# ARDEN WAY COMPLETE STREETS MASTER PLAN



August 2023



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## **DOCUMENT PURPOSE**

The Arden Way Complete Streets Master Plan (AWCSMP) final report describes the planning context and final design recommendations that emerged as part of the AWCSMP process. The document provides varying degrees of specificity, from general considerations to targeted recommendations. All recommendations are conceptual in nature. Implementation will require additional design phases initiated by the County. The AWCSMP final report and appendix materials, in conjunction Arden Way Phase 1 design and planning documents should be consulted, as appropriate, when implementing future improvements on and along Arden Way.



# SECTION 1: PROJECT INTRODUCTION AND BACKGROUND

#### **OVERVIEW**

The Arden Way Complete Streets Master Plan (AWCSMP) was led by the County of Sacramento Public Works and Infrastructure Agency and Department of Transportation (SacDOT) over an approximately year and a half-long effort. The AWCSMP addresses a critical 1.3-mile stretch of the Arden Way corridor, from Ethan Way to Morse Avenue, and identifies modifications and designs that will improve safety and mobility on the corridor for pedestrians, bicyclists, drivers, and transit riders. The Plan aims to transition Arden Way from a stressful car-focused corridor into a vibrant, walkable community destination with safe and comfortable travel options. Final recommendations developed as a part of the AWCSMP aim to serve as a framework to inform and shape future project phases.

#### The purpose and intent of The Arden Way Complete Streets Master Plan is to:

- » Provide comfortable and connected facilities for all users
- » Balance multimodal operations through innovative design
- » Promote safety for all modes of transportation
- Incorporate beautification and amenities like street landscaping, lighting, and signage
- » Enhance the community's sense of place and increase economic vitality
- » Create a feasible, phased implementation strategy to get improvements on-the-ground

### **PROCESS + TIMELINE**

The AWCSMP was developed over a year and a half-long effort, from Spring 2021 to Fall 2022.

The AWCSMP began with a comprehensive data collection and information gathering which culminated in an existing conditions analysis. This analysis informed the development of preliminary design alternatives (options) and right-of-way configurations. Design analysis methodology was then established to evaluate the viability and relative success of each design alternative. A preferred design was then selected and further refined in the Draft and Final Plan and articulated through detailed design and planning-level cost estimates. In a parallel effort a project website, mailing list, and email were established early in the process and a robust community engagement plan was followed throughout the planning process. For more information on Community Engagement efforts and initiatives see pages 8-12.



2021



- » Existing Conditions Analysis
- » Design Alternatives Development

- SUMMER-FALL 2021
- » Design Analysis Methodology
- » Design Alternatives Evaluation
- » Selection of Preferred Alternative

# SPRING-FALL 2022

- » Preferred Alternatives Refinement
- » Financial Analysis
- » Draft + Final Plan

Figure 1. AWCSMP Process and Timeline

### **STUDY AREA**

Project extents for this effort include Arden Way from Morse Avenue to Ethan Way.

Arden Way is located in Unincorporated Sacramento County and connects the Arden Arcade community to Interstate 80 and downtown Sacramento.

#### Arden Way Phase 1 Improvements Project

The Arden Way Phase 1 Improvements Project extends from Morse Avenue to Watt Avenue, as identified in Figure 2. Arden Way Phase 1 is a separate, but related, capital improvements project adjacent to the study area. Construction is scheduled for Summer 2024. The project will include sidewalk level bicycle lanes and landscaped buffers and medians.



Figure 2. Arden Way project extents

### SITE CONTEXT

Developed in the post-World War II era, Arden Way was originally designed to prioritize vehicular movements within and through the corridor. The current configuration includes two vehicle lanes in each direction and a center turn lane to facilitate access to destinations on either side of the corridor. However, as infrastructure has deteriorated and traffic volumes and speeds increased over time, the corridor now acts as a barrier to local community members who might wish to walk, bike, or take transit.

Site visits and analysis along with feedback from the community uncovered a few challenging conditions for people wanting to walk, bicycle, or take transit along Arden Way. Gaps in the sidewalk infrastructure, long distances between crossing opportunities, and long crosswalk lengths creates situations where people experience a challenging walking environment for those who chose to, or need to, walk to access destinations. Additionally, the study area does not include any bicycle provisions which leads many people to ride on the sidewalks or avoid cycling on the corridor altogether. Transit users also are not afforded appropriate space for bus boarding and alighting or crucial amenities like benches and shelters which help older or disabled populations comfortably wait for their bus.

The project team took this understanding of the existing corridor to inform the development of innovative yet feasible conceptual design that envisions Arden Way as a more "complete street." For a summary of existing conditions, including detailed analysis of pavement conditions, traffic patterns (volumes and speeds), crash history, and transit operations, see Appendix 6B.



Figure 3. Site photos and existing conditions



# SECTION 2: COMMUNITY ENGAGEMENT

### **OVERVIEW**

Sacramento County provided opportunities for community members and other stakeholders to engage throughout the process. The engagement efforts included the launch of a project website and email, a Community Workshop, Business Owner Survey, Community Advisory Committee meetings, and a public Open House.

Community engagement began in early spring 2021 with the launch of the project website, project email, and mailing list, and the first of

four Community Advisory Committee (CAC) meetings. In late spring and early summer, a Community Workshop was held, and a business owner survey was distributed to solicit thoughts, and feedback on preliminary design alternatives and goals for Arden Way. Final recommendations and design concepts were presented to the Community Advisory Committee (CAC) and to then to the larger public via a virtual Open House event in the Fall of 2022.



#### **Community Outreach + Engagement**

- » Project Website Launch
- » Community Outreach Plan
- » CAC Meeting #1 (April 2021)
- » Community Workshop (May 2021)
- » Business Owner Survey (June–July 2021)
- » CAC Meeting #2 (June 2021)

- » CAC Meeting #3 (November 2022)
- » Community Meeting (December 2022)

### **CAC MEETINGS**

The AWCSMP was guided by a Community Advisory Committee (CAC) who represent a diverse group of stakeholders whose input, advice, and feedback were invaluable to the project team throughout the planning process. Three virtual meetings were held at key points in the process.

# From your perspective, what are the existing issues along Arden Way? What improvements are needed?



Figure 5. Online Mentimeter poll posed by the project team at the first CAC meeting.

### **COMMUNITY WORKSHOP**

A public community workshop was held virtually on the evening of May 25, 2021. The purpose of the hour and a half workshop was to provide participants with a project overview including project extents and goals, discuss existing conditions, and gather feedback on the design alternatives detailed on pages 20-22. Due to the current pandemic and necessary safety precautions, the workshop was held via Zoom. Roughly 55 participants attended the workshop.





Figure 6. Images from the Community Workshop presentation and real-time Miro feedback session on design alternatives

### **BUSINESS OWNER SURVEY**

The Business Owner Survey asked the Arden Way business community for its thoughts on existing conditions along the Arden Way corridor as well as comments on the proposed design alternatives detailed on pages 20-22. The survey was open for public input for approximately seven weeks from June to July 2021. In total, 24 unique responses were received.



\*Write-in responses included concerns regarding utility pole conflicts, a lack of pedestrian crossings, a lack of accessibility for people with mobility and vision impairments, homelessness, and vandalism/trespassing.

Figure 7. Business Owner Survey responses to the question: "What do you see as the most pressing issues on Arden Way today?"

### **COMMUNITY OPEN HOUSE**

A public open house was held virtually on the evening of December 6, 2022. The focus of this event was to provide participants with an overview of the project process, discuss the design alternatives, and present a final preferred alternative. Additional detail on project next

steps were also presented. Roughly 25 participants attended the open house and had an opportunity to provide feedback. Participants generally expressed support for the concept of including a bikeway, medians, improved transit stops and landscaping where feasible.

### **DISABILITY ADVISORY COMMISSION DISCUSSIONS**

Throughout the alternatives development phase of the project, County staff met with the Disability Advisory Commission three times in March, May, and December of 2022. During this time the County solicited feedback from those present during the discussion. DAC representatives directly influenced the selection of a preferred alternative and recommendation to use the trapezoidal delineator as a separation device between the bikeway and sidewalk.



Figure 8. Image from the final virtual open house in December 2022.



## **SECTION 3: DESIGN VISION**

#### **DESIGN OBJECTIVES**

The design objectives developed for The Arden Way Complete Streets Master Plan (AWCSMP) aim to integrate the communityguided vision of an aesthetically and economically vibrant corridor with safe, comfortable, and convenient multimodal travel options. The objectives described on the following pages have shaped the vision, development, and final design recommendations for Arden Way.

#### CONNECTIVITY

Redesign Arden Way to feel seamless and connected by providing comfortable and convenient walking and bicycling facilities for users of all ages and abilities.

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#### SAFETY + COMFORT

Reconfigure Arden Way to increase road user comfort and actual and perceived safety for all modes of transportation by planning for intuitive use of facilities while providing accessible design throughout the corridor.



#### **MULTI-MODAL OPERATIONS**

Rebalance Arden Way to better serve all road users, including pedestrians, bicyclists, transit users, and drivers by minimizing conflict points between modes (i.e., bikeway and pedestrian route conflict points with vehicles and transit loading and unloading).



#### **AESTHETICS + SENSE OF PLACE**

Beautify Arden Way, create a sense of place, and promote economic vitality with amenities like landscaping, greenery, lighting, and signage.

# The design objectives were developed to be in support of the key goals and principles outlined in the following key documents:

**Sacramento County General Plan Circulation Element** "Provide affordable, safe, and sustainable public transportation options; Decrease private motor vehicle trips and miles traveled [and] Increase traffic safety for all users."

- » Sacramento County General Plan Environmental Justice Element (amended 2019) "...support walking and bicycling by requiring smart growth streets (bike lanes, and sidewalks separated from the roadway with trees and planted landscaping) in transit priority areas..."
- » Sacramento County Active Transportation Plan (2022) "...promote and encourage people to choose walking, biking, and rolling through the creation of safe, comfortable, connected, and accessible walking, rolling and biking networks, encourage alternatives to single-occupancy vehicle trips and improve access to transit."
- » Sacramento County Bicycle Master Plan (2011) "...provide safe, continuous, efficient, integrated, and accessible bicycle and pedestrian systems that encourage the use of the bicycle and walking as viable transportation modes and as forms of recreation and exercise."
- » Sacramento County Pedestrian Master Plan (2007) "... implement the Pedestrian Master Plan to improve pedestrian safety and access in the unincorporated areas of Sacramento County."

- » Sacramento County Local Road Safety Plan (2022) "...progressively reduce Fatal and Severe Injury crashes in Unincorporated Sacramento County... [by] identif[ying] high-level safety needs and strategies to address those needs..."
- » Arden Way Corridor Assessment Memo (2017) Transform Arden Way "from a drive-only commercial strip to a walkable suburban community with mixed use town centers that can be afforded by the full range of the market".
- » SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2040 (2020) is built around the following four goals:
  - Build vibrant places for today's and tomorrow's residents
  - · Foster the next generation of mobility solutions
  - Modernize the way we pay for transportation infrastructure
  - Build and maintain a safe, reliable, and multimodal transportation system



# SECTION 4: ALTERNATIVES DEVELOPMENT

### **THREE DESIGN ALTERNATIVES**

A high-level summary of the development of three alternative design options, the subsequent evaluation process, and resulting preferred design for Arden Way is outlined below. Three design alternatives (options) were developed for the Arden Way corridor taking into consideration the design objectives and existing opportunities and constraints. Cross sections illustrating the right-of-way width necessary to achieve each alternative design option are provided on the following pages.







Figure 10. Alternative 2 Sidewalk-Level One-way Separated Bike Lanes (Landscaping as Right-of-Way Allows)



Figure 11. Alternative 3 Street-Level One-way Separated Bike Lanes

### **EVALUATION OF ALTERNATIVES**

Evaluation metrics based on the design objectives, community feedback (Community Metrics), and Sacramento County Department of Transportation (SacDOT) input (County Metrics) on each design alternative, were developed to determine the which alternative would be selected and further refined. Each metric was assigned a potential number of points based on their relative importance. The design alternative that scored highest was selected as the preferred alternative to be further evaluated during subsequent design phase.

Evaluation Metric	Basis of Evaluation
Connectivity	Continuous and consistent bikeway and pedestrian facilities
	Frequent and convenient crossings for bicyclists, pedestrians, and transit users
	Left turn movements for cyclists
Multimodal Operations	Minimized conflict points between modes
	High-level traffic analysis outcomes
	Left turn constraints for vehicle
Safety & Comfort	Width of pedestrian and bicycle facilities
	Level of horizontal and vertical separation between vehicles and bicyclists/pedestrians
	Intuitiveness and ease of use of facilities
	Accessible design
	Maintenance needs
	"Greening" of the corridor with additional vegetation and landscaping
Aesthetics & Sense of Place	Community spaces, public art, and other unique placemaking elements
	Opportunity for landscaped medians
Community Motrice	Business Survey
Community Metrics	Workshop Feedback
County Metrics	Right-of-way constraints
	Accommodation of design exceptions:
	Left-turn constraints
	Constructability
	Preferred alternative by County Staff

### **PREFERRED ALTERNATIVE**

Alternative 1 scored highly in Community Metrics, Connectivity, and Safety & Comfort. Alternative 2 scored highly in Connectivity, Multimodal Operations, and Safety & Comfort. Alternative 3 received fair scores across all metrics. The resulting scored ranking of design options for Arden Way are as follows:

- 1. Alternative 2: Sidewalk-Level One-way Separated Bike Lanes (Landscaping as Right-of-Way Allows)
- 2. Alternative 3: Street-Level One-way Separated Bike Lanes
- 3. Alternative 1: Sidewalk-Level One-way Separated Bike Lanes (Consistent Landscaping)

After the selection of Alternative 2 as the preferred design option, the cross-section was modified to include 3-foot curb and gutters, 5-foot bike lanes, and 5-foot sidewalks. The detectable buffer provided between the sidewalk and raised bike lane was further refined. At the time of development, a 1-foot trapezoidal delineator is the preferred device for this purpose.



Figure 12. Updated Alternative 2



# SECTION 5: FINAL CONCEPT DESIGN

#### **DESIGN FRAMEWORK + TOOLS**

The "design tools" illustrated below include corridor-wide design approaches that are recommended throughout the study area, where applicable. The design tools integrate each of the four core design objectives and serve as the building blocks of The Arden Way final design concept. The design tools should inform design decisions on Arden Way and be used to evaluate the degree to which any future streetscape proposal is consistent with The Arden Way Complete Streets Master Plan design vision and objectives.

Clearly delineated areas with comfortable widths for all modes of travel

2) Repaved, continuous, and consistent bikeway and pedestrian facilities throughout the project area





3 Vertical and horizontal separation between vehicles, bicyclists, and pedestrians



4

Landscaping buffer (where feasible) between bike lane and sidewalk



- 5 Detectable surfaces and crosswalks at bus stops to alert pedestrians and bikers they are entering a shared zone
- 6 Bus turnouts to improve traffic flow and safe passenger loading/unloading areas



### **DESIGN GUIDANCE**

The design guidance describes the standards, and design criteria for the physical components of a redesigned Arden Way. The guidance and descriptions herein are recommendations, additional phases of programming and design with the community will be needed to implement recommendations.

#### **PEDESTRIAN FACILITIES**

- Make sidewalks continuous and consistent
- Widen sidewalks where possible
- Provide 5-feet minimum for comfort and groups walking
- Include a 1-foot raised delineator to separate the sidewalk from bikeway.
- In the case where 1- to 5-feet of additional width is available in the right-of-way, the sidewalk should be widened
- Match or leave existing sidewalk width, or curve or offset sidewalk to protect high value shade trees

#### **BIKE FACILITIES**

- Make bike lanes continuous and as consistent as possible
- Sidewalk Level Class IV Bike Lane: 5-feet minimum bikeway (outside of gutter pan), 1-foot trapezoidal delineator
- In the case where more than 5-feet of additional right-of-way width is available, a landscaping buffer between the sidewalk and bike lane should be included

#### LANDSCAPE + GREEN INFRASTRUCTURE

- Integrate a full menu of green infrastructure options, where more than 5-feet of additional right-of-way width is available, that can be maintained by current landscape maintenance procedures
- Emphasize the capture and management of stormwater runoff at the surface, minimize over-engineering of landscaped-based stormwater facilities
- Allow green infrastructure to be used for placemaking and public education opportunities

#### **MOTOR VEHICLE FACILITIES**

- Provide 11-foot curbside travel lanes, 10.5-foot inside travel lanes, and 10-foot turn lanes
- Include 3-foot curb and gutter
- · Maintain existing turn lanes and center turn lanes
- Provide raised center medians, exact location and limits will need to be fully vetted during final design to ensure adequate left turn access remains in place

#### **BUS STOP DESIGN**

- Follow Sacramento County Standard Drawing 4-43 & 4-44 to the greatest extent possible
- Include yield and crosswalk pavement markings through bikeway at the bus stop drop-off points
- Consider including shelters, benches, and landscaping, where feasible

#### **INTERSECTION DESIGN**

- Maintain existing turning movements and lanes at all but two locations. Refer to the full corridor-wide concept design plan in Appendix 1 for exact locations and proposed configurations.
- Include a 1-foot median curb at all major intersections to separate the left-turn lanes from on-coming through lanes
- Plan for 34-foot curb radii (following the Arden Way Phase 1 draft plans)
- Implement green colored pavement markings at all bicycle lane road and driveway crossings
- Integrate green infrastructure and new street trees with new bike/ped mixing areas
- Where feasible, include raised curbing on the approach corners of the intersection to create protection for pedestrians from bicycles in the parallel one-way bikeway

- Meet or exceed Sacramento County curb ramp level landing standard dimensions
- At major intersection crossings, provide 10-foot-wide curb ramp openings
- At minor intersection crossings, provide 6-foot-wide curb ramp openings

#### STREET TREES

- Protect and preserve healthy, mature trees to the greatest extent practicable
- Large canopy trees to be strategically placed so they do not block out street lighting, conflict with large vehicle movement or block sight lines as they mature
- Selectively remove and replace trees that are underperforming or are not climate resilient
- Provide adequate soil volume for the tree species

#### SITE FURNISHINGS

• Placement of site furnishings along sidewalks, pathways, trees should reduce potential conflicts with vehicles, bikes, or pedestrians

### **ARDEN WAY CONCEPTUAL DESIGN**

The following pages illustrate typical cross sections and plans along the Arden Way study area. The full corridor-wide concept design plan, including detailed bus stop and intersection configurations can be viewed in Appendix 1.

# TYPICAL CROSS SECTIONS + PLANS

Typical cross sections and plans are organized by available rightof-way width and resulting approach to the configuration of the streetscape components and dimensions. Pinch points, design exceptions, and unique conditions are noted on the corridor-wide concept design plan in the Appendix 1. **A** The following illustrates existing conditions and typical proposed concepts for Arden Way blocks:

- Howe Avenue to Bell Street
- Fulton Avenue to Avondale Avenue

These blocks have the widest right-of-way in the study area and are the least constrained portions of the corridor. The proposed concept includes creating landscaped buffers, primarily on the north side, between the bike lane and sidewalk. Landscape buffers should incorporate new tree canopy where possible.

#### **KEY PLAN**





**B** The following illustrates existing conditions and typical proposed concepts for Arden Way blocks:

- Ethan Way (west limits) to Howe Avenue
- Bell Street to Fulton Avenue
- Avondale Avenue to Morse Avenue (east limits)

On these blocks of the Arden Way corridor, the right-ofway narrows and does not allow for a landscape buffer between the bike lane and sidewalk. In this instance, a 1-foot trapezoidal delineator is proposed as a buffer between the bike lane and sidewalk.

#### **KEY PLAN**





**Conceptual rendering of Arden Way looking southeast towards Bell Street.** Design proposals include a new raised 1-way bike lane with landscaped buffer, new tree canopy, and a landscaped median.



OUTLET

AUD O

**Conceptual rendering of Arden Way looking east towards Hood Road.** Design proposals include new bus turnouts, a raised 1-way bike lane with landscaped buffer, new tree canopy, and landscaped medians.

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Existing Conditions

TIEMANN LAW FIRM INJURY ATTORNEYS (916) 999-9000



# SECTION 6: COST ESTIMATES + FUNDING OPPORTUNITIES

Item	Quantity	Unit Price		Amount
Clearing and Grubbing	1	\$756,250.00	\$	756,250.00
SWPPP Preparation	1	\$41,250.00	\$	41,250.00
Water Pollution Control	1	\$192,500.00	\$	192,500.00
Roadway Excavation	8,071 CY	\$105.00	\$	847,455.00
Aggregate Base, Class 2	12,420 TN	\$85.00	\$	1,055,700.00
Asphalt Concrete	2,390 TN	\$120.00	\$	286,800.00
Cold Plane Asphalt Concrete Pavement	426,951 SF	\$1.50	\$	640,426.50
PCC Curb and Gutter (Type 2)	11,258 LF	\$35.00	\$	394,030.00
PCC Curb (Type 2 Reinforced)	2,981 LF	\$35.00	\$	104,335.00
PCC Sidewalk and Ramp	99,438 SF	\$9.00	\$	894,942.00
Adjust Manhole to Grade	74 EA	\$1,500.00	\$	111,375.00
Relocate/Adjust Utilty Feature	151 EA	\$1,250.00	\$	189,062.50
Detectable Warning Surface	59 EA	\$800.00	\$	47,200.00
Striping	28,506 LF	\$1.50	\$	42,759.00
Roadside Signs	204 EA	\$300.00	\$	61,050.00
Drainage Pipes	3,850 LF	\$225.00	\$	866,250.00
Storm Drain Manholes	28 EA	\$17,000.00	\$	467,500.00
Drainage Inlet	39 EA	\$7,000.00	\$	269,500.00
Box Culvert Extension	3 EA	\$400,000.00	\$	1,100,000.00
Street Light (Type A)	36 EA	\$10,000.00	\$	357,500.00
Traffic Signal Modification-Arden Wy/Morse Ave	1	\$180,000.00	\$	180,000.00
Traffic Signal Modification-Arden Wy/Fulton Ave	1	\$300,000.00	\$	300,000.00
Signal Interconnect	1	\$100,000.00	\$	100,000.00
Tree Removal	30 EA	\$1,000.00	\$	30,000.00
Landscape & Irrigation	14,207 SF	\$22.00	\$	312,554.00
	Cor	nstruction Subtotal	\$	9,648,439.00
	(	Contingency (20%)	\$	1,929,687.80
CONSTRUCTION TOTAL				11,578,126.80
Design and PS&E (15%)				\$1,736,719.02
Surveys (10%)				\$1,157,812.68
ROW Acquisitions and Easements (\$5,000/parcel)				\$120,000.00
Construction Inspection (15%)				\$1,736,719.02
Construction Management/Administration (10%)				\$1,157,812.68
SOFT COSTS TOTAL				\$5,909,063.40
	PR	OJECT TOTAL	\$	17,487,190.20

#### PLANNING LEVEL OPINION OF PROBABLE COST

A planning level opinion of probable cost (estimate) was developed for this project based on recent County projects, Caltrans Unit Costs, and supplemented by the consultant team's experience with similar projects. This estimate includes costs to implement Alternative 3 from Ethan Way to Morse Avenue (the AWCSMP project extents).

### **FUNDING OPPORTUNITIES**

Several federal, state, and regional sources are available to fund design concepts recommended in the Arden Way Complete Streets Master Plan. Having an adopted report in place demonstrates public support for implementation of transportation recommendations and can increase the likelihood of securing resources in a competitive funding landscape. The sources in the following table represent a starting point for the County, and local community members to explore funding the concepts included in this document.

Program or Funding Source	Administering Agency	Description	Web Link
RAISE Discretionary Grant	USDOT	<b>Project types: Planning, design, construction</b> This grant helps communities modernize their transportation systems and make them safer, more accessible, more affordable, and more sustainable.	https://www. transportation.gov/ RAISEgrants
Safe Streets and Roads for All (SS4 All)	USDOT	Project types: Planning, design, construction This program supports regional, local, and tribal communities in reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users.	https://www. transportation.gov/ grants/SS4A
Local Highway Safety Improvement Program (HSIP)	Caltrans, Federal Highway Administration	Project types: Construction Supports safety related improvements to roadways and bicycle and pedestrian facilities to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads.	https://dot.ca.gov/ programs/local- assistance/fed-and- state-programs/ highway-safety- improvement-program
Sustainable Communities Grant	Caltrans	Project types: Planning, programs Includes funding for local and regional transportation planning in line with statewide goals that support sustainable communities' strategies and GHG reduction targets.	https://dot.ca.gov/ programs/transportation- planning/regional- planning/sustainable- transportation-planning- grants
Affordable Housing and Sustainable Communities Program	California Strategic Growth Council	Project types: Construction, programs Provides grants and/or loans that will achieve GHG emissions reductions and benefit Disadvantaged Communities. Sustainable transportation infrastructure, particularly bicycle/ pedestrian corridor and crossing improvements covered in specific plans, transportation- related amenities, and program costs can all be supported by these funds.	https://sgc.ca.gov/ programs/ahsc/ resources/

Program or Funding Source	Administering Agency	Description	Web Link
Transformative Climate Communities Program	California Strategic Growth Council and Department of Conservation	Project types: Planning, construction Specifically for disadvantaged communities, funds can be used for developing active transportation and public transit projects; support transit ridership programs and transit passes for low-income riders; expand first/last mile connections, build safe and accessible biking and walking routes, and encourage education and planning activities to promote increased use of active modes of transportation.	https://sgc.ca.gov/ programs/tcc/resources/
Urban Greening	California Natural Resources Agency	Project types: Construction Funds can be used to acquire, create, enhance, or expand community parks and green spaces, with bonus points awarded to projects in disadvantaged communities. Projects that include non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools are eligible.	https://resources.ca.gov/ grants/urban-greening
Local Partnership Program	California Transportation Commission	Project types: Construction Provides funding to local and regional agencies to improve active transportation, transit and rail, and health and safety benefits.	https://catc.ca.gov/ programs/sb1/local- partnership-program
Regional Flexible Funding Programs	SACOG	Project types: Planning, construction Allocates funds to transportation projects based on available apportionments of regional Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and SACOG managed funds. The funds get distributed through individual funding programs that together make up a funding round.	https://www.sacog.org/ transportation-funding- programs
2023 Regional ATP	SACOG	Project types: Programs, planning, construction Distributes \$45,512,000 of Active Transportation Program funding to projects and programs in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties to increase biking and walking.	https://www.sacog.org/ post/2023-regional-atp- application-available
Community Design Funding Program	SACOG	Project types: Planning, design, construction Provides funding to local governments to build placemaking projects in their communities. The projects must implement any of the SACOG Blueprint Principles: (1) housing options (2) transportation options; (3) infill development; (4) mixed land uses; (5) compact development; (6) preservation of natural resources, and (7) quality design. The most commonly awarded projects in the past have been streetscape improvements with associated land use development that are consistent with the Blueprint Principles.	https://www.sacog.org/ community-design



## SECTION 7: POLICY FRAMEWORK

Throughout the development of The Arden Way Complete Streets Master Plan (AWCSMP), several resources were referenced to ensure alignment with past efforts and compliance with existing federal, state, and county policies and design standards. Those most influential in the development of the AWCSMP are outlined below.

- » Sacramento County Standard Construction Specifications
- » Sacramento County Improvement Standards
  - Of particular relevance: Street Design Standards (Section 4) include design guidance and standard drawings for corner radii, bus stops, curb and gutter, sidewalks, curb ramp types, street trees, pedestrian refuges, striping and pavement marking details (including for bike lanes), etc.
- » California Department of Transportation (Caltrans) design standards
- » Public Right-of Way Accessibility Guidelines (PROWAG)
- » Sacramento County Pedestrian Design Guidelines
- » Sacramento County ADA Transition Plan
- » California Manual on Uniform Traffic Control Devices (CAMUTCD)
- » California Building Code (CBC)

Lastly, to ensure consistency, the design for Arden Way was informed by the development of the Arden Way Phase 1 Improvements Project, a separate, but related, County-led capital improvements project adjacent to the study area.



### APPENDICES (Available as digital pdf files)

#### 1. Concept Plan (PDF)

2.Record Memos

- A 02.10.21 Review of Relevant Documents
- B 04.27.21 Existing Conditions
- C 05.25.21 Community Workshop #1 Summary
- D 08.05.21 Business Owner & Tenant Results Survey
- E 06.06.22 Alternative Analysis Methodology (with Appendix Exhibits A, C, and D)



ARDEN WAY COMPLETE STREETS MASTER PLAN