



Community Workshop #2 Summary

Introduction

On Wednesday, April 9, 2026, the City of Sacramento hosted a community workshop to share updates and gather public input on two ongoing efforts: the Envision Broadway in Oak Park Project and the Broadway Vision Zero Project. The workshop provided an opportunity for community members to learn about project progress, review updated design elements, and share feedback to help guide future improvements.

The meeting followed a hybrid format with a presentation followed by an open house, allowing attendees to engage directly with project materials and project team members. A total of 54 participants attended the meeting.



Community members engaging with the project team at workshop stations

Project Overview

Envision Broadway in Oak Park (Franklin Boulevard to Martin Luther King Boulevard)

The Envision Broadway in Oak Park plan aims to address existing safety concerns by transforming Broadway into a safe and accessible street for all users. The Broadway corridor in Oak Park is a busy area that could be more pedestrian- and bicycle-friendly, and crossing the street is challenging for all users, restricting access to transit, schools, and businesses. The project includes reducing the number of vehicular travel lanes, adding buffered bike lanes and pedestrian refuges, improving sidewalks, and enhancing access to bus stops along Routes 51 and 68.

Envision Broadway in Oak Park, alongside Broadway Vision Zero, is part of the City's Vision Zero High-Injury Network. The Vision Zero Action Plan identifies reducing the number of lanes as one of the most effective ways to improve safety. The project is funded through a combination of federal and state grant programs, including the Active Transportation Program (ATP), SACOG Community Design funds, and Community Development Block Grants. Additional funding is being pursued for construction as the project advances through final design.



Map of Envision Broadway and Broadway Vision Zero project locations



Broadway Vision Zero (Martin Luther King Blvd to Stockton Blvd)

The Broadway Vision Zero Project focuses on the segment of Broadway between Martin Luther King Jr. Boulevard and Stockton Boulevard, a corridor identified as one of the most hazardous in the city due to a high number of injuries and fatal crashes. The project is locally funded and is expected to be implemented on an accelerated timeline to address urgent safety needs. Planned improvements aim to reduce crashes and improve conditions for all users traveling along the corridor.

Awareness and Outreach

To inform the broader Sacramento/Oak Park community and its nearby neighborhoods about the dual-project meeting, the City and the project team conducted a comprehensive awareness campaign to notify the community about the meeting and the projects and encourage participation. The following is a summary of the strategies employed:

- **Email Notification:** On March 25, 2026, March 31, 2026, and April 8, 2026, the engagement team sent email blasts to key stakeholders, including community members, organizations, community leaders, adjacent property owners, business owners, and other stakeholders in the Sacramento area. In addition to targeted emails, the engagement team sent out a Constant Contact campaign on April 1, 2026.
- **Online:** Information about the community meeting was advertised on Eventbrite.
- **Social Media:** On March 23, 2026, April 1, 2026, and April 8, 2026, the engagement team posted on various Facebook Groups in conjunction with efforts on the City's social media accounts and on AIM Consulting's, which also ran a boosted ad targeting Oak Park and its surrounding neighbors. Below are some of the listed groups:



Flyer delivery to local businesses on Broadway



City of Sacramento
Envision Broadway Oak Park Project
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- All About Sacramento!
- Sac Rants & Rave
- Sacramento Happenings
- Sacramento Streets
- Sacramento Neighbors
- Things to do in Sacramento
- OPNA
- Sacramento, CA
- Sac Afghan Community
- **Flyer Delivery:** Two weeks before the meeting, flyers in English and Spanish were distributed to local businesses and organizations off-Broadway.



*Flyer delivery to local businesses
on Broadway (cont.)*

Workshop Format

The community meeting was held at the American Legion High School at 3801 Broadway in Sacramento. It began with a presentation and then transitioned to an open-house format, where attendees could walk around the room and review board displays. The board displays showed information on both projects and their proposed alternatives, which participants could review and provide feedback on.

Presentation

The presentation began with welcoming remarks from a project team member, who introduced the meeting's purpose and the agenda. The team explained that the Envision Broadway in Oak Park and Broadway Vision Zero efforts aim to improve safety, accessibility, and overall travel experience along the corridor. Attendees were encouraged to learn about the project updates and share feedback during the open-house portion of the workshop.



Envision Broadway in Oak Park Broadway Vision Zero

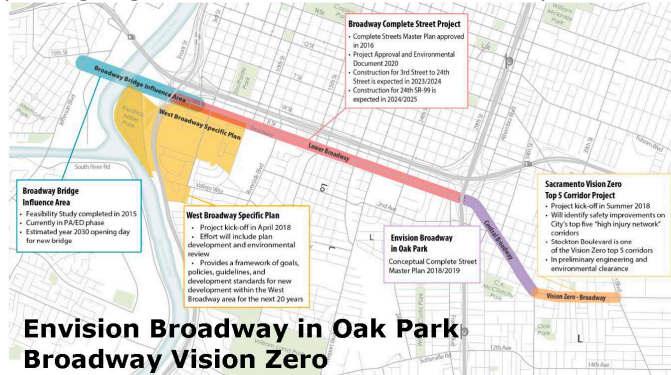
Presentation Slide: Agenda



Project Overview and Existing Conditions

The presentation then introduced the project location and corridor context. A project team member explained that Broadway serves as a key east-west corridor connecting neighborhoods such as Curtis Park, Downtown, and Tahoe Park, while also supporting Regional Transit routes. The corridor provides access to a variety of businesses, restaurants, and services, making it an important community and transportation asset.

The team then provided an overview of existing conditions along Envision Broadway in Oak Park. The corridor currently consists of four vehicle travel lanes and lacks dedicated bicycle facilities. Additional challenges include long distances between safe pedestrian crossings, the absence of left-turn lanes, and a history of speeding and injury-related crashes. These conditions contribute to a less comfortable and often unsafe experience for people walking, biking, and accessing transit along the corridor.



Envision Broadway in Oak Park Broadway Vision Zero

Presentation Slide: Project Overview

Broadway Vision Zero Project Update

The presentation transitioned into an update on the Broadway Vision Zero project. A project team member described the project limits, which extend along Broadway between Martin Luther King Jr. Boulevard and Stockton Boulevard. The purpose of the project is to improve safety for all modes of travel, provide new bicycle facilities, and enhance pedestrian crossings along a corridor identified as part of the City's High Injury Network.

Project Update– Broadway Vision Zero



Project Limits:
Broadway between Martin Luther King Jr Boulevard and Stockton Boulevard

Project Purpose:
Improve safety for all modes of travel, provide new bicycle facilities, and enhance pedestrian crossings.



Presentation Slide: Project Update, Broadway Vision Zero

Project team members outlined the proposed improvements for the Vision Zero project. These include implementing a road diet to reduce the number of travel lanes, installing Class II and Class IV bikeways, and completing pavement overlay and base repairs. Additional improvements include pedestrian-focused enhancements such as refuge islands and Rectangular Rapid Flashing Beacons (RRFBs), signal modifications, and the replacement of rolled curbs with standard vertical curbs and gutters. Accessibility upgrades, including new curb ramps and bus pads, were also highlighted as key components of the project.



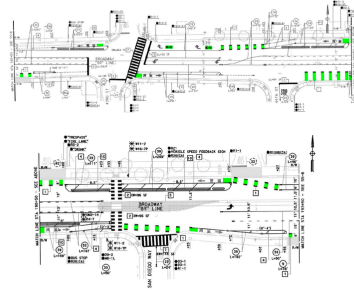
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The team noted that the Broadway Vision Zero project is locally funded and is currently in the final design phase. This phase includes preparing final plans and cost estimates, as well as coordinating with utility providers and adjacent property owners. A project timeline was presented, showing the progression from preliminary engineering to design, with construction anticipated to follow completion of design and right-of-way coordination.

Envision Broadway in Oak Park Project Update

The presentation then shifted to the Envision Broadway in Oak Park project. A project team member described the project limits as Broadway between Franklin Boulevard and Martin Luther King Jr. Boulevard. Similar to the Vision Zero effort, the purpose of this project is to improve safety for all modes of travel, introduce bicycle facilities, and enhance pedestrian crossings, while supporting the broader vision for the corridor.

Project Update– Broadway Vision Zero



- Road Diet
- Class II and Class IV Bikeways
- Overlay and base repair
- Pedestrian improvements including pedestrian refuge islands and Rectangular Rapid Flashing Beacon (RRFB)
- Signal modifications
- Replacement of rolled curb and gutter with standard vertical curb and gutter
- Accessibility improvements including curb ramps and bus pads

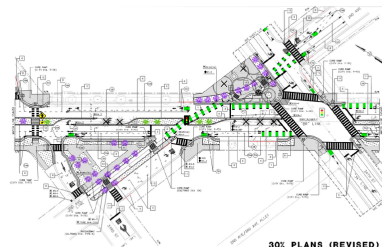


Presentation Slide: Project Update, Broadway Vision Zero (cont.)

The Envision Broadway project includes a range of proposed improvements designed to create a more balanced, multimodal corridor. These improvements include a road diet, Class II and Class IV bikeway installations, pavement improvements, and pedestrian enhancements such as curb extensions, high-visibility crosswalks, and pedestrian refuge islands. Additional upgrades include sidewalk replacement, bus stop enhancements, and accessibility improvements to better accommodate all users.

The project team also shared that the project is currently in the preliminary engineering and environmental clearance phase. This phase includes traffic analysis, continued public outreach, development of preliminary engineering plans, and completion of CEQA and NEPA environmental clearance. The final design is anticipated in Summer 2026, with construction targeted for a later phase, pending funding availability.

Project Update– Envision Broadway



- Road Diet
- Class II and Class IV Bikeways
- Overlay and base repair
- Pedestrian improvements, including curb extensions, high visibility crosswalks, pedestrian refuge islands, and Rectangular Rapid Flashing Beacon
- Sidewalk Replacement
- Bus Stop Enhancements
- Accessibility improvements for curb ramps



Envision Broadway in Oak Park

Presentation Slide: Project Update, Envision Broadway



Prior Outreach and Community Input

The team summarized key themes from prior outreach and engagement efforts. Community members described Broadway as an “interesting place to walk,” but noted that it is “hard to cross” and presents high-stress conditions for bicyclists. Feedback also emphasized the importance of supporting transit, preserving on-street parking where feasible, and maintaining neighborhood character, including iconic features such as palm trees along the corridor.

Project Update– Envision Broadway

Engagement Approach:

- Project awareness and education via a project website
- Continued partnership with residents, business owners and business owners
- Connect to **key organizations** who represent the community's interests
- Include opportunities for **in-person community-wide engagement** for the community to provide their input on early design concepts.

Goal: Assure that the design of the corridor fits within the context of the community visions and goals and enhances the safety of all modes of travel

What we heard at Prior Outreach

- Interesting place to walk
- Hard to cross
- Transit support
- High-stress bicycling
- Preserve parking
- Iconic palm trees

Envision Broadway in Oak Park

Presentation Slide: Project Update, Envision Broadway (cont.)

In addition to summarizing past feedback, the team outlined the engagement approach moving forward. This includes continuing to raise awareness through the project website, maintaining partnerships with community members and local businesses, and coordinating with key organizations representing community interests. The team emphasized the importance of providing ongoing opportunities for in-person engagement to gather input on early design concepts and ensure that future improvements reflect community priorities.

Transition to Open House

The presentation concluded with a project team member thanking attendees for their participation and inviting them to engage with the open-house stations. Attendees were encouraged to review project materials, ask questions, and provide feedback to help refine project recommendations and guide future phases of both the Envision Broadway and Broadway Vision Zero projects.

Key Themes from Community Feedback

Attendees engaged deeply with the projects, both by commenting on the map boards and by submitting written comment cards at the workshop. While feedback varied by location and perspective, several clear themes emerged across both sources. These are summarized below, with the full, location-specific feedback detailed in the sections that follow.

1. **Pedestrian safety is the top community priority.** Attendees consistently asked for more frequent crosswalks, preferred red/HAWK-style beacons over yellow RRFBs (with explicit concern about downgrading the existing red flashing signal at Broadway & San Jose Way), and flagged sidewalk quality and visibility at right turns as unresolved issues. Specific asks included shortening the pedestrian refuge at Santa Cruz, fixing broken crossing lights, and installing speed-feedback signs.
2. **Protected bike infrastructure is broadly supported — with a clear preference for concrete over plastic.** The Class IV bikeways earned repeated thanks and praise. Several attendees specifically



called out concrete extruded curbs as superior to plastic delineators, asked for additional posts or hardening at intersections to prevent drivers from entering the bike lane, and noted the need to accommodate wider mobility devices (cargo bikes, tricycles, adaptive bikes, skateboarders).

3. **Public realm details matter to the community.** Landscaped medians, native California trees and plants, maintained palms, and inclusive (non-hostile) bus shelter design were flagged as considerations for the plan.
4. **Specific hot spots need targeted attention.** MLK/Broadway, 33rd/34th, 36th/Broadway, the 99 off-ramp/Alhambra area, and the stretch around 39th–42nd each surfaced distinct, location-specific concerns that go beyond the corridor-wide design.



Community members engaging with the project team (left and right)

Station Overview

Station 1: Welcome & Sign-In

This station served as the entry point for participants, where attendees were welcomed to the workshop, signed in, and received an overview of the meeting format. Project team members introduced the workshop's purpose and encouraged participants to explore each station and share feedback.



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Station 2: Envision Broadway Project Background and Previous Engagement

This station introduced the Envision Broadway in Oak Park project, including the study area from Franklin Boulevard to Martin Luther King Jr. Boulevard, and its focus on improving safety and accessibility for all users. Key improvements include reducing the number of vehicle lanes, adding buffered bike lanes, enhancing pedestrian crossings, implementing transit upgrades, and providing an overview of the project timeline.

A second board summarized prior outreach and key community feedback, highlighting priorities such as improved transit, additional crosswalks, safer intersections, more landscaping, and physical separation for bicyclists, demonstrating how input has shaped the project direction.

Station 3: What is Vision Zero?

This station introduced the Vision Zero approach, emphasizing that traffic crashes are preventable and can be addressed through data-driven strategies. The station highlighted Broadway's designation as part of the High Injury Network and outlined key factors contributing to severe crashes, including high speeds and conflicts among roadway users.

Station 4: Countermeasures

This station presented a toolkit of safety strategies that can be implemented along the corridor to reduce crashes and improve safety. The countermeasures included examples such as road diets, protected bike lanes, high-visibility crosswalks, pedestrian refuge islands, signal improvements, and traffic-calming measures. These countermeasures illustrated how design changes can address existing safety challenges.

Envision Broadway in Oak Park

What is Envision Broadway in Oak Park?

Envision Broadway in Oak Park is intended to improve safety and accessibility for pedestrians, bicyclists, transit users, and drivers along Broadway, from Franklin Boulevard to Martin Luther King Jr. Boulevard. This will be a major grant-funded project with more robust changes to sidewalks, signals, and medians.

CHANGES INCLUDE:

- REDUCING VEHICLE LANES
- ADDING BUFFERED BIKE LANES
- NEW AND IMPROVED PEDESTRIAN CROSSINGS
- TRANSIT ENHANCEMENTS

Timeline

Current 2026 Summer 2026 Targeting 2028

1 2 3 4 5 6

30% Plans and Environmental Clearance Final Design Construction

PROJECT CONTACT:
★ Stephanie Saiz, ssaiz@cityofsacramento.org

We're so excited to have you here. Join us in making Oak Park safer for everyone.

PREVIOUS ENGAGEMENT

Envision Broadway in Oak Park

The Envision Broadway in Oak Park project was developed through close collaboration with the community. The Planning team worked with the Oak Park neighborhoods, businesses associations and community partners, organized workshops and pop-up events to identify needs, priorities, and concepts, and attended their meetings to provide updates and get input. The vision established in the planning phase is now moving forward through engineering and towards construction.

Popular at Community Events
Guided Open House
Collaborative Community Workshop

Community Workshop

In April 2024, the City of Sacramento hosted a community meeting to share updated design alternatives and gather feedback on the Envision Broadway in Oak Park project. Key themes included a desire for physical cyclist protection such as bollards, more crosswalks and protected left turns at intersections like Alhambra and 14th Street, additional tree canopy and landscaped medians, and interest in a roundabout at Broadway and MLK Jr Blvd. Community members also submitted letters of support for the project.

Key Takeaways from Workshop

- REMOVING PARKING ON BROADWAY
- TRANSIT IS VALUED AND IMPORTANT
- DESIRE FOR PHYSICAL BIKE SEPARATION
- MORE CROSSWALKS NEEDED
- ENHANCED SAFETY AT MLK
- MORE TREES AND LANDSCAPING

*Station 2: Envision Broadway
Background and Previous
Engagement (top and bottom)*



City of Sacramento Envision Broadway Oak Park Project Broadway Vision Zero Project Community Workshop Summary April 9, 2026 | 5:30 – 7:00 p.m.



PREVIOUS ENGAGEMENT

Vision Zero Top Five Corridor Study

Sacramento identified five dangerous corridors with many fatal and serious crashes involving pedestrians, bicyclists, and motorists. The Vision Zero Top Five Corridor Study analyzed contributing factors and identify improvements using technical analysis, community input, and best practices in roadway safety and design.

Each of the five corridors spans about one mile and includes:

- 1 Marysville Boulevard from North Avenue to Arcadia Boulevard El Camino Avenue
- 2 Del Paso Boulevard from the paved bike trail adjacent to Steeplehead Creek
- 3 Broadway/Stockton Boulevard from Martin Luther King Jr. Boulevard to 13th Avenue
- 4 South Stockton Boulevard from McMahon Drive to Patterson Way
- 5 Florin Road from 24th Street to Munson Way



In April, 2024, the City of Sacramento hosted a Community Meeting to share project updates and gather public input. The meeting focused on the Vision Zero Broadway Project, which covers Broadway between Martin Luther King Jr. Boulevard and Stockton Boulevard, one of the city's most hazardous corridors on the City's High Injury Network. At the time, the project was in its Preliminary Engineering and Environmental Clearance phase, which included traffic analysis, public outreach, preliminary engineering plans, and CEQA clearance. To maximize community participation, the City conducted a comprehensive awareness campaign that included three rounds of email blasts to more than 1,100 stakeholders and direct outreach to over 164 stakeholder representatives across active transportation groups, chambers of commerce, community-based organizations, neighborhood associations, schools, and others.

The project team presented the proposed engineering improvements, which include reducing the existing four-lane roadway to two travel lanes, adding a center turn lane, installing buffered Class II bike lanes, introducing high-visibility crosswalks, creating a new pedestrian crossing at San Diego Way, and using quick-build materials to enhance safety at the MLK Boulevard and Stockton Boulevard intersections.



Today, we will focus on the Broadway Corridor.



What is Vision Zero?

It is a traffic safety philosophy that rejects the idea that traffic crashes are simply "accidents," but are instead preventable incidents that can be systematically addressed. It uses data to identify where crashes are happening, why they are happening, and what tools for "countermeasures" can help prevent them.

The City identified the "High Injury Network," which are the streets with the highest rates of crashes involving fatalities or serious injuries for pedestrians, bicyclists, and motorists. These streets are prioritized for safety improvements. All of Broadway is on the High Injury Network, and the segment between Martin Luther King Jr. Boulevard and Stockton Boulevard is one of the Top 5 Corridors with the highest rate of injury and fatality crashes.



What Leads to Crashes with Serious Injuries and Fatalities?

Unsafe speed is the leading cause of crashes. 2/3 of fatal crashes occur on streets with speeds over 40 mph.

The Vision Zero program identified conditions that contribute to crashes. The following conditions are present along Broadway:

- Unsafe Speed on Non-Local Street
- Too Many Intersections - Bicycles Involved
- Wrong Turning Left on Right Turn - Bicycles/Pedestrians
- Crashes in Commercial Areas
- Pedestrian Crossing Outside of an Intersection

Countermeasures

These safety measures have been shown to reduce crashes involving serious injuries or fatalities, and are proposed on Broadway to improve safety for all users.

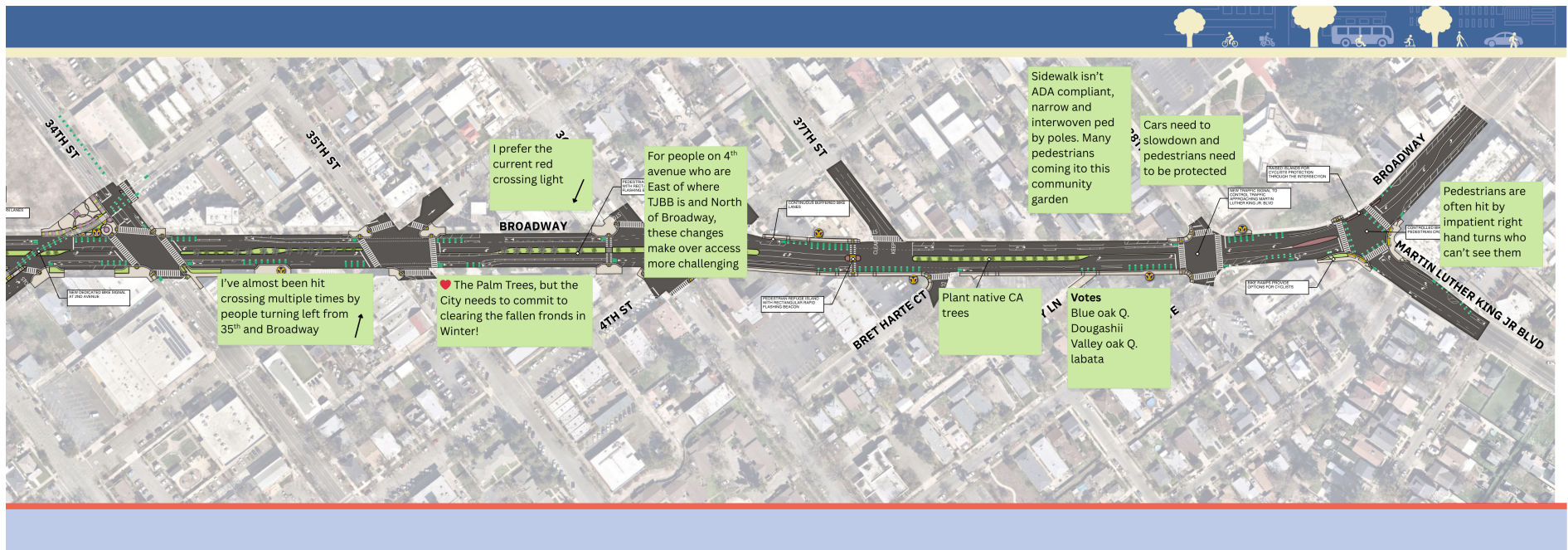
- Two-Way Stop**: Roadway generally narrower than the existing roadway, but with a center turn lane. This measure will reduce the width of the roadway, which will reduce the number of lanes and increase the safety of the intersection.
- Separated Buffered Bikeway**: A dedicated bike lane with a buffer zone between the bike lane and the travel lanes. This measure will increase the safety of the bike lane and reduce the number of crashes involving bicyclists.
- Protected Left Turns**: A dedicated left-turn lane with a protected intersection. This measure will increase the safety of the left-turn lane and reduce the number of crashes involving left-turning vehicles.
- Roundabouts**: A circular intersection where all vehicles yield to the right. This measure will reduce the number of crashes and improve the flow of traffic.
- Pedestrian Refuge Island**: A raised island in the middle of the street that provides a safe place for pedestrians to wait. This measure will increase the safety of the crossing and reduce the number of crashes involving pedestrians.
- Narrow Lanes**: Reducing the width of the travel lanes to increase the safety of the roadway. This measure will reduce the number of crashes and improve the flow of traffic.
- Class II Bike Lanes**: A dedicated bike lane with a buffer zone between the bike lane and the travel lanes. This measure will increase the safety of the bike lane and reduce the number of crashes involving bicyclists.
- High-Visibility Crosswalks**: A crosswalk with high-visibility markings and signs. This measure will increase the safety of the crossing and reduce the number of crashes involving pedestrians.
- Countdown Pedestrian Signal Heads**: A signal head that shows the time remaining for a pedestrian to cross. This measure will increase the safety of the crossing and reduce the number of crashes involving pedestrians.
- High-Visibility Crosswalks**: A crosswalk with high-visibility markings and signs. This measure will increase the safety of the crossing and reduce the number of crashes involving pedestrians.
- Round Median**: A raised median in the middle of the street that provides a safe place for pedestrians to wait. This measure will increase the safety of the crossing and reduce the number of crashes involving pedestrians.
- New Pedestrian Signal**: A signal that allows pedestrians to cross the street safely. This measure will increase the safety of the crossing and reduce the number of crashes involving pedestrians.

Station 3 and 4: What is Vision Zero? (left) and Countermeasures (right)



Station 5: Envision Broadway in Oak Park Overview

This station provided additional corridor-wide visuals that illustrated how Vision Zero improvements integrate across the broader network. These materials reinforced the project's role within the larger safety strategy for Sacramento. Comments were left from 35th to Martin Luther King Jr. Blvd. The full board is available in Appendix B.



Station 5: Envision Broadway in Oak Park Overview with Feedback

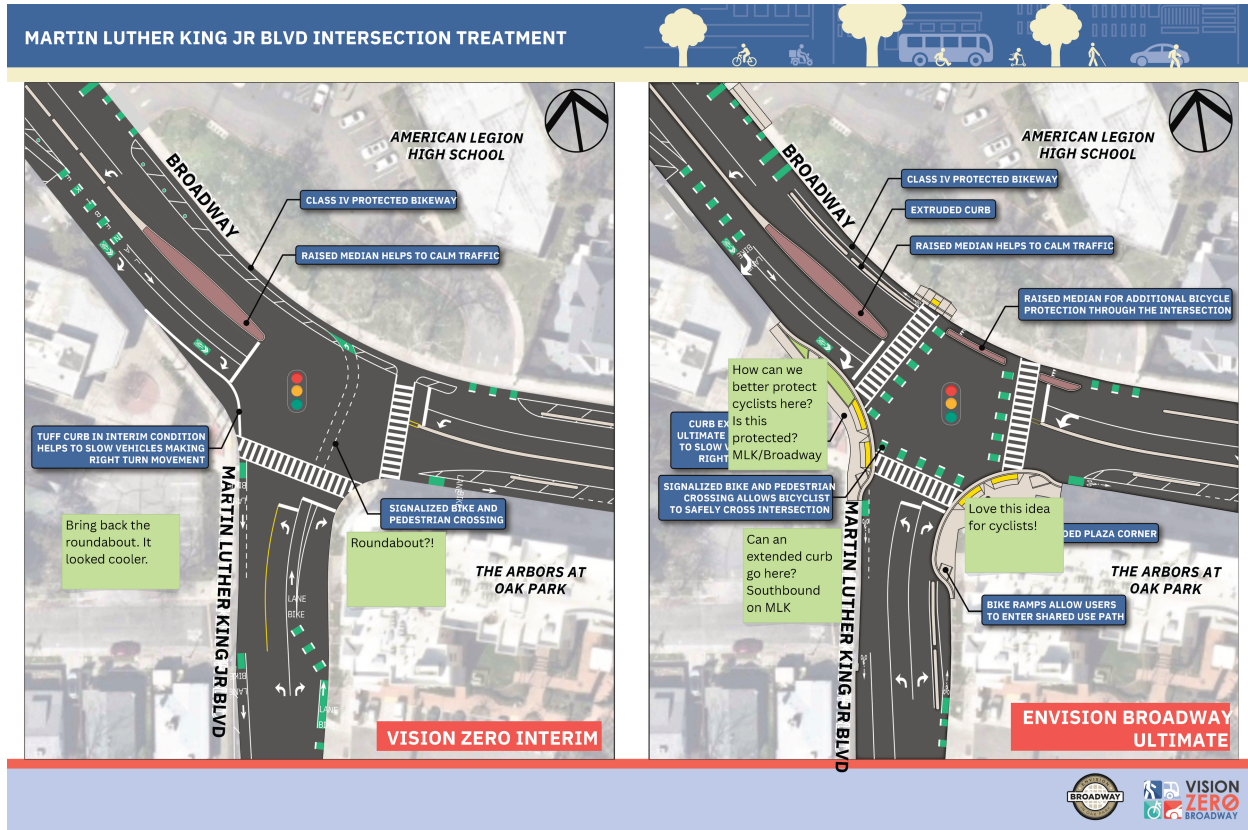


Envision Bro
Broad
Commun
April 9,



Station 6: Martin Luther King Jr Blvd Intersection Treatment

This station focused on proposed improvements at the Martin Luther King Jr. Boulevard intersection, comparing existing conditions with interim Vision Zero treatments and long-term project concepts. The map highlighted features such as protected bikeways, raised medians, curb extensions, and improved pedestrian and bicycle crossings designed to reduce conflicts and calm traffic.

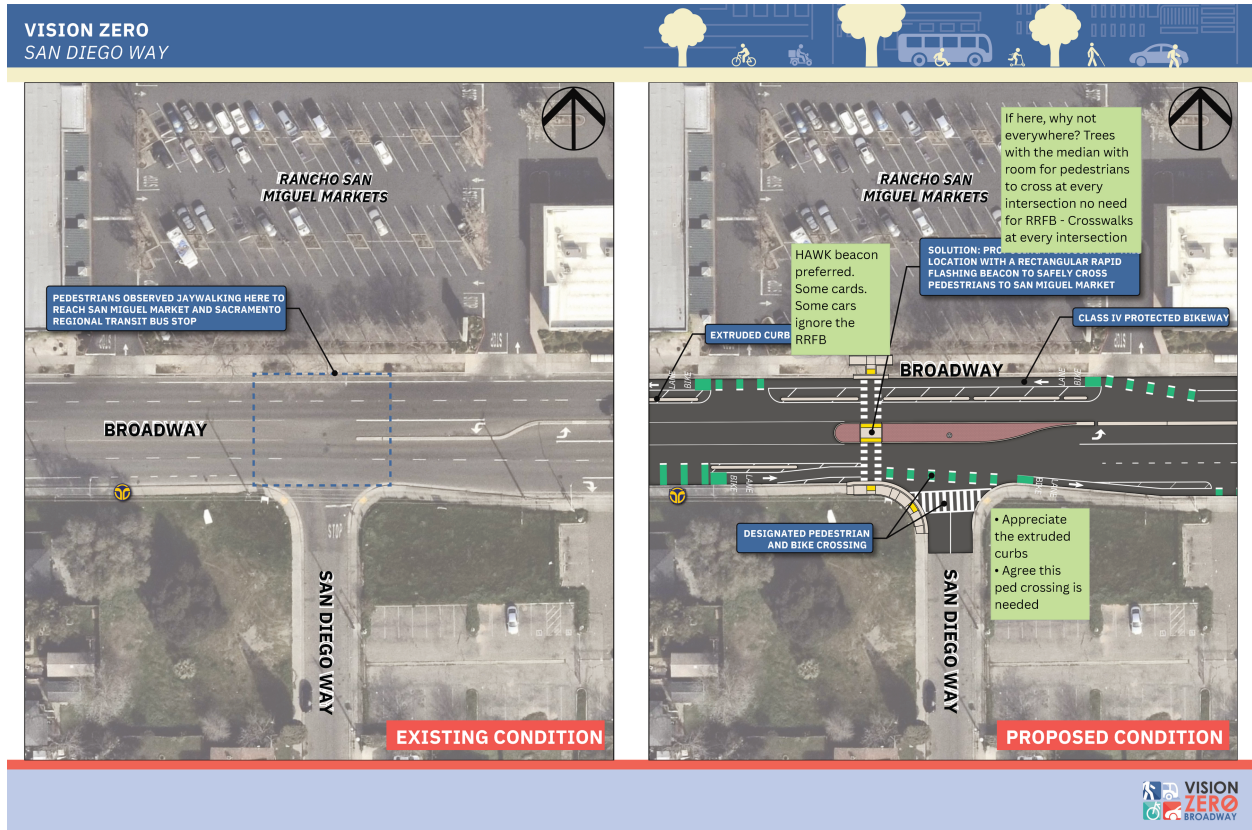


Station 6: Martin Luther King Jr. Blvd Intersection Treatment with Feedback



Station 7: Vision Zero – San Diego Way

This station highlighted safety challenges at San Diego Way, where pedestrian crossing demand is high due to nearby destinations and transit stops. Proposed improvements included a new controlled crossing with a rectangular rapid flashing beacon (RRFB), enhanced visibility, and protected bikeway elements to improve safety and accessibility.

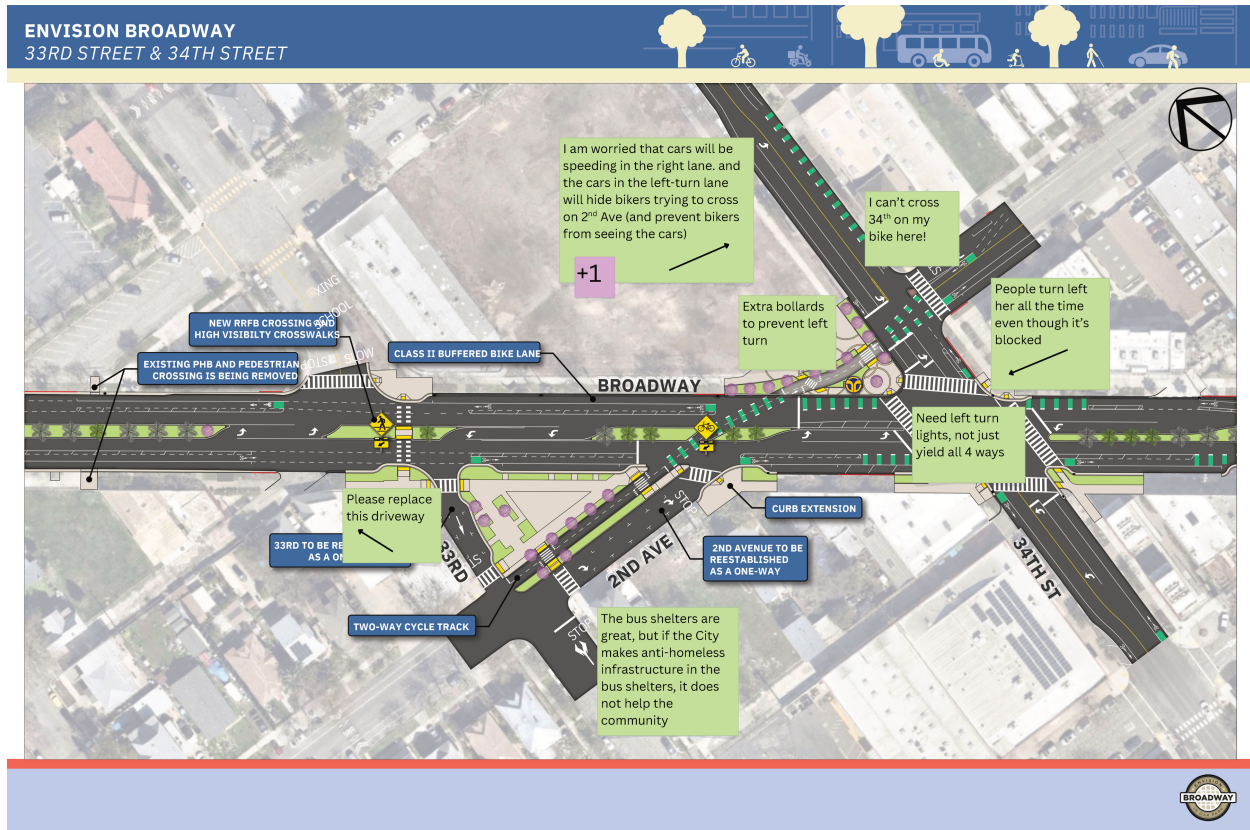


Station 7: Vision Zero - San Diego Way with Feedback



Station 8: Envision Broadway – 33rd Street & 34th Street

This station presented design changes at the 33rd and 34th Street area, including reconfiguring streets to one-way operations, adding high-visibility crossings, and introducing bicycle facilities such as a two-way cycle track and buffered bike lanes. Improvements aim to simplify traffic movements and enhance safety for all users.

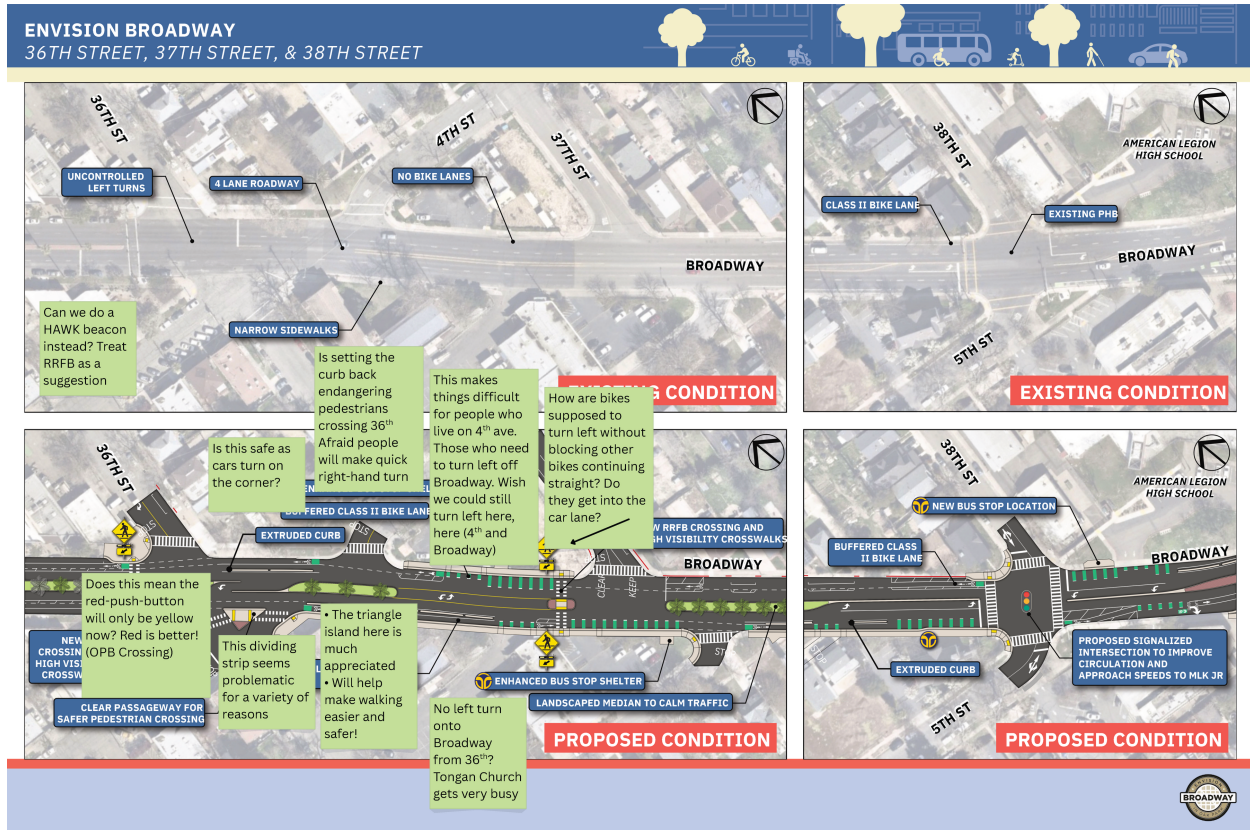


Station 8: Envision Broadway – 33rd Street & 34th Street with Feedback



Station 9: Envision Broadway – 36th Street, 37th Street, & 38th Street

This station focused on improvements along the 36th to 38th Street segment, where existing conditions include multiple travel lanes, limited bicycle infrastructure, and narrow sidewalks. Proposed changes included adding buffered or protected bike lanes, installing new crossings, enhancing bus stop amenities, and introducing landscaped medians to calm traffic.



Station 9: Envision Broadway – 36th Street, 37th Street, & 38th Street with Feedback



Station 10: Envision Broadway – 99 Off Ramp, Alhambra Blvd, & 32nd Street

This station addressed a complex intersection near the Highway 99 off-ramp and Alhambra Boulevard. Materials highlighted challenges such as long crossing distances and turning conflicts. Proposed improvements included removing slip lanes, adding protected bikeways, enhancing crossings, installing a new signal, and restricting certain turning movements to improve safety.



Station 10: Envision Broadway – 99 Off Ramp, Alhambra Blvd, & 32nd Street with Feedback



Station 11: Vision Zero Project Overview

This station provided additional corridor-wide visuals that illustrated how Vision Zero improvements integrate across the broader network. These materials reinforced the project's role within the larger safety strategy for Sacramento. Comments were left from Martin Luther King Jr. Blvd to San Diego Way. The full board is available in Appendix B.

Vision Zero Project Overview



Station 11: Vision Zero Project Overview with Feedback

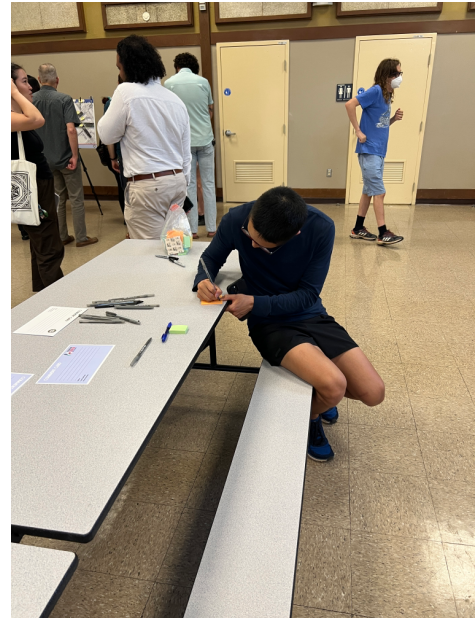


Station 12: Feedback

The final station provided participants with an opportunity to share open-ended feedback on the project. This standard station allowed attendees to reflect on the proposed improvements, identify priorities, and highlight concerns. Participants were encouraged to provide additional input beyond what was on the station boards. A typed comment was provided with the full text provided in Appendix C. Below are the written comments italicized.

Envision Broadway in Oak Park

- *Love the plan! I think you're doing a great job. Would love to see more Class 4 bike lanes. Also, I liked the idea of a roundabout at MLK. Keep up your work.*
- *Thank you for the improvements to the bike lanes!*
- *Please prioritize finishing Broadway from 27th Ave to 29th Ave (Broadway Phase 3). This part of the street is very dangerous — I almost get hit walking to Smart & Final every day. Need crosswalk hardening, bulb-outs, and anything to slow cars down. Please update me on renderings of this section.*
- *This proposal is similar to many (all) other traffic/safety/mobility studies. While I find this proposal "good," I think you have gone too far in correcting the current problem. You have gone from 2 lanes for cars and an unprotected bike lane to 1 car lane and a protected bike lane. You should consider going to 2 car lanes and a protected bike lane, sharing the right lane with bikes by placing the protection between the lanes. You can't change lanes only at signalized intersections: Left lane – through traffic (bike) lane; Right lane – slow, turning traffic (street) lane.*
- *If possible, please try to avoid using the green plastic poles for the Class 4 bike lanes. Franklin Blvd and Broadway near Tower Cafe are good examples of concrete buffers. Best of luck — this will be a great improvement!*
- *Top priorities: (1) Shorten pedestrian refuge at Santa Cruz Way; (2) Fix pedestrian crossing lights that break and confuse drivers; (3) Add parking between La Soledad and 42nd St; (4) Install speed feedback signs; (5) Extend left-hand turn lane (onto MLK Jr.) to avoid backing traffic at rush hours.*
- *36th Ave & Broadway — no more left-hand turns onto Broadway at 36th & Brett Hart Ct. As someone who lives on 36th, I now have to backtrack through my neighborhood, increasing drive time to make a left that has never been a problem.*
- *I understand a bike signal was planned for the 2nd Ave bike crossing but ruled out due to the complexity of coordinating with the light at the intersection. It can't be that hard to program — I*



Community member leaving comments for the project team



strongly advocate for a real signal there. It is one of the most challenging parts of my commute (cars constantly streaming with no break, and bikes having to rush across unsafely). I don't think the proposed flashing yellow will be enough to get people to stop.

- Not the best use of existing space — the bike lane is too skinny for future mobility vehicles like tricycles, cargo cycles, and golf carts. The buffered part is wasted space. Place extruded curbs for protection and make the bike lane wider, so wide that cars can't join (like motorcycles) who are turning onto side streets or turning lots.*
- I really hope you don't decide to change the red flashing pedestrian crossing light at Broadway and 36th. I use that daily and find it to be the safest crosswalk on Broadway. I think it would be scary to cross there with a flashing yellow because people cannot see you and drive quickly through there.*
- Things I like — medians (w/ vegetation!) + curbed bike lanes (do these also include bollards? I hope so). I would appreciate any effort to improve the crossings at 2nd Ave & 34th and 2nd Ave & Broadway. Could there be flashing lights here? Or a bike light? Also, I put a comment on the board about visibility on 34th.*

Broadway Vision Zero

- Broadway and MLK Jr. Blvd. pedestrian crossing — the only good solution is a roundabout. It reduces traffic that backs up on 29th and La Soledad and keeps a flow. But the roundabout needs a red light across that flashes when pedestrians and bicyclists cross. This is essential because you need 2 left lanes and 1-2 lanes to MLK but the street isn't wide enough. Unless you take away the bike and curb protections, which you should NOT do. Also, we need more murals!*
- Some curb ramps are easier and safer (more difficult to navigate on skates/rollerblades). The vertical curbs that impede movement are not good. I skate and like the curb ramps that flow smoothly from one to the next. Asking to consider skating as a user group.*
- The sidewalk on Broadway & 37th St, going west, right after the American Legion, is not ADA compliant. It is too narrow and interrupted by poles. It needs to be fixed to be accessible by everyone. It is already dangerous due to the fast speed of cars, and when the bike lane is done it might be even more dangerous.*
- Thank you for the improvements to the bike lanes!*
- While I often don't drive, I have observed heavy WB traffic on Broadway now between MLK & Stockton, esp. during rush hour. Was this considered? I appreciate the use of concrete curbs for bike lanes — this should be the standard, not plastic posts! Like the want curb extensions — they really help with visibility. Class 4 bike lanes at intersections need a post or some other treatment to prevent cars from entering/blocking — some confused drivers will drive into wider Class 4 lanes in Midtown already.*



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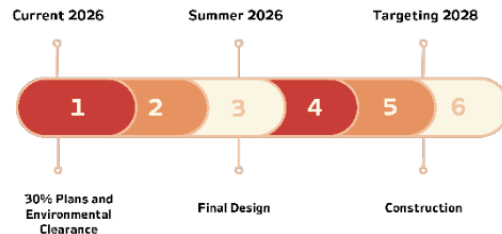
Next Steps

Both projects will continue advancing through their respective phases, supported by ongoing community engagement and coordination with agency partners. For Envision Broadway in Oak Park, the project will move into preliminary engineering and environmental review, where the preferred design concept will be further refined and evaluated through technical analysis and environmental documentation. This phase will continue to incorporate feedback gathered through workshops, pop-ups, and stakeholder coordination to ensure the project reflects community priorities.

For the Broadway Vision Zero project, the effort will move toward implementation as the final design is completed and the project advances into construction. The project focuses on a segment of Broadway between Martin Luther King Jr. Boulevard and Stockton Boulevard, identified as part of the City's High Injury Network due to a history of serious and fatal crashes. As design progresses, the project will refine key safety improvements, including reducing travel lanes, adding a center turn lane, installing buffered bicycle facilities, and enhancing pedestrian crossings to address speeding and unsafe conditions.

The project supports the City's broader Vision Zero commitment to reduce traffic-related fatalities and serious injuries by prioritizing safety for all roadway users. Continued outreach and engagement will ensure community members, local businesses, and stakeholders remain informed and have opportunities to provide input as the project transitions from design into construction and implementation.

Timeline



Timeline for Envision Broadway in Oak Park



Community member asking the project team a question

Appendix

[Appendix A: Workshop Presentation](#)

[Appendix B: Workshop Boards \(w/ Feedback\)](#)

[Appendix C: Typed Project Comment](#)