



## Introduction

On Tuesday, April 23, 2024, the City of Sacramento organized and hosted a Community Meeting to gather public input on two ongoing planning efforts, the Envision Broadway Oak Park Project and the Vision Zero Broadway Project. During the meeting, the City shared updated alternatives, updated the public on the progress of both projects, and gathered community feedback on various project elements. The meeting was held at The Ray Robinson Salvation Army Oak Park Community Center, located at 2540 Alhambra Boulevard, and was attended by sixty-five (65) community members.

## Project Overview

### Envision Broadway in Oak Park (SR 99 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. 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 number of vehicular travel lanes, adding buffered bike lanes, pedestrian refuges, improving sidewalks, and enhancing access to Route 51's and Route 68's bus stops. Broadway within Oak Park is on the City's Vision Zero High-Injury Network. The Vision Zero Action Plan identifies reducing lanes as one of the most effective ways to improve safety.



*Councilmember Caity Maple addressed community members during the presentation.*

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

The Vision Zero Broadway Project includes the section of Broadway that runs between Martin Luther King Jr. Boulevard and Stockton Boulevard in Sacramento, which has been identified as one of the most hazardous corridors in the city. This stretch of road has witnessed many accidents resulting in injuries or fatalities. To address this issue, the Broadway Vision Zero project has been initiated to put measures in place to improve safety and reduce the number of accidents on this street. This project is locally funded and is expected to be implemented on an accelerated timeline.

## Awareness and Noticing

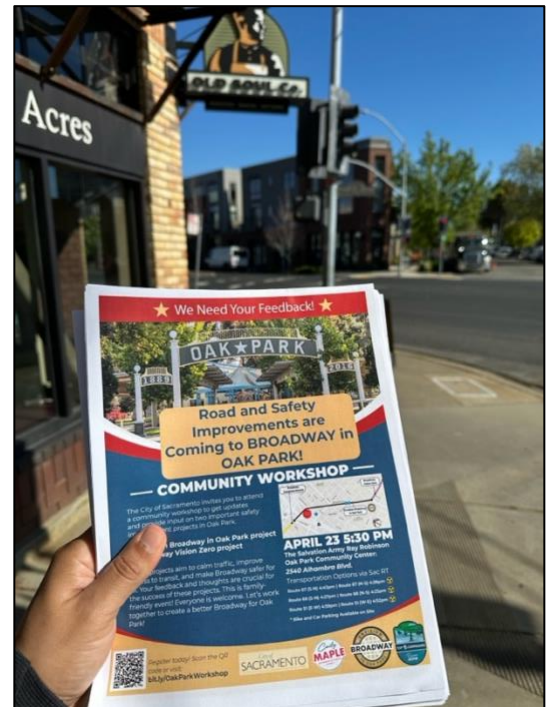
To inform the broader Sacramento/Oak Park community and its nearby neighborhoods about the duo project meeting, the City and the project team carried out a comprehensive awareness



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campaign to notify the community about the meeting and projects and encourage people to participate. Flyers, graphics for social media, and signs were all available in English and Spanish. The following is a summary of the strategies employed:

- Email notification: On April 4th, April 16th, and April 22nd, email blasts and subsequent reminders were sent to a list of more than 1,100 interested community members, organizations, community leaders, adjacent property owners, business holders, and other stakeholders in the Sacramento area.
- Stakeholder calls: Over 164 stakeholder representatives were contacted to promote the community meeting. These stakeholders comprised active transportation groups, chambers of commerce, community-based organizations, social service providers, environmental groups, emergency services, neighborhood associations, adjacent property owners, and schools. They were requested to share the flyer with their network via social media or email.
- Online: Information about the community meeting was posted on Eventbrite.





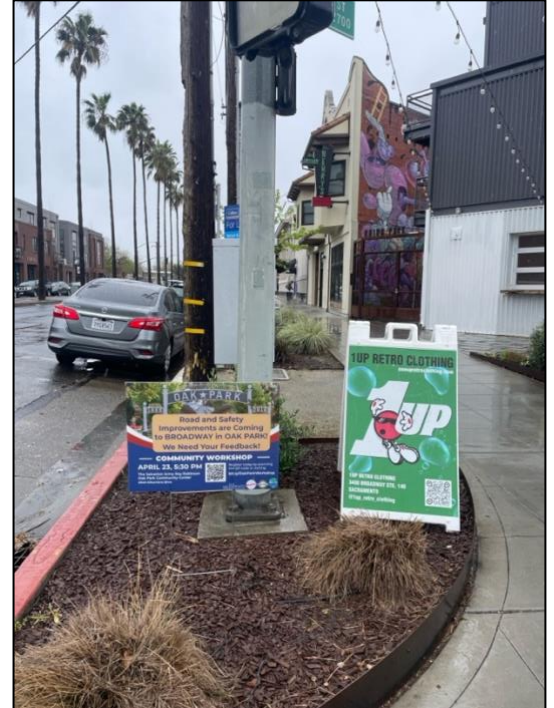
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- Social media: A social media graphic and subsequent reminders were posted on various Facebook Groups, the City's social media accounts, and AIM Consulting, which also posted a boosted ad targeting Oak Park and its surrounding neighbors. Below are the listed groups:

- Sacramento Events & More
- Hispanos en Sacramento
- India in Sacramento
- Pocket Greenhaven Info
- SaLatino Community
- Sacramento Chit Chat
- Sacramento County Community Awareness
- Sacramento Events
- Sacramento Happenings
- Sacramento Rants and Raves
- Sacramento, What's Going On?
- Things to Do in Sacramento
- OPNA

- Flyer delivery: Two weeks before the meeting, flyers in English and Spanish were distributed to local businesses and organizations off-Broadway.
- Lawn signs: Two weeks before the meeting, lawn signs in English and Spanish were also placed in the surrounding high-traffic area of the Broadway Corridor to the limit of both projects.

*Flyer delivery and lawn signs in Triangle District*







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## Community Meeting Format

The community meeting was held at the Ray Robinson Salvation Army Oak Park Community Center at 2540 Alhambra Boulevard in Sacramento. It began with a presentation and a question-and-answer session during which the City introduced the project and its alternatives. After the presentation, the meeting continued in 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 a summary of both project locations, an introduction to each project, and the project team.

Envision Oak Park project team is the following:

- Megan Johnson, City of Sacramento
- Stephanie Saiz, City of Sacramento
- James Pangburn, Mark Thomas
- Adrian Engel, Fehr & Peers
- Katie DeMaio, AIM Consulting

Vision Zero Broadway project team is the following:

- Megan Johnson, City of Sacramento
- Cecilyn Foote, City of Sacramento
- Jonathan Hernandez, Mark Thomas
- Adrian Engel, Fehr & Peers
- Katie DeMaio, AIM Consulting

Megan Johnson, Senior Engineer with Sacramento, and Stephanie Saiz, Assistant Engineer and Project Manager with the City of Sacramento, provided an overview of both projects. Next, Megan Johnson shared more information about the Envision Broadway in Oak Park Project, including the existing conditions, project goals, and development process.

## Envision Oak Park Project

### Envision Oak Park: Overview of Existing Conditions



*Community Members interacting with project boards.*



*Both Envision Broadway in Oak Park project and Broadway Vision Zero locations.*



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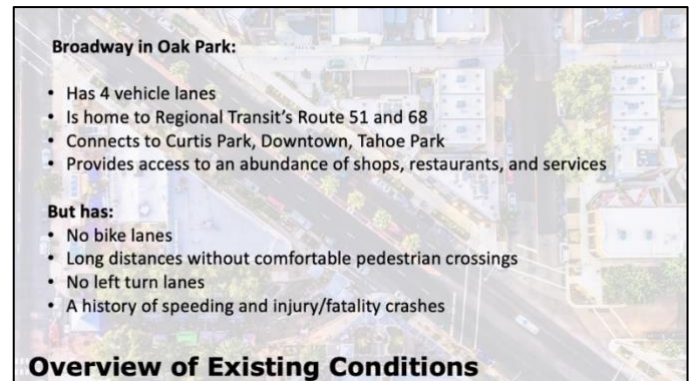
Broadway is a vital transit corridor connecting various neighborhoods, carrying around 13,000 to 14,000 cars daily. It has no bike lanes, uncomfortable pedestrian crossings, and left turn lanes, making it a stressful and challenging experience for all users (particularly bicyclists and pedestrians). Broadway has a history of speeding and crashes resulting in severe injuries or fatalities.

**Broadway in Oak Park:**

- It has four vehicle lanes
- Home to Regional Transit's Route 51 and 68
- Connects to Curtis Park, Downtown, Tahoe Park
- It provides access to an abundance of shops, restaurants, and services

**But has:**

- No bike lanes
- Long distances without comfortable pedestrian crossings
- No left turn lanes
- A history of speeding and injury/fatality crashes



*Overview of Existing Conditions slide.*

**Envision Oak Park: Planning**

Two projects, Envision and Oak Park Active Travel Study, have combined to complement each other. The city initiated the Envision Broadway in Oak Park planning study in 2017. The community was invited to share ideas for creating a safer street for all users. The Envision Broadway Plan was adopted by the City Council in 2020 after an extensive technical and public outreach planning process took place.

**The project timeline is as follows:**

- 2016: OPNA and WALKSacramento kicked off the Oak Park Active Travel Study
- 2017: City of Sacramento kicked off the Envision Broadway Plan
- 2020: Envision Broadway Plan adopted by Council



*Community Engagement for Envision Oak Park slide.*

**Envision Oak Park: Planning - Engagement**

The Envision Broadway in Oak Park plan was designed with input from the community through various engagement activities, including pop-ups, workshops, and temporary demonstration projects. Outreach activities included:



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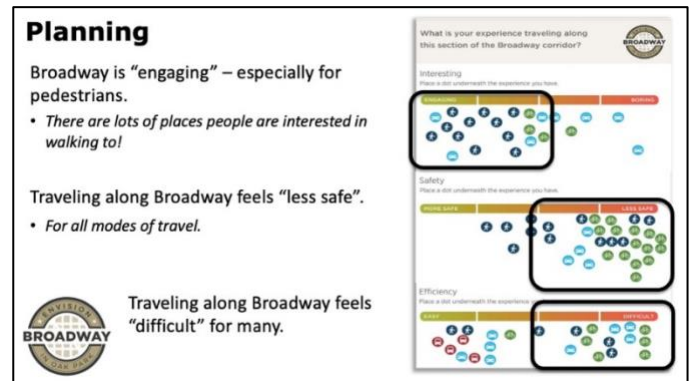
- Pop-ups at community events (May/June 2018)
- Guided Open House (November 2018)
- Collaborative Community Workshop (May 2019)
- 2nd Avenue Demonstration (September 2019)

### Envision Oak Park: Engagement Overview

During prior outreach, participants rated Broadway as an engaging destination for pedestrians with many attractions. However, safety concerns make traveling along Broadway inefficient for drivers, pedestrians, and cyclists alike.

#### Public comments included:

- Broadway is “engaging,” especially for pedestrians. There are lots of places people are interested in walking to, too!
- Traveling along Broadway feels “less safe.”
- Traveling along Broadway feels “difficult” for many.



*Community Feedback from previous popup.*

### Envision Oak Park: Planning: Engagement Findings

Crash data from 2011 to 2021 reflect the safety concerns expressed by corridor users. This section of Broadway falls under the city's Vision Zero High Injury Network, where safety improvements are a top priority. Notably, there have been many crashes, especially at 34th Street and 2nd Avenue Alhambra Boulevard, and Martin Luther King Jr. Boulevard.

### Envision Oak Park: Engineering (Broadway & Alhambra Blvd)

The Envision project's Senior Project Manager, James Pangburn of Mark Thomas, then explained the reduction of lanes from 4 to 2 was to make way for dedicated bike lanes to promote a healthy and eco-friendly lifestyle.



*Envision Oak Park: Alhambra & Broadway proposed alternative.*

#### Proposed improvements:

- Reduce travel lanes from 4 to 2
- Install buffered Class 2 bike lanes
- Reconstruct corners to shorten pedestrian crossings





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**Envision Oak Park: Engineering (Intersection Treatments at MLK Blvd.)**

James continued to share overviews of the two design options for the Broadway and Martin Luther King Jr. Boulevard intersection: a protected intersection and a roundabout. The protected intersection uses medians and islands to control vehicle speeds and offer designated areas for safe pedestrian crossings. In contrast, the roundabout would rely on curved approaches to control vehicle speeds, provide shorter pedestrian crossings, slow traffic, and improve safety. Still, the roundabout requires more space and has an uncontrolled pedestrian crossing.

Treatments include:

- Traffic Calming Techniques
- Truck Turning
- Vehicle Speeds Controlled with Medians and Islands
- Provides Facilities for Cyclists
- Vehicle Speeds Controlled with Approach Curvature



*Envision Oak Park: Intersection treatments at MLK Blvd.*



*Envision Oak Park: Intersection Roundabout treatment at MLK Blvd.*

**Envision Oak Park: Timeline**

Envision Oak Park is in the preliminary engineering and environmental cleanup phase, which includes traffic analysis, public outreach, preliminary engineering plans, and CEQA and NEPA clearance. Depending on funding, the final design is scheduled for winter 2024, and construction is targeted for 2026, pending funding availability.

**Envision Oak Park: Engagement Goals**

During the meeting, Katie DeMaio, Outreach Manager at AIM Consulting, discussed the engagement team's strategies. The team has developed a project website to educate and involve the community, collaborate with residents and businesses, and establish connections with key organizations. Additionally, community members will be able to provide feedback on early design concepts through upcoming in-person engagement events.

**Envision Oak Park: Why Not Protected Bikeways?**



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Buffered bike lanes are being recommended instead of protected bikeways due to the former meeting design standards and maintenance needs. Protected bikeways require more space and a buffer zone, and most parts of Broadway need more space to implement parking-protected bikeways.

### Vision Zero Broadway Project

#### **Vision Zero: Planning**

Vision Zero is a data-driven initiative to identify the causes of injury and fatality crashes and countermeasures to reduce them. The High Injury Network identifies streets with the highest rates of severe injury or fatality crashes. Broadway is on this network.

Planning timeline:

- 2016: The City began its Vision Zero program to develop a framework to reduce traffic deaths and serious injuries.
- 2017: Council adopted a resolution committing to Vision Zero.
- 2018: The Vision Zero Action Plan identifies efficient countermeasures to reduce injury/fatality crashes

#### **Vision Zero: Engagement Goals**

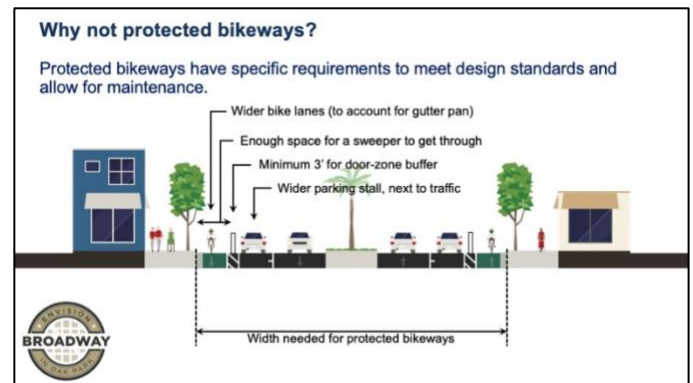
DeMaio states that the project team will continue to build community awareness about current conditions and the need for improvements. The goal is to create a shared understanding of the project goals and constraints and obtain informed input on recommendations for Vision Zero efforts.

#### **Vision Zero: Safety**

The Vision Zero Action Plan targets the leading causes of car crashes. Speeding is the main reason for accidents, and speeding is responsible for two-thirds of fatal crashes. A road diet or lane reduction is the most efficient tool for reducing car speeds.

#### **Vision Zero: Engineering**

With Mark Thomas, Jonathan Hernandez gave an overview of the leading project elements.



*Envision Oak Park: Why not protected bikeways slide.*



*Vision Zero Broadway: Planning*





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The project area from MLK to Stockton Boulevard is on the City's high-injury network. The existing 4-lane roadway needs a consistent center turn lane and has gaps in continuous bike lanes. The proposed plan reduces travel lanes and adds center turn lanes, buffered Class II bike lanes, and high-visibility crosswalks at existing street crossings.

Improvements include:

- Quick Build Intersection Improvements
- Reduce travel lanes from 4 to 2
- Install buffered Class 2 bike lanes
- High Visibility Crosswalks



*Vision Zero: MLK and Broadway Overview*

### **Vision Zero: Engineering**

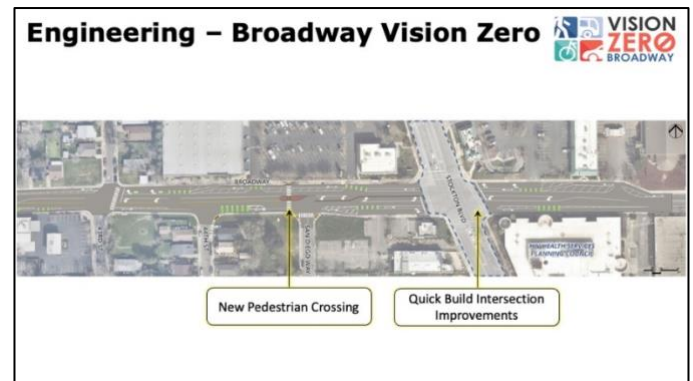
A new pedestrian crossing is proposed at San Diego Way. The project aims to reduce vehicle speeds and enhance mobility for bicyclists and pedestrians by providing safer street crossings.

Description:

- Continuous Buffered Bike Lanes
- Center Turn Lanes

### **Vision Zero: Engineering**

Vision Zero requires coordination with Envision at MLK Jr. Boulevard and evaluation of improvements at the Stockton Boulevard intersection. Broadway Vision Zero will use quick-build materials to enhance safety at both locations without affecting future enhancements.



*Vision Zero: Broadway & Stockton Blvd Overview*

Description:

- New Pedestrian Crossing
- Quick Build Intersection Improvements

### **Vision Zero: Timeline**

The project is currently in the Preliminary Engineering/Environmental Clearance phase, which involves conducting Traffic Analysis, Public Outreach, preparing Preliminary Engineering plans, and obtaining CEQA clearance. The final design phase is expected to occur in the summer of 2024, followed by construction, targeted for 2025.



### Vision Zero: Engagement Goals

Katie DeMaio explained that the team plans to use a website to educate and involve the community, collaborate with residents and businesses, and establish connections with key organizations. Community members can provide feedback through upcoming in-person engagement events.

### Workshop Format

Following the presentation, the community workshop transitioned to an open house format, allowing community members to view updates on both the Envision Oak Park and Vision Zero Broadway projects.



*Project team interacting with community members.*

### Station 1: Envision Oak Park Background Station

- Envision Oak Park: Info Board
- Envision Oak Park: Previous Engagement

### Station 2: Envision Oak Park Traffic

- Envision Oak Park: Aesthetic Features
- Envision Oak Park: Travel Conditions

### Station 3: Envision Oak Park Corridor Boards

- Envision Oak Park: SR99 to 32nd St.
- Envision Oak Park: 32<sup>nd</sup> St. to 35<sup>th</sup> St.
- Envision Oak Park: 35<sup>th</sup> St to 37<sup>th</sup> St.
- Envision Oak Park: 37<sup>th</sup> St. to MLK Blvd.
- Vision Zero MLK Blvd: Intersection Treatment

### Station 4: Vision Zero Background Station

- Vision Zero: Info Board
- Vision Zero: Previous Engagement

### Station 5: Vision Zero Corridor Boards

- Vision Zero: 42<sup>nd</sup> Street to Stockton Blvd



*Project team interacting with community members.*



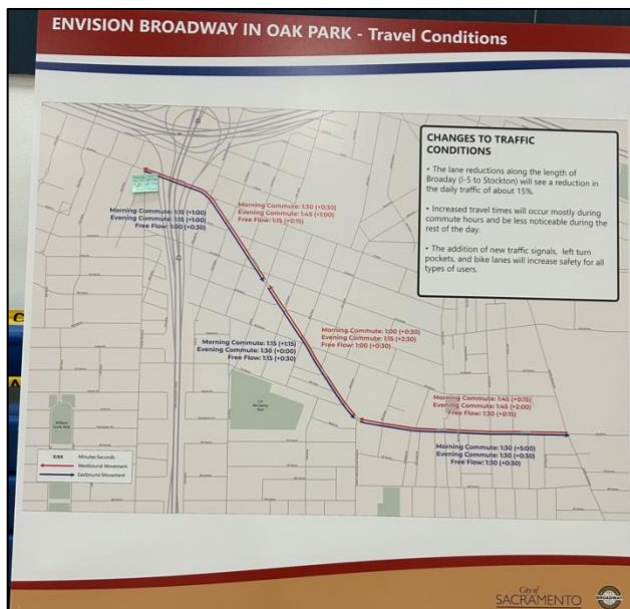
- Vision Zero: La Solidaridad Way to 42<sup>nd</sup> Street
- Vision Zero: MLK Blvd to La Solidaridad Way

### Feedback From Community Members

Community comments on board displays are shown below in italics.

#### Station 2: Envision Oak Park Traffic

- **Envision Oak Park: Aesthetic Features**
  - *Plant oak trees.*
  - *This still seems very dangerous.*
  - *It still seems like a mess. Is the Y Street entrance really needed, and is the roundabout possible?*
  - *Slip lanes are too dangerous to be worth having here.*
  - *I prefer fewer large trees to small trees. Less paving means more landscaping, which is used for stormwater.*
  - *Oak Park has been working on a culturally significant sculpture - this is a perfect spot.*
- **Envision Oak Park: Travel Conditions**
  - *Everyone runs the red light here - is the light timing off?*



Envision Broadway: Travel Conditions Feedback



Envision Broadway: Aesthetic Features Feedback

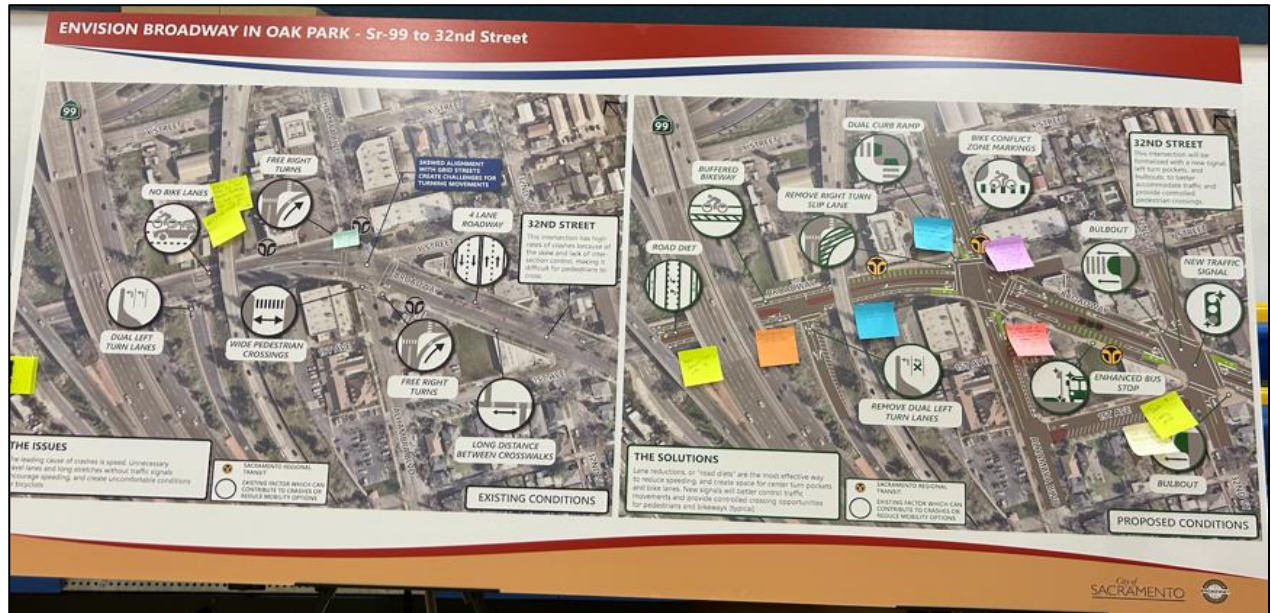
#### Station 3: Envision Oak Park Corridor Boards





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■ Envision Oak Park: SR99 to 32nd St.



Envision Broadway: SR99 – 32nd St Feedback

- This curb angle will lead to cars cutting across the bike lanes/box.
- Put Left turn arrows on Alhambra turning onto Broadway. Cars have a hard time seeing bikes and pedestrians going straight through the intersection north/south, which is quite dangerous.
- Cars turn here at high speeds. Getting to and from this bus stop takes quick reflexes.
- This intersection needs a protected left turn for cars. Most traffic is turning left over the crosswalk.
- Landscape medians to add shade trees.
- I would like to see this pork chop and slip lane removed. We have it for the NW corner; why not for the SE?
- Physical separation for cars, but not bikes, again, really?
- Add channelizers under 99.
- More diagonal parking on side streets and less parking on Broadway to make room for bike barriers.
- Truck loading area



Community members interacting with project boards and team.



▪ Envision Oak Park: 32<sup>nd</sup> St. to 35<sup>th</sup> St.



Envision Broadway: 32<sup>nd</sup> St. – 35<sup>th</sup> St. Feedback

- Evaluate the split phase on 34th at Broadway.
- Better delineation of left turn lane into 2nd street coming from 34th.
- Roundabouts at 34th and Alhambra eliminate the need for left turns at 32nd and 33<sup>rd</sup>, making four intersections dramatically safer.
- Consider making all this one intersection.
- This should be no right turn on red on 34th turning west on Broadway.
- Explore more opportunities like this for converting safety hazard streets to plazas.
- Crosswalk - seconded!



Community members interacting with project boards.





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- *Why not a roundabout here?*
- *This cage is not large enough. I don't feel safe with these design elements.*
- *Remove Parking.*
- *Add soft hit posts or bollards near corners.*
- *How are you going to enforce no left-hand turn on 2nd from 34th?*
- *The yielding left turn onto Broadway makes it dangerous for peds in the crosswalk.*
- *I would like to see the city explore removing the parking on Broadway and exploring using that row for a bus-only lane or protected bike lanes.*
- *Why not make it one-way accessible and increase the sidewalk? Southbound Broadway can go south on the 33<sup>rd</sup> and west on the 2nd.*
- *Stretched stop bar.*
- *Speed bumps – yay.*
- *The "quick build" closure at 2nd hasn't solved the problem. We still see accidents. I suggest closing off 2<sup>nd</sup>; the intersection is too close to Broadway. H has also funneled triple to 35th Street, which has poor visibility.*
- *Provide a green arrow traffic light for cars turning left onto Broadway from 34th.*
- *Remove lefts from 34th to 2nd.*
- *Speed bumps are needed on 2nd Ave between 34th and 39th.*
- *The quick-build options for cars turning onto 2nd Ave are a bit confusing. More strips and delineation are needed.*

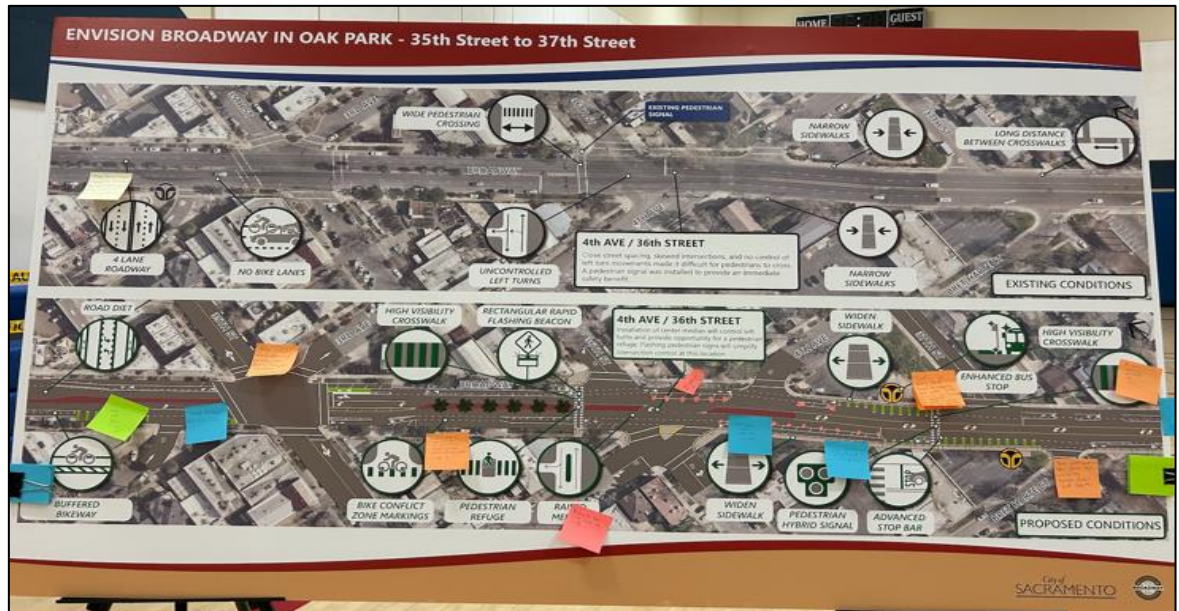


*Community members interacting with project boards and team.*





▪ Envision Oak Park: 35<sup>th</sup> St to 37<sup>th</sup> St.



Envision Broadway: 35<sup>th</sup> – 37<sup>th</sup> Feedback

- The palm trees along the Broadway corridor have become landmarks in OP. Will they remain?
- Where are all the trees, bro?
- We need to keep all the palm trees.
- High crash intersection with no bike land striping through the intersection?
- The landscaped median adds trees and Oak trees.
- Add soft hit posts/bollards if there is no parking.
- Traffic is high-speed from Broadway left onto 37<sup>th</sup>—a cut-through to Stockton. It limits access to and from stop 1911, which limits pedestrian access to cross and from.
- Traffic is high-speed from Broadway left onto 37<sup>th</sup>—a cut-through to Stockton. It limits access to and from stop 1911, which limits pedestrian access to cross and from.



Community members interacting with project boards and team.



- Add tree planters in the parking lane, as no planting strip exists.
- Lane reduction here may help at 37th and Broadway.
- Widening physical separating for cars but providing no buffer for bikes and street curbside parking = not it.
- Explore one way east only here.

■ Envision Oak Park: 37<sup>th</sup> St. to MLK Blvd.



Envision Broadway: 37<sup>th</sup> to MLK Blvd Feedback

- Street Parking?
- Add soft hit posts/bollards - if there is no parking.

Station 5: Vision Zero Corridor Boards

- Vision Zero: 42<sup>nd</sup> Street to Stockton Blvd
  - I'd like crosswalks at all or most of these intersections
  - Yikes - abrupt transition. Keep bike lane near curb longer
  - Physical bollards needed
- Vision Zero: La Solidar Way to 42<sup>nd</sup> Street
  - Landscape medians and trees





- *Ped Xing?*
- *If the plan is for better pedestrian experiences, can more crosswalks be painted in like every intersection?*
- *Second – it's ridiculous that all intersections are not marked*
- *You have space for separated bikeways if a turn-lane*
- *car accident happened yesterday. More stop signs are needed.*
- *too many speeding cars in the area*
- *Many vehicles do car donuts. Please create a surface mount*
- *Not enough bike lane space*
- *I am very disappointed not to see physical separation for cyclist safety*
- *The location of these bus stops is problematic, but people get off along this street. It's a commute point between North and Central Oak Park.*



*Community members interacting with project team.*

▪ **Vision Zero: MLK Blvd to La Solidar Way**

- *Pedestrians going north across Broadway are at risk due to cars making right-hand turns (due to lack of awareness).*
- *Include soft-hit posts/bollards.*
- *Physical barriers for cars but not bikes?*
- *It's partially out of scope, but the crosswalk gap on MLK between Broadway and 8th is wild!*
- *Make this barrier for cars smaller and give the space to larger bike lanes - bollards.*
- *Landscape median adds trees.*

▪ **Vision Zero: MLK Blvd – Intersection Treatment**

- *Protected intersection yes*
- *4-way crosswalks are always needed*
- *Would like to have signalized pedestrian crossing to the roundabout*
- *Yes pedestrian refuge*
- *FYI, people who run this need WB all the time because of the T configuration*
- *I'm a fan of the Roundabout*
- *We need to keep hard physical barriers, not remove them.*





- *I like the roundabout but am concerned about the unprotected pedestrian crossing. I could live with either option.*
- *RFB?*
- *I love the roundabout and think it's worth the investment.*
- *For the additional light at 38th*
- *Why can't we join this bike lane between lanes so it doesn't dead end?*
- *How can bikes go straight?*
- *It takes skill and experience to navigate a roundabout. How will the outreach look like for the neighborhood, especially older adults?*
- *I love the roundabout! Especially if a yellow light warning could be used for pedestrians*
- *Bike land to nowhere is unacceptable - need a much better transition to the sidewalk to cross the sidewalk.*
- *The traffic circle is A BAD IDEA. It's much too small to function smoothly and correctly.*
- *Prefer roundabout*
- *I don't trust drivers to understand roundabouts*
- *Do bikes share? Especially with elderly pedestrians?*
- *Shared use path – YES*
- *We need a roundabout here.... and at 34th and Alhambra. Dead times at stoplights make them less efficient.*

## Comment Cards

### Envision Broadway Letters of Support:

- *The Envision Broadway project affects some of the worst accident-prone areas in the City. We need better roads for pedestrians and cyclists and this project will accomplish that. I've personally been hit by a car while cycling in this area. - Aref Aziz*
- *I, Carolyn Knox, support the Envision Oak Park Project – It is needed in the area.*
- *As a resident of this area, I support this plan. - Laura Mahoney*
- *As a cyclist and resident of Oak Park, I am very happy with the proposed changes, and I think they will make a big difference to the safety on Broadway - Lisa Morrical.*

### Envision Comment Cards



Community members writing letters of support for Envision Oak Park.



- *Between MLK and Stockton:*
  - *Reduce speeding cars*
  - *Too many car donuts*
  - *Need bike lanes in the area*
  - *Many crimes in the area*
- *Thank you for the detailed boards and supplies. Very user-friendly.*

#### **Vision Zero Comment Card:**

- *Echo many sticky notes about concerns about the lack of crosswalks between MLK and Stockton. At least stripe it so we have something to point to when they hit us! Also, let me know if I can help with grant support letters. - Kathleen Hanley*
- *The protected intersection would be better for bikes, children, schools, and the community.*
- *Enjoyed the presentation. My first time but not my last. Very informative!*

#### **What are the Next Steps?**

The Envision Oak Park project is in the early stages of development, as the project team is working on the preliminary engineering and environmental clearance phase. As part of the project's community engagement strategy, the team is seeking support from community members and has requested them to provide letters of support for an upcoming grant application.

The Vision Zero Broadway project is also in the early stages of development, undergoing the preliminary engineering and environmental clearance phase. The project team aims to continue engaging with the local community throughout the project's estimated final design phase, slated for the summer of 2024. Construction is targeted for 2025, and the team is working hard to ensure the project is delivered on time and with the utmost safety standards.

#### **Appendix**

- A. [Workshop Presentation](#)
- B. [Envision Broadway Project Boards at Workshop](#)
- C. [Vision Zero Broadway Boards at Community Workshop](#)