

# City of Sacramento

## Legislation Details (With Text)

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**File created:** 12/16/2020    **In control:** City Council - 5PM  
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**Title:** Adopt Slow Streets Design Typicals  
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Date	Ver.	Action By	Action	Result
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**Title:**  
**Adopt Slow Streets Design Typicals**

File ID: 2020-01517

**Location:** Citywide

**Recommendation:**

Adopt a Resolution approving the Slow and Active Streets Design Typicals and delegate authority to the City Manager and City Traffic Engineer, or other designee, to approve final designs for each segment of the Slow and Active Streets project.

**Contact:** David Edrosolan, City Traffic Engineer (916) 808-5974, Department of Public Works

**Presenter:** None

**Attachments:**

- 1-Description/Analysis
- 2-Resolution
- 3-Exhibit A - Slow Streets Design Typicals

### Description/Analysis

**Issue Detail:** This recommendation is to approve the Slow and Active Streets typical design of multiple signage assemblies and signage and to delegate authority to the City Manager and City

Traffic Engineer, or other designee, to approve final designs for each segment of the Slow and Active Streets project.

**Policy Considerations:** The proposed typical designs advance the City towards the goal of carbon neutrality by 2045, consistent with City Council policy (Resolution No. 2019-0433). This work also advances strategies called for by the Climate Emergency Declaration the City Council adopted December 10, 2019 (Resolution No. 2019-0465).

The recommendation in this report is consistent with the following Sacramento 2035 General Plan policies:

M 1.2.1 Multimodal Choices - The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

M 1.2.4 Multimodal Access - The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions.

M 1.3.2 Eliminate Gaps - The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks.

M 2.1.4 Cohesive and Continuous Network - The City shall develop a pedestrian network of public sidewalks, street crossings, and other pedestrian paths that makes walking a convenient and safe way to travel citywide. The network should include a dense pattern of routes in pedestrian- oriented areas such as the Central City and include wayfinding where appropriate.

M 4.1.2 Balancing Community, Social, Environmental, and Economic Goals - The City shall evaluate and strive to address community, environmental, and citywide economic development goals when adding or modifying streets, roads, bridges, and other public rights-of-way.

M 4.1.3 Community Outreach - The City shall conduct public outreach to community organizations and members of the general public in corridor planning early in the project development process to identify feasible opportunities to provide community benefits and to lessen any potential impacts of modifications to local streets and roadways.

M 4.2.2 Pedestrian and Bicycle-Friendly Streets - In areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools), the City shall ensure that all street projects support pedestrian and bicycle travel. Improvements may include narrow lanes, target speeds less than 35 miles per hour, sidewalk widths consistent with the Pedestrian Master Plan, street trees, high-visibility pedestrian crossings, and

bikeways (e.g. Class II and Class III bike lanes, bicycle boulevards, separated bicycle lanes and/or parallel multi-use pathways).

**Economic Impacts:** None

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** Approval of the Slow and Active Street typical design would implement the general plan and climate action planning of the City. The program seeks to reduce greenhouse gas emissions through design and reduced vehicle travel. No expansion of use of existing facilities would occur. The action is exempt from CEQA review pursuant to the categorical exemption for minor alterations to existing facilities, specifically set forth in CEQA Guidelines section 15301(c):

(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).

The action is exempt and no CEQA review is required.

**Sustainability:** The proposed action is consistent with the Mobility Element of the 2035 General Plan and the Climate Action Plan. The City of Sacramento has attained a 19% reduction in community greenhouse gas (GHG) emissions and a 28% reduction in municipal GHG emissions since 2005. Yet more big, bold work is necessary to completely eliminate GHG emissions in an inclusive and equitable manner that advances community prosperity and well-being. Transportation remains the community's largest single GHG emissions sector, and thus implementation of Slow Streets is progress towards GHG emission reduction.

**Commission/Committee Action:** At the December 8, 2020, City Council meeting, City Council passed a motion authorizing the Department of Public Works to implement a Slow Streets pilot.

**Rationale for Recommendation:** As City Council directed, staff are initiating the Slow and Active Streets pilot. In order to implement the program, staff needs City Council approval of the typical designs. Approval of the typical designs will allow staff to begin pilot implementation.

**Financial Considerations:** A five-month Slow and Active Streets pilot for up to six miles of roadway is anticipated to cost \$222,500. Up to \$100,000 will be reimbursed through the Citywide Operational Response Program (G02610100) funded by the Coronavirus Aid, Relief, and Economic Security (CARES) Act (Fund 2704). If implementation costs exceed \$100,000, there are sufficient funds available in the Fiscal Year 2020/21 Department of Public Works, Operating Budget to complete the implementation, which includes initial staff time and the acquisition of traffic barricades, signage, cones, and necessary materials.

After the implementation, the remainder of the five-month monitoring phase of the Slow and Active Street pilot, will be covered in-house by the Department of Public Works, using operational staff from other divisions that are already in the field. However, staff will be collaborating with the community and neighborhood associations to seek their assistance in monitoring.

Department of Public Works staff will determine actual costs and level of effort for monitoring and implementation. After the initial pilot phase, staff will identify the additional funding needed if the program is continued. While CARES Act funding and some Public Works operational funds are available to initiate the program, additional funding will be required should the program be extended beyond the pilot phase.

**Local Business Enterprise (LBE):** Not applicable.

**Background:** Slow and Active Streets has been prioritized as a key early project to launch for development of broader community momentum. The Slow Streets concept began earlier this year in response to Coronavirus Disease 2019 (COVID-19) shelter-in-place orders and the recognition of a need for more safe places for outdoor activities in a socially distanced manner.

At the December 8, 2020, City Council meeting, City Council passed a motion authorizing the Department of Public Works to implement a Slow Streets pilot. The Slow and Active Streets pilot launched in December 2020, running through April 30, 2021.

City staff follows the Manual on Uniform Traffic Control Devices (CA) when implementing signing and striping throughout the City. Due to the unique COVID-19 situation, no Slow Streets signing design standards exist. Typical design standards are needed in order to implement the Slow Streets effort expediently. Staff has contacted, observed, and researched typical implementation practices in other cities. Exhibit A, Slow Streets Design Typical, identifies multiple assemblies and sign variations that are planned to be implemented at Slow Street locations. These designs are intended to “catch the attention” of the driver to slow down.

Due to the launch of the Slow and Active Streets pilot and time sensitivity related to COVID-19, City staff need City Council approval of the Slow Streets Design Typical and authorize the City Manager and City Traffic Engineer or other designee to approve the final plans for each segment of the Slow and Active Street project.