

Street Design Standards Amendment

Community Roundtable
Meeting #1

Project Kick-off

June 14, 2024

10am – 12pm



Street Design Standards Amendment

Agenda

Agenda Item	Time
1. Introductions	15 min
2. Project Background & Goals	25 min
3. Sacramento's Current Street Design Ecosystem	15 min
4. <i>Restroom break</i>	5 min
5. State of Practice Snapshot	20 min
6. Feedback Activity #1: Ranking Topics of Interest	20 min
7. Feedback Activity #2: Streets that Reflect City policy	15 min
8. Next Steps	5 min



Introductions



City's Project Team:

**Led by Transportation
Planning**

**(Department of
Public Works)**

Jennifer Donlon Wyant ("JDW")
Project Manager

Casandra Cortez

Dylan Samdin

Consultant Team:

TOOLE
DESIGN



Introduce Yourself!

- Name
- Organization / Affiliation
- Interest in Transportation in Sacramento



Project Background and Goals



Time check: 10:15 am

What are we here
to talk about?

What are the
Street Design
Standards?

A section of the City's
Design and Procedures
Manual



Design and Procedures Manual

Section 15 - Street Design Standards

July 2009

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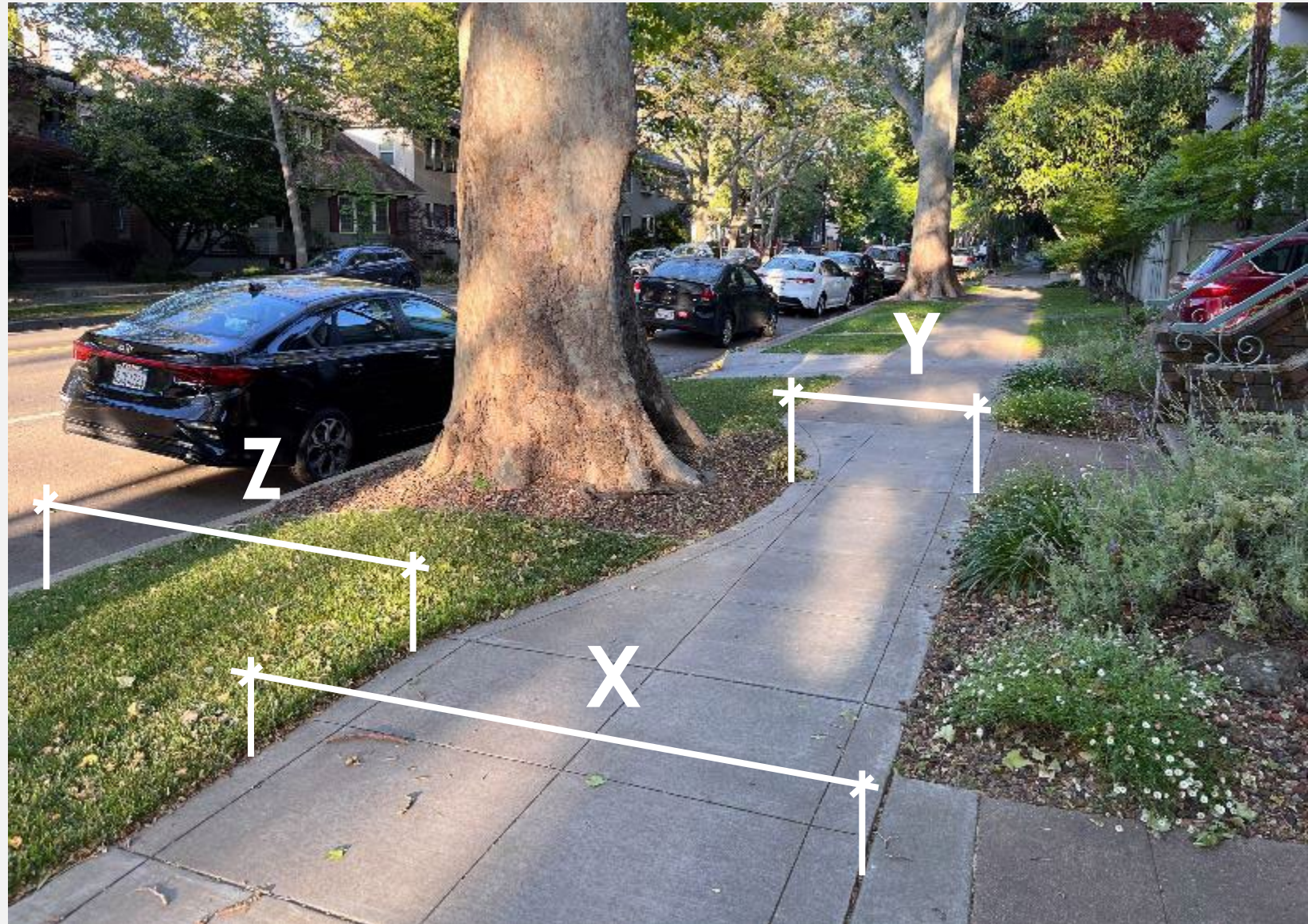
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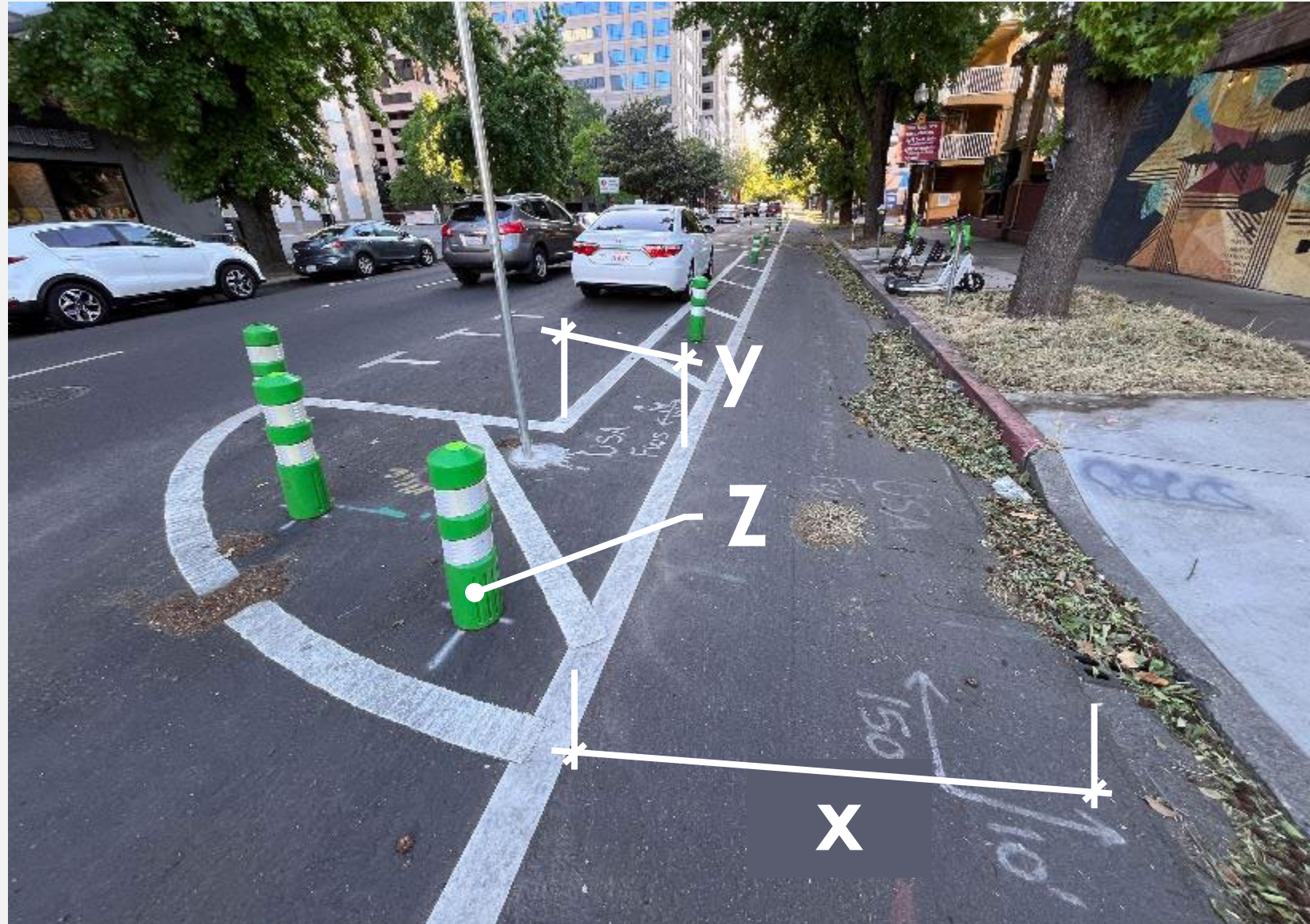
What will these Street Design Standards include?

- Sidewalk and street tree buffer widths



What will these Street Design Standards include? (1/2)

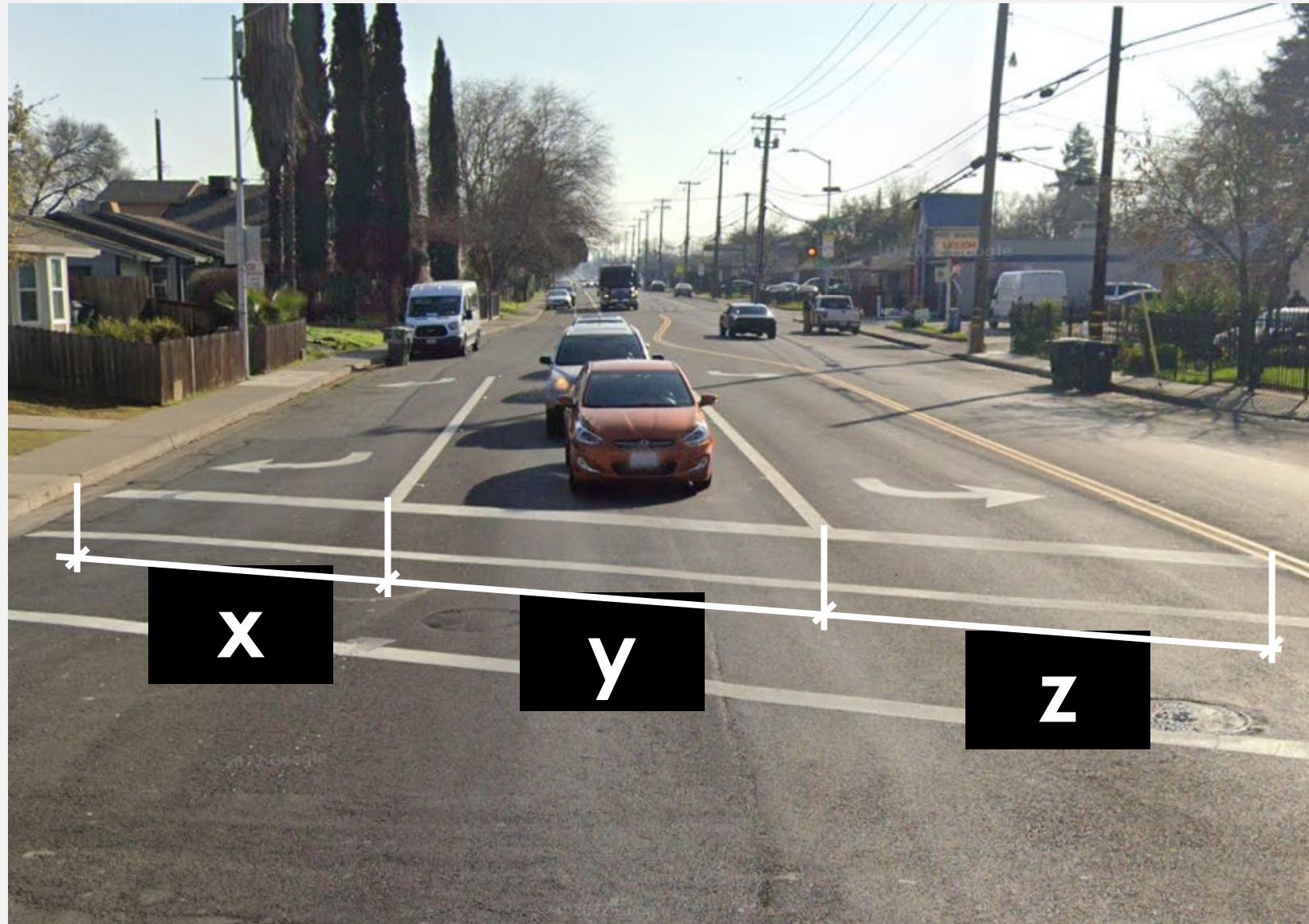
- Sidewalk and street tree buffer widths
- Bikeway types and widths





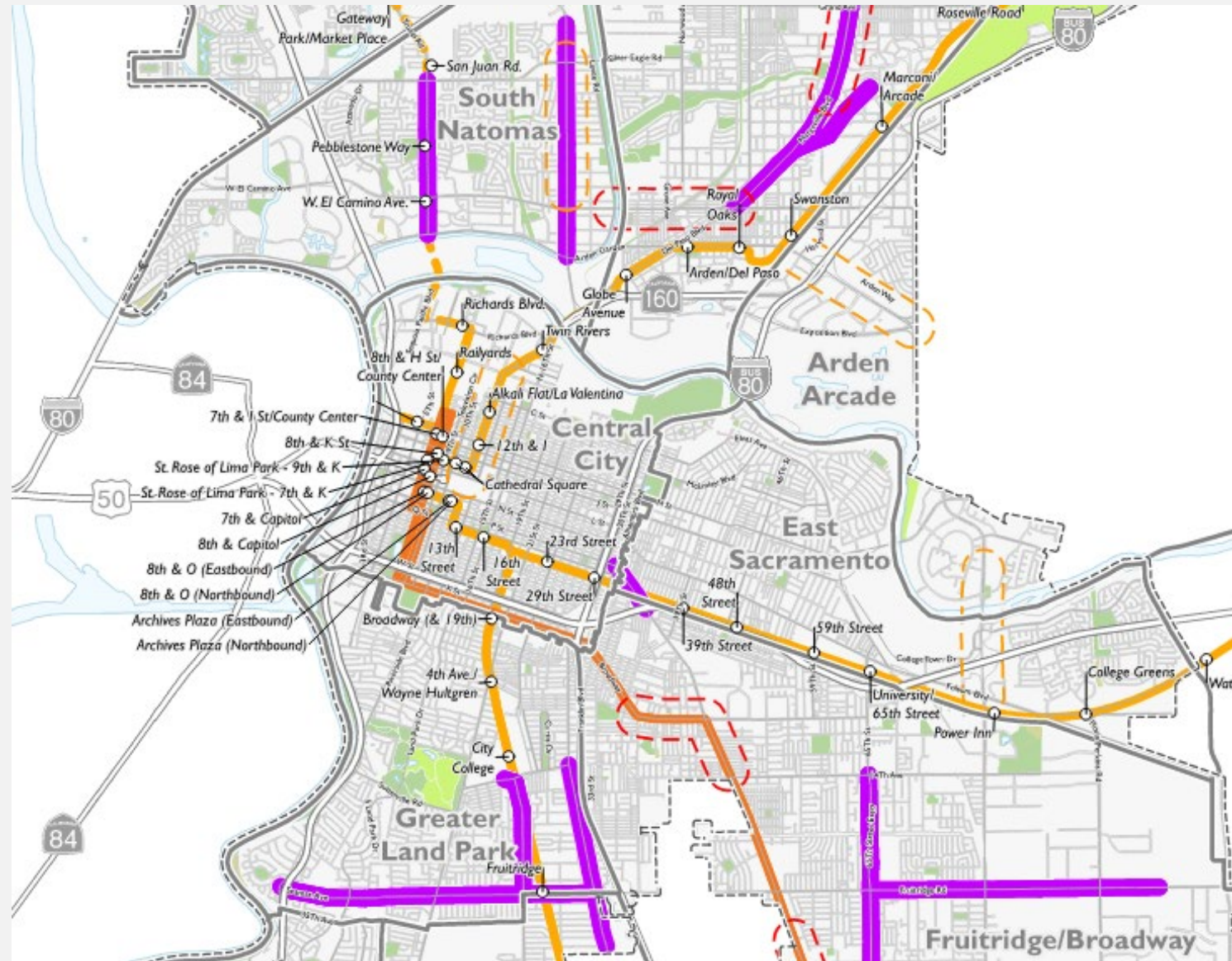
What will these Street Design Standards include? (2/2)

- Sidewalk and street tree buffer widths
- Bikeway types and widths
- Travel lane widths
- Etc...



What will these Street Design Standards **not** include?

- Broad transportation network decisions, such as:
 - Where to install bike lanes or “road diets”
 - How to operate traffic signals
- Specifics or particular streets / corridors



Why the focus on Section 15?



Project Objectives

Act on policy direction:

- **Vision Zero Action 2.1:** Update City street design standards to reflect complete streets and designs reflective of crash reduction factors.
- **Climate Action and Adaptation Plan:** To accomplish climate friendly travel choices, the City must update our Street Design Standards to ensure there are real options for Sacramentans to travel on complete, low stress, all ages and abilities streets by walking, biking, and transit use.



2040 General Plan Policies

- **M-1.2 User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.
- **M-1.5 Street Design Standards.** The City shall maintain street design and operations standards that prioritize comfort and travel time for walking, bicycling, and transit, while managing vehicle speeds and traffic volumes, updating them as best practices evolve.
- **MRC-3.2 Tree Canopy Expansion.** The City should strive to achieve a 25 percent urban tree canopy cover by 2030 and 35 percent by 2045. Prioritize tree planting and tree maintenance in areas with the lowest average canopy cover and explore strategies to reduce barriers to tree planting in disadvantaged communities and improve tree health.



Why these directives?



People are dying
and being
seriously injured
on our streets.



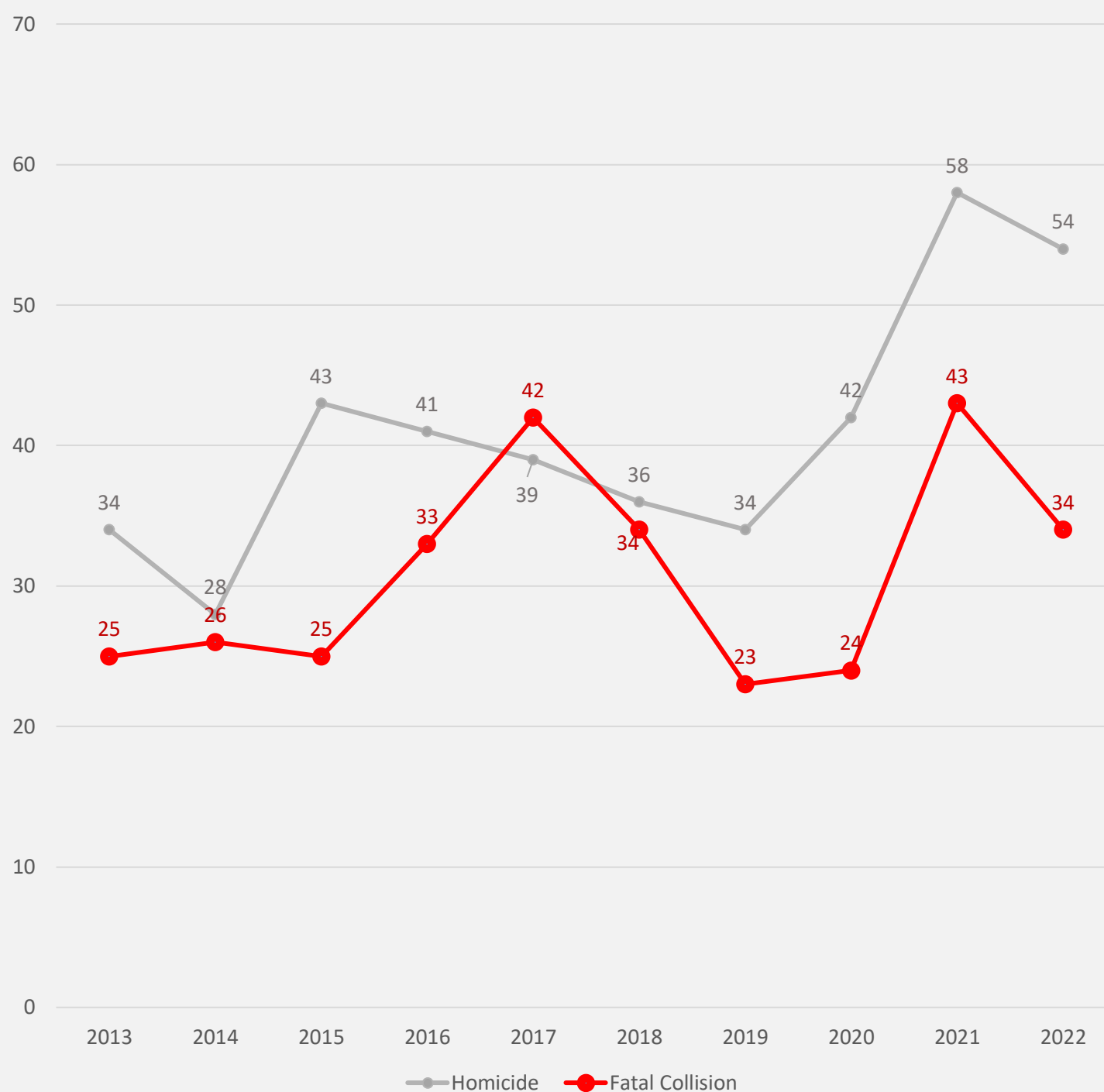


Why? (1/6)

Between 2013-2022

309

people were killed
on Sacramento
streets



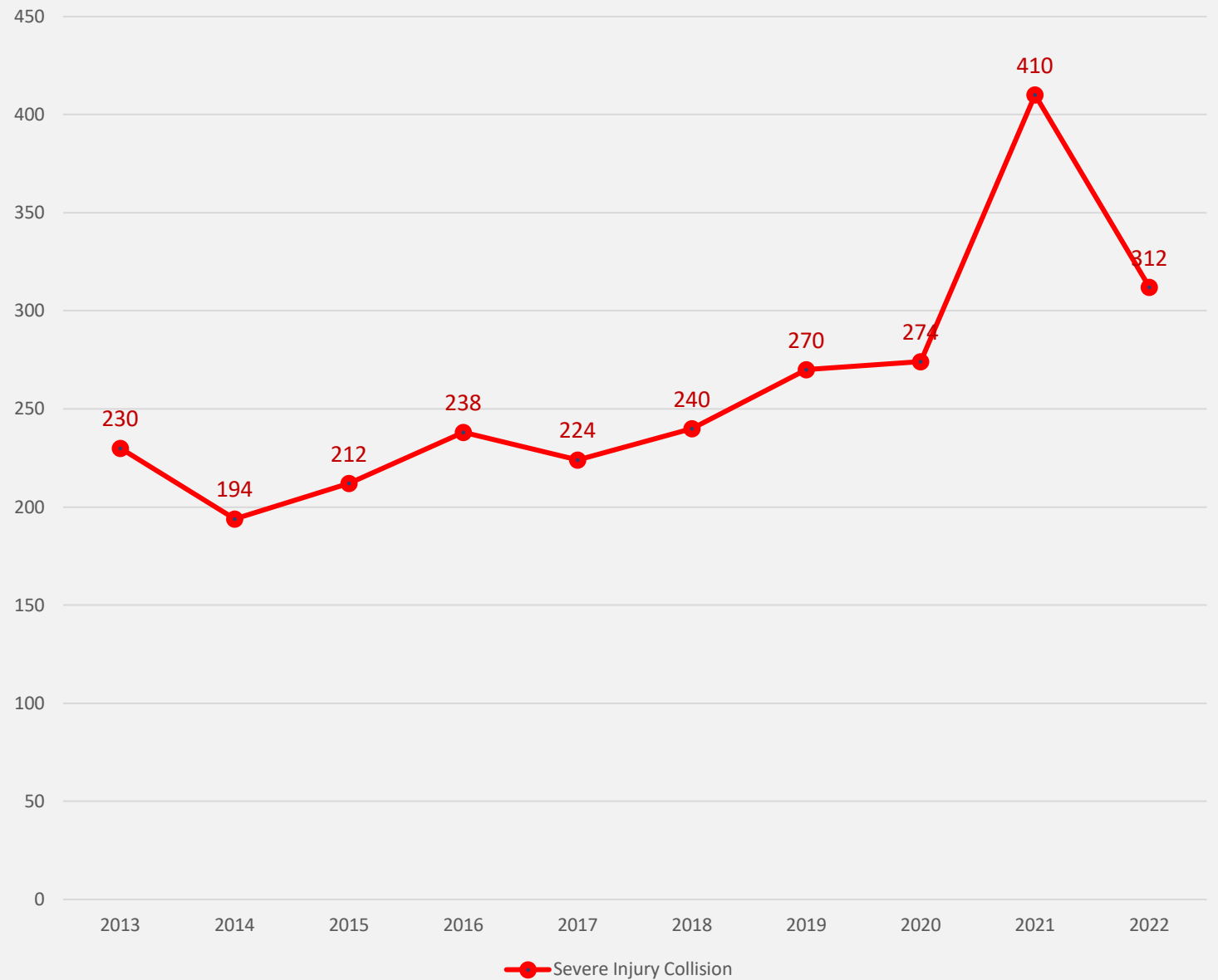


Why? (2/6)

Between 2013-2022

2,604

people were
severely injured on
Sacramento streets





Why? (3/6)

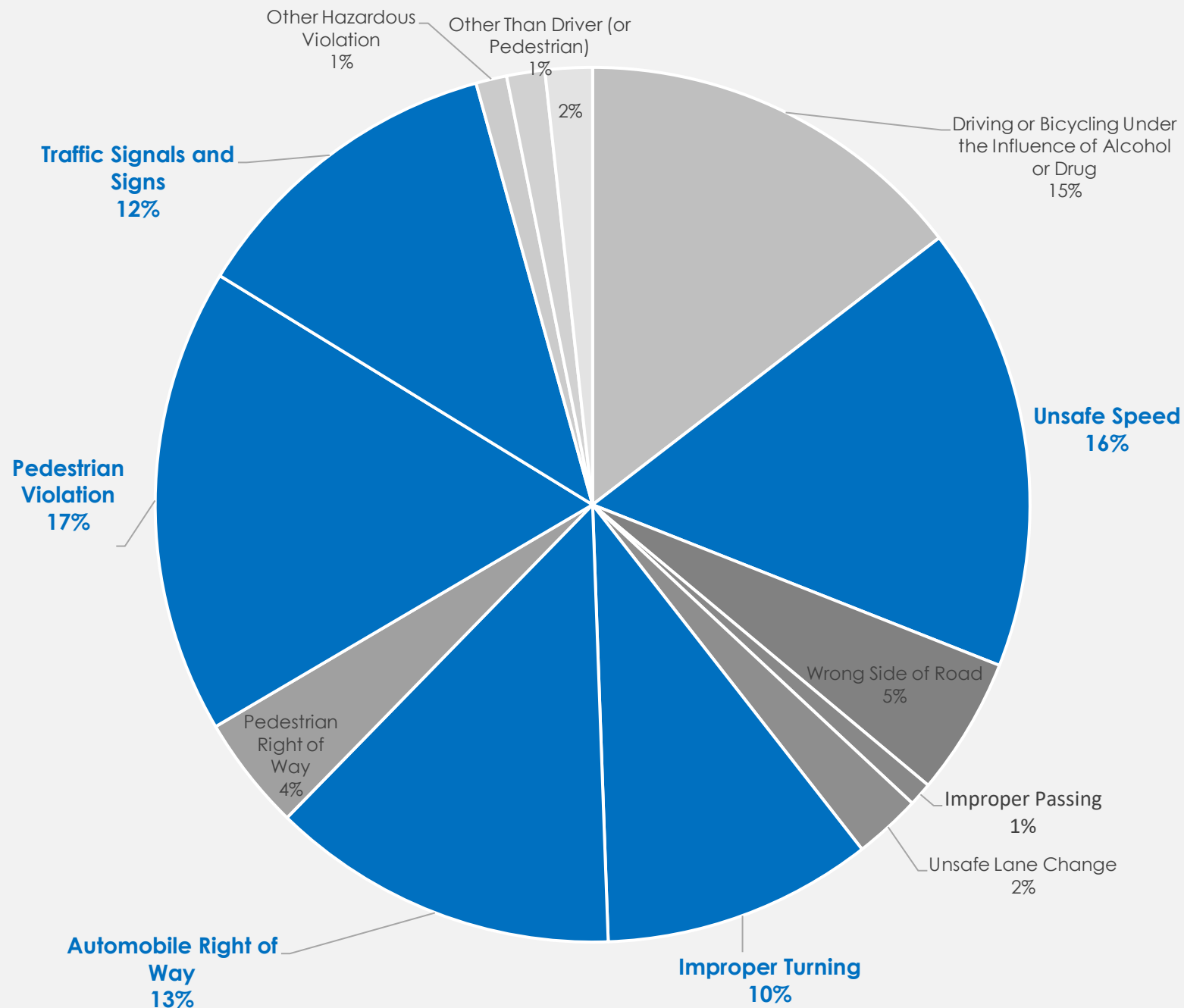
Most fatalities per capita in California



Why? (4/6)

These fatalities and severe injuries were preventable.

These were preventable through street design. We need to update our standards to reflect new crash reduction measures.



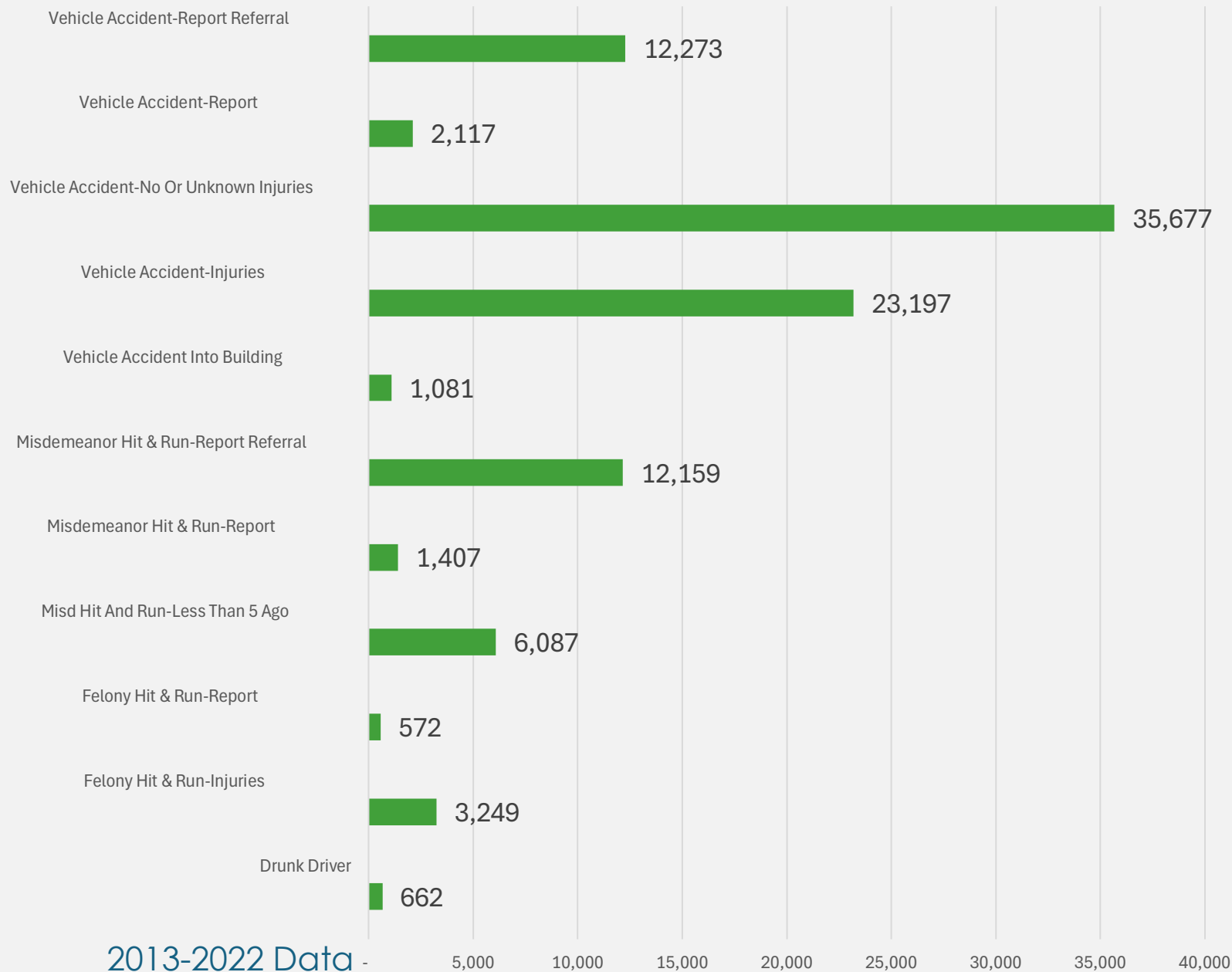
Crashes impact City resources





Why? (5/6)

Crashes result in Police calls for service



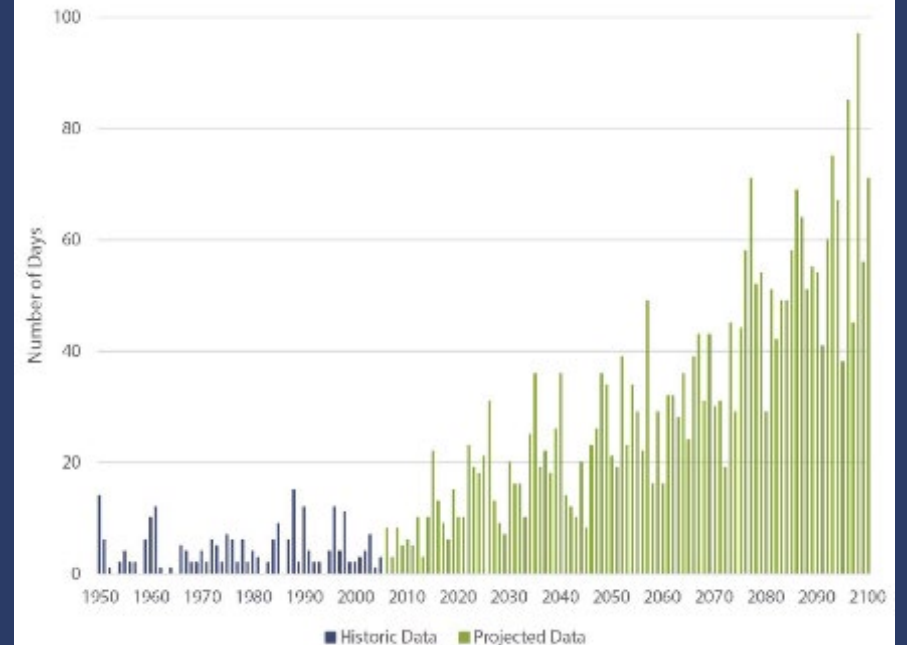
Climate change will negatively impact Sacramento

SACRAMENTO

1,500 trees estimated to have fallen in Sacramento during storm, officials say

Sacramento Public Works Department officials say the city's Urban Forestry section received about 3,000 calls for service in the first three weeks of January.

Figure 1-4. Annual Number of Extreme Heat Days



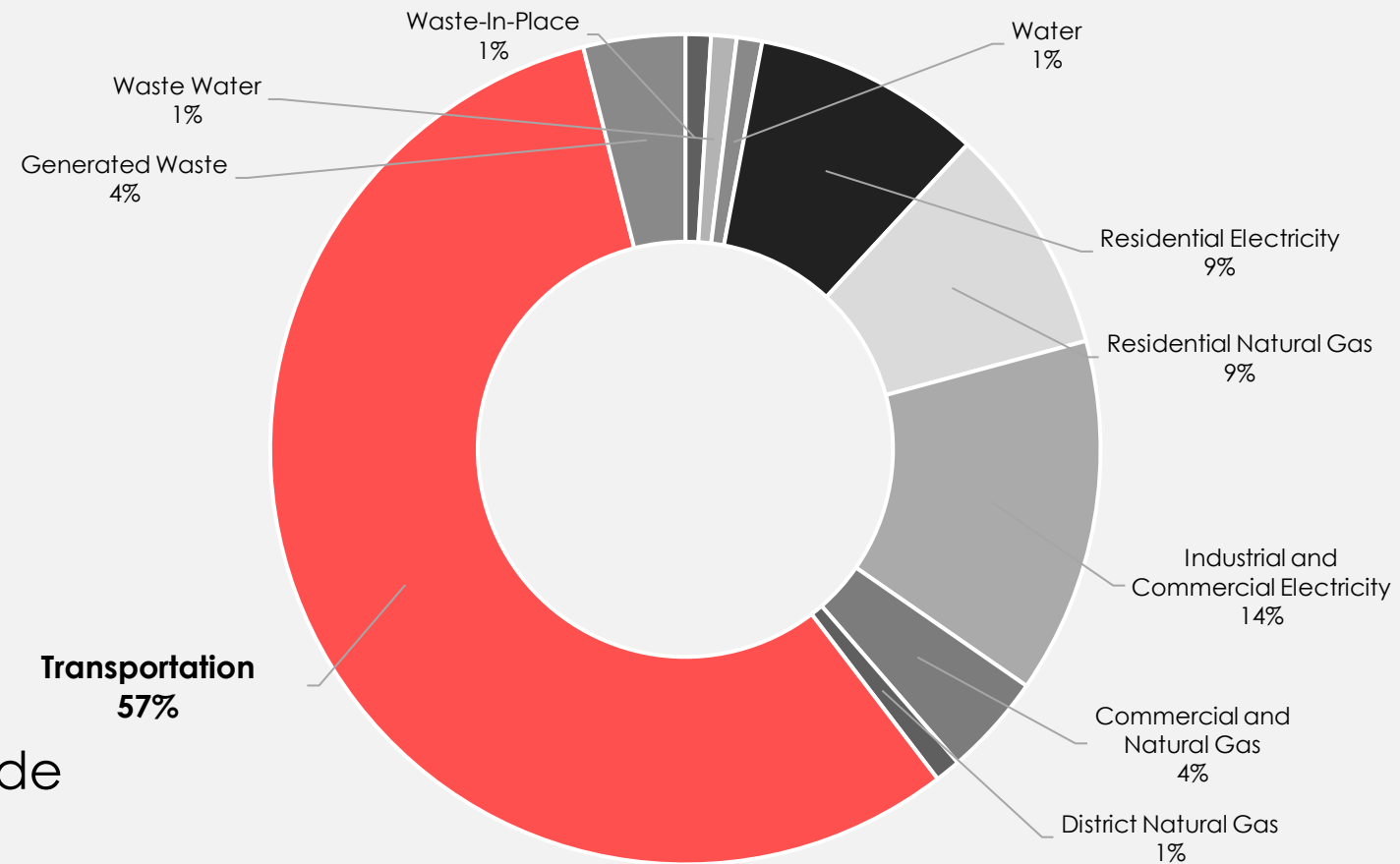


Why? (6/6)

The vast majority of Sacramento's greenhouse gas emissions come from transportation sources.

Council directed goals include:

- Achieve 6% active transportation mode share by 2030 and 12% by 2045
- Achieve 11% public transit mode share by 2030 and maintain through 2045



Street design affects how people travel

If people do not feel safe to walk, bicycle or take transit, they will likely drive.



Why are we doing this ?

- Save lives
- Avoid serious injuries
- Address climate change
- Make our city street safe, comfortable, and enjoyable to use



What can you do as a Community Roundtable member?



How can you contribute?

- Stay engaged
- Review documents in advance, come with questions
- Your input is crucial!



Project outcomes and what can you expect



Engagement Process – Project Partners

Community Roundtable:

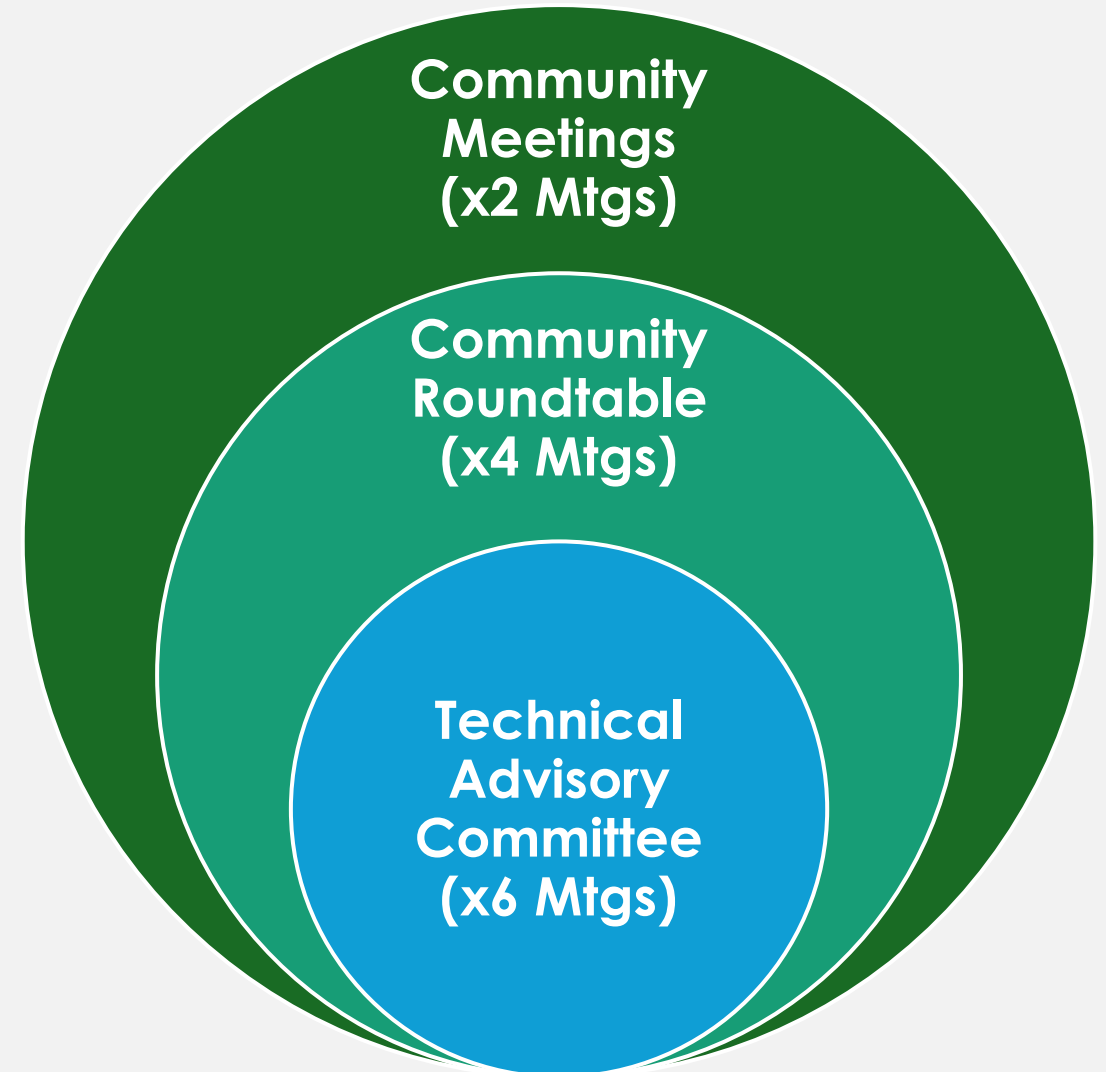
- External organizations / agencies with a direct interest (you!)

Community Meetings:

- Public forum

Technical Advisory Committee

- Internal City sections / divisions (e.g. *Utilities, Fire Department, Public Works, Community Development, etc*)



Project Process



**We Are
Here**

- 2-year Project
 - Anticipated Council Nov 2025
- 4x Community Roundtable meetings
- Public Draft Review Fall, 2025



Community Roundtable Meetings

- #1: Community Roundtable Kickoff *[Today]*
- #2: Building Suite of Engineering Tools (1/2) *[Early Fall, 2024]*
(Based on based practices)
- #3: Building Suite of Engineering Tools (2/2) *[Late Fall, 2024]*
(Based on based practices)
- #4: Discuss Public Draft *[Early Fall, 2025]*

The purpose of these workshops is not to cover all topics that will be in the guidelines, but to get direction on the most impactful design parameters so that we can draft initial content.

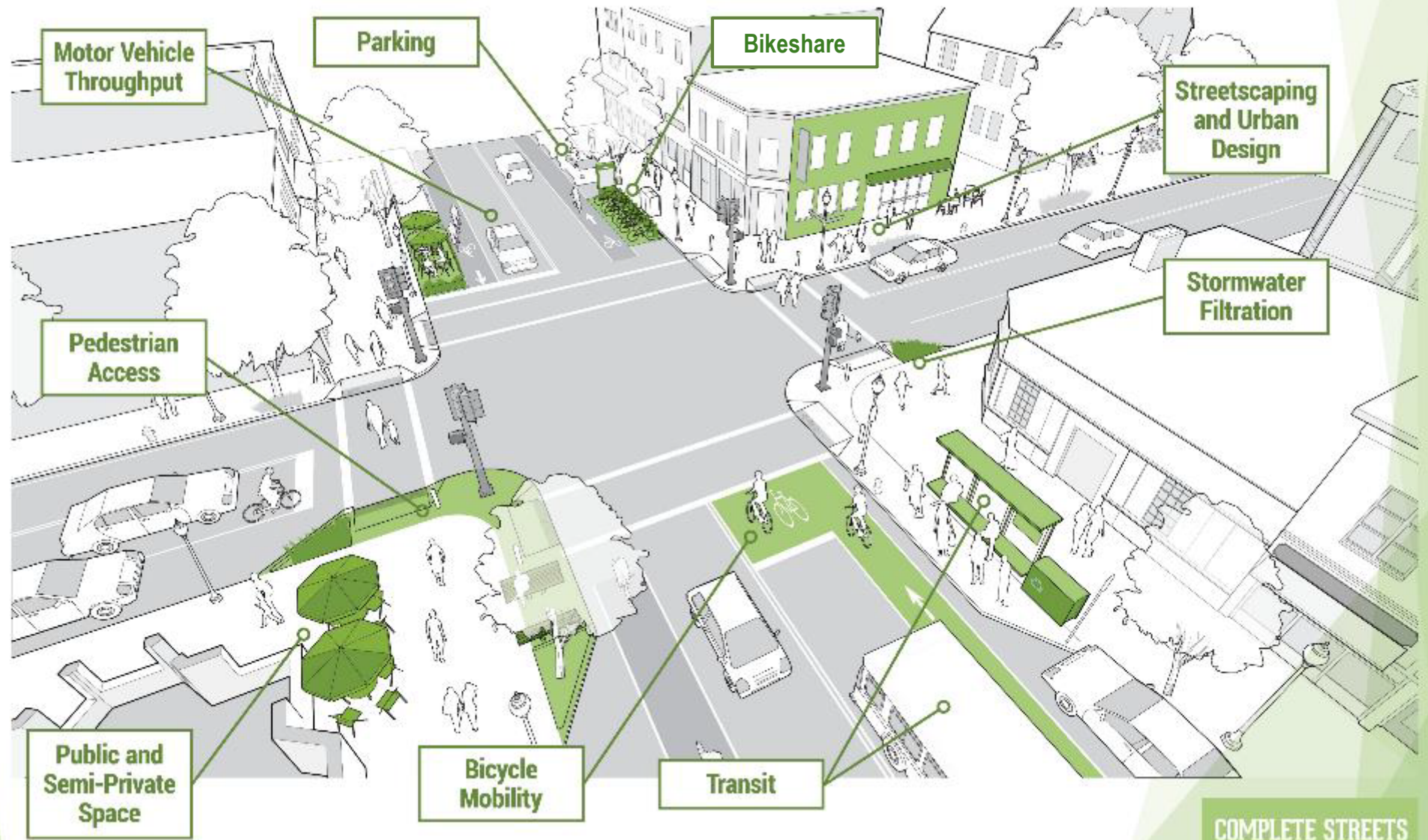


Discussion (1/2)

Do you have any questions about the process so far?



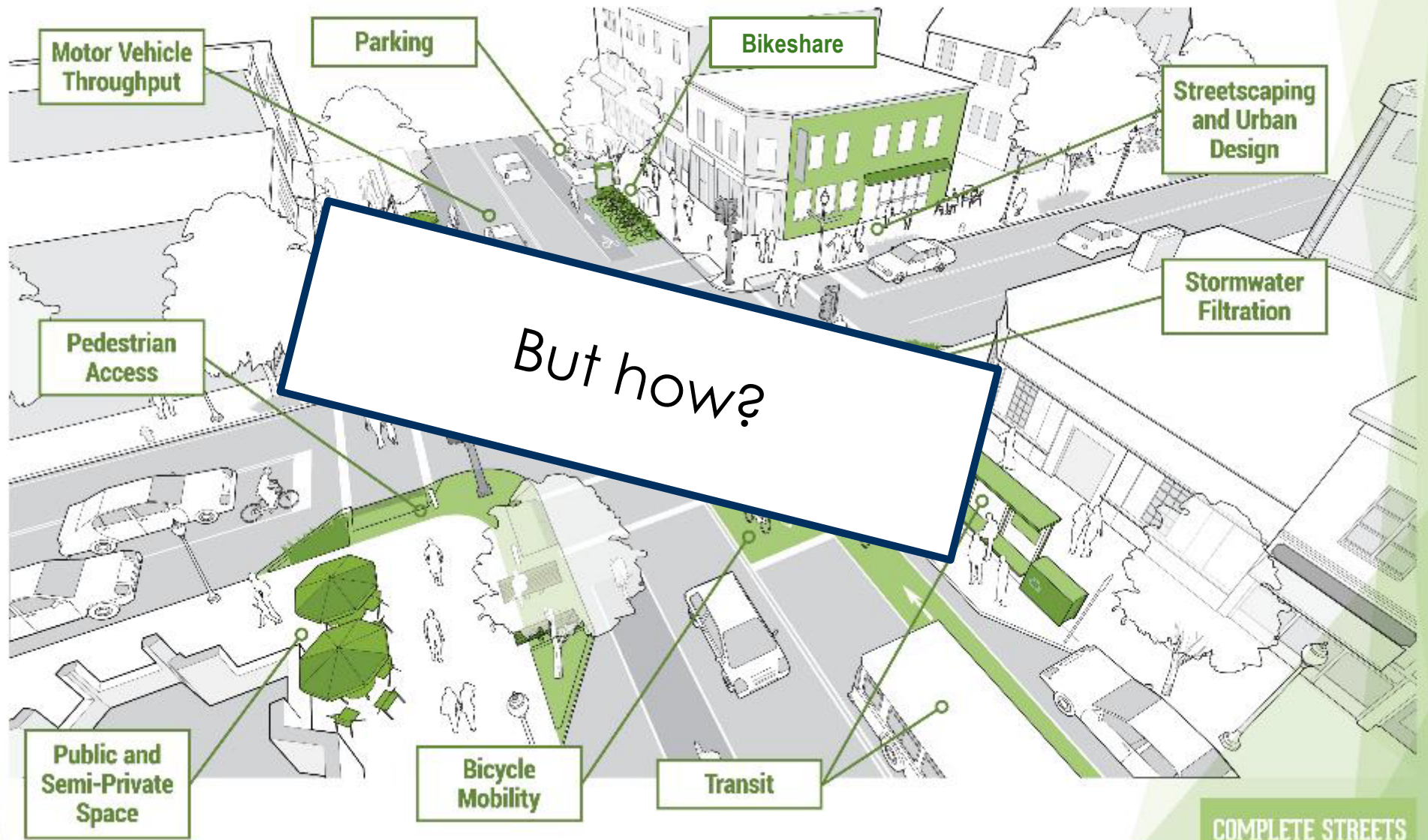
The Many Roles of Streets



COMPLETE STREETS



How do we design for this?





What Is the Role of Street Design Standards?

- Clear direction on **how** to design streets, specific to Sacramento
- Typically, detailed and regulatory/enforceable
- Includes standard detail drawings, typically with a companion document describing their appropriate application.



What to Expect: Supporting Text

Streets & Transportation

8.7.3.5 HORIZONTAL AND VERTICAL CLEARANCES

Table 8-14 outlines the required clearances applicable to the roadway:

Table 8-14: Horizontal and Vertical Clearances

Clearance Type	Required Clearance
Horizontal	
Street appurtenances (poles, cabinets, furniture, etc.) clearance to curb face	Preferred Minimum = 0.55m Absolute Minimum = 0.40m
Street light / trolley pole center to curb face	Standard = 0.76m
Vertical	
Roadway to bottom of structure	Minimum = 5.5m
Roadway to communications and guy wires	Minimum = 5.0m
Roadway to electrical conductors up to 90kV	Minimum = 5.5m

Notes:
1) When vertical clearance requirements cannot be met, low clearance signs W-18 and W-19 are to be installed.

8.7.3.6 SIGHT LINES AND DISTANCES

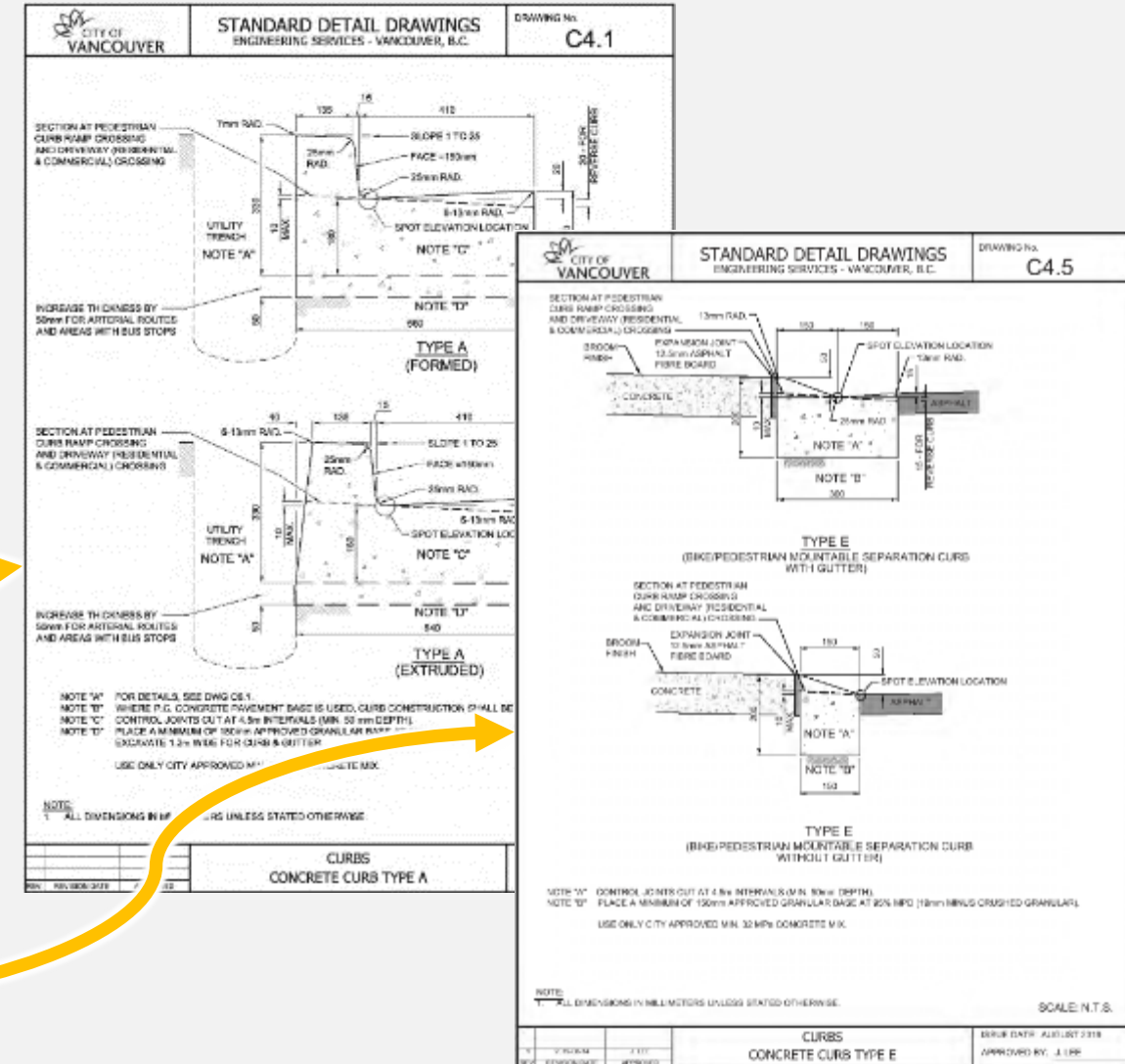
Sight lines and distances shall meet the requirements of the TAC Geometric Design Guide for Canadian Roads.

8.7.4 CURB AND GUTTERS

Curbs should be according to the City of Vancouver Standard Detail Drawings C4.1 to C6.3. Table 8-15 provides the typical curbs used in the City:

Table 8-15: Curb Types

Curb Type	Use
Concrete Curb Type A	Wide barrier curb and gutter for collector and arterial streets
Concrete Curb Type B	Medium barrier curb and gutter for local streets and lanes
Concrete Curb Type C	Medium rollover curb and gutter for mountable applications
Concrete Curb Type D	Thick rollover curb and gutter for mountable applications
Concrete Curb Type E	Bicycle / pedestrian mountable separation curb and gutter for separating bicycle lanes and sidewalks
Concrete Curb Type F	Barrier curb with narrow gutter for adjacent to bicycle lanes



Project Outcomes

Updated DPM Section 15

- New / updated design details aligned w/ City policy
- Improved consistency and transparency

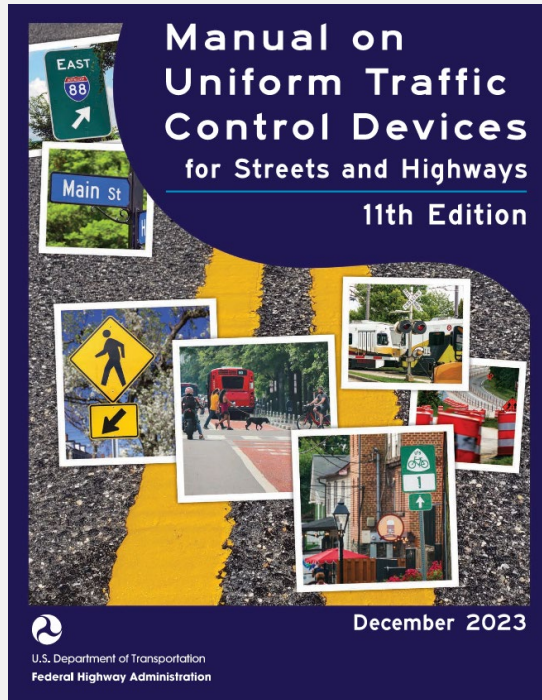


Sacramento's Current Street Design Ecosystem



Time check: 10:40 am

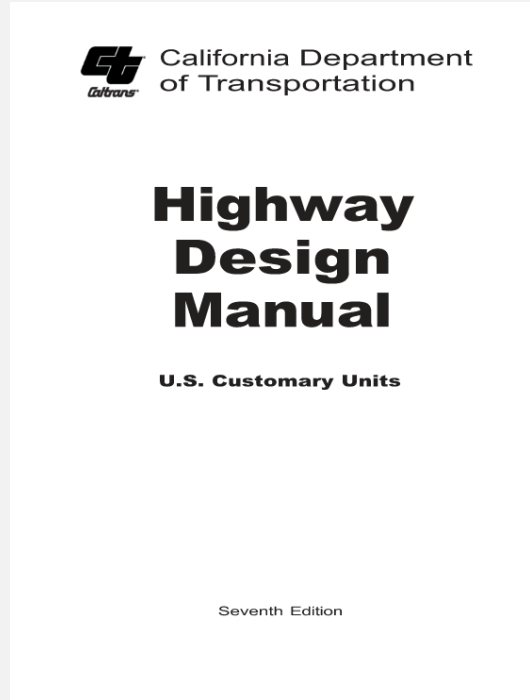
National and State Practice



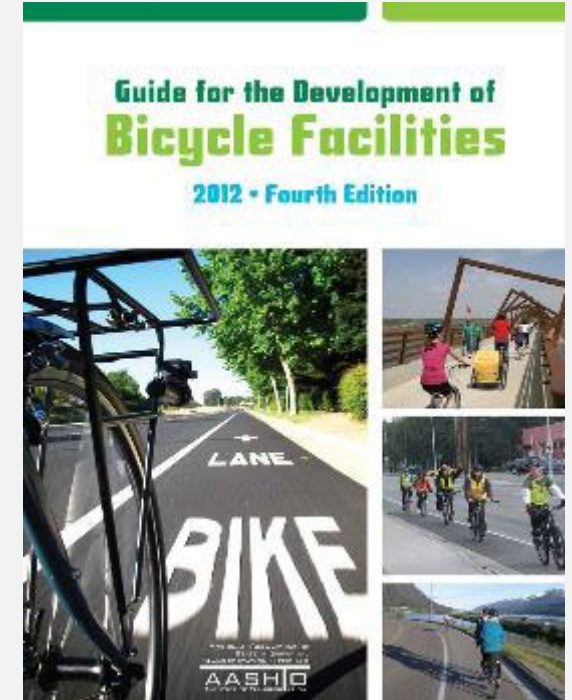
FHWA



Caltrans



Caltrans

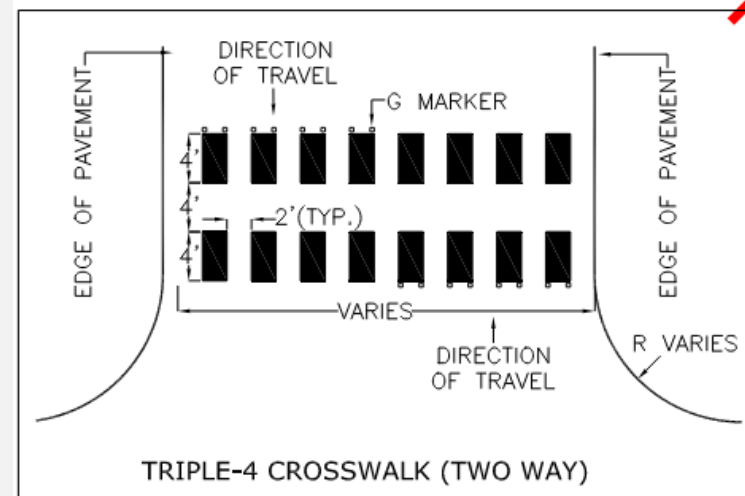
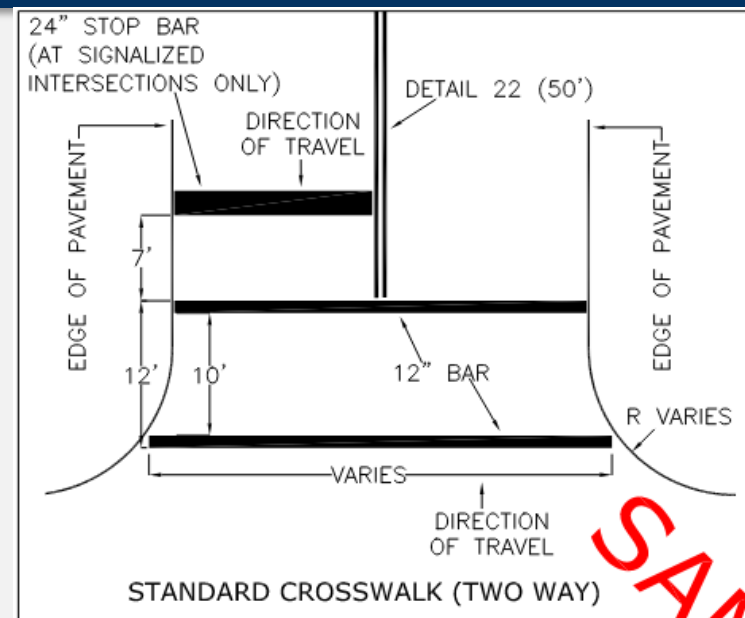


AASHTO
(soon to be updated)



Local Guidelines and Standards

- Speed Lump Program Guidelines (2014)
- Utilities Development Standards: Transportation Standard Drawings (2020)
- Sample Standard & Triple-4 Crosswalk Designs (2008)
- Traffic Calming Guidelines (2002)
- Pedestrian-friendly streets standard (2004)
- Complete Streets Policy (2019)
- Pedestrian Crossing Guidelines (2021)
- Standard Specifications for Public Construction, Landscape Planting & Irrigation System Chapters (2020)
- Central Core Public Realm Guidelines, 2nd Edition (2018)
- *Draft* Urban Forest Plan (SUFP)
- ...



SAMPLE



Section 15: Street Design Standards

A section of the
City's Design and
Procedures Manual



Design and Procedures Manual Section 15 - Street Design Standards

July 2009

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Goals & application

Traffic analysis

Structural sections

Landscaping

Drainage

Parking provision

Roadway geometry

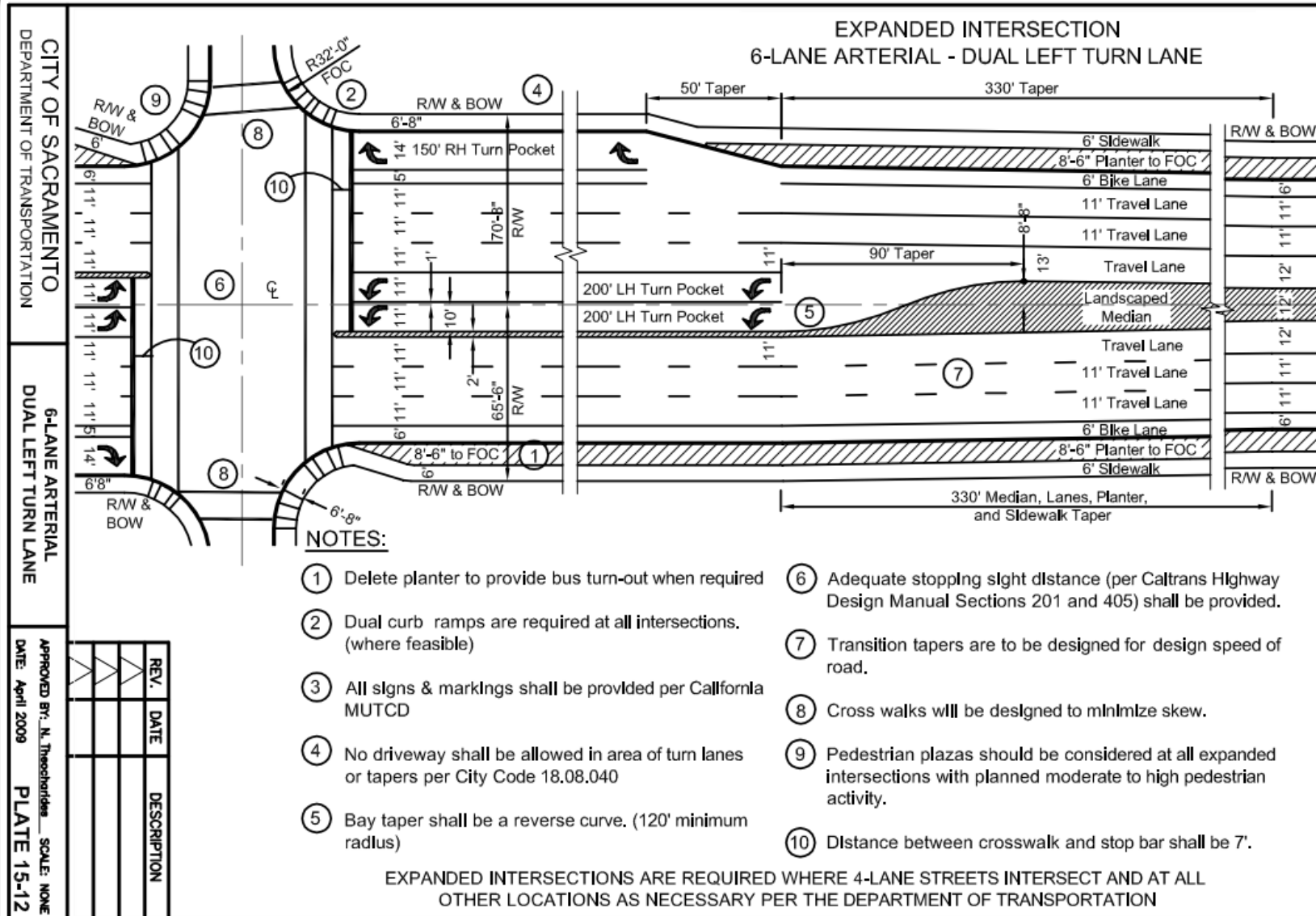
Drafting

Lane widths

Signage and striping

Roadway
classification

Section 15



Discussion (1/3)

Do you have any general questions so far about how design standards work?



Restroom Break

Return at 11:00 am



State of Practice Snapshot



Design Principles



-



Building Off Sound Design Principles (2/6)

- Ensure **accessibility**
- Minimize **risk severity**
- Maximize **visibility & legibility**
- Increase **predictability**
- Minimize **exposure** to conflicts
- Support efficient **emergency services** and City **operations**



Building Off Sound Design Principles (3/6)

- Ensure **accessibility**
- Minimize **risk severity**
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Building Off Sound Design Principles (4/6)

- Ensure **accessibility**
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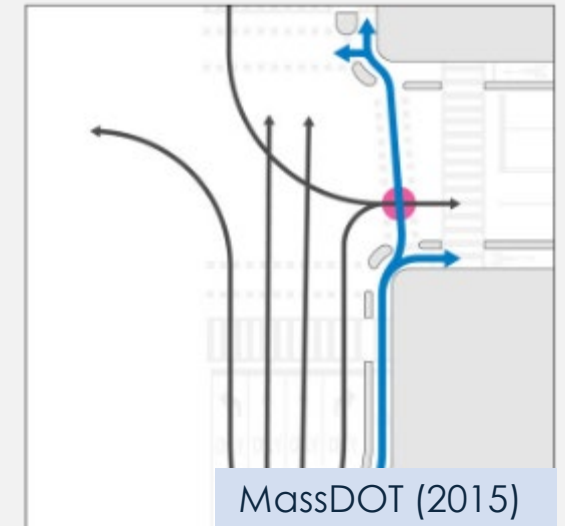
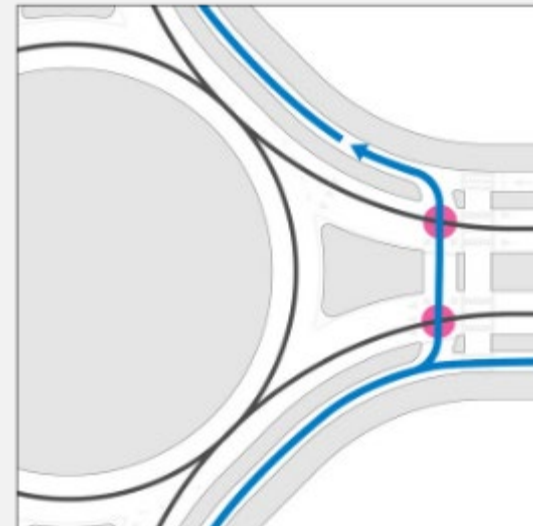
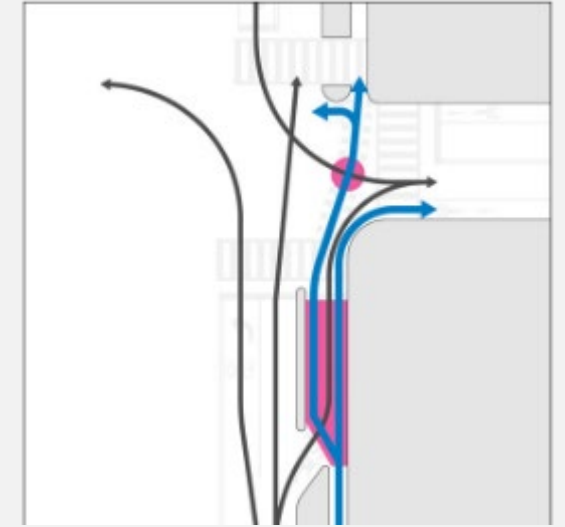
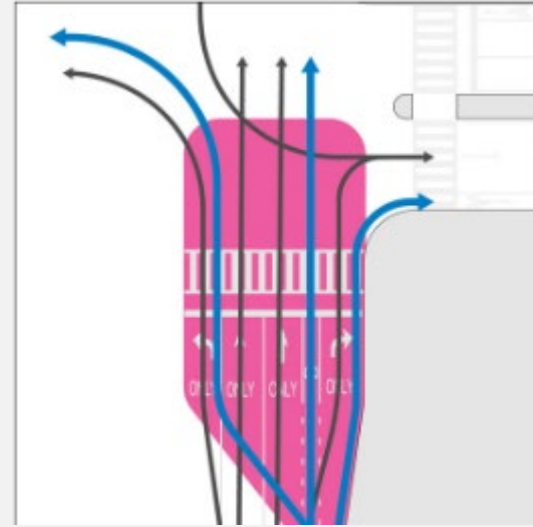


Building Off Sound Design Principles (5/6)

- Ensure **accessibility**
- Minimize **risk severity**
- Maximize **visibility** & **legibility**
- Increase **predictability**
- Minimize **exposure** to conflicts
- Support efficient **emergency services** and City **operations**



conflict area



MassDOT (2015)

Building Off Sound Design Principles (6/6)

- Ensure **accessibility**
- Minimize **risk severity**
- Maximize **visibility & legibility**
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- Support efficient **emergency services** and City **operations**



Reducing Speeds

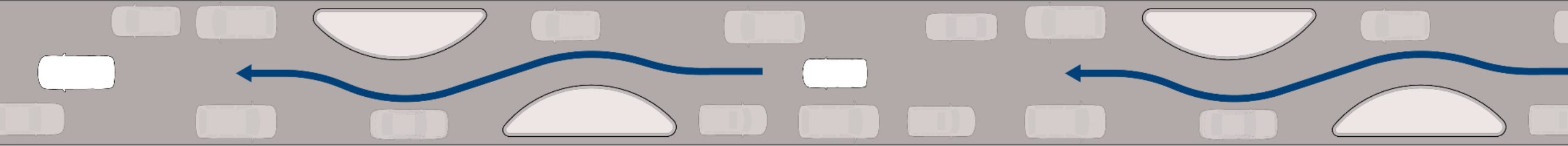
*...helps **reduce** serious and fatal crashes!*
*...helps **prevent** crashes from happening!*



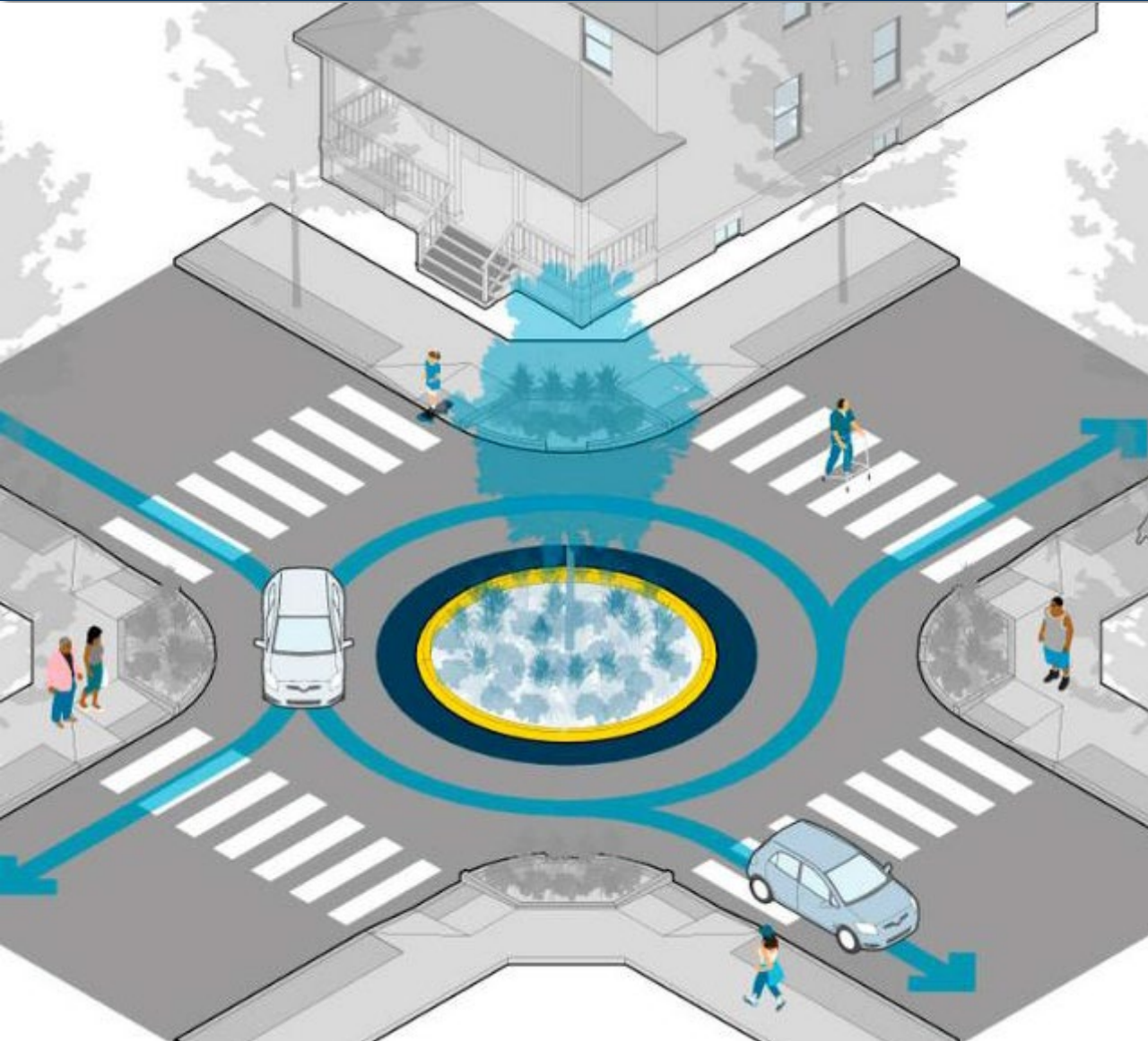
Reducing Speeds: Speed Lumps



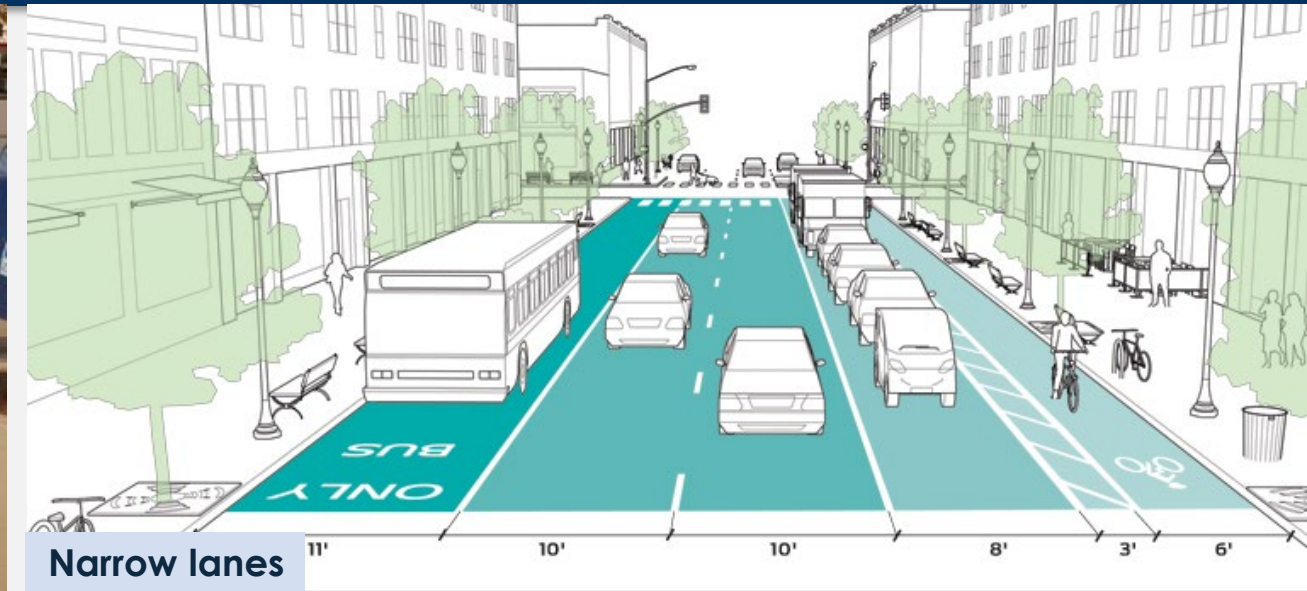
Reducing Speeds: Chicanes



Reducing Speeds: Mini Roundabouts

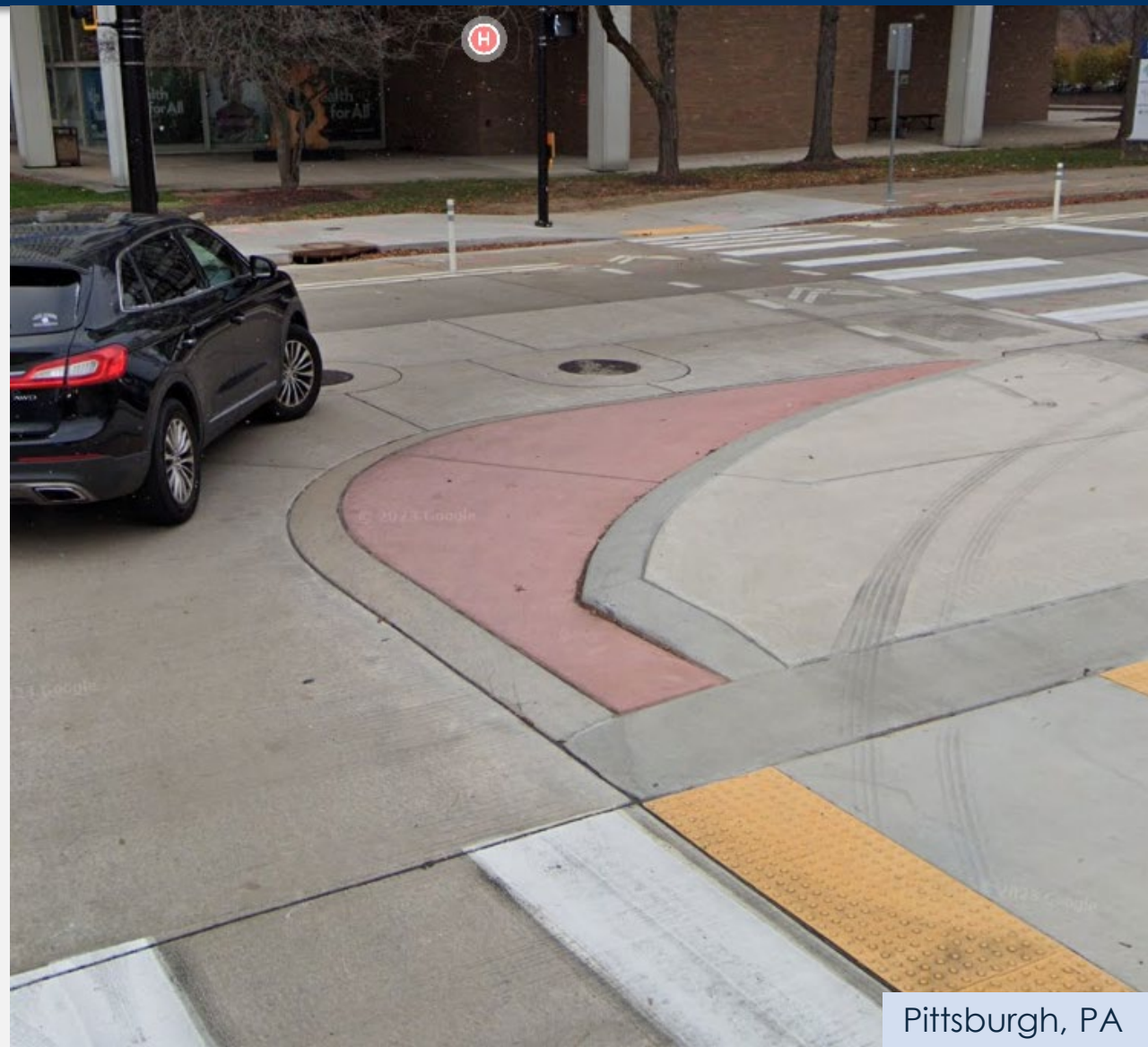
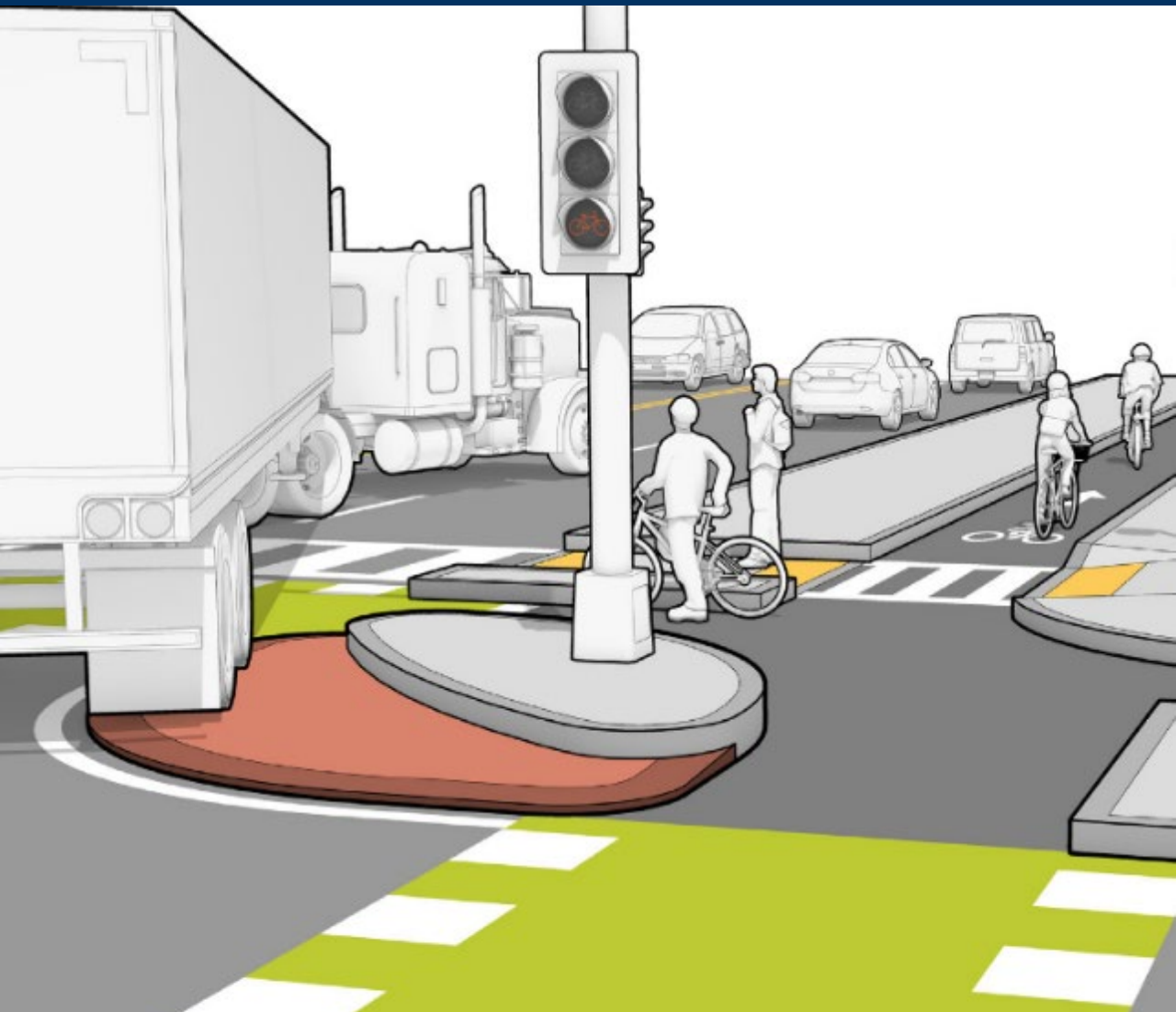


Arterial Speed Management

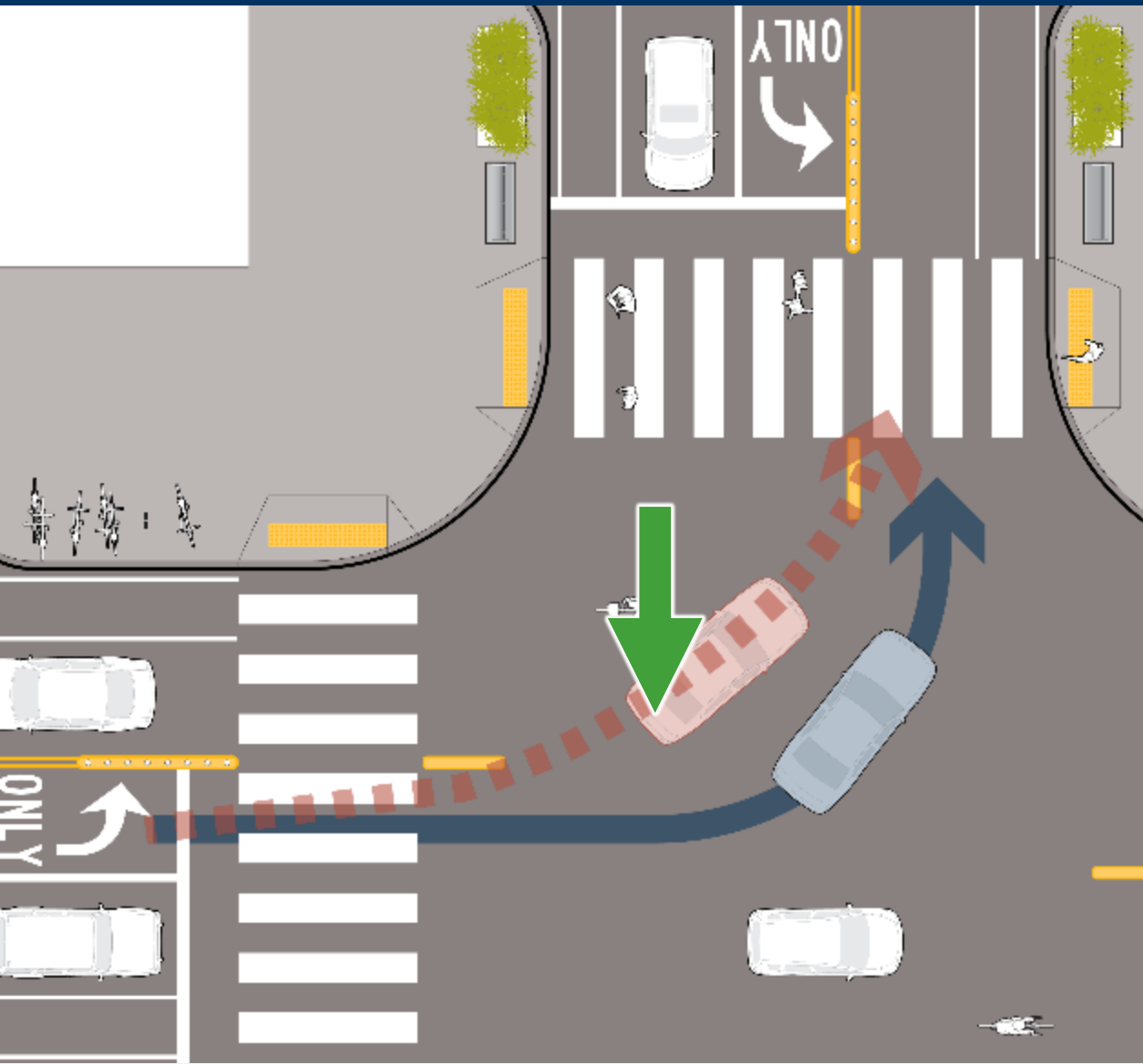




Reducing (Turn) Speeds: Mountable Truck Aprons & Turn Wedges

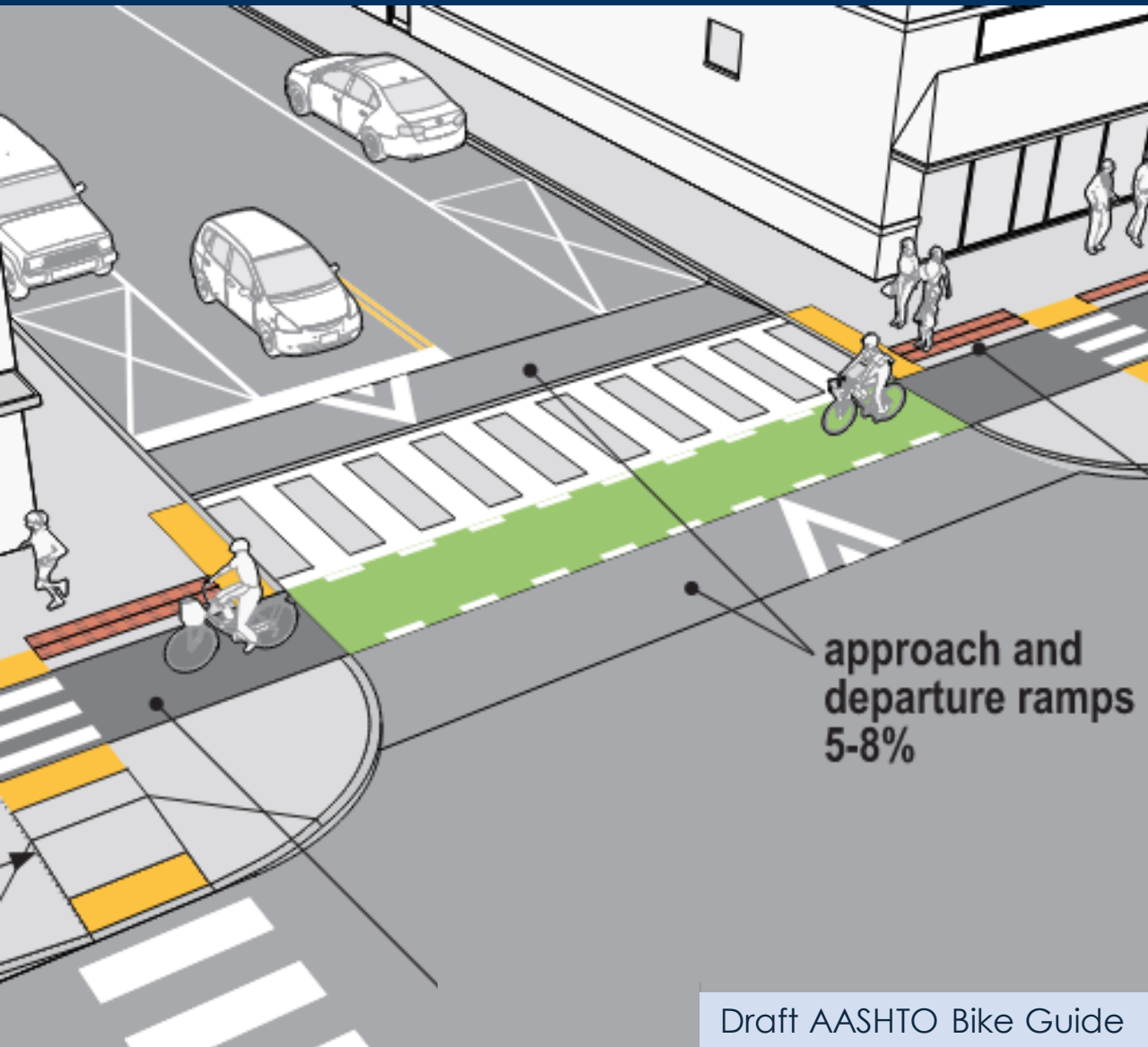


Reducing (Turn) Speeds: Hardened Centerlines





Reducing Speeds: Raised Side Street and Driveway Crossings



Draft AASHTO Bike Guide



Seattle, WA

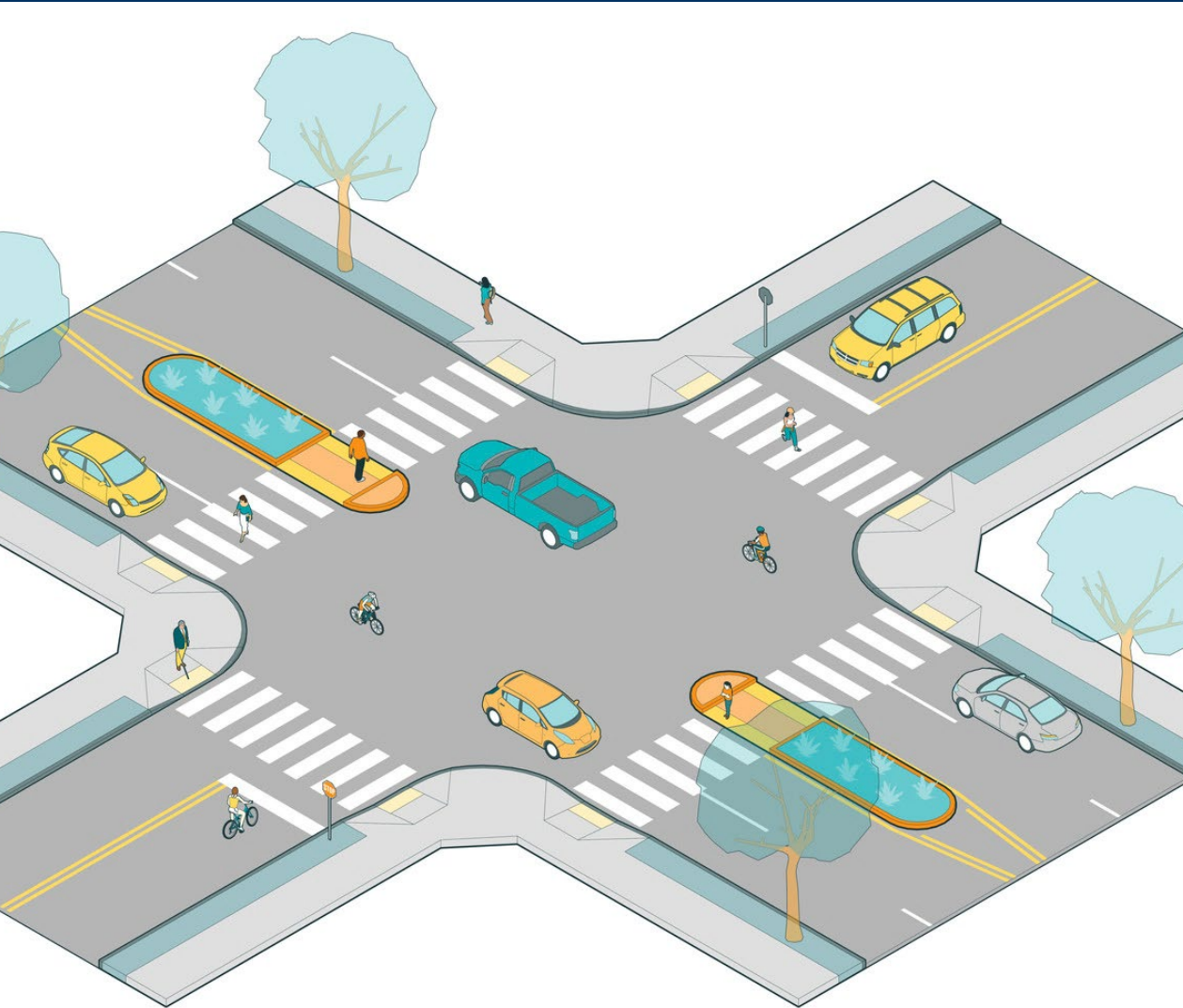


Minimizing Exposure

*...helps **prevent** crashes from happening!*

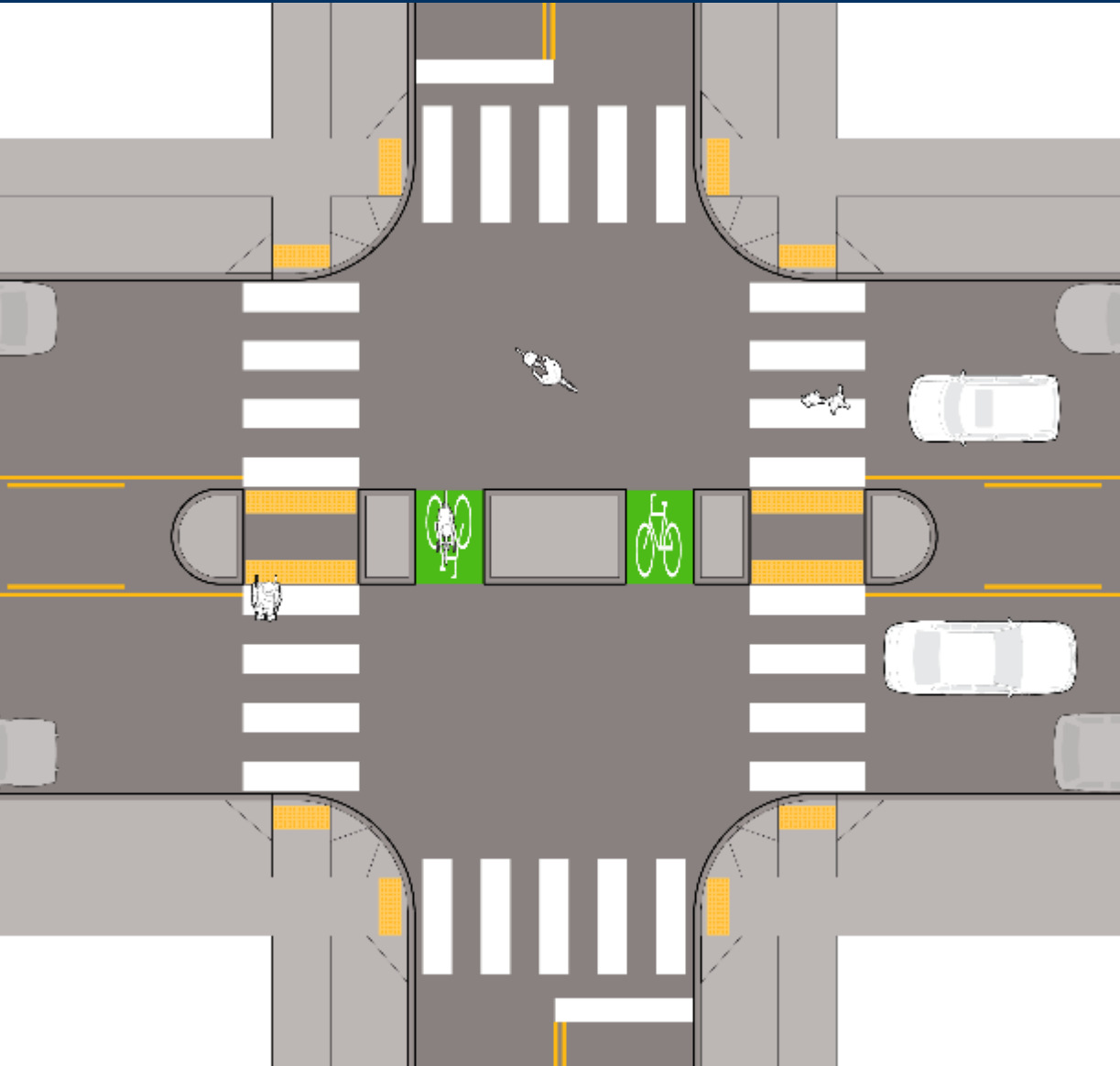


Minimizing Exposure: Crossing Islands



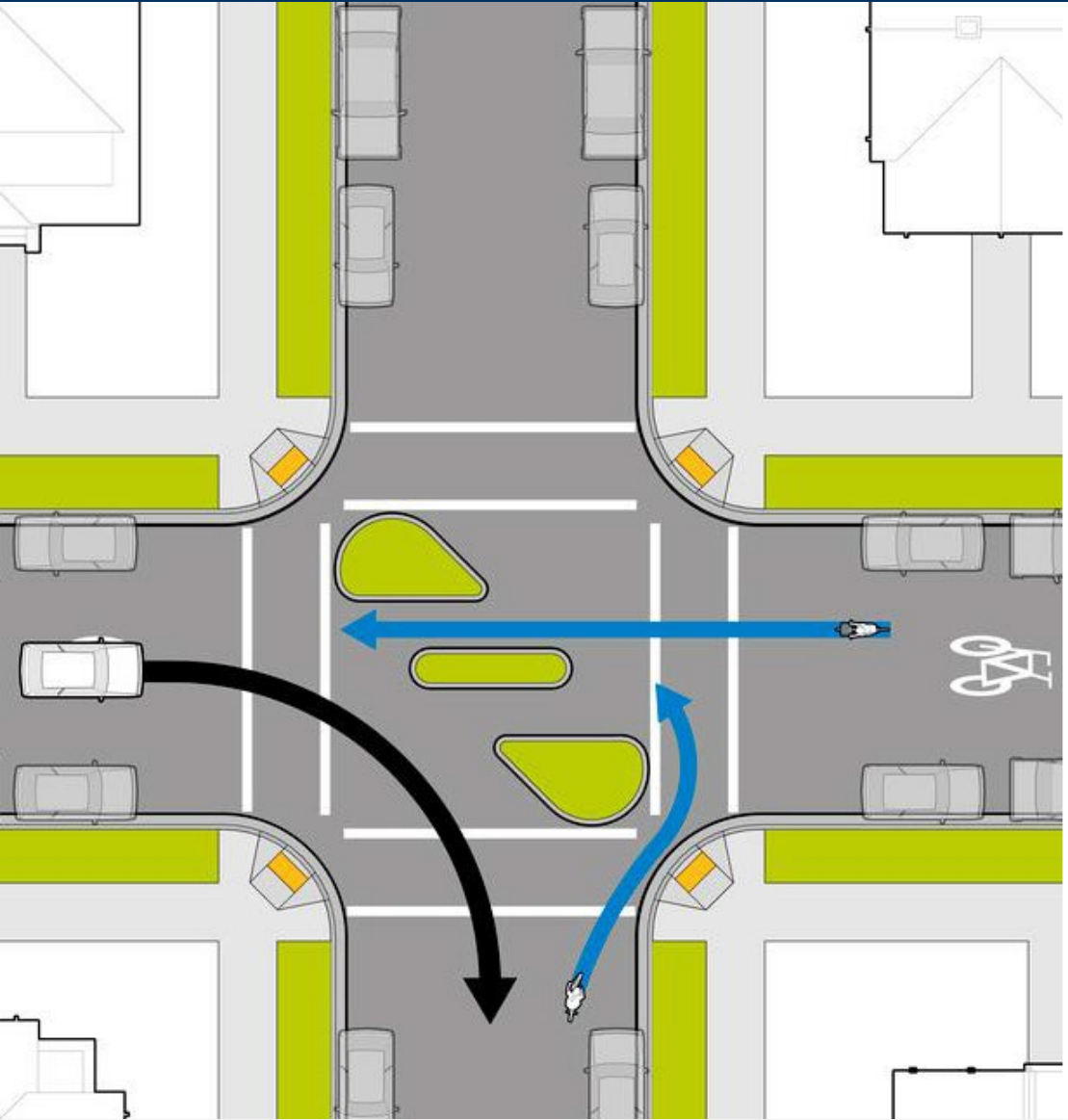
Minimizing Exposure: Traffic Diverters

e.g. *Center Median Islands at Intersections*



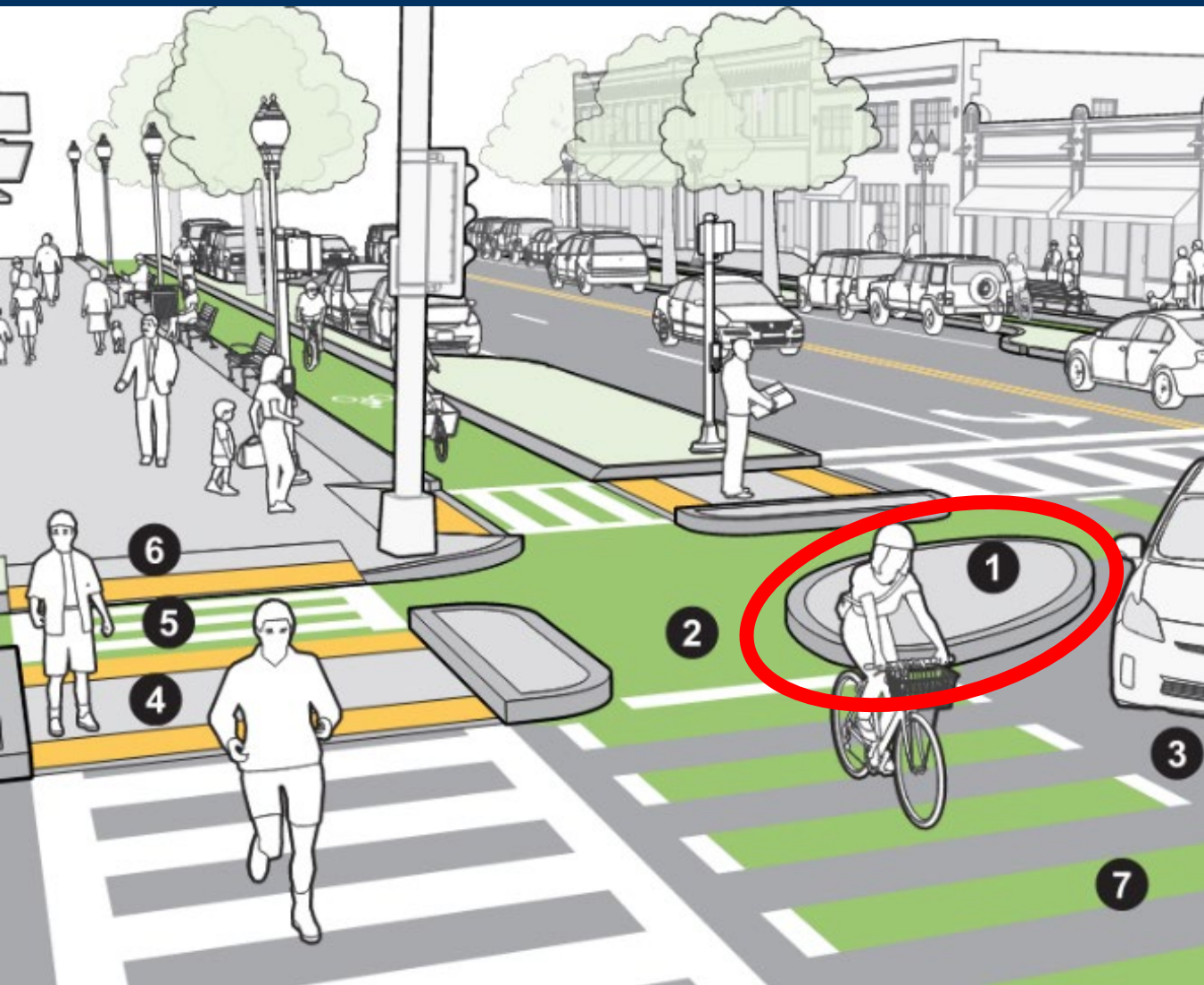
Minimizing Exposure: Traffic Diverters

e.g. *Diagonal Diverters*



Sacramento (D St & 14th St)

Minimizing Exposure: Protected Intersections



MassDOT Separated Bike Lane Planning and Design Guide



Chicago, IL



San Jose, CA

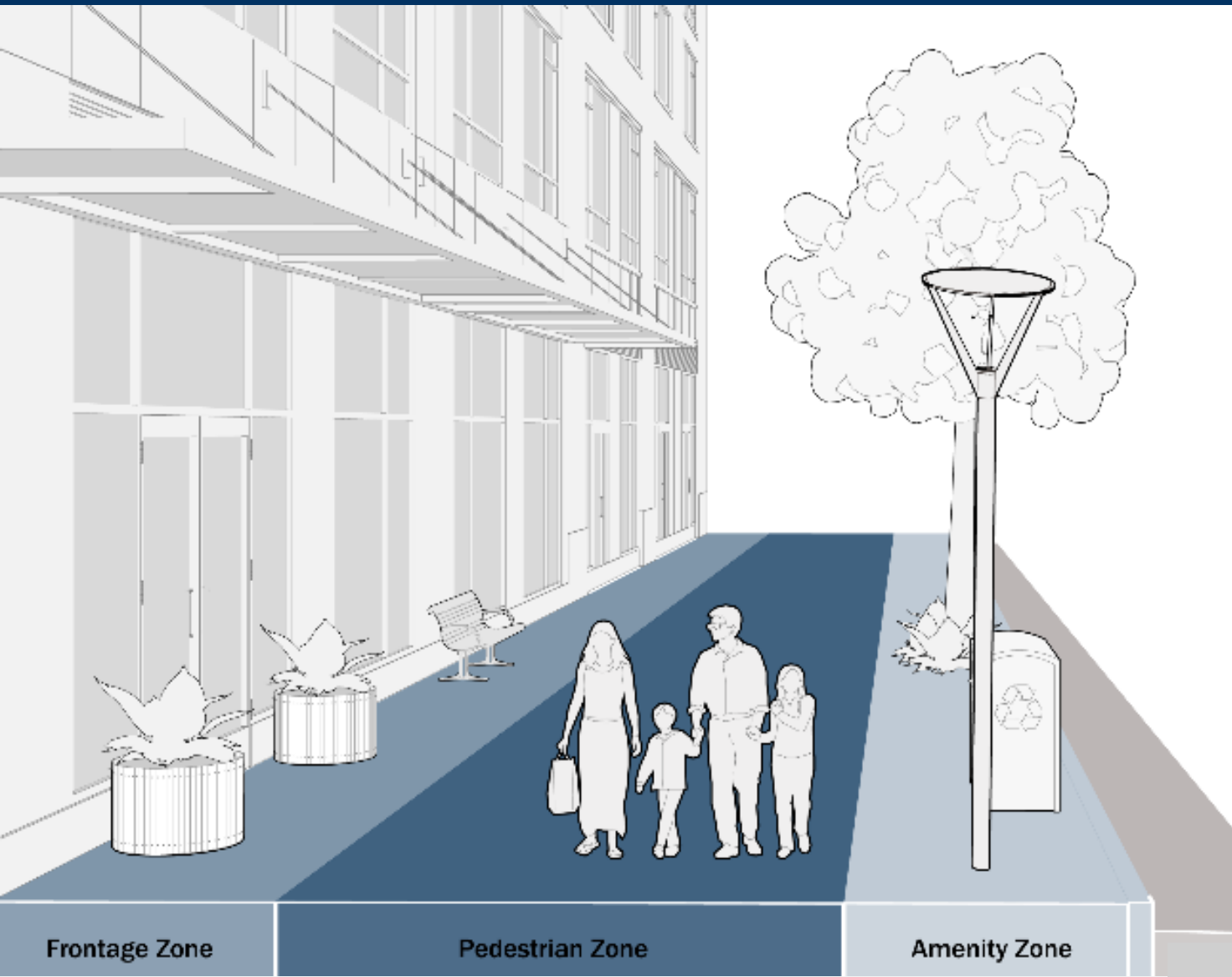
Providing Comfortable, Separated Space for Walking & Cycling

*...helps **increase** the number of people **walking and biking!***





Comfortable Walking & Cycling Space: Enhanced Pedestrian Realm





Comfortable Walking & Cycling Space: Urban Tree Canopy





Comfortable Walking & Cycling Space: Separated Bikeways (Class IV)



Sacramento, CA



Cambridge, MA

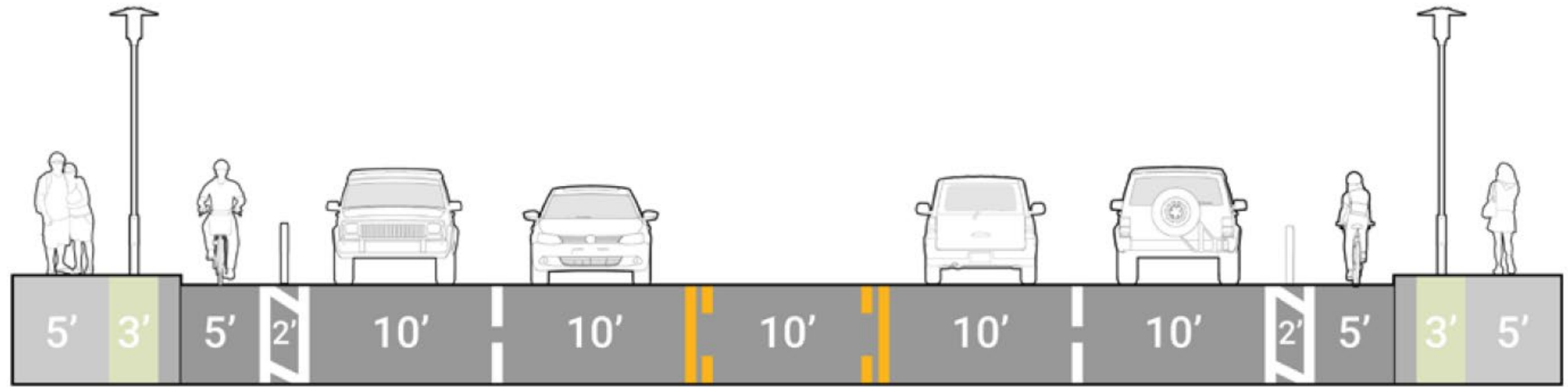
Design Fundamentals



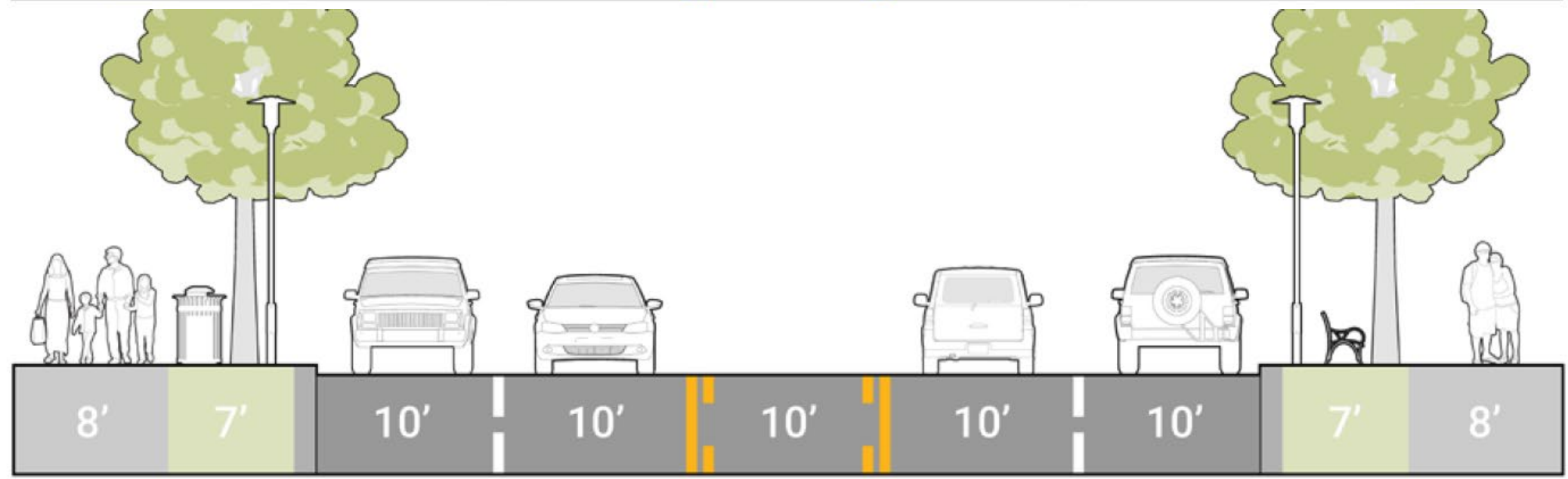


Design Fundamentals

e.g. Travel Lane Widths



Lane width flexibility might enable separated bikeways



Lane width flexibility might enable wide sidewalks landscaping

Clarification Questions?



Feedback Activity #1: **Ranking Design Topics**

Wrap-up: **11:40am**



**Vote once at each station
to let us know how you
feel about each design
treatment.**



Discussion of feedback received



Feedback Activity #2: **How Do Our Streets Reflect City Policies?**

Wrap-up: **11:55am**



City Policy / Goals

- **Prioritize people walking, cycling, and taking transit**
(General Plan Modal Hierarchy)
- **Eliminate traffic fatalities and serious injuries**
(Vision Zero Policy)
- **Address climate change/ protect the environment**
(Climate Action & Adaptation Plan)





How well do you think **Del Paso Road** reflects the City's policy / goals?



NP3 Elementary
and High Schools

Westlake Park



How well do you think **Grand Ave** reflects the City's policy / goals?



Grant Union
High School



How well do you think **Franklin Boulevard** reflects the City's policy / goals?



Franklin Center



How well do you think **Freeport Boulevard** reflects the City's policy / goals?





How well do you think **J Street** reflects the City's policy / goals?





How well do you think **23rd Street** reflects the City's policy / goals?



Next Steps



Community Roundtable Meeting Schedule

- #1: Community Roundtable Kickoff *[Today]*
- #2: Building Suite of Engineering Tools (1/2) *[Early Fall, 2024]*
(based on best practices)
- #3: Building Suite of Engineering Tools (2/2) *[Late Fall, 2024]*
(based on best practices)
- #4: Discuss Public Draft *[Early Fall, 2025]*

The purpose of these workshops is not to cover all topics that will be in the guidelines, but to get direction on the most impactful design parameters so that we can draft initial content.



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Street Design Standards Amendment