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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

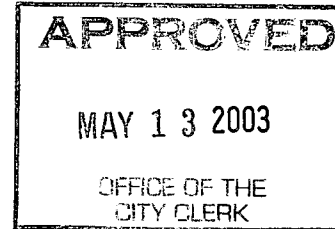
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DEVELOPMENT SERVICES DIVISION

PH. (916) 264-7995
FAX (916) 264-8450

April 16, 2003

City Council
Sacramento, California



Honorable Members In Session:

SUBJECT: CONCEPTUAL APPROVAL OF PEDESTRIAN FRIENDLY STREET STANDARDS

LOCATION AND COUNCIL DISTRICT: Citywide, all council districts.

RECOMMENDATION:

This report recommends City Council adopt the attached resolutions:

- Approving, in concept, the recommended changes to the street standards (Exhibit A).
- Directing staff to prepare the appropriate changes to the relevant policy documents needed to implement the new street standards and return for final City Council approval.
- Directing staff to revise street standard variance procedures to include consideration of enhancing and improving the pedestrian environment and encouraging alternate mode use.

CONTACT PERSON: Steve Pyburn, Supervising Engineer, 264-7481

FOR COUNCIL MEETING OF: May 13, 2003

SUMMARY:

Continuing the effort to provide safer, pedestrian friendly streets, Public Works has developed a number of potential revisions to the City's street standards. These are presented for conceptual approval. Final approval will occur at a future council hearing. Prior to final approval of the revised standards, a number of implementation issues must still be resolved.

Department of
PUBLICWORKS
CITY OF
SACRAMENTO

COMMITTEE/COMMISSION ACTION:

This item was heard by the Disabilities Advisory Commission on January 23, 2003. The Commissioners expressed no major concerns and voted to state the proposed standards would be a positive contribution to the City.

BACKGROUND INFORMATION:

On May 28, 2002, the City Council was presented with information by Dan Burden of Walkable Communities, which outlined various recommendations for improving pedestrian facilities in the City of Sacramento. As a result of that presentation, on June 10, 2002, the Department of Public Works informed the council of a number of current and future activities intended to enhance the pedestrian environment. The purpose of these activities is to improve pedestrian safety and promote walking as an alternative to driving for local trips.

As a result of the above-mentioned presentations to City Council and the ensuing outreach process for public comment (described below), the following improvements to the City's street standards are recommended:

1. Eliminate rolled curb from all street sections and replace with vertical curb.
2. Require all street sections to have offset sidewalks with planter strips between the curb and sidewalk.
3. Reduce lane widths on collector and arterial streets.
4. Increase the bike lane and sidewalk widths.
5. Require bike lanes on all collector streets.

These improvements are shown graphically in Exhibit A.

The proposed revisions are related to improving the pedestrian environment and diversifying the transportation system. Specific objectives include:

1. Residential street design should discourage speeds above 25 mph.
2. Residential street networks should discourage non-neighborhood traffic and volumes in excess of 4,000 vehicles per day.
3. Enhance and improve the pedestrian safety and comfort and encourage non-motorized travel modes.
4. Employ traffic calming measures when the size and/or shape of a residential subdivision project limits the number of alternative designs.
5. Discourage parking on sidewalks.
6. Enhance and beautify the streetscape and pedestrian environment by bringing landscaping closer to the street.
7. Balance street design so that it does not favor motorized traffic.
8. Streets should not be barriers to personal interaction

Outreach Process:

The proposed street standards were presented to a number of stakeholders and other groups to solicit comments. These groups ranged from internal City staff to special interest groups, including:

- City Fire, Parks and Recreation, and Planning and Building Departments
- Walk Sacramento
- Sacramento Area Bicycle Advocates
- North Natomas Working Group (developers and staff)
- Sacramento Metropolitan Air Quality District
- Specific Developers
- Sacramento Municipal Utility District
- Dan Burden, Walkable Communities, Inc.
- Regional Transit
- Disabilities Advisory Commission
- SMUD and the Joint Trench Committee for private Utilities

Two public meetings were also conducted. The first meeting, held November 18, 2002, was for the development and engineering community. The second meeting, held December 4, 2002, was for the general public. At each meeting, proposed standards were presented and Public Works staff were available to answer questions, explain the City's direction and receive comments.

Overall, the City's proposed standards were well received. There was support expressed for the reduced vehicle travel lane widths and the increased bike lane and sidewalk widths. A number of suggestions received during the outreach process were incorporated in the current proposal. Exhibit B provides a summary of activities completed to date.

The outreach meetings also resulted in two key issues from the development community. The first is how implementation strategy of the new standards would impact residential development projects currently in design or under review by the City. Second is the potential impact on target densities for single-family subdivisions. These are addressed in the Implementation section, below.

Implementation:

The development community expressed concerns regarding implementation of the new standards. These include:

Effect on approved entitlements:

- Staff is sensitive of the need to minimize design costs and delay of approval of improvement plans
- Changing street standards could result in significant costs and delay of project construction.

City Council
Conceptual Approval of Pedestrian Friendly Street Standards
April 16, 2003

- Staff recommends that if an entitlement(s) has been approved before the new standards are effective, the new standards would not be applied to that project. Exhibit C presents a timeline for development projects and the recommended application of the conceptual standards.

Effect of development agreements:

- Development agreements may preclude the City from changing standards for projects covered by the agreement.
- New standards may not be applicable without voluntary participation by the developer.
- It is anticipated that there will be resistance to separating sidewalks and using vertical curb in residential areas, due to the additional right of way required, associated design difficulties, and additional construction costs.
- Staff recommends not applying the new standards to projects that have an approved development agreement unless the property owner volunteers to do so.

Effect of the Subdivision Map Act:

- The California Subdivision Map Act limits the City's ability to change standards once the tentative map has been approved.
- Staff recommends the new standards not be applied to projects with approved tentative maps unless the property developer volunteers to do so.

Maintaining target density:

- Separating sidewalks requires additional right-of-way.
- In some cases, the new standards may inhibit the ability to meet target housing densities and apply the new street standards, particularly in medium density zones.
- Staff has considered separating sidewalks from the curb by placing the sidewalk outside the right-of-way, in the Public Utility Easement (PUE).
- Staff has been working with SMUD and other private utility companies to reach agreement on placing the sidewalks in the PUE.
- Planning and Public Works staff concur there is a need to maintain target densities to the extent possible.
- Direct application of a set standard may not be advisable in medium density projects due to the wide variety of medium density housing designs.
- Staff recommends revising street standards variance procedures to include consideration of enhancing the pedestrian environment and encouraging alternate mode use.

Planter strip maintenance:

City code section 12.56.050 currently requires the owner/tenant to maintain the sidewalk and the planter strip adjacent to the public street right-of-way. Revision of this requirement is not proposed at this time.

Next steps

Following approval of the attached resolution, staff will:

- Revise policy documents necessary for formal adoption of the street standards;
- Continue to work on the implementation issues related to maintaining density, addressing the affect of development agreements on use of the standards, and others listed above; and
- Bring the proposed standards to City Council for final approval.

FINANCIAL CONSIDERATIONS:

No additional funding is being requested.

ENVIRONMENTAL CONSIDERATIONS:

As the current request includes only conceptual approval of proposed street standards and implementation strategy and direction for staff to proceed with revisions to relevant code and policy documents, it is determined to be exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3). The activity is covered by the general rule that CEQA applies only to projects, which have the potential for causing a significant effect on the environment. Environmental evaluation will be completed and brought forward to council at the time of final action on the proposed street standards and implementation strategy.

POLICY CONSIDERATIONS:

This action supports the Strategic Plan goals to improve and diversify the transportation system and enhance and preserve neighborhoods. The proposed street standards encourage pedestrian activity by creating safer and more inviting pedestrian facilities by widening sidewalks and separating them from the traveled way. The proposed street standards also encourage alternate mode use by widening and adding bike lanes to all collector streets, widening bike lanes and encouraging lower vehicle speeds by narrowing travel lanes. This action is also consistent with City Council's adoption of the Smart Growth Implementation Strategy, which includes a principle to provide a variety of transportation choices for the City's residents and visitors.

ESBD CONSIDERATIONS

No goods or services are being procured with this action.

Respectfully submitted,



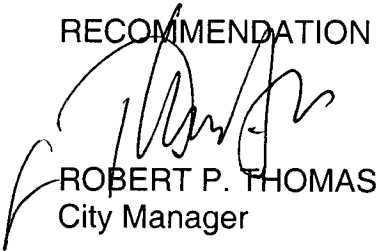
Marty Hanneman
City Traffic Engineer

Respectfully submitted,



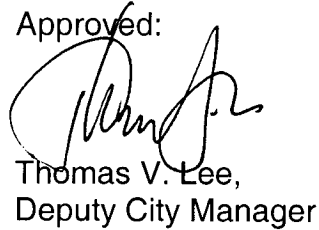
Gary Alm
Manager, Development Services

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

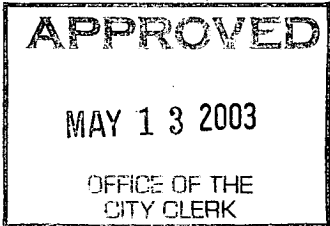
Approved:



Thomas V. Lee,
Deputy City Manager

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RESOLUTION NO. 2003-287

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION FOR CONCEPTUAL APPROVAL OF PEDESTRIAN FRIENDLY STREET STANDARDS REVISIONS

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

1. Approve, in concept, the recommended changes to the street standards (Exhibit A).
2. Direct staff to prepare the appropriate changes to the relevant policy documents needed to implement the new street standards and return for final City Council approval.
3. Direct staff to revise street standard variance procedures to include consideration of enhancing and improving the pedestrian environment and encouraging alternate mode use.

MAYOR

ATTEST:

CITY CLERK

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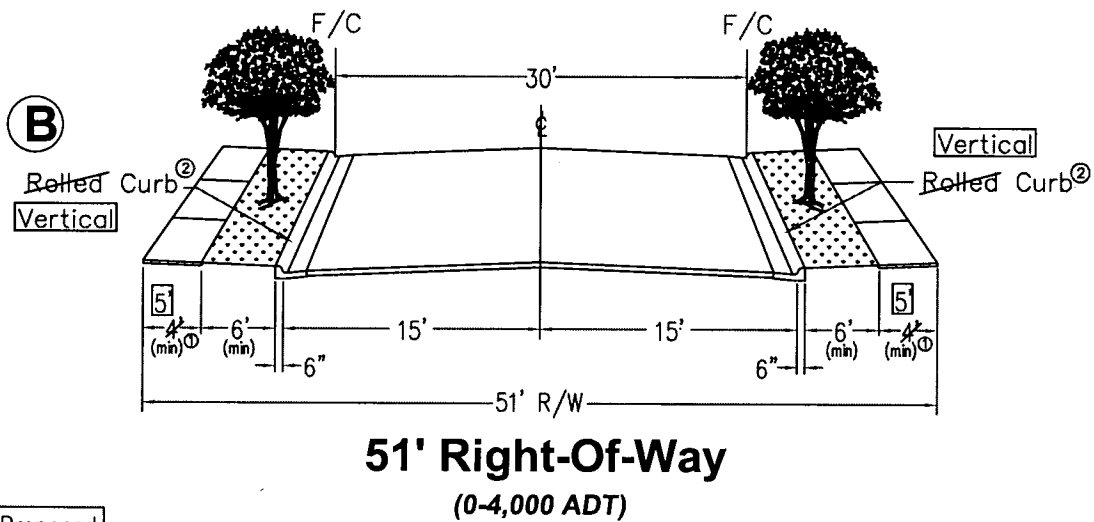
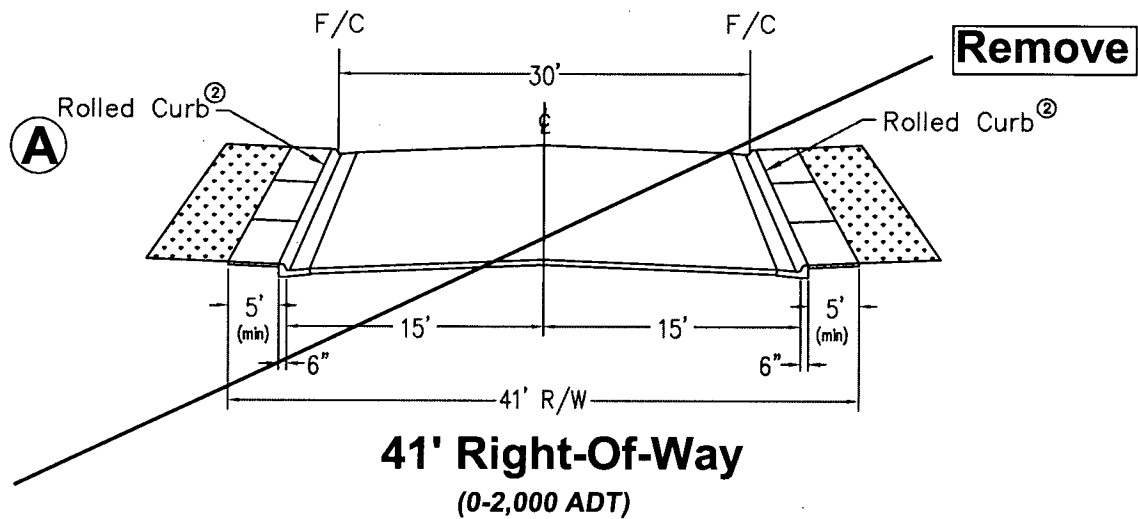
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CONCEPTUAL STREET STANDARDS

TYPICAL CROSS-SECTIONS

City of Sacramento

LOCAL RESIDENTIAL STREETS



MINOR DEVIATIONS FROM THE STANDARDS REQUIRE THE APPROVAL OF THE DIRECTOR OF PUBLIC WORKS OR THE DESIGNEE.

Revised: 2/7/2003

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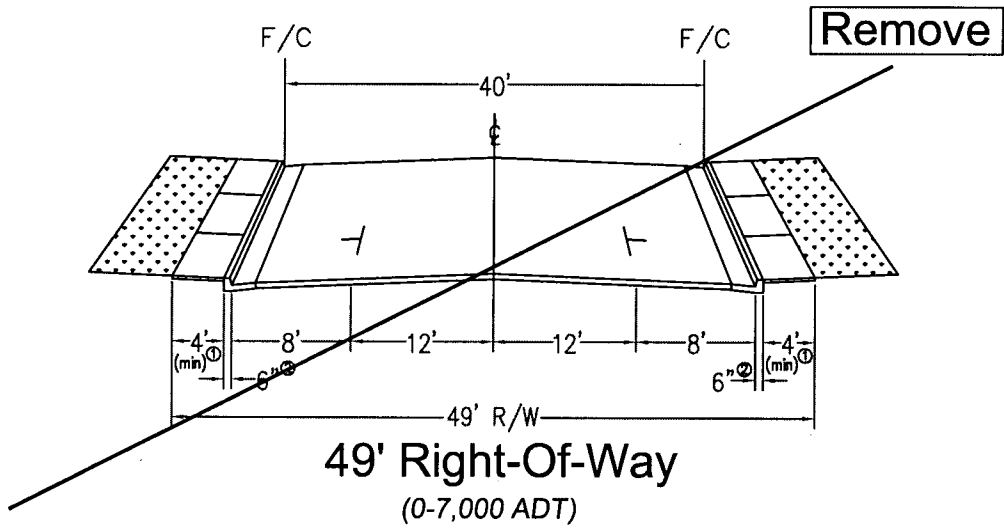
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CONCEPTUAL STREET STANDARDS TYPICAL CROSS-SECTIONS

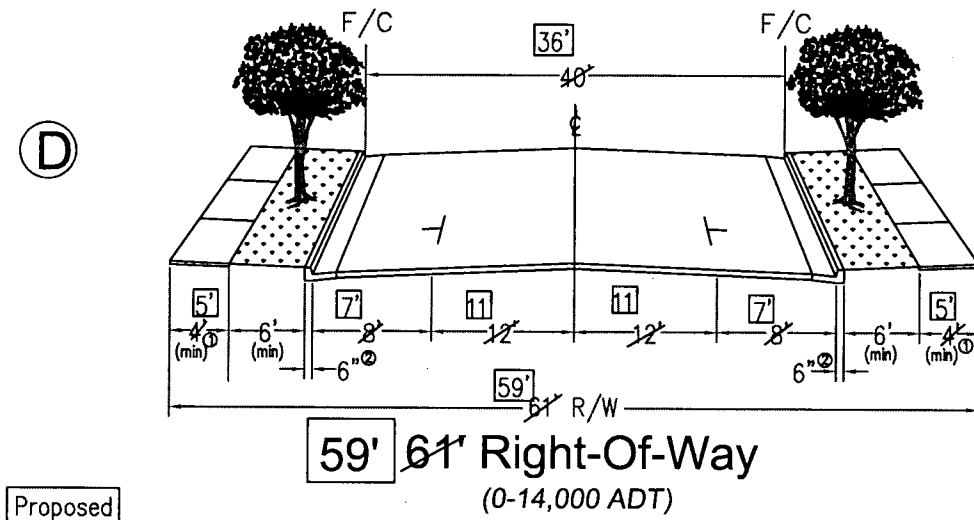
City of Sacramento

LOCAL NON-RESIDENTIAL STREETS

(C)



(D)



MINOR DEVIATIONS FROM THE STANDARDS REQUIRE THE APPROVAL OF THE DIRECTOR OF PUBLIC WORKS OR THE DESIGNEE.

REVISED: 2/11/2003

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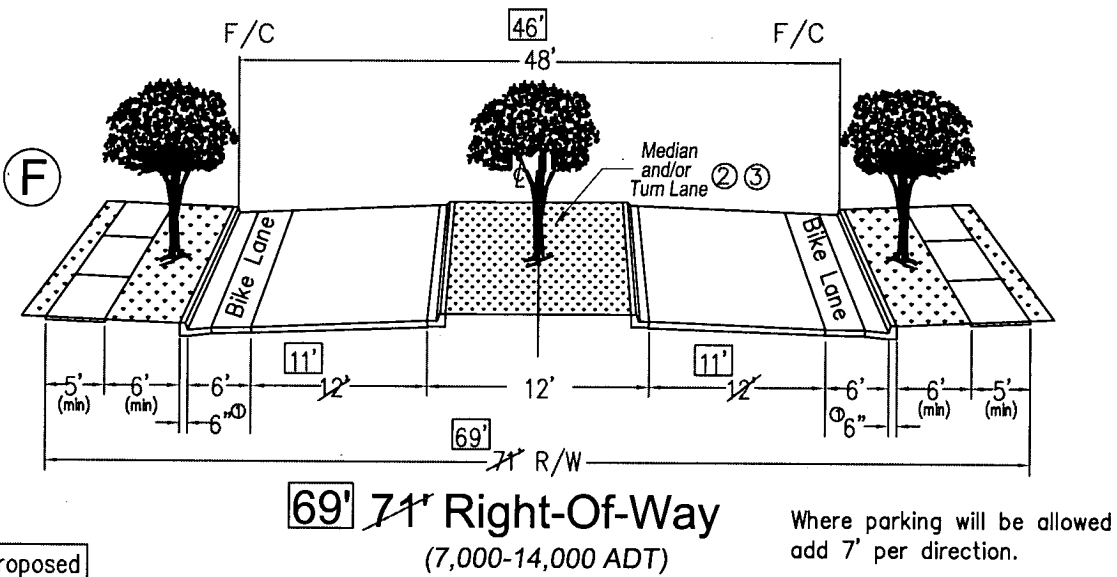
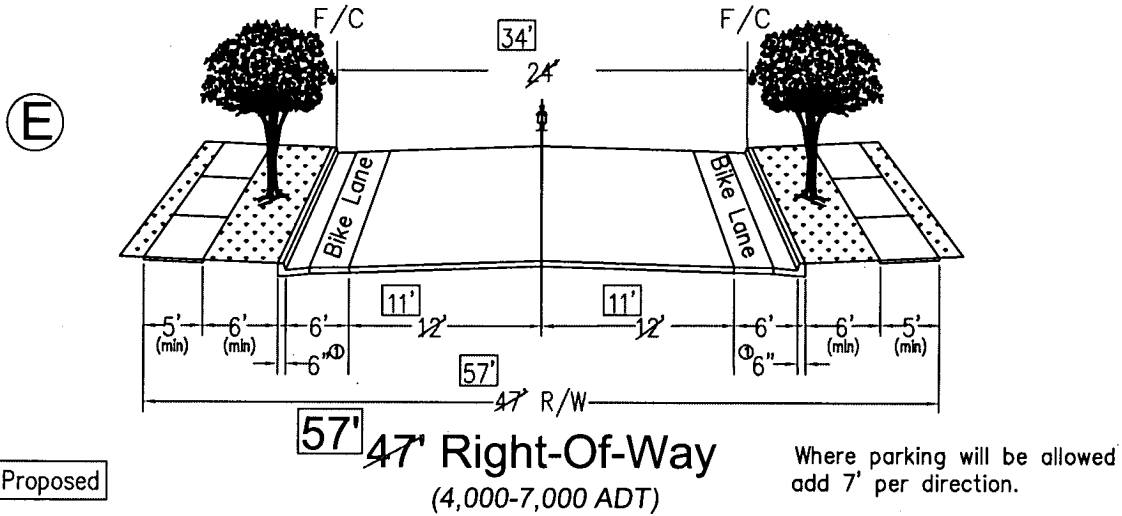
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CONCEPTUAL STREET STANDARDS

TYPICAL CROSS-SECTIONS

City of Sacramento

COLLECTOR STREETS



- ① - Dimensions shown are approximate.
 - ② - The Director of Public Works or the designee will determine whether a turn lane or a landscaped median is installed.
 - ③ Median and median landscaping to be mountable.
- MINOR DEVIATIONS FROM THE STANDARDS REQUIRE THE APPROVAL OF THE DIRECTOR OF PUBLIC WORKS OR THE DESIGNEE.

REVISED: 2/7/2003

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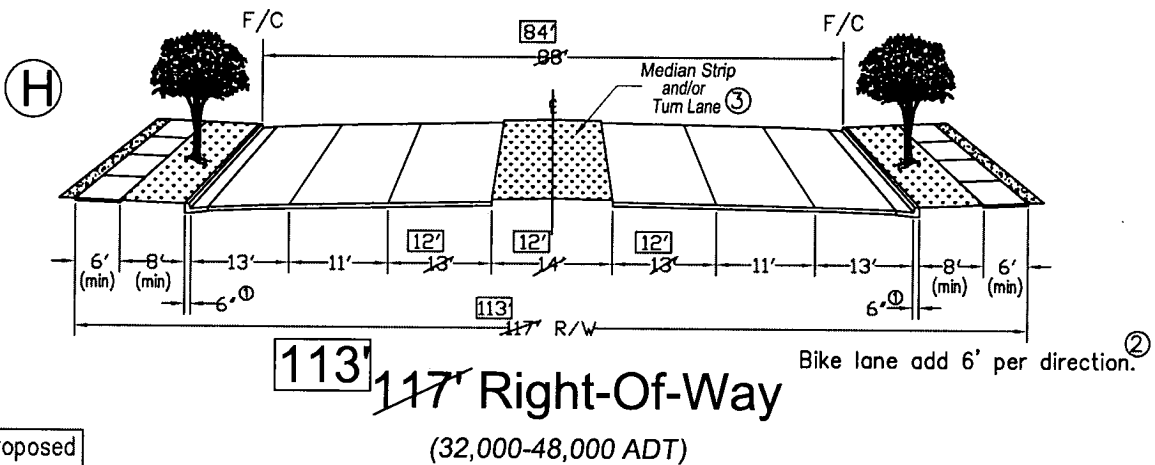
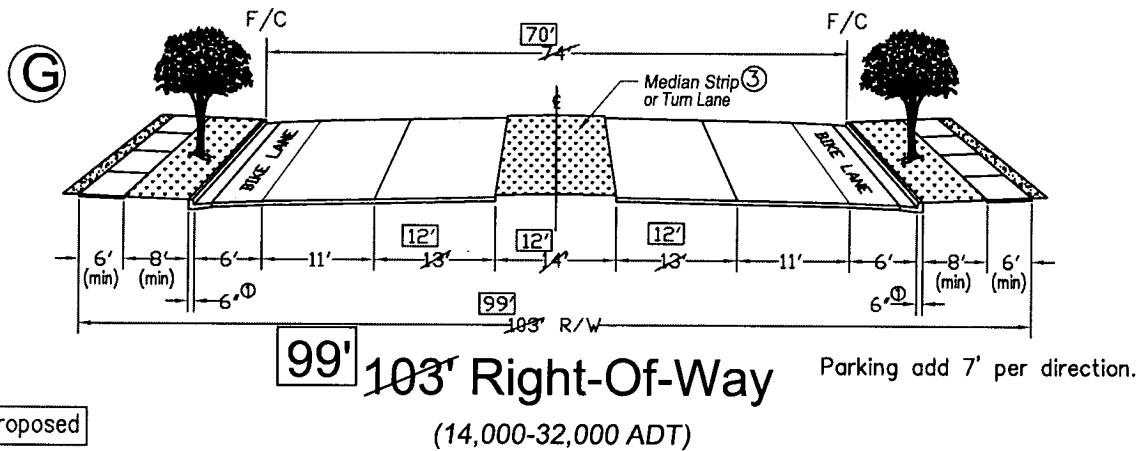
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CONCEPTUAL STREET STANDARDS

TYPICAL CROSS-SECTIONS

City of Sacramento

ARTERIAL STREETS



- ① - Dimensions shown are approximate. See Vertical Curb Section under additional notes.
- ② - Bike lanes will be added per the Bikeway Master Plan And On All segments in North Natomas.
- ③ - The Director of Public Works or designee will determine whether a turn lane or a landscaped median is installed.

MINOR DEVIATIONS FROM THE STANDARDS REQUIRE THE APPROVAL OF THE DIRECTOR OF PUBLIC WORKS OR THE DESIGNEE.

Revised: 2/7/2003

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DATE ADOPTED: _____

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PEDESTRIAN FRIENDLY STREET STANDARDS

Exhibit B

SUMMARY OF ACTIONS

Presented to Sacramento City Council
May 13, 2003

- ✓ Walkable Communities Presentation to City Council, by Dan Burden May, 2002
- ✓ Public Works report to City Council regarding Street Standards Revisions June, 2002
- ✓ Street Standards Revision Team Initiated (with weekly meetings) August, 2002
- ✓ Outreach Consultant hired September, 2002
- ✓ Coordination meeting with Fire and Parks and Recreation Departments September, 2002
- ✓ Councilmember briefings October, 2002
- ✓ Executive team briefing October, 2002
- ✓ Meeting for Developer and Technical Stakeholders November, 2002
- ✓ Community meeting December, 2002
- ✓ Meetings with Specific Developers December, 2002
- ✓ City Council adopts "Pedestrian Safety Guidelines" January, 2002
- ✓ Meetings with SMUD regarding use of the Public Utility Easement. January, 2003
- ✓ Coordination meeting with Planning and Building Department January, 2003
- ✓ Presentation to Disabilities Advisory Committee January, 2003
- ✓ Meetings with North Natomas Working Group February, 2003
- ✓ Meetings with Specific Developer to test standards on real maps. February, 2003
- ✓ Meeting with SMUD and Joint Utilities Committee April, 2003
- ✓ Second Executive Team Briefing April, 2003
- ✓ **City Council Conceptual Approval and Direction to Staff** **May 2003**

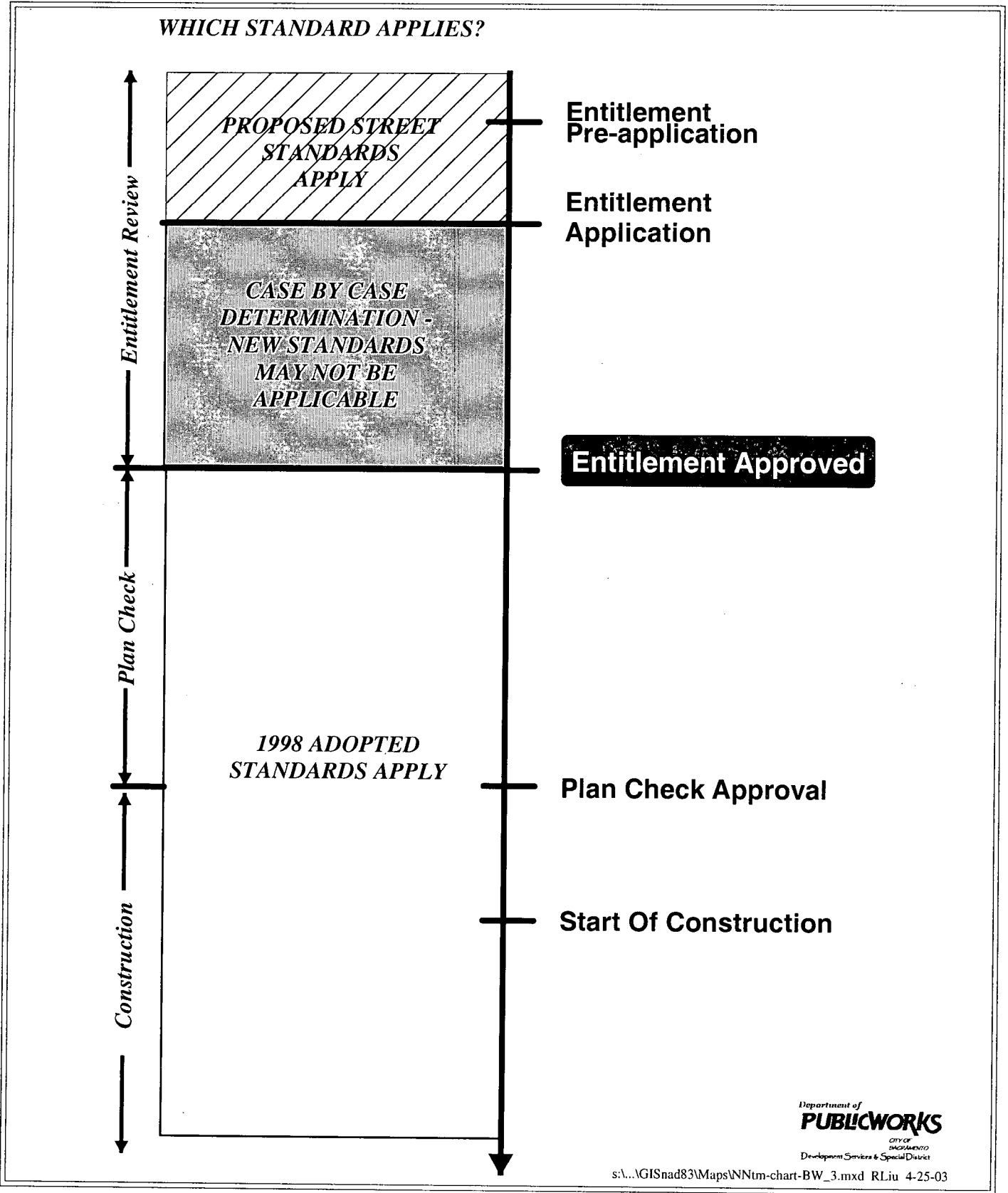
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TIMELINE OF EVENTS FOR DEVELOPMENT PROJECTS



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DATE ADOPTED: _____

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