

August 5, 2024

Community Roundtable Meeting #1 Engagement Summary

Date / Time	Location
June 14, 2024; 10am – noon	City Hall, Room 1119

Summary of Meeting

The project team hosted a Community Roundtable comprised of community organizations that represent active transportation, transit, climate, urban forestry, people with disabilities, local businesses, and developers to help inform the outcomes of the Street Design Standards Amendment. The Roundtable will be involved in review of existing street design standards, opportunities to improve existing standards, review of best practices, and recommendations development. The project team invited 19 organizations to attend the Community Roundtable; 14 organizations RSVP'd, and 11 organizations attended.

The project team presented a PowerPoint presentation discussing (available on the City's Street Design Standards Amendment project webpage):

- Project background and goals
- Sacramento's current street design ecosystem
- State of practice snapshot
- Feedback activity #1: ranking topics of interest
- Feedback activity #2: streets that reflect City policy

Meeting Attendees

Name	Organization
Jennifer Donlon Wyant	City of Sacramento, Department of Public Works
Casandra Cortez	City of Sacramento, Department of Public Works
Dylan Samdin	City of Sacramento, Department of Public Works
Dylan Passmore	Toole Design Group
Sara Rauwolf	Toole Design Group
Mia Candy	Toole Design Group
Representative attended	Sacramento Transit Advocates and Riders
Representative attended	Strong SacTown
Representative attended	AARP
Representative attended	Sacramento Area Bicycle Advocates
Representative attended	Sacramento Metro Advocates for Rail and Transit
Representative attended	Slow Down Sacramento
Representative attended	Caltrans Headquarters
Representative attended	350 Sacramento

Name	Organization
Representative attended	Civic Thread
Representative attended	Sacramento Regional Transit District
Representative attended	Sacramento Tree Foundation
<i>No representative attended</i>	Environmental Council of Sacramento
<i>No representative attended</i>	Sacramento Metro Chamber of Commerce
<i>No representative attended</i>	Sacramento Regional Builders Exchange

Summary of FAQ about Project Scope and Process

How are other local guidelines and standards relevant to this process?

- Through this project, the City has the opportunity to rescind some older and possibly conflicting City street design standards or guidelines alongside the adoption of Section 15.

How often are the City's street design standards updated?

- They were last updated in 2009. This update is strategic and surgical, with a focus on treatments that increase safety and mitigate the effects of climate change. It is unknown when the document will next be updated and the City does not currently have a process for regular updates.

How are the Department of Utilities' Development Standards related to this process?

- They are being considered in this project; at this early stage we are not yet sure whether there will be an opportunity to integrate some of that content nor what that would look like.

How is curb management related to the project scope?

- Policies and regulations related to curb management are not planned to be directly part of this effort. Note, as a result of the City's recently adopted budget, the City will be creating a new division that will include a curb management group.

It seems like street design in Sacramento mostly involves fixing or updating existing streets, not creating new or completely reconstructed streets. How is that being considered in this project?

- There are parts of City that are still going through their entitlement process (e.g. North Natomas and Delta Shores). As part of the consultants' scope of work, we anticipate creating a decision-making process or flowchart to figure out how we go through street redesign to help guide us through values, land uses, presence of parking, presence of bike lanes, etc. The outcomes of this project will help us figure that out.

Does Section 15 trump federal and state guidelines? If so, where?

- In general, Section 15 takes precedence over federal and state guidelines/requirements on City-owned streets. The team will need to consider federal and state street design guidelines/requirements as part of this update, and Caltrans standards must be followed on Caltrans-owned right-of-way.

Does Section 15 cover ADA?

- The City refers to State and Federal standards for guidance on the design of accessible facilities in the public right-of-way.

Summary of Feedback Frames Activity

Attendees completed a “feedback frames” activity where they provided feedback on a suite of design treatments following a brief overview of each treatment by the project team. These design treatments included:

- Center Median Islands
- Urban Tree Canopy
- Enhanced Pedestrian Realm
- Raised Side Street and Driveway Crossings
- Separated Bikeways
- Protected Intersections
- Arterial Speed Management
- Chicanes
- Traffic Circles
- Traffic Diverters
- Narrow Travel Lanes
- Speed Lumps
- Hardened Centerlines
- Mountable Truck Aprons & Turn Wedges

Results of the activity are included as an attachment to this meeting summary.

Key takeaways include that:

- All treatments discussed were supported (i.e. positive mean support).
- Center median islands had the most support (i.e., the highest average score as well as the lowest standard deviation), with strong support also shown for urban tree canopy, an enhanced pedestrian realm, raised side street crossings, separated bikeways, arterial speed management, and narrow travel lanes.
- Narrow travel lanes were the treatment with the most disagreement, with concerns around accommodating larger vehicles as needed.
- Treatments that had a spread of votes were discussed among the group, and the general consensus was that some people have seen these treatments designed poorly. The importance of intentional design to safely accommodate all users (including large trucks, buses, bikes, etc.) was discussed.

Attachment: Feedback Frames Activity Results

Voting Results on Treatments

Design Treatment	Strongly Support 2	Support 1	Neutral 0	Some Concern -1	Very Concerned -2	Not Sure 0	Score (mean)	Disagreement (standard deviation)	Total Tokens
Center Median Islands (Minimizing Exposure)	6	5	0	0	0	0	1.55	1.65	11
Urban Tree Canopy (Comfortable Walking & Cycling Space)	7	2	0	1	0	0	1.50	2.92	10
Enhanced Pedestrian Realm (Comfortable Walking & Cycling Space)	6	4	0	1	0	0	1.36	2.92	11
Raised Side Street and Driveway Crossings (Reducing Speeds)	6	1	1	1	0	0	1.33	3.16	9
Separated Bikeways (Comfortable Walking & Cycling Space)	7	1	0	2	0	0	1.30	3.75	10
Protected Intersections (Minimizing Exposure)	3	4	1	0	0	0	1.25	1.87	8
Arterial Speed Management (Reducing Speeds)	6	3	0	2	0	0	1.18	3.69	11
Chicanes (Reducing Speeds)	4	5	0	0	1	0	1.10	3.59	10
Traffic Circles (Reducing Speeds)	5	3	0	3	0	0	0.91	4.11	11
Traffic Diverters (Minimizing Exposure)	4	3	0	1	1	0	0.89	4.11	9
Narrow Travel Lanes (Design Fundamentals)	6	0	2	2	1	0	0.73	4.92	11
Speed Lumps (Reducing Speeds)	3	5	1	1	1	1	0.73	4.02	12
Hardened Centerlines (Reducing Speeds)	2	2	1	2	0	1	0.57	3.12	8
Mountable Truck Aprons & Turn Wedges (Reducing (Turning) Speeds)	1	5	3	2	0	0	0.45	2.95	11

Comments on Treatments

Design Treatment	Comments: Strengths & Opportunities	Comments: Concerns & Weaknesses
Center Median Islands (Minimizing Exposure)	<ul style="list-style-type: none"> • Offers ped refuge for multilane • Strong support • Strong support • Enjoy more space for urban greening 	<ul style="list-style-type: none"> • The intersection medians often constrict safe bike passage
Urban Tree Canopy (Comfortable Walking & Cycling Space)	<ul style="list-style-type: none"> • Trees, trees, trees • (illegible) • Be creative on where to add trees, don't need to only be next to sidewalks • Offers road narrowing effect, see CT traffic calming guide • Mo trees, less problems! • We <3 trees! 	<ul style="list-style-type: none"> • Irrigation needs • Tree care and long-term cost • Need to be climate ready, small to large trees, different species • Shrubs are good too! • Consideration for posted speed and ensure no damage to sidewalk
Enhanced Pedestrian Realm (Comfortable Walking & Cycling Space)	<ul style="list-style-type: none"> • Improved foot traffic motivates experiences (?) • Discussed in DIB99, we call the amenity zone a furnishing or landscaping zone 	<ul style="list-style-type: none"> • Ensure pedestrian through-zone meets ADA clear widths
Raised Side Street and Driveway Crossings (Reducing Speeds)	<ul style="list-style-type: none"> • Promotes increase in safety measures for • [illegible] foot traffic • Strongly support raised crosswalks as calming measure - see CT traffic calming guide • Strong support + at other locations (mid-block trail crossings!) 	<ul style="list-style-type: none"> • ADA and drainage should be considered • Drainage
Separated Bikeways (Comfortable Walking & Cycling Space)	<ul style="list-style-type: none"> • May need some separation between pedestrians and cyclists • Provides vertical separation as defined in CVC 890.4 	<ul style="list-style-type: none"> • May not always be operationally safe for buses and bus drivers - could increase bike/ bus conflicts • Falling off the edge • Vertical elements - impact on maintenance workers
Protected Intersections (Minimizing Exposure)	<ul style="list-style-type: none"> • For our reluctant riders, these are great • Great consideration. CT are working on providing guidance with update to [illegible] 	<ul style="list-style-type: none"> • Drainage challenges. Want to ensure no ponding, might be costly
Arterial Speed Management (Reducing Speeds)	<ul style="list-style-type: none"> • Reallocating space to other uses • Strongly support road diets • Time can be a big barrier for motivating walk, roll, bike - allowing for safe travel on direct routes can help 	<ul style="list-style-type: none"> • Need more options!
Chicanes (Reducing Speeds)	<ul style="list-style-type: none"> • Support also exploring on arterials • Like that emergency vehicles can move quickly • Makes driving more "interesting" and creates space for large trees • Support this modal 	<ul style="list-style-type: none"> • Generally, rely on higher traffic volumes to disallow drivers to use oncoming lane to maintain speed • Large vehicles may not always maneuver them safely - could cause an increase in conflicts in certain conditions
Traffic Circles (Reducing Speeds)	<ul style="list-style-type: none"> • Flow of traffic continues 	<ul style="list-style-type: none"> • Takes time to learn how to use • Need to be aware that cyclists will want to use the roundabout too, not just exit • cyclist and car at pinch point • need to be large enough diameter to actually deflect, many existing ones are not • Make sure sight and distance are not an issue in the middle circle
Traffic Diverters (Minimizing Exposure)	<ul style="list-style-type: none"> • This is the most effective and affordable solution • Yes! Support low-stress bike networks 	<ul style="list-style-type: none"> • Where only one lane is blocked - don't work, cars go around • Could impact large vehicles/ reliability
Narrow Travel Lanes (Design Fundamentals)	<ul style="list-style-type: none"> • Local streets 18 feet bidirectional (not 20 feet) • Great way to provide adequate width for bike and pedestrians, creates narrowing to reduce speeds 	<ul style="list-style-type: none"> • Travel lanes need to accommodate large vehicles and the safe operation of large vehicles • Design vehicle considerations. Do not want large vehicles to encroach into bike lanes • CVC provides 8.5' width and 10" attachment which may conflict with 10' wide lanes
Speed Lumps (Reducing Speeds)	<ul style="list-style-type: none"> • Want to be able to do them in more places! • yes - more! 	<ul style="list-style-type: none"> • Misplaced cuts make it harder for bicyclists • Maintenance and drainage considerations - consider posted speeds; Most drivers of wide variety of vehicles just split the lumps
Hardened Centerlines (Reducing Speeds)		<ul style="list-style-type: none"> • Large vehicle turning movement • Need to have clear sight lines for pedestrians to see drivers and vice versa
Mountable Truck Aprons & Turn Wedges (Reducing (Turning) Speeds)	<ul style="list-style-type: none"> • Adjusting turning radii to force passenger vehicles to turn more slowly • They work! • Effective intervention 	<ul style="list-style-type: none"> • Almost hit one on my bike - make sure they're marked brightly