

## Frequently Asked Questions and Answers

### What crash data was used in the existing conditions analysis, and why?

The crash data that was used for this project is detailed in the Existing Conditions Report. The project team used the most recent complete data from the University of California, Berkeley, SafeTREC Traffic Injury Mapping System (TIMS).

This crash data originates from police reports, some of which are still handwritten. It takes time for these reports to be transcribed into electronic databases, then verified. The most recent, verified data, represents injury collisions from 2009 to 2017.

The City of Sacramento has an adopted goal to **eliminate** traffic fatalities and serious injuries by 2027. Based on the Vision Zero policy, the City uses crash data to identify systemic causes of the most severe crashes. Citywide, and neighborhood level-data for Pocket Greenhaven show that high vehicle speeds are the biggest factor in fatal and severe injury collisions in Sacramento.



*Data source: US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000. Image credit: San Francisco MTA Vision Zero Action Plan, February 2015*

### Why were lane reductions considered, and where?

As part of the existing conditions analysis, the project team heard concerns from the community about vehicle speeds on the major roads in the neighborhood.

Based on traffic data, industry best practices, and engineering judgement, some roads in the Pocket Greenhaven neighborhood were identified as candidates for lane reductions from four lanes to two lanes. Reducing the number of lanes on a multi-lane roadway is a proven tool to slow vehicle speeds and reduce crossing distances for

pedestrians. Additionally, with fewer lanes, there are more tools available to further improve safety. For example, based on City standards, four-way stop signs and roundabouts are not options on a four-lane roadway. When many tools are used in combination the cumulative result is a more safe and comfortable travel experience for people walking, biking, and driving along and crossing these roads.

There are several ways that lane reductions can be designed to accommodate separated/protected bikeways, address parking needs, create turning lanes, and facilitate emergency evacuations. Prior to proposing specific design concepts, the project team presented a set of tools to the community. Through this engagement, Councilmember Jennings and the project team, heard significant community opposition to the proposed lane reductions and will not proceed with these recommendations in the Pocket Greenhaven Neighborhood Transportation Plan. The plan will move forward with the recommendations available on the four-lane roads as they exist today.

### **If lane reductions are not longer included in the plan, what tools are you considering?**

Eliminating the lane reductions does limit the tools available. For example, roundabouts, stop signs, and basic crosswalks cannot be used on the 4-lane roadways. The project team is currently developing plans using other tools, where appropriate. Narrowing lanes, buffering bike lanes, and enhancing crosswalks with Rectangular Rapid Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons (PHBs) are some of the tools that are being assessed but not an exhaustive list. There are City standards and best practices that are considered for the application of all tools.



### **Can the City reduce the speed limit?**

In California, speed limits are governed by the California Vehicle Code. The City is required to conduct engineering traffic surveys on an ongoing basis to determine the speed limit. With each survey, traffic engineers study collision history, speed of traffic, surrounding land uses, and other road characteristics. After considering these factors, traffic engineers set the speed limit either at or below the speed driven by 85 percent of vehicles surveyed.

### **Will there be new parking protected bikeways (like those on Florin Rd.)?**

The project team is not considering new parking protected bikeways as a part of this project. There may be opportunities to add separated bikeways with vertical separation between the bikeway and the travel lane using bollards, or posts, in some locations. In other areas there will be opportunities to add painted buffers between the bike lane and travel lane.



### **When the Sacramento River Parkway path is completed along the river, will on street bikeways still be necessary?**

A connected network of bikeways that are comfortable for riders of all ages and abilities so residents can ride bikes from the parkway and their homes to destinations within the neighborhood, in addition to recreational riding.

### **How can I get speed bumps/humps/lumps installed on my street?**

Speed lumps are used for streets where traditional methods of slowing traffic have not been effective. A residential street will qualify for the City's Speed Lump Program based on the following criteria:

- The two-lane street must be mainly residential or else have a park or school on the street.
- The residential street (or the part being considered) must be at least 750 feet long with no four-way intersections.
- There can be no other traffic control devices on the street segment such as four-way stop signs, traffic signals, etc.
- The speed limit must be 30 miles per hour or less.
- Speeding of 5 miles per hour or higher over the speed limit occurs on the street.
- Street must be approved by Regional Transit and the Fire Department.

The process to request speed lumps begins with the Traffic Investigators who can be contacted at: <https://www.cityofsacramento.org/Public-Works/Transportation/Programs-and-Services/Investigations>. This team can address other location-based concerns such as a need for marked crossings or stop signs.

### **What are the costs to implement the plan and when will construction begin?**

Project cost estimates will be included in the final plan as well as recommendations for bundling items together for funding and construction. Once the plan is completed and adopted, the City can start identifying funding through grants and other sources. The timeline for construction will depend on the cost and complexity of each project or groups of projects.

**Is there an emergency evacuation plan for the Pocket/Greenhaven community in the event of a flood or other natural disaster?**

For several years the City has hosted an annual Flood Preparedness event which brings together local, state, and federal officials, and subject matter experts who communicate flood preparedness, evacuations, response actions, recovery, insurance recommendations and other important information, with community members. There is an online version of the event available at

<https://www.cityofsacramento.org/Emergency-Management/Prepare/Flood>.

Additionally, the City and County have plans for emergencies and evacuations, in which events the two entities will be required to share resources:

[2018-City-of-Sacramento-Emergency-Operations-Plan.pdf \(cityofsacramento.org\)](#)

[Sacramento County Evacuation Plan \(saccounty.net\)](#)

In the event of an emergency, the Police Department is responsible for implementing and lifting evacuation orders and manages the on the ground evacuations.

**Can the Police Department issue more citations to discourage speeding?**

The City of Sacramento Police Department currently has a small motor unit available for traffic enforcement throughout the entire city. While some targeted enforcement may be possible, a consistent police presence for traffic enforcement is not viable today due to staffing limitations.