Pedestrian Master Plan will be funded by a variety of local, state and federal sources (Table 21). Pedestrian projects compete with the other modes of transportation for these funding sources. Due to the economic downturn, many of the funding sources are in jeopardy. The government agency that sponsors the source could either temporarily reduce the amount available in a funding source or could eliminate the funding entirely until the economy improves.

There are some funding sources that are competitive and others that are annual allocations. Examples of competitive grants include the Safe Routes to Schools Program and the Habitat Conservation Fund. Being that these funding sources are competitive, it is difficult to accurately forecast an estimated amount for the future. Annual allocation examples include Measure A funds and federal funds through TEA-21.

Table 21: Primary Funding Sources for Pedestrian Projects

Category	Overview
Federal Funding	
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Federal block grant program for projects in Clean Air Act non-attainment areas that help attain the national ambient air quality standards stated in the 1990 Clean Air Act amendments. www.dot.ca.gov/hq/transprog/reports/Official_CMAQ_Web_Page.htm The following projects are expected to be funded between 2002 and 2009: • Disabled Access to Transit ($661,000) for Sacramento County including Rancho Cordova • Pedestrian Master Plan/ADA Transition Plan ($725,000) for Sacramento County including Rancho Cordova.
Land and Water Conservation Fund (LWCF)	LWCF grants may be used for statewide recreational planning and for acquiring and developing recreational parks and facilities, especially in urban areas. The funds are limited to outdoor recreation projects such as the acquisition of wetland habitat and the development of recreation facilities. www.parks.ca.gov/grants/lwcf/lwcf.htm
Recreational Trails Program (RTP)	RTP annually provides monies for recreational trails and trail-related projects. www.parks.ca.gov/grants/index.htm
Regional Surface Transportation Program (RSTP)	Federal block grant program for a variety of transportation projects including pedestrian walkways and preservation of abandoned railway corridors for pedestrian and bicycle trails. www.dot.ca.gov/hq/transprog/reports/Official_RSTP_Web_Page.htm
Transportation Enhancement Activities (TEA)	The TEA program funds transportation projects that help enhance the travel experience. The 12 eligible TEA categories include three that are pedestrian-oriented: bicycle and pedestrian facilities, bicycle and pedestrian educational activities and preservation of abandoned railway corridors for bicycle and pedestrian use. The funds are dispersed to the following TEA programs: Regional, Conservation Lands, Caltrans and Statewide Transportation Enhancement. www.dot.ca.gov/hq/TransEnhAct

Category	Overview
State Funding	
CA Conservation Corps (CCC)	The CCC program provides emergency assistance and public service conservation work.
Community Based Transportation Planning	"The CBTP grant program is primarily used to seed planning activities that encourage livable communities. CBTP grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit oriented and mixed use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision making." http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtpg.htm
Environmental Enhancement and Mitigation Program (EEMP)	The EEMP funds projects that offset environmental impacts of modified or new public transportation facilities such as streets, Park & Ride facilities and transit stations. www.dot.ca.gov/hq/LandArch/eem/eemframe.htm
Environmental Justice (EJ)	"The Environmental Justice Program promotes context sensitive planning in diverse communities and provides means to help low-income, minority and Native American communities, including community based organizations (CBOs) become active stakeholders in transportation planning and project development" http://www.dot.ca.gov/hq/tpp/grants.htm
Habitat Conservation Fund (HCF)	The HCF program provides a competitive grant program. Trail projects, land acquisition and wildlife corridor restoration qualify for the trails/programs/urban access category. http://parks.ca.gov/grants/hcf/hcf.htm
Office of Traffic Safety (OTS) Program	The primary objective of the program is to reduce motor vehicle fatalities and injuries. A bicycle and pedestrian safety program should include the following three components: education, enforcement and engineering. www.ots.ca.gov
Regional Improvement Program (RIP)	State funding for a variety of transportation projects such as carpool lanes, transit stations and bicycle and pedestrian facilities.
Safe Routes to School Program (SR2S) – SB 10	The SR2S program funds projects that improve the safety of pedestrian and bicycle routes to/from schools. www.dot.ca.gov/hq/LocalPrograms/ The California Bicycle Coalition funded a SR2S project for several schools including: Abraham Lincoln Elementary School and AM Winn Elementary.

Category	Overview
Local and Regional Funding	
Development Fees	Local government agencies charge developers a developer impact fee to offset the public costs required to accommodate new development with public infrastructure. Developer fees generally are used for local rather than regional improvements. The City is estimating to obtain $36.7 million from development fees between 2004 and 2007.
Financing Districts	The City has three main financing districts as shown below, which are expected to be allocated $67.1 million between 2004 and 2007: • Village of Zinfandel Financing District • Mather Field Financing District • SunRidge Financing District
Local Sales Tax – Measure A	Voters in Sacramento County approved and reauthorized Measure A, which is a one-half cent sales tax to fund transportation projects. ADA improvements mainly come from Measure A. The City plans to spend about $200,000 per year on curb ramp installations and sidewalk improvements. Measure A sales tax is expected to amount to about $5.2 million between 2004 and 2009. Pedestrian-related projects that are included in the City's Transportation Improvement Plan for this period are: • Coloma Road Enhancements, Sunrise Blvd. to west of Truckee Road • Folsom Blvd. Enhancements • Sunrise Blvd. Landscaping, Gold Country Blvd. to Zinfandel Drive
Road Fund	The Road Fund is funded through the state gas tax revenues. The Road Fund is used mainly to fund roadway maintenance yet also is used for local match requirements and transportation support programs such as traffic engineering, planning and administration.
SACOG Regional Programs	SACOG has allocated $350 million for regional priority bicycle and pedestrian projects and $281 million for local bicycle and pedestrian projects over the next 23 years. A community design fund, which encourages walking, bicycling, streetscape improvements and "smart growth" projects, amounts to $500 million over the next 23 years.
Transportation Development Act (TDA) – SB 821	TDA Article 3 states that one quarter cent of state gasoline tax is returned to the county of origin for the purpose of funding transportation improvements in that county such as bicycle and pedestrian facilities, safety programs and planning projects in that county.

Source: Payne, Gail, *Guide to Bicycle Program Funding in California*, 2nd Edition, February 2002.

Funding Levels

Table 22 summarizes the funding revenues and expenditures for the most significant funding sources based on the 2003 Transportation Improvement Plan (TIP). Pedestrian projects will obtain funding mainly from Measure A at about $100,000 per year. Disability access project also will receive about $100,000 per year, which are highlighted in the ADA

Transition Plan. The disability access projects mainly focus on curb ramps and accessible pedestrian signals. The pedestrian projects mainly focus on sidewalk installations. Pedestrian facilities also will be included in all new road projects and in road widenings, which will be primarily funded through financing districts and development fees.

Table 22: Allocated Revenues and Expenditures in the 2004-2009 TIP

Funding Source	Estimated Amount – in $millions
Allocated Revenues	
Development Fees	$36.7
Financing Districts	$67.1
Measure A Sales Tax	$5.2
State Programs (includes STIP, TCRP, TSM, SR2S and EEMP)	$20.0
TEA-21 (includes CMAQ, RSTP and TEA)	$3.0
Total	**$132.0**
Expenditures	
Capital Improvement Projects – Local Roadways	$60.7
Annual Programs	$0.3
State Highways Improvements	$71.0
Total	**$132.0**

Pedestrian Project Cost Summary

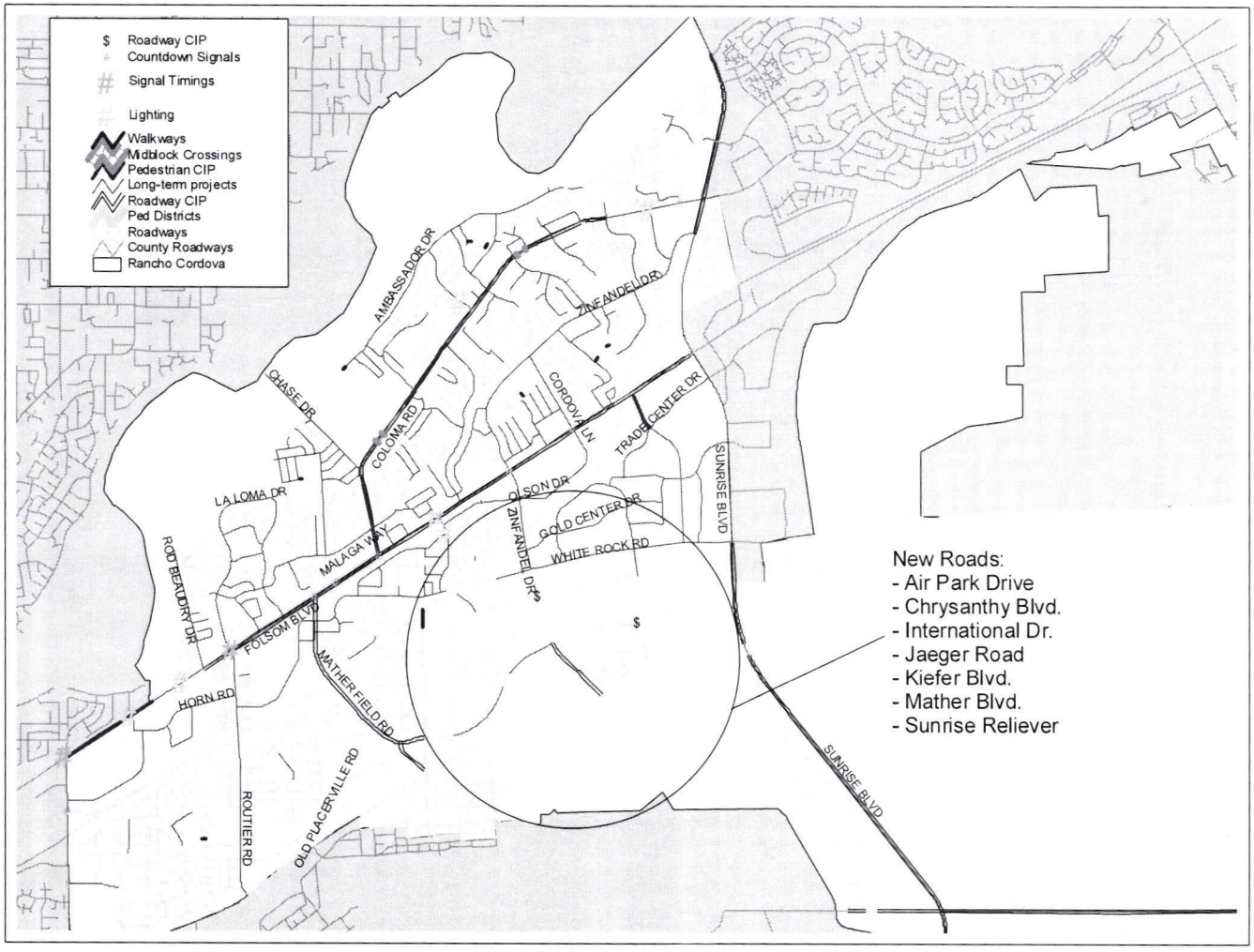
The entire set of recommended pedestrian projects are estimated to cost $10.1 million. The Pedestrian Capital Improvement Program (CIP) projects are estimated to total $2.7 million. Table 23 shows the project cost summaries for the CIP and remaining projects. Figure 13 shows the proposed projects.

The CIP project cost estimates total more than the $100,000 annual budget. Additional funds may be acquired through project grants to various funding programs such as Safe Routes to School. Furthermore, some CIP projects may turn out not to be feasible or may end up as long-term projects. The remaining projects total $7.7 million, and are included in Appendix B. Thus, the City will need to increase its annual allocation to pedestrian projects to fully implement the Pedestrian Master Plan.

Table 23: Project Cost Summary

Projects	Cost
Sidewalks/Walkways (CIP)	$1,033,510
Sidewalks/Walkways (Long term)	$7,680,703
School Sidewalks/Walkways	$205,000
Transit Sidewalks/Walkways	$632,377
Midblock Crossings	$447,600
Pedestrian Signal Countdowns	$92,160
Signal Timings	$2,000
Lighting	$45,000
Trails	Long Term
Walkways	$90,000
Pedestrian Districts	$116,000
CIP Total	$2,663,647
Remaining Projects Total	$7,680,703
All Project Total	$10,344,350

Figure 13: All Proposed Pedestrian Projects



Order-of-Magnitude Cost Estimates

Order-of-magnitude cost estimates help to better understand what can be accomplished in the short and long term. The improvements listed below each have unit cost estimates associated with them. These unit cost estimates were derived based on national research and local unit costs from similar pedestrian projects within Sacramento County (Table 24). The rightmost column includes the equipment, preliminary engineering (18 percent), construction engineering (16 percent), contingencies (10 percent) and right-of-way acquisitions ($12.50 per square foot).

Table 24: Order-of-Magnitude Cost Estimates

				Assumptions	18%	16%	10%	$12.50	
Enhancement	**Cost Estimate Range**	**Source[1]**	**Cost Est**	**Unit**	**Prelim Eng**	**Const Eng**	**Contingnc**	**ROW (/sq ft)**	**Total Cost Est**
Advanced Stop Limit Line	$300 - $500	ITE	$600		$108	$96	$60		$864
Asphalt Walkway[2]	NA	NA	$25	per linear foot (7 ft wide for arterials)	$5	$4	$3	$22	$58.2
Automated Detection (NA)	$500-$1,000 for microwave or infrared	ITE	$1,500		$270	$240	$150		$2,160
Countdown Pedestrian Signal	$500 - $800 per signal indication	ITE	$1,000	per signal indication	$180	$160	$100		$1,440
Crosswalk - parallel type	$11 per linear meter	Portland	$15	per linear meter	$3	$2	$2		$22
Crosswalk - ladder type	$44 per linear meter (3 m wide)	Portland	$167	per linear foot	$30	$27	$17		$240
Crosswalks - raised	$5,000 - $20,000	ITE	$21,000	per crosswalk	$3,780	$3,360	$2,100		$30,240
Curb Extensions	$5,000 - $25,000	ITE	$13,889	per extension	$2,500	$2,222	$1,389		$20,000
Curb Extensions (Long) w/sewer work	$37,000	Portland	$40,000	per extension	$7,200	$6,400	$4,000		$57,600
Curb Radii Reduction	$5,000 - $10,000 per corner	ITE	$12,000	per corner	$2,160	$1,920	$1,200		$17,280
Flags	$100 per crossing including holders	ITE	$125	per XING including holders	$23	$20	$13		$180

				Assumptions	18%	16%	10%	$12.50	
Enhancement	**Cost Estimate Range**	**Source[1]**	**Cost Est**	**Unit**	**Prelim Eng**	**Const Eng**	**Contingnc**	**ROW (/sq ft)**	**Total Cost Est**
Flashing Beacons	$10,000 - $40,000 per XING depending on placement	ITE	$45,000	per XING	$8,100	$7,200	$4,500		$64,800
Lighting	$2,000 - $3,000 per light	ITE	$3,472	per light	$625	$556	$347		$5,000
Limit Lines - advance placement	$300-$500 per limit line	ITE	$600	per limit line	$108	$96	$60		$864
Median Refuge (Small)	$920	Portland	$1,300	per refuge	$234	$208	$130		$1,872
Median Refuge Islands	$20,000 - $40,000	ITE	$43,000	per refuge	$7,740	$6,880	$4,300		$61,920
Pork Chop Island	$15,000 - $35,000 per island	ITE	$37,000	per island	$6,660	$5,920	$3,700		$53,280
Railings for Pedestrians	$100 per linear meter (at any crossing)	ITE	$125	per linear meter	$23	$20	$13		$180
Raised Intersections	$50,000 - $75,000 per intersection	ITE	$77,000	per intersection	$0	$0	$0		$77,000
Sidewalk w/ existing curb & gutter[3]	$136 per linear meter (1.9 m wide)	Portland	$43	per linear foot (7 ft wide w/vertical curb)	$8	$7	$4	$66	$127.4
Sidewalk w/ new curb & gutter[3]	$280 per linear meter (1.9 m wide)	Portland	$63	per linear foot (7 ft wide)	$11	$10	$6	$94	$184.4
Signage	$200 - $300	ITE	$347		$62	$56	$35		$500
Signal - Midblock	$50,000 - $100,000	ITE	$110,000		$19,800	$17,600	$11,000		$158,400

[1] "ITE" reference: Alternative Treatments for At-Grade Pedestrian Crossings, ITE, 2001; "Portland" reference: Portland Pedestrian Master Plan, June 1998. Note: These cost estimates only include equipment costs.

[2] Asphalt Walkways: Assumes that one quarter will require right-of-way purchases. Uses seven feet as the base width and the asphalt concrete needed for arterials as the base depth.

[3] Sidewalks: Assumes that three quarters will require right-of-way purchases. Uses seven feet as the average width and vertical curb as the assumed curb type.

Pedestrian Improvement Projects

Several types of pedestrian improvement projects are recommended to ensure that a wide range of pedestrian needs is met. The recommended projects are grouped into the following categories:

- Sidewalk or Asphalt Walkway Projects;
- Safe Routes to School Projects (no project were identified);
- Safe Routes to Transit Projects;
- Midblock Crossing Projects;
- Pedestrian Countdown Signal Installation Projects;
- Signal Timing Improvement Projects;
- Lighting Improvement Projects;
- Trail Improvement Projects;
- Walkway Projects; and
- Pedestrian District Projects.

The following section of the report describes each project category. All the potential projects for each category are listed. The highest-priority projects are listed in the Pedestrian CIP, which is the first five years of the pedestrian program. The remaining projects are listed in Appendix B.

Sidewalk or Asphalt Walkway Projects

Description: Concrete sidewalk or asphalt walkway projects are considered to be the most urgent ones for the City of Rancho Cordova. The lack of sidewalks or asphalt walkways creates safety issues, and sometimes prohibits disability access.

Concrete sidewalks are recommended for roadway segments with existing curbs and gutters, and for those with adjacent high-priority land uses. High-priority land uses include health-related facilities, schools, commercial, office and City facilities. The cost analysis also assumes that curbs and gutters would need to be installed along with any sidewalk installation. Seven-foot sidewalks were assumed as the base case. Three quarters of the sidewalk installations were assumed to require right-of-way purchases.

A lower cost alternative for rural areas is asphalt walkways. Asphalt walkways or widened shoulders extend the ground surface to provide space for both pedestrians and bicyclists to access transit stops or nearby destinations. Separation of pedestrians and bicyclists on the asphalt walkway is

recommended. Asphalt walkways were assumed to occur where open shoulders exist and where no significant land uses exist. One quarter of the asphalt walkway installations were assumed to require right-of-way purchases.

Roadway segments that are listed in the City's Five Year Transportation Improvement Plan 2004-2009 are assumed to include concrete sidewalks or asphalt walkways as a component of the roadway improvement project. These roadway segments were included in the cost analysis.

Table 25 shows the sidewalk or asphalt walkway projects that are recommended for funding in the Pedestrian CIP. Appendix B shows the remaining roadway segments that could use concrete sidewalks or asphalt walkways. The surveyors did not inventory all the roadway segments in the City so other sidewalk or asphalt walkway installation needs exist that are not covered in these tables.

Sidewalk installation projects also are recommended in the Safe Routes to School and Trail Project sections below.

Order-of-Magnitude Cost: $1,033,510 (CIP); $32,476,332 (Long-term projects)

Table 25: Sidewalk or Asphalt Walkway CIP Projects

Street Name	Cross St 1	Cross St 2	Length (ft)	School	Transit	Input	Collision Severity[1]	Index	Direc-tion	Cost	Recom mend[2]
FOLSOM BLVD	BRADSHAW RD	HORN RD	2,360	0	1	1	2	20	South	$435,218	S
SUNRISE BLVD	S BRIDGE ST	GOLD COUNTRY DR	848	0	1	0	1	20	West	$156,405	S
COLOMA RD	MALAGA WAY	DOLECETTO DR	831	0	1	2	2	18	East	$153,160	S
COLOMA RD	MALAGA WAY	DOLECETTO DR	831	0	1	2	2	18	West	$153,160	S
FOLSOM BLVD	HORN RD	Driveway (east)	735	0	1	1	2	18	South	$135,567	S
TOTAL										$1,033,510	

[1] Note that collision severity was determined using the California Department of Motor Vehicle's method of human capital costs with three as the highest severity value: www.dmv.ca.gov/about/profile/rd/resnotes/accident.htm

[2] S=sidewalk; AW = asphalt walkway.

Safe Routes to School Projects

Description: Safe Routes to School projects are listed separately to emphasize the importance of having pedestrian infrastructure such as sidewalks adjacent to schools (Table 26).

These projects could compete for Safe Routes to School (SR2S) monies. These monies originate from federal transportation safety funding, and are a subset of the Hazard Elimination Safety (HES) program. Many of the walkway projects recommended for improvement in the below section are adjacent to schools, and exist primarily to facilitate pedestrian travel for school children. Furthermore, the majority of midblock crossing projects, which also are shown in a below section, are adjacent to schools so could qualify for Safe Routes to School monies.

Order-of-Magnitude Cost: $205,000 (CIP).

Table 26: Safe Routes to School Projects

School	Streets	Project	CIP Cost
Kinney Continuation High School	Kilgore Road	Sidewalk installation (1,088 ft); signage	$205,000

Safe Routes to Transit Projects

Description: Bus routes are one of the highest generators of pedestrian trips so Safe Routes to Transit projects are shown in a separate category to ensure that bus routes have improved pedestrian facilities. Furthermore, the California Supreme Court ruled on April 24, 2003 that transit agencies may be held accountable for injuries at bus stops.

Safe Routes to Transit projects consist of sidewalk or asphalt walkway installations along bus routes. The ADA Transition Plan recommends projects along bus routes that involve the street crossing and the path of travel between the bus stop and the street crossing.

These Safe Routes to Transit projects recommend locations that did not meet the prioritization cutoff in the Sidewalk/Walkway Project category for the short-term Pedestrian CIP (Table 27).

Order-of-Magnitude Cost: $673,782 (CIP). The remaining transit projects are combined with the concrete sidewalk/asphalt walkway projects in the Pedestrian Master Plan as shown in Appendix B.

Table 27: Safe Routes to Transit CIP Projects

Street Name	Cross Street 1	Cross Street 2	Length (ft)	School	Input	Collision Severity[1]	Index	Direction	Cost	Recommend[2]
COLOMA RD	CHARDONAY DR	GEORGETOWN DR	204	1	0	2	17	South	$11,895	AW
COLOMA RD	MILLS RANCH DR	STUDARAS	516	1	0	2	16	South	$95,160	
COLOMA RD	CHASE DR	DATTIER CT	2,181	1	1	1	16	South	$100,552	
COLOMA RD	GEORGETOWN DR	MILLS RANCH DR	1,152	1	0	2	16	South	$212,385	
COLOMA RD	GEORGETOWN DR	MILLS RANCH DR	1,152	1	0	2	16	North	$212,385	
TOTAL			5,205						**$632,377**	

[1] Note that collision severity was determined using the California Department of Motor Vehicle's method of human capital costs with three as the highest severity value: www.dmv.ca.gov/about/profile/rd/resnotes/accident.htm

[2] S=sidewalk; AW = asphalt walkway.

Midblock Crossing Projects

Description: The Federal Highway Administration recommends having additional safety measures at midblock crossings, beyond the crosswalk markings, when there are more than two lanes of travel. The recommended improvements are considered for streets with two lanes that have higher volumes as well as streets with over two lanes (Table 28). A signal warrant study will be needed for those midblock crossings with recommended traffic signal installations. Additional measures could include the following:

- Advance placement of stop limit lines (5-10 feet preferred; better for trucks allowing smaller curb radii; makes pedestrians more visible on multi-lane streets);
- Curb extensions (prevents speedy right turns; makes pedestrians more visible);
- Curb ramps;
- Enhanced pavement markings (recommended where school markings do not exist adjacent to schools);
- Flags (provides a signal to driver that pedestrians are asserting their right-of-way);
- Fluorescent yellow-green warning signs (drivers can recognize from a greater distance);
- Lighting enhancements (recommended adjacent to junior high schools, high schools and universities);
- Median refuge (allows slow pedestrians to cross street in two phases);
- Raised crosswalks (vertical deflection forces motorists to slow down; recommended on residential streets only);
- Traffic signal with accessible pedestrian signals; and
- Yield to pedestrian signs (recommended where pedestrian-involved collisions have occurred).

Order-of-Magnitude Cost: $447,600 CIP. No long-term midblock projects exist.

Table 28: Midblock Crossing CIP Projects

Street Name	Cross St 1	Cross St 2	Bus Rte	Speed	ADT	Collisions[1]	Road Project	Land Use	Lanes	Project Description	Cost Est.
COLOMA RD	BENITA DR	WOODLAWN DR	1	40	23,030	2		Williamson Ele	4	Pedestrian signal; curb extensions (2), enhanced pavement markings; lighting (2); double fine zone signs	$223,800
COLOMA RD	CHASE DR	DATTIER CT	1	30	21,308	1		Rancho Cordova JHS	4	Pedestrian signal; curb extensions (2); enhanced pavement markings; lighting (2); double fine zone signs	$223,800
TOTAL											**$447,600**

[1] Note that collision severity was determined using the California Department of Motor Vehicle's method of human capital costs with three as the highest severity value: www.dmv.ca.gov/about/profile/rd/resnotes/accident.htm

Pedestrian Countdown Signal Installation Projects

Description: Pedestrian countdown signals are recommended to be installed in conjunction with accessible pedestrian signals at intersections with existing signals. Pedestrian countdown signals are not considered necessary for all signalized intersections. They mainly are recommended when pedestrians must cross streets with five or more lanes that have signalized intersections (Table 29). The ADA Transition Plan has recommended a list of locations for installing accessible pedestrian signals. Pedestrian countdown signal locations are recommended from this list for crossings of arterials or streets with five or more lanes. The timeline for the installation of pedestrian countdown signals should depend on the schedule for the installation of the accessible pedestrian signals because accessible pedestrian signals require more engineering work with pole locations.

Order-of-Magnitude Cost: $132,480 (CIP); No long-term projects exist. Assumes $1,440 cost for each pedestrian countdown installation; either four or eight pedestrian countdowns are recommended for each designated intersection.

Table 29: Pedestrian Countdown Signal Pedestrian CIP Projects

North/South St	East/West St	North/ South Count down	East/ West Count down	Total Count downs	Total Cost
Bradshaw Rd.	Folsom Blvd.	4	4	8	$11,520
Bradshaw Rd.	Lincoln Village	4	0	4	$5,760
Bradshaw Rd	Hwy 50	4	4	8	$11,520
Coloma Rd.	Folsom Blvd.	4	4	8	$11,520
Cordova Ln.	Folsom Blvd.	0	4	4	$5,760
Dawes St.	Folsom Blvd.	0	4	4	$5,760
Mather Field Rd	Folsom Blvd.	0	4	4	$5,760
Mills Park Dr.	Folsom Blvd.	0	4	4	$5,760
Routier Rd.	Folsom Blvd.	0	4	4	$5,760
Sunrise Blvd.	Folsom Blvd.	4	4	8	$11,520
Trinity River Dr	Coloma Rd.	0	4	4	$5,760
Zinfandel Dr.	Folsom Blvd.	0	4	4	$5,760
TOTAL		**32**	**60**	**92**	**$92,160**

Signal Timing Improvement Projects

Description: Pedestrians find it easier to cross streets when cycle lengths of signals are shorter and the WALK intervals are longer. Older individuals and children tend to require more time crossing streets. Thus, it is recommended to extend the pedestrian crossing times on streets that are adjacent to elementary and special education schools and facilities that cater to older individuals. The study team also considered consumer survey requests for more time to cross streets.

Table 30 shows the recommended signal timing improvement locations. The table only includes streets with five or more lanes unless a resident requests a longer walk interval on a street with fewer lanes. Note that these signalized intersections also are recommended to have pedestrian signal countdown heads installed. Thus, the City could coordinate the installation of pedestrian countdown signals and improved signal timing to save money and time.

The City, like most jurisdictions, uses fixed-time systems for cycle lengths. Pedestrians are expected to activate a pedestrian push button to trigger a walk cycle. New technologies using infrared or microwave sensors currently are being used in some U.S. cities to detect pedestrians. These devices also extend pedestrian intervals for slower pedestrians. Cities that are experimenting with these new technologies include Petaluma and Los Angeles as well as Portland, Oregon and Phoenix, Arizona. These technologies could be considered in Rancho Cordova as they become more mainstream and foolproof. The advantage of these new technologies is that they are able to adjust to pedestrian needs while limiting unnecessary time for the pedestrian cycle.

Order-of-Magnitude Cost: $4,000 (CIP). No long-term signal timing projects exist. The estimated unit cost for changing the signal timings equals $1,000.

Table 30: Signal Timing CIP Projects

Street Name	Cross Street	Senior Centers / Ele Schools[1]	Public Request	Collision Severity[2]	Cost Est
Folsom Bl	Bradshaw Rd.		1	2	$1,000
Folsom Bl	Routier Rd.	Private school		1	$1,000
Total					**$2,000**

[1] The land uses that were included in the analysis are as follows: Public and private elementary schools, adult residential, adult day care, adult day health cares, hospitals, general acute care hospital, residential care facilities for elderly, senior nutrition, skilled nursing facilities and special hospitals.

[2] Note that collision severity was determined using the California Department of Motor Vehicle's method of human capital costs with three as the highest severity value: www.dmv.ca.gov/about/profile/rd/resnotes/accident.htm

Lighting Improvement Projects

Description: The recommended locations for lighting improvements originate from two sources: collision data and public input. The collision data used is the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) database for severe or fatal pedestrian collisions between 1996 and 2001 that occurred in the dark without streetlights.

The public input has two sources. The first source is the consumer survey that was distributed from late 2002 to early 2003. About 40 respondents out of over 200 marked lighting as an issue at specific locations. The other source of public input is from the transportation fairs held in June and July 2003. Comment cards were distributed to participants.

Table 31 lists the highest priority lighting improvement locations. Only the "high" and "medium" priority locations are recommended to be funded in the Pedestrian CIP. The "high" locations have both severe or fatal pedestrian collisions and a public inquiry via the consumer survey. The medium priority locations have had pedestrian-involved collisions in the dark where street lights do not exist. The low-priority locations only have a public inquiry.

The table provides an order-of-magnitude cost estimate for the lighting improvements. The cost estimate assumes that one streetlight is needed at each location if lighting already is located on the street. Two streetlights are assumed if no or limited lighting exists. It is expected that some locations only may need an adjustment of existing streetlights. The installation of pedestrian scaled lighting is recommended where appropriate.

Order-of-Magnitude Cost: $45,000 (CIP). No long-term projects exist.

Table 31: Lighting Improvement Projects

Locations	Collisions	Public Input	Cost Est.
Averell Court at Rossmoor Drive	1		$10,000
Folsom Blvd at Tiffany West Way	1		$5,000
Coloma Road at Vehicle Dr.		1	$5,000
Folsom Blvd at Horn Road	1		$5,000
Folsom Blvd. at Mills Park Dr		1	$5,000
Mills Park Dr at Mills Tower Dr		1	$5,000
Douglas Road at Grant Line Road	1		$10,000
TOTAL			**$45,000**

Trail Improvement Projects

Description: Trails are a major generator of pedestrian demand. Trails are not usually under the jurisdiction of the City. Thus, the City mainly is concerned about safe street crossings where trails intersect with streets. Street crossing features could include striping treatments, raised crosswalks, flashing beacons or pedestrian signals. Like all improved street crossings, they must comply with the City's ADA codes and standards.

The following trail is in need of improved or future street crossings:

- **Folsom South Canal Trail** (Sunrise Douglas finance plan): The canal and trail were constructed in the early 1980s as part of the Auburn Dam project. Cyclists and hikers were permitted to use the trail entering it from any road that crossed the canal. Rest stops, sanitary facility and picnic areas were located along the trail. The Auburn Dam project is now on hold so the canal is no longer a water storage/irrigation facility, and only has a few customers who draw water from it. Cycling and hiking is no longer encouraged. Maintenance of the trail is minimal, and is provided by the Bureau of Reclamation. The Bureau would like to explore other partners who could revive the canal as a recreational facility. In addition to biking and hiking, water transportation could be a potential use.

The 2002 Cordova Community Plan lists the following proposed multi-use paths:

- American River (south side) from Watt Avenue to the Gristmill Area (located within the American River Parkway).
- American River crossings via non-motorized bridges, especially around the Grist Mill area.
- Folsom South Canal: improved access from adjacent public streets.

- Light rail corridor along the south side of Folsom Blvd.
- Mather campus-housing linkage.
- Mira del Rio (east end) to Rod Beaudry Drive.
- SR 50 pedestrian/bicyclist overcrossing at Mather Commerce Center via the old railroad bridge/tracks west of Mather Field Road.
- SR 50 pedestrian/bicyclist overcrossing at Olson Drive and Prospect Park Drive, east of Zinfandel Drive.
- Sunrise Blvd Bridge: Allow access to pedestrians/bicyclists on the existing light rail fenced easement over the American River.
- Sunrise Blvd over/under- crossing for users of the proposed Sunrise Blvd Bridge.

Order-of-Magnitude Cost: No specific projects are proposed for the short- or long-term. These projects will take additional feasibility studies to develop more detailed project scoping.

Walkway Projects

Walkways consist of pedestrian pathways between homes, pedestrian overcrossings of streets and waterways that are under the jurisdiction of the City.

Description: The City maintains pedestrian walkways that provide access in residential developments and that cross major thoroughfares. The walkways mainly access schools, and some may even be on school property. The walkway facilities could be considered for improvements. Walkway improvements could include graffiti removal, pedestrian-scaled lighting, landscaping, ADA compliance, improved surfaces, wayfinding signs, fencing and callboxes. The project would entail a field check of each walkway. The most cost effective and high priority improvements will be determined and funded. The major existing walkway facilities are shown in Table 32 by community area.

Order-of-Magnitude Cost: $130,000 (CIP). Assumes that each walkway would be funded up to $10,000 for pedestrian improvements. Since the majority of them are accessing schools, SacDOT could submit a walkway improvement project to the Safe Routes to School funding source. No long-term walkway projects are recommended for the PMP.

Table 32: Walkway Upgrade Projects

Street	Adjacent Land Use Description
Atwood Dr. (10651)	Cordova Lane Public Ele
Berrywood Dr. (2480)	Walnutwood Public HS
Jupiter Dr n/of Nebula	AM Winn Public Ele
Moraine Cir (2420)	Cordova Gardens Public Ele
Queenwood Dr (2605)	Walnutwood Public HS
S. White Rock/Wh. Rock Pk	SR 50 overpass
Trails Ct (2200)	Howard C Wood/Cordova HS
Van Nuys Way (2081)	Rancho Cordova Public Ele
Van Stralen Way (10695)	Rancho Cordova Public Ele
Total	**$90,000**

Pedestrian District Projects

Description: The main purpose of pedestrian districts is to emphasize pedestrian needs along sections of road where pedestrian demand is or could be high based on adjacent land uses and transit activity. Many of the pedestrian districts are on major thoroughfares, which are intended to move vehicles at high speeds. These roadways still should function in this way except for segments shown as pedestrian districts.

Some of the treatments that could be used along pedestrian districts are as follows:

- Curb extensions;
- Longer pedestrian intervals at signalized intersections;
- Midblock crossings (new and improved);
- On-street parking;
- Pedestrian-scaled lighting;
- Road diets;
- Sidewalk enhancements; and
- Street trees or bus shelters.

Land use zoning also could help enhance the pedestrian environment. For example, auto-oriented uses could be discouraged.

Table 33 and Figure 14 show the pedestrian districts that are recommended for the City of Rancho Cordova.

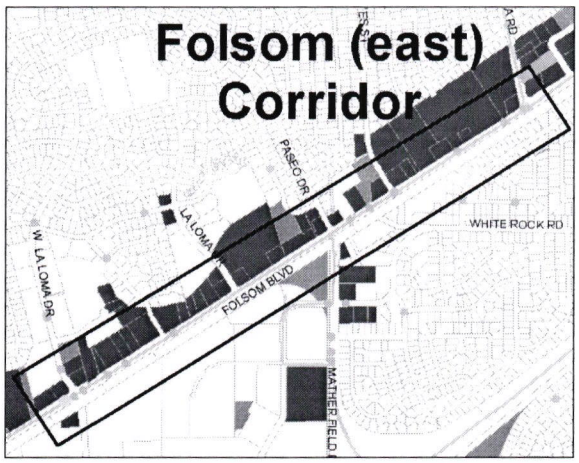
Order-of-Magnitude Cost: $116,000 (CIP). Pedestrian District Planning and Design Study, which averages $10,000 per mile of the recommended Pedestrian Districts. The Pedestrian District Implementation Project is recommended to total $116,000, which amounts to $100,000 per mile of the Pedestrian Districts.

Table 33: Pedestrian Districts

Corridor	End Points	Length (ft)	Collisions [1]	Land Use
Folsom Blvd.	Coloma Rd – Routier Rd / W La Loma Dr	6,100 (1.16 miles)	18 at $5.6 million	Bus route and depot, Mather Field/Mills light rail station, Carousel School (Private), shopping, restaurant, motel, office, retail; Corridor enhancement project scheduled for 2004/2005 construction; future ped crossing over Folsom Blvd at Coloma Rd.
TOTAL				**$116,000**

[1] To create a human capital cost, the study team used an approach based on the California Department of Motor Vehicles: www.dmv.ca.gov/about/profile/rd/resnotes/accident.htm

Figure 14: Rancho Cordova Pedestrian District



Appendix A – Definitions and Terms

Accessible Pedestrian Signal (APS) – A device that communicates information about pedestrian signal timing in non-visual format, through the use of audible tones (or verbal messages) and vibrating surfaces.

Americans with Disabilities Act (ADA) – 1990 Federal law establishing the civil rights of people with disabilities. Prohibits discrimination against people with disabilities and requires common places used by the public to provide an equal opportunity for access.

Crosswalk – California Vehicle Code (Section 275) defines a crosswalk as: "the portion of roadway at an intersection which represents extensions of the sidewalk lines, or any portion of the roadway distinctly indicated for pedestrian crossing."

Curb Ramp – A combined ramp and landing to accomplish a change in level at a curb, with a running grade of 1:12 (8.33 percent) maximum. This element provides street and sidewalk access to pedestrians.

Detectable Warning – A standardized surface feature built in or applied to walking surfaces or other elements to warn people who are blind or visually impaired of specified hazards.

Leading Pedestrian Interval – The pedestrian WALK phase of a traffic signal that begins before the green interval serving parallel traffic, rather than at the same time.

Median Refuge – An area within an island or median that is intended for pedestrians to wait safely for an opportunity to continue crossing the roadway.

Midblock Crosswalk – A legally established crosswalk that is not at an intersection.

Pedestrian – A person walking or traveling by means of a wheelchair, electric scooter, crutches or other walking devices or mobility aids. Includes those pulling or pushing strollers, carriages, carts and wagons, and those walking bicycles.

Pedestrian Access Route – A corridor of accessible travel through the public right-of-way that has, among other properties, a specified minimum width and cross slope.

Pedestrian Crossing Interval – The combined phases of a traffic signal cycle provided for a pedestrian crossing in a crosswalk, after

leaving the top of a curb ramp or flush landing, to travel to the far side of the vehicular way or to a median, usually consisting of the WALK interval plus the pedestrian clearance interval.

Pedestrian Signal Indication – The illuminated WALK/DON'T WALK message (or walking person/hand symbols) that communicates the pedestrian phase of a traffic signal, and their audible and tactile equivalents.

Sidewalk –that portion of a highway, other than the roadway, set apart by curbs, barriers, markings or other delineation for pedestrian travel. (California Vehicle Code, Section 100-680-555)

Appendix B – Prioritized Project List

Street Name	Cross St1	Cross St2	Length (ft)	Sch ool	Tran sit	Inp ut	Colli de	Index	Direc tion	Cost	Recom mend
FOLSOM BLVD	Tiffany West Way	Rod Beaudry Dr.	716	0	1	1	3	17	S	$132,109	S
FOLSOM BLVD	Driveway (west)	Tiffany West Way	1,147	0	1	1	3	17	S	$211,585	S
FOLSOM BLVD	Driveway (west)	Tiffany West Way	1,147	0	1	1	3	17	N	$211,585	S
MATHER FIELD RD	CROYDON WAY	CROYDON WAY	260	0	0	0	1	17	W	$47,900	S
SUNRISE BLVD	TRADE CENTER DR		771	0	0	1	0	17	W	$142,219	S
SUNRISE BLVD	TRADE CENTER DR		771	0	0	1	0	17	E	$142,219	S
FOLSOM BLVD	ROUTIER RD	West La Loma	81	0	1	0	1	16	S	$4,696	AW
FOLSOM BLVD	Tiffany West Way	Rod Beaudry Dr.	716	0	1	1	3	16	N	$99,082	S
SUNRISE BLVD	S BRIDGE ST		49	0	0	0	0	16	W	$9,001	S
SUNRISE BLVD	SANDERS DR	MONIER CIR	814	0	0	0	0	16	W	$47,383	AW
ZINFANDEL DR	ALICANTE WAY		306	0	0	2	1	16	N	$56,454	S
ZINFANDEL DR	ALICANTE WAY		306	0	0	2	1	16	S	$56,454	S
COLOMA RD	ROSSMOOR DR	GAYWOOD DR	394	0	1	0	1	15	N	$72,611	S
COLOMA RD	CORDOVA LN	ROSSMOOR DR	500	0	1	0	1	15	N	$92,231	S
MATHER FIELD RD	MILLS STATION RD	CROYDON WAY	339	0	1	0	1	15	W	$19,701	AW
OLD PLACERVILLE RD	PALM GROVE DR	HAPPY LN	669	0	0	0	0	15	N	$38,941	AW
SUNRISE BLVD	WHITE ROCK RD		449	0	0	0	1	15	W	$20,699	S
SUNRISE BLVD	SANDERS DR		737	0	0	0	0	15	W	$42,869	AW
SUNRISE BLVD	TRADE CENTER DR	CITRUS RD	953	0	1	0	0	15	W	$175,708	S
SUNRISE BLVD	REFINEMENT RD	DOUGLAS RD	3,995	0	0	0	0	15	W	$232,440	AW
SUNRISE BLVD	REFINEMENT RD	DOUGLAS RD	3,995	0	0	0	0	15	E	$232,440	AW
ZINFANDEL DR	VEHICLE DR	COBBLESTONE DR	585	1	1	1	1	15	E	$80,845	S
COLOMA RD	DOLECETTO DR	NEWTON WAY	289	1	1	0	1	14	W	$13,307	S
COLOMA RD	DOLECETTO DR	NEWTON WAY	289	1	1	0	1	14	E	$26,615	S
COLOMA RD	DATTIER CT	CHARDONAY DR	267	1	1	0	0	14	S	$49,280	S
COLOMA RD	MALAGA WAY	DOLECETTO DR	1,366	1	1	0	1	14	W	$251,904	S
COLOMA RD	MALAGA WAY	DOLECETTO DR	1,366	1	1	0	1	14	E	$251,904	S
FOLSOM BLVD	Village Ln.	Aramon Dr.	26	0	0	1	1	14	S	$1,485	AW

Street Name	Cross St1	Cross St2	Length (ft)	Sch ool	Tran sit	Inp ut	Colli de	Index	Direc tion	Cost	Recom mend
OLD PLACERVILLE RD	HAPPY LN	ASTRAL DR	561	0	0	0	0	14	N	$32,626	AW
ROUTIER RD	ELLENWOOD AVE	VANGUARD DR	231	1	1	0	0	14	W	$42,577	S
ARAMON DR	RIBIER WAY	Folsom Blvd.	276	0	0	2	0	13	W	$50,892	S
BRADSHAW RD	OATES DR	BUSINESS PARK DR	486	0	0	1	0	13	E	$89,532	S
COLOMA RD	GAYWOOD DR	MCGREGOR DR	363	0	1	0	0	13	S	$66,875	S
COLOMA RD	GAYWOOD DR	MCGREGOR DR	363	0	1	0	0	13	N	$66,875	S
ZINFANDEL DR	CHASSELLA WAY	ALICANTE WAY	131	0	0	1	0	13	N	$24,083	S
ZINFANDEL DR	CHASSELLA WAY	ALICANTE WAY	131	0	0	1	0	13	S	$24,083	S
ARAMON DR	MALAGA WAY	RIBIER WAY	746	0	0	1	0	12	W	$137,484	S
COLOMA RD	ROSSMOOR DR	GAYWOOD DR	394	0	1	0	1	12	S	$18,153	S
OLD PLACERVILLE RD	BRADVIEW DR	PALM GROVE DR	295	0	0	0	0	12	N	$27,191	S
ROUTIER RD	BEXLEY DR	ELLENWOOD AVE	796	1	1	0	0	12	W	$146,818	S
TRADE CENTER DR	QUARRY CT		389	1	0	0	0	12	S	$71,760	S
WHITE ROCK RD	MILLS ACRES CIR	MILLS PARK DR	273	1	0	0	0	12	S	$50,426	S
ARAMON DR	MALAGA WAY	RIBIER WAY	746	0	0	1	0	11	E	$137,484	S
CHASSELLA WAY	BARBERA WAY	PEDRO WAY	435	1	0	1	0	11	S	$80,298	S
CHASSELLA WAY	BARBERA WAY	PEDRO WAY	435	1	0	1	0	11	N	$80,298	S
TRADE CENTER DR	KILGORE RD	QUARRY CT	953	1	0	0	0	11	S	$175,698	S
ZINFANDEL DR	PEDRO WAY	CHASSELLA WAY	899	0	0	1	0	11	N	$165,759	S
ZINFANDEL DR	PEDRO WAY	CHASSELLA WAY	899	0	0	1	0	11	S	$165,759	S
ARAMON DR	CHASSELLA WAY	MALAGA WAY	1,495	0	0	1	0	10	W	$275,698	S
ARAMON DR	CHASSELLA WAY	MALAGA WAY	1,495	0	0	1	0	10	E	$275,698	S
CHASSELLA WAY	CATAWBA WAY	MALVASIA DR	377	1	0	1	0	10	N	$17,393	S
ELMANTO DR	OAKTON WAY	BENITA DR	326	0	0	0	1	10	E	$60,151	S
FOLSOM BLVD			1,391	0	0	0	0	10	N	$80,942	AW
FOLSOM BLVD			1,391	0	0	0	0	10	S	$80,942	AW
MALAGA WAY	ELLENBROOK DR	GILBERT WAY	675	0	1	0	1	10	S	$124,431	S
MALAGA WAY	ELLENBROOK DR	GILBERT WAY	675	0	1	0	1	10	N	$124,431	S

Street Name	Cross St1	Cross St2	Length (ft)	Sch ool	Tran sit	Inp ut	Colli de	Index	Direc tion	Cost	Recom mend
MILLS STATION RD	CROYDON WAY	MATHER FIELD RD	1,005	0	1	1	1	10	S	$46,318	S
ROUTIER RD	LINCOLN VILLAGE DR	OLD PLACERVILLE RD	1,143	0	0	0	0	10	W	$52,700	S
ROUTIER RD	HWY 50	ROCKINGHAM DR	748	0	0	0	0	10	W	$137,945	S
AUGIBI WAY	DOLECETTO DR	MALAGA WAY	880	0	0	0	0	9	N	$162,276	S
CABERNET WAY	PEDRO WAY	ALICANTE WAY	1,010	0	0	0	0	9	E	$186,240	S
CHASSELLA WAY	CATAWBA WAY	MALVASIA DR	377	1	0	1	0	9	S	$17,393	S
MALAGA WAY	GANZAN WAY	AUGIBI WAY	193	0	0	0	0	9	S	$35,654	S
MALAGA WAY	GANZAN WAY	AUGIBI WAY	193	0	0	0	0	9	N	$35,654	S
MALAGA WAY	AUGIBI WAY	FURMINT WAY	253	0	0	0	0	9	N	$46,643	S
MALAGA WAY	AUGIBI WAY	FURMINT WAY	253	0	0	0	0	9	S	$46,643	S
MALAGA WAY	BENNY WAY	ELLENBROOK DR	289	0	1	0	0	9	N	$53,235	S
MALAGA WAY	BENNY WAY	ELLENBROOK DR	289	0	1	0	0	9	S	$53,235	S
RIBIER WAY	RIBIER WY	MALAGA WAY	1,411	0	0	0	0	9	S	$260,282	S
RIBIER WAY	RIBIER WY	MALAGA WAY	1,411	0	0	0	0	9	N	$260,282	S
ALICANTE WAY	RIESLING WAY	MENDONCA DR	284	0	0	0	0	8	N	$52,420	S
BARBERA WAY	ZINFANDEL DR	CHASSELLA WAY	928	0	0	0	0	8	W	$85,554	S
BARBERA WAY	CHARBONO WAY	ARAMON DR	633	0	0	0	0	8	S	$87,583	S
BARBERA WAY	CHARBONO WAY	ARAMON DR	633	0	0	0	0	8	N	$87,583	S
FURMINT WAY	DOLECETTO DR	MALAGA WAY	983	0	0	0	0	8	E	$181,350	S
FURMINT WAY	DOLECETTO DR	MALAGA WAY	983	0	0	0	0	8	W	$181,350	S
HIRSCHFELD WAY	BERRYWOOD DR	alley	286	0	0	0	0	8	N	$52,757	S
PEDRO WAY	CHASSELLA WAY	ZINFANDEL DR	270	0	0	0	0	8	N	$49,791	S
PEDRO WAY	CHASSELLA WAY	ZINFANDEL DR	270	0	0	0	0	7	S	$49,791	S
TOTAL										**$7,680,703**	

Nothing has been provided in the Agenda Packet for Item 9 – Continued to the Council Meeting of May 16, 2005

AGENDA ITEM # 9

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MEMORANDUM

DATE: May 2, 2005

TO: Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: **RESOLUTIONS INITIATING PROCEEDINGS, PRELIMINARY APPROVAL OF THE ENGINEERS REPORT AND RESOLUTION OF INTENT SETTING PUBLIC HEARING DATE AND INTENT TO CONDUCT A PROPERTY OWNER BALLOT FOR ASSESSMENT IN RANCHO CORDOVA LANDSCAPING AND LIGHTING DISTRICT NO. 2005-1**

RECOMMENDATION

Adopt Resolution No. 51-2005 Initiating Procedures, Resolution No. 52-2005 Preliminarily Approving the Engineers Report and Resolution No. 53-2005 Resolution of Intent for City of Rancho Cordova Landscaping and Lighting District No. 2005-1

BACKGROUND

State law requires that when a City incorporates, Districts which assess property owners for service must be transferred from the County to the City by ballot of the affected property owners. Zone 4 and 5 of Sacramento Landscape Maintenance District (District) are in the City of Rancho Cordova. A yes vote by the Assessed property owners continues the assessments and transfers management from the County to the City. A no vote dissolves the District. The attached resolutions begin the process of conducting the election.

The District provides public landscaping on island medians and in some areas behind the curb near Ellenwood Ave. and Capital Center Dr. District Zone 4 assesses 105 parcels. The total assessment is $44,625. The residential charge is $42.50 per year. The commercial charge is $66.51 per acre. District Zone 5 assesses 281 parcels. The total assessment is $79,744. District Zone 5 adjusts assessment rates based on distance from the landscaped area. The median rate is $30.48 per acre per year. The Zinfandel rate is $1,413.24 per acre per year. District rates have remained unchanged for over nine years. There is no proposed rate change.

Information was mailed to all owners of assessed properties of the District on April 13, 2005 addressing voting on the District change over from County to City, explaining the impacts of a yes or no vote and inviting District members to an informational meeting on April 20, 2005 at 6:00 P.M.

AGENDA ITEM # 11

Ballots are proposed to be mailed to all property owners on May 6, 2005. Ballots are required to be returned to the City prior to the close of a Public Hearing proposed to be held on June 20, 2005.

Attachment #1:	**Resolution No. 51-2005 Initiating Formation of Landscaping & Lighting District No. 2005-1 and the Levy and Collection of Annual Assessments Related Thereto Commending with Fiscal Year 2005-06**
Attachment #2	**Resolution No. 52-2005 Approving the Engineer's Report Regarding Formation of Landscaping & Lighting District No. 2005-1**
Attachment #3	**Resolution No. 53-2005 Declaring Rancho Cordova's Intention to Form Landscaping & Lighting District No. 2005-1 and to Levy and Collect Annual Assessments within the District Commencing in FY 2005-06 and to Conduct a Property Owner Balloting on the Matter Proposed Assessments Connected Therewith and to Appoint a Time and Place for the Public Hearing on These Matters**
Attachment #4	**Boundary Map of Landscaping & Lighting District No. 2005-1.**
Attachment #5	**Listing of Properties and Assessment Amounts from Sacramento County Landscape Maintenance District 2004-2005 Engineer's Report within City of Rancho Cordova**
Attachment #6	**Sacramento County Landscape Maintenance District Fact Sheet.**

CITYOF RANCHO CORDOVA

RESOLUTION NO. 51-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA INITIATING PROCEEDINGS FOR THE FORMATION OF LANDSCAPING AND LIGHTING DISTRICT NO. 2005-1 AND THE LEVY AND COLLECTION OF ANNUAL ASSESSMENTS RELATED THERETO COMMENCING WITH FISCAL YEAR 2005/2006

WHEREAS, the City Council pursuant to the provisions of the *Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code of California, beginning with Section 22500* (hereafter referred to as the "1972 Act") desires to form an assessment district with the City of Ranch Cordova to be designated as **Landscaping and Lighting District No. 2005-1** (hereafter referred to as the "District"), for the purpose of funding the ongoing operation, maintenance and servicing of landscaping, lighting and appurtenant facilities, previously provided and maintained by the County of Sacramento as part of the Sacramento Landscape Maintenance District; and to levy and collect annual assessments related thereto. Once the District is formed, that portion of Zone 4 and the entire area of Zone 5 of the Sacramento Landscape Maintenance District that is within the City of Rancho Cordova will be transferred to the newly formed District. The 1972 Act provides for the formation of such an assessment district pursuant to *Chapter 2 Article 1,* and provides for the levy and collection of assessments by the County on behalf of the City pursuant to *Chapter 4 Article 2*; and,

WHEREAS, the City Council has retained MuniFinancial as the Engineer of Work, for the purpose of assisting with the formation of the District, the establishment of annual assessments, and to prepare and file an Engineer's Report with the City Clerk in accordance with the 1972 Act; and in the provisions of the California Constitution, Articles XIIIC and XIIID;

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, THE LEGISLATIVE BODY FOR SAID DISTRICT, AS FOLLOWS:

Section 1: The City Council hereby orders the Engineer to prepare and file an Engineer's Report concerning the formation of the District, and the levy of assessments for properties within the District as specified by Chapter 2, Article 1, Section 22585 of the 1972 Act.

Section 2: The District improvements include the ongoing operation, administration, maintenance, servicing and incidental expenses related to the dedicated landscape areas, public street lighting and appurtenant facilities authorized pursuant to the 1972 Act that were previously provided as part of Sacramento Landscape Maintenance District. Said improvements may include, but are not limited to turf, ground cover, shrubs, trees, plants, irrigation and drainage systems, hardscape improvements, ornamental lighting structures, street lighting and associated appurtenant facilities located within the public street right-of-ways, parks, open spaces or other easements within the District, and dedicated to the City of Rancho Cordova for such maintenance.

Section 3: The territory within the proposed District consists of all lots, parcels and subdivisions of land located and identified by the Sacramento County Assessors' Parcel Numbers attached and incorporated herein as Exhibit "A"

PASSED, APPROVED, AND ADOPTED THIS 2nd Day of May, 2005 at a regular meeting of the City Council by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Ken Cooley, Mayor

ATTEST:

_____

Lillian E. Hare, City Clerk

EXHIBIT A
CITY OF RANCHO CORDOVA
LANDSCAPING AND LIGHTING DISTRCIT NO. 2005-1

Assessment No.	*Assessor's Parcel Number*	*Assessment No.*	*Assessor's Parcel Number*	*Assessment No.*	*Assessor's Parcel Number*	*Assessment No.*	*Assessor's Parcel Number*	*Assessment No.*	*Assessor's Parcel Number*
1	077-0370-002	70	077-0370-073	139	072-0680-063	208	072-1340-025	277	072-1350-017
2	077-0370-003	71	077-0370-074	140	072-0680-064	209	072-1340-026	278	072-1350-018
3	077-0370-004	72	077-0370-075	141	072-0680-065	210	072-1340-027	279	072-1350-019
4	077-0370-005	73	077-0370-076	142	072-0680-067	211	072-1340-028	280	072-1350-020
5	077-0370-006	74	077-0370-077	143	072-0680-068	212	072-1340-029	281	072-1350-021
6	077-0370-007	75	077-0370-078	144	072-0680-069	213	072-1340-030	282	072-1350-022
7	077-0370-008	76	077-0370-079	145	072-0680-070	214	072-1340-031	283	072-1350-023
8	077-0370-009	77	077-0370-080	146	072-0690-019	215	072-1340-032	284	072-1350-024
9	077-0370-010	78	077-0370-081	147	072-0690-022	216	072-1340-033	285	072-1350-025
10	077-0370-011	79	077-0370-082	148	072-0690-023	217	072-1340-034	286	072-1350-026
11	077-0370-012	80	077-0370-083	149	072-0690-024	218	072-1340-035	287	072-1350-027
12	077-0370-013	81	077-0370-084	150	072-0690-036	219	072-1340-036	288	072-1350-028
13	077-0370-014	82	077-0370-085	151	072-0690-037	220	072-1340-037	289	072-1350-029
14	077-0370-015	83	077-0370-086	152	072-0690-038	221	072-1340-038	290	072-1350-030
15	077-0370-016	84	077-0370-087	153	072-0690-039	222	072-1340-039	291	072-1350-031
16	077-0370-017	85	077-0370-088	154	072-0690-060	223	072-1340-040	292	072-1350-032
17	077-0370-018	86	077-0370-089	155	072-0690-061	224	072-1340-041	293	072-1350-033
18	077-0370-019	87	077-0370-090	156	072-0690-062	225	072-1340-042	294	072-1350-034
19	077-0370-020	88	077-0370-091	157	072-0690-063	226	072-1340-043	295	072-1350-035
20	077-0370-021	89	077-0370-092	158	072-0690-064	227	072-1340-044	296	072-1350-036
21	077-0370-022	90	077-0370-093	159	072-0690-078	228	072-1340-045	297	072-1350-037
22	077-0370-023	91	077-0370-094	160	072-0690-079	229	072-1340-046	298	072-1350-038
23	077-0370-024	92	077-0370-095	161	072-0690-080	230	072-1340-047	299	072-1350-039
24	077-0370-025	93	077-0370-096	162	072-0690-081	231	072-1340-048	300	072-1350-040
25	077-0370-026	94	077-0370-097	163	072-0690-082	232	072-1340-049	301	072-1350-041
26	077-0370-027	95	077-0370-098	164	072-0690-084	233	072-1340-050	302	072-1350-042
27	077-0370-028	96	077-0370-099	165	072-0690-085	234	072-1340-051	303	072-1350-043
28	077-0370-029	97	077-0370-100	166	072-0690-086	235	072-1340-052	304	072-1350-044
29	077-0370-030	98	077-0370-102	167	072-0690-089	236	072-1340-053	305	072-1350-045
30	077-0370-031	99	077-0370-103	168	072-0690-090	237	072-1340-054	306	072-1350-046
31	077-0370-032	100	077-0370-104	169	072-0690-091	238	072-1340-055	307	072-1350-047
32	077-0370-033	101	077-0370-105	170	072-0690-093	239	072-1340-056	308	072-1350-051
33	077-0370-034	102	077-0370-106	171	072-0690-094	240	072-1340-057	309	072-1350-052
34	077-0370-035	103	077-0370-107	172	072-0690-095	241	072-1340-058	310	072-1350-053
35	077-0370-036	104	077-0370-108	173	072-0690-096	242	072-1340-059	311	072-1350-054
36	077-0370-037	105	077-0370-109	174	072-0690-098	243	072-1340-060	312	072-1350-055
37	077-0370-038	106	072-0260-006	175	072-0690-099	244	072-1340-061	313	072-1350-056
38	077-0370-039	107	072-0260-031	176	072-0690-100	245	072-1340-062	314	072-1350-057
39	077-0370-042	108	072-0260-032	177	072-0690-101	246	072-1340-063	315	072-1350-058
40	077-0370-043	109	072-0260-048	178	072-0690-104	247	072-1340-064	316	072-1350-059
41	077-0370-044	110	072-0260-049	179	072-0690-105	248	072-1340-065	317	072-1350-060
42	077-0370-045	111	072-0370-060	180	072-0690-107	249	072-1340-066	318	072-1350-061
43	077-0370-046	112	072-0370-062	181	072-0690-108	250	072-1340-067	319	072-1350-062
44	077-0370-047	113	072-0370-063	182	072-0690-113	251	072-1340-068	320	072-1350-063
45	077-0370-048	114	072-0680-010	183	072-0690-114	252	072-1340-069	321	072-1350-064
46	077-0370-049	115	072-0680-011	184	072-1340-001	253	072-1340-070	322	072-1350-065
47	077-0370-050	116	072-0680-012	185	072-1340-002	254	072-1340-071	323	072-1350-066
48	077-0370-051	117	072-0680-013	186	072-1340-003	255	072-1340-072	324	072-1350-067
49	077-0370-052	118	072-0680-014	187	072-1340-004	256	072-1340-073	325	072-1350-068
50	077-0370-053	119	072-0680-015	188	072-1340-005	257	072-1340-074	326	072-1350-069
51	077-0370-054	120	072-0680-016	189	072-1340-006	258	072-1340-075	327	072-1350-070
52	077-0370-055	121	072-0680-017	190	072-1340-007	259	072-1340-076	328	072-1350-071
53	077-0370-056	122	072-0680-018	191	072-1340-008	260	072-1340-077	329	072-1350-072
54	077-0370-057	123	072-0680-019	192	072-1340-009	261	072-1350-001	330	072-1350-073
55	077-0370-058	124	072-0680-020	193	072-1340-010	262	072-1350-002	331	072-1350-074
56	077-0370-059	125	072-0680-021	194	072-1340-011	263	072-1350-003	332	072-1350-075
57	077-0370-060	126	072-0680-026	195	072-1340-012	264	072-1350-004	333	072-1350-076
58	077-0370-061	127	072-0680-034	196	072-1340-013	265	072-1350-005	334	072-1350-077
59	077-0370-062	128	072-0680-035	197	072-1340-014	266	072-1350-006	335	072-1350-078
60	077-0370-063	129	072-0680-036	198	072-1340-015	267	072-1350-007	336	072-1350-079
61	077-0370-064	130	072-0680-037	199	072-1340-016	268	072-1350-008	337	072-1350-080
62	077-0370-065	131	072-0680-038	200	072-1340-017	269	072-1350-009	338	072-1350-081
63	077-0370-066	132	072-0680-040	201	072-1340-018	270	072-1350-010	339	072-1350-082
64	077-0370-067	133	072-0680-042	202	072-1340-019	271	072-1350-011	340	072-1350-084
65	077-0370-068	134	072-0680-043	203	072-1340-020	272	072-1350-012	341	072-1350-085
66	077-0370-069	135	072-0680-048	204	072-1340-021	273	072-1350-013	342	072-1350-086
67	077-0370-070	136	072-0680-049	205	072-1340-022	274	072-1350-014		
68	077-0370-071	137	072-0680-050	206	072-1340-023	275	072-1350-015		
69	077-0370-072	138	072-0680-062	207	072-1340-024	276	072-1350-016		

CITYOF RANCHO CORDOVA

RESOLUTION NO. 52-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA ACCEPTING AND APPROVING THE ENGINEER'S REPORT REGARDING THE FORMATION OF LANDSCAPING AND LIGHTING DISTRICT NO. 2005-1

WHEREAS, the City Council has, by previous Resolution, ordered the preparation of an Engineer's Report (hereafter referred to as the "Report") regarding the formation of an assessment district within the City of Rancho Cordova to be designated as the **"Landscaping and Lighting District No. 2005-1 "**; (hereafter referred to as the "District"), and the levy and collection of assessments related thereto, pursuant to the provisions of the *Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code of California, beginning with Section 22500* (hereafter referred to as the "1972 Act"); and

WHEREAS, there has now been presented to this City Council the Report as required by *Chapter 2, Article 1, Section 22586* of said 1972 Act; and

WHEREAS, the City Council has carefully examined and reviewed the Report as presented, and is preliminarily satisfied with the District, each and all of the budget items and documents as set forth therein, and is satisfied that the continuation of the annual assessments have been spread in accordance with the special benefits received from the improvements, operation, administration, maintenance and services to be performed within the District, as set forth in said Report.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, THE LEGISLATIVE BODY FOR SAID DISTRICT, AS FOLLOWS:

Section 1: That the preceding recitals are all true and correct.

Section 2: That the Report as presented, consists of the following:

a. A Description of Improvements.

b. A Boundary Diagram of the District.

c. The Method of Apportionment that details the method of calculating each parcel's proportional special benefits and annual assessment.

d. The proposed Budget for the first fiscal year (Costs and Expenses).

e. The establishment of the proposed Maximum Assessment to be presented to property owners of record for approval

f. The District Roll containing the Levy for each Assessor Parcel Number within the District for fiscal year 2005/2006.

Section 3: The Report is hereby approved on a preliminary basis, and ordered to be filed in the Office of the City Clerk as a permanent record and to remain open to public inspection. Said report is hereby attached and incorporated as Exhibit A.

Section 4: The Maximum Assessment described in the Report is hereby approved on a preliminary basis, and shall be submitted to the property owners within the District for approval pursuant to the provisions of the California Constitution Article XIIID.

Section 5: The City Clerk shall certify to the passage and adoption of this Resolution, and the minutes of this meeting shall so reflect the presentation of the Report.

PASSED, APPROVED, AND ADOPTED THIS 2nd day of May, 2005 by the City Council of said City of Rancho Cordova at a regular meeting of the City Council by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Ken Cooley, Mayor

ATTEST:

_____

Lillian E. Hare, City Clerk

Exhibit A

CITY OF RANCHO CORDOVA

ENGINEER'S REPORT FOR THE FORMATION OF LANDSCAPING AND LIGHTING DISTRICT NO. 2005-1 FISCAL YEAR 2005/2006

RANCHO CORDOVA
LANDSCAPING AND LIGHTING DISTRICT NO. 2005-1

Intent Meeting: May 02, 2005
Public Hearing: June 20, 2005

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ENGINEER'S REPORT AFFIDAVIT

Formation of the Rancho Cordova
Landscaping and Lighting District No. 2005-1
And establishment of Annual Assessments for said District

City of Rancho Cordova,
County of Sacramento, State of California

This Report and the enclosed budget, assessments, descriptions and diagrams outline the proposed formation of Landscaping and Lighting District No. 2005-1 and includes each lot, parcel, and subdivision of land within said District, as the same existed at the time of the passage of the Resolution of Intention. Reference is hereby made to the Sacramento County Assessor's maps for a detailed description of the lines and dimensions of parcels within the District. The undersigned respectfully submits the enclosed Report as directed by the City Council.

Dated this _____ day of _____, 2005.

MuniFinancial
Assessment Engineer
On Behalf of the City of Rancho Cordova

By: _____

Jim McGuire
Senior Project Manager

By: _____

Richard Kopecky
R. C. E. # 16742

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INTRODUCTION

Pursuant to the provisions of the Landscape and Lighting Act of 1972, being Part 2 of Division 15 of the California Streets and Highways Code, commencing with Section 22500 (hereafter referred to as the "1972 Act"), and in compliance with the substantive and procedural requirements of the California State Constitution Article XIIID (hereafter referred to as the "California Constitution"), the City Council of the City of Rancho Cordova, County of Sacramento, State of California (hereafter referred to as "City"), has by resolution initiated proceedings in connection with the the establishment of the special benefit assessment district to be designated as:

Landscaping and Lighting District No. 2005-1

(hereafter referred to as "District"), for the purpose of continuing and providing for the ongoing maintenance and operation of landscaping and lighting improvements within the District that has previously been provided and administered by the County of Sacramento as part of the Sacramento Landscape Maintenance District ("SLMD"). Upon property owner approval of the proposed assessments described herein and the formation of this District, the maintenance and operation of the improvements will become the responsibility of the City of Rancho Cordova with the City Council acting as the legislative body for the District. The City Council proposes to form the District, and continue the levy and collection of annual assessments on the County tax rolls to provide ongoing funding for the costs and expenses required to service and maintain the landscaping and lighting improvements for all lots and parcels of land that were previously included in that portion of the Sacramento Landscape Maintenance District Zone 4 and Zone 5 that are within the boundaries of the City of Rancho Cordova and for which the County of Sacramento has been maintaining through the annual levy of assessments.

This Engineer's Report (hereafter referred to as "Report") has been prepared in connection with the formation of said District and the levy and collection of annual assessments related thereto commencing in fiscal year 2005/2006, as required pursuant to Chapter 1, Article 4 of the 1972 Act. This Report describes the District, the improvements, and the proposed assessments to be levied on properties within the District in connection with the special benefits the properties receive from the maintenance and servicing of the District improvements. The formation of this District and the annual assessments will provide a continued funding source (annual assessments) for the ongoing operation and maintenance of public landscaping and lighting improvements associated with the properties within the District.

The improvements and assessments described in this Report are based on the improvements and assessments previously established by the County of Sacramento for SLMD Zone 4 and Zone 5 and represent an estimate of the direct expenditures, incidental expenses, and fund balances associated with the maintenance and servicing of those improvements. The formation of the District, the structure of the District (organization), the improvements, the method of apportionment, and assessments described herein have been established to continue the maintenance of the existing improvements and assessments previously established by the County of Sacramento as outlined in the Fiscal Year 2004/2005 Engineer's Report of the Sacramento Landscape Maintenance District.

The word "parcel," for the purposes of this Report, refers to an individual property assigned its own Assessor's Parcel Number (APN) by the Sacramento County Assessor's Office. The Sacramento County Auditor/Controller uses Assessor's Parcel Numbers and specific Fund Numbers to identify properties to be assessed on the tax roll for special benefit assessments.

As part of this District formation to continue the assessments previously levied by the County of Sacramento as part of the Sacramento Landscape Maintenance District Zone 4 and Zone 5 for properties within the boundary of the City, the City of Rancho Cordova shall conduct a Property Owner Protest Ballot proceeding for the District assessments pursuant to the provisions of the *California Constitution, Article XIIID Section 4.* In conjunction with this ballot proceeding, the City Council will conduct a noticed public hearing to consider public testimonies, comments and written protests regarding the formation of the District and levy of assessments. Upon conclusion of the public hearing, property owner protest ballots received will be opened and tabulated to determine whether majority protest exists (ballots shall be weighted based on assessment amounts), and by resolution the City Council will confirm the results of the ballot tabulation. If majority protest exists, proceedings for the levy of District assessments shall be abandoned. If tabulation of the ballots indicates that majority protest does not exist for the continuation and transfer of assessments presented and described herein, the City Council may approve the Report (as submitted or amended), order the formation of the District, and approve the levy and collection of assessments. In such case, the assessments for fiscal year 2005/2006 shall be submitted to the Sacramento County Auditor/Controller for inclusion on the property tax roll for each parcel.

Each subsequent fiscal year, an Engineer's Report shall be prepared and presented to the City Council describing the District, any changes to the District or improvements, and the proposed budget and assessments for that fiscal year, and the City Council shall hold a noticed public hearing regarding these matters prior to approving and ordering the proposed levy of assessments. If the proposed annual assessments for the District or portion thereof, exceed the maximum assessments described herein (as approved by the property owners), the new or increased assessment must be confirmed through another property owner protest ballot proceeding before the new or increased assessment may be imposed. It should be noted that

an increased assessment to an individual property resulting from changes in development or land use does not constitute an increased assessment.

This Report consists of five (5) parts:

Part I

Plans and Specifications: A description of the District boundaries and the proposed improvements associated with the District. The District is being formed with four (4) benefit zone encompassing all lots and parcels of land within the boundaries of the City of Rancho Cordova that were included in Zone 4 and Zone 5 of the Sacramento Landscape Maintenance District in fiscal year 2004/2005.

Part II

The Method of Apportionment: A discussion of benefits the improvements and services provide to properties within the District and the method of calculating each property's proportional special benefit and annual assessment.

Part III

The District Budget: An estimate of the annual costs to operate, maintain and service the landscaping and lighting improvements and facilities previously provided and maintained by the County of Sacramento as part of the Sacramento Landscape Maintenance District. This budget includes an estimate of anticipated direct maintenance costs and incidental expenses including, but not limited to administration expenses and fund balances to establish a maximum assessment to be approved by the property owners of record. The special benefit assessments are based on the overall operation costs minus any costs that are considered general benefit. The proposed initial assessments for the District are consistent with the assessments previously adopted by the County of Sacramento for the Sacramento Landscape Maintenance District. The maximum assessment (Rate per Equivalent Benefit Unit) identified in the budget section of this Report establishes the maximum assessment for the District and Zones therein commencing in fiscal year 2005/2006. Each subsequent year the City shall establish a budget for operating, maintaining and servicing the District improvements for that fiscal year including any funds necessary to perform maintenance activities that cannot be reasonably collected in a single fiscal year to establish the proposed assessments for that year. Should the proposed assessments exceed the assessments described herein, property owner ballot proceedings shall be conducted to approve such an increase before the increase may be imposed.

Part IV

District Diagram: A Diagram showing the exterior boundaries of the District and the Zones therein is provided in this Report and includes all parcels that receive special benefits from the improvements. Parcel identification, the lines and dimensions of each lot, parcel and subdivision of land within the District, are inclusive of all parcels as shown on the Sacramento County Assessor's Parcel Maps as they existed at the time of the passage of the Resolution of Intention, and shall include all subsequent subdivisions, lot line adjustments or parcel changes therein. Reference is hereby made to the Sacramento County Assessor's maps for a detailed description of the lines and dimensions of each lot and parcel of land within the District.

Part V

Assessment Roll: A listing of the proposed assessment amount to be presented to the property owners of record in the protest ballot proceedings required pursuant to the provisions of the California Constitution. The proposed assessment amount for each parcel is based on the parcel's proportional special benefit as outlined in the method of apportionment and the proposed maximum assessment rate.

Part I — Plans and specifications

A. Description of the District

The territory within the District consists of all lots and parcels of land within the boundaries of the City of Rancho Cordova that in fiscal year 2004/2005 were designated as a portion of Zone 4 and all of Zone 5 of the Sacramento Landscape Maintenance District. Said territory encompasses an area of land totaling approximately five hundred twelve acres (512 acres) that is centrally located within the City of Rancho Cordova, generally south of Highway 50 and north of the City limits. The District includes:

- That portion of SLMD Zone 4 that is within the City of Rancho Cordova, which consists of the one hundred five (105) parcels within the residential subdivision known as Ellenwood Court located south of Ellenwood Avenue. These parcels shall be established in the District as Zone 1 to reflect the proportional special benefit these parcels receive from the District improvements, specifically the landscape improvements associated with the development located on the south side of Ellenwood Avenue.
- All of the parcels that were identified as SLMD Zone 5, which includes a total of tow hundred thirty-seven (237) parcels generally located south of the American River, east of Mather Field Road and in close proximity to Zinfandel Drive and International Drive. These parcels shall be established in the District as Zones 2; 3 and 4 to reflect the proportional special benefit the various parcels receive from the District improvements namely:
    - Zone 2 includes the one hundred fifty-nine (159) parcels within the residential subdivision known as California Jazz Units 1 & 2 generally located east of Data Drive, north of Reserve Drive, south of Capital Center Drive and west of International Drive. These parcels shall proportionately share in the costs of maintaining the median landscaping on International Drive and Zinfandel Drive within the boundaries of the District as well as the parkway landscaping surrounding and adjacent to this residential subdivision.
    - Zone 3 includes the eight (8) parcels located on either side of Zinfandel Drive from Data Drive to the southern boundary of the District (approximately 700 feet south of International Drive). These parcels shall proportionately share in the costs of maintaining the median landscaping on International Drive and Zinfandel Drive as well as the parkway landscaping

on Zinfandel Drive that is in close proximity to these parcels and within the District boundaries.

- Zone 4 includes the remaining seventy (70) parcels previously included in SLMD Zone 5 that are not designated as either Zone 2 or Zone 3 of the District. This Zone includes parcels along Data Drive, International Drive, Capital Center Drive, White Rock Road, Quality Drive, Disk Drive, Prospect Park Drive and Kilgore Road. These parcels shall proportionately share in the costs of maintaining the median landscaping on International Drive and Zinfandel Drive within the District boundaries.

B. Description of Improvements and Services

Landscape Improvements

The purpose of this District is to ensure the ongoing maintenance, operation and servicing of local landscaping and street lighting improvements within the District that was previously funded in whole or in part by annual assessments associated with the Sacramento Landscape Maintenance District. The improvements may consist of all or a portion of the public landscaped areas, street lighting and appurtenant facilities within and adjacent to the District. These improvements may include, but are not limited to the materials, equipment, utilities, labor, appurtenant facilities and expenses necessary for the ongoing maintenance and operation of public street lighting and landscape improvements including but not limited to parkways, medians and other designated easements, right-of-ways or public areas within the District. The improvements to be maintained and funded entirely or partially through the District assessments are generally described as:

- Streetscape (parkway) landscaping along the South side of Ellenwood Avenue east of Routier Road that is within the public right-of-ways or easements and dedicated to the City for maintenance. The costs and special benefits of these improvements are proportionately shared by only the properties within Zone 1 of the District.
- Streetscape (parkway) landscaping adjacent to the California Jazz subdivision on the north side of Reserve Drive from Data Drive to International Drive; the east side of Data Drive from Reserve Drive north to the end of the subdivision; the west side of Capital Center Drive from International Drive north to the end of the subdivision; and the north side of International Drive from Reserve Drive to Capital Center Drive. The costs and special benefits of these improvements are proportionately shared by only the properties within Zone 2 of the District.

- Streetscape (parkway) landscaping on both sides of Zinfandel Drive between International Drive and Data Drive. The costs and special benefits of these improvements are proportionately shared by only the properties within Zone 3 of the District.
- All median landscape improvements within the District located on International Drive from approximately 570 feet westerly of Data Drive to Kilgore Road and on Zinfandel Drive from Data Drive to International Drive. The costs and special benefits of these improvements are proportionately shared by all the properties within Zone 2, 3 and 4 of the District.
- Specifically not included as District improvements are those improvements located on private property, improvements and facilities that may be provided or maintained by an agency other than the City; improvements and facilities that may be provide by another assessment or tax levied by the City or County and any improvement provided and maintained by a Homeowner's Association or similar entity.

Detailed descriptions of the location and extent of the specific improvements to be maintained by the District are on file with the City of Rancho Cordova and by reference are made part of this Report. The net annual cost to provide and maintain the improvements determined to be of special benefit shall be allocated to each property in proportion to the special benefits received.

The landscape improvements for the District may include, but are not limited to turf, ground cover, shrubs and plants, trees, irrigation and drainage systems, ornamental lighting, masonry walls or other fencing, hardscape improvements, monuments, and associated appurtenant facilities located within the landscape easements or public right-of-ways. Specifically the landscape improvement areas for this District generally consist of the following:

- Approximately 9,600 square feet of streetscape (parkway) landscaping and 34 trees within the public right-of-ways located on the south side of Ellenwood Avenue.
- Approximately 11,000 square feet of turf, 28,455 square feet of streetscape (parkway) landscaping including 110 trees, located on the north side of Reserve Drive from Data Drive to International Drive; east side of Data Drive, from Reserve Drive north to end of California Jazz tract Unit No. 1; west side of Capital Center Drive, from International north to end of California Jazz Tract Unit No. 2; and north side of International Drive, from Reserve Drive to Capital Center Drive.

- Approximately 19,400 square feet of turf, 11,500 of streetscape (parkway) landscaping including 57 trees, located on the west side of Zinfandel Drive, south of International Drive.
- Approximately 152,340 square feet of turf, 55,600 square feet of streetscape and median landscaping including 392 trees along the medians and frontage corridors on Zinfandel Drive, from Data Drive to International Drive; and medians on International Drive, west of Data Drive to Kiloge Road.

Public Lighting Improvements

Lighting facilities that may be located within the landscaped areas including safety lights, security lights or ornamental lights installed as part of the landscape improvements are budgeted as part of the landscape maintenance costs.

Although the District improvements and associated assessments do not currently include public street lighting, these improvements may be incorporated into the District budget and assessments at a later date particularly to future annexations to the District. At such time, the lighting improvements may include but shall not be limited to the cost of providing electrical energy and servicing of lighting fixtures, poles, meters, conduits, electrical cable and associated appurtenant facilities associated with the street lighting, safety lighting and/or traffic signals within the District including public lighting facilities on designated arterial and collector streets as well as lighting facilities within residential subdivisions or public areas such as parks. The cost of such improvements shall be allocated based on the proportional special benefits properties receive from these improvements.

Improvements and Services Permitted Pursuant to the 1972 Act

As generally defined by the Landscaping and Lighting Act of 1972, the improvements and associated assessments for this District may include now or in the future one or more of the following:

1) The installation or planting of landscaping;
2) The installation or construction of statuary, fountains, and other ornamental structures and facilities;
3) The installation or construction of public lighting facilities including, but not limited to street lights and traffic signals;
4) The installation or construction of any facilities which are appurtenant to any of the foregoing or which are necessary or convenient for the maintenance or servicing thereof;

5) The installation of park or recreational improvements, including, but not limited to, all of the following:
   a) Land preparation, such as grading, leveling, cutting and filling, sod, landscaping, irrigation systems, sidewalks, and drainage.
   b) Lights, playground equipment, play courts, and public restrooms.
6) The acquisition of land for park, recreational, or open-space purposes or any existing improvement otherwise authorized pursuant to this section.
7) The maintenance or servicing, of any of the foregoing including the furnishing of services and materials for the ordinary and usual maintenance, operation, and servicing of any improvement including but not limited to:
   a) Repair, removal, or replacement of all or any part of any improvements;
   b) Grading, clearing, removal of debris, the installation or construction of curbs, gutters, walls, sidewalks, or paving, or water, irrigation, drainage, or electrical facilities;
   c) Providing for the life, growth, health, and beauty of landscaping, including cultivation, irrigation, trimming, spraying, fertilizing, or treating for disease or injury;
   d) The removal of trimmings, rubbish, debris, and other solid waste;
   e) The cleaning, sandblasting, and painting of walls and other improvements to remove or cover graffiti;
   f) Electric current or energy, gas, or other illuminating agent for any public lighting facilities or for the lighting or operation of any other improvements;
   g) Water for the irrigation of any landscaping, the operation of any fountains, or the maintenance of any other improvements.
8) Incidental expenses associated with the improvements including, but not limited to:
   a) The cost of preparation of the report, including plans, specifications, estimates, diagram, and assessment;
   b) The costs of printing, advertising, and the publishing, posting and mailing of notices;
   c) Compensation payable to the County for collection of assessments;
   d) Compensation of any engineer or attorney employed to render services;

e) Any other expenses incidental to the construction, installation, or maintenance and servicing of the improvements;

f) Costs associated with any elections held for the approval of a new or increased assessment.

Part II — METHOD OF APPORTIONMENT

A. General

The 1972 Act permits the establishment of assessment districts by agencies for the purpose of providing certain public improvements, which include the construction, maintenance, and servicing of public lights, landscaping and appurtenant facilities. The 1972 Act further requires that the cost of these improvements be levied according to benefit rather than assessed value:

> *"The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all assessable lots or parcels in proportion to the estimated benefits to be received by each such lot or parcel from the improvements."*

The method of apportionment described in this Report for allocation of special benefit assessments utilizes commonly accepted engineering practices and have been established pursuant to the 1972 Act and the provisions of the California Constitution. The formulas used for calculating assessments reflects the composition of parcels within the District and the improvements and services provided, to fairly apportion the costs based on the special benefits to each parcel.

B. Benefit Analysis

Each of the proposed improvements, the associated costs and assessments have been carefully reviewed, identified, and allocated based on special benefit pursuant to the provisions of the California Constitution and 1972 Act. The improvements provided by the District and for which properties will be assessed have been identified as necessary, required and/or desired for the development of properties within the District and as such, the ongoing operation, servicing and maintenance of these improvements would be the financial obligation of the parcels within the District. Therefore, the improvements and the annual costs of ensuring the maintenance and operation of the improvements are a distinct and special benefit to the properties within the District. Any improvement or portion thereof that is considered to be of general benefit shall be funded by other revenue sources and not included as part of the special benefit assessments allocated to properties within the District.

Special Benefit

The method of apportionment (method of assessment) established herein is based on the premise that each assessed parcel within the District receives special benefits from specific improvements and the desirability and security of those properties is enhanced by the presence of well-maintained improvements in close proximity to those properties.

The special benefits associated with landscape improvements are specifically:

- Enhanced desirability of properties through association with the improvements.
- Improved aesthetic appeal of properties providing a positive representation of the area and properties.
- Enhanced adaptation of the urban environment within the natural environment from adequate green space and landscaping.
- Environmental enhancement through improved erosion resistance, dust and debris control, and fire prevention.
- Increased sense of pride in ownership of property within the District resulting from well-maintained improvements associated with the properties.
- Enhanced quality of life through well-maintained green space and landscaped areas.
- Reduced criminal activity and property-related crimes (especially vandalism) against properties in the District through well-maintained surroundings and amenities including abatement of graffiti.
- Enhanced environmental quality of the parcels by moderating temperatures, providing oxygenation and attenuating noise.

The special benefits of street lighting and other public lighting facilities are the convenience, safety, and security of property, improvements, and goods. Specifically:

- Enhanced deterrence of crime and the aid to police protection.
- Increased nighttime safety on roads, streets and public areas.
- Improved ability of pedestrians and motorists to see.
- Improved ingress and egress to property.
- Reduced vandalism and other criminal act and damage to improvements or property.
- Improved traffic circulation and reduced nighttime accidents and personal property loss.

All of the preceding factors contribute to a specific enhancement and desirability of each of the assessed parcels within the District and thereby provide special benefits to the properties. Furthermore, it has been determined that the a lack of funding to properly service and maintain the District improvements could have a negative impact on the properties within the District.

General Benefit

In reviewing each of the District improvements, the proximity of those improvements to both properties within the District and those outside the District as well as the reasons for installing and constructing such improvements, it is evident that the improvements are solely for the benefit of properties within the District and the ongoing maintenance and operation of the improvements will directly effect the properties within the District. Although the improvements include public areas, easements, right-of-ways and other amenities available or visible to the public at large, the construction and installation of these improvements were only in direct benefit to the properties within the District and were not required nor necessarily desired by any properties or developments outside the District boundary and any public access or use of the improvements by others is incidental. Therefore, it has been determined that the improvements and the ongoing maintenance, servicing and operation of those improvements provide no measurable general benefit to properties outside the District or to the public at large, but clearly provide distinct and special benefits to properties within the District.

C. Assessment Methodology

The method of apportionment for the District calculates the receipt of special benefit from the respective improvements based on the actual or proposed land use of the parcels within the District. The special benefit received by each lot or parcel is equated to the overall land use of parcels within the District based on the parcel's actual land use or proposed development.

All costs associated with the improvements shall be fairly distributed among the parcels based upon the special benefit received by each parcel. Additionally, in compliance with the California Constitution Article XIIID Section 4, each parcel's assessment may not exceed the reasonable cost of the proportional special benefit conferred to that parcel. The benefit formula used to determine the assessment obligation is therefore based upon both the improvements that benefit the parcels within the District as well as the proposed land use of each property as compared to other parcels that benefit from those specific improvements.

To identify and determine the special benefit to be received by each parcel and their proportionate share of the improvement costs it is necessary to consider the entire

scope of improvements to be maintained by the District as well as individual property development within the District. Upon review of the improvements to be maintained by the City of Rancho Cordova that will be transferred from the Sacramento Landscape Maintenance District, it has been determined that there are four (4) distinct areas that benefit differently from the improvements within the District and therefore the landscape maintenance and assessments have been established as four (4) benefit zones for the allocation of the assessments and proportional special benefit.

Zones and Assessments:

Zone 1 of the District is comprised of one hundred five (105) parcels that were previously part of the Sacramento Landscape Maintenance District Zone 4. These residential parcels are assessed on a per parcel basis at the pre-existing rate of $42.50 per parcel.

Zone 2 of the District is comprised of one hundred fifty-nine (159) parcels that were previously part of Sacramento Landscape Maintenance District Zone 5 and are part of the residential developments known as California Jazz Unit No.1 and Unit No. 2. These parcels shall be assessed on an acreage basis at the pre-existing rate of $30.48 per acre for the median landscape improvements and parkway landscape improvements associated with these parcels.

Zone 3 of the District is comprised of eight (8) parcels that were previously part of Sacramento Landscape Maintenance District Zone 5 and these parcels shall be assessed on an acreage basis at the pre-existing rate of $30.48 per acre for the median landscaping and $1,382.76 per acre for the landscaping along the parkways of Zinfandel Drive, totaling $1,413.24 per acre.

Zone 4 of the District is comprised of seventy (70) parcels that were previously part of the Sacramento Landscape Maintenance District Zone 5 that are not included as part of this Districts Zone 2 and 3. These parcels shall be assessed on an acreage basis at the pre-existing rate of $30.48 per acre for the median landscape improvements within the District.

Exempt Parcels — Properties within the District that are not assessed for special benefit include but is not limited to:

- Lots or parcels identified as public streets and other roadways (typically not assigned an APN by the County);
- Dedicated public easements including open space areas, utility rights-of-way, greenbelts, parkways, parks or other publicly owned properties that are part of the District improvements or may provide other benefits to private properties within the District;

- Private properties that cannot be developed independently from an adjacent property, such as common areas, sliver parcels or bifurcated lots or properties with very restrictive development use;

These types of parcels are considered to receive little or no benefit from the improvements and are therefore exempted from assessment, but shall be reviewed annually by the assessment engineer to confirm the parcels current development status. Government owned properties or public properties are not necessarily exempt properties and shall be subject to special benefit assessment unless it qualifies for an exempt status.

Special Cases — In many districts where multiple land uses and zones exist, the typical property classification and assessment methodology does not accurately identify the special benefits received from the improvements for each and every parcel. For example, in some cases, only a small percentage of the parcel's total acreage can actually be developed. In this case, an appropriate calculation would be based on the net acreage that can be utilized rather than the gross acreage of the parcel. These special circumstances will be reviewed annually by the assessment engineer.

Part III — DISTRICT BUDGET

The proposed Maximum Assessment per Parcel or Acre shown above is based on the cost of providing the District improvements and does not include any other assessments or charges imposed on the properties. The budget below identifies the cost to maintain the improvements within each specified Zone of the District. The budget has been prepared under the premises that the reserves previously collected by the Sacramento Landscape Maintenance District would be transferred in proportion to the cost of maintaining the landscape area that will be part of the newly formed District. The City and the County of Sacramento have not finalized the particulars and exact balances to be transferred to the District and the reserve balances displayed within the Budget Summary are projected ending balances for Fiscal Year 2004/2005. If the reserves are not transferred to the District or a lesser amount is transferred, the City may reduce the level of maintenance provided down to a level that can be financed by the District and assessments collected.

CITY OF RANCHO CORDOVA
LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 2005-1
BUDGET SUMMARY

BUDGET ITEM	Total Budget	Zone 1 Budget	Zone 2 Budget	Zone 3 Budget	Zone 4 Budget	First Year's Assessment
MAINTENANCE (DIRECT COSTS)						
Contract Maintenance	93,396	2,613	30,594	48,405	11,784	93,396
Landscape Utilities (Water/Electricity)	21,534	540	7,878	10,207	2,908	21,533
Periodic Repair/Rehabilitation	11,654	615	2,477	6,375	2,187	11,654
ANNUAL DIRECT COSTS	**126,584**	**3,768**	**40,949**	**64,987**	**16,879**	**126,583**
ADMINISTRATION						
City Administration Overhead	9,194	252	3,078	4,689	1,175	9,194
Professional Fees for Admin	4,822	137	1,492	2,578	615	4,822
County Administration Fee	92	23	32	4	33	92
Miscellaneous Administration Expenses	141	4	46	73	18	141
Total Administration	**14,249**	**416**	**4,648**	**7,344**	**1,841**	**14,249**
Total Costs & Expenses	**140,832**	**4,184**	**45,597**	**72,331**	**18,720**	**140,832**
LEVY ADJUSTMENTS						
Reserve Fund Collection / Transfers	(56,945)	(62)	(45,044)	(6,324)	(5,516)	(56,945)
Revenues from Other Sources	-	-	-	-	-	-
BALANCE TO LEVY	**$83,887**	**$4,123**	**$554**	**$66,007**	**$13,204**	**83,887**
Total Parcels		105	159	8	70	342
Parcels Levied		97	154	8	63	322
Total Acreage		NA	18.16	46.71	433.15	NA
Levy per Parcel / Acre		**$ 42.50**	**$ 30.48**	**$ 1,413.24**	**$ 30.48**	
Maximum Levy per Parcel / Acre		**$ 42.50**	**$ 30.48**	**$ 1,413.24**	**$ 30.48**	
FUND BALANCE INFORMATION						
Beginning Reserve Fund Balance [1]	317,508					
Reserve Fund Adjustments	(56,945)					
Estimated Ending Reserve Fund Balance	260,563					

[1] Projected estimates of the ending reserve fund balances for Fiscal Year 2004-05 that should be transferred to the District. Actual amount to be transferred from the Sacramento Landscape Maintenance District have not been finalized. Fiscal Year 2004-05 estimates of ending reserve fund balances are: $36,883 for Working Capital Reserve, $129,357 for Reserve Fund, and $171,268 for Rate Stablization Reserve.

Part IV — DISTRICT DIAGRAMS

The parcels involved with the continuation of assessments through the transferring of the Sacramento Landscape Maintenance District to the City of Rancho Cordova Landscaping and Lighting Maintenance District No. 2005-1 consist of all lots, parcels and subdivisions of land located within the boundaries of the map designated as "Boundary Map pf Landscaping and Lighting District No. 2005-1." The District covers approximately five hundred twelve acres (512 acres) within the City of Rancho Cordova.

The following District Diagram is based on the Sacramento County Assessor's Maps and the Sacramento County Assessor's information and identifies all the parcels of land within the proposed District, as the same existed at the time this Report was prepared. The combination of this map and the Assessment Roll contained in this Report constitute the District Assessment Diagram. The maximum assessment rate and the continuation of assessments for each of the existing parcels within the District as described herein, shall be presented to the property owners of record for approval or protest in accordance with the provisions of the California Constitution.

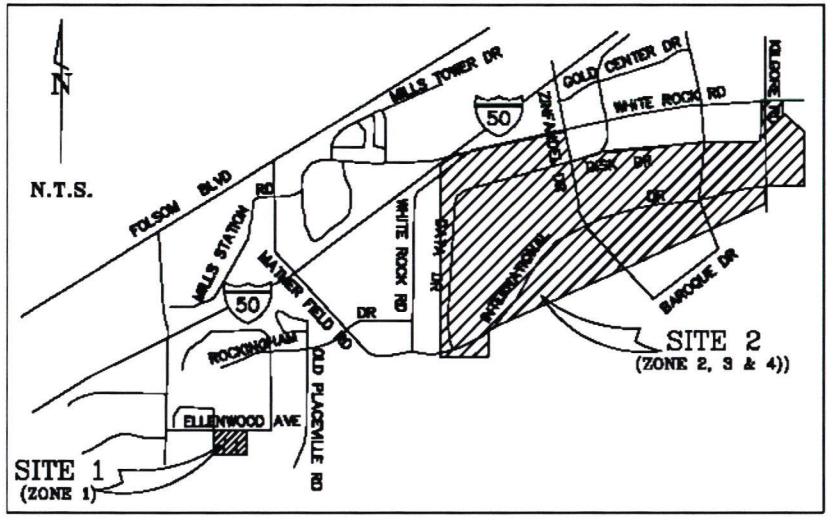
BOUNDARY MAP OF
LANDSCAPING AND LIGHTING DISTRICT NO. 2005- 1

CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA

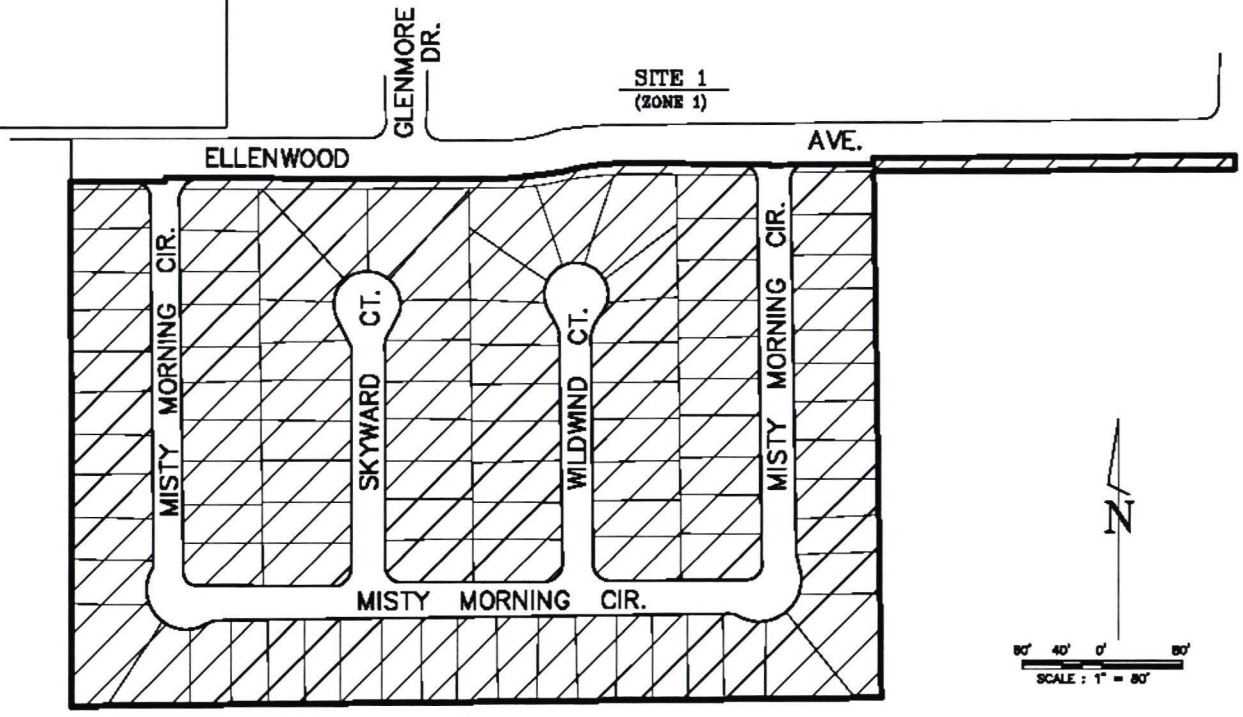
FILED IN THE OFFICE OF THE CITY CLERK THIS _____ DAY OF _____, 2005.

I HEREBY CERTIFY THAT THIS MAP SHOWING THE BOUNDARIES OF LANDSCAPING AND LIGHTING DISTRICT NO. 2005-1, CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AT A REGULAR MEETING THEREOF, HELD ON THE _____ DAY OF _____, 2005, BY ITS RESOLUTION NO. _____

_____
CITY CLERK
CITY OF CORDOVA



VICINITY MAP



LEGEND

LLD BOUNDARY

ZONE 1

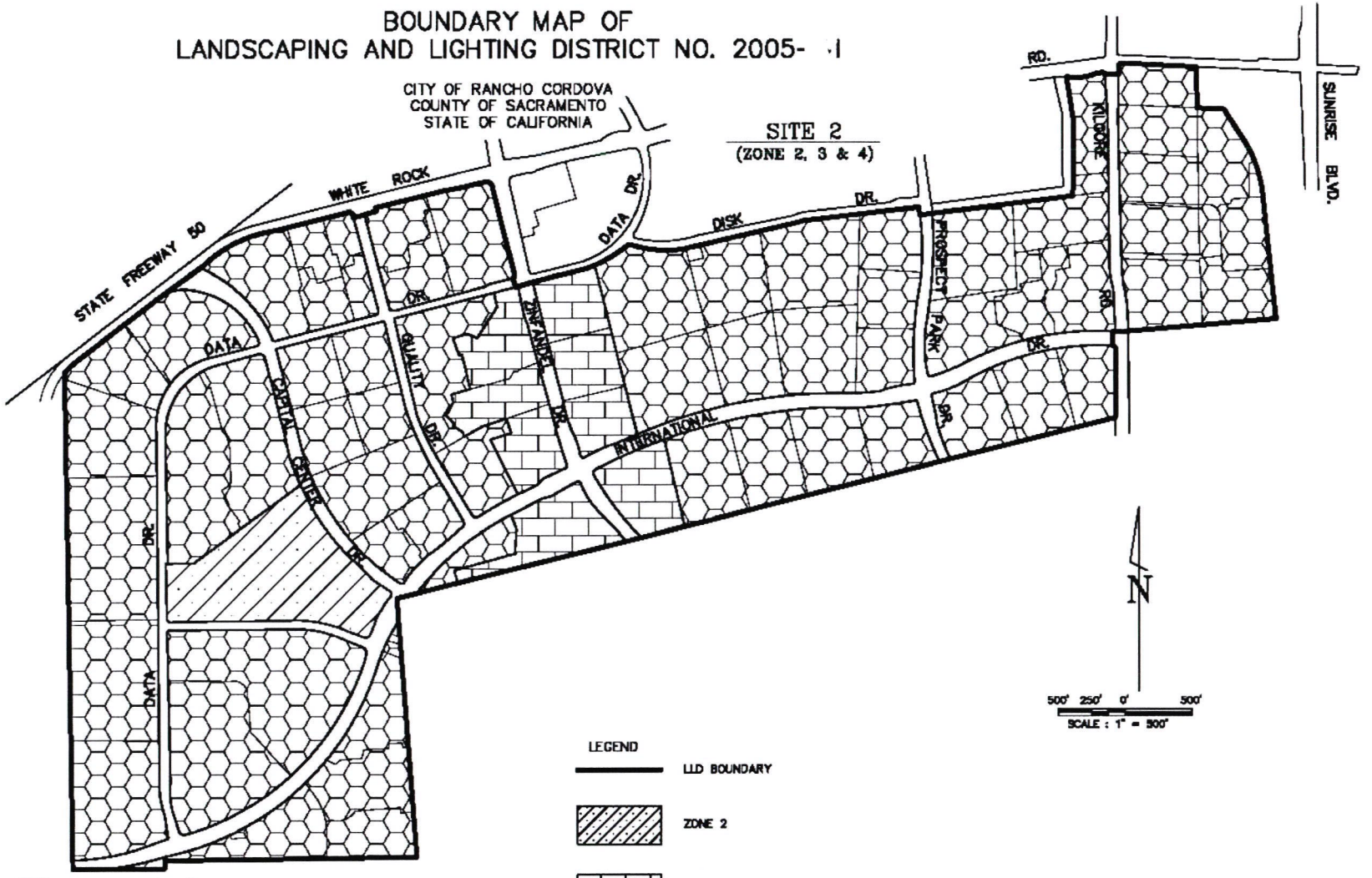
MuniFinancial
27368 Via Industria
Suite 110
Temecula, California 92590-3691
Phone (951) 587-3500 Fax (951) 587-3510

(05-050) APRIL 2005

BOUNDARY MAP OF
LANDSCAPING AND LIGHTING DISTRICT NO. 2005- 1

CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA

SITE 2
(ZONE 2, 3 & 4)



LEGEND

- LLD BOUNDARY
- ZONE 2
- ZONE 3
- ZONE 4

MuniFinancial
27368 Via Industria
Suite 110
Temecula, California 92590-3691
Phone (951) 587-3500 Fax (951) 587-3510

(05-050) APRIL 2005

Part V — ASSESSMENT ROLL

Parcel identification for each lot or parcel within the District is based on the Assessment Diagram presented herein and is based on available parcel maps and property data from the Sacramento County Assessor's Office at the time the Engineer's Report was prepared. A listing of the proposed lots and parcels to be assessed within this District along with the assessment amounts is provided herein.

Non-assessable lots or parcels may include, but are not limited to public streets and other roadways (typically not assigned an APN by the County); dedicated public easements, open space areas, right-of-ways, common areas; landlocked parcels, small parcels vacated by the County, bifurcated lots, and any other property that can not be developed or has little or no value. These types of parcels are considered to receive little or no benefit from the improvements and are therefore exempted from assessment.

If any parcel submitted for collection is identified by the County Auditor/Controller to be an invalid parcel number for the fiscal year, a corrected parcel number and/or new parcel numbers will be identified and resubmitted to the County Auditor/Controller. The assessment amount to be levied and collected for the resubmitted parcel or parcels shall be based on the method of apportionment and assessment rate described in this Report as approved by the City Council. Therefore, if a single parcel is subdivided to multiple parcels, the assessment amount applied to each of the new parcels shall be recalculated and applied according to the approved method of apportionment and assessment rate rather than a proportionate share of the original assessment.

The following is a list of the parcels and proposed assessment amounts for each of the parcels within the District as determined by the assessment rates and method of apportionment described herein:

City of Rancho Cordova

Landscaping and Lighting District No. 2005-1

Assessment Roll

Assessor's Parcel No.	Assessment I.D. No.	Zone	Assessment
077-0370-002	1	1	$42.50
077-0370-003	2	1	$42.50
077-0370-004	3	1	$42.50
077-0370-005	4	1	$42.50
077-0370-006	5	1	$42.50
077-0370-007	6	1	$42.50
077-0370-008	7	1	$42.50
077-0370-009	8	1	$42.50
077-0370-010	9	1	$42.50
077-0370-011	10	1	$42.50
077-0370-012	11	1	$42.50
077-0370-013	12	1	$42.50
077-0370-014	13	1	$42.50
077-0370-015	14	1	$42.50
077-0370-016	15	1	$42.50
077-0370-017	16	1	$42.50
077-0370-018	17	1	$42.50
077-0370-019	18	1	$42.50
077-0370-020	19	1	$42.50
077-0370-021	20	1	$42.50
077-0370-022	21	1	$42.50
077-0370-023	22	1	$42.50
077-0370-024	23	1	$42.50
077-0370-025	24	1	$42.50
077-0370-026	25	1	$42.50
077-0370-027	26	1	$42.50
077-0370-028	27	1	$42.50
077-0370-029	28	1	$42.50
077-0370-030	29	1	$42.50
077-0370-031	30	1	$42.50
077-0370-032	31	1	$42.50
077-0370-033	32	1	$42.50
077-0370-034	33	1	$42.50
077-0370-035	34	1	$42.50
077-0370-036	35	1	$42.50
077-0370-037	36	1	$42.50
077-0370-038	37	1	$42.50
077-0370-039	38	1	$42.50
077-0370-042	39	1	$42.50
077-0370-043	40	1	$42.50
077-0370-044	41	1	$42.50
077-0370-045	42	1	$42.50
077-0370-046	43	1	$42.50
077-0370-047	44	1	$42.50

City of Rancho Cordova
Landscaping and Lighting District No. 2005-1

Assessment Roll

Assessor's Parcel No.	Assessment I.D. No.	Zone	Assessment
077-0370-048	45	1	$42.50
077-0370-049	46	1	$42.50
077-0370-050	47	1	$42.50
077-0370-051	48	1	$42.50
077-0370-052	49	1	$42.50
077-0370-053	50	1	$42.50
077-0370-054	51	1	$42.50
077-0370-055	52	1	$42.50
077-0370-056	53	1	$42.50
077-0370-057	54	1	$42.50
077-0370-058	55	1	$42.50
077-0370-059	56	1	$42.50
077-0370-060	57	1	$42.50
077-0370-061	58	1	$42.50
077-0370-062	59	1	$42.50
077-0370-063	60	1	$42.50
077-0370-064	61	1	$42.50
077-0370-065	62	1	$42.50
077-0370-066	63	1	$42.50
077-0370-067	64	1	$42.50
077-0370-068	65	1	$42.50
077-0370-069	66	1	$42.50
077-0370-070	67	1	$42.50
077-0370-071	68	1	$42.50
077-0370-072	69	1	$42.50
077-0370-073	70	1	$42.50
077-0370-074	71	1	$42.50
077-0370-075	72	1	$42.50
077-0370-076	73	1	$42.50
077-0370-077	74	1	$42.50
077-0370-078	75	1	$42.50
077-0370-079	76	1	$42.50
077-0370-080	77	1	$42.50
077-0370-081	78	1	$42.50
077-0370-082	79	1	$42.50
077-0370-083	80	1	$42.50
077-0370-084	81	1	$42.50
077-0370-085	82	1	$42.50
077-0370-086	83	1	$42.50
077-0370-087	84	1	$42.50
077-0370-088	85	1	$42.50
077-0370-089	86	1	$42.50
077-0370-090	87	1	$42.50
077-0370-091	88	1	$42.50

City of Rancho Cordova
Landscaping and Lighting District No. 2005-1

Assessment Roll

Assessor's Parcel No.	Assessment I.D. No.	Zone	Assessment
077-0370-092	89	1	$42.50
077-0370-093	90	1	$42.50
077-0370-094	91	1	$42.50
077-0370-095	92	1	$42.50
077-0370-096	93	1	$42.50
077-0370-097	94	1	$0.00
077-0370-098	95	1	$0.00
077-0370-099	96	1	$0.00
077-0370-100	97	1	$0.00
077-0370-102	98	1	$42.50
077-0370-103	99	1	$0.00
077-0370-104	100	1	$0.00
077-0370-105	101	1	$42.50
077-0370-106	102	1	$42.50
077-0370-107	103	1	$0.00
077-0370-108	104	1	$0.00
077-0370-109	105	1	$42.50
072-1340-001	106	2	$3.96
072-1340-002	107	2	$3.96
072-1340-003	108	2	$3.06
072-1340-004	109	2	$3.06
072-1340-005	110	2	$3.06
072-1340-006	111	2	$3.06
072-1340-007	112	2	$3.06
072-1340-008	113	2	$3.06
072-1340-009	114	2	$3.06
072-1340-010	115	2	$3.06
072-1340-011	116	2	$3.06
072-1340-012	117	2	$3.06
072-1340-013	118	2	$3.96
072-1340-014	119	2	$4.28
072-1340-015	120	2	$3.66
072-1340-016	121	2	$3.06
072-1340-017	122	2	$3.66
072-1340-018	123	2	$3.96
072-1340-019	124	2	$3.66
072-1340-020	125	2	$3.36
072-1340-021	126	2	$3.36
072-1340-022	127	2	$3.06
072-1340-023	128	2	$3.66
072-1340-024	129	2	$3.96
072-1340-025	130	2	$3.36
072-1340-026	131	2	$4.58
072-1340-027	132	2	$5.80

City of Rancho Cordova
Landscaping and Lighting District No. 2005-1

Assessment Roll

Assessor's Parcel No.	Assessment I.D. No.	Zone	Assessment
072-1340-028	133	2	$5.18
072-1340-029	134	2	$4.88
072-1340-030	135	2	$3.06
072-1340-031	136	2	$3.06
072-1340-032	137	2	$4.28
072-1340-033	138	2	$3.96
072-1340-034	139	2	$3.06
072-1340-035	140	2	$3.06
072-1340-036	141	2	$3.06
072-1340-037	142	2	$3.06
072-1340-038	143	2	$4.28
072-1340-039	144	2	$5.50
072-1340-040	145	2	$3.96
072-1340-041	146	2	$3.36
072-1340-042	147	2	$3.36
072-1340-043	148	2	$3.36
072-1340-044	149	2	$4.88
072-1340-045	150	2	$5.18
072-1340-046	151	2	$3.66
072-1340-047	152	2	$3.06
072-1340-048	153	2	$3.66
072-1340-049	154	2	$3.06
072-1340-050	155	2	$3.06
072-1340-051	156	2	$3.06
072-1340-052	157	2	$3.06
072-1340-053	158	2	$3.06
072-1340-054	159	2	$3.06
072-1340-055	160	2	$3.06
072-1340-056	161	2	$3.06
072-1340-057	162	2	$3.06
072-1340-058	163	2	$3.06
072-1340-059	164	2	$3.66
072-1340-060	165	2	$3.06
072-1340-061	166	2	$3.06
072-1340-062	167	2	$3.36
072-1340-063	168	2	$3.36
072-1340-064	169	2	$4.88
072-1340-065	170	2	$3.96
072-1340-066	171	2	$3.06
072-1340-067	172	2	$3.06
072-1340-068	173	2	$3.06
072-1340-069	174	2	$3.06
072-1340-070	175	2	$4.28
072-1340-071	176	2	$4.28

City of Rancho Cordova
Landscaping and Lighting District No. 2005-1

Assessment Roll

Assessor's Parcel No.	Assessment I.D. No.	Zone	Assessment
072-1340-072	177	2	$4.28
072-1340-073	178	2	$4.58
072-1340-074	179	2	$3.96
072-1340-075	180	2	$0.00
072-1340-076	181	2	$0.00
072-1340-077	182	2	$0.00
072-1350-001	183	2	$5.50
072-1350-002	184	2	$3.96
072-1350-003	185	2	$3.96
072-1350-004	186	2	$4.28
072-1350-005	187	2	$5.18
072-1350-006	188	2	$5.18
072-1350-007	189	2	$5.80
072-1350-008	190	2	$6.10
072-1350-009	191	2	$3.36
072-1350-010	192	2	$3.36
072-1350-011	193	2	$3.36
072-1350-012	194	2	$3.36
072-1350-013	195	2	$4.58
072-1350-014	196	2	$3.66
072-1350-015	197	2	$3.06
072-1350-016	198	2	$3.36
072-1350-017	199	2	$3.96
072-1350-018	200	2	$3.96
072-1350-019	201	2	$4.88
072-1350-020	202	2	$3.06
072-1350-021	203	2	$3.36
072-1350-022	204	2	$3.66
072-1350-023	205	2	$3.36
072-1350-024	206	2	$3.36
072-1350-025	207	2	$3.36
072-1350-026	208	2	$3.36
072-1350-027	209	2	$3.36
072-1350-028	210	2	$3.36
072-1350-029	211	2	$3.36
072-1350-030	212	2	$3.36
072-1350-031	213	2	$3.36
072-1350-032	214	2	$3.96
072-1350-033	215	2	$3.06
072-1350-034	216	2	$3.06
072-1350-035	217	2	$3.06
072-1350-036	218	2	$3.06
072-1350-037	219	2	$3.06
072-1350-038	220	2	$3.06

City of Rancho Cordova
Landscaping and Lighting District No. 2005-1

Assessment Roll

Assessor's Parcel No.	Assessment I.D. No.	Zone	Assessment
072-1350-039	221	2	$3.06
072-1350-040	222	2	$3.06
072-1350-041	223	2	$3.06
072-1350-042	224	2	$3.06
072-1350-043	225	2	$3.06
072-1350-044	226	2	$3.06
072-1350-045	227	2	$3.06
072-1350-046	228	2	$3.06
072-1350-047	229	2	$3.06
072-1350-051	230	2	$3.06
072-1350-052	231	2	$3.06
072-1350-053	232	2	$3.06
072-1350-054	233	2	$3.36
072-1350-055	234	2	$3.36
072-1350-056	235	2	$3.36
072-1350-057	236	2	$3.36
072-1350-058	237	2	$3.06
072-1350-059	238	2	$3.06
072-1350-060	239	2	$3.36
072-1350-061	240	2	$3.36
072-1350-062	241	2	$3.36
072-1350-063	242	2	$3.06
072-1350-064	243	2	$3.06
072-1350-065	244	2	$3.06
072-1350-066	245	2	$3.36
072-1350-067	246	2	$3.36
072-1350-068	247	2	$4.58
072-1350-069	248	2	$5.50
072-1350-070	249	2	$3.66
072-1350-071	250	2	$3.36
072-1350-072	251	2	$3.96
072-1350-073	252	2	$6.10
072-1350-074	253	2	$4.28
072-1350-075	254	2	$3.06
072-1350-076	255	2	$3.36
072-1350-077	256	2	$3.06
072-1350-078	257	2	$3.36
072-1350-079	258	2	$3.36
072-1350-080	259	2	$3.36
072-1350-081	260	2	$0.00
072-1350-082	261	2	$3.66
072-1350-084	262	2	$3.06
072-1350-085	263	2	$3.66
072-1350-086	264	2	$0.00

City of Rancho Cordova
Landscaping and Lighting District No. 2005-1

Assessment Roll

Assessor's Parcel No.	Assessment I.D. No.	Zone	Assessment
072-0680-010	265	3	$7,536.22
072-0680-011	266	3	$6,915.42
072-0680-012	267	3	$6,251.32
072-0680-038	268	3	$9,932.80
072-0690-090	269	3	$8,792.26
072-0690-091	270	3	$7,160.86
072-0690-096	271	3	$11,968.44
072-0690-098	272	3	$7,449.60
072-0260-006	273	4	$117.36
072-0260-031	274	4	$144.78
072-0260-032	275	4	$145.08
072-0260-048	276	4	$0.00
072-0260-049	277	4	$144.48
072-0370-060	278	4	$381.00
072-0370-062	279	4	$0.00
072-0370-063	280	4	$380.10
072-0680-013	281	4	$293.52
072-0680-014	282	4	$331.62
072-0680-015	283	4	$230.74
072-0680-016	284	4	$211.84
072-0680-017	285	4	$268.54
072-0680-018	286	4	$312.42
072-0680-019	287	4	$164.90
072-0680-020	288	4	$135.94
072-0680-021	289	4	$132.90
072-0680-026	290	4	$0.00
072-0680-034	291	4	$167.94
072-0680-035	292	4	$218.24
072-0680-036	293	4	$213.06
072-0680-037	294	4	$251.46
072-0680-040	295	4	$140.22
072-0680-042	296	4	$285.90
072-0680-043	297	4	$171.60
072-0680-048	298	4	$148.44
072-0680-049	299	4	$201.78
072-0680-050	300	4	$201.48
072-0680-062	301	4	$203.62
072-0680-063	302	4	$131.98
072-0680-064	303	4	$183.18
072-0680-065	304	4	$71.94
072-0680-067	305	4	$214.28
072-0680-068	306	4	$153.92
072-0680-069	307	4	$134.42
072-0680-070	308	4	$214.88

City of Rancho Cordova
Landscaping and Lighting District No. 2005-1

Assessment Roll

Assessor's Parcel No.	Assessment I.D. No.	Zone	Assessment
072-0690-019	309	4	$0.00
072-0690-022	310	4	$0.00
072-0690-023	311	4	$0.00
072-0690-024	312	4	$0.00
072-0690-036	313	4	$146.92
072-0690-037	314	4	$141.12
072-0690-038	315	4	$138.38
072-0690-039	316	4	$123.44
072-0690-060	317	4	$181.66
072-0690-061	318	4	$283.78
072-0690-062	319	4	$281.64
072-0690-063	320	4	$485.86
072-0690-064	321	4	$257.56
072-0690-078	322	4	$259.08
072-0690-079	323	4	$47.86
072-0690-080	324	4	$57.30
072-0690-081	325	4	$80.48
072-0690-082	326	4	$89.00
072-0690-084	327	4	$410.58
072-0690-085	328	4	$367.28
072-0690-086	329	4	$273.10
072-0690-089	330	4	$311.82
072-0690-093	331	4	$104.56
072-0690-094	332	4	$117.66
072-0690-095	333	4	$99.68
072-0690-099	334	4	$164.60
072-0690-100	335	4	$139.30
072-0690-101	336	4	$128.02
072-0690-104	337	4	$149.36
072-0690-105	338	4	$157.28
072-0690-107	339	4	$610.82
072-0690-108	340	4	$499.88
072-0690-113	341	4	$169.48
072-0690-114	342	4	$221.28

342Parcels

CITY OF RANCHO CORDOVA

RESOLUTION NO. 53-2005

A RESOLUTION OF THE CITY COUNCIL OF RANCO CORDOVA DECLARING ITS INTENTION TO FORM LANDSCAPING AND LIGHTING DISTRICT NO. 2005-1; AND TO LEVY AND COLLECT ANNUAL ASSESSMENTS WITHIN SUCH DISTRICT COMMENCING IN FISCAL YEAR 2005/2006; AND TO CONDUCT A PROPERTY OWNER BALLOTING ON THE MATTER OF THE PROPOSED ASSESSMENTS CONNECTED THEREWITH, AND TO APPOINT A TIME AND PLACE FOR THE PUBLIC HEARING ON THESE MATTERS

WHEREAS, the City Council pursuant to the provisions of the *Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code of California, beginning with Section 22500* (hereafter referred to as the "1972 Act") did by previous Resolution, initiate proceedings for the formation of an the assessment district within the City of Rancho Cordova designated as "**Landscaping and Lighting District No. 2005-1**" (hereafter referred to as the "District"); to provide for the continued levy and collection of annual assessments to pay for the operation, maintenance and servicing of landscaping, street lighting and appurtenant facilities, previously provided and maintained by the County of Sacramento as part of the Sacramento Landscape Maintenance District; and to levy and collect annual assessments related thereto. Once the District is formed, that portion of Zone 4 and the entire area of Zone 5 of the Sacramento Landscape Maintenance District that is within the City of Rancho Cordova will be transferred to the newly formed District; and

WHEREAS, the Engineer selected by the City Council has prepared and filed with the City Clerk a Report in connection with the proposed District, and the levy of assessments commencing with Fiscal Year 2005/2006 (July 1, 2005 and ending June 30, 2006) in accordance with *Chapter 1, Article 4* of the 1972 Act and the provisions of the California Constitution, Articles XIIIC and XIIID, and the City Council did by previous Resolution preliminarily approve such Report.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, THE LEGISLATIVE BODY FOR SAID DISTRICT, AS FOLLOWS:

Section 1: The City Council hereby declares its intention to form the District pursuant to the 1972 Act, to continue the maintenance and operation of landscaping and lighting improvements within the City of Rancho Cordova previously provided by the County of Sacramento as part of the Sacramento Landscape Maintenance District, and to levy and collect special benefit assessments on parcels of land within the District that are consistent with the Assessments previously established by the County, to pay for the costs and expenses associated with the operation, maintenance, repair and servicing of landscaping, street lighting and appurtenant facilities and expenses related thereto.

Section 2: The District improvements include the ongoing operation, administration, maintenance, servicing and incidental expenses related to the dedicated landscape areas, public street lighting and appurtenant facilities authorized pursuant to the 1972 Act that were previously provided by the County of Sacramento as part of the Sacramento Landscape Maintenance District. Said improvements may include, but are not limited to turf, ground cover, shrubs,

trees, plants, irrigation and drainage systems, hardscape improvements ornamental lighting structures, street lighting and associated appurtenant facilities located within the public street right-of-ways, parks, open spaces or other easements within the District, and dedicated to the City of Rancho Cordova for such maintenance. The Engineer's Report, as ordered by previous Resolution, provides a full and complete description of the improvements within the District.

Section 3: The territory within Landscaping and Lighting District No. 2005-1 consists of all lots, parcels and subdivisions of land located and identified by the Sacramento County Assessors' Parcel Numbers attached and incorporated herein as Exhibit "A"

Section 4: An assessment ballot proceeding is hereby called on behalf of the District on the matter of confirming assessments for properties within the District subject to the continuation of the assessment through the transfer of a portion of Zone 4 and the entire area of Zone 5 of the Sacramento Landscape Maintenance District that are within the boundary of the City of Rancho Cordova, pursuant to California Constitution Articles XIIIC and XIIID.

The assessment ballot proceeding for the District on the matter of authorizing the levy of the assessments, pursuant to California Constitution, Article XIIID, Section 4 consists of a ballot, included with a notice, distributed by first class mail, to the property owners of record.

Each valid property owner's ballot returned shall be counted and weighted by the amount of its proposed assessment. Each property owner may return the ballot by mail or in person to the City Clerk not later than the conclusion of the Public Hearing on the matter on June 20, 2005. The Public Hearing is scheduled to begin on Monday, June 20, 2005, at 5:30 p.m., at the City Council Chambers, 3121 Gold Canal Drive, Rancho Cordova, California. At the conclusion of the Public Hearing, the City shall tabulate the ballots returned, to determine if a majority protest exists. Majority protest exists if ballots submitted in opposition to the assessment exceed the ballots submitted in favor of the assessment.

Section 5: The continuation of the assessments through the formation of the District is outlined in the Engineer's Report. The Report details that continuation of the assessments are necessary to provide for the annual operation, administration, services and maintenance of the improvements described in Section 2 of this Resolution. In subsequent years, the City Council will hold a Public Hearing for the District prior to approving the annual levy of assessments for the upcoming fiscal year.

Section 6: Notice is hereby given that a Public Hearing on these matters will be held by the City Council on Monday, June 20, 2005 at 5:30 p.m. or as soon thereafter as feasible in the regular meeting chambers of the City Council located at 3121 Gold Canal Drive, Rancho Cordova, California, in accordance with *Government Code, Section 53753 and California Constitution, Article XIIID, Section 4(e).* The City shall also give notice of the time and place of the Public Hearing by posting a copy of this resolution on the official bulletin board customarily used by the Council for the posting of notices and by publishing this resolution in a local

newspaper pursuant to *Government Code Section 6061* as outlined in the 1972 Act. As required by the California Constitution Article XIIID, those properties subject to a new or increased assessment shall be mailed a notice of the Public Hearing and a property owner ballot not less than 45 days before the date of the public hearing. Property owners being balloted for a new assessment must return their ballots to the City Clerk prior to the conclusion of the Public Hearing. At the Public Hearing, all interested persons shall be permitted to present written and/or oral testimony.

PASSED, APPROVED, AND ADOPTED THIS 2nd day of May, 2005 by the City Council of said City of Rancho Cordova at a regular meeting of the City Council by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Ken Cooley, Mayor

ATTEST:

_____

Lillian E. Hare, City Clerk

EXHIBIT A
CITY OF RANCHO CORDOVA
LANDSCAPING AND LIGHTING DISTRCIT NO. 2005-1

Assessment No.	*Assessor's Parcel Number*	*Assessment No.*	*Assessor's Parcel Number*	*Assessment No.*	*Assessor's Parcel Number*	*Assessment No.*	*Assessor's Parcel Number*	*Assessment No.*	*Assessor's Parcel Number*
1	077-0370-002	70	077-0370-073	139	072-0680-063	208	072-1340-025	277	072-1350-017
2	077-0370-003	71	077-0370-074	140	072-0680-064	209	072-1340-026	278	072-1350-018
3	077-0370-004	72	077-0370-075	141	072-0680-065	210	072-1340-027	279	072-1350-019
4	077-0370-005	73	077-0370-076	142	072-0680-067	211	072-1340-028	280	072-1350-020
5	077-0370-006	74	077-0370-077	143	072-0680-068	212	072-1340-029	281	072-1350-021
6	077-0370-007	75	077-0370-078	144	072-0680-069	213	072-1340-030	282	072-1350-022
7	077-0370-008	76	077-0370-079	145	072-0680-070	214	072-1340-031	283	072-1350-023
8	077-0370-009	77	077-0370-080	146	072-0690-019	215	072-1340-032	284	072-1350-024
9	077-0370-010	78	077-0370-081	147	072-0690-022	216	072-1340-033	285	072-1350-025
10	077-0370-011	79	077-0370-082	148	072-0690-023	217	072-1340-034	286	072-1350-026
11	077-0370-012	80	077-0370-083	149	072-0690-024	218	072-1340-035	287	072-1350-027
12	077-0370-013	81	077-0370-084	150	072-0690-036	219	072-1340-036	288	072-1350-028
13	077-0370-014	82	077-0370-085	151	072-0690-037	220	072-1340-037	289	072-1350-029
14	077-0370-015	83	077-0370-086	152	072-0690-038	221	072-1340-038	290	072-1350-030
15	077-0370-016	84	077-0370-087	153	072-0690-039	222	072-1340-039	291	072-1350-031
16	077-0370-017	85	077-0370-088	154	072-0690-060	223	072-1340-040	292	072-1350-032
17	077-0370-018	86	077-0370-089	155	072-0690-061	224	072-1340-041	293	072-1350-033
18	077-0370-019	87	077-0370-090	156	072-0690-062	225	072-1340-042	294	072-1350-034
19	077-0370-020	88	077-0370-091	157	072-0690-063	226	072-1340-043	295	072-1350-035
20	077-0370-021	89	077-0370-092	158	072-0690-064	227	072-1340-044	296	072-1350-036
21	077-0370-022	90	077-0370-093	159	072-0690-078	228	072-1340-045	297	072-1350-037
22	077-0370-023	91	077-0370-094	160	072-0690-079	229	072-1340-046	298	072-1350-038
23	077-0370-024	92	077-0370-095	161	072-0690-080	230	072-1340-047	299	072-1350-039
24	077-0370-025	93	077-0370-096	162	072-0690-081	231	072-1340-048	300	072-1350-040
25	077-0370-026	94	077-0370-097	163	072-0690-082	232	072-1340-049	301	072-1350-041
26	077-0370-027	95	077-0370-098	164	072-0690-084	233	072-1340-050	302	072-1350-042
27	077-0370-028	96	077-0370-099	165	072-0690-085	234	072-1340-051	303	072-1350-043
28	077-0370-029	97	077-0370-100	166	072-0690-086	235	072-1340-052	304	072-1350-044
29	077-0370-030	98	077-0370-102	167	072-0690-089	236	072-1340-053	305	072-1350-045
30	077-0370-031	99	077-0370-103	168	072-0690-090	237	072-1340-054	306	072-1350-046
31	077-0370-032	100	077-0370-104	169	072-0690-091	238	072-1340-055	307	072-1350-047
32	077-0370-033	101	077-0370-105	170	072-0690-093	239	072-1340-056	308	072-1350-051
33	077-0370-034	102	077-0370-106	171	072-0690-094	240	072-1340-057	309	072-1350-052
34	077-0370-035	103	077-0370-107	172	072-0690-095	241	072-1340-058	310	072-1350-053
35	077-0370-036	104	077-0370-108	173	072-0690-096	242	072-1340-059	311	072-1350-054
36	077-0370-037	105	077-0370-109	174	072-0690-098	243	072-1340-060	312	072-1350-055
37	077-0370-038	106	072-0260-006	175	072-0690-099	244	072-1340-061	313	072-1350-056
38	077-0370-039	107	072-0260-031	176	072-0690-100	245	072-1340-062	314	072-1350-057
39	077-0370-042	108	072-0260-032	177	072-0690-101	246	072-1340-063	315	072-1350-058
40	077-0370-043	109	072-0260-048	178	072-0690-104	247	072-1340-064	316	072-1350-059
41	077-0370-044	110	072-0260-049	179	072-0690-105	248	072-1340-065	317	072-1350-060
42	077-0370-045	111	072-0370-060	180	072-0690-107	249	072-1340-066	318	072-1350-061
43	077-0370-046	112	072-0370-062	181	072-0690-108	250	072-1340-067	319	072-1350-062
44	077-0370-047	113	072-0370-063	182	072-0690-113	251	072-1340-068	320	072-1350-063
45	077-0370-048	114	072-0680-010	183	072-0690-114	252	072-1340-069	321	072-1350-064
46	077-0370-049	115	072-0680-011	184	072-1340-001	253	072-1340-070	322	072-1350-065
47	077-0370-050	116	072-0680-012	185	072-1340-002	254	072-1340-071	323	072-1350-066
48	077-0370-051	117	072-0680-013	186	072-1340-003	255	072-1340-072	324	072-1350-067
49	077-0370-052	118	072-0680-014	187	072-1340-004	256	072-1340-073	325	072-1350-068
50	077-0370-053	119	072-0680-015	188	072-1340-005	257	072-1340-074	326	072-1350-069
51	077-0370-054	120	072-0680-016	189	072-1340-006	258	072-1340-075	327	072-1350-070
52	077-0370-055	121	072-0680-017	190	072-1340-007	259	072-1340-076	328	072-1350-071
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54	077-0370-057	123	072-0680-019	192	072-1340-009	261	072-1350-001	330	072-1350-073
55	077-0370-058	124	072-0680-020	193	072-1340-010	262	072-1350-002	331	072-1350-074
56	077-0370-059	125	072-0680-021	194	072-1340-011	263	072-1350-003	332	072-1350-075
57	077-0370-060	126	072-0680-026	195	072-1340-012	264	072-1350-004	333	072-1350-076
58	077-0370-061	127	072-0680-034	196	072-1340-013	265	072-1350-005	334	072-1350-077
59	077-0370-062	128	072-0680-035	197	072-1340-014	266	072-1350-006	335	072-1350-078
60	077-0370-063	129	072-0680-036	198	072-1340-015	267	072-1350-007	336	072-1350-079
61	077-0370-064	130	072-0680-037	199	072-1340-016	268	072-1350-008	337	072-1350-080
62	077-0370-065	131	072-0680-038	200	072-1340-017	269	072-1350-009	338	072-1350-081
63	077-0370-066	132	072-0680-040	201	072-1340-018	270	072-1350-010	339	072-1350-082
64	077-0370-067	133	072-0680-042	202	072-1340-019	271	072-1350-011	340	072-1350-084
65	077-0370-068	134	072-0680-043	203	072-1340-020	272	072-1350-012	341	072-1350-085
66	077-0370-069	135	072-0680-048	204	072-1340-021	273	072-1350-013	342	072-1350-086
67	077-0370-070	136	072-0680-049	205	072-1340-022	274	072-1350-014		
68	077-0370-071	137	072-0680-050	206	072-1340-023	275	072-1350-015		
69	077-0370-072	138	072-0680-062	207	072-1340-024	276	072-1350-016		

ATTACHMENT 4

BOUNDARY MAP OF LANDSCAPING AND LIGHTING DISTRICT NO. 2005-1

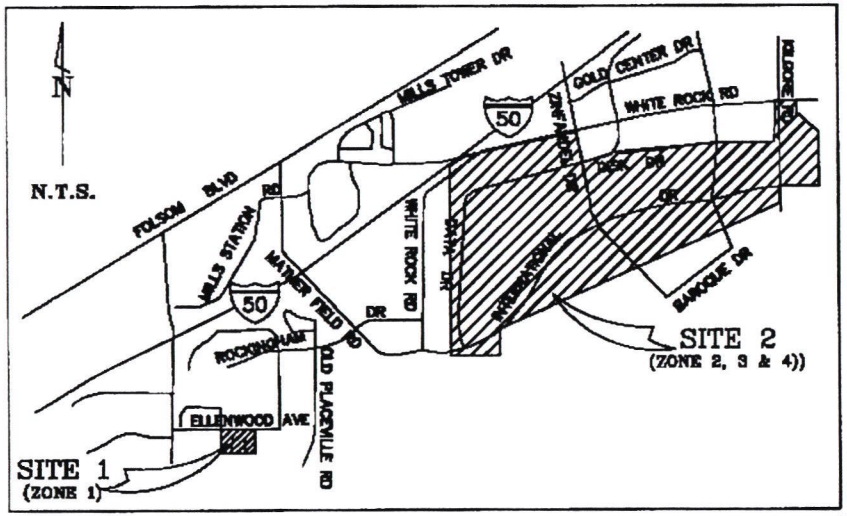
BOUNDARY MAP OF
LANDSCAPING AND LIGHTING DISTRICT NO. 2005- 1

CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA

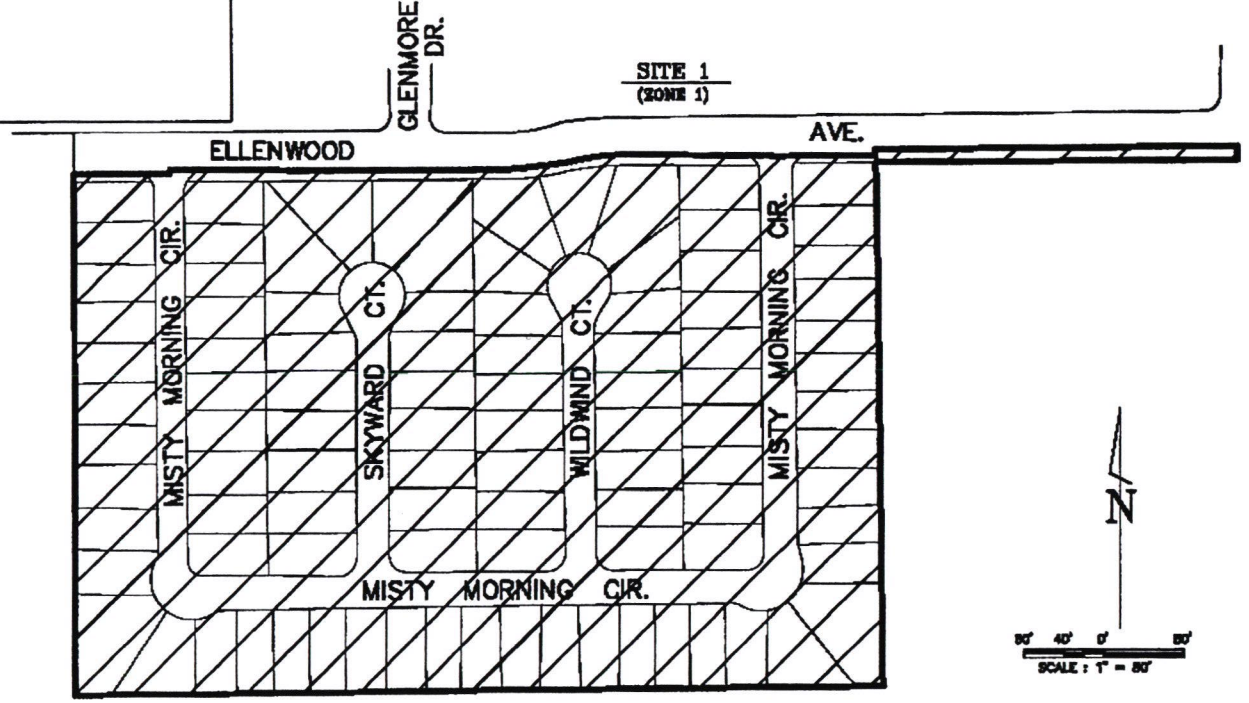
FILED IN THE OFFICE OF THE CITY CLERK THIS _____ DAY OF _____, 2005.

I HEREBY CERTIFY THAT THIS MAP SHOWING THE BOUNDARIES OF LANDSCAPING AND LIGHTING DISTRICT NO. 2005--1, CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AT A REGULAR MEETING THEREOF, HELD ON THE _____ DAY OF _____, 2005, BY ITS RESOLUTION NO. _____.

_____
CITY CLERK
CITY OF CORDOVA



VICINITY MAP



LEGEND

LLD BOUNDARY

ZONE 1

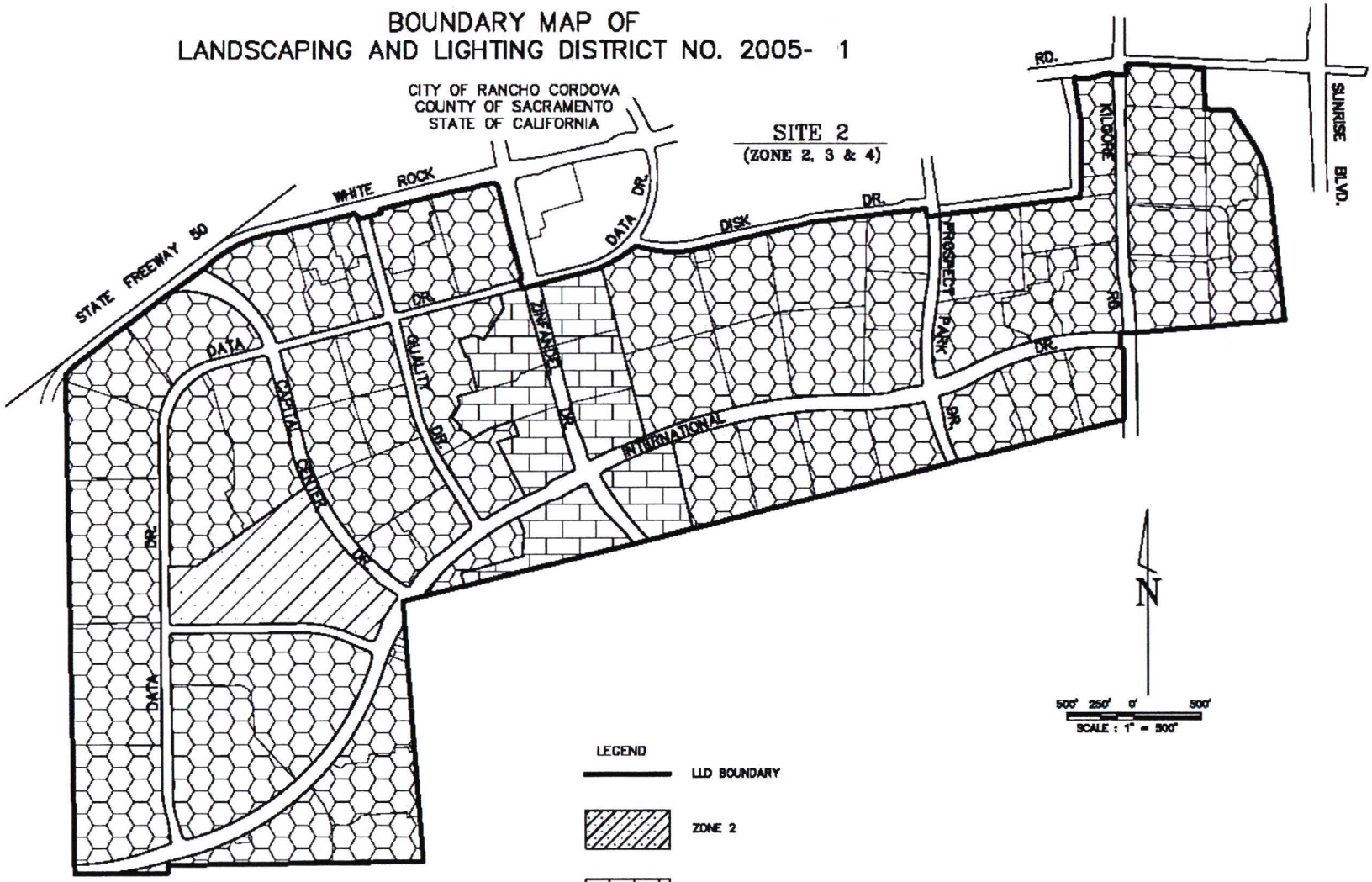
MuniFinancial
27368 Via Industria
Suite 110
Temecula, California 92590-3691
Phone (951) 587-3500 Fax (951) 587-3510

(05-050) APRIL 2005

BOUNDARY MAP OF
LANDSCAPING AND LIGHTING DISTRICT NO. 2005- 1

CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA

SITE 2
(ZONE 2, 3 & 4)



LEGEND

- LLD BOUNDARY
- ZONE 2
- ZONE 3
- ZONE 4

MuniFinancial
27368 Via Industria
Suite 110
Temecula, California 92590-3661
Phone (951) 587-3500 Fax (951) 587-3510

(05-050) APRIL 2005

ATTACHMENT 5

LISTING OF PROPERTIES AND ASSESSMENT AMOUNTS FROM SACRAMENTO COUNTY LANDSCAPE MAINTENANCE DISTRICT 2004-2005 ENGINEER'S REPORT WITHIN CITY OF RANCHO CORDOVA

DIST	PARCEL	SITUS	OWNER	MAILADDR	CITY	ST	ZIP	ASMNT
LS4	07703700020000	3420 MISTY MRNG CIR	FARMER JAMES MICHAEL/DIANA	3420 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700030000	3424 MISTY MRNG CIR	MARCIANO CHRISTOPHER P/ANN	3424 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700040000	3428 MISTY MRNG CIR	KLUMB TIM C/RON GUNTER/KRIS	3428 MISTY MORNING (	SACRAMENTO	CA	95827	42.50
LS4	07703700050000	3432 MISTY MRNG CIR	GOLUB YURIY	3432 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700060000	3436 MISTY MRNG CIR	NASCIMENTO DIANE/JAIME/NAID/	3436 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700070000	3440 MISTY MRNG CIR	BLANC MARIO A/MIRIAM	3440 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700080000	3444 MISTY MRNG CIR	BROWN CARLA	3444 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700090000	3448 MISTY MRNG CIR	RHODES MARK M/CYNTHIA M	3448 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700100000	3452 MISTY MRNG CIR	HANDEWITH RICHARD/MICHELE	3452 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700110000	3456 MISTY MRNG CIR	WHITE RUTHUS W/SHIRLEY A	3456 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700120000	3460 MISTY MRNG CIR	KARAPETYAN AIDA	3460 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700130000	3464 MISTY MRNG CIR	MANN CHRISTOPHER G	3464 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700140000	3468 MISTY MRNG CIR	STREET ROBERT T/LYNDA M	3468 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700150000	3472 MISTY MRNG CIR	HAWTHORNE STEPHEN B/CHRIS1	3472 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700160000	3476 MISTY MRNG CIR	HORNBECK LOREN EUGENE/GLO	3476 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700170000	3480 MISTY MRNG CIR	ROACH JAMES WILLIAM III/VIRGI	3480 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700180000	3484 MISTY MRNG CIR	JSA TRUST	3484 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700190000	3488 MISTY MRNG CIR	AVERY JAMES WILLIAM/CAROLY	3488 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700200000	3492 MISTY MRNG CIR	ELSA HERMAN LIVING TRUST	3492 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700210000	3496 MISTY MRNG CIR	GAGE DALE E/TERESA A	3496 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700220000	3500 MISTY MRNG CIR	SUMPO FELOMINO/LAARNI	3500 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700230000	3504 MISTY MRNG CIR	EDMONSTON MARK J/LINDA E	3504 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700240000	3508 MISTY MRNG CIR	ZAKHARCHENKO PAVEL/NATALY/	3508 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700250000	3512 MISTY MRNG CIR	HAROON MOHAMMED/SHABNAM	3512 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700260000	3516 MISTY MRNG CIR	SOROKOPUD SVETLANA	3516 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700270000	3520 MISTY MRNG CIR	ABID MOHAMMED/JANIFA	3520 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700280000	3524 MISTY MRNG CIR	ANGUIANO ELEAZAR T	3524 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700290000	3532 MISTY MRNG CIR	WILLIAMS JAMES R	3532 MISTY MORNING (	SACRAMENTO	CA	95827	42.50
LS4	07703700300000	3536 MISTY MRNG CIR	LOVING ELIZABETH	3536 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700310000	3540 MISTY MRNG CIR	OBLOY KATHLEEN L	3540 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700320000	3544 MISTY MRNG CIR	SLATON CHRISTOPHER K/DOLOR	3544 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700330000	3548 MISTY MRNG CIR	LOVING ELIZABETH	3536 MISTY MRNG CIR	SACRAMENTO	CA	95827	42.50
LS4	07703700340000	3552 MISTY MRNG CIR	ALVISO JOYCE K/DONALD K PRIL	3552 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700350000	3556 MISTY MRNG CIR	LOPEZ ALBERTANO/TERESA	360 LAS ANIMAS CIR	SACRAMENTO	CA	95838	42.50
LS4	07703700360000	3560 MISTY MRNG CIR	HARANAY SUHIR	3560 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700370000	3564 MISTY MRNG CIR	PHAN VU D/VIVIAN MAI	651 EDEN ST	GILROY	CA	95020	42.50
LS4	07703700380000	3568 MISTY MRNG CIR	MOSS ANTHONY E/TRACY L MOO	3568 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700390000	3572 MISTY MRNG CIR	NGUYEN LOC	3572 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700420000	3571 MISTY MRNG CIR	LUCE ROBERT L	3571 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700430000	3567 MISTY MRNG CIR	GERALD LESLIE D	3567 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700440000	3563 MISTY MRNG CIR	ASBERRY RICHARD LEE SR/YON(	3563 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
LS4	07703700450000	3559 MISTY MRNG CIR	JOHN/HELEN KINNAIRD REVOCAI	3559 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50

S4	07703700460000	3555 MISTY MRNG CIR	HARRY LYNVAL/JOY	3555 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
S4	07703700470000	3551 MISTY MRNG CIR	SHUCK FAMILY REVOCABLE TRU	3551 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
S4	07703700480000	3547 MISTY MRNG CIR	KATIUZHINSKY TATIANA	3547 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
S4	07703700490000	3543 MISTY MRNG CIR	HESTER WILEY T	3543 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
S4	07703700500000	3537 MISTY MRNG CIR	NGUY KY TAN/THAO T M NGUYEN	3537 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
S4	07703700510000	3475 WILDWIND CT	ROSIER STEVEN C/EVONNE E	3475 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700520000	3471 WILDWIND CT	HAHN YOON J	3471 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700530000	3467 WILDWIND CT	LEVKOVICH YELENA P	3467 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700540000	3463 WILDWIND CT	MURCH EVERETT L/VALERIE A R(	3463 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700550000	3459 WILDWIND CT	ZHILOVSKIY YEVGENIY/LYUDMIL/	3459 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700560000	3455 WILDWIND CT	ELY JAMES D	3455 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700570000	3451 WILDWIND CT	SMALL ANTHONY	3451 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700580000	3447 WILDWIND CT	KAMYSHNIKOV ALEKSEY/NADEZI	3447 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700590000	3443 WILDWIND CT	LE ANDREW KHOA/MINH TRIET N(	3443 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700600000	3440 WILDWIND CT	PHONGBOUPHA SOPHIA	3440 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700610000	3444 WILDWIND CT	TSVYK LIDIYA/NIKOLAY	3444 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700620000	3448 WILDWIND CT	REYES MARIA A	3448 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700630000	3452 WILDWIND CT	CHAN KWONG/HENG WONG	3452 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700640000	3456 WILDWIND CT	ALBOR GERARDO/MARVINIA	3456 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700650000	3460 WILDWIND CT	MCNEILL MICHAEL D/APRIL	3460 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700660000	3464 WILDWIND CT	MILLER MARVIN F JR	3464 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700670000	3468 WILDWIND CT	KEH WILLIAM/ERLINDA	3468 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700680000	3472 WILDWIND CT	LEDIJU TONIA	3472 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700690000	3476 WILDWIND CT	GASPARYAN LALA/ROBERT MGEI	3476 WILDWIND CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700700000	3451 SKYWARD CT	HAMEL THOMAS J/JOHNNIE M	3451 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700710000	3447 SKYWARD CT	JENKINS DONALD E	3447 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700720000	3443 SKYWARD CT	STEINMETZ MICHAEL A/SANDRA I	3443 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700730000	3439 SKYWARD CT	DARMOYAN SATENIK	3439 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700740000	3435 SKYWARD CT	MITCHELL ANDREA/ROGER	3435 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700750000	3431 SKYWARD CT	STEIN RICHARD R/TERESA STEPI	3431 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700760000	3427 SKYWARD CT	ATWOOD GLORIA E/STEVEN P	3427 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700770000	3423 SKYWARD CT	RODRIGUEZ PAUL J/KAREN A	3423 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700780000	3419 SKYWARD CT	HARRIS DONALD E/TRACY L	3419 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700790000	3420 SKYWARD CT	WADSWORTH RHONDA	3420 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700800000	3424 SKYWARD CT	LINDSAY STUART/JACQUELINE	3424 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700810000	3428 SKYWARD CT	SHARMA SANJAY/AMEETA D	6443 KENNETH AV	ORANGEVALE	CA	95662	42.50
S4	07703700820000	3432 SKYWARD CT	ROMERO SHEILA/ENRICO M	3432 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700830000	3436 SKYWARD CT	MATTHEWS STEPHEN E/ANDREA	3436 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700840000	3440 SKYWARD CT	GUTIERREZ DENNIS/KAREN	3440 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700850000	3444 SKYWARD CT	CHAU CUONG QUOC/ANTHEM K L	4921 WILLARD AV	SACRAMENTO	CA	95838	42.50
S4	07703700860000	3448 SKYWARD CT	SHUCK JOHN W	3448 SKYWARD CT	RANCHO CORDOVA	CA	95827	42.50
S4	07703700870000	3452 SKYWARD CT	PASKEVICHYAN ARAM	3216 LAURELHURST DI	RANCHO CORDOVA	CA	95670	42.50
S4	07703700880000	3451 MISTY MRNG CIR	BALBUENA JOHN	3451 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50

S4	07703700890000	3447 MISTY MRNG CIR	CHENG FAMILY TRUST	3447 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
S4	07703700900000	3443 MISTY MRNG CIR	SINGH DALBIR	3443 MISTY MORNING (	SACRAMENTO	CA	95827	42.50
S4	07703700910000	3439 MISTY MRNG CIR	SONKE CADENCE/PERRY J	3439 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
S4	07703700920000	3435 MISTY MRNG CIR	KATIUZHINSKY ALEXANDR/KONS	3435 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
S4	07703700930000	3431 MISTY MRNG CIR	RICHARD/DONNA J GANGUET RE	3209 MONTROSE WAY	EL DORADO HILL	CA	95762	42.50
S4	07703700940000	3427 MISTY MRNG CIR	ELLENWOOD LTD/VIACRUCIS KIY	3427 MISTY MRNG CIR	SACRAMENTO	CA	95827	42.50
S4	07703700950000	3423 MISTY MRNG CIR	RAPOZA DEBORAH	3423 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
S4	07703700960000	3419 MISTY MRNG CIR	MANALILI RODELIO D/ROSALINDA	3419 MISTY MRNG CIR	RANCHO CORDOVA	CA	95827	42.50
S4	07703700970000	0 ELLENWOOD AV	D R HORTON INC SACRAMENTO	4401 HAZEL AVE 225	FAIR OAKS	CA	95628	0.00
S4	07703700980000	0 ELLENWOOD AV	COUNTY OF SACRAMENTO	1007 7TH ST 7TH FLOO	SACRAMENTO	CA	95814	0.00
S4	07703700990000	0 ELLENWOOD AV	COUNTY OF SACRAMENTO	1007 7TH ST 7TH FLOO	SACRAMENTO	CA	95814	0.00
S4	07703701000000	0 ELLENWOOD AV	COUNTY OF SACRAMENTO	1007 7TH ST 7TH FLOO	SACRAMENTO	CA	95814	0.00
S4	07703701020000	3416 MISTY MORNING C	SAMPLE GERALD SCOTT	3416 MISTY MORNING (	RANCHO CORDOVA	CA	95827	42.50
S4	07703701030000	0 MISTY MORNING CR	COUNTY OF SACRAMENTO	1007 7TH ST 7TH FLOO	SACRAMENTO	CA	95814	0.00
S4	07703701040000	0 MISTY MORNING CR	COUNTY OF SACRAMENTO	1007 7TH ST 7TH FLOO	SACRAMENTO	CA	95814	0.00
S4	07703701050000	3415 MISTY MORNING C	CALIFORNIA-AMERICAN WATER (	PO BOX 250 5087	MOUNT LAUREL	NJ	08054	42.50
S4	07703701060000	3575 MISTY MORNING C	SHEN TAIJUN/YUPING WU	3575 MISTY MORNING (	RANCHO CORDOVA	CA	95827	42.50
S4	07703701070000	0 MISTY MORNING CR	COUNTY OF SACRAMENTO	1007 7TH ST 7TH FLOO	SACRAMENTO	CA	95814	0.00
S4	07703701080000	0 MISTY MORNING CR	COUNTY OF SACRAMENTO	1007 7TH ST 7TH FLOO	SACRAMENTO	CA	95814	0.00
S4	07703701090000	3576 MISTY MORNING C	KURUDIMOV ANATOLIY	3576 MISTY MORNING (	SACRAMENTO	CA	95827	42.50
S5	07202600060000	11100 WHITE ROCK RD	SHANKAR RAVIND	7455 50TH AV	SACRAMENTO	CA	95828	117.36
S5	07202600310000	11100 WHITE ROCK RD	KESTER CHARLES V/DANIEL L/SH	3902 ANNADALE LN 97	SACRAMENTO	CA	95821	144.78
S5	07202600320000	0 KILGORE RD	MID VALLEY DEVELOPMENT INC	P O BX 6298	CHICO	CA	95927	145.08
S5	07202600480000	0 KILGORE RD	PARCEL 4 LLC	2500 VENTURE OAKS V	SACRAMENTO	CA	95833	0.00
S5	07202600490000	3209 KILGORE RD	PARCEL 4 LLC	2500 VENTURE OAKS V	SACRAMENTO	CA	95833	144.48
S5	07203700600000	3600 DATA DR	WASATCH POOL HOLDINGS LLC	399 N MAIN ST 200	LOGAN	UT	84321	381.00
S5	07203700620000	0 DATA DR	WASATCH POOL HOLDINGS LLC	399 N MAIN ST 200	LOGAN	UT	84321	0.00
S5	07203700630000	3600 DATA DR	WASATCH POOL HOLDINGS LLC	399 N MAIN ST 200	LOGAN	UT	84321	380.10
S5	07206800100000	0 ZINFANDEL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	7,536.22
S5	07206800110000	0 ZINFANDEL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	6,915.42
S5	07206800120000	0 ZINFANDEL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	6,251.32
S5	07206800130000	0 INTERNATIONAL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	293.52
S5	07206800140000	0 DISK DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	331.62
S5	07206800150000	0 DISK DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	230.74
S5	07206800160000	0 INTERNATIONAL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	211.84
S5	07206800170000	0 INTERNATIONAL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	268.54
S5	07206800180000	0 DISK DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	312.42
S5	07206800190000	0 PROSPECT PARK DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	164.90
S5	07206800200000	0 PROSPECT PARK DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	135.94
S5	07206800210000	0 PROSPECT PARK DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	132.90
S5	07206800260000	3180 KILGORE RD	SACRAMENTO METROPOLITAN F	2101 HURLEY WY	SACRAMENTO	CA	95825	0.00
S5	07206800340000	0 INTERNATIONAL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	167.94
S5	07206800350000	0 INTERNATIONAL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	218.24

S5	07206800360000	0 INTERNATIONAL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	213.06
S5	07206800370000	0 INTERNATIONAL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	251.46
S5	07206800380000	0 INTERNATIONAL DR	JOHN ARRILLAGA SURVIVORS TF	2560 MISSION COLLEG	SANTA CLARA	CA	95054	9,932.80
S5	07206800400000	3130 KILGORE RD	CC 62 L P	3620 FAIR OAKS BL 15(	SACRAMENTO	CA	95864	140.22
S5	07206800420000	3215 PROSPECT PARK [	ALEXANDER/CHRISTOPHER KENI	1475 E MOUNTAIN DR	SANTA BARBARA	CA	93108	285.90
S5	07206800430000	0 KILGORE RD	GLC LOT 64 LLC/KAC DEVELOPMI	P O BX 4900	SCOTTSDALE	AZ	85261	171.60
S5	07206800480000	0 INTERNATIONAL DR	ZINFANDEL HOLDINGS INC	2500 VENTURE OAKS V	SACRAMENTO	CA	95833	148.44
S5	07206800490000	11150 INTERNATIONAL [	SALVATORE A RUBINO DECLARA	160 W SANTA CLARA S	SAN JOSE	CA	95113	201.78
S5	07206800500000	11120 INTERNATIONAL	CAFT LLC	2049 E CENTURY PK 21	LOS ANGELES	CA	90067	201.48
S5	07206800620000	11125 INTERNATIONAL [	JOHN J CORTESE FAMILY TRUST	4190 CADAWALLADER	SAN JOSE	CA	95121	203.62
S5	07206800630000	11155 INTERNATIONAL [	DOMINIC L CORTESE FAMILY PAF	302 F TOYON AV 269	SAN JOSE	CA	95127	131.98
S5	07206800640000	11185 INTERNATIONAL [	EVERGREEN INTERNATL PARTNE	1755 CRKSIDE OAKS D	SACRAMENTO	CA	95833	183.18
S5	07206800650000	0 KILGORE RD	PARCEL 4 LLC	2500 VENTURE OAKS V	SACRAMENTO	CA	95833	71.94
S5	07206800670000	0 KILGORE	DELRC LLC	2049 CENTURY PARK 2	LOS ANGELES	CA	90067	214.28
S5	07206800680000	0 KILGORE RD	PARCEL 4 LLC	2500 VENTURE OAKS V	SACRAMENTO	CA	95833	153.92
S5	07206800690000	0 KILGORE RD	PARCEL 4 LLC	2500 VENTURE OAKS V	SACRAMENTO	CA	95833	134.42
S5	07206800700000	0 KILGORE RD	PARCEL 4 LLC	2500 VENTURE OAKS V	SACRAMENTO	CA	95833	214.88
S5	07206900190000	0 INTERNATIONAL DR	ZINFANDEL HOLDINGS INC	2500 VENTURE OAKS V	SACRAMENTO	CA	95833	0.00
S5	07206900220000	0 INTERNATIONAL DR	SACRAMENTO MUNICIPAL UTILIT	P O BX 15830	SACRAMENTO	CA	95852	0.00
S5	07206900230000	0 INTERNATIONAL DR	ZINFANDEL HOLDINGS INC	2500 VENTURE OAKS V	SACRAMENTO	CA	95833	0.00
S5	07206900240000	0 INTERNATIONAL DR	ZINFANDEL HOLDINGS INC	2500 VENTURE OAKS V	SACRAMENTO	CA	95833	0.00
S5	07206900360000	3343 CAPITAL CNTR DR	FRANKLIN RESOURCES INC	1800 GATEWAY DR 3RI	SAN MATEO	CA	94403	146.92
S5	07206900370000	3355 DATA DR	FRANKLIN RESOURCES INC	1800 GATEWAY DR 3RI	SAN MATEO	CA	94403	141.12
S5	07206900380000	3310 QUALITY DR	FRANKLIN RESOURCES INC	1800 GATEWAY DR 3RI	SAN MATEO	CA	94403	138.38
S5	07206900390000	3249 QUALITY DR	FRANKLIN RESOURCES INC	1800 GATEWAY DR 3RI	SAN MATEO	CA	94403	123.44
S5	07206900600000	10540 WHITE ROCK RD	LUM YIP KEE	2240 DOUGLAS BL 105	ROSEVILLE	CA	95661	181.66
S5	07206900610000	3400 DATA DR	DAVRIL SACRAMENTO PROPERTI	5401 S SOTO ST	LOS ANGELES	CA	90058	283.78
S5	07206900620000	3466 DATA DR	SEQUOIA EQUITIES-FAIRWAYS	1777 BOTELHO DR 300	WALNUT CREEK	CA	94596	281.64
S5	07206900630000	3500 DATA DR	ZINFANDEL VILLAGE VENTURE LT	9500 SW BARBUR BL 3(	PORTLAND	OR	97219	485.86
S5	07206900640000	3100 ZINFANDEL DR	ONE CAPITAL CENTER	1201 K ST 1840	SACRAMENTO	CA	95814	257.56
S5	07206900780000	10600 WHITE ROCK RD	WHAL PROPERTIES L P/ETAL	3001 I ST	SACRAMENTO	CA	95814	259.08
S5	07206900790000	10690 WHITE ROCK RD	ALTAIR HOLDING COMPANY	3333 QUALITY DR	RANCHO CORDOVA	CA	95670	47.86
S5	07206900800000	3320 DATA DR	ALTAIR HOLDING COMPANY	3333 QUALITY DR	RANCHO CORDOVA	CA	95670	57.30
S5	07206900810000	10670 WHITE ROCK RD	ALTAIR HOLDING COMPANY	3333 QUALITY DR	RANCHO CORDOVA	CA	95670	80.48
S5	07206900820000	3330 DATA DR	ALTAIR HOLDING COMPANY	3333 QUALITY DR	RANCHO CORDOVA	CA	95670	89.00
S5	07206900840000	3300 CAPITAL CNTR DR	BISHOP'S COURT II - 308 LTD	9500 SW BARBUR BL 3(	PORTLAND	OR	97219	410.58
S5	07206900850000	3300 CAPITAL CNTR DR	BISHOP'S COURT I VENTURE LTD	9500 SW BARBUR BL 3(	PORTLAND	OR	97219	367.28
S5	07206900860000	3366 QUALETY DR	FRANKLIN RESOURCES INC	1800 GATEWAY DR THI	SAN MATEO	CA	94403	273.10
S5	07206900890000	3333 QUALITY DR	ALTAIR HOLDING COMPANY	3333 QUALITY DR	RANCHO CORDOVA	CA	95670	311.82
S5	07206900900000	3188 ZINFANDEL DR	ALTAIR HOLDING COMPANY	3333 QUALITY DR	RANCHO CORDOVA	CA	95670	8,792.26
S5	07206900910000	0 ZINFANDEL DR	ALTAIR HOLDING COMPANY	3333 QUALITY DR	RANCHO CORDOVA	CA	95670	7,160.86
S5	07206900930000	10834 INTERNATIONAL [	KELLEY KIMBERLY R/SALVATORE	1764 THE ALAMEDA	SAN JOSE	CA	95125	104.56
S5	07206900940000	10811 INTERNATIONAL [	BRUNETTI PATRICIA G R/ETAL	PO BX 5699	SAN JOSE	CA	95150	117.66

S5	07206900950000	0 CAPITAL CNTR DR	EVERGREEN/ZINFANDEL 37	1755 CREEKSIDE OAKS	SACRAMENTO	CA	95833	99.68
S5	07206900960000	3300 ZINFANDEL DR	SALVATORE A RUBINO DECLARA	PO BOX 5699	SAN JOSE	CA	95150	11,968.44
S5	07206900980000	0 INTERNATIONAL DR	EVERGREEN/ZINFANDEL 44	1755 CREEKSIDE OAKS	SACRAMENTO	CA	95833	7,449.60
S5	07206900990000	10845 INTERNATIONAL D	ALTAIR HOLDING COMPANY	1755 CREEKSIDE OAKS	SACRAMENTO	CA	95833	164.60
S5	07206901000000	3249 QUALITY DR	BELLE HAVEN REALTY COMPANY	730 WOODSIDE RD	REDWOOD CITY	CA	94061	139.30
S5	07206901010000	0 WHITE ROCK RD	PANATTONI-CATLIN XXIX L P	3620 FAIR OAKS BL 150	SACRAMENTO	CA	95864	128.02
S5	07206901040000	0 INTERNATIONAL DR	ZINFANDEL HOLDINGS INC	1755 CREEKSIDE OAKS	SACRAMENTO	CA	95833	149.36
S5	07206901050000	0 INTERNATIONAL DR	ZINFANDEL HOLDINGS INC	1755 CREEKSIDE OAKS	SACRAMENTO	CA	95833	157.28
S5	07206901070000	10725 INTERNATIONAL D	KAISER FOUNDATION HOSPITALS	1800 HARRISON ST 6 F	OAKLAND	CA	94612	610.82
S5	07206901080000	10725 INTERNATIONAL D	KAISER FOUNDATION HOSPITALS	1800 HARRISON ST 6 F	OAKLAND	CA	94612	499.88
S5	07206901130000	0 INTERNATIONAL	VERZ1 LLC	2049 E CENTURY PK 21	LOS ANGELES	CA	90067	169.48
S5	07206901140000	10730 INTERNATIONAL	VERZ2 LLC	2049 CENTURY PARK L	LOS ANGELES	CA	90067	221.28
S5	07213400010000	10654 BASIE WY	KELLY FAMILY REVOCABLE TRUS	10544 DENSMORE AV	GRANADA HILLS	CA	91344	3.96
S5	07213400020000	10644 BASIE WY	MOE THOMAS C JR	10644 BASIE WY	RANCHO CORDOVA	CA	95670	3.96
S5	07213400030000	10640 BASIE WY	JAVIER TERESA R	10640 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400040000	10636 BASIE WY	ILJANA JOAN E	9611 GOLDEN DR	ORANGEVALE	CA	95662	3.06
S5	07213400050000	10632 BASIE WY	LE KHOA THANH/NGOC H TRAN	10632 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400060000	10628 BASIE WY	HOPWOOD LEANDRA SUE	10628 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400070000	10624 BASIE WY	SHARMA MANISHA	10624 BASIE WAY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400080000	10620 BASIE WY	VENTURA MICHAEL A/ANNA K	10620 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400090000	10616 BASIE WY	ROBINSON BRETT L/BRENDA L	10616 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400100000	10612 BASIE WY	TIERNEY JOHN F/JANET C	10612 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400110000	10608 BASIE WY	JONES GUY JR	10608 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400120000	10604 BASIE WY	NARESH RAM/PRABHA L	10604 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400130000	10600 BASIE WY	SALANDANAN MARILOU S	10600 BASIE WY	RANCHO CORDOVA	CA	95670	3.96
S5	07213400140000	10601 BASIE WY	GOODIN JERRA/DAVID M JR	10601 BASIE WY	RANCHO CORDOVA	CA	95670	4.28
S5	07213400150000	10605 BASIE WY	TRAN DAT T/THUYTIEN D	10605 BASIE WY	RANCHO CORDOVA	CA	95670	3.66
S5	07213400160000	10609 BASIE WY	GOLDSWORTHY KIM I	10609 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400170000	3442 DIXIELAND WY	KUMAR SHIRI A/SUNITA	1250 HUNTINGTON AV	SAN BRUNO	CA	94066	3.66
S5	07213400180000	3436 DIXIELAND WY	CONDE ELIAS G/VIRGINIA G	03436 DIXIELAND WY	RANCHO CORDOVA	CA	95670	3.96
S5	07213400190000	3428 DIXIELAND WY	MARRS KENNETH N/CARRIE C	03428 DIXIELAND WY	RANCHO CORDOVA	CA	95670	3.66
S5	07213400200000	3424 DIXIELAND WY	PERALTA NELSON A/FELY A	03424 DIXIELAND WY	RANCHO CORDOVA	CA	95670	3.36
S5	07213400210000	3420 DIXIELAND WY	CHETTY NIRU/CHARLES PATERS	4930 POLK ST	NORTH HIGHLAND	CA	95660	3.36
S5	07213400220000	3416 DIXIELAND WY	RAMOS LAZARO/FELYPA CASTILL	03416 DIXIELAND WY	RANCHO CORDOVA	CA	95670	3.06
S5	07213400230000	3412 DIXIELAND WY	KOZAK INNA	3412 DIXIELAND WAY	RANCHO CORDOVA	CA	95670	3.66
S5	07213400240000	3417 BRUBECK DR	ZEMETSKIY IVAN	3417 BRUBECK DR	RANCHO CORDOVA	CA	95670	3.96
S5	07213400250000	3421 BRUBECK DR	MACKEY NEAL A/ELAINE BROOKS	11953 RISING SUN WY	GOLD RIVER	CA	95670	3.36
S5	07213400260000	3425 BRUBECK DR	BEARD MAUREEN M	03425 BRUBECK DR	RANCHO CORDOVA	CA	95670	4.58
S5	07213400270000	3420 BRUBECK DR	FISCHER DAVID/JO K	03420 BRUBECK DR	RANCHO CORDOVA	CA	95670	5.80
S5	07213400280000	10545 RAGTIME CIR	COMBIS CHRISTINE	10545 RAGTIME CIR	RANCHO CORDOVA	CA	95670	5.18
S5	07213400290000	10553 RAGTIME CIR	ESTY EDWARD L/SUSAN K	10553 RAGTIME CIR	RANCHO CORDOVA	CA	95670	4.88
S5	07213400300000	10575 RAGTIME CIR	WEEKS IRIS	10575 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.06
S5	07213400310000	10579 RAGTIME CIR	PENROSE CHAD/CHRISTINA	10579 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.06

LS5	07213400320000	10583 RAGTIME CIR	SCALES JESSE O/MARY F	10583 RAGTIME CIR	RANCHO CORDOVA	CA	95670	4.28
LS5	07213400330000	10584 RAGTIME CIR	MARQUEZ FRANCISCO/HOPE	4461 HOPE LN	PLACERVILLE	CA	95667	3.96
LS5	07213400340000	10580 RAGTIME CIR	BELTRAN MIRIAM/MATTHEW G PF	10580 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400350000	10576 RAGTIME CIR	CHIZH ANATOLIY	10576 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400360000	10572 RAGTIME CIR	NARAYAN MANOJ K/SUNITA D	10572 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400370000	10568 RAGTIME CIR	NJENGA ELIZABETH	P O BX 773	FOLSOM	CA	95630	3.06
LS5	07213400380000	10564 RAGTIME CIR	PONTON ERNESTO/LILIAN	10564 RAGTIME CIR	RANCHO CORDOVA	CA	95670	4.28
LS5	07213400390000	10560 RAGTIME CIR	LEWIS TROYE H/ADELA J	10560 RAGTIME CIR	RANCHO CORDOVA	CA	95670	5.50
LS5	07213400400000	10556 RAGTIME CIR	ISMAILYAN RAFIK/ARMINE MIKAY	10556 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.96
LS5	07213400410000	10552 RAGTIME CIR	VILLAR ROGELIO D/MELDA J SAL\	10552 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.36
LS5	07213400420000	10548 RAGTIME CIR	KIM JONGIL/GYUNGMI	10548 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.36
LS5	07213400430000	10544 RAGTIME CIR	SIECZKO MICHAEL L	10544 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.36
LS5	07213400440000	10540 RAGTIME CIR	ARNAUTOV TANYA	10540 RAGTIME CIR	RANCHO CORDOVA	CA	95670	4.88
LS5	07213400450000	10536 RAGTIME CIR	SCOTT DANE L/GWENDOLYN L	11013 FABER WY	RANCHO CORDOVA	CA	95670	5.18
LS5	07213400460000	10532 RAGTIME CIR	MAGTOTO FLORENCE A/WILFREI	10532 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.66
LS5	07213400470000	10528 RAGTIME CIR	DUNN DIANA L	10528 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400480000	10522 RAGTIME CIR	WELLS EVA M	10522 RAGTIME CIR	RANCHO CORDOVA	CA	95670	3.66
LS5	07213400490000	10854 BASIE WY	EMERICK ROBERT L/BAO PHUON	10854 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400500000	10850 BASIE WY	AGUILAR ERIKA	10850 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400510000	10846 BASIE WY	JOHNK DUANE E/JANET A	10846 BASIE WAY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400520000	10842 BASIE WY	SALAM ABDUL/MOHAMMED SHAH	10842 BASIE WAY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400530000	10838 BASIE WY	WILLIAM B/CHRISTIANE B SANDEI	11212 CEDAR RIVER C	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400540000	10834 BASIE WY	GUGLIELMINA LAWRENCE HENRY	10834 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400550000	10830 BASIE WY	HUDSON DEBBIE A	10830 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400560000	10826 BASIE WY	LIU JUNE	10826 BASIE WAY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400570000	10822 BASIE WY	THOMAS MARY M	10822 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400580000	10823 BASIE WY	KOLESNIKOVICH MIKHAIL/AGNES	10823 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400590000	10827 BASIE WY	COVERDELL JOSEPH/STEFANI Y I	10827 BASIE WAY	RANCHO CORDOVA	CA	95670	3.66
LS5	07213400600000	3419 DIXIELAND WY	CONNIE M MCGOUGH REVOCABL	3419 DIXIELAND WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400610000	3423 DIXIELAND WY	RODARTE EUGENIA A	3423 DIXIELAND WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400620000	3427 DIXIELAND WY	BELL MICHAEL/GURDEEP	3427 DIXIELAND WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213400630000	3431 DIXIELAND WY	DUSHKOV DIMITRIY/LYUDMILA	3431 DIXIELAND WAY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213400640000	3435 DIXIELAND WY	FARRELL MICHAEL A/OPHELIA L	1101 ALABAMA AV	W SACRAMENTO	CA	95691	4.88
LS5	07213400650000	10625 BASIE WY	BALAY GLORIA S	10625 BASIE WY	RANCHO CORDOVA	CA	95670	3.96
LS5	07213400660000	10629 BASIE WY	ROSAS ISAAC	10629 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400670000	10633 BASIE WY	NGUYEN HENRY/VICKY	3420 MUSCAT ST	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400680000	10637 BASIE WY	WARDELL MELISSA/JOHN MELISH	10637 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400690000	10641 BASIE WY	STEEN ASBURY J III/MARCELINA ;	10641 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213400700000	10645 BASIE WY	LUDLAM RICHARD	10645 BASIE WY	RANCHO CORDOVA	CA	95670	4.28
LS5	07213400710000	3437 MARDI GRAS CT	SANTANDER ERWIN M/DAISY P	3437 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	4.28
LS5	07213400720000	3433 MARDI GRAS CT	TRUE JANE B	03433 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	4.28
LS5	07213400730000	3429 MARDI GRAS CT	SUMPO LEO B/CATHERINE	03429 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	4.58
LS5	07213400740000	3425 MARDI GRAS CT	SOTO JOSEPH A JR/KIMBERLY LE	03425 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	3.96

LS5	07213400750000	RESERVE DR	COUNTY OF SACRAMENTO	1007 7TH ST	SACRAMENTO	CA	95814	0.00
LS5	07213400760000	RESERVE DR	COUNTY OF SACRAMENTO	1007 7TH ST	SACRAMENTO	CA	95814	0.00
LS5	07213400770000	RESERVE DR	COUNTY OF SACRAMENTO	1007 7TH ST	SACRAMENTO	CA	95814	0.00
LS5	07213500010000	3420 MARDI GRAS CT	TINGSTROM FAMILY TRUST 2003	1211 B ST	PETALUMA	CA	94952	5.50
LS5	07213500020000	3416 MARDI GRAS CT	GOETT EDWARD THOMAS/KRISTI	3416 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	3.96
LS5	07213500030000	3412 MARDI GRAS CT	HOOTEN ANTHONY D/FRANCIS H	3412 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	3.96
LS5	07213500040000	3408 MARDI GRAS CT	GOSSETT MICHELLE E	3408 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	4.28
LS5	07213500050000	3404 MARDI GRAS CT	BOWERS TIMOTHY L/ALEXA M DC	3404 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	5.18
LS5	07213500060000	3400 MARDI GRAS CT	HOLBROOK ROBERT JR/MELISS/	3400 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	5.18
LS5	07213500070000	3401 MARDI GRAS CT	HUGHES-KREIS PATRICIA A/RICH	3401 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	5.80
LS5	07213500080000	3405 MARDI GRAS CT	FRAZIER JEFFREY/KIMBERLY	220 STARLING WY	HERCULES	CA	94547	6.10
LS5	07213500090000	3409 MARDI GRAS CT	GONZALES WILLIAM G/CECILIA V	3409 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500100000	3413 MARDI GRAS CT	MARPURI DIOGENES T/CONSUEL	3413 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500110000	3417 MARDI GRAS CT	WILLIAMS KELLY K	3417 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500120000	3421 MARDI GRAS CT	BOWEN PATRICE WHISENANT	3421 MARDI GRAS CT	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500130000	10659 BASIE WY	FAULDS SCOTT/GAYLE L	10659 BASIE WY	RANCHO CORDOVA	CA	95670	4.58
LS5	07213500140000	10663 BASIE WY	DEBORAH L SPIKE JOYNER TRUS	10663 BASIE WY	RANCHO CORDOVA	CA	95670	3.66
LS5	07213500150000	10667 BASIE WY	TOBIN DANIEL J/JANET	10667 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500160000	10671 BASIE WY	LAM JUSTINE LINH/IRENE TRAN	10671 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500170000	10691 BASIE WY	BANABAN ANTONIO B/AURORA R	10691 BASIE WY	RANCHO CORDOVA	CA	95670	3.96
LS5	07213500180000	10697 BASIE WY	MARTINEZ RICARDO O	10697 BASIE WY	RANCHO CORDOVA	CA	95670	3.96
LS5	07213500190000	10719 BASIE WY	GUTIERREZ ERIC/RENEE C	10719 BASIE WY	RANCHO CORDOVA	CA	95670	4.88
LS5	07213500200000	10725 BASIE WY	INGALLS ANTHONY C/STEPHANIE	10725 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500210000	10729 BASIE WY	LEUNG FIDEL/FENG F LU/VAN LU(	10729 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500220000	10733 BASIE WY	AUGUSTON ROSEMARY/CHARLE:	10733 BASIE WAY	RANCHO CORDOVA	CA	95670	3.66
LS5	07213500230000	10737 BASIE WY	NAIDU YESHOD K/VIMAL R	10737 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500240000	10741 BASIE WY	FARRELL PEGGY A/MARILYN/THC	10741 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500250000	10745 BASIE WY	STOKES LOLITA RENEE	10745 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500260000	10749 BASIE WY	TILLMAN TERESA	10749 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500270000	10753 BASIE WY	MOUNSEF ELIAS	10753 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500280000	10757 BASIE WY	WASH CHRISTINE S/JAMES E	10757 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500290000	10761 BASIE WY	YAMBAO CARLITO/SUSAN	10761 BASIE WAY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500300000	10765 BASIE WY	PHAN THOAI B/LAN TONNU	10765 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500310000	10769 BASIE WY	PULANCO PEDRO N/MARIA L	10769 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500320000	10791 BASIE WY	MERCADO MARIA T C	10791 BASIE WY	RANCHO CORDOVA	CA	95670	3.96
LS5	07213500330000	10795 BASIE WY	TSURKANU IVAN	10795 BASIE WAY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500340000	10799 BASIE WY	TRAN ERIC	10799 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500350000	10803 BASIE WY	NGUYEN TU VAN/THUY THI PHAM	2770 EVERSOLE DR	SAN JOSE	CA	95133	3.06
LS5	07213500360000	10807 BASIE WY	RUTZ LUCILLE F	10807 BASIE WAY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500370000	10811 BASIE WY	TRAN MINH/LESLIE L	11568 MARISSA WY	GOLD RIVER	CA	95670	3.06
LS5	07213500380000	10815 BASIE WY	SAMSON WILFREDO V/SUSAN I	10815 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500390000	10819 BASIE WY	DALES BRUCE	100 DONNAGAN CT	FOLSOM	CA	95630	3.06
LS5	07213500400000	10818 BASIE WY	MAURER GLENN J	10818 BASIE WY	RANCHO CORDOVA	CA	95670	3.06

LS5	07213500410000	10814 BASIE WY	BULLOCK JOANGELA Y	10814 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500420000	10810 BASIE WY	MYERS LISA	10810 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500430000	10806 BASIE WY	PACE- OWEN CYNTHIA	10806 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500440000	10802 BASIE WY	MENDENHALL MARK T/MARIA B	10802 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500450000	10798 BASIE WY	NGUYEN KEVIN	10798 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500460000	10794 BASIE WY	SALAZAR HAYDEE	6411 WISP CT	ROCKLIN	CA	95765	3.06
LS5	07213500470000	10790 BASIE WY	BRANCH KAREN R	10790 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500510000	10774 BASIE WY	LUMANUG FLORANTE T/CRISTINA	10774 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500520000	10770 BASIE WY	MICA JASON A/VA L V	10770 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500530000	10766 BASIE WY	MINASYAN LIANA	10766 BASIE WAY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500540000	10762 BASIE WY	ANTIPORDA VICTORIA V/ALAN C S	10762 BASIE WAY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500550000	10758 BASIE WY	SCHAUB KAREN P	10758 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500560000	10754 BASIE WY	POULTON JEFFREY S/ANDREA A	10754 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500570000	10750 BASIE WY	COLON GLORIA L	10750 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500580000	10746 BASIE WY	SAHAGUN REDENTOR/LEONILA	10746 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500590000	10742 BASIE WY	SOHL MARLON/TEODORA	10742 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500600000	10738 BASIE WY	MONTOYA AMBER L/MICHAEL	10738 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500610000	10734 BASIE WY	WINFIELD MICHAEL	10734 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500620000	10730 BASIE WY	RANEY KATRINA	10730 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500630000	10726 BASIE WY	SWANK WILLIAM L	10726 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500640000	10722 BASIE WY	HENDERSON TEREATHA S	10722 BASIE WAY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500650000	10718 BASIE WY	VANG GE/MAO MOUA	10718 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500660000	10714 BASIE WY	CHERNAYA TAMARA/SERGEY CH	10714 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500670000	10710 BASIE WY	KANWAL PARVINDER SINGH	10710 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500680000	10706 BASIE WY	GIN DAVID M	10706 BASIE WY	RANCHO CORDOVA	CA	95670	4.58
LS5	07213500690000	10702 BASIE WY	CRUZ GABRIELA/CARLOS G HERI	10702 BASIE WY	RANCHO CORDOVA	CA	95670	5.50
LS5	07213500700000	10698 BASIE WY	SAY ANNA	10698 BASIE WY	RANCHO CORDOVA	CA	95670	3.66
LS5	07213500710000	10694 BASIE WY	SANTIAGO VALERIE A	10694 BASIE WAY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500720000	10690 BASIE WY	RODRIGUEZ JORGE L	10690 BASIE WY	RANCHO CORDOVA	CA	95670	3.96
LS5	07213500730000	10686 BASIE WY	THOR XENG/XONG K VANG	10686 BASIE WY	RANCHO CORDOVA	CA	95670	6.10
LS5	07213500740000	10682 BASIE WY	ERWIN CHARLES H/YIT KWAI	10682 BASIE WAY	GOLD RIVER	CA	95670	4.28
LS5	07213500750000	10678 BASIE WY	MARSALLA EDDIE G JR	10678 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500760000	10674 BASIE WY	FRANCIS ANIL/LATCHMI	10674 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500770000	10670 BASIE WY	OKONKWO VALENTINE C	10670 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500780000	10666 BASIE WY	DEARING FAMILY TRUST	10666 BASIE WAY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500790000	10662 BASIE WY	NICK G/IRIS J GORSHEN REV TRU	3462 ATWATER CT	FREMONT	CA	94536	3.36
LS5	07213500800000	10658 BASIE WY	JEWELL MEREDITH	10658 BASIE WY	RANCHO CORDOVA	CA	95670	3.36
LS5	07213500810000	RESERVE DR	COUNTY OF SACRAMENTO	00000 RESERVE DR	RANCHO CORDOVA	CA	95670	0.00
LS5	07213500820000	10786 BASIE WY	ROCHIN ALBERT F/MELANIE ANN	10786 BASIE WAY	RANCHO CORDOVA	CA	95670	3.66
LS5	07213500840000	10778 BASIE WY	FUNG PABLO F	10778 BASIE WY	RANCHO CORDOVA	CA	95670	3.06
LS5	07213500850000	10782 BASIE WY	HUGHES TRUDI E	10782 BASIE WY	RANCHO CORDOVA	CA	95670	3.66
LS5	07213500860000	0 CAPITAL CNTR DR	SOUTHERN CALIFORNIA WATER	3140 GOLD CAMP DR 3	RANCHO CORDOVA	CA	95670	0.00
								83,885.28

ATTACHMENT 6

SACRAMENTO COUNTY LANDSCAPE MAINTENANCE DISTRICT FACT SHEET

LMD FACT SHEET

Zone 4:
Ellenwood Avenue – Frontage landscaping on south side from approximately 933 feet east of Routier Road to approximately 1929 feet east of Routier Road.

Planting area:	9,600 sf
Parcels assessed:	105
Total assessed amount:	$44,625

Zone 5:
International Drive - The traffic divider medians from approximately 570 feet west of Data Drive to Kilgore Road.

Zinfandel Drive – The landscape corridors located on the east and west sides, and the median from International Drive to Data Drive.

Reserve Drive - Landscape frontage on north side from Data Drive to International Drive.

Data Drive - Landscape frontage on east side from Reserve Drive north.

Capital Center Drive - Landscape frontage on west side from International Drive north.

International Drive - Landscape frontage from Reserve Drive to Capitol Center Drive.

Zinfandel Road - Landscape frontage on west side south of International Drive.

Planting area:	278,295 sf
Parcels assessed:	281
Total assessed amount:	$79,744

MEMORANDUM

DATE: May 2, 2005

TO: Mayor and Council Members

FROM: Jim Carney, Senior Management Advisor JC.

SUBJECT: **A Resolution Recommending that the Sacramento County Board of Supervisors Fund the Scattered Sites Rental Housing Program in the Rancho Cordova Unincorporated Planning Area With an Allocation of $2,000,000 From Mather Redevelopment Housing Funds to the Rancho Cordova Economic Community Development Corporation**

RECOMMENDATION

Adopt the Resolution No. 55-2005.

BACKGROUND

The Rancho Cordova Economic Community Development Corporation (RCECDC) submitted a proposal for funding in response to the Notice of Funding Availability ("NOFA") approved by the Rancho Cordova City Council, and issued by Sacramento Housing and Redevelopment Area (SHRA) on October 26, 2004. The RFP involved $5.7 of Mather Redevelopment Project Area Low and Moderate Income Tax Increment funds committed pursuant LAFCO Resolution 1243 for affordable housing developments and programs located within the Mather Redevelopment Project Area, the Cordova Planning Area, or the Rancho Cordova City limits.

On April 18, 2005 the City Council adopted a resolution in support of funding the Village East Apartments acquisition and rehabilitation by GALA Construction for on Lincoln Village Drive in Rancho Cordova. Village East is a 115 unit apartment complex. Due to a legal opinion from Sacramento Housing and Redevelopment Agency (SHRA), the Mather housing funds could not be spent within city limits. Instead SHRA proposed, and the City Council recommended, use of County HOME funds for the Village East proposal. In the future the County, SHRA and the City will develop a method that will allow use of the Mather Redevelopment Housing funds within Rancho Cordova city limits.

Rancho Cordova Economic Community Development Corporation - The proposal from the Rancho Cordova Economic Community Development Corporation (RCECDC) was a request for $5.7 million for a program of acquisition and rehabilitation of duplex residential units with subsequent rental to low and very low income households. This is known as a Scattered sites Rental Housing program. Due to the SHRA legal opinion, the selection committee has recommended funding for the RCECDC proposal at $2 million for a scattered sites rental program targeted to the unincorporated area within the Rancho Cordova planning area. A participation agreement between RCECDC and SHRA, a prerequisite of SHRA funding, has been finalized. As a result SHRA and RCECDC have agreed to program guidelines and conditions for approval of loans for the scattered sites rental program.

(**See Attachment "A"** for a SHRA staff report detailing the RCECDC scattered sites rental program and financing details)

For the subject proposal, Rancho Cordova staff recommendation is to support the use of the Mather Redevelopment Housing Funds for the RCECDC Scattered Sites Rental Housing Program in an amount up to $2 million. These funds shall be targeted to the unincorporated area of the Rancho Cordova Planning Area.

Please contact me at 942-0241 or 215-3511 cell should you have any questions or need additional information.

Attachment:

Attachment "A"- SHRA staff report to the Redevelopment Agency of the County of Sacramento (Board of Supervisors) on the Allocation of the Mather Redevelopment Area Housing Funds to the Rancho Cordova Economic Development and Community Development Association.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 55-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA RECOMMENDING TO THE REDEVELOPMETN AGENCY OF THE COUNTY OF SACRAMENTO AN ALLOCATION OF $2 MILLION THE FROM THE MATHER REDEVELOPMENT HOUSING FUNDS TO THE RANCHO CORDOVA ECONOMIC COMMUNITY DEVELOPMENT CORPORATION FOR THE SCATTERED SITES RENTAL PROGRAM

WHEREAS, the City and Sacramento Housing and Redevelopment Agency (SHRA) issued a Notice of Funding Availability (NOFA) in October 2004 which involved $5.7 of Mather Redevelopment Project Area for Low and Moderate Income Tax Increment funds committed via LAFCO Resolution 1243 for affordable housing developments and programs located within the Mather Redevelopment Project Area, the City of Rancho Cordova, or the Cordova Planning Area; and

WHEREAS, In response to the NOFA, the Rancho Cordova Economic Community Development Corporation (RCECDC) has proposed to acquire, rehabilitate and lease duplex units as affordable housing, known as a scattered sites rental housing program; and

WHEREAS, RCECDC has experience in the Sacramento region for administering a scattered sites rental housing program and providing affordable rental housing to low and very low income seniors, working families and individuals; and

WHEREAS, an allocation of $2 million of Mather Redevelopment Housing funds will help to provide RCECDC with the financing to support the development of the a scattered sites rental housing program.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council recommends to the Redevelopment Agency of the County of Sacramento the provision of up to $2 million of Mather Redevelopment Housing Funds to RCECDC for the development of a scattered sites rental housing program in order to provide affordable rental housing to low and very low income seniors, families and individuals.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 2nd day of May, 2005.

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Ken Cooley, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

COUNTY OF SACRAMENTO
CALIFORNIA

For the Meeting of: May 31, 2005
11:30 a.m.

To: Redevelopment Agency of the County of Sacramento

From: Anne M. Moore, Executive Director

Subject: Approval of the Owner Participation Agreement with the Rancho Cordova Economic and Community Development Corporation for the Scattered Sites Rental Housing Program

Contact Persons: Darren Bobrowsky, Director of Development Services, 440-1310
Christine Weichert, Development Services Program Manager, 440-1353
Kelly Korver, Housing Finance Analyst, 440-1399 x1264

Overview
This report recommends authorization of an Owner Participation Agreement (OPA) with the Rancho Cordova Economic and Community Development Corporation (RCECDC) to fund a Scattered Sites Rental Housing Program. The project proposal is in response to a Notice of Funding Availability (NOFA) the Agency issued offering housing set-aside funds generated from the Mather redevelopment area. The NOFA invited proposals for projects or programs that would produce affordable housing units within the Mather Redevelopment Project Area, City of Rancho Cordova, or the Cordova Community Planning Area. After the NOFA was issued, the City of Rancho Cordova formed its own redevelopment agency. Thereafter, funding opportunities are limited to within the Mather Redevelopment Project Area or the unincorporated Cordova Planning Area in light of the restriction on expending County Redevelopment Agency funding within the jurisdiction of another redevelopment agency.

Recommendation
Staff recommends adoption of the attached resolution which:

- approve the Owner Participation Agreement (OPA) with the Rancho Cordova Economic and Community Development Corporation (RCECDC) for the Scattered Sites Rental Housing program;
- authorize the Executive Director to execute the OPA and to take all such actions and execute such instruments as may be necessary implement the OPA; and
- authorize a budget transfer of $2,000,000 from the Mather portion of the housing taxable bond proceeds generated from the 2003 Mather/McClellan Merged Project Area Bond Issuance to the Scattered Sites Rental Housing Program.

Measures/Evaluation
The following chart summarizes the jurisdictions housing need pursuant to the County's Housing Element, units approved to date, and the impact of the current project on the County's goals:

	Very Low (<=50% AMI)	Low (51-80% AMI)	Moderate (81-110% AMI)	Market (>110% AMI)
Housing Element Goals (2000-2007)	**2,700**	**2,650**	**4,284**	**8,638**
New Construction:				
Previously Approved to Date	594	948	59	298
Pending: Grizzly Hollow Phase III	33	20	0	1
Total New Units Assisted by Agency	627	968	59	299
Rehabilitation and Preservation:				
Previously Approved to Date	719	889	0	781
Pending: Village East	23	88	0	1
Current: Scattered Sites Rehab Program	6	4	4	0
Total Rehabilitation and Preservation Projects	748	981	4	782
Total Affordable Units Assisted by Agency	1,429	1,949	63	1,081

All affordability restrictions will be monitored by the Agency for 55 years.

Fiscal Impact
This staff report recommends allocating $2,000,000 from the Mather portion of the Housing taxable bond proceeds generated from the 2003 Mather/McClellan Merged Project Area Bond Issuance to the Scattered Sites Rental Housing Program.

RANCHO CORDOVA CITY COUNCIL ACTION

At its meeting May 2, 2005, the Rancho Cordova City Council adopted a motion recommending approval of the attached resolutions. The votes were as follows:

AYES:

NOES:

ABSENT:

COMMISSION ACTION

At its meeting May 4, 2005, the Sacramento Housing and Redevelopment Commission adopted a motion recommending approval of the attached resolutions. The votes were as follows:

AYES:

NOES:

ABSENT:

BACKGROUND

In November, 2004 the Agency issued a Notice of Funding Availability (NOFA) for Mather Redevelopment Area Housing Set-Aside Funds. The NOFA offered financing for projects or programs that would develop, rehabilitate, or preserve affordable housing within the Mather Redevelopment Project Area, City of Rancho Cordova, or Cordova Community Planning Area. The NOFA was issued pursuant to the Local Area Formation Committee's (LAFCO) incorporation resolution for the City of Rancho Cordova, in which the Redevelopment Agency agreed that, to the extent possible, Mather Housing Set-Aside Funds would be utilized within 1) the Mather portion of the Mather / McClellan Merged Project Area; 2) the City of Rancho Cordova; or 3) the Cordova Community Plan boundaries. The NOFA was reviewed and approval was recommended by the Rancho Cordova City Council on September 20, 2004. The Board of Supervisors, acting as the Redevelopment Agency, authorized the release of the NOFA at their meeting on October 26, 2004.

Last December, after the release of the NOFA, the City of Rancho Cordova formed a redevelopment agency. As a result, under Community Redevelopment Law, one agency is prevented from expending its housing funds within another agency's jurisdiction. The law was intended to prevent redevelopment agencies from transferring their affordable housing obligations to another jurisdiction.
The Agency received two responses from the NOFA which were evaluated by a Selection Committee comprised of Agency and City of Rancho Cordova staff. In April, staff brought forward the Village East rehabilitation project located within the City of Rancho Cordova, using

County HOME funding in light of the restriction on expenditure of tax increment funds within the City boundaries. This project was recommended for approval by the Rancho Cordova City Council on April 18, 2005 and by the Sacramento Housing and Redevelopment Commission on April 20, 2005. The Board of Supervisors is scheduled to consider the project at their meeting on May 17, 2005

The Rancho Cordova Economic and Community Development Corporation (RCECDC) submitted a proposal to create a program to acquire, rehabilitate, and maintain ownership of smaller income properties (duplexes) at scattered sites within the City of Rancho Cordova. Since the Agency can no longer spend housing set aside funds within the City boundaries, the RCECDC has agreed to limit their program to duplex properties located within the unincorporated Cordova Community Planning Area, which lies adjacent to the Mather portion of the Mather/McClellan Merged Project Area. A map of the boundaries of the Rancho Cordova Planning Area is included as Attachment I.

This staff report recommends approval of the Owner Participation Agreement (OPA) between the Redevelopment Agency and RCECDC for a total of up to $2,000,000 for the program. Once the OPA is in place the RCECDC will submit individual proposals to the Agency for approval as they find and select properties available for purchase. The maximum amount available per property for acquisition and/or rehabilitation is $280,900, and the program could fund up to seven sites.

The Scattered Sites Rental Housing Program meets the Mather Redevelopment Area Implementation Plan goal of contributing to the development of low to moderate income housing in the County. In addition the RCECDC will retain ownership of the properties for at least 15 years (or transfer to another non-profit entity) and will obtain professional management services, resulting in more attractive and better managed rental properties which will be a benefit to the adjacent Project Area.

Developer

The RCECDC is a non-profit 501(c)(3) corporation, which formed in 2001 for the purpose of enhancing economic opportunities and living conditions in the low-income areas of the Rancho Cordova community. Their experience includes managing the Mills Station building for the Sacramento Regional Transit District and establishing a homeowners association for the duplex properties along South White Rock Road for the Sacramento Housing and Redevelopment Agency.

Agency Financing

The Agency will provide assistance in the form of a loan, on a project by project basis. As outlined in the OPA, the loans would be structured as subordinate financing at a four percent interest rate over 30 years, with deferred payments for up to five years, to assist the project's feasibility. The maximum loan amount per property will be $280,900, assuming a two unit duplex with two bedrooms per unit, consistent with the HUD 221(d)(3) program guidelines. The

RCECDC will be required to obtain private financing to assist with the project costs, and is eligible to receive up to a $15,000 developer fee per project.

The RCECDC anticipates that the total acquisition and rehabilitation costs per project, including a developer fee, will be approximately $415,000. With a maximum Agency loan of $280,900 the RCECDC must obtain a minimum of $134,100 in financing from a private lender or other equity. The term of the OPA is for two years and the RCECDC is required to identify at least one project every six months to ensure that these allocated funds will be invested in a timely manner. The OPA will reflect the terms provided in Attachment II to this staff report.

Housing Set-Aside Requirements

Both units within each duplex will be rent and income restricted for a period of 55 years. To ensure compliance with state redevelopment law, tax increment funds must be spent in the same proportion of very low, low and moderate income households as identified in the County's housing element and previous expenditures of housing set-aside funds. Based on the County Housing Element, 45 percent of tax increment funds shall be spent on housing for very low income households, 24 percent for low income households, and 31 percent for moderate income households. Since the maximum number of housing units that can be provided under the OPA is 14 units (seven duplexes), six of the units will be available to very low income tenants, four for low income tenants, and four for moderate income tenants. The maximum rent and income limits for tax increment housing funds are provided in Attachment III.

FINANCIAL CONSIDERATIONS

This staff report recommends allocating $2,000,000 from the Mather portion of the Housing taxable bond proceeds generated from the 2003 Mather/McClellan Merged Project Area Bond Issuance to the Scattered Sites Rental Housing Program. This funding will assist with the acquisition and rehabilitation costs for up to seven duplexes, or 14 rental units.

POLICY CONSIDERATIONS

The recommended actions are consistent with the Mather Redevelopment Area Implementation Plan, Agency underwriting policies and the intent of the Mather Housing Funds NOFA. Regulatory restriction on the properties rehabilitated under the Scattered Sites Rental Housing Program will be specified in a Regulatory Agreement between the RCECDC and the Redevelopment Agency. Compliance with the regulatory agreement will be monitored by the Agency.

ENVIRONMENTAL REVIEW

This action to enter into an Owner Participation Agreement (OPA) is exempt from environmental review under CEQA pursuant to the Guidelines Section 15378(b)(4), which exempts government financing mechanisms that do not involve a commitment to any specific project location, and Sections 15310 and 15310 which exempts acquisition of existing structures

and minor rehabilitation. Also, the CEQA Guidelines Section 15301 exempts rehabilitation of existing structures. NEPA does not apply.

M/WBE CONSIDERATIONS

Minority and Women's Business Enterprise requirements will be applied to all activities to the extent required by Federal Funding.

Respectfully submitted,

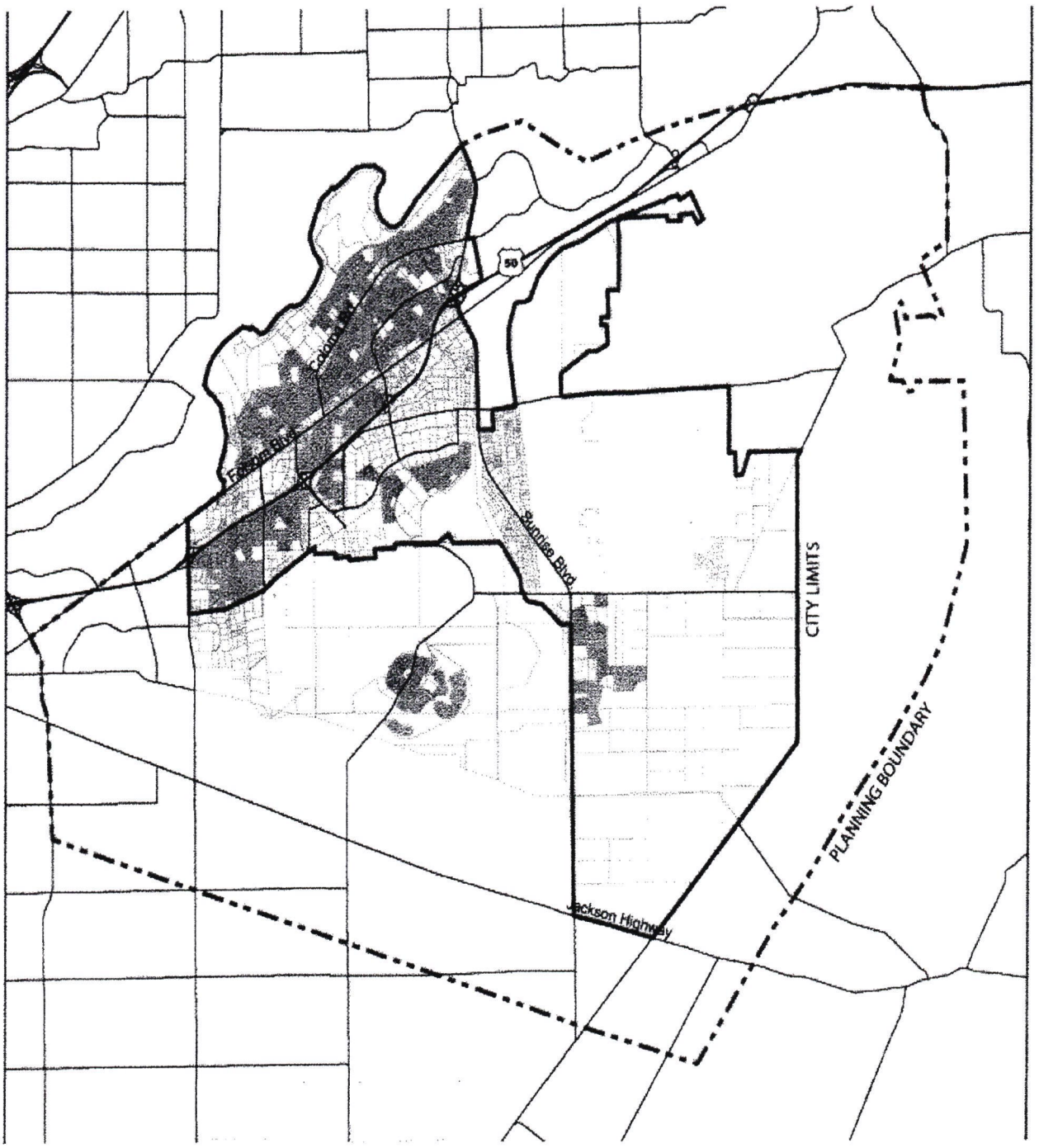
ANNE M. MOORE
Executive Director

APPROVED:

TERRY SCHUTTEN
County Executive

Attachment I

Map of the Rancho Cordova Planning Area



Attachment II

Scattered Sites Rental Housing Program
Duplex Acquisition, Rehabilitation and Management

Project Guidelines

Program Sponsor / Administrator
Rancho Cordova Economic and Community Development Corporation (RCECDC)

Eligible Properties
Rental duplex properties (Project) located within the unincorporated County portion of the Rancho Cordova Community Planning area.

Site Acquisition Approval Process
Each proposed project acquisition shall be submitted individually for Sacramento Housing and Redevelopment Agency (SHRA) approval. Submittal requirements are provided below.

Maximum Agency Assistance and Loan Terms
To comply with HUD 221(d)(3) limits, the maximum Agency loan for each duplex is $280,900 (assuming each unit is a 2 bedroom unit).

An allocation of Mather Redevelopment Low and Moderate Income funds up to $2 million will be reserved for the Rental Duplex Scattered Site Program proposed by RCECDC. Funds up to the maximum per property ($280,900) loaned to the RCECDC and secured by the subject eligible property according to the following criteria:

Interest: 4 percent, simple

Term: not to exceed 30 years

Max Combined Loan to Value: 100% of after rehabilitation value (based upon licensed appraisal)

Lien Position: Second

Maximum Total
Debt Ratio: The Agency will accept the debt coverate ratio required by the private lender assuming that it is at least 1.15 to 1. This is the minimum combined debt service coverage ratio that will be required of each individual proposal based upon restricted rents and approved operating expenses.

Repayment: Agency may defer payments during the rehabilitation period and for an additional period of up to 5 years if needed to assist the project feasibility.

Retention: Agency shall disburse no more than 90 percent of the approved project costs until completion of the project.

Resale Restrictions: RCECDC shall be restricted from selling the properties acquired under this project for the first 15 years of the loan unless the sale is to an approved 501(c)(3) non-profit organization.

Performance Schedule

Upon approval by the County Board of Supervisors the Agency and RCECDC will enter into an Owner Participation Agreement (OPA) for the program with an effective period of two years. Upon the execution of the OPA the RCECDC must submit a complete application for the first duplex acquisition within six months. After the first complete application, no more than six months between the submittal of additional complete applications will be permitted.

Private Financing

Private financing with a 30 year maximum term must be either a fixed rate of interest or a variable rate with an interest rate cap, not to exceed the current 30-year fixed rate.

Developer Fee

A maximum developer fee of $15,000 per Project will be funded upon the completion of the rehabilitation and rent-up of units to qualified households. This is a flat fee that is included in the overall maximum $280,900 Agency loan.

Rental and Income Restrictions

Both units in each duplex will be rent and income restricted for a period of 55 years. To ensure compliance with state redevelopment law tax increment funds must be spent in the same proportion of very low, low and moderate income households as identified in the County's housing element and previous expenditures of Mather Housing Set-aside funding. For Mather Redevelopment Housing Set-aside funding the proportion of tax increment spent on housing for very low income households needs to be 45%, on low income households 24% and for moderate income households 31%.

Since the maximum number of housing units that can be provided under these project guidelines is 14 (7 duplexes), the rent and income for each duplex will be restricted as follows:

Duplex	Unit 1	Unit 2
1	Very Low	Low
2	Very Low	Low
3	Very Low	Low
4	Very Low	Low
5	Very Low	Moderate
6	Very Low	Moderate
7	Moderate	Moderate

Eligible tenants may be families or individuals whose total household incomes do not exceed the low, very low and moderate incomes pursuant to the HUD Income Limit Guidelines for Sacramento County in effect at the time of lease-up. Rents charged for program units shall not exceed an amount that includes the rent, less a utility allowance pursuant to SHRA's utility allowance schedule. Rents also must not exceed 30 percent of the total household's income, except for moderate which is up to 35 percent.

Property Management

RCECDC shall contract with a professional property management firm with significant experience with similar properties for the management of the rental properties under this program. Approval of the management company is subject to SHRA approval. With the first project application a Management Plan that addresses rental procedures, maintenance schedules and standards, eviction procedures and overall day to day operations must be submitted. Future projects under the program must also agree to participate under the previously approved Management Plan.

Submittal Requirements

Each project application shall be submitted to the Agency for approval. Submittals shall include the following information:

- Property appraisal;
- Purchase Agreement with condition that the sale is subject to Agency review and approval and provide for at least 90 days to close escrow;
- Current Preliminary Title Report;
- Copy of Contractor Bid and Scope of Work and Budget;
- Relocation Plan;
- Property Management Plan;
- Current Pest Report (any problems identified within the pest report will need to be remedied and shall be included in the scope of work for rehabilitation); and
- Firm financing commitment letter from private lender

Special Provisions

The RCECDC must maintain their 501(c)3 status.

Attachment III

Maximum Rent and Income Restrictions

Income Limits

Household Size	Area Median Income (AMI)	Very Low Income (50% AMI)	Low Income (80% AMI)	Moderate Income (110% AMI)
1	$44,900	$22,450	$35,900	$49,390
2	$51,300	$25,650	$41,000	$46,430
3	$57,700	$28,850	$46,150	$63,470
4	$64,100	$32,050	$51,300	$70,510
5	$69,200	$34,600	$55,400	$76,120

Net Rent Limits

Bedroom Size	Very Low Income Rent	Low Income Rent	Moderate Income Rent
1	$589	$973	$1,358
2	$651	$1,083	$1,516
3	$712	$1,193	$1,673

Nothing has been provided in the Agenda Packet for Item 13 – Discussion of Interim General Plan Options - material may be handed out at the Council Meeting

AGENDA ITEM # 13

SMUD

SACRAMENTO MUNICIPAL UTILITY DISTRICT

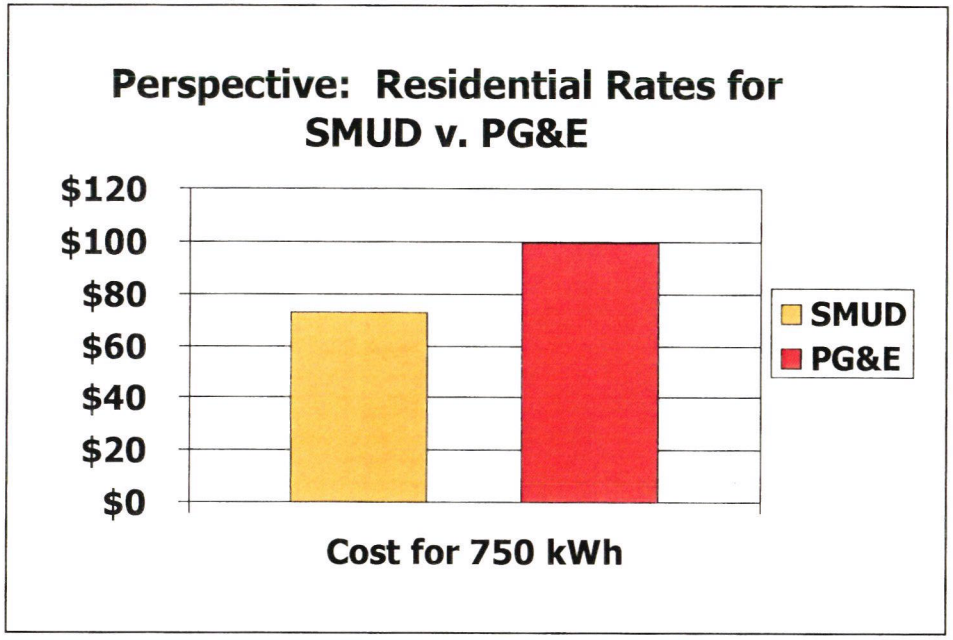
The Power To Do More.

Yolo Request for Annexation:

What are the facts?

Why do the Yolo communities want SMUD annexation?

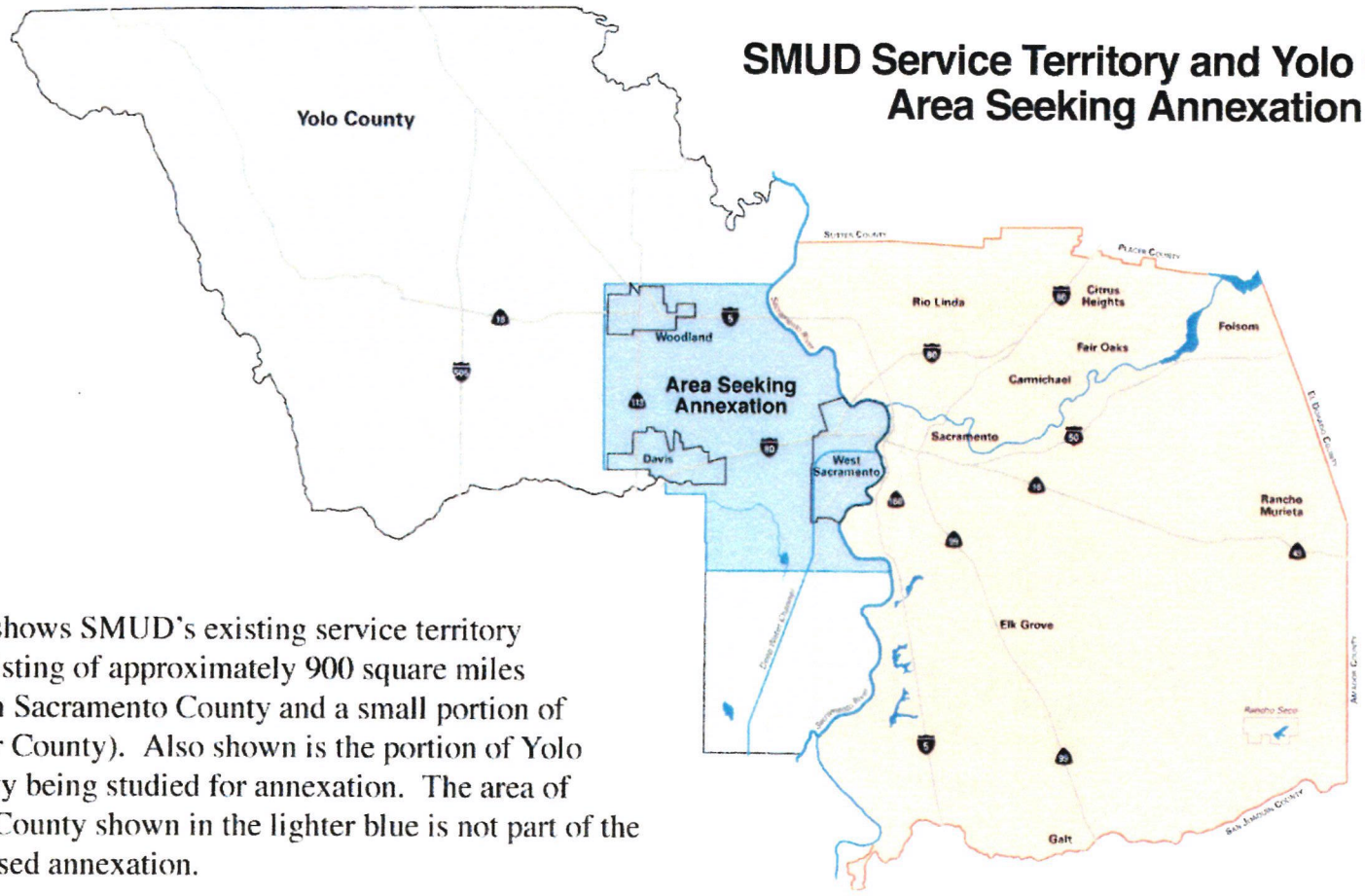
- Customers in Yolo have cited three central reasons for seeking to annex SMUD service:
  - Lower rates
  - Local control and accountability
  - More reliable service



SMUD
SACRAMENTO MUNICIPAL UTILITY DISTRICT
The Power To Do More.

Service Study Area

SMUD Service Territory and Yolo County Area Seeking Annexation

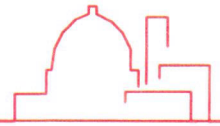


Map shows SMUD's existing service territory (consisting of approximately 900 square miles within Sacramento County and a small portion of Placer County). Also shown is the portion of Yolo County being studied for annexation. The area of Yolo County shown in the lighter blue is not part of the proposed annexation.

SMUD
SACRAMENTO MUNICIPAL UTILITY DISTRICT
The Power To Do More.

Two Year Review Process

- ***February 2003*** Cities of West Sacramento, Davis and Woodland along with Yolo County request annexation study to determine whether SMUD offers lower costs and better reliability
- ***April–July 2003*** Board authorizes independent feasibility study and sets criteria for annexation:
  - Yolo jurisdictions take initiative & formally request annexation
  - Yolo jurisdictions agree to share in cost of feasibility study
- ***March 2004*** RW Beck Study begins
- ***January 2005*** RW Beck presents study findings that show substantial benefits for existing customers and annexation area
- ***January–March 2005*** Yolo jurisdictions hold public meetings on Study findings and unanimously approve resolutions to request annexation by SMUD
- ***April 2005*** SMUD staff reviews RW Beck study, conducts an independent analysis and recommends moving forward with annexation



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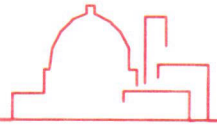
Annexation Objectives

- Measure Specific Benefits of Service Expansion
- Protect SMUD Customers
- Yolo Customers Pay the Cost



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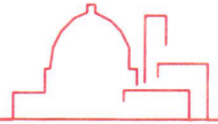
Measuring Customer Benefits:

Key Findings of both the R.W. Beck Study and SMUD staff analysis

- West Sacramento, Davis, Woodland and areas in between are the best fit with SMUD's existing transmission paths
- Economically feasible to purchase PG&E equipment
- Most likely scenario projects savings of $180 million to be shared by existing and new customers
- If voters approve annexation it is estimated that SMUD service could begin in the Yolo annexation area in 2008 at the earliest.



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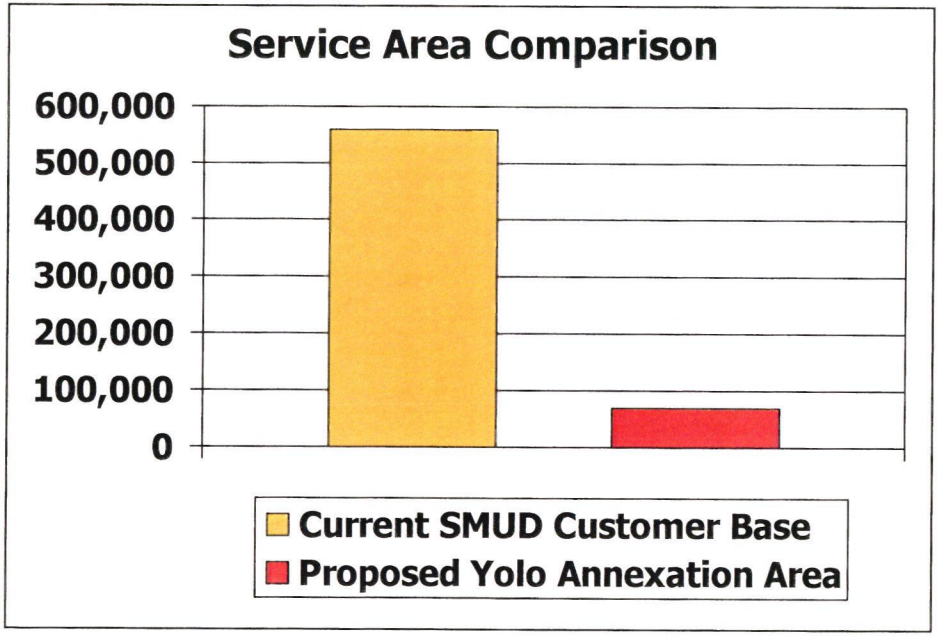
Perspective: SMUD Service Growth

- SMUD currently serves over 560,000 customers



- Annexation of 70,000 customers in the Yolo area reflects the routine SMUD customer growth over the past six years

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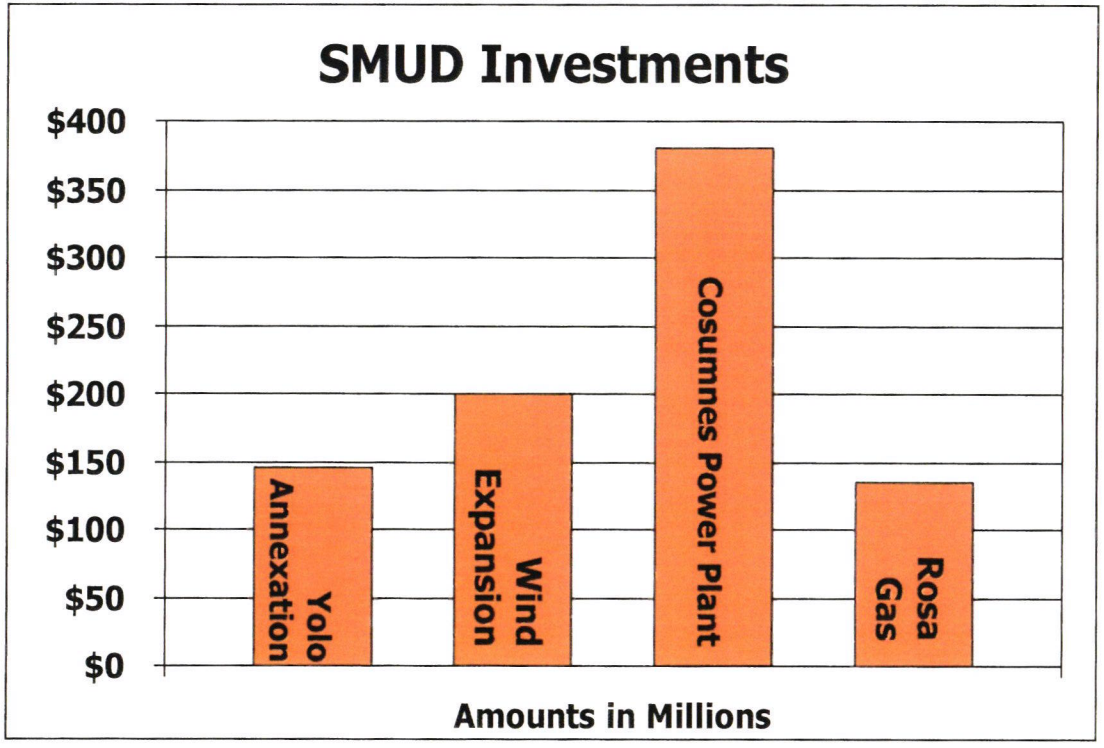
How this decision compares:

- The SMUD Board routinely makes business decisions and investments on a scale equal to or greater than the potential cost of annexing the Yolo study area.



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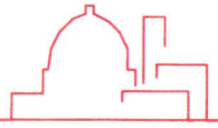
Benefits to SMUD customers:

- Share in projected savings of $180 million over 20 years
- Existing customers gain "scale" advantages of lower per customer transmission, overhead and debt costs

Other conclusions:

- Proposed customers in annexation area represent just 6 years of recent SMUD customer growth
- Size and scope of the investment is smaller than other SMUD business investments



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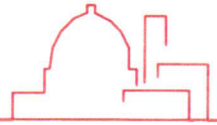
Next Steps

- Continue the customer outreach and input process
- Complete analysis of benefits for customers
- Return to the Board with the results of additional detailed analysis
- May 19, 2005 Board decision to apply to LAFCO



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