



CENTRAL CITY




MOBILITY



PROJECT

Philip Vulliet
Senior Engineer

City of
SACRAMENTO
Department of Public Works



Megan Johnson
Senior Engineer

City of
SACRAMENTO
Department of Public Works



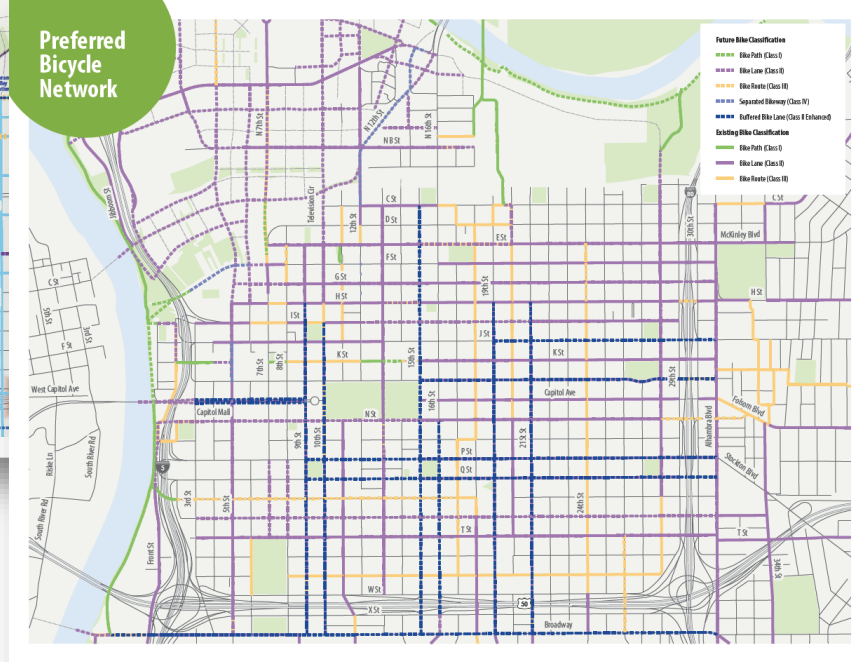
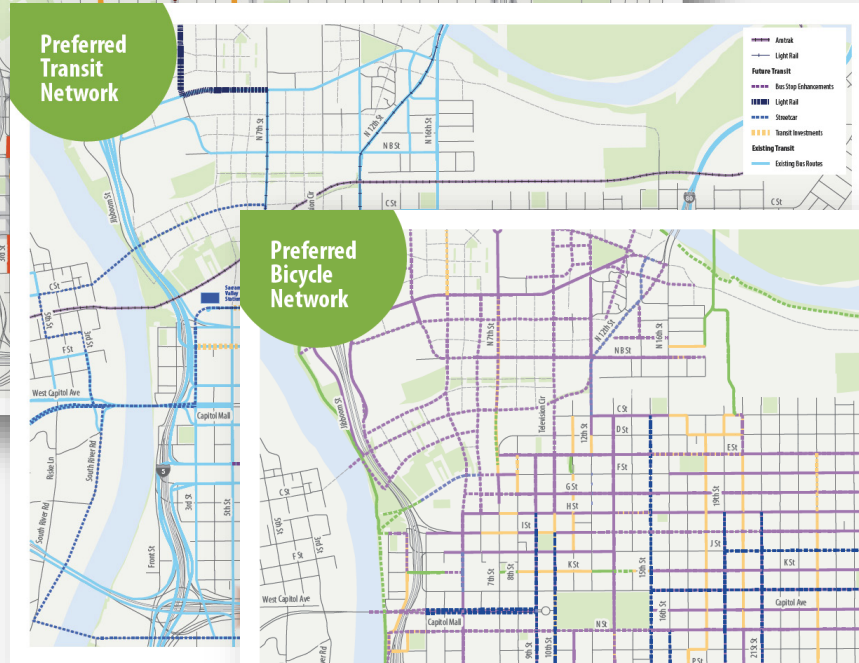
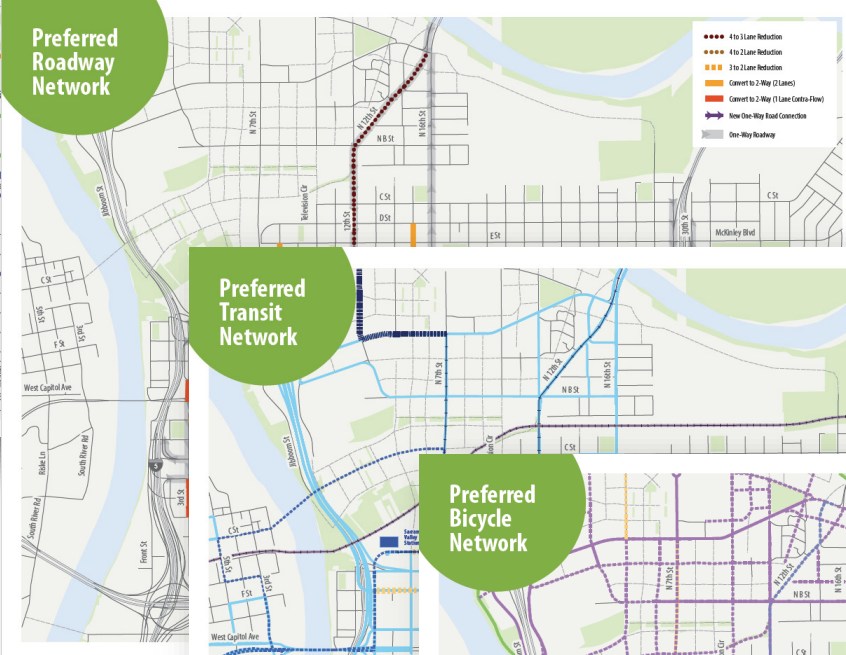
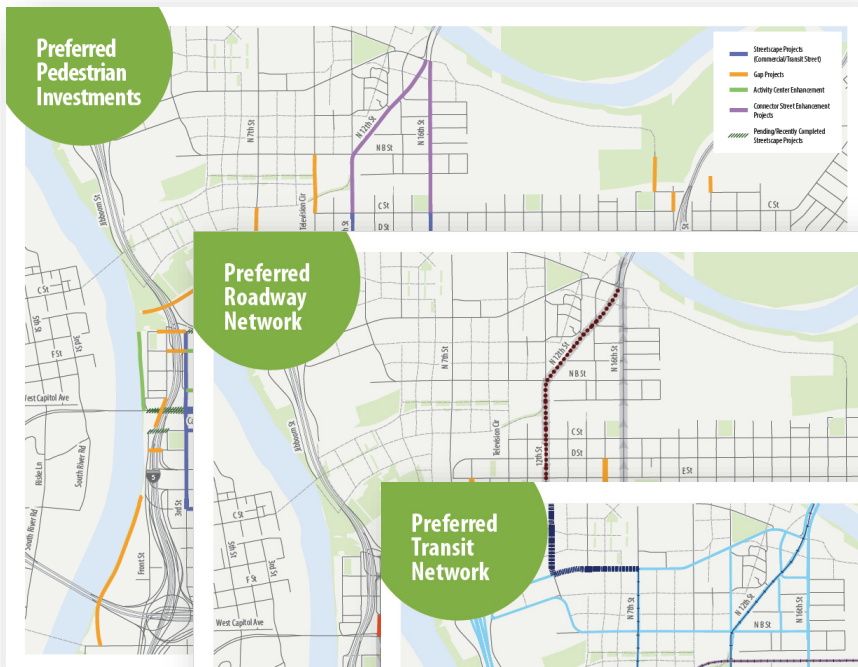
SACRAMENTO CENTRAL CITY SPECIFIC PLAN



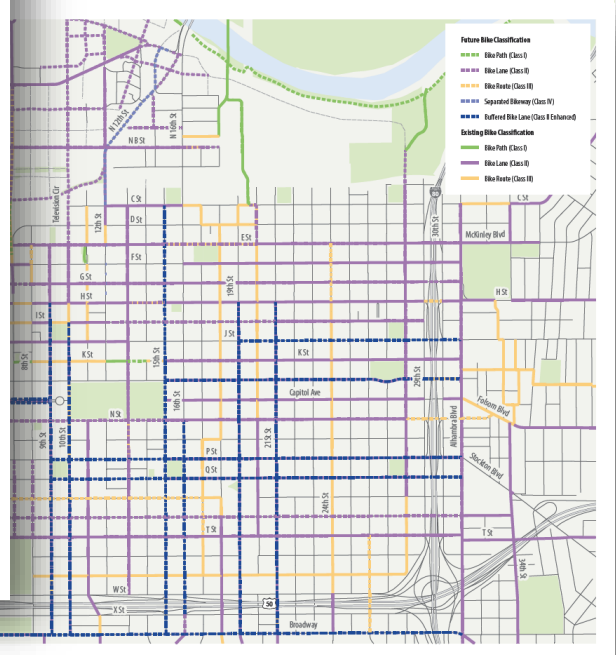
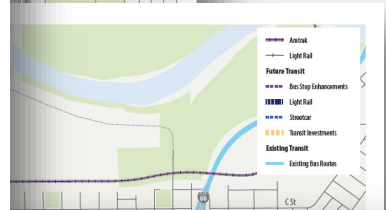
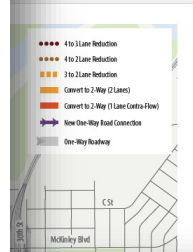
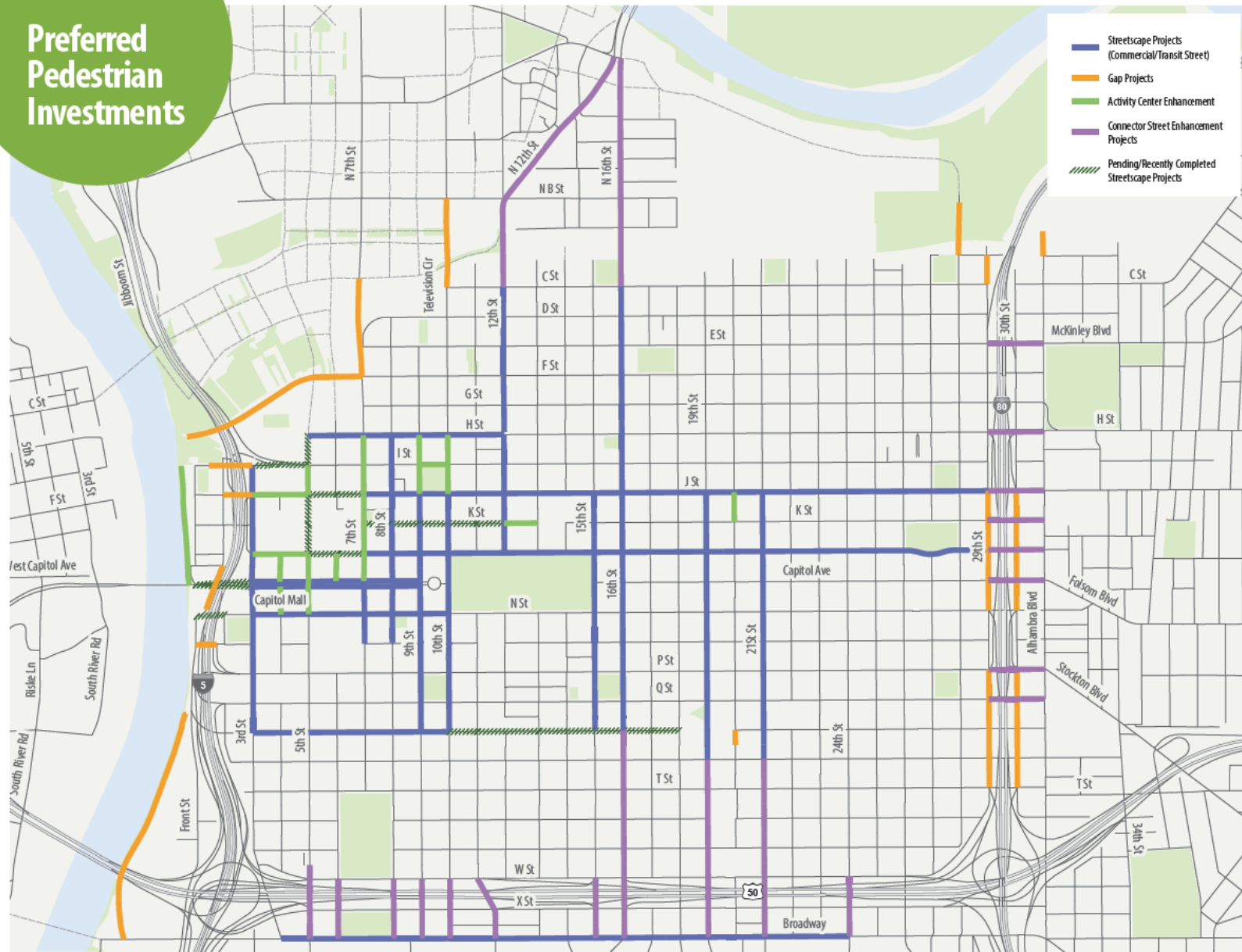
CENTRAL CITY

MOBILITY

PROJECT



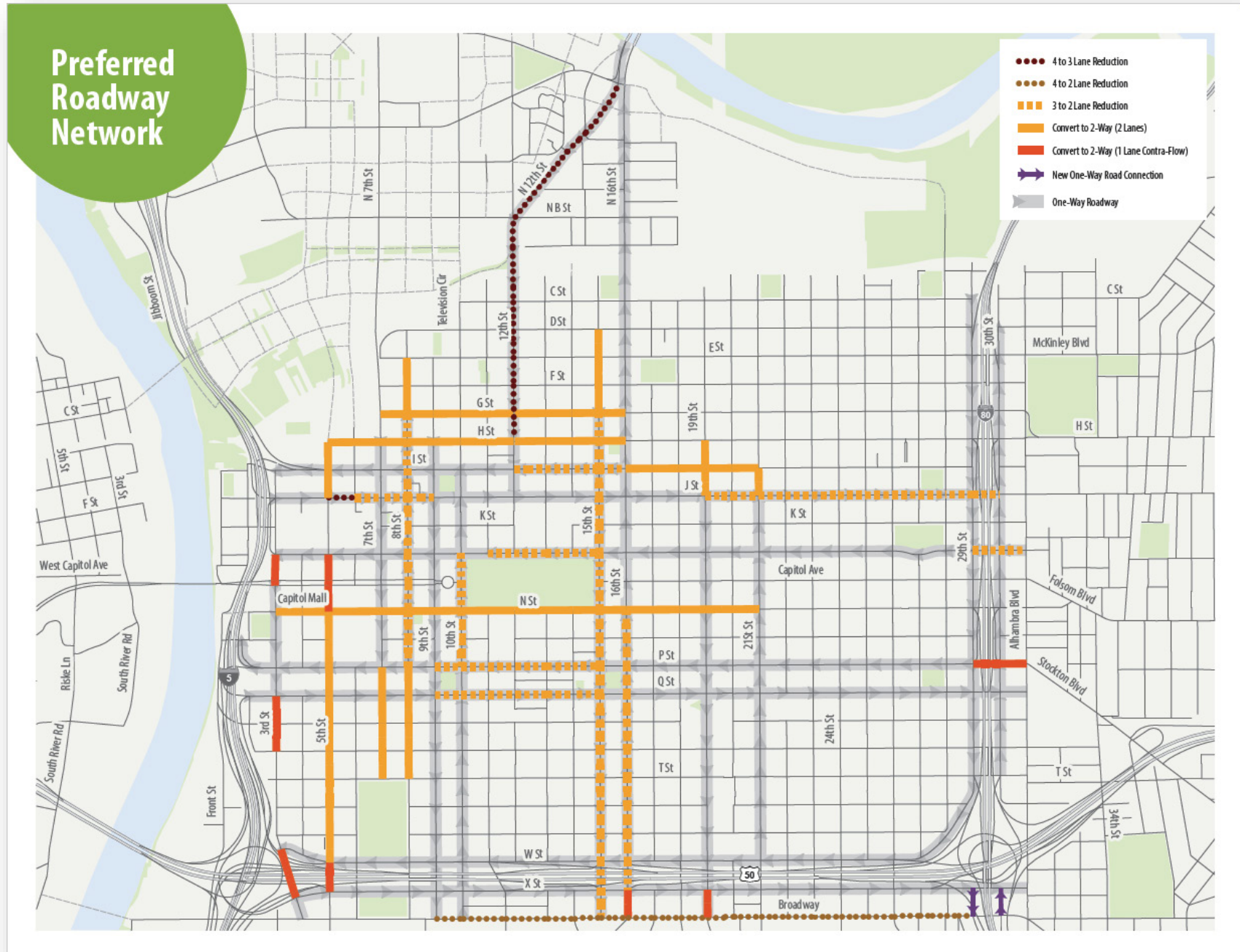
Preferred Pedestrian Investments

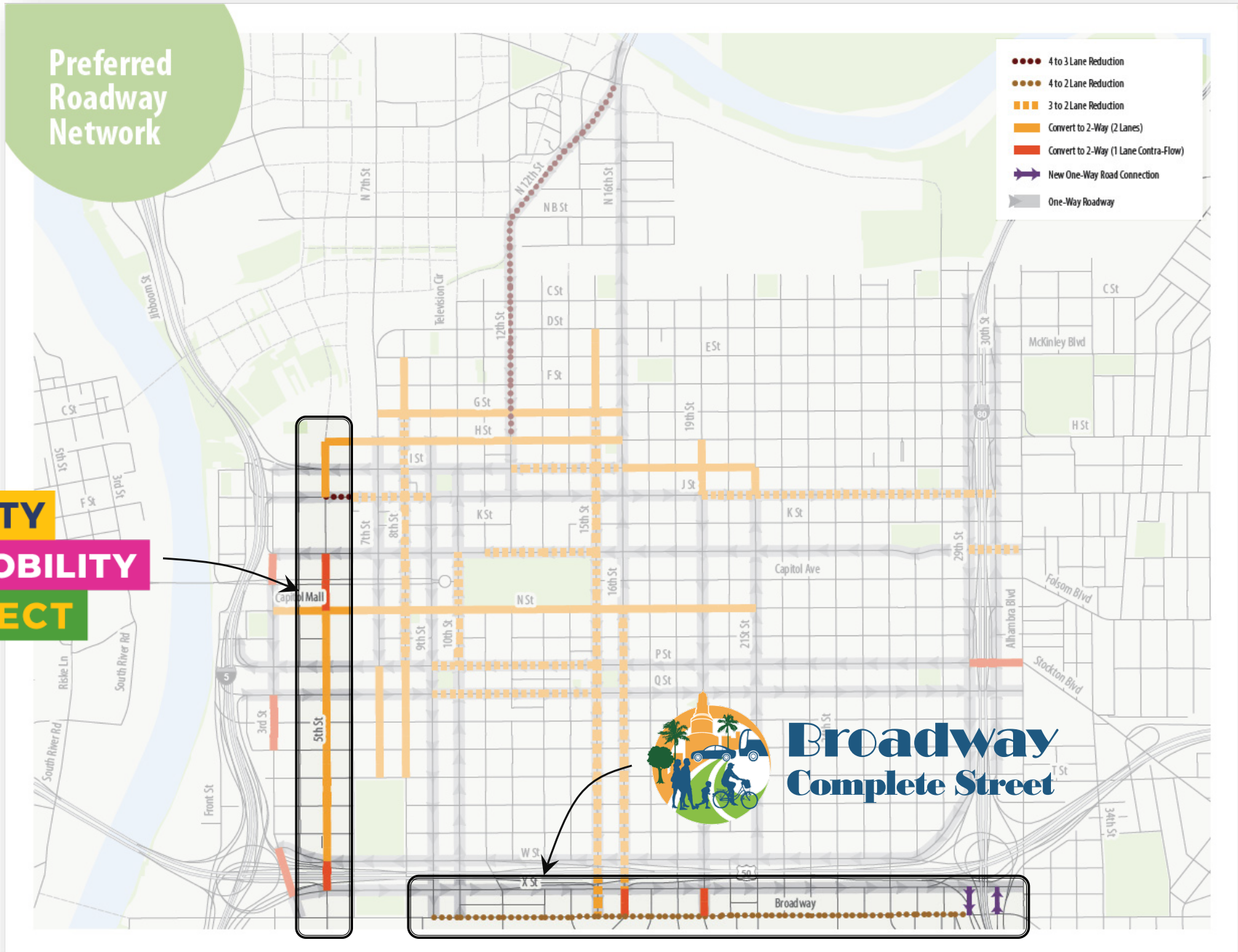


SACRAMENTO



CENTRAL CITY
SPECIFIC PLAN





CENTRAL CITY

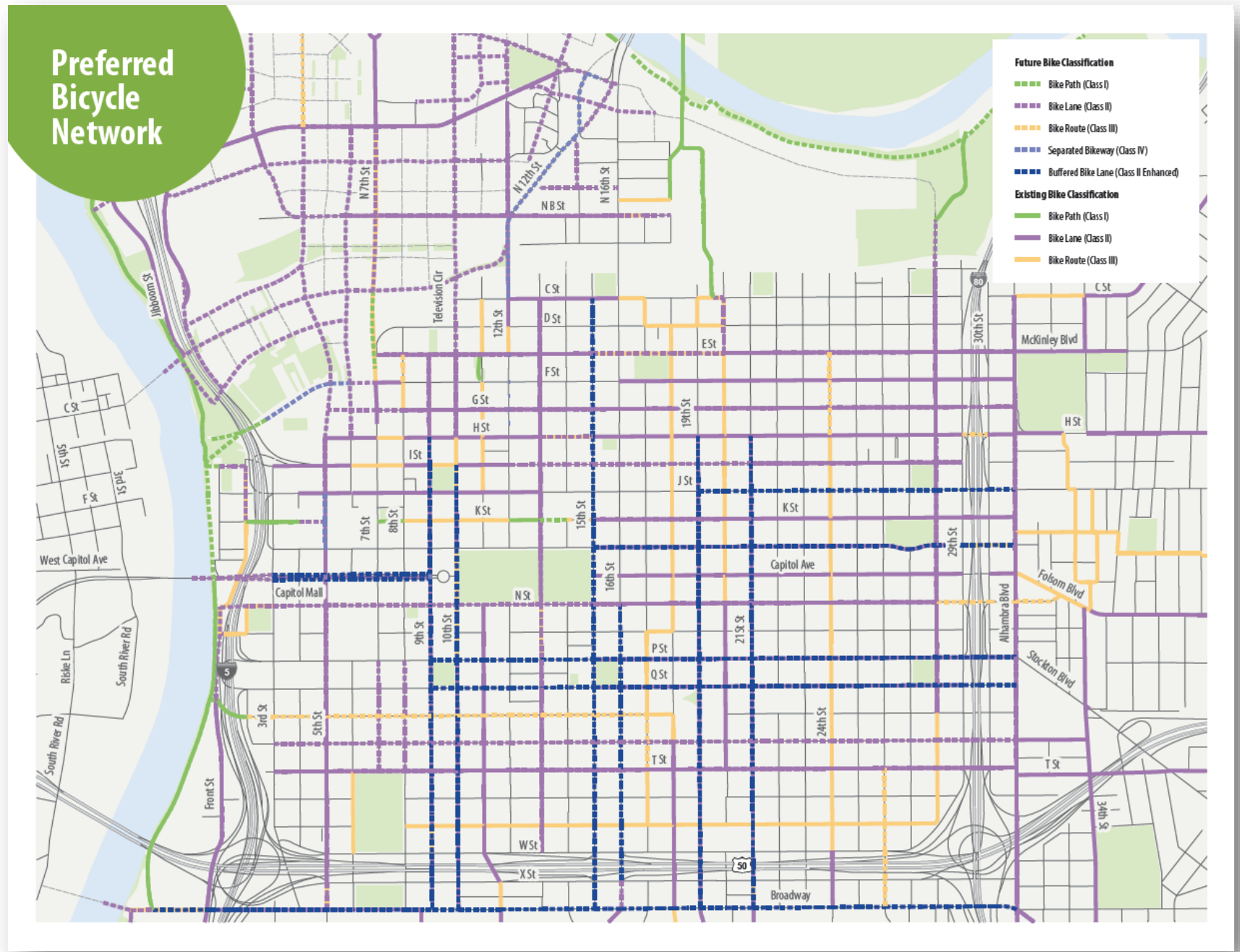
MOBILITY

PROJECT

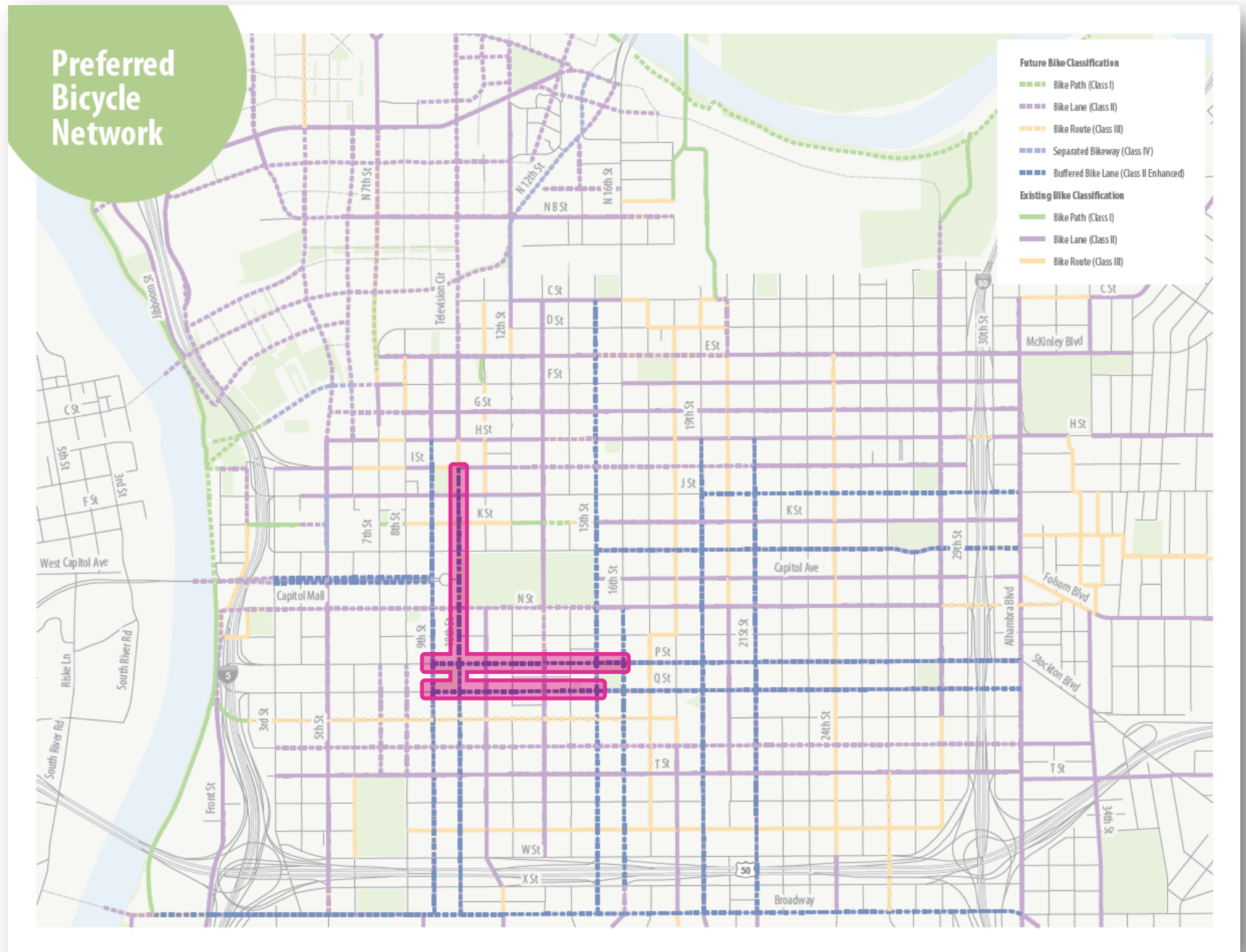


SACRAMENTO
CENTRAL CITY
 SPECIFIC PLAN

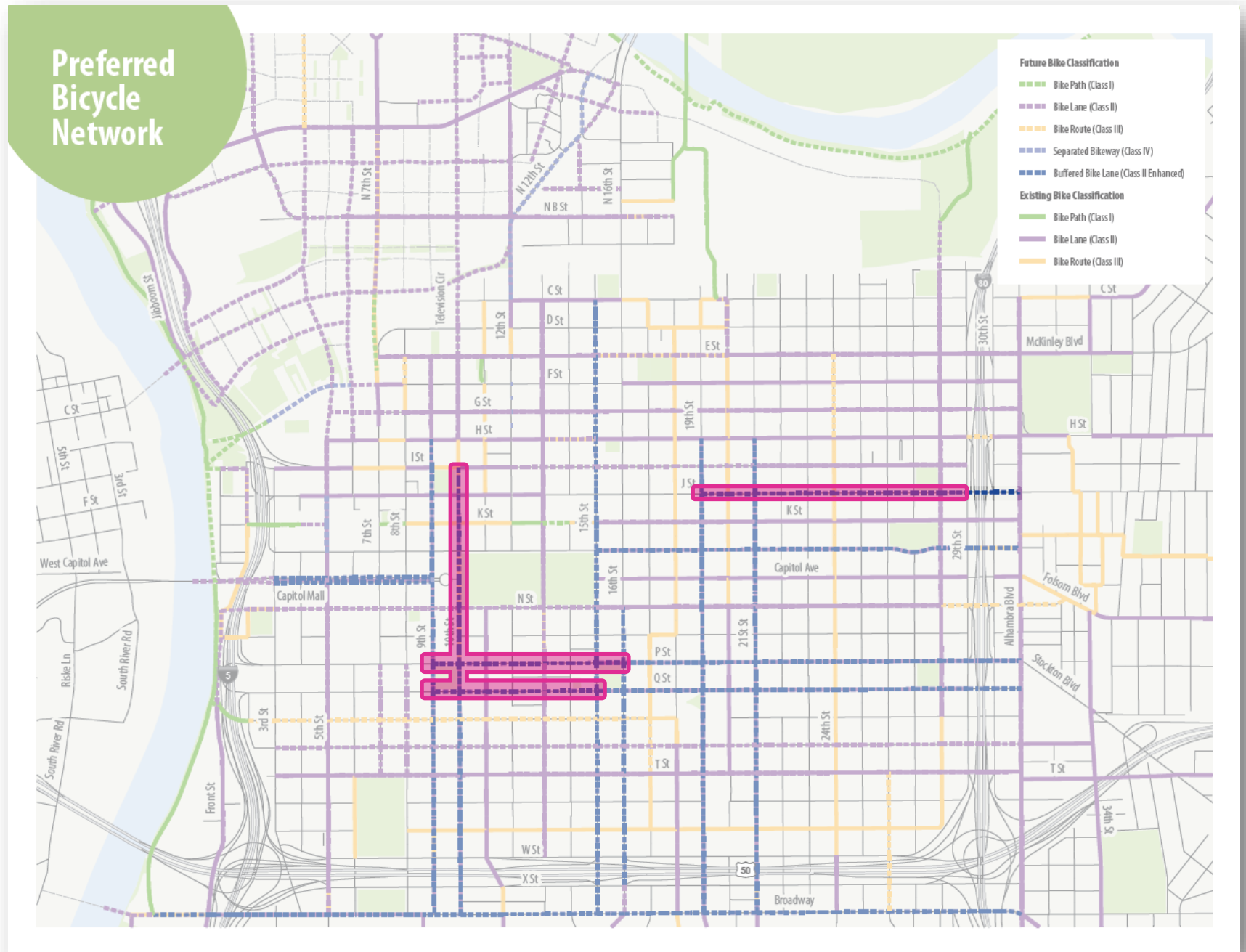
- Different streets are prioritized for different classifications of bike facilities
- The Specific Plan guides the mobility projects in the Central City



SACRAMENTO DOWNTOWN BIKEWAYS PROJECT



SACRAMENTO DOWNTOWN BIKEWAYS PROJECT



CENTRAL CITY

MOBILITY

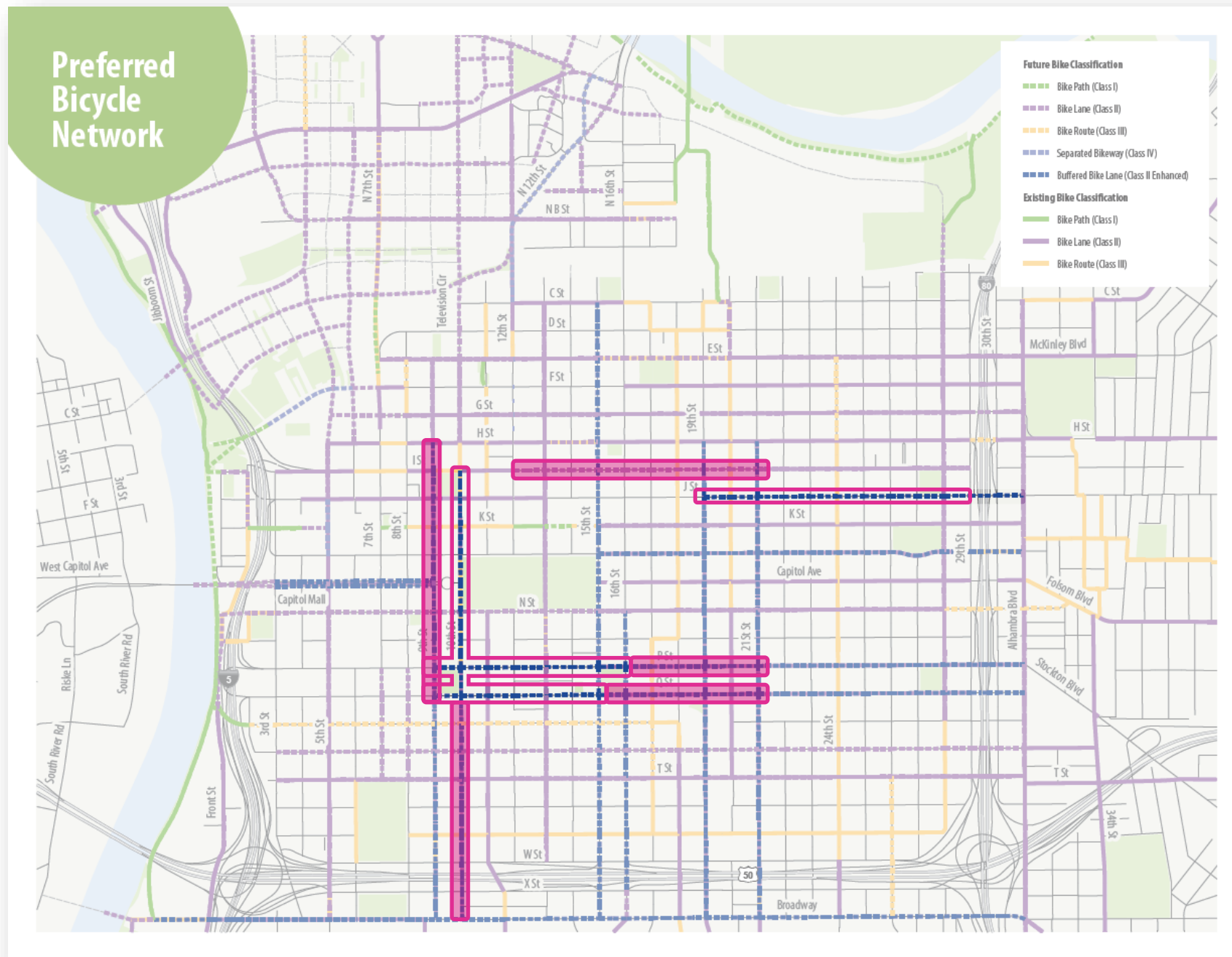
PROJECT

Project includes:

- Protected Bikeways
- Two-way Conversions

Original Grant:

SB1 Local Partnership Program
\$5M grant | \$5M local match



CENTRAL CITY

MOBILITY

PROJECT

Project includes:

 Protected Bikeways

 Two-way Conversions

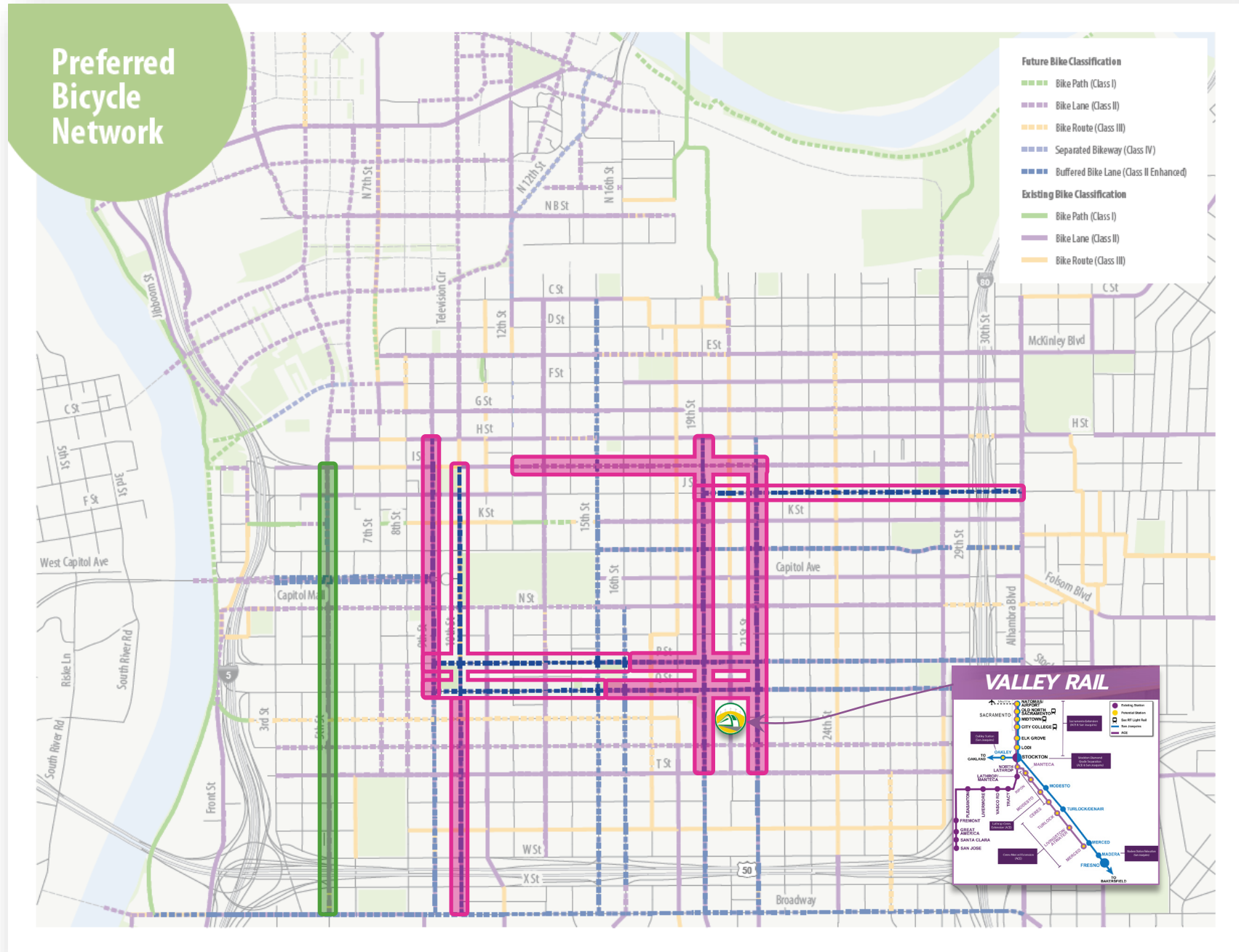
Original Grant:

SB1 Local Partnership Program

\$5M grant | \$5M local match

SJRRC “Valley Rail” Funding

\$3M for 19th & 21st Streets



CENTRAL CITY

MOBILITY

PROJECT

Project includes:

 Protected Bikeways

 Two-way Conversions

Original Grant:

SB1 Local Partnership Program

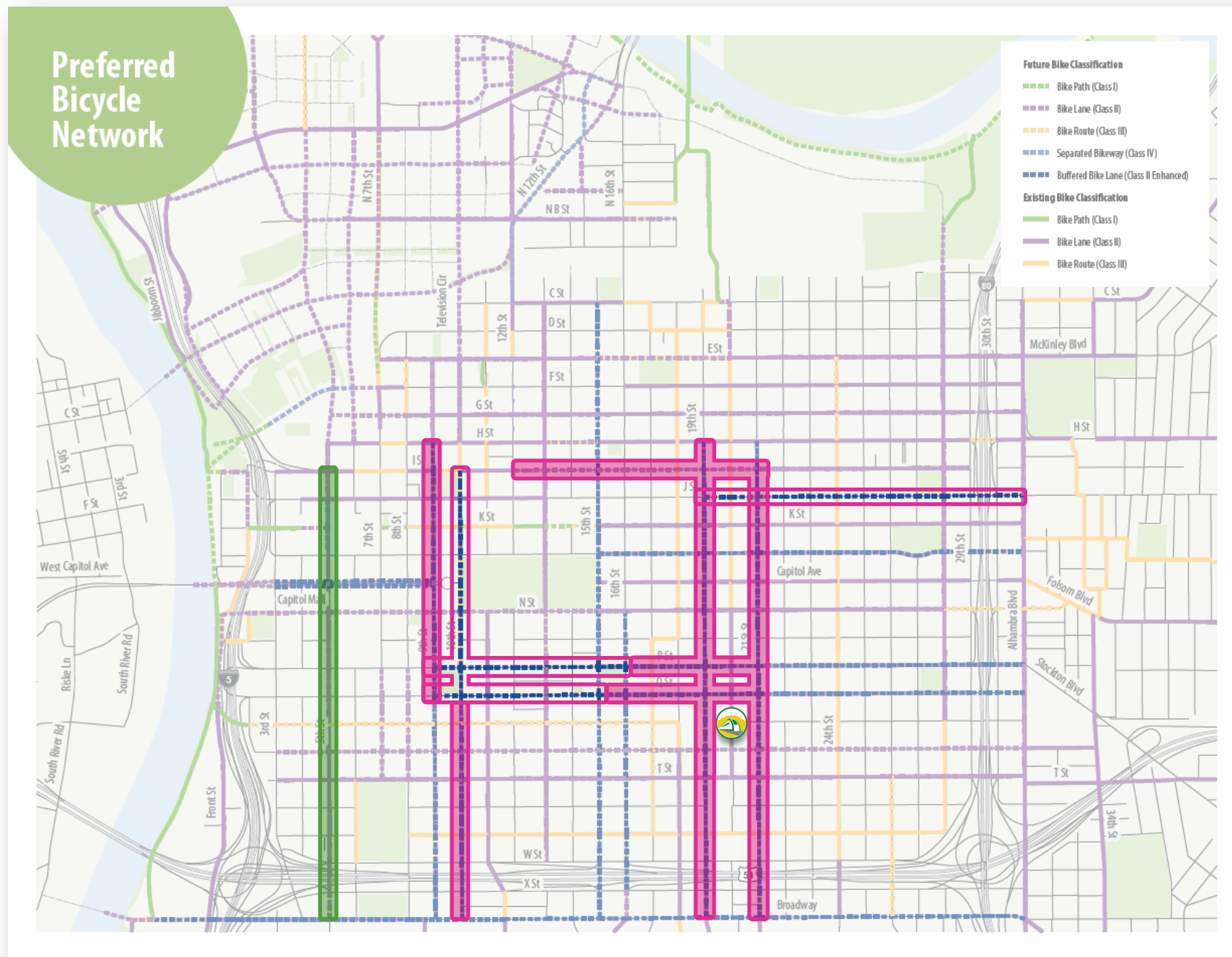
\$5M grant | \$5M local match

SJRRC “Valley Rail” Funding

\$3M for 19th & 21st Streets

AHSC Grant

\$2.5M for 19th & 21st Streets



CENTRAL CITY

MOBILITY

PROJECT

Project includes:

 Protected Bikeways

 Two-way Conversions

Original Grant:

SB1 Local Partnership Program

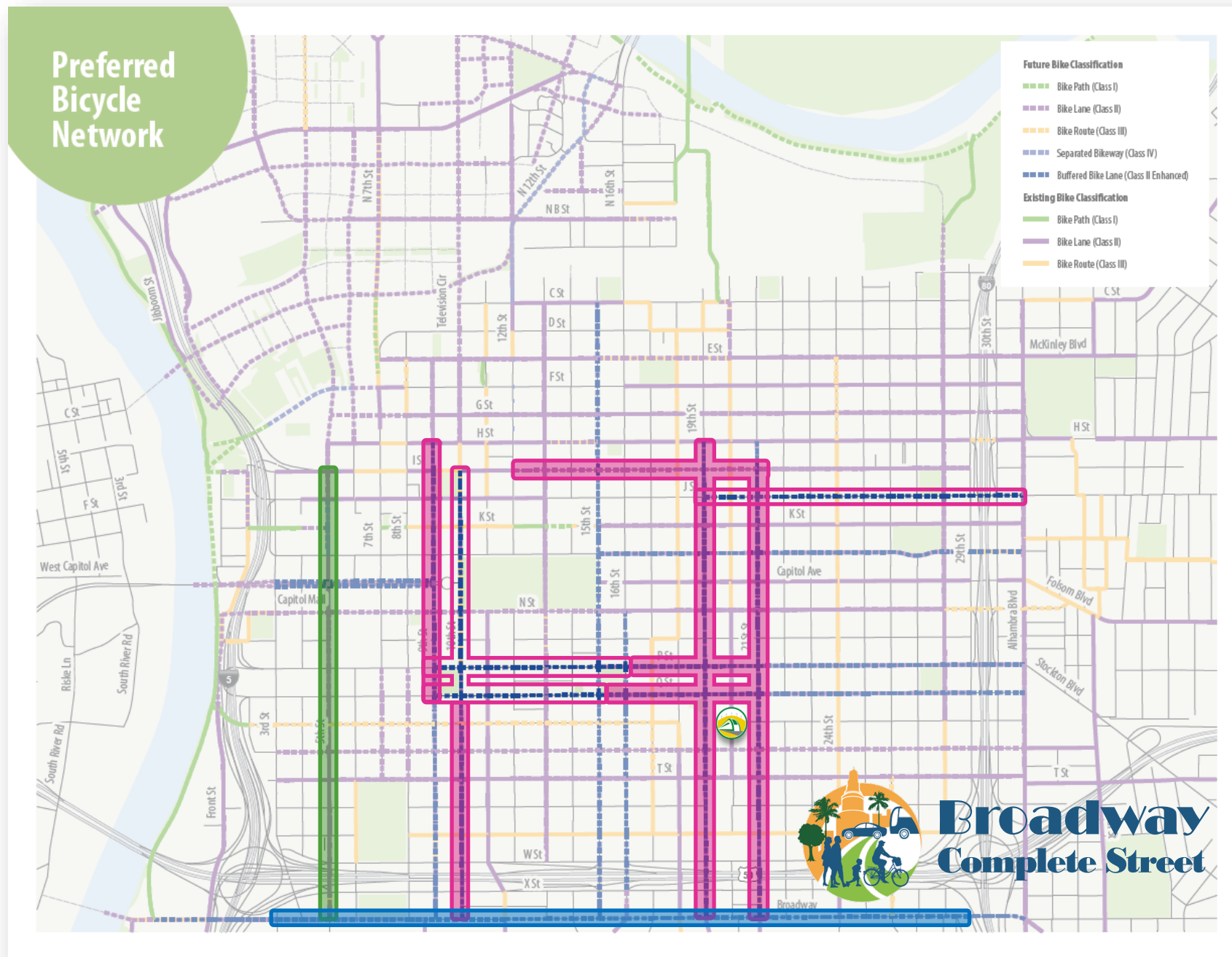
\$5M grant | \$5M local match

SJRRC “Valley Rail” Funding

\$3M for 19th & 21st Streets

AHSC Grant

\$2.5M for 19th & 21st Streets



Why Protected Bikeways?



<1%

STRONG & FEARLESS



5%

ENTHUSIASTIC & CONFIDENT



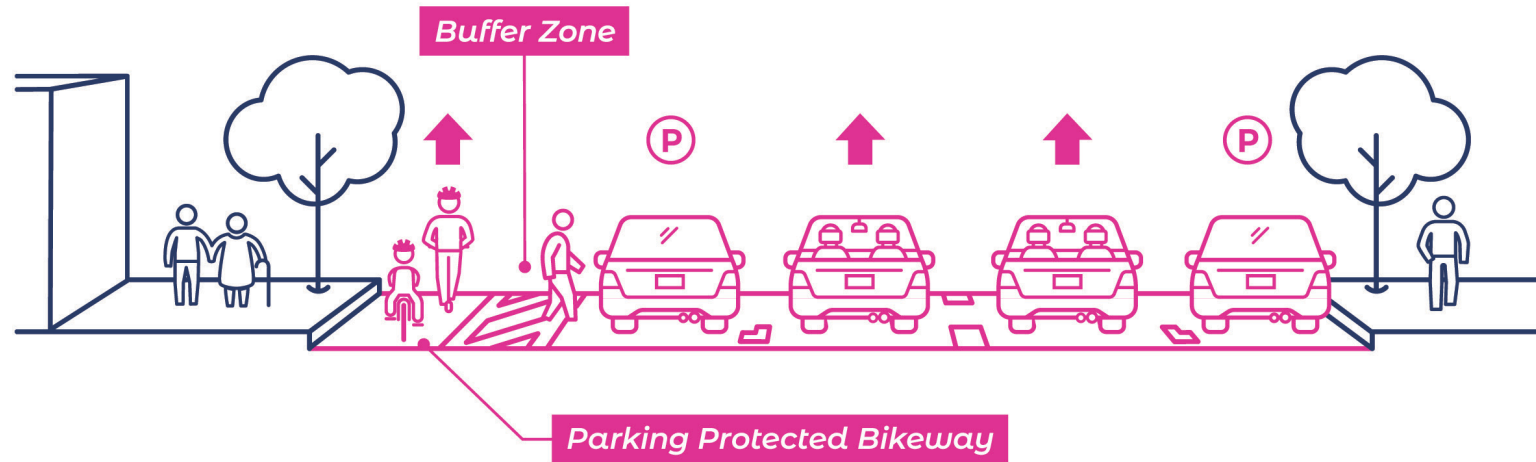
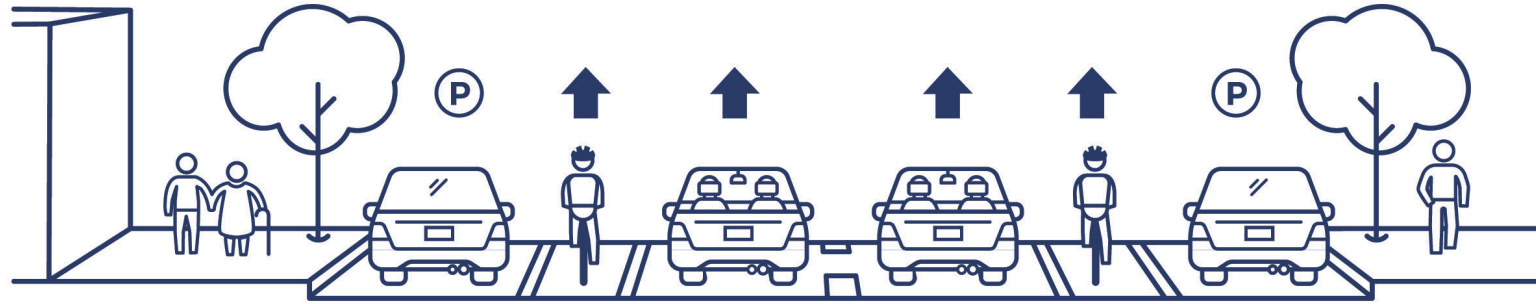
60%

INTERESTED, BUT CONCERNED



35%

NO WAY, NO HOW



CENTRAL CITY
MOBILITY
PROJECT

Why Protected Bikeways?



<1%

STRONG & FEARLESS



5%

ENTHUSIASTIC & CONFIDENT



60%

INTERESTED, BUT CONCERNED



35%

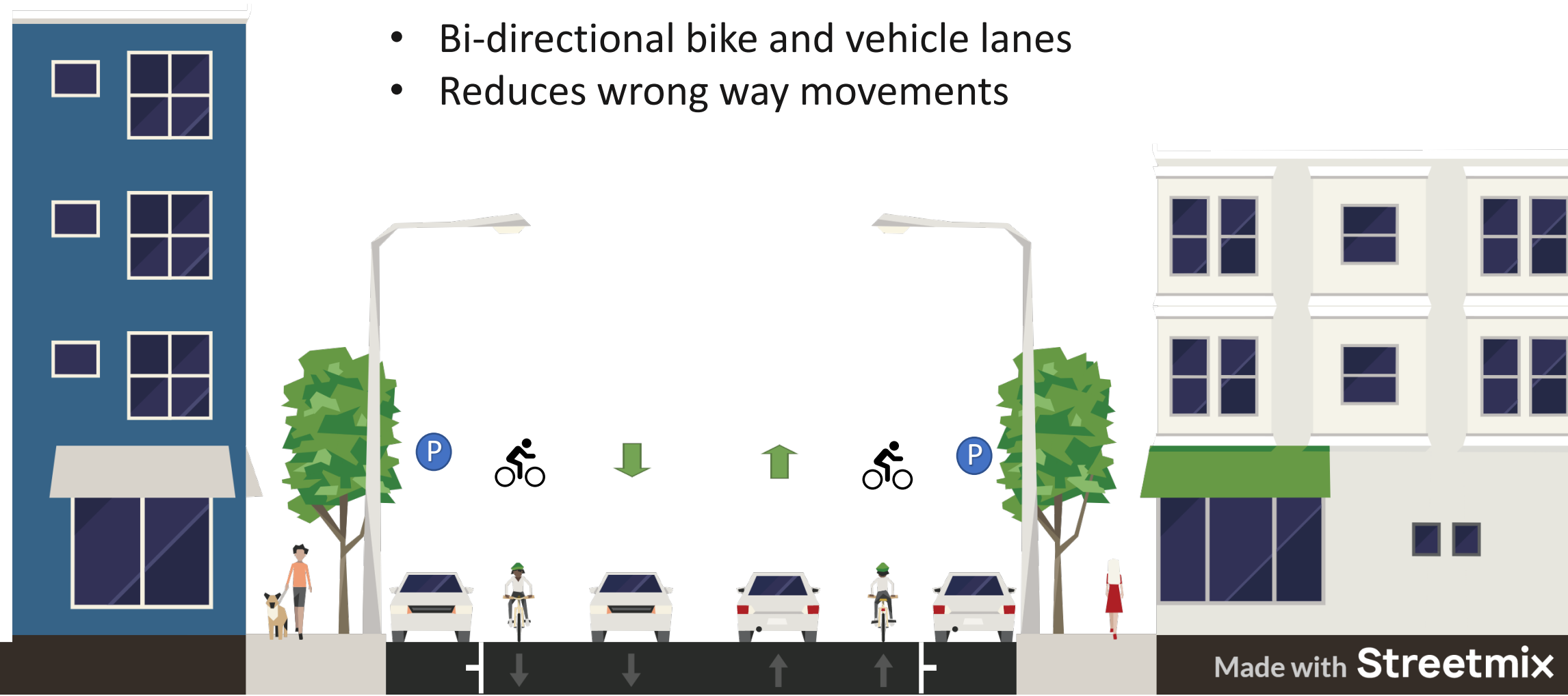
NO WAY, NO HOW



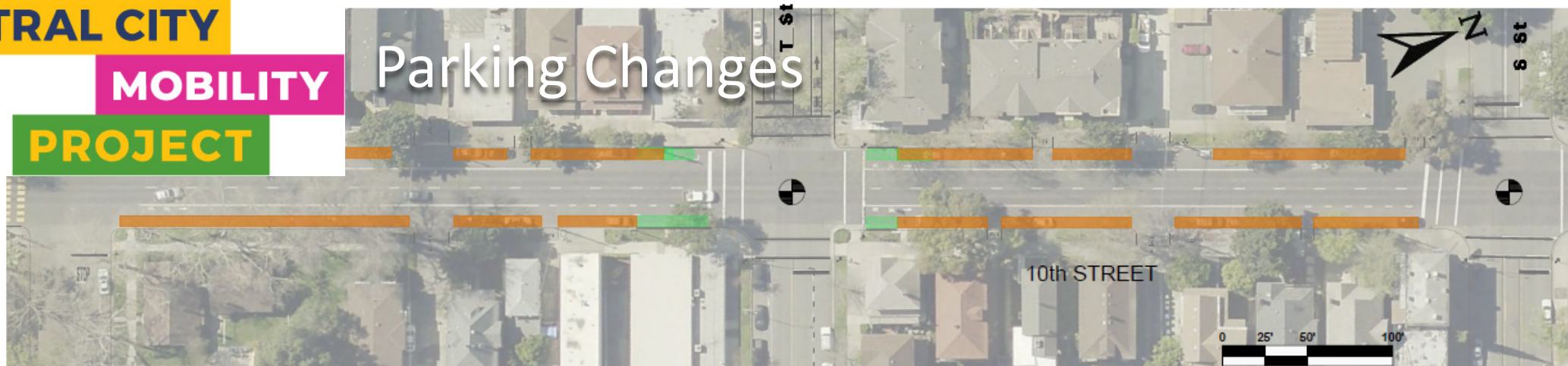
Why Two-Way Conversions?

Benefits:

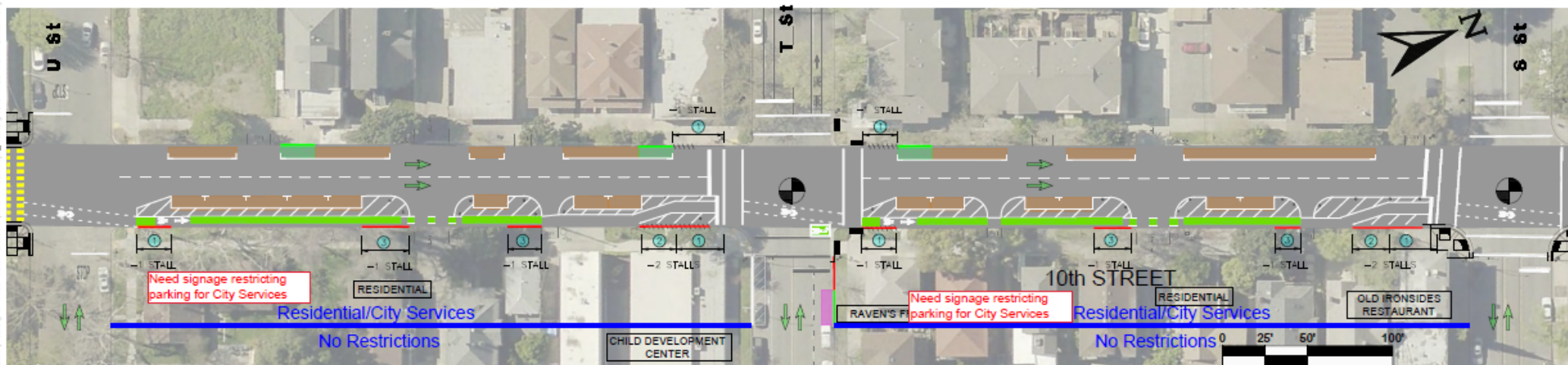
- Calms Traffic
- Bi-directional bike and vehicle lanes
- Reduces wrong way movements



Parking Changes



EXISTING



PROPOSED

PARKING SPACES (U STREET - T STREET)	EXISTING SPACES	PROPOSED SPACES	NET
LOADING ZONE	0	0	0
15 MIN SCHOOL LOADING ZONE	0	1	1
NON-METERED	0	0	0
METERED	0	0	0
RESIDENTIAL PERMIT	19	15	-4
BLUE CURB	0	0	0
PAY STATION	0	0	0
15 MINUTE PARKING	4	2	-2

LEGEND: DIRECTION OF TRAVEL SIGNALIZED INTERSECTION

- NOTES:**
- NO PARKING ZONE PER MUTCD: 30FT AT SIGNALIZED INTERSECTION APPROACH, 20FT ELSEWHERE
 - NACTO GUIDANCE RECOMMENDS PROHIBITING PARKING 30FT-50FT IN ADVANCE OF WHERE THE CYCLE TRACK BUFFER ENDS, AND SHIFTING CYCLE TRACK MORE CLOSELY TO TRAVEL LANES AT INTERSECTION APPROACHES TO PUT BICYCLISTS IN THE VIEW OF MOTORISTS.
 - CLEARANCE FOR VISIBILITY AT DRIVEWAYS/ALLEYS (20' MIN.)
 - PUBLIC SAFETY: FIRE HYDRANT CLEARANCE (15' EACH SIDE)

PARKING SPACES (T STREET - S STREET)	EXISTING SPACES	PROPOSED SPACES	NET
LOADING ZONE	0	0	0
PASSENGER LOADING ZONE	0	0	0
NON-METERED	0	0	0
METERED	0	0	0
RESIDENTIAL PERMIT	20	15	-5
BLUE CURB	0	0	0
PAY STATION	0	0	0
15 MINUTE PARKING	2	1	-1

4/7/2022

\\sacramento\019107-Downtown\10446\CA205_2018\Edits\Parking and Sidewalk\10th St - Existing.dwg

Parking Changes

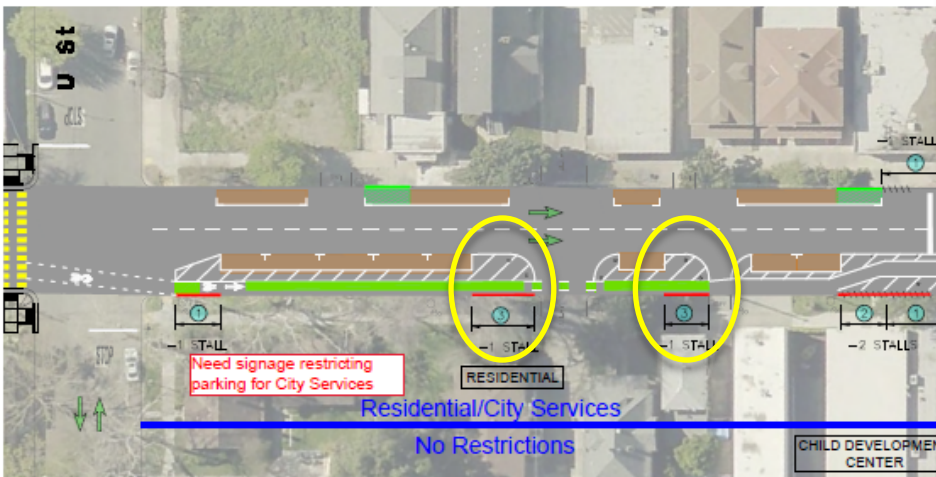
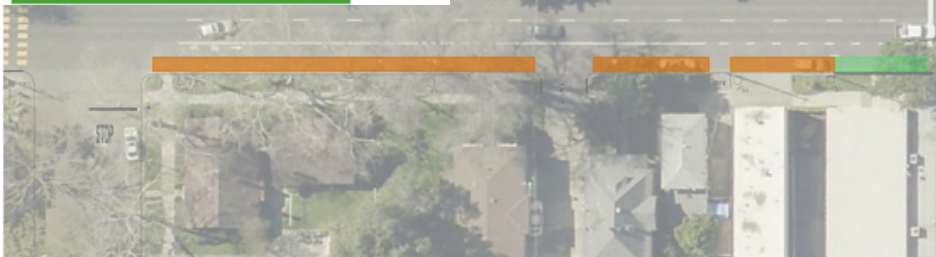
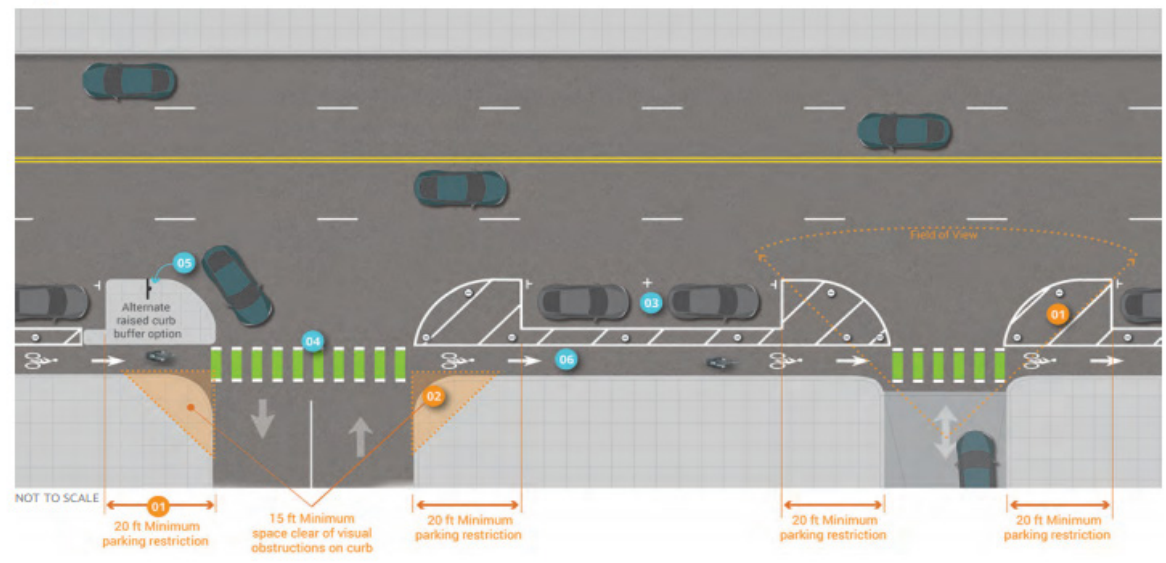


Figure 14



PROPOSED

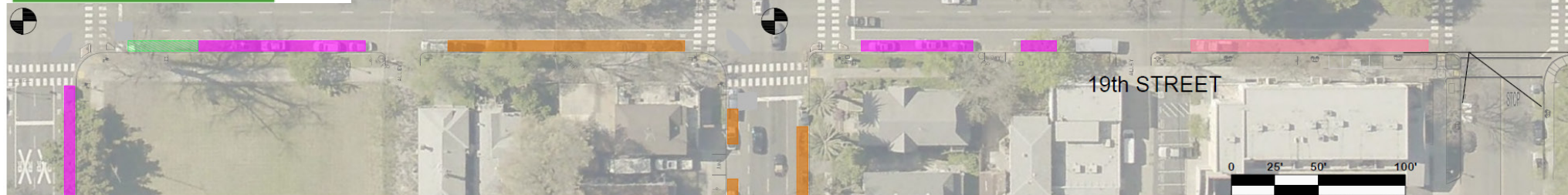
PARKING SPACES (U STREET - T STREET)	EXISTING SPACES	PROPOSED SPACES	NET
LOADING ZONE	0	0	0
15 MIN SCHOOL LOADING ZONE	0	1	1
NON-METERED	0	0	0
METERED	0	0	0
RESIDENTIAL PERMIT	19	15	-4
BLUE CURB	0	0	0
PAY STATION	0	0	0
15 MINUTE PARKING	4	2	-2

- LEGEND:** DIRECTION OF TRAVEL SIGNALIZED INTERSECTION
- NOTES:**
- ① NO PARKING ZONE PER MUTCD: 30FT AT SIGNALIZED INTERSECTION APPROACH, 20FT ELSEWHERE
 - ② NACTO GUIDANCE RECOMMENDS PROHIBITING PARKING 30FT-50FT IN ADVANCE OF WHERE THE CYCLE TRACK BUFFER ENDS, AND SHIFTING CYCLE TRACK MORE CLOSELY TO TRAVEL LANES AT INTERSECTION APPROACHES TO PUT BICYCLISTS IN THE VIEW OF MOTORISTS.
 - ③ CLEARANCE FOR VISIBILITY AT DRIVEWAYS/ALLEYS (20' MIN.)
 - ④ PUBLIC SAFETY: FIRE HYDRANT CLEARANCE (15' EACH SIDE)

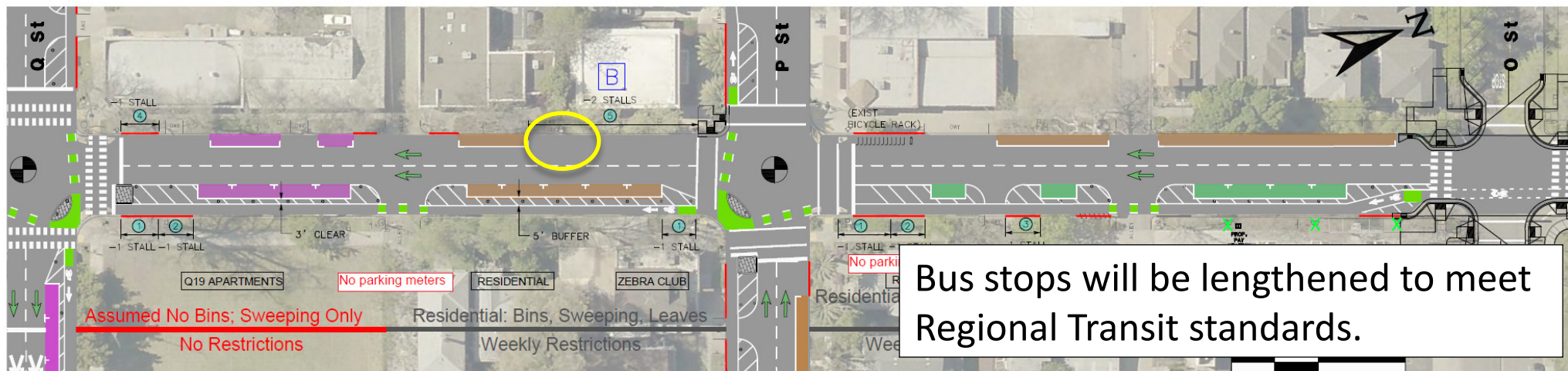
PARKING SPACES (T STREET - S STREET)	EXISTING SPACES	PROPOSED SPACES	NET
LOADING ZONE	0	0	0
PASSENGER LOADING ZONE	0	0	0
NON-METERED	0	0	0
METERED	0	0	0
RESIDENTIAL PERMIT	20	15	-5
BLUE CURB	0	0	0
PAY STATION	0	0	0
15 MINUTE PARKING	2	1	-1

4/7/2022
S:\projects\19107-Downtown\10thSt\10thSt_Parking_and_Sidewalks_Editor.dwg
U St
T St
S St

Parking Changes



EXISTING



Bus stops will be lengthened to meet Regional Transit standards.

PROPOSED

PARKING SPACES (Q STREET - P STREET)	EXISTING SPACES	PROPOSED SPACES	NET
LOADING ZONE	0	0	0
PASSENGER LOADING ZONE	0	0	0
NON-METERED	8	7	-1
METERED	0	0	0
RESIDENTIAL PERMIT	10	7	-3
BLUE CURB	0	0	0
PAY STATION	0	0	0
15 MINUTE PARKING	2	0	-2

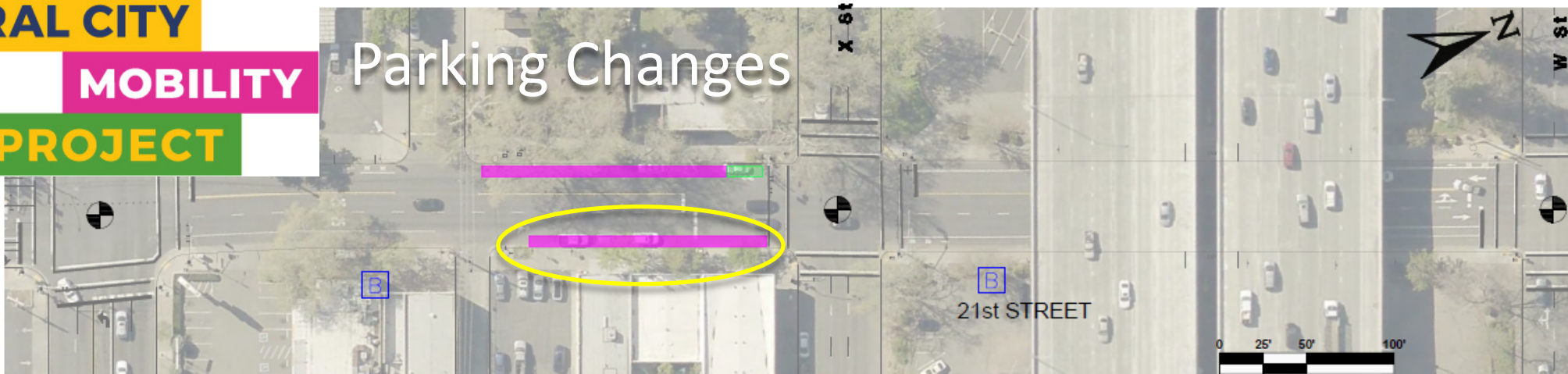
LEGEND: ← DIRECTION OF TRAVEL ⬤ SIGNALIZED INTERSECTION

NOTES: X REMOVE METER B BUS STOP

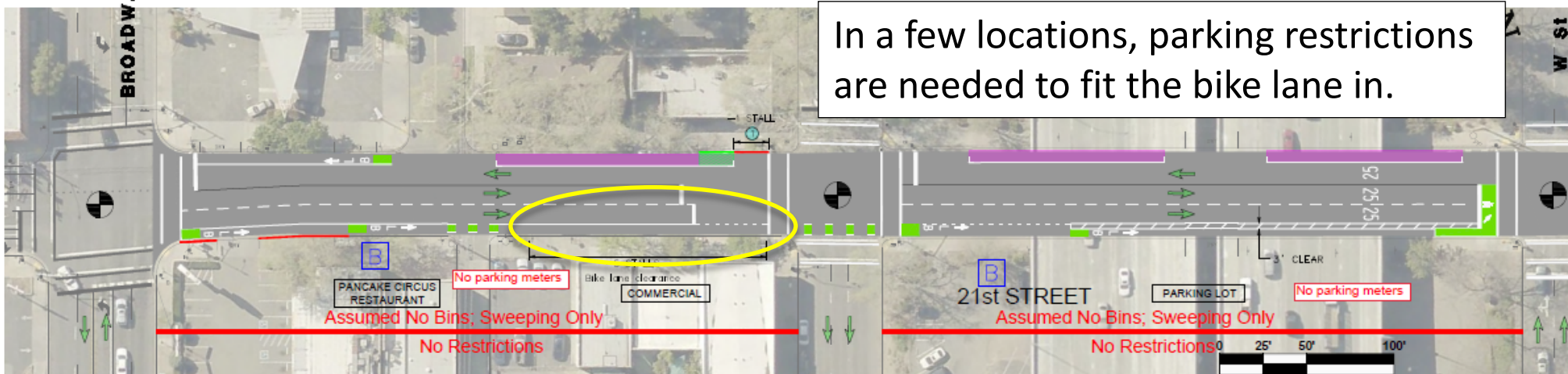
- ① NO PARKING ZONE PER MUTCD: 30FT AT SIGNALIZED INTERSECTION APPROACH, 20FT ELSEWHERE.
- ② NACTO GUIDANCE RECOMMENDS PROHIBITING PARKING 30FT-50FT IN ADVANCE OF WHERE THE CYCLE TRACK BUFFER ENDS, AND SHIFTING CYCLE TRACK MORE CLOSELY TO TRAVEL LANES AT INTERSECTION APPROACHES TO PUT BICYCLISTS IN THE VIEW OF MOTORISTS.
- ③ CLEARANCE FOR VISIBILITY AT DRIVEWAYS/ALLEYS (20' MIN.)
- ④ PUBLIC SAFETY: FIRE HYDRANT CLEARANCE (15' EACH SIDE)
- ⑤ MINIMUM PARKING RESTRICTIONS AT BUS STOPS IS 98' FROM CROSSWALK (RT STANDARDS)

PARKING SPACES (P STREET - O STREET)	EXISTING SPACES	PROPOSED SPACES	NET
LOADING ZONE	0	0	0
PASSENGER LOADING ZONE	1	0	-1
NON-METERED	4	0	-4
METERED	6	0	-6
RESIDENTIAL PERMIT	9	9	0
BLUE CURB	0	0	0
PAY STATION	0	6	6

Parking Changes



EXISTING



PROPOSED

PARKING SPACES (Broadway - X STREET)		EXISTING SPACES	PROPOSED SPACES	NET
	LOADING ZONE	0	0	0
	PASSENGER LOADING ZONE	0	0	0
	NON-METERED	12	5	-7
	METERED	0	0	0
	RESIDENTIAL PERMIT	0	0	0
	BLUE CURB	0	0	0
	PAY STATION	0	0	0
	15 MINUTE PARKING	1	1	0

LEGEND: DIRECTION OF TRAVEL SIGNALIZED INTERSECTION

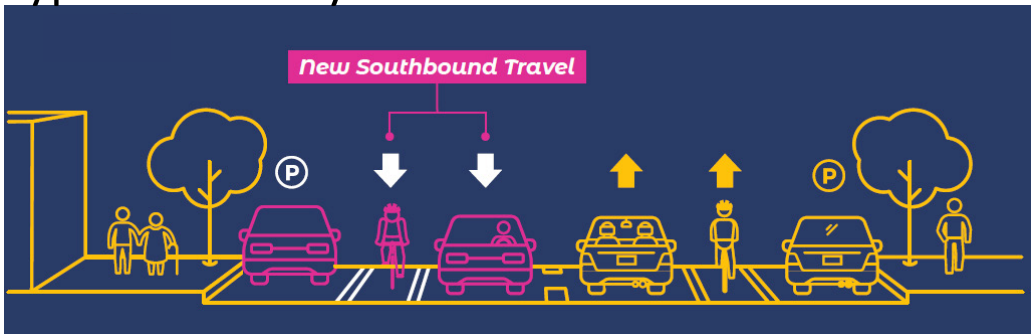
- NOTES:**
- ① NO PARKING ZONE PER MUTCD: 30FT AT SIGNALIZED INTERSECTION APPROACH, 20FT ELSEWHERE
 - ② NACTO GUIDANCE RECOMMENDS PROHIBITING PARKING 30FT-50FT IN ADVANCE OF WHERE THE CYCLE TRACK BUFFER ENDS, AND SHIFTING CYCLE TRACK MORE CLOSELY TO TRAVEL LANES AT INTERSECTION APPROACHES TO PUT BICYCLISTS IN THE VIEW OF MOTORISTS.
 - ③ CLEARANCE FOR VISIBILITY AT DRIVEWAYS/ALLEYS (20' MIN.)
 - ④ PUBLIC SAFETY: FIRE HYDRANT CLEARANCE (15' EACH SIDE)
 - ⑤ MINIMUM PARKING RESTRICTIONS AT BUS STOPS IS 98' FROM CROSSWALK (RT STANDARDS)

PARKING SPACES (X STREET - W STREET)		EXISTING SPACES	PROPOSED SPACES	NET
	LOADING ZONE	0	0	0
	PASSENGER LOADING ZONE	0	0	0
	NON-METERED	0	10	10
	METERED	0	0	0
	RESIDENTIAL PERMIT	0	0	0
	BLUE CURB	0	0	0
	PAY STATION	0	0	0

6/25/2022
 a:\transportation\central-city\mobility\2018\editors\working\solid\ways\editors\way - mobility\parking and solid\ways\editors.dwg

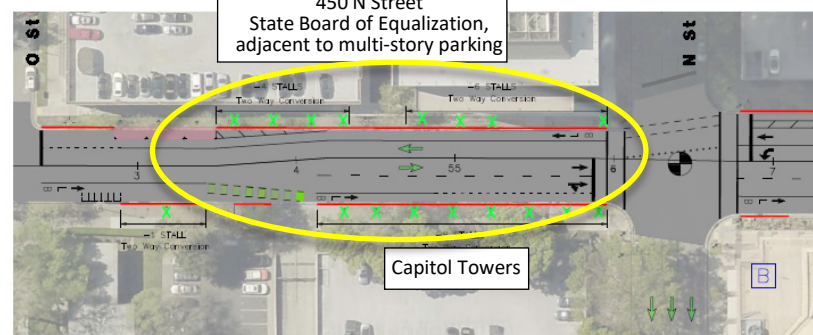
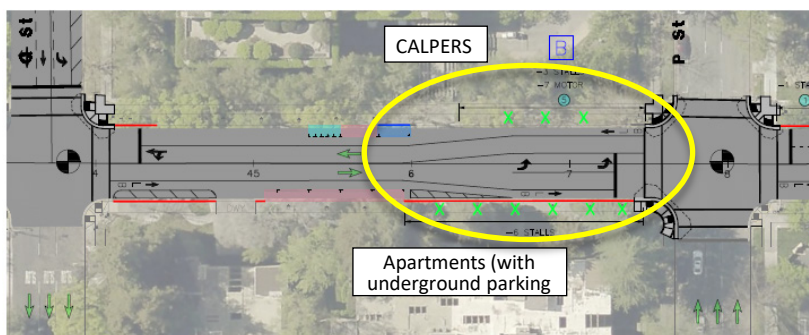
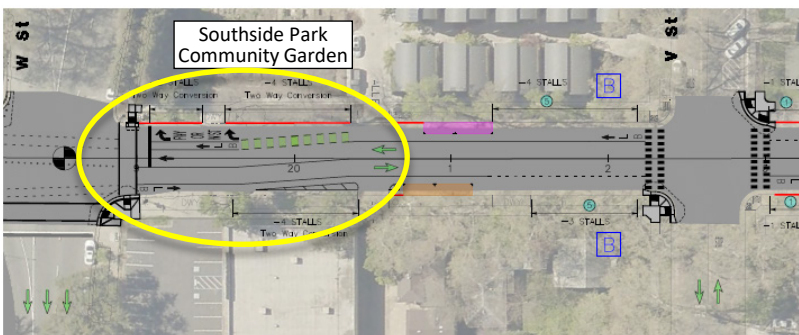
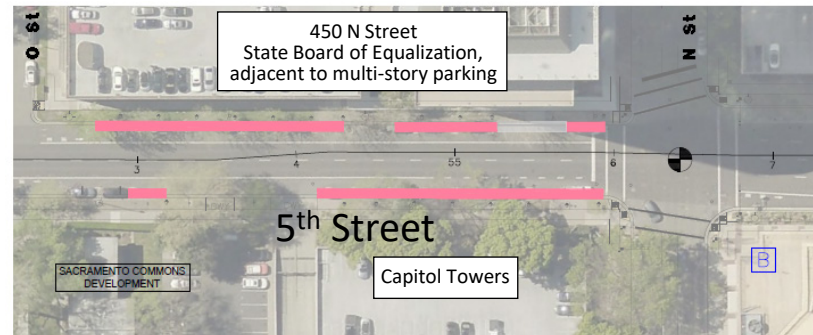
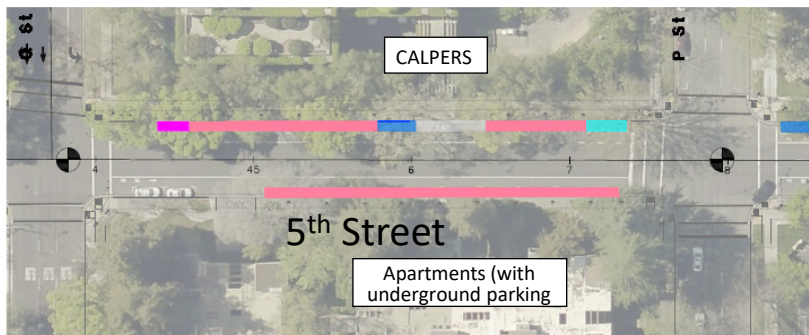
Parking Changes

Typical two-way cross-section:



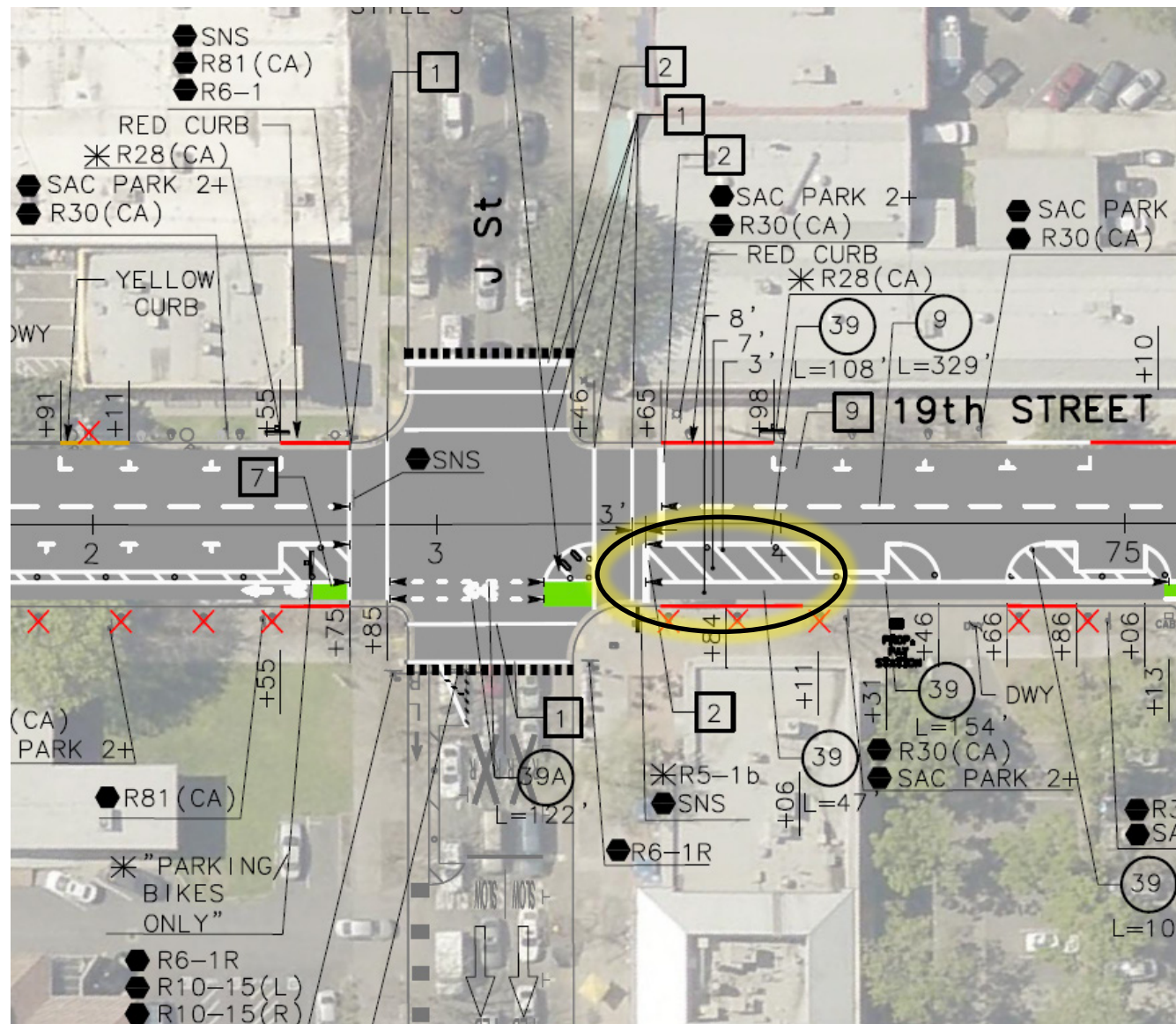
At major intersections on 5th Street, parking must be eliminated where turn lanes are needed for traffic operations

Locations requiring turn pockets with parking impacts:



Key Features: Sight Line Improvements

- Parking restrictions at all corners near crosswalks
- Longer parking restrictions adjacent to the bikeway on intersection approaches



CENTRAL CITY
MOBILITY
PROJECT

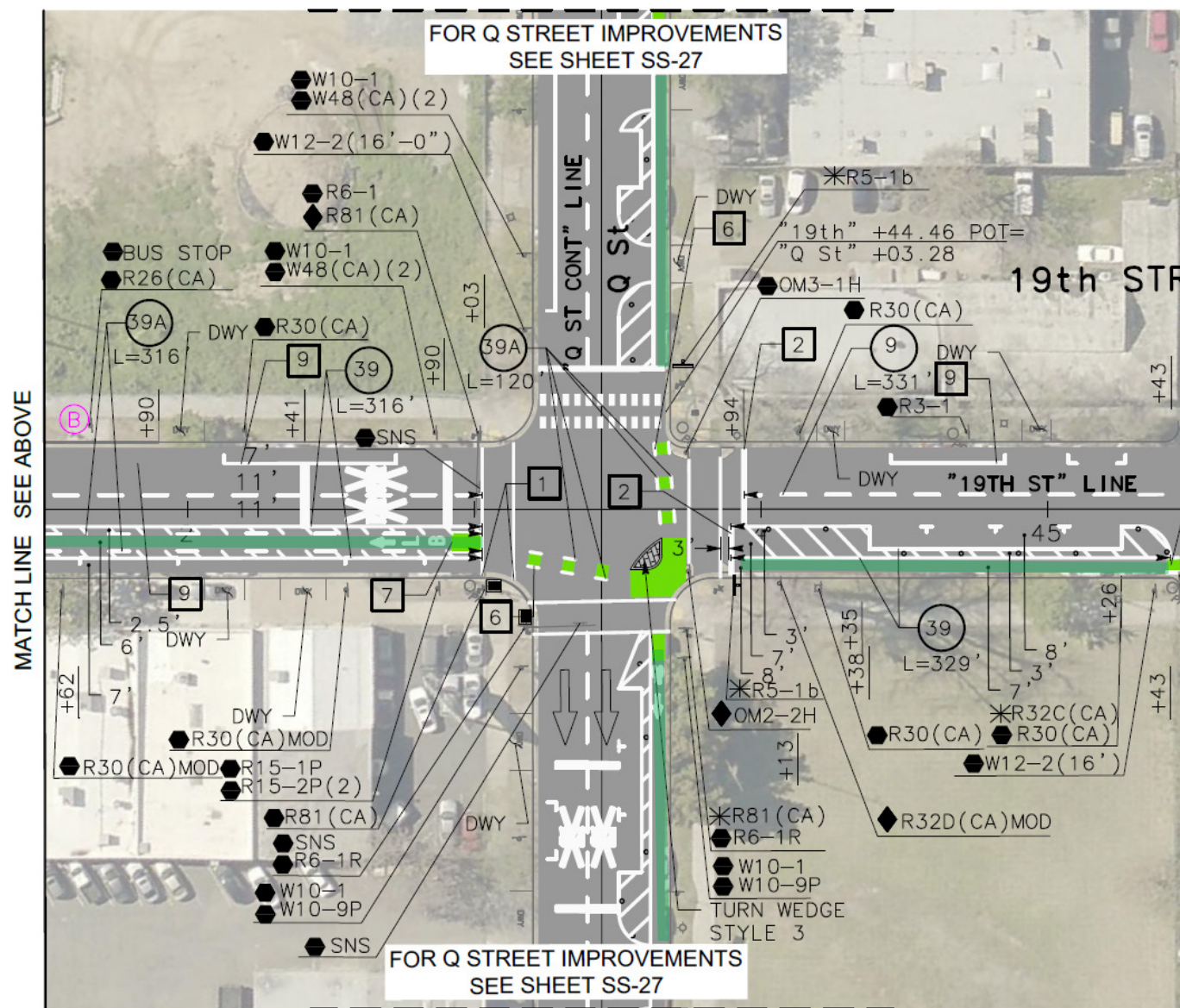
Key Features: Intersection Safety



Denver's 15th Street turn wedges:
"...this treatment has made these intersections WAY safer and is very effective at naturally slowing down drivers attempting to make a turn."
--online comment

Key Features: Intersection Safety

- Parking restrictions at all corners near crosswalks
- Longer parking restrictions adjacent to the bikeway on intersection approaches
- Turn wedges at intersections
 - At intersections where protected bikeways cross, concrete islands will be used for turn wedges.



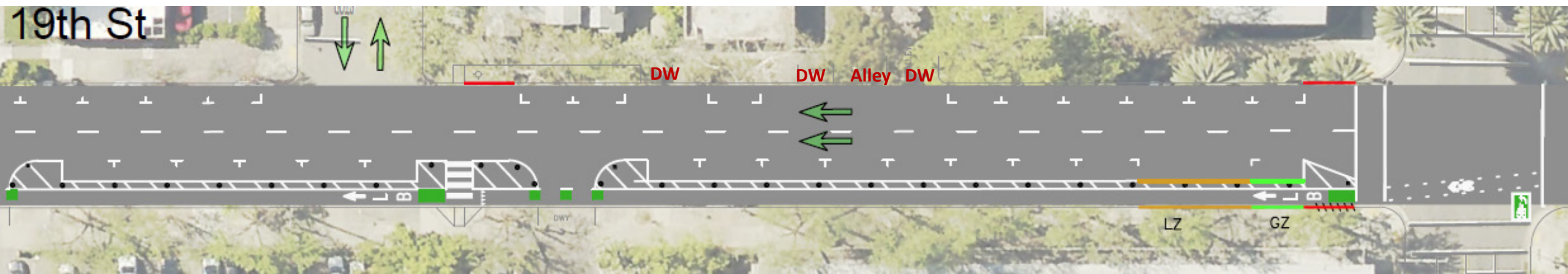
Key Features: Which side of the street?

The selection of the side of the street for the bikeway considered:

- Which side has fewer driveways or conflicts
- Whether there are frequent bus stops on one side
- Continuity with existing bikeways

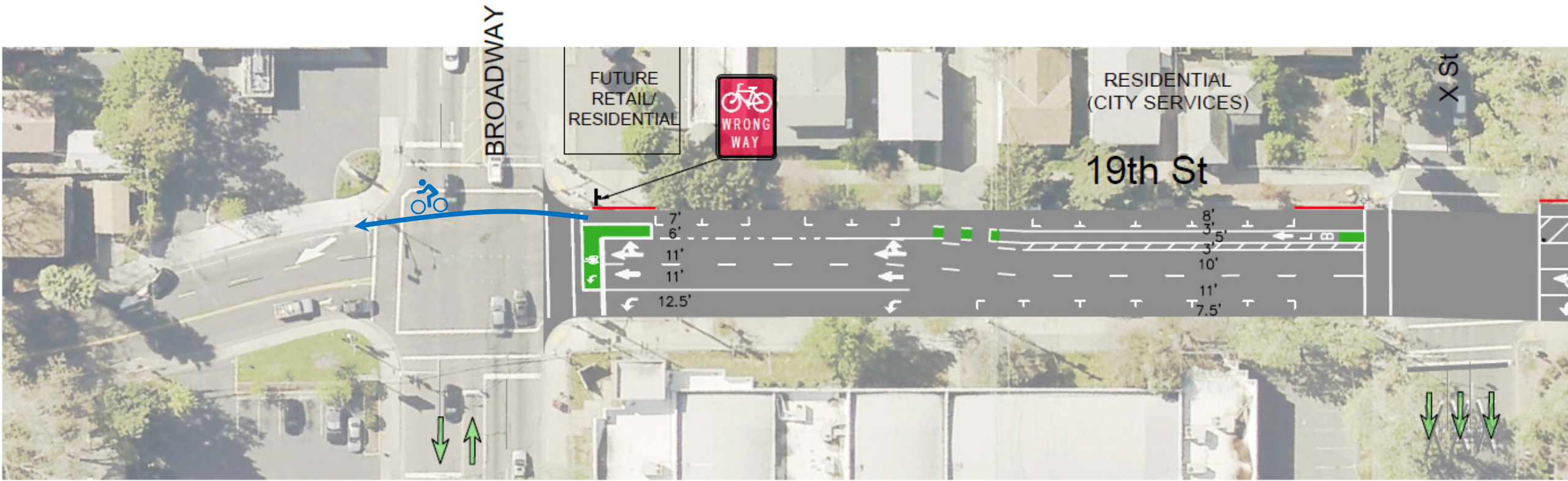
Right-side bikeways: 10th Street and I Street

Left-side bikeways: 9th Street, 19th Street, 21st Street, P Street, Q Street



Key Features: Which side of the street?

Left-side bikeways must transition to the right side at 19th and 21st Streets, to conform to the bike lanes on the other side of Broadway.



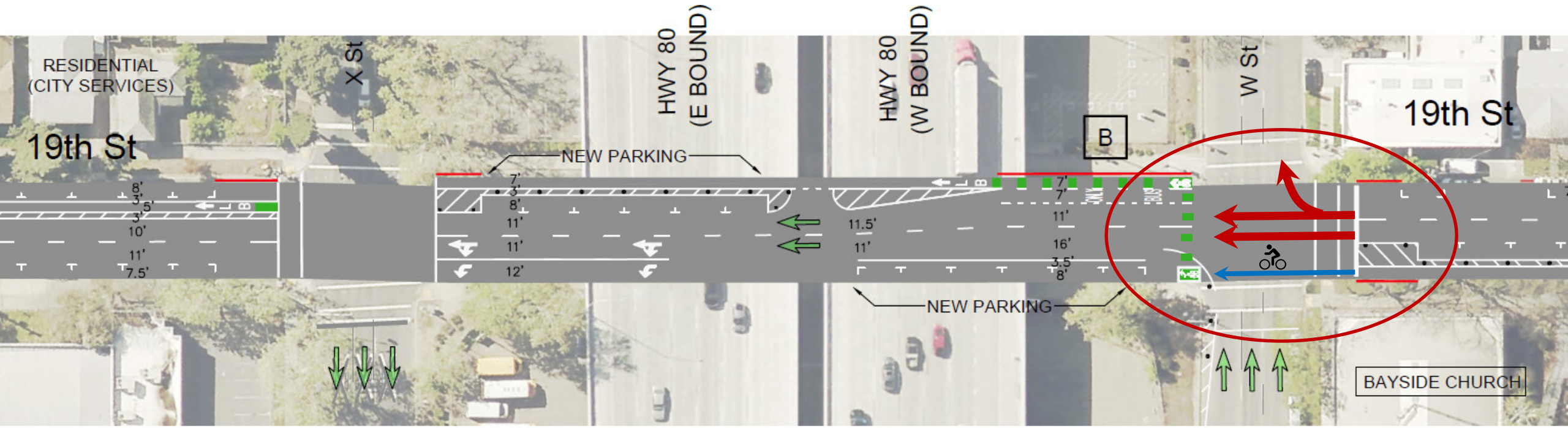
CENTRAL CITY

MOBILITY

PROJECT

Key Features: Transitions

- Bikes will transition at W Street using a **two-stage turn box**
- Avoids conflicts with turning vehicles onto W Street



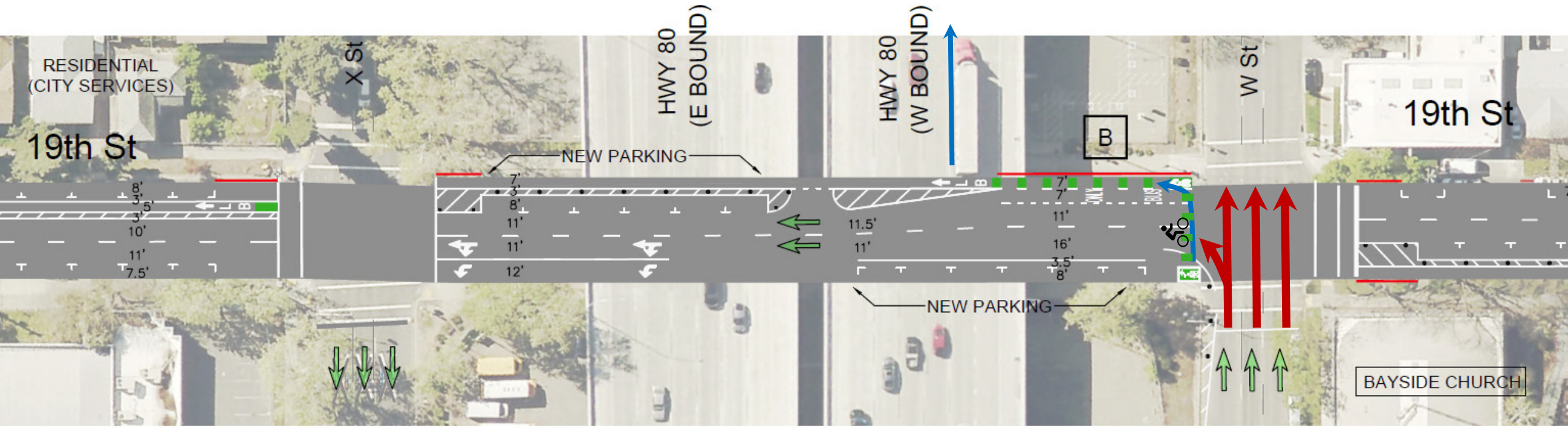
CENTRAL CITY

MOBILITY

PROJECT

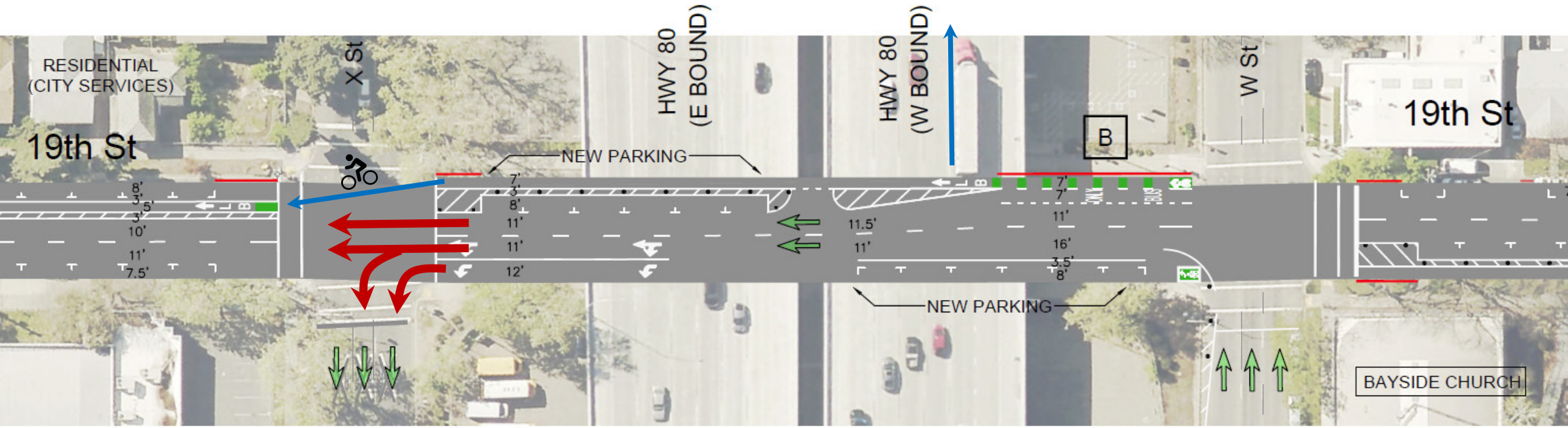
Key Features: Transitions

- Bikes will transition at W Street using a **two-stage turn box**
- Avoids conflicts with turning vehicles onto W Street
- Bike box puts cyclists well ahead of waiting cars on W Street, reducing potential conflict



Key Features: Transitions

- Bikes will transition at W Street using a two-stage turn box
- Avoids conflicts with turning vehicles onto W Street
- Bike box puts cyclists well ahead of waiting cars on W Street, reducing potential conflict
- Bikes on right side at X Street crossing avoids conflict with heavy turns onto X Street



Key Features: Trash bins and leaf pile collection



Next Steps and What to Expect

Outreach

- **Southside Park Neighborhood Association** – November 14th, virtual
- **Sierra Curtis Park Neighborhood Association** – November 16th, virtual
- Other groups to potentially be scheduled with: LPCA, Alkali/Mansion Flats, Boulevard Park, Poverty Ridge/Newton Booth
- **Coordinating with:** Midtown Association, Downtown Partnership, CADA, Greater Broadway Partnership, SABA, Civic Thread, Regional Transit
- **Website** is being updated with information about the design, bus stop changes, and construction

Timeline

- Advertise for Construction: November 2022
- Award Contract: February 2023
- Begin Construction: April 2023
- End Construction: Later in 2023

Construction Phase - What to Expect

- **This project has a broad footprint, but contractor won't be allowed to encumber multiple streets at once**
- **Typical Activities Residents Will See:**
 - **Lane closures/shifts to accommodate work**
 - **Temporary striping or signal controls for traffic**
 - **Sidewalk/Ramp closures for ramp upgrades**
 - **Must maintain pedestrian path**
 - **Pavement grinding & paving**
- **City website will be monitored and updated throughout to inform residents**