Pocket Greenhaven
TRANSPORTATION PLAN

Online Community Workshops
March 24 & 25, 2021
Summary Report

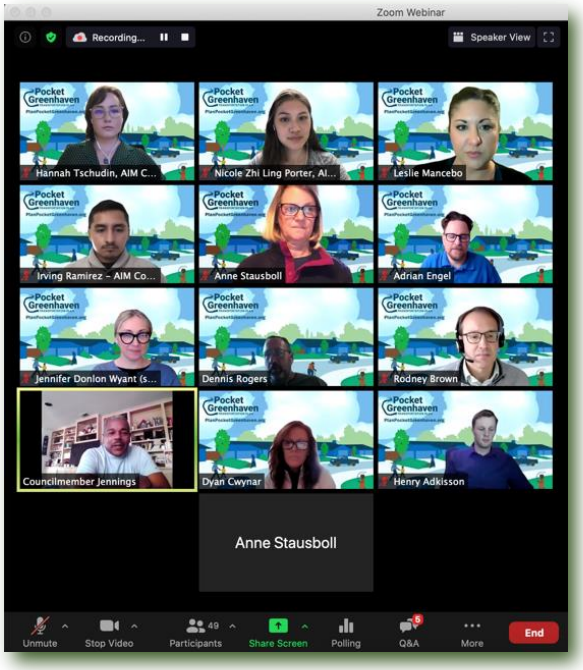
Introduction & Background

The City of Sacramento and Pocket Greenhaven Neighborhood Transportation Plan team held two online community workshops on Wednesday, March 24 and Thursday, March 25, 2021, to engage residents and community members in the area. Each meeting served to introduce the project and obtain community input on proposed transportation projects intended to make it safer and easier to walk, bike, drive, and take transit in the Pocket Greenhaven neighborhood. Approximately 129 community members joined the workshops to learn about the proposed improvements, ask questions of the project team, and provide their feedback.

Leslie Mancebo, City of Sacramento, providing an overview of the neighborhood transportation plan.

Workshop Goals, Objectives, and Format

The online workshops served to gather informed community input about a set of proposed transportation projects in the Pocket Greenhaven neighborhood, based upon previous community input, existing conditions and data analysis, and best practices in transportation planning. The community feedback obtained during these workshops and a subsequent online comment form will help inform the City and project team as they finalize a list of prioritized recommendations and create an implementation plan for instituting the proposed improvements. Below is an overview of the virtual community meetings' format and presentation.



The project team during the Wednesday, March 25 online workshop.

Following introductions of the project team, Councilmember Rick Jennings with District 7 kicked off the workshop by sharing background information about the project and its goals and objectives. Leslie Mancebo, Transportation Planner with the City of Sacramento, then gave a presentation about the neighborhood vision and potential projects to achieve that vision. The project team facilitated three Q&A discussions throughout the presentation.

Presentation Overview

The project team reviewed existing conditions data and technical analysis, in addition to previous community feedback, to develop a list of tools that could be implemented to enhance transportation safety and access to community destinations in the Pocket Greenhaven neighborhood. These tools include lane reductions, roundabouts and traffic circles, speed lumps, new and improved pedestrian crossings, new bikeways, and education programs.

Lane Reductions

One of the largest concerns expressed by the public during the initial community outreach was about drivers speeding on neighborhood streets, especially on Pocket Road/Riverside Boulevard, and feeling unsafe crossing roads on which drivers speed. On certain streets in the Pocket Greenhaven neighborhood there is a parking lane, bike lane, and two travel lanes with the same layout mirrored on the other side of the median. A lane reduction would change the layout by restriping the pavement to add new features like buffers on either side of the bike lane and maintained parking next to the curb. The result of a lane reduction is that drivers are less comfortable driving at high speeds and thus tend to drive more slowly. From the community feedback the project team heard that resident have observed racing type behavior and aggressive passing on roads with two lanes in each direction. A lane reduction will reduce these instances as well. Additionally, with one travel lane in each direction it is easier for pedestrians to cross fewer lanes and left turn lanes can be maintained at intersections and areas without medians. According to traffic analysis using pre-pandemic vehicle counts, the maximum travel delay along any one roadway segment, if they were reduced to one lane in each direction, is about one minute.

Roundabouts and Traffic Circles

Another tool to improve safety by slowing vehicle speeds are roundabouts and traffic circles. One limitation to roundabouts is that they require a certain amount of physical space; in some locations with insufficient space for a roundabout, a mini traffic circle may be feasible. Best practices show that roundabouts and traffic circles work best when grouped together. Therefore, the project team has identified two groupings where roundabouts or traffic circles could be used to slow speeds on Rivergate Way and Pocket Road, and also on Rush River Drive where there are several facilities for seniors.

Speed Lumps

Speed lumps are an additional tool that can be used to improve safety by slowing drivers. However, speed lumps can only be placed on two lane, residential roadways with a posted speed limit of 30 mph or less. The project team has identified a few locations that are appropriate for speed lumps near

schools and where the project team heard residents' concerns about cut-through traffic. With any speed lumps that the City installs, the project team will work with Regional Transit and the Fire Department to make sure their vehicles are accommodated in the design.

Improved Crossings

During previous community engagement the project team heard that many residents would like to walk children to school, bike to the grocery store, or use active transportation more frequently for other trips, but that they do not currently feel comfortable doing so. The biggest concern that the project team heard was that safe and comfortable places for pedestrians to cross the street are often very far apart, creating a barrier to more use of active transportation. To improve pedestrian crossings, the City can implement the following tools: high visibility crosswalk markings to make the crosswalks and pedestrians stand out to drivers, curb extensions and refuge islands which shorten the distance for pedestrians to cross the street, and raised crosswalks that are the height of the sidewalk. These improvements also help slow drivers when pedestrians are not present. Additionally, some proposed pedestrian crossing improvements include rectangular rapid flashing beacons, where a pedestrian pushes a button to activate flashing warning lights, and pedestrian hybrid beacons, which include pedestrian activated red lights to signal for vehicles to stop and allow pedestrians to cross.

As with all of the proposed tools, each of these improvements cannot be applied and do not work in all locations. Selection of treatments is based on vehicle speed, number of vehicles, and number of roadway lanes.

Bikeways & Education Programs

Other recommended improvements are to fill gaps in the bikeway network and implement buffered or separated bikeways. Additionally, community led educational programs and campaigns about safety, adding lighting, and implementing wayfinding signage are additional methods to increase safety and make it easier to travel in the neighborhood.

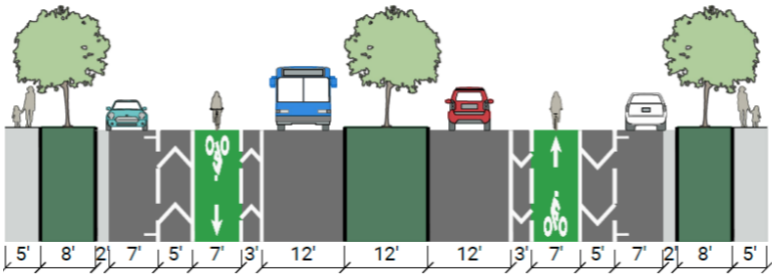
Workshop Discussion

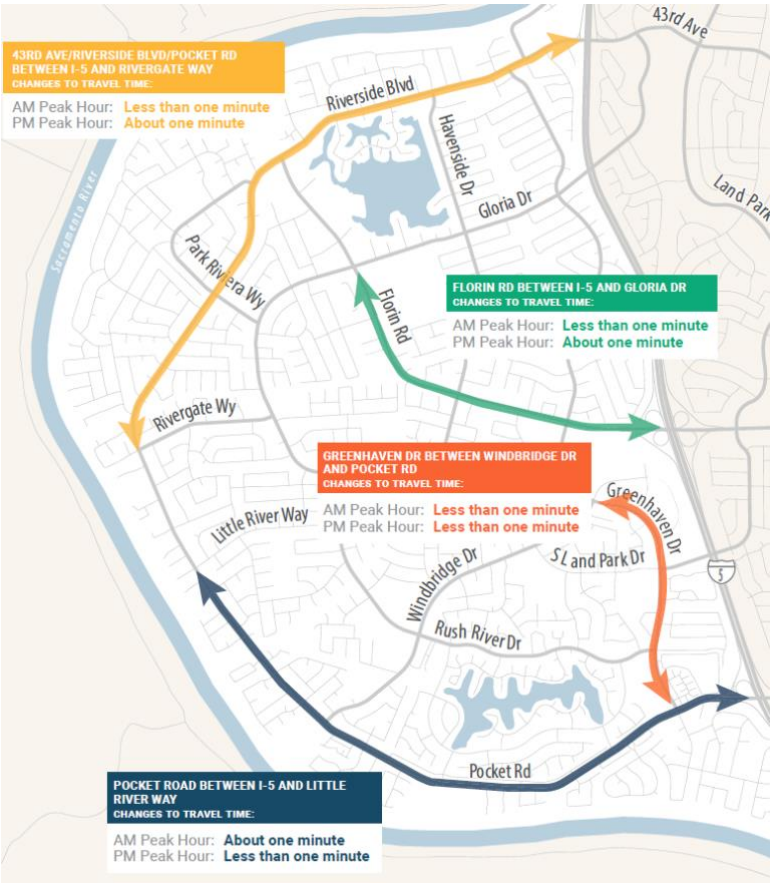
During both meetings, the project team facilitated question-and-answer sessions about the presented topics. Below is a recap of the large group discussions.

Lane Reductions

One of the biggest concerns the project team heard regarding the proposed lane reductions is how lane reductions would affect evacuations in the event of an emergency. The project team is working directly with the Office of Emergency Services, the Police Department, and the Fire Department to ensure the safety of the community in the event of any emergency. Improvements will be designed to accommodate neighborhood evacuations and emergency vehicles. For example, in the event of an evacuation, bike lanes could be used by vehicles to provide additional lanes of vehicle traffic.

Another concern shared by participants was the potential impact of diverting traffic onto local streets adjacent to lane reductions on major streets. The impact of cut-through traffic will be analyzed if lane reductions are implemented. Speed lumps and other traffic calming measures can be used on these local streets to reduce cut-through traffic.



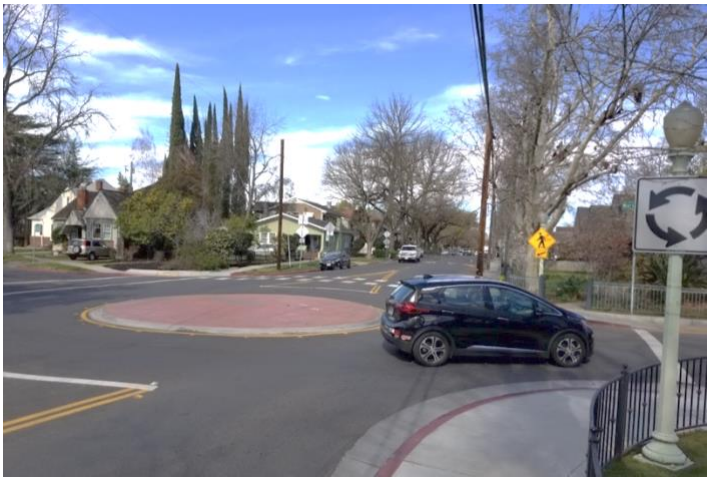


Top to bottom: Illustrative example of a lane reduction improvement; map of proposed lane reduction locations.

The project team noted that lane reductions are one of the possible solutions proposed in response to community concerns about speeding. Additionally, lane reductions improve conditions for bicyclists and pedestrians. Currently many pedestrians and bicyclists are discouraged from using roadways with speeding vehicles. The plan goal is to create corridors that not only work for drivers but that are safe and comfortable for every mode of travel.

Roundabouts and Traffic Circles, and Other Treatments

Another common question was about other methods to reduce speeding along neighborhood roads. The project team discussed common traffic tools and why they would or would not work in the neighborhood. Botts dots and pavement grooves were noted as often unpopular options in residential neighborhoods due to the noise they create.



Example of a traffic circle.

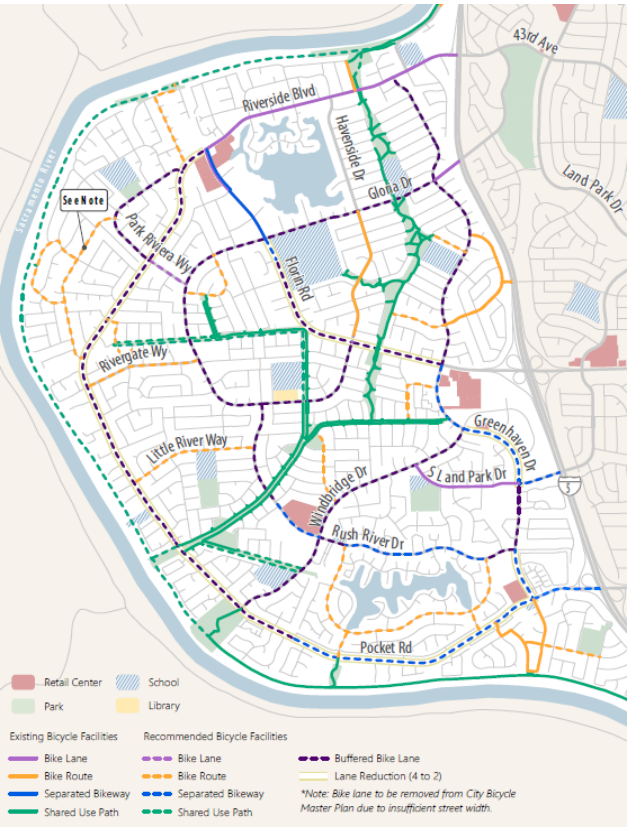
Another possible solution that was raised by the public was the installation of speed lumps on major roadways. The project team noted that speed lumps are not useful on roads with speeds over 30 MPH such as Pocket Road and the other streets on which lane reductions have been proposed, but they are useful on local roads with lower speeds. The team also noted that typically speed lumps are a community driven process. Speed lumps in the 2021 queue will most likely be built this summer.

Further questions were also asked about roundabouts. Roundabouts are most effective as a traffic calming feature when grouped together. They do not work as well adjacent to a stop sign or traffic signal, which may result in platoons of vehicles that disrupt operations of traffic circles. The project team will evaluate where additional roundabouts may be suitable to increase safety on the roadways.

Bikeway and Pedestrian Crossing Improvements

The public raised additional questions about improvements for pedestrians and bicyclists. Some concerns that were addressed were parking-protected bikeways and green striped bike lanes. Parking-protected bikeways are used on roadways with infrequent driveways and do not work well on roadways with frequent driveways where there are more

Example of a rectangular rapid flashing beacon.



Map showing proposed new and improved bikeways in the Pocket Greenhaven neighborhood.

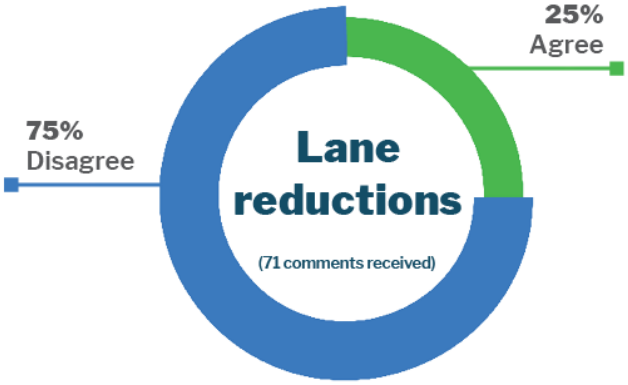
potential challenges with visibility for entering and exiting vehicles. Green bike lane striping is a high-cost, high-maintenance safety measure reserved for areas with potential conflicts between vehicles and bicycles. It is also less effective to switch frequently between different bikeway types.

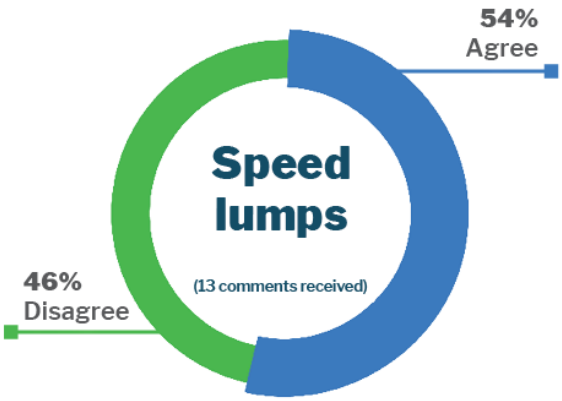
The community also expressed interest in adding stop signs along Pocket Road. Stop signs are not recommended on roadways such as Pocket Road with two lanes in each direction, as there may be an increase in confusion caused by several motorists stopping at the same time. Additionally, a vehicle in one lane may block visibility of a crossing pedestrian to a vehicle in the adjacent lane. Stop controls are a way to facilitate street crossings for pedestrians but, are less effective than lane reductions at reducing speed along a roadway. If lane reductions are made on any of the roadways discussed, more opportunities will become available to implement stop signs, buffered and protected bike lanes, and additional pedestrian crossing improvements.

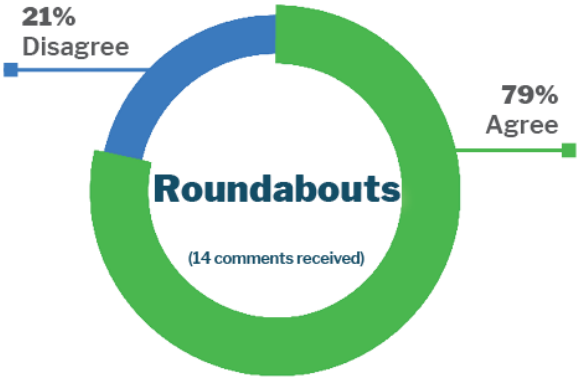
Another aspect of this project that was addressed during the community meetings was the importance of a well-connected network of bikeways to improve safety and mobility for the community. The project team has identified recommended pedestrian crossing and bicycling improvements to increase connectivity to access points for the forthcoming Sacramento River Parkway.

Online Comment Feedback

The City hosted an online comment form for community members to provide feedback on the proposed improvements for two weeks, from March 26 through April 9. In total, 100 community members submitted comments using the form. Below is an overview of the feedback submitted. A complete list of comments submitted is available in this document's appendix.







Many respondents opposed the lane reductions because of evacuation concerns. Some respondents also thought lane reductions with bike lane improvements were unnecessary due to the lack of cyclists using the roadways today.

Proponents of the proposed improvements thought that lane reductions, speed lumps, and roundabouts would help to slow driver speeds, thus making it safer for pedestrians and bicyclists. Some respondents also thought that these improvements might encourage more people to walk and bike more frequently.

Other respondents requested improvements other than lane reductions and suggested stop signs, stop lights, more signage, more enforcement, Rectangular Rapid Flashing Beacons, and reduced speed limits.

Respondents also requested better connectivity and access to the levee and trail pathways along the canal.

Workshop Notification

The overall online community workshop effort included a public information campaign to build awareness about the project, proposed recommendations, and workshops. The project team implemented a variety of strategies to reach community members in the neighborhood and inform them about the online workshops. The project team reached more than 3,000 community members in the neighborhood through the strategies described below.

Community Partnerships

More than 60 stakeholders received personal calls and emails asking them to share information about the online workshops and project with their organizations through existing communication links, including e-newsletters and social media. The following organizations and agencies agreed to share information:

- Pocket Greenhaven Community Association
- Pocket Greenhaven Moms
- Pocket Greenhaven Community Info and Crime Watch
- Sacramento Area Council of Governments
- Councilmember Rick Jennings, District 7
- City of Sacramento – Sacramento City Express Blog
- City of Sacramento Youth, Parks, & Community Enrichment
- South Land Park Neighborhood Association
- Chinese Grace Bible Church
- Marina Oaks Homeowners Association
- Park Place South Homeowners Association
- Park River Oak Estates Homeowners Association
- Green Tech Education & Employment

Social Media Targeted Advertisements

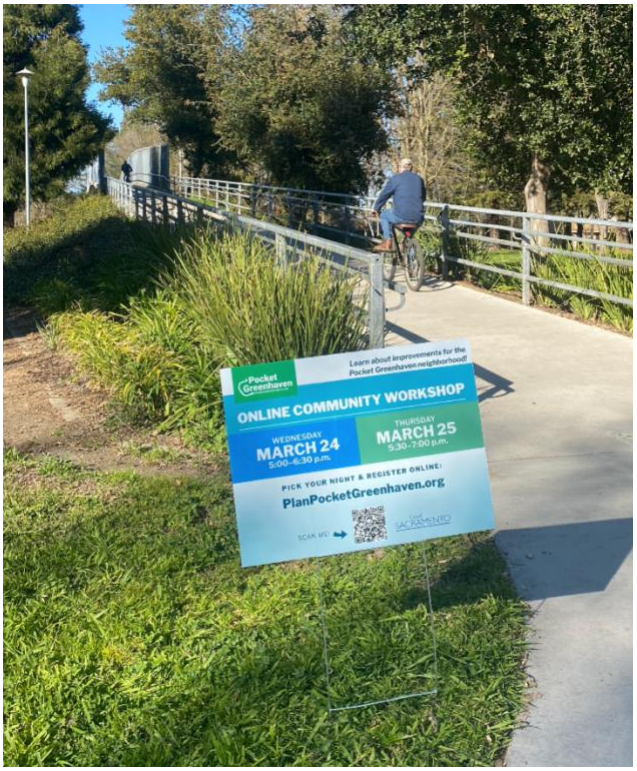
The following social media analytics include reach, post engagement, and link clicks. Reach refers to the total number of people who have viewed the social media advertisement. Post engagement includes all actions that people take involving ads while they are running. Post engagements can include actions such as reacting to, commenting on or sharing the ad, viewing a photo or video, or clicking on a link.

Facebook Post

- Reach: 3,500
- Engagement: 139

Signage

The project team also placed lawn signs and fliers at key businesses and community destinations throughout the Pocket Greenhaven neighborhood, to further spread awareness about the project and online workshops.



Appendix

- Workshop notification flier
- Workshop presentation

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MOVING FORWARD TOGETHER

City of SACRAMENTO

ONLINE COMMUNITY WORKSHOP

Visit **www.PlanPocketGreenhaven.org** and register for your workshop!

PICK YOUR NIGHT

WEDNESDAY
MARCH 24
5:00–6:30 p.m.

THURSDAY
MARCH 25
5:30–7:00 p.m.

Join the City of Sacramento for an online community workshop to:

- Find out what we learned from data collection and community feedback
- Learn about proposed changes in your neighborhood
- Let us know your thoughts!

ABOUT

The Pocket Greenhaven Neighborhood Transportation Plan will identify recommendations to improve safety and mobility throughout the neighborhood.

Questions? Contact Leslie Mancebo at lmancebo@cityofsacramento.org

MOVING FORWARD TOGETHER

Pocket Greenhaven
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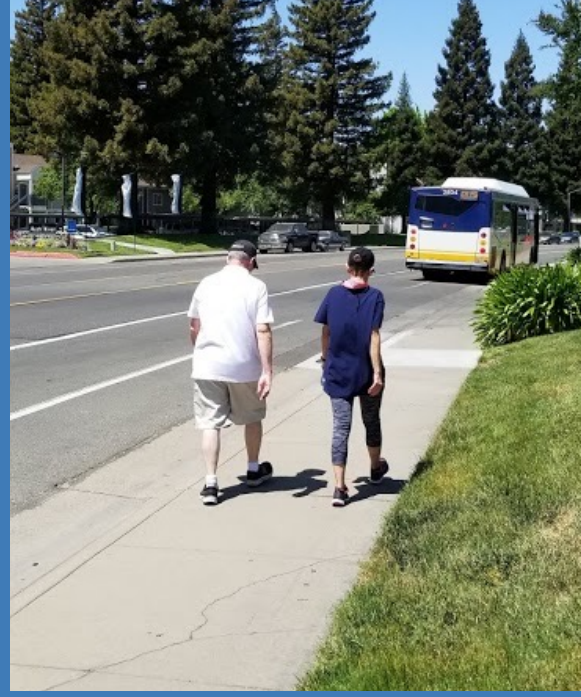
Purpose of the Plan

- Define a **vision** for the future of mobility in the Pocket Greenhaven Neighborhood
- Provide a list of projects to achieve this vision



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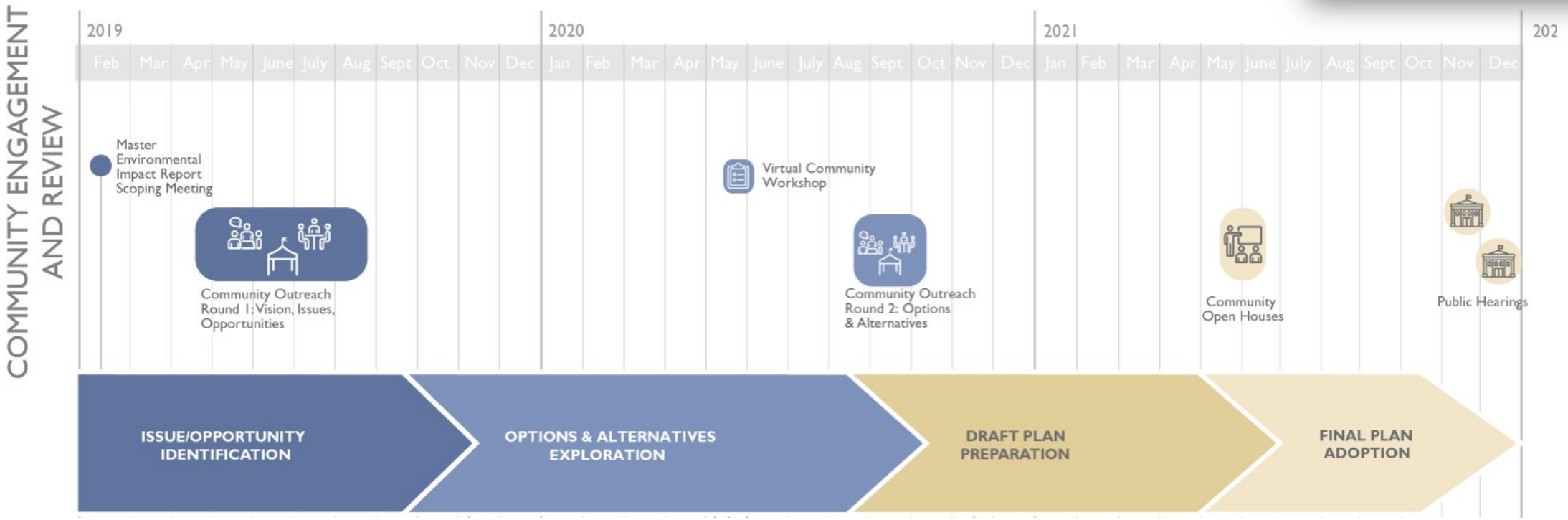
Relationship to the General Plan

1. sustainable growth
2. climate change
3. environmental justice
4. economic development
5. livability
6. mobility



Today's Objectives

- Overview of what we know so far
- Explanation of tools available
- What are you questions, comments, concerns?

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What we have learned so far:

- Collect existing conditions data
- Listen to community needs
- Investigate improvements
- Develop a list of recommendations (projects)

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What we have learned so far:

- Collect existing conditions data
- Listen to community needs
- Investigate improvements
- Develop a list of recommendations (projects)

- Streets are built for more cars
- Crashes caused by unsafe speed
- Elderly are most common victims
- Long distance between crossings

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What we have learned so far:

- Collect existing conditions data
- Listen to community needs
- Investigate improvements
- Develop a list of recommendations (projects)

- Value parks and shared use paths
- Concerns about poor driver behavior
- Discomfort biking and walking to community destinations

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What we have learned so far:

- Collect existing conditions data
- Listen to community needs
- Investigate improvements
- Develop a list of recommendation

- Safety: Slower Speeds, more marked crossings
- Mobility: More Comfortable Access to Community Destinations

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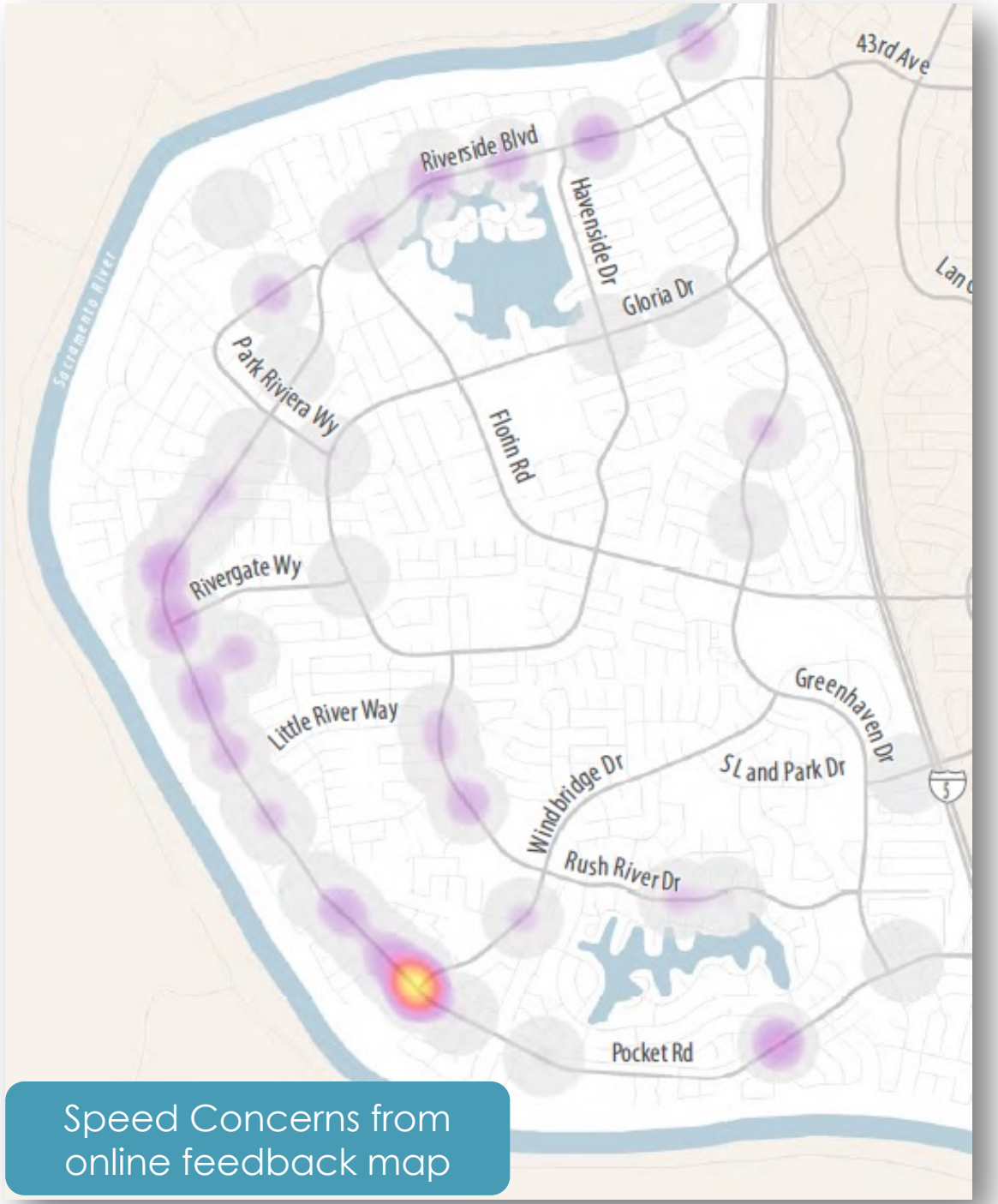
Goal: Improve Safety

Area of Concern:

Unsafe Speed

Tools

- Lane reductions
- Lane narrowing by restriping
- Roundabouts and traffic circles
- Speed lumps
- Speed feedback signs
- Traffic Enforcement



Speed Concerns from online feedback map

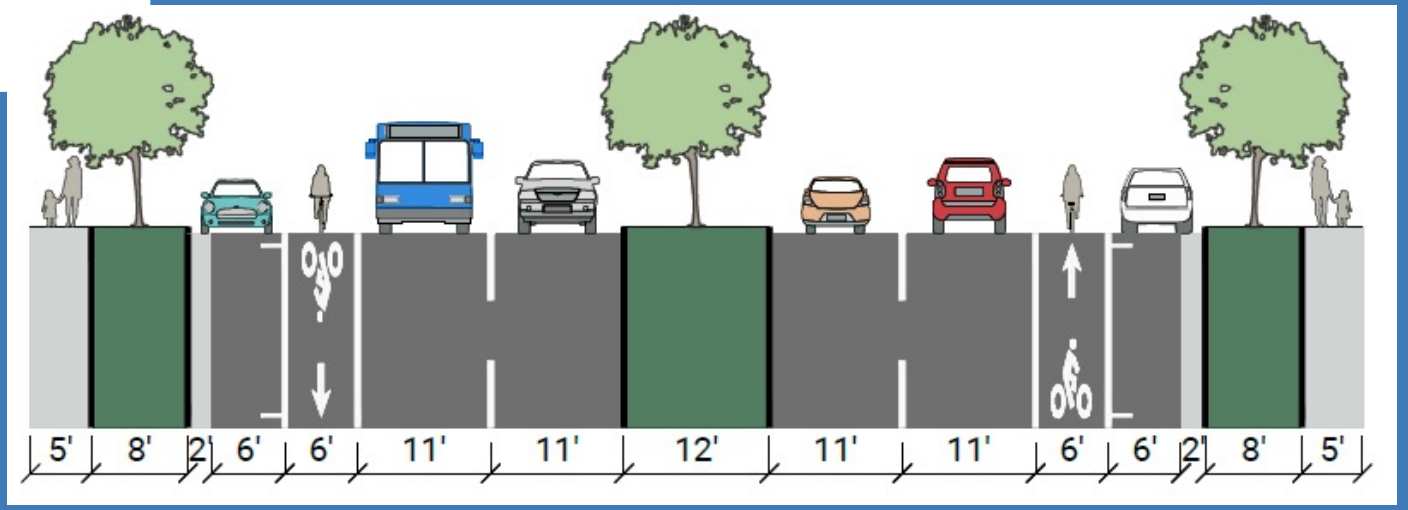
Goal: Improve Safety

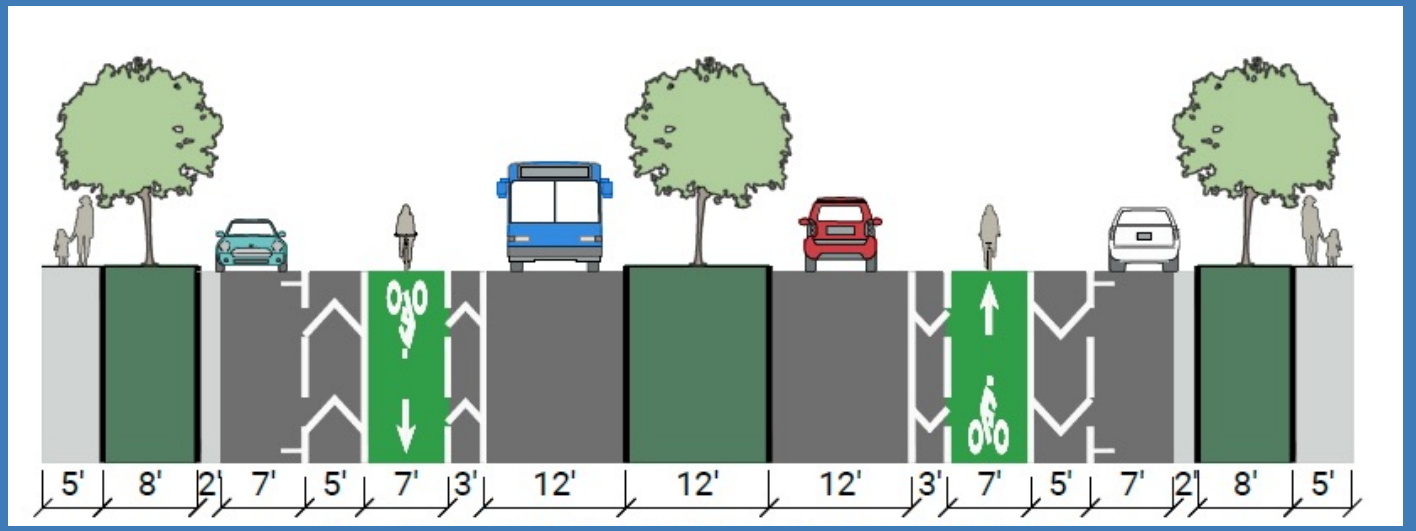
Area of Concern:

Unsafe Speed

Lane Reductions

- Reducing four travel lanes to two travel lanes.
- People driving typically feel less comfortable speeding.
- Fewer lanes for pedestrians to cross.





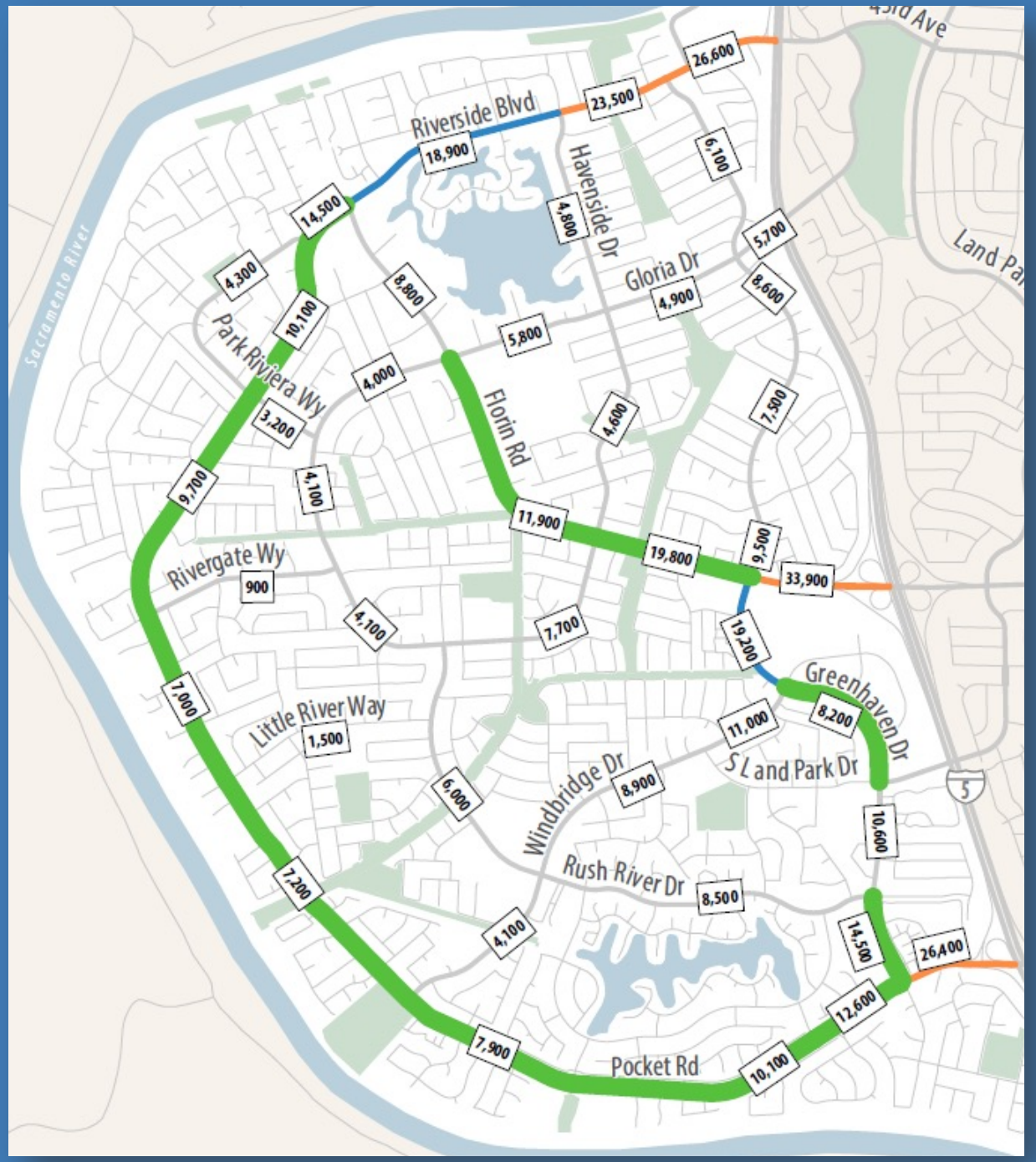
Goal: Improve Safety

Area of Concern:

Unsafe Speed

Lane Reductions

- Best on roads with less than 20,000 daily traffic (ADT)
- Riverside Blvd./Pocket Rd.
- Segment of Florin Rd.
- Segments of Greenhaven Dr.



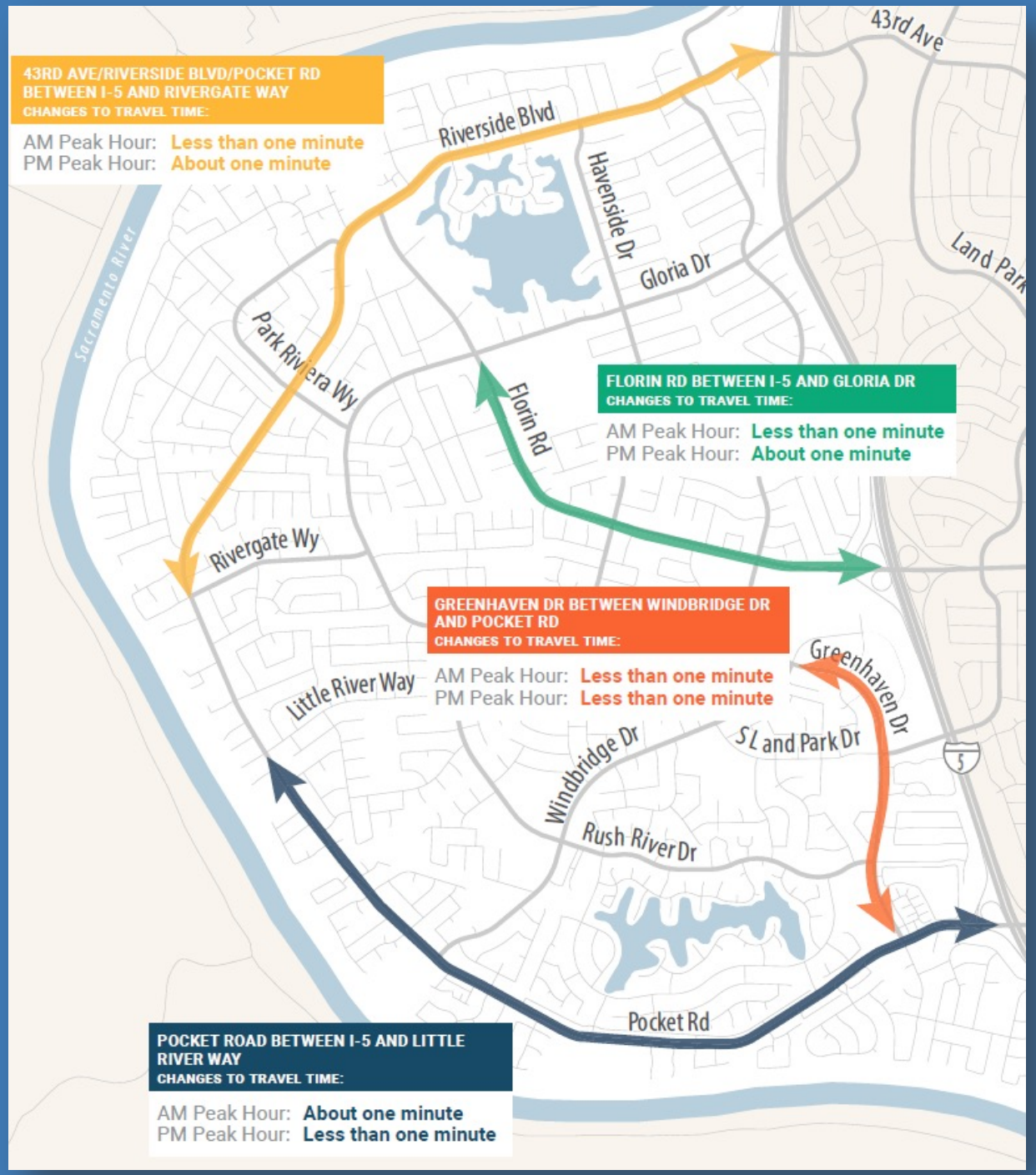
Goal: Improve Safety

Area of Concern:

Unsafe Speed

Travel Time

- Yellow (Riverside Blvd.): Up to one minute delay in the PM peak
- Blue (Pocket Rd.): Up to one minute delay in the AM peak
- Green (Florin Rd.): Up to one minute delay in the PM peak
- Orange (Greenhaven Dr.)



Q&A: Background and Lane Reductions

- Will the lane reductions complicate evacuations in the event of a flood or another emergency?

Goal: Improve Safety

Area of Concern:

Unsafe Speed

Roundabouts and Traffic Circles

- Requires drivers to slow down to travel around the roundabout
- With islands, reduce the pedestrian crossing distance
- Reduce conflict points compared to four-way stop signs

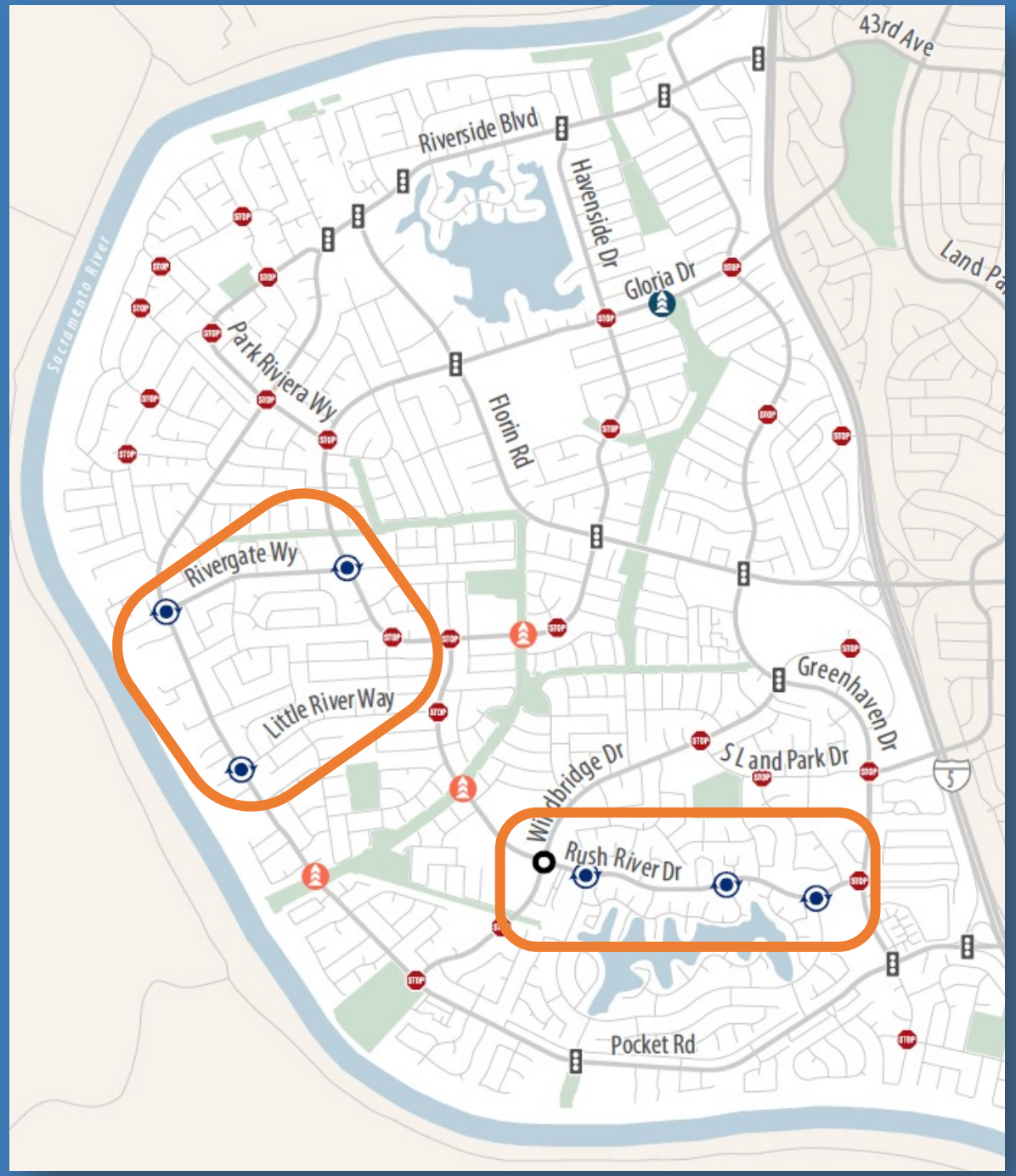
Goal: Improve Safety

Area of Concern:

Unsafe Speed

Roundabouts and Traffic Circles

- Work best in series
- Two possible groupings:
  - Rush River Dr.
  - Rivergate Way
  - Pocket Rd.



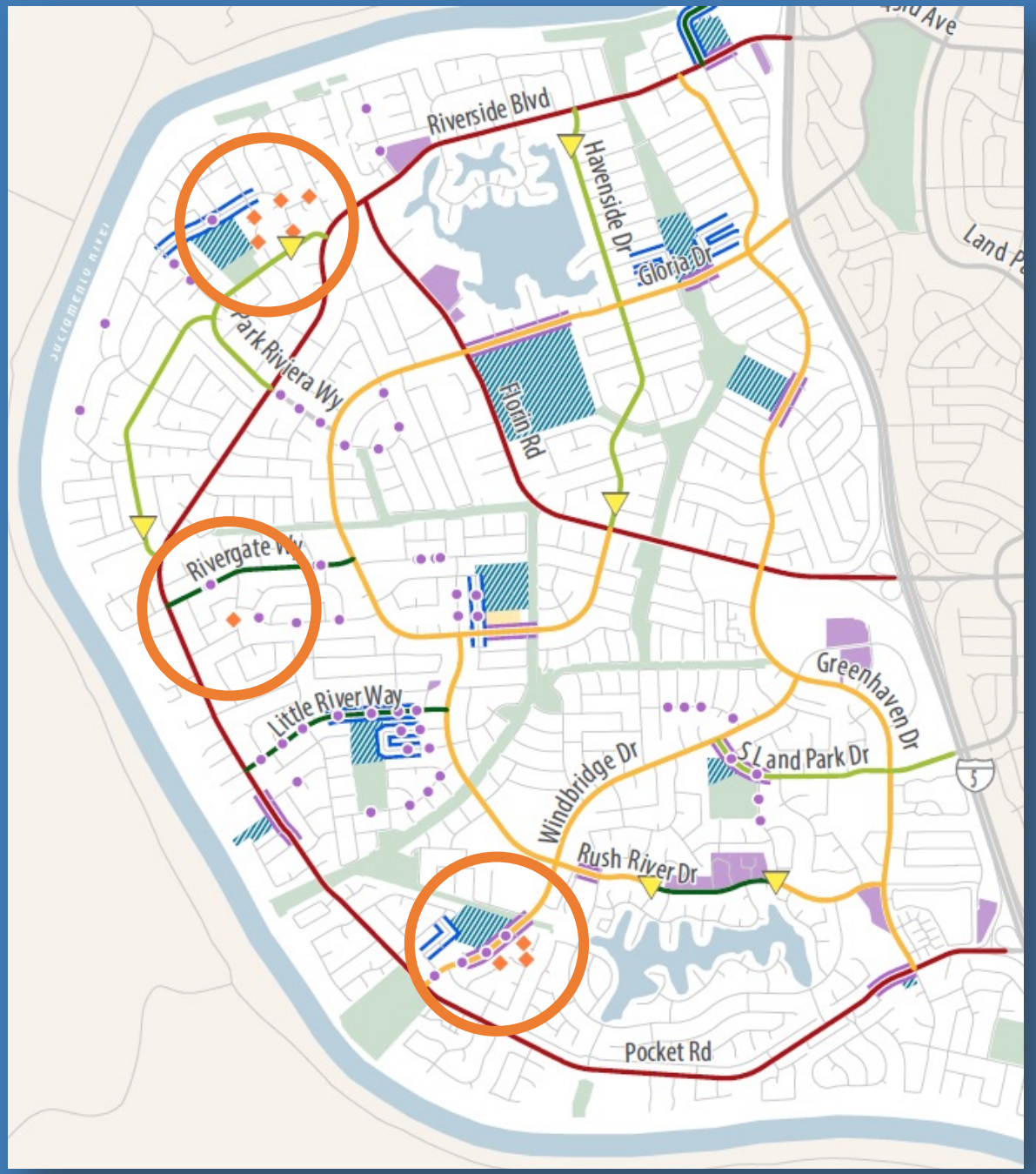
Goal: Improve Safety

Area of Concern:

Unsafe Speed

Speed Lumps

- Requires drivers to slow down due to vertical deflection
- Discourage “cut-through” traffic
- Accommodate emergency vehicles



Q&A: Roundabouts and Speed Lumps

- If speeding is the main concern, can we just reduce the speed limit?

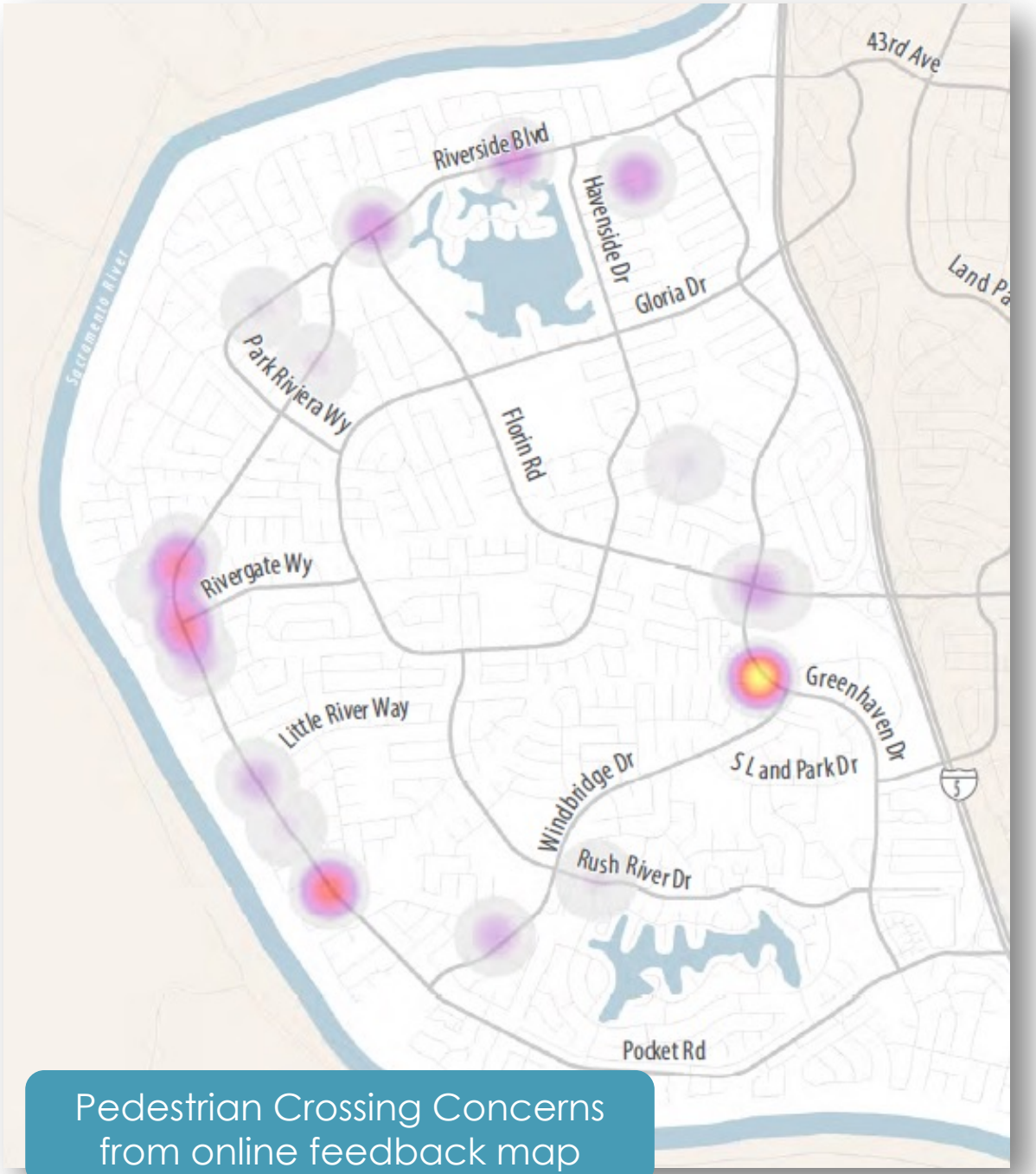
Goal: Improve Access

Area of Concern:

Pedestrian Crossing

Tools

- High-visibility markings
- Curb extensions and refuge islands
- Raised crosswalks
- Rectangular rapid flashing beacons (RRFB)
- Pedestrian hybrid beacons (PHB)



Pedestrian Crossing Concerns from online feedback map

Goal: Improve Access

Area of Concern:

Pedestrian Crossing

Tools

- High-visibility markings
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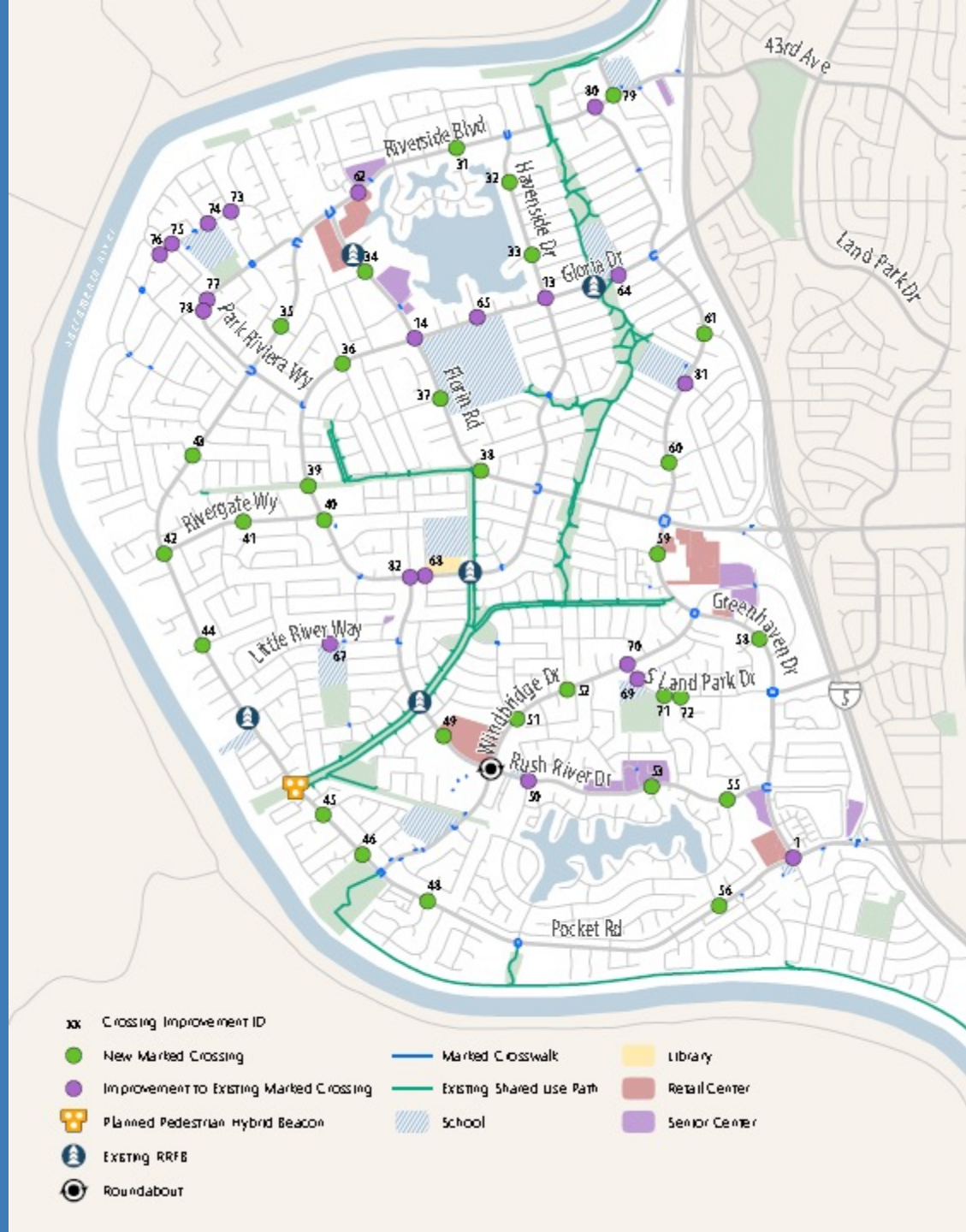
Goal: Improve Access

Area of Concern:

Pedestrian Crossing

New/Improved Crossings

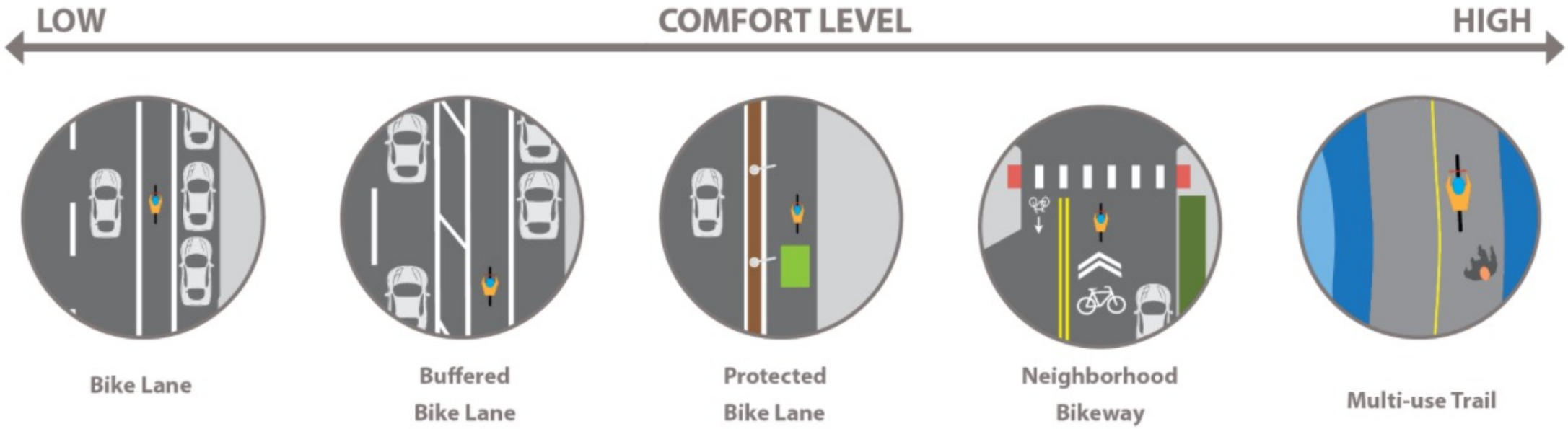
- Select based on new City Guidelines, considering
  - Speed limits
  - Vehicle volumes
  - Number of lanes
- Reduce distance between marked crossings to 1,200 feet or less



Goal: Improve Access

Close Bike Lane Gap

Bikeway Types

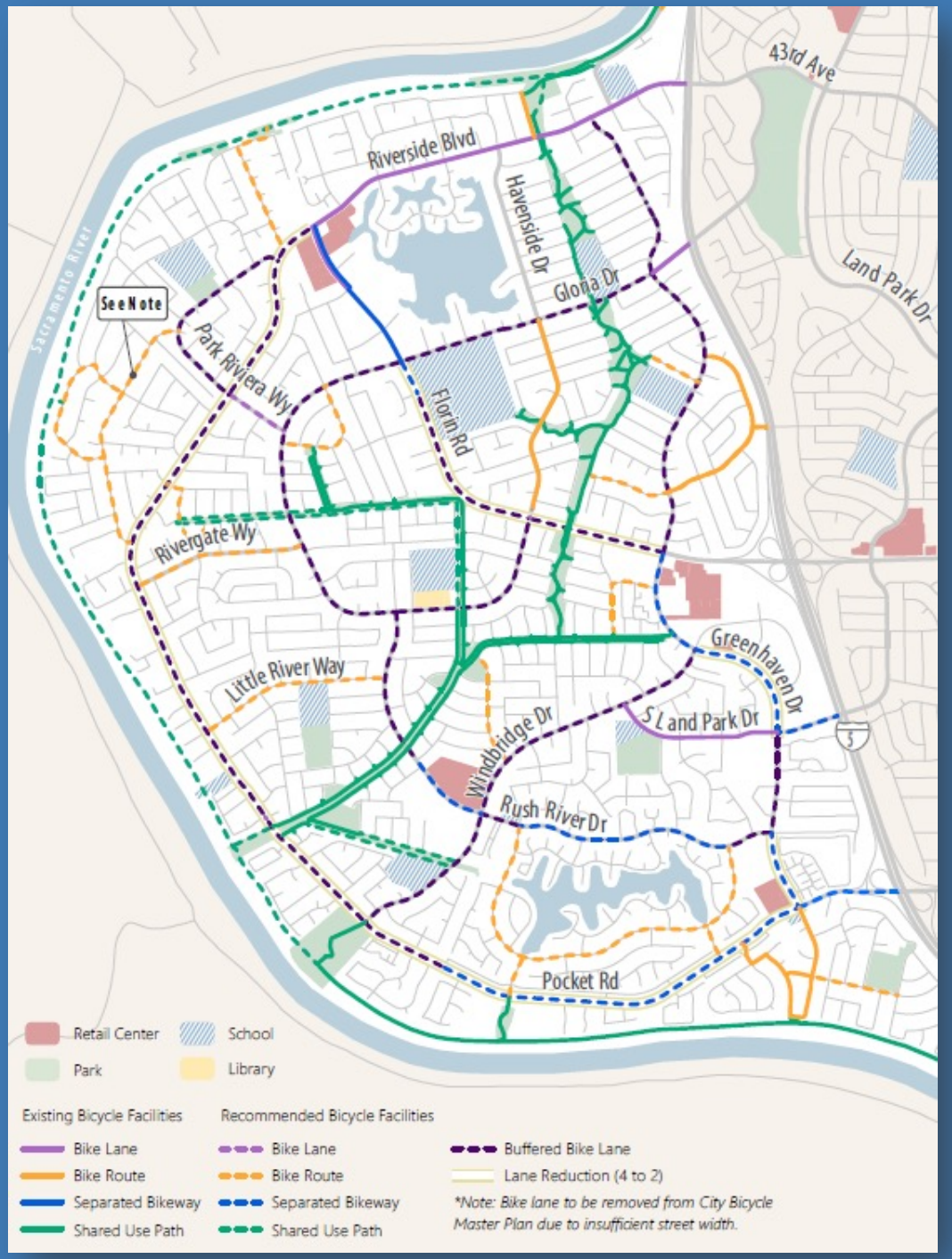


Goal: Improve Access

Close Bike Lane Gap

New/Improved Bikeways

- Create a network to connect people to destinations across the neighborhood
- Selected type based on
  - Pavement space
  - Number and speed of vehicles
  - Frequency of driveways



Goal: Improve Access

Close Bike Lane Gap

New/Improved Bikeways

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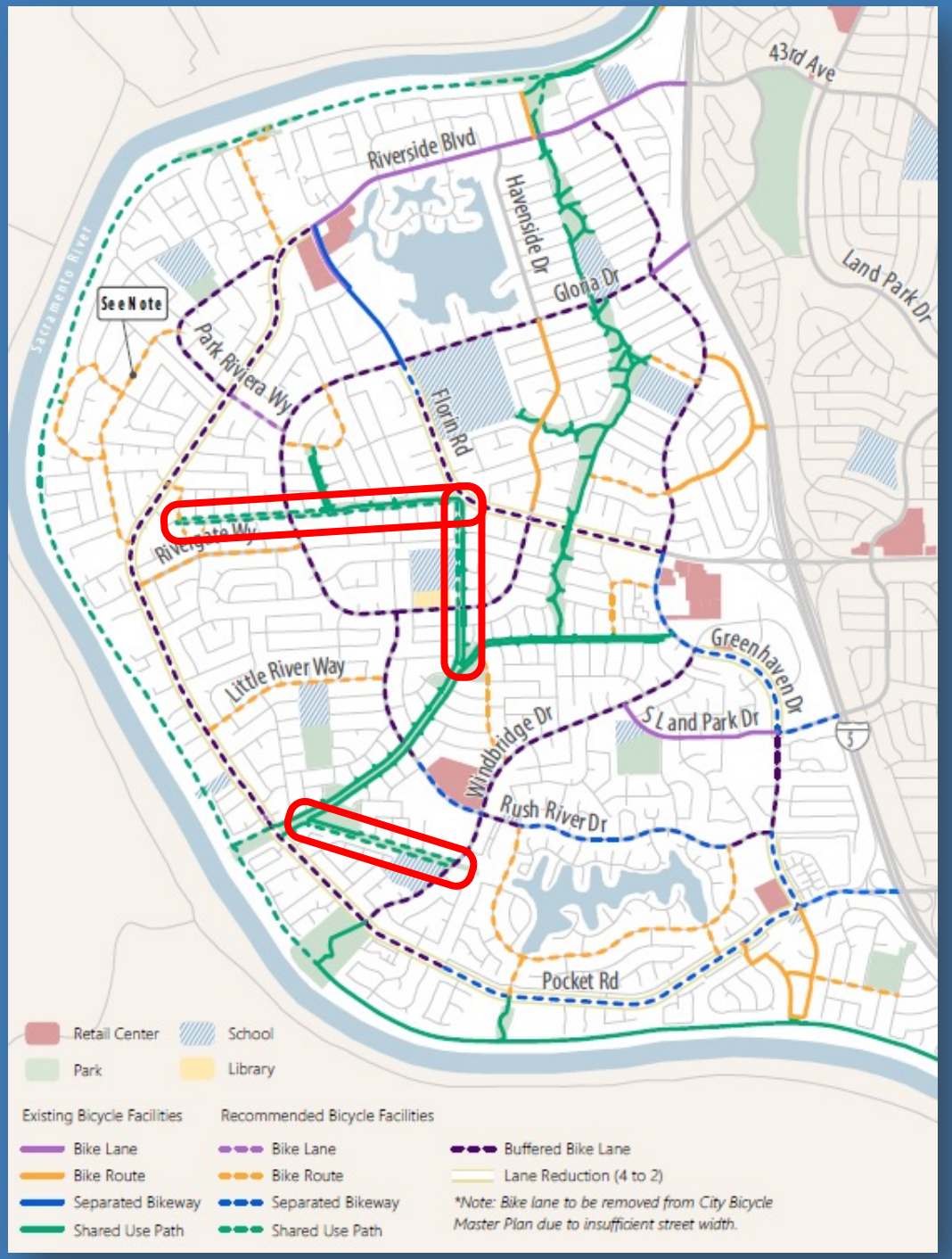
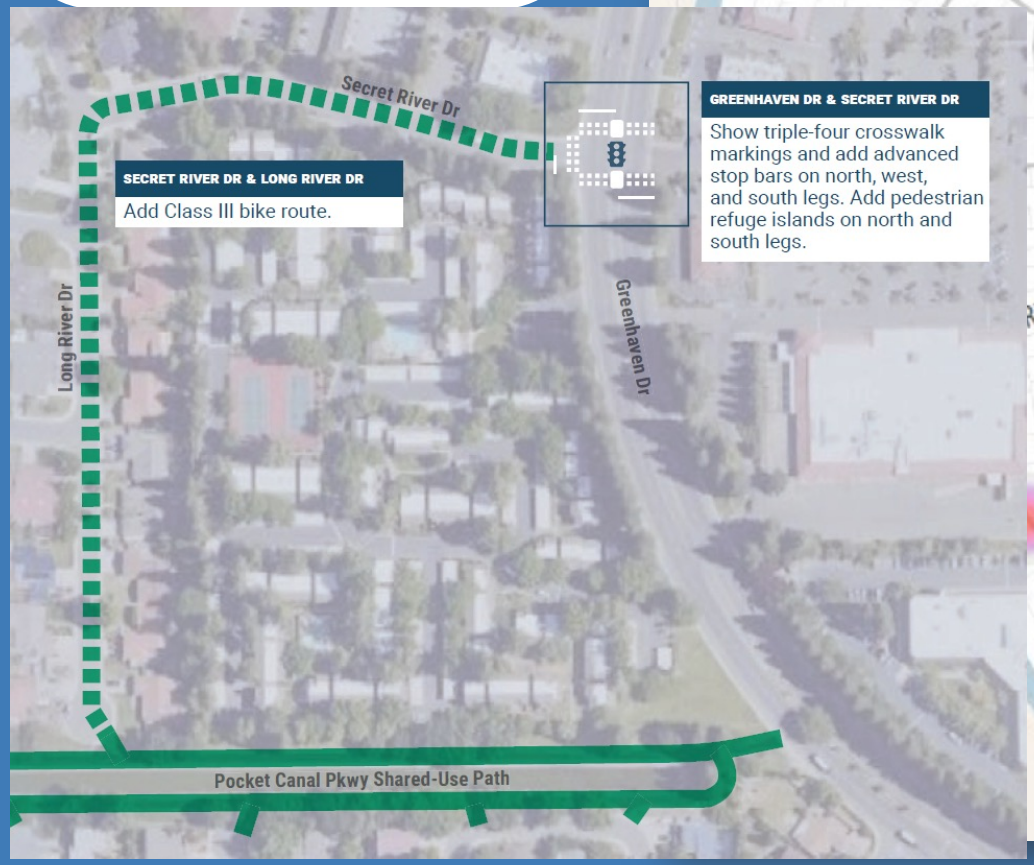
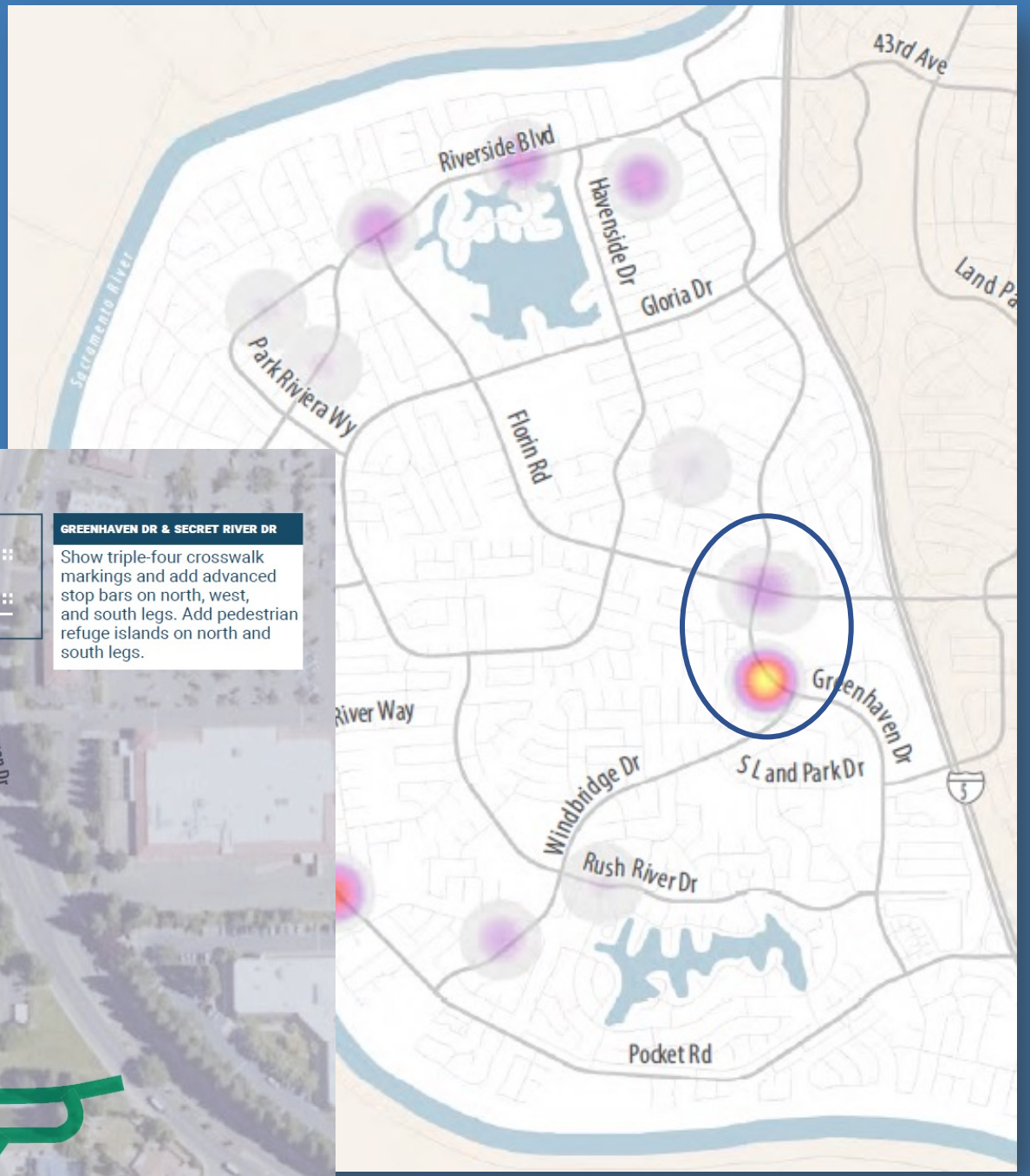


Goal: Improve Access

Lake Crest Village





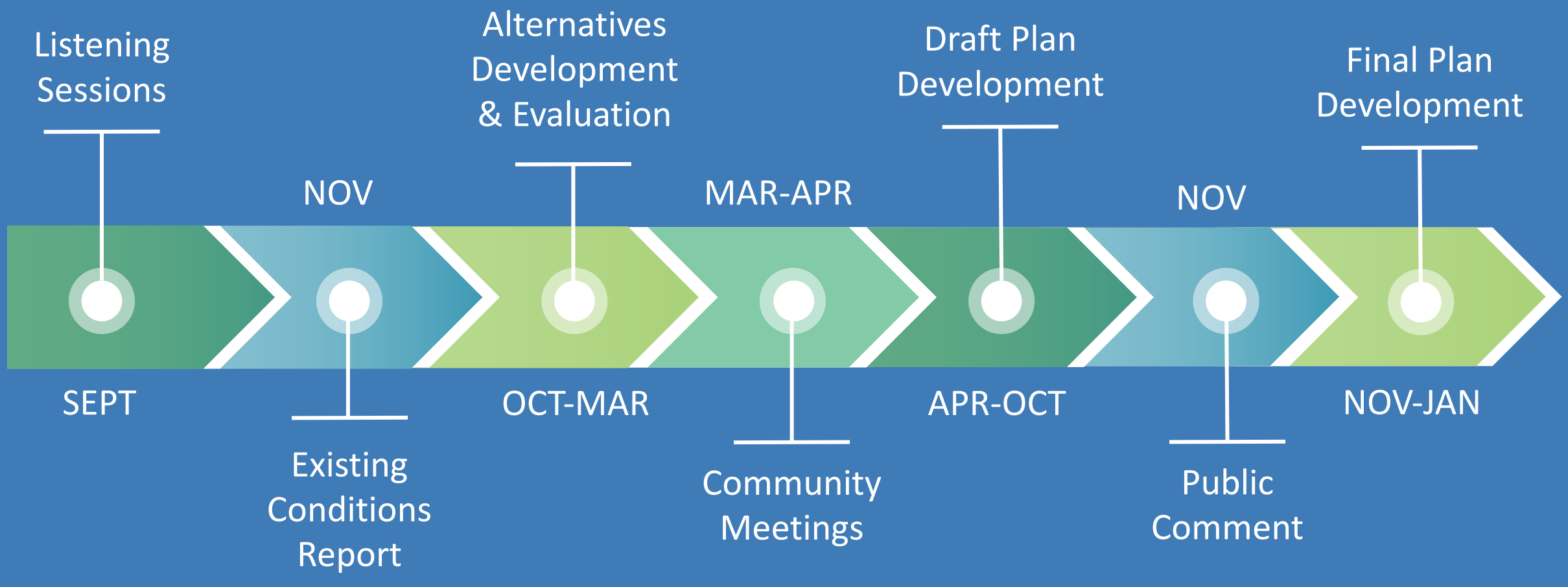
Goal: Improve Safety

Goal: Improve Access

Other Programs

- Lighting
- Shared use path etiquette
- Bike to school or walk to school days
- Wayfinding

Next Steps



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Q&A: Pedestrian Crossings, Bike Connectivity

- Can you paint the bike lanes green like in other parts of the City?

Thank You!

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Lmancebo@cityofsacramento.org