

# Think Small, Dream Big

# The Mighty Mini-Roundabout

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- In these next few minutes I will teach you to appreciate...
  - ROAD CONSTRUCTION



# Dream Big...

- We have a lot of big projects happening in Sacramento
  - Broadway Complete Streets
  - Freeport Transportation Plan
- But these take a LOT of time and a LOT of funding
- In the current economic climate, we have an abundance of challenges but not an abundance of money
- The Freeport plan may take 10 years. That means 10 years of crashes before we can see a change.

- Not every street needs the Freeport approach.
- In my area we have Land Park Drive and Riverside.
- In Hollywood Park, you have 24th Street.
- From 2022-24, 24th St. between Sutterville and Fruitridge had 7 crashes with 1 fatality and 2 severe injuries.
  - Data from TIMS.berkeley.edu

Crash Severity ▲	Count ◆	% ◆
1 - Fatal	1	14.29%
2 - Injury (Severe)	2	28.57%
3 - Injury (Other Visible)	3	42.86%
4 - Injury (Complaint of Pain)	1	14.29%

...

- When is road design change fastest?
- The answer: when it's being worked on!
- It is **ASTOUNDING** how quickly and effectively a bunch of cones can change the flow of traffic and driver behavior!
- I'm not telling you to **LIKE** road construction, but I want you to appreciate it...and learn from it.



# ...Think Small

- I am encouraging you to dream big...but think small.
- Smaller, cheaper, smarter infrastructure.
- The City has a speed lump program for straightaways. So why not something for intersections, which are where crashes happen?
- Does such a solution exist?



# The Mighty Mini

- The equivalent proven solution is the mini-roundabout!
- These can be placed in EXISTING intersections.
- They can be pre-fabricated or modular (“quickbuild”)
- They can be piloted, tested, adjusted, or removed, if necessary.
- And they are less expensive than other alternatives like signals
  - Based on the experience of many other cities, including urban California.
  - There is absolutely no reason why Sacramento’s costs should be an outlier.



# Roundabout Party

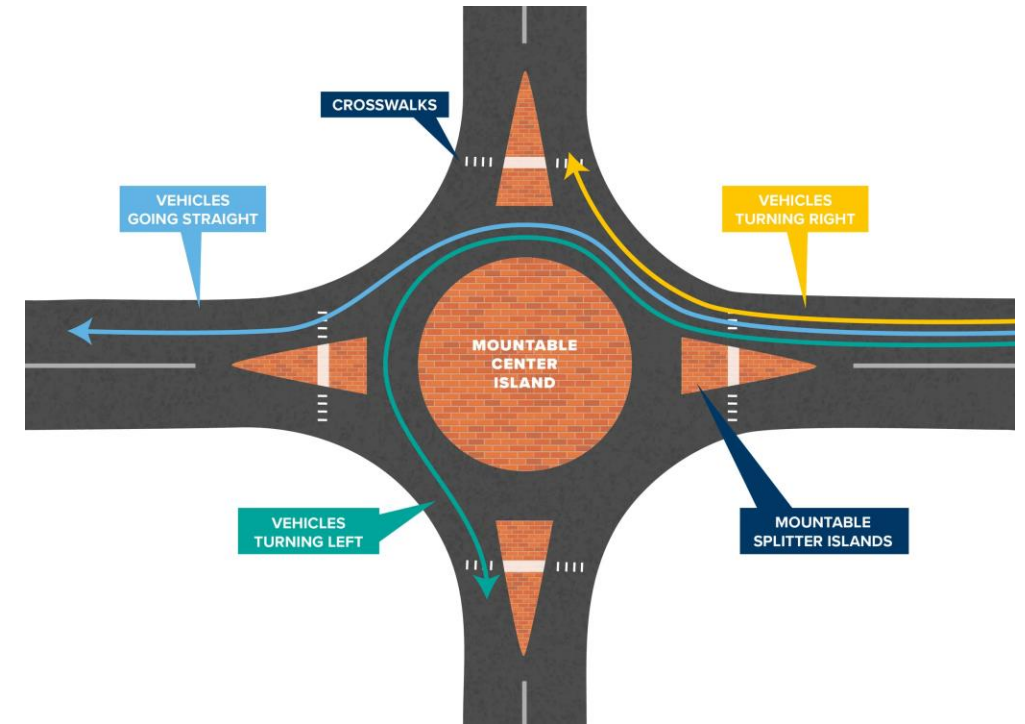
- We built that one for the Govan July 4<sup>th</sup> bike parade! See photos at [ulpn.org/roundabouts](http://ulpn.org/roundabouts)
  - If children could figure it out, I think Sacramento drivers can
  - There is NO reason to think our motorists are unique, especially since WE are those motorists.
- If you are closing a street for a block party, why not incorporate a mini-roundabout into your barricade?
- And, for the City, maybe road construction detours can incorporate a temporary version?





# Similar But Different

- Some distinctions
  - This mini-roundabout is NOT a traffic circle. Roundabouts look similar but work much better.
  - The roundabout at Sutterville near City College will more expensive than a mini because it needs much more engineering. It is a good choice for that intersection.
  - The proposed roundabout at Sutterville and Mead will likely be a mini!



# How To Get One

- I would love to see small, single-intersection mini-roundabout projects spread around the city.
- The City-Community collaboration can build trust.
  - City shares data and expertise. Community shares their values.
- Neighborhood associations and PTA are great groups to engage.
- You can create form letters and petitions to document community support!

# Contact the city!

- Here is a letter you can personalize and send to your Councilmember.
- I am a resident of [Neighborhood] in District [5 or 7], and I fully support the implementation of a mini-roundabout project in our area. I've seen how other cities have successfully used mini-roundabouts to enhance safety at intersections for all types of road users—whether driving, cycling, walking, or using other forms of transportation. As someone who is committed to keeping our children safe while they travel to school or visit the amenities in William Land Park, I would be proud to show the rest of the city how cost-effective and efficient modular mini-roundabouts can be by installing them at high-risk intersections near me.
- Text also at: <https://www.ulpn.org/roundabouts>

# Summary

- Engineering approaches are great because they:
  - Can be tested and adjusted
  - Rapid response by City builds trust
  - Allows law enforcement to focus on issues that engineering can't address. POLICE SUPPORT THESE APPROACHES
  - Saves money and lives, especially those of bystanders driving safely or using other modes of transportation
- We have the technology to solve Sacramento's traffic safety issues in affordable ways.
- Excuses are not infrastructure. Infrastructure is infrastructure.