BROADWAY Complete Streets Plan

Community Workshop II Summary of Input

August 8th, 2019

The project location is the two-mile Broadway corridor between 3rd Street and 29th Street, south of downtown Sacramento, California. It anchors multi-modal transportation connections and improves access for all modes through introduction of a four lane to three lane road diet, new buffered bicycle lanes, new marked pedestrian crossings and refuge islands, and pedestrian improvements at two intersections.



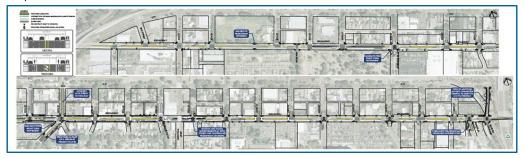


Introduction

On Thursday, August 8th, the City of Sacramento held a second public meeting for the Lower Broadway Complete Streets Project. The meeting was held in open house format from 5:30 to 7:00 p.m. at Leataata Floyd Elementary located at 401 McClatchy Way, Sacramento. 104 community members attended the meeting.

Project Overview

The City of Sacramento is currently working to make Broadway a safer and inviting place for all travelers, whether bicyclists, pedestrians, motorists, and transit riders, and to preserve and enhance the eclectic nature of the corridor. The Broadway Complete Streets project will implement improvements to accommodate all travelers and enhance the Broadway corridor with balanced accessibility, enhanced safety, and improved connectivity. This is important as the corridor is home to a variety of businesses, residents, government facilities, industrial centers, and cultural amenities. Below is a map of the Lower Broadway Complete Streets Study Area. The full-size version of the map can be found in the appendix of this summary.



${\it Meeting Purpose} \, and \, {\it Format} \,$

The purpose of the second public meeting was to engage businesses and property owners, neighboring community members, as well as motorists, pedestrians, and bicyclists, and transit riders who travel on Broadway to provide a project update and answer any questions about the project's purpose, benefits, traffic circulation and design concepts. The participants were also encouraged to provide any comments on the exhibits and/or comment cards. The open house included an introduction from District 4 Councilmember, Steve Hansen, and District 5 Councilmember, Jay Schenirer, as well as an introduction from Kevin Grimes of the Greater Broadway District.



District 4 Councilmember, Steve Hansen



District 5 Councilmember, Jay Schenirer



Greater Broadway District, Kevin Grimes



Following introductory remarks, City of Sacramento's Senior Engineer and project manager, Megan Johnson, and City of Sacramento Traffic Engineer, Megan Carter, provided an overview of the Broadway Complete Streets Project, proposed improvements, and update of project status. You can find the meeting presentation in the appendix of this summary.

Following the presentation, attendees were encouraged to visit information stations that included maps and exhibits on the community input received to date, preliminary street designs, mobility and safety enhancements, and



Megan Johnson, Left, City of Sacramento Megan Carter, Right, City of Sacramento

traffic analysis. Participants had opportunities to contribute their ideas, input, and questions through interactive board displays, one-on-one discussions with project team members, and a general comment card

Below are the informational boards displayed at the meeting, the full-size boards are available in the appendix.

PROJECT OVERVIEW

- Map of the project area
 - Displayed the entire project area and key features.
- Project Overview Boards
 - o These boards included a project background, community feedback received to date, and overview of the project updates including proposed roadway and intersection improvements.







- Next Steps / Project Timeline
 - O This board shows the timeline of the project from 2012 to the construction in 2022, separated by phases.



- Environmental Process
 - This board shows the environmental process of the Broadway Complete Streets, as it will be included as an addendum to the Central City Specific Plan EIR.







MOBILITY

This station presents an update to mobility benefits including bikes, pedestrians, transit, and automotive benefits. Community members were able to provide their input on the following:

- Bikes
 - This board showed the updated connectivity of the northsouth bike routes.



• Transit

 This board showed options for pullouts or in-lane stops with platforms for bikes, example photos and cross-sections, and bus stop locations.



Vehicular

o This board showed the benefits of the 29th Street Extension and 16th Street Conversion with an updated existing area map.



SAFETY BENEFITS

This station presented the following information:

- Updated collision data from the Active Transportation
 Program grant application,
- A list of proposed safety counter measures including a road diet, enhanced pedestrian crossings, and lighting,
- Potential speed reduction data that would occur after the project is complete,
- Graphic and description of the reduction in speed entering the neighborhoods from Broadway including sample photos.







TRAFFIC

This station exhibited the future anticipated traffic changes to the area including the following:

- General changes in traffic patterns, depicted in a map with color-coded lines,
- O Queueing and delays of traffic for the:
 - Existing area
 - Future Area with no project
 - Future area with project
- Travel time changes including a sample trip from a major school to Downtown Sacramento
- Neighborhood traffic patterns in Land Park







Community Input

Below is a compilation of community input received through the project boards, comment cards submitted at the open house, and emailed comments. Comments will be reviewed by the project team, and design recommendations will be evaluated for potential inclusion in plans during the final design phase.

PROJECT BOARD FEEDBACK

Mobility: Bicyclist Mobility Benefits

- 18th Street important and best bike crossing today no improvements?
- Need bike lanes on 24th south of 2nd.
- More complete graphics and legend please!

Mobility: Transit Mobility Benefits

Yay! The bus lane will help with 51 bus which is most ridden and always late!

Mobility: Vehicular Mobility Benefits

 Major congestion already on X and Alhambra. More lights may help.



Gladys Cornell, AIM Consulting, discusses project improvements with a community member.



Safety: Safety Benefits

 A high traffic area at 25th and Broadway may benefit from a crossing light and flasher for cars to help pedestrians.

Traffic: Average Daily Traffic Volumes

• I think the increase in volume on Land Park Drive is underestimated.

Traffic: Impacts to Adjacent Corridors

- Concerned about Sutterville and South Land Park intersection.
- 2nd and Land Park Drive needs additional treatment.
- Need bike lanes on Land Park Drive.

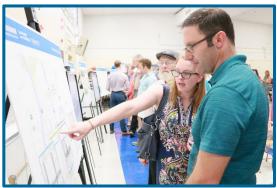


James Pangburn, Mark Thomas, discusses project improvements with a community member.

COMMENT CARD AND EMAILED FEEDBACK

Corridor Amenities

- Great job on working to improve Broadway. My impression (as a pedestrian and bicyclist) is that Broadway is a long, busy street with many dark areas and dead zones. We need to encourage more businesses to locate on Broadway, and instead I see Dimple closing and the Living Space store closed. Hopefully we'll have more businesses opening on Broadway. Also, what about getting an autonomous vehicle to make the 2-mile trek up and down Broadway? That would be a novelty and get more people to come to Broadway.
- What improvements to outdoor lighting will be made?
- Too much pavement. Let's partner with community groups and businesses to add plantings to the project. Just need holes in the pavement, donated drought-tolerant plants, and some local care.
- I love all proposals! Anything you can do to make Broadway safer and more walkable/bikeable is much appreciated. Would be great to increase the trees and include public trash/recycle cans.
 Currently everyone throws their trash on the street.
 This is all going to make such a huge difference in making Broadway appealing to people.
- Covered bus stops with trash cans between 10th
 Street and Riverside are needed.



Jake Weir, Mark Thomas, discusses project improvements with a community member.



Parking

- Make 17th and 18th Streets one-way, North and South with diagonal parking. Provide more parking in general.
- Add diagonal parking to 17th and 18th streets.
- I'm in full support of the complete streets project and building bike lanes on Broadway. I'm concerned about the 7-foot parking and the possibility if increased interactions between cyclists and car doors. I would like to see parking eliminated where possible or the removal of the center turn lane to accommodate more space for parking and bike lane width.



Community members listen to the opening presentation.

Pedestrian and Bicyclist

- Why not extend buildouts for side-street crossings, for example, the crossing from the North-West corner of 25th and Broadway to the North-East corner?
- I'm so pleased to see the city finally making safety improvements on Broadway for bicyclists and pedestrians. Eliminating four lanes of traffic to three lanes is great! I often bicycle through Broadway but have never felt safe to bicycle on Broadway. Eliminating the free right turn eastbound lane to Land Park Drive will improve safety for pedestrians. I love this project! Wish it could be built faster.
- Improve the streets that connect to Broadway with dedicated bike lanes and sidewalks.
- More protected bike lanes are needed and to slow down traffic on Broadway. Pedestrian activated walking lights and bike parking lots would be great!
- I take the 51 at 17th and Broadway and crossing at 17th Street is terrifying! I suppose reducing lanes and slowing people down will help but I was a little disappointed that there is no improvement at 17th! Even a flasher would help. Overall, I feel better about this than before.



Community members discuss potential improvements along Broadway.

- I would like to see safer solutions for the Broadway/Muir/9th Street intersection for bikes. It continues to be unsafe to make the right to left turn heading south on 9th Street to Muir.
- It would be fantastic for there to be an assisted bike crossing at 2nd Avenue and Land Park Drive. As a major bike route, this intersection is always tricky. Bike only signals please and thank you.
- Please put bike lanes on Broadway. It is so dangerous to ride a bike to any destination on Broadway currently, so most residents drive. The crossings for pedestrians are also very



dangerous. Improvements are very important to allow people to walk and bike to the great businesses on Broadway.

• These improvements are awesome! Keep it up! One suggestion is to ensure bikes can more easily turn onto and off of Broadway. Intersections at Broadway and 9th Street, Muir and Broadway, and Broadway and 10th Streets are fairly major bike intersections. Making it easier and more visible for bikes to turn eastbound Broadway onto 10th Street and navigate southbound 9th Street onto Broadway with an immediate left turn onto Muir Way would be very helpful!



Community members give input through a comment card.

- Looking forward to left turn arrow lights at Riverside and Broadway.
- This project is so wonderful! The intersection at Broadway and 5th Street desperately needs a protected left-hand turn lane added. In the future, it would be wonderful to see these street improvements, like established bike lanes, expand to streets linking to Broadway. 5th Street would benefit immensely from sidewalk improvements and bike lanes.
- Consider 'BikeBox' for facilitating left turns at Riverside Boulevard and Land Park Drive.
- Wonderful! Thank you for fixing Franklin/San Fernando intersection. Making Broadway bike friendly and cutting traffic to two lanes instead of four will significantly improve my daily bike commute. I was hit by a car last week on my bike! I look forward to safer streets for everyone.
- Currently, there is a bike lane on 21st Street that ends at Broadway; it then reopens on 21st Street north of X Street. Similarly, a bike lane on 26th Street southbound disappears for the same block (X to Broadway). There may be other examples. Since the goal of the project is to connect

multimodal transportation back to the grid, it would help if bikes did not have to merge into traffic for those blocks.

- The bicycle upgrades are very good. Improving lighting under the freeway will be helpful.
 Extending a formal bike lane on Riverside to the freeway would help safety north of Broadway.
- Please ensure bike lane connectivity from 5th
 Street on both sides of Broadway.
- Please consider plastic bollards separating protected bike lanes from traffic.
- It is extremely important to provide bike lanes on Broadway. Motor vehicles have three parallel



Elise Brockett, AIM Consulting, discusses the project with a community member.

routes to choose from and bicyclists currently have no safe and direct routes. The slight delay for the cars will be well worth it to increase safety for bicyclists and for pedestrians crossing. This will improve access to businesses along Broadway. If anything, reduce parking further to allow for better sight distances at corners with crossings.



Vehicular

- 26th Street and Broadway needs traffic counts. It's a speedway! It needs left turn arrow lights. I can't park on 27th Street because it's a "speedway".
- Crash risk will be increased if the some of the geometric and operational conditions remain in the plans without change or traffic mitigation.
- The new movement from and the separate signal phase for Southbound 16th Street across Broadway delivers through traffic toward Northbound Land Park Drive vehicles waiting at the stop bar and "in queue" along the severely skewed "leg" south of Broadway.



Community members discussing the project boards.

 Drivers who divert from Broadway or who choose to avoid difficult left-turn movements by turning right and then proceeding further "out-of-direction" across one or more additional intersections (conflict points with peds and cyclists) in order to return to Broadway; example: leftturners attempting to enter Broadway from minor streets (like 18th) may instead decide to turn "right" then 3 left-turns and a right to get back onto Broadway.

Transit

- As traffic is moved to X and W Streets there may be an issue with the 51 bus which turns off Broadway to go downtown on to 8th Street. The bus must wait for an opportunity to cross both streets as there are no traffic lights currently. If traffic increases on X and W, the bus will be delayed quite a bit.
- As part of traffic mitigation for this and other complete streets projects, please consider increasing frequency of buses and adding bus-only lanes where appropriate to increase reliability.
- Don't keep four lanes at the light rail. It will make a bad flow to go from two lanes, to four lanes, then back to two lanes.

Traffic

• I live on Land Park Drive a few houses south of Burnett Way. I travel through the Land Park/Broadway intersection via car, bike, or foot typically four times a day. I am also a Professional Roadway Engineer. I attended the open house for the project and have comments primarily focused on the proposed changes around 15th, 16th, and Land Park Drive proposed traffic improvements. This near doubling of the delay is unreasonable in the extreme. Especially when compared to the adjacent intersections. This huge delay increase,



Kid's table with "How do you move on Broadway?" coloring pages.



and queue elongation are indicative of the concerns expressed below about the proposed intersection configuration. Please make adjustments to bring the delay in line with the adjacent intersections. The monetary and environmental costs of all that extra idling need to be considered as well.

o 15th Street: I suggest eliminating the southbound bike lane since there is no corresponding northbound lane nor any bike lanes on 15th Street north of X Street or on X Street itself. In addition, as far as I have noticed, there is zero demand



Megan Carter, City of Sacramento, discusses the project improvements with community members.

for bikes on this block. I rode through it for the first time in 15 years and had no concerns with the current configuration. Use the space for parking.

- The lane drop on Eastbound Broadway is way too short. I suggest eliminating or narrowing sidewalk widening in front of Tower Theatre to extend Eastbound / Southbound right-turn lane to 15th Street. This will allow a second Southbound left-turn lane to turn directly into a right-turn lane which is what 75% of drivers do today. This will eliminate a short merger and collision potential. The Southbound lanes would be signed and marked for Land Park Drive and Broadway only as appropriate.
- 16th Street: I support the idea of making this two-way but would be far more effective if the block under the freeway also had one Southbound lane. I suggest engaging Caltrans on this issue. It would be more effective in getting traffic off Broadway if the Westbound W Street and 16th Street off-ramp traffic could turn left onto 16th instead of driving all the way around the block.
- Broadway: Check truck/bus/fire engine turning templates before eliminating 'pork chop island'. Visually it does not look like a turn is possible. If not, I suggest redesigning island as a two-stage crossing and force right-turning vehicles to yield to Southbound traffic. This will solve 95% of the issue without sacrificing mobility.
 - I suggest adding Westbound/Northbound Right-turn lanes for improved operations.
 Should be able to fit it by reducing or eliminating bulb-outs and/or buffers near the intersection.
 - I suggest making a continuous leftturn pocket between 16th and 17th Streets. Only a short pocket is required at 17th, but the 16th left turn backs up past 17th regularly. More storage is needed not less.



James Pangburn, Mark Thomas, discusses the project timeline with a community member.

You may need to eliminate parking on the north side. In general, the traffic information displayed for this intersection did not seem to match reality for



those who see it every day. Although traffic on Broadway will likely go down some, that reduction will primarily be during the evening commute. The morning a noon rush should also be accounted for.

second Southbound lane; however, adding a bike lane requires one in both directions per standards. I suggest eliminating buffers for this block to extend bike lanes between their current terminus to Broadway. Should be able to fit two 6-foot bike lanes and three 11-foot or more travel lanes.



Adrian Engel, Fehr and Peers, discusses traffic designs with a community member.

I strongly suggest eliminating the proposed mid-block crossing between the Tower Theatre and the Dimple Records parking lot. Mid-block crossings are problematic in general, and this is an even more unusual location due to its extremely close proximity to two intersections, particularly the Marty/Land Park intersection only 20-feet away. Additionally, the proposed bulb-outs will not be possible if the bi-directional bike lanes are installed per the previous suggestion. Also, every foot of two-lane storage is necessary for Northbound Land Park Drive as morning traffic regularly backs up past our house. We acknowledge that the existing pedestrian crossing is awkward and has safety concerns. I have personally witnessed a pedestrian/vehicle collision at this location. The primary issue with the current crossing is the less than ideal sight distance for

Northbound vehicles. Sight lines are obscured by the curve of the road and parked cars, and lighting could be improved. In addition, vehicles tend to come around the curve above the speed limit and begin to track into the opening second lane a bit early. To address all of these issues, we suggest moving the Northbound bike lane against the curb for the last 50 feet and add a raised island in the existing bike lane. A new light standard could be added to the



Megan Johnson, City of Sacramento, discusses the project improvements with an attendee.

island near the crosswalk. This would reduce speeds and over tracking, allow pedestrians to move out into a refuge for better visibility (both driver and pedestrian) and reduced crossing distance, and improve illumination of the intersection. In addition, this idea could also be mirrored on the Southbound side at Burnett. Since the Southbound lane drop will no longer be necessary, an island could be placed for the first 20-30 feet south of the intersection to protect the extended bike lane. Alternatively, a bulb-out could be added to the Southwest



corner of Burnett and Land Park. Both ideas would help narrow the entrance to Land Park and slow speeds. In addition to these proposed changes, a marked crossing could be added from the north corner of Marty Way across to the Tower Theatre parking lot to give peds a closer option that either the existing crossing or the one at Broadway. This location is after the curve and should have better visibility than the current marked crossing, and it is also at an intersection (at least on one side) so drivers and peds will be more accustomed to seeing it there.

The traffic data also showed that we expect an increase on Land Park Drive. This is distressing given how much traffic has increased in recent years. The road diet on Freeport had a dramatic effect on day one. Is traffic calming in the works for Land Park Drive? Mini roundabouts maybe?

Additional Comments

- This is a great improvement to the Broadway Corridor and surrounding neighborhoods. Get it done!
- Underground powerlines at Broadway and 15th
- On the website, include progress of Final Design street cars on Broadway.
- Does this project account for a potential Broadway
 Bridge? Are the businesses generally in favor of
 these changes? Aren't drivers going to get very
 frustrated when they are behind a bus that makes several stops?



Attendees review project boards.

- Thanks for your hard work on this project and for actively making the area safer and more connected for biking. Especially a new route for getting to the farmers market!
- Thank you for the extensive analysis, planning, and community engagement you have performed to transform the Broadway Corridor into a complete street that encourages active forms of transportation including biking, walking, and "scootering". Not only will such a project improve safety, it will support sustainable economic development and improve air quality. Please let us know how we can be helpful at SABA.
- A similar project was completed at Freeport Boulevard and we are very pleased with it. Car traffic is no slower than before, plus biking and walking in the street have become much safer. The lit pedestrian crossings and slower traffic facilitates safer street crossing. Again, we are pleased and hope this project will be just as effective. Thanks!
- I am 100 percent supportive of the proposed Broadway Complete Streets Improvement Project. All of the projects proposed elements are a vast improvement from Broadways existing condition. Broadways current design favors vehicles, not people.
- I love this project! It will be fabulous for the neighborhood and local businesses. Safer for families and kids to walk and bike, save lives, and beautify the street. I can't wait for the project and more like it. Five seconds worth of delay is well worth it for safety and more travel options—even more delay would be better and discourage driving in the corridor. Thank you!



Notification

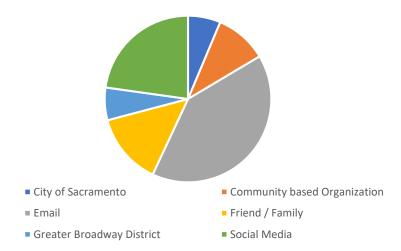
The City of Sacramento posted information about the Community Open House on the project webpage and Facebook page. Notification fliers were sent out through email to more than 7,010 community members to inform them about the projects and upcoming open house.

Below are the community leaders, community-based organizations, neighborhood associations, and local agencies who shared the community open house information on their media platforms or through enewsletters.

- Councilmember Steve Hansen
- The City of Sacramento
- The Greater Broadway District
- Coldwell Banker The Kay Team
- Department of Motor Vehicles
- Environmental Council of Sacramento
- Land Park Neighborhood Association
- Land Park Community Association

- Newton Booth Neighborhood Association
- Richmond Grove Neighborhood Association
- Sacramento 365
- Sacramento Black Chamber of Commerce

When attendees signed in at the workshop, they were asked to share how they heard about the event. Below is a summary of their responses.



Appendix

- Project Boards
- Notification Flyer
- Comment Card



PROJECT OVERVIEW





Project Overview





Existing Conditions

- 4 travel lanes
- On-street parking
- Painted median (sometimes)
- No bicycle lanes
- Between 13,000 19,000
 vehicles daily

Broadway at 18th







Project Goals

- •Balance accessibility for bicyclists, pedestrians, transit users, and drivers;
- •Enhance safety and comfort for all modes of travel, especially pedestrians and bicyclists;
- •Improve connectivity between: the residents south of Broadway, the businesses along Broadway, and Downtown/ Midtown; and
- •Encourage economic revitalization and reinvestment along the Broadway corridor.

What We Heard

The previous planning phase included walk audits, popup workshops, and community meetings from Spring 2015 to Winter 2016. Below are key improvements participants discussed and provided input on.

- Lane reduction and traffic calming
- Prioritize pedestrian and bicycle safety and comfort
- Aesthetic improvements







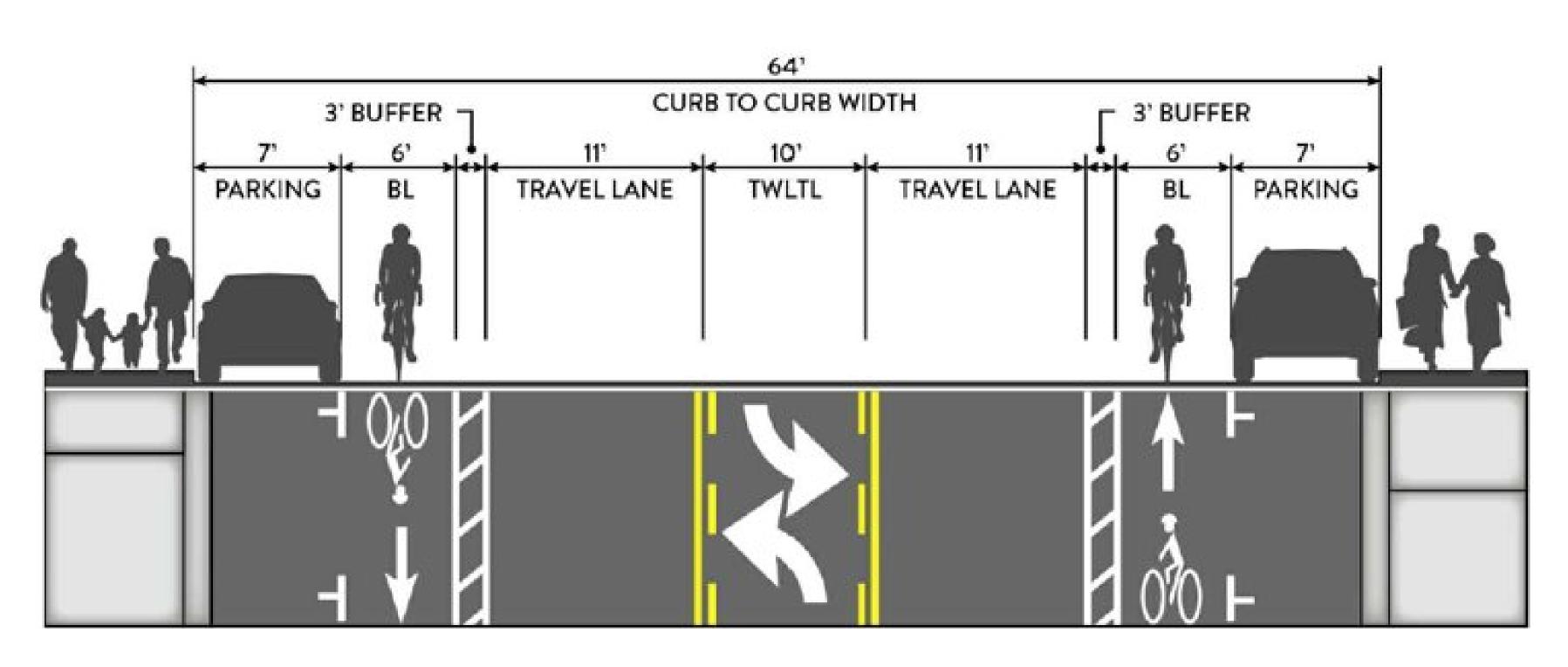


Project Overview

Proposed Roadway Improvements

- Reduction from 4 to 2 lanes
- Consistent two-way left turn lane
- On-street parking where appropriate
- Buffered bike lanes





Proposed Intersection Improvements

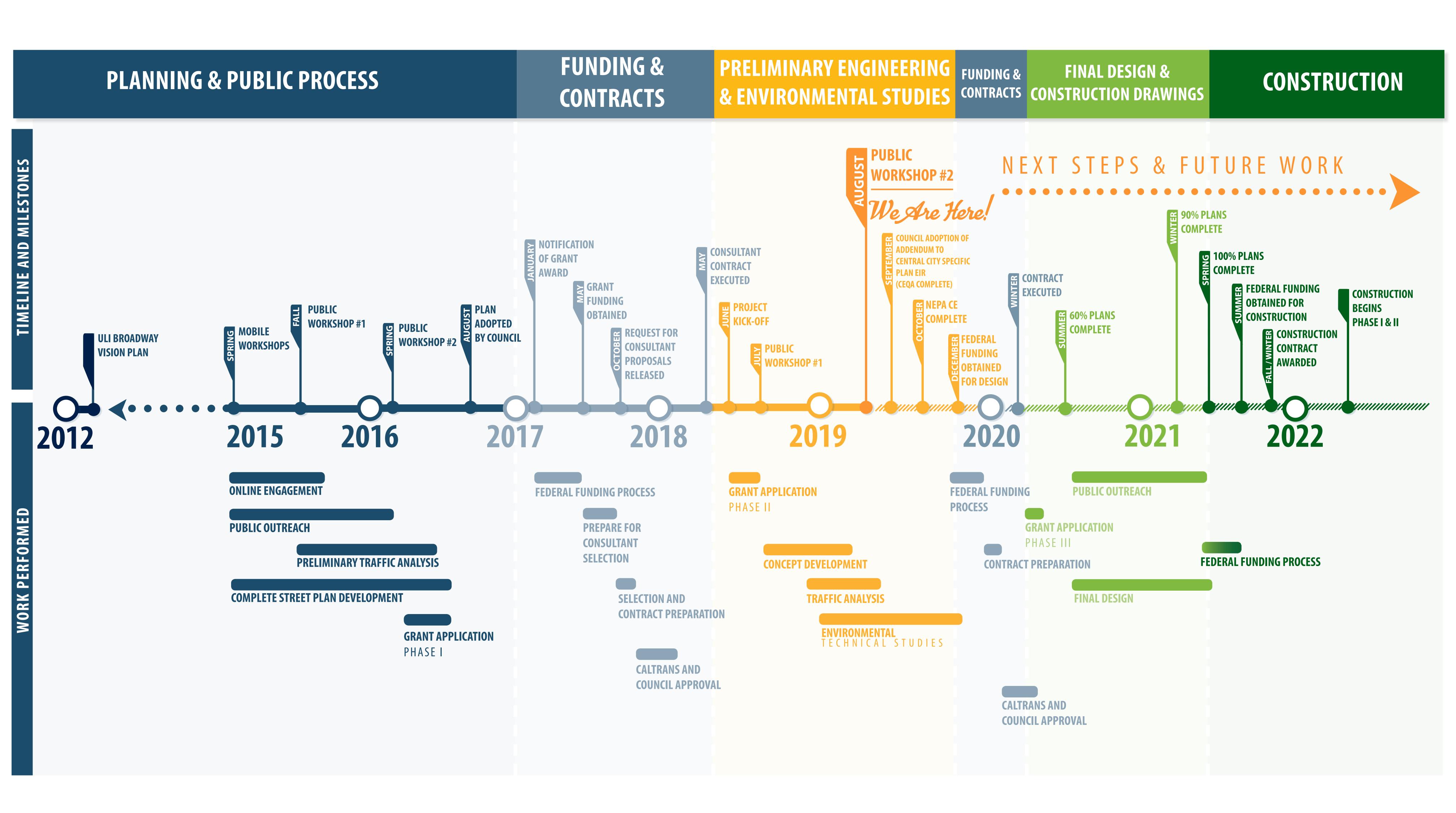
- Bulb-outs to shorten pedestrian crossings
- Eliminate the "slip" right turn lanes
- Green bike lane markings at conflict points
- Potential for landscaping and art at bulb-outs
- Crosswalk enhancements at uncontrolled intersections







Project Timeline and Next Steps





Environmental Process

The improvements proposed in the Broadway Complete Street Project were included in the impact analysis of the Central City Specific Plan Environmental Impact Report (CCSP EIR). Environmental clearance for the California Environmental Quality Act (CEQA) will be processed as an **Addendum to the CCSP EIR**.

What did the Central City Specific Plan include?

The Central City Specific Plan included the transportation improvements identified in the Grid 3.0 Plan and other mobility enhancements proposed for the Central City. This included lane reductions, bikeway enhancements, transit corridors, two-way conversions, and streetscape/pedestrian improvements.

The Broadway Complete Street improvements were included in the analysis conducted with the CCSP EIR.

What is an Addendum to the CCSP EIR?

The project team performed additional traffic analysis and technical studies, to supplement the analysis that was completed with the Broadway Complete Street Plan and the CCSP EIR studies. This additional analysis further studied the operations along the corridor, along adjacent streets, and at intersections.

An Addendum to an EIR is processed when only minor technical changes are required in the EIR, and there are no changes in physical conditions or new circumstances that would lead to a new significant effect.

What is the process for Approval of the Addendum to the CCSP EIR, and what opportunities will there be for public comment?

An Addendum does not require a formal public review period, but the City welcomes comments and observations regarding potential environmental impacts.

- •The targeted Council date for approval of the Addendum to the CCSP EIR is **September 24th, 2019**. Council will be asked to approve the EIR Addendum and the Project.
- •The Addendum to the CCSP EIR and the supporting analyses will be posted for public review two weeks in advance of the Council Date, with a target date of **September 10th, 2019**.
- Members of the public are welcome to attend the Council meeting and provide comment.





Environmental Process

What else is required?

A number of environmental technical studies have been conducted to support the National Environmental Policy Act (**NEPA**) clearance. These include:

- Traffic Technical Study
- Noise Technical Memorandum
- Air Quality Report
- Phase I Initial Site Assessment (Hazardous Materials)
- Phase 2 Preliminary Site Assessment (Hazardous Materials; will be completed during final design)
- Biological Technical Memorandum
- Historic Properties Survey Report/Archeological Survey Report

Once City Council approves CEQA, Caltrans will prepare and approve the NEPA Categorical Exclusion.

Anything Else?

The 29th Street Extension goes through Caltrans access control. Caltrans is preparing a CEQA Categorical Exemption and NEPA Categorical Exclusion for the improvements within their right of way.

The Central City Specific Plan EIR and the Addendum for the Broadway Complete Streets project are posted on the Community Development Department web site at:

http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

Questions?

If you have any questions regarding the **project** you may contact the project manager:

Megan Johnson PE, Senior Engineer Email: mejohnson@cityofsacramento.org If you have questions regarding the Addendum or the CEQA or NEPA process you may contact:

Tom Buford, Principal Planner Email: tbuford@cityofsacramento.org



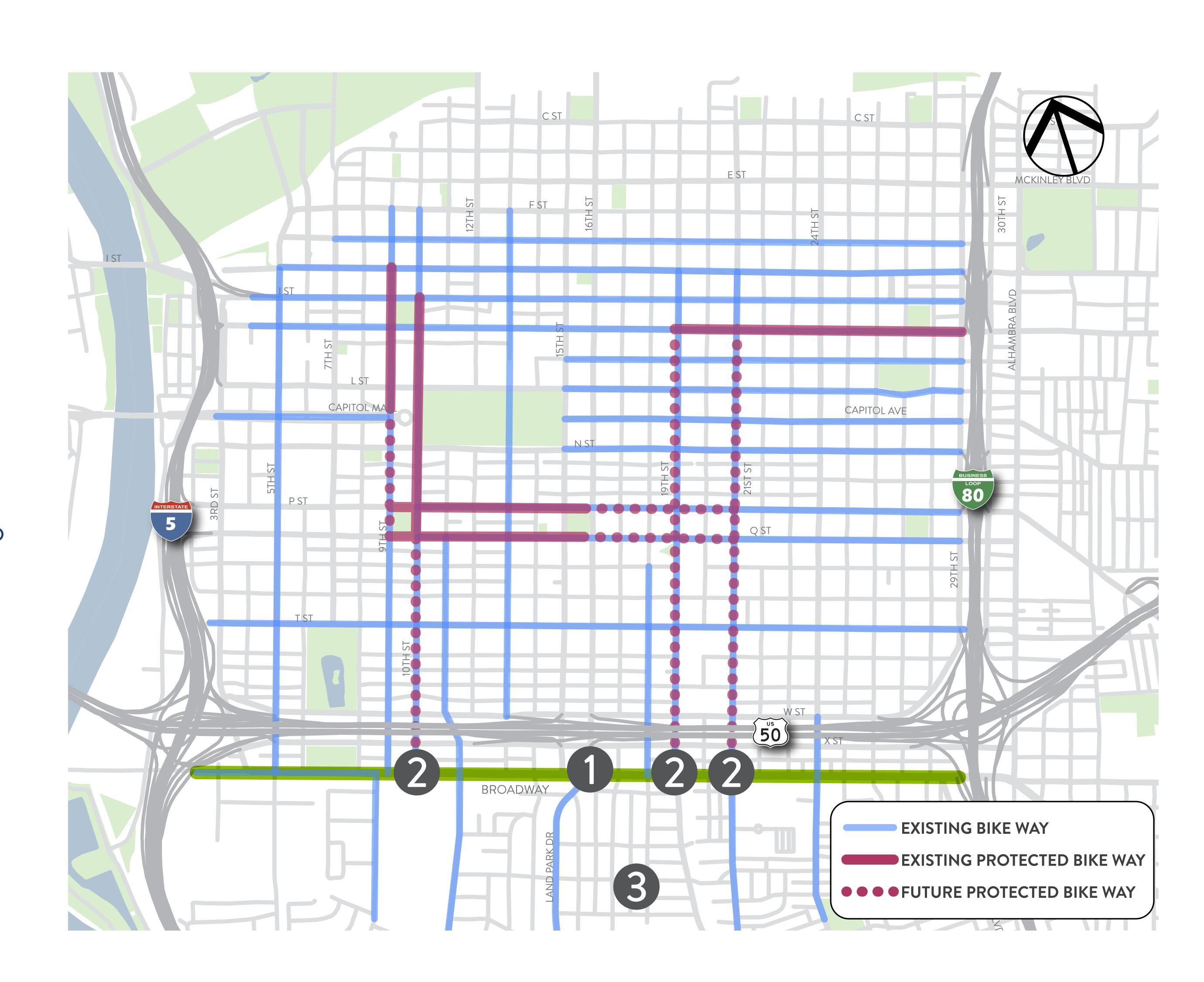
MOBILITY





- Closes a missing East-West connection to North-South bikeways
- Ties to upcoming proposed protected bikeways on 10th St, 19th St, and 21st St
- Connects the park neighborhoods to the protected network on the grid

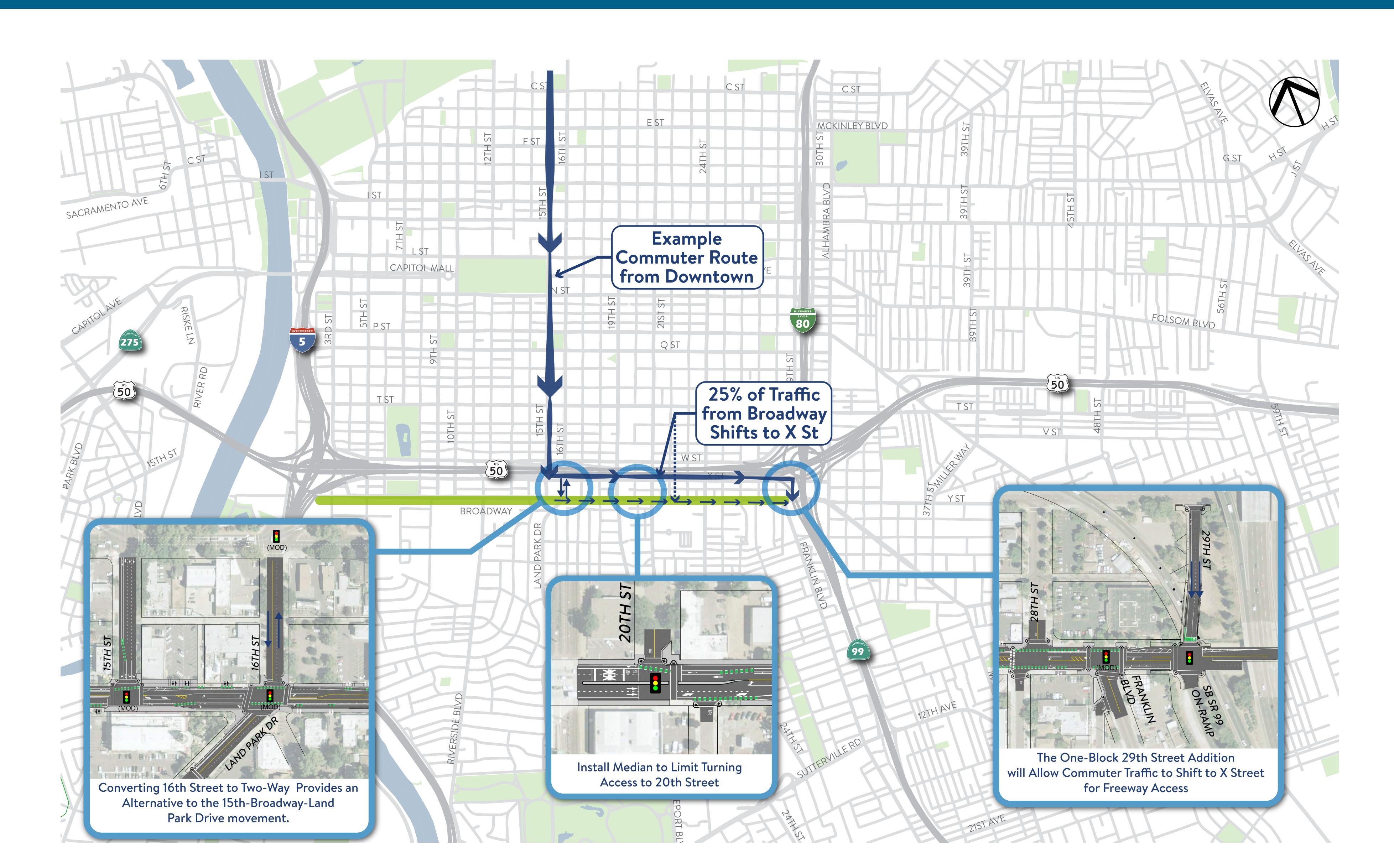
Opens up cycling as a low-stress option for those who want to bike









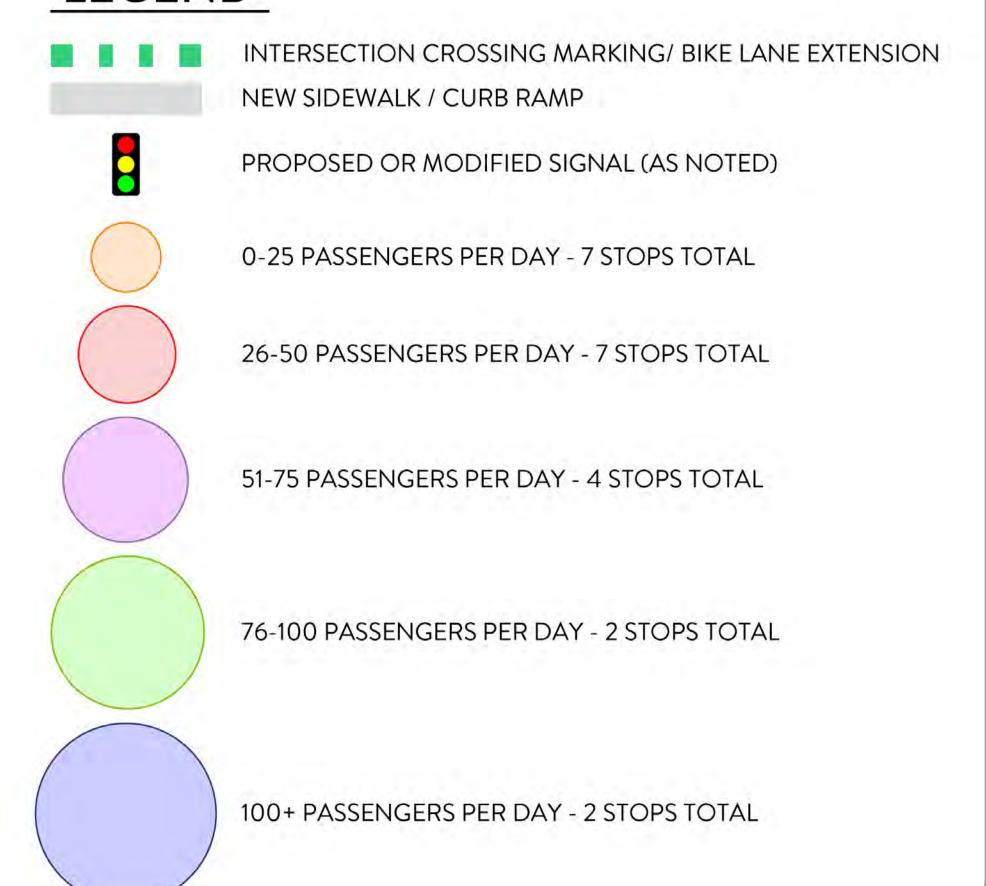




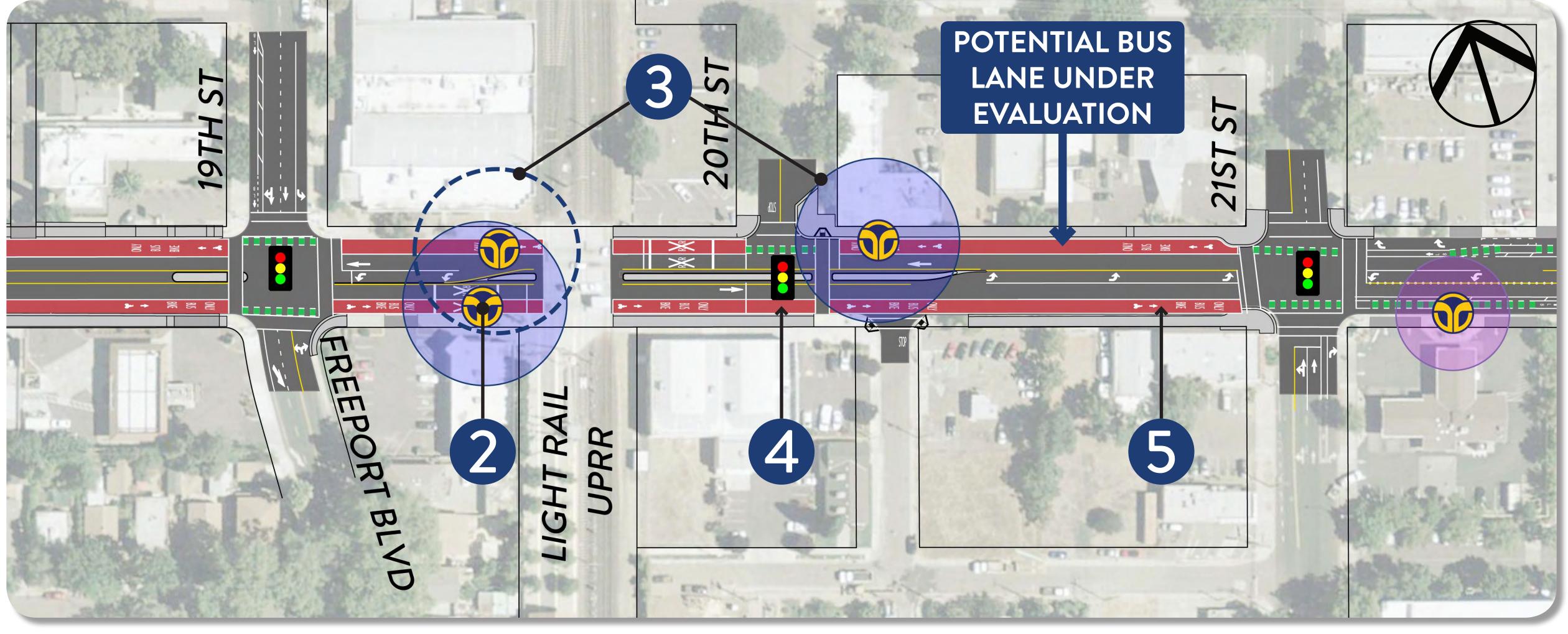
Mobility Benefits - For Transit Users



LEGEND



- Enhanced Crosswalks Near Heavily Used Bus Stops
- Maintain Existing Eastbound Stop at Broadway LRT Station



- Relocation of Westbound Stop to Controlled Crosswalk
- New Signal to Provide Controlled Crossing to Broadway LRT Station





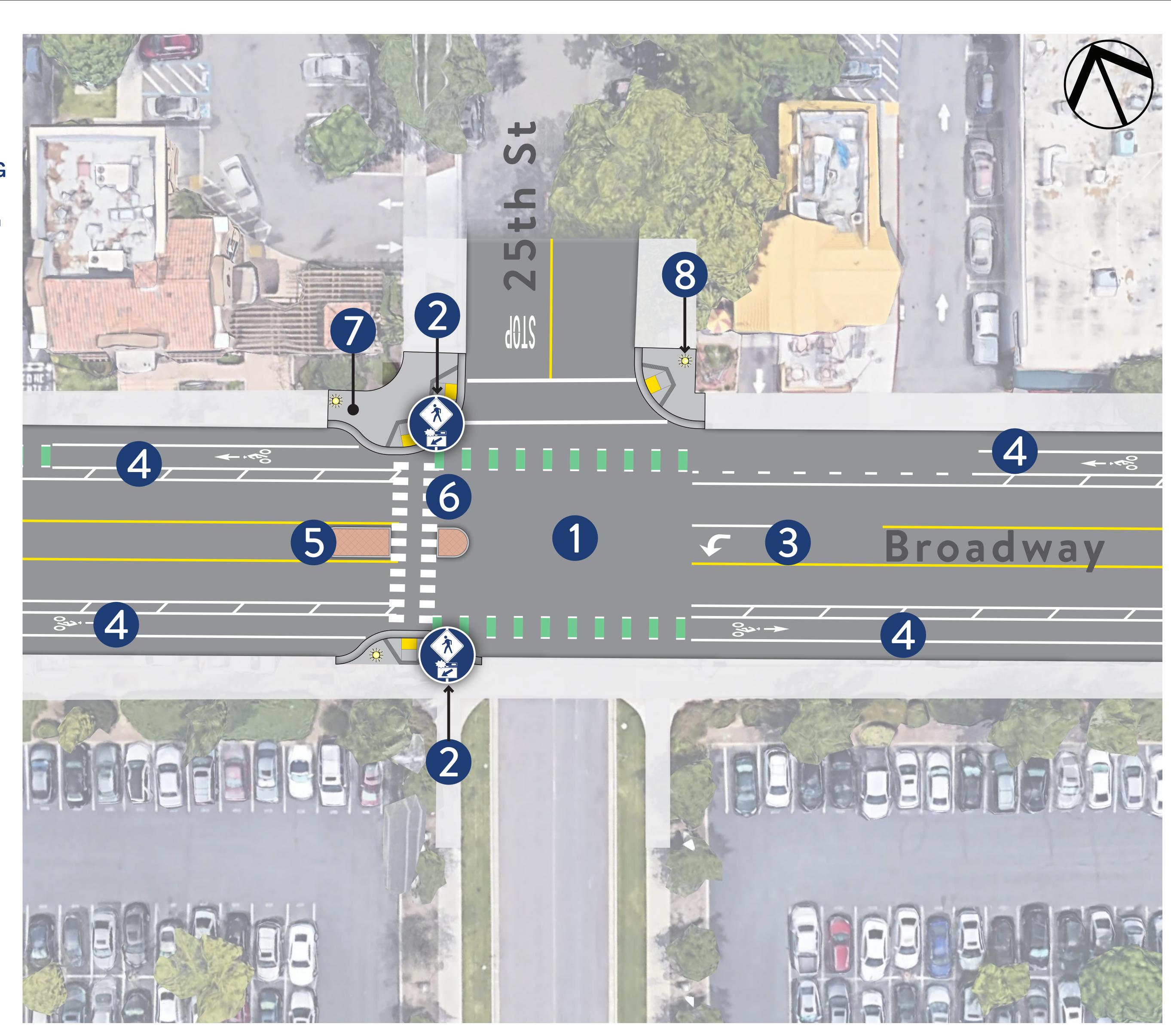
SAFETY BENEFITS



MARK THOMAS



- ROAD DIET (FEWER CONFLICT POINTS FOR PEDESTRIANS)
- POTENTIAL RECTANGULAR RAPID FLASHING
 BEACON AT HEAVILY USED CROSSINGS
 (PEDESTRIAN PUSHES BUTTON ACTIVATING
 FLASHERS ALERTING DRIVER TO YIELD)
- INSTALL LEFT-TURN LANE (PROVIDES OPERATIONAL BENEFITS, VEHICLES NO LONGER WAIT BEHIND LEFT-TURNING VEHICLES.)
- INSTALL BUFFERED BIKE LANES (GREATER SHY DISTANCE BETWEEN VEHICLES AND BICYCLISTS)
- INSTALL PEDESTRIAN REFUGE ISLAND (PEDESTRIANS MAY CROSS ONE DIRECTION OF TRAFFIC AT A TIME)
- INSTALL PEDESTRIAN CROSSING (HIGH-VISIBILITY CROSSWALK MARKINGS)
- INSTALL CURB EXTENSIONS (BULBOUTS)
- 8 INSTALL PEDESTRIAN LIGHTING









Safety Benefits - Countermeasures



PROPOSED PEDESTRIAN/BICYCLIST SAFETY COUNTERMEASURES

- ROAD DIET (FEWER CONFLICT POINTS FOR PEDESTRIANS)
- POTENTIAL RECTANGULAR RAPID FLASHING BEACON AT HEAVILY
- USED CROSSINGS (PEDESTRIAN PUSHES BUTTON ACTIVATING FLASHERS ALERTING DRIVER TO YIELD)
- INSTALL LEFT-TURN LANE (PROVIDES OPERATIONAL BENEFITS, VEHICLES NO LONGER WAIT BEHIND LEFT-TURNING VEHICLES.)
- INSTALL BUFFERED BIKE LANES (GREATER SHY DISTANCE BETWEEN VEHICLES AND BICYCLISTS)

- INSTALL PEDESTRIAN REFUGE ISLAND (PEDESTRIANS MAY CROSS ONE DIRECTION OF TRAFFIC AT A TIME)
- INSTALL PEDESTRIAN CROSSING (HIGH-VISIBILITY CROSSWALK MARKINGS)
- INSTALL CURB EXTENSIONS (BULBOUTS)
- INSTALL PEDESTRIAN LIGHTING







Land Park Dr/Broadway Intersection





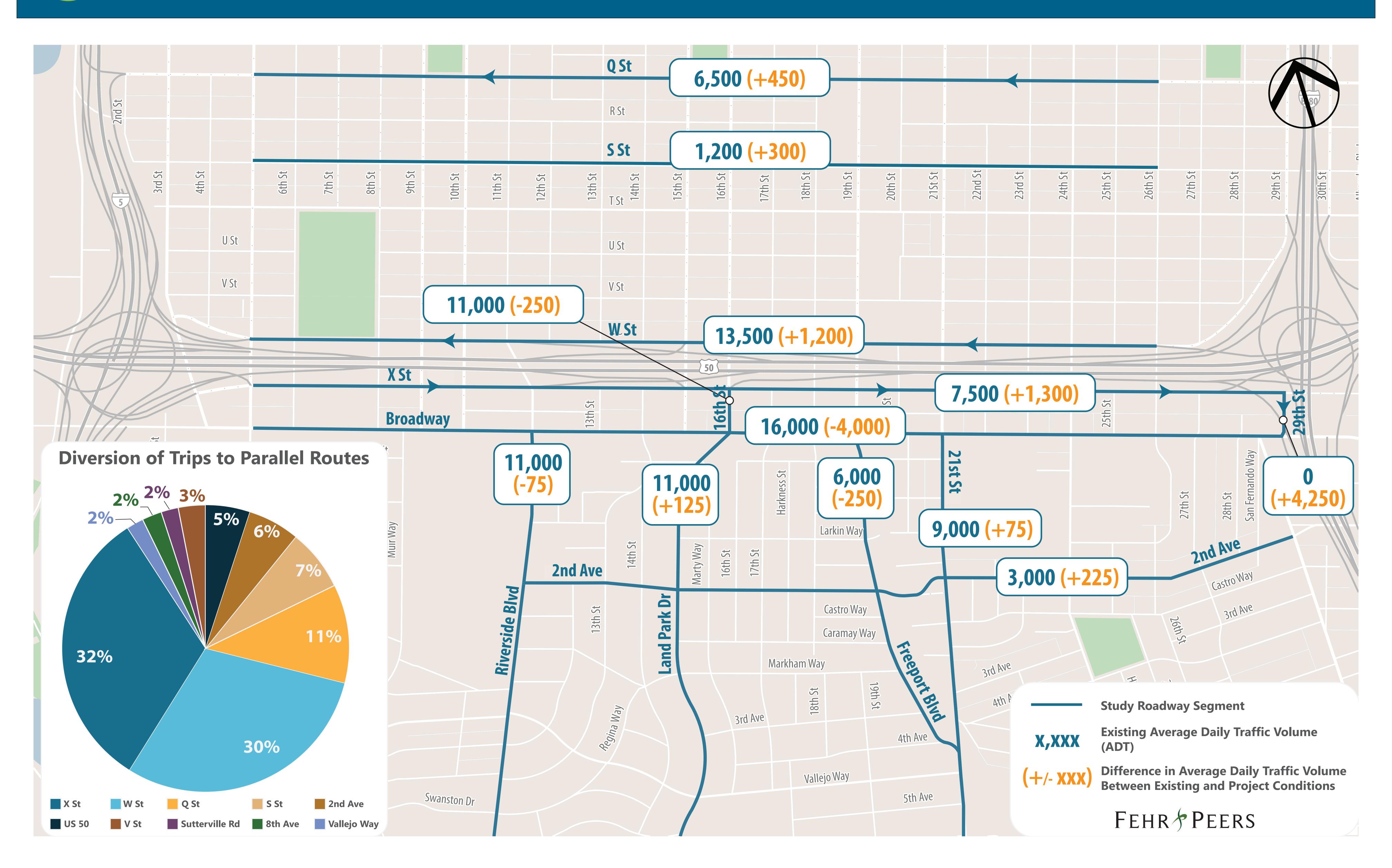






RAFFIC

Average Daily Traffic Volumes





General Changes in Traffic Volumes

Burnett Way









WHAT'S HAPPENING ON BROADWAY?

join us at a public meeting for the complete streets project

- ► Thursday, August 8
- ► 5:30 7:00 p.m.
- Leataata Floyd Elementary School

 401 McClatchy Way, Sacramento, CA 95818, Multi-Purpose Room

Stop by at your convenience to learn about and give input on the Broadway Complete Streets Project. See the preliminary designs, learn about the mobility and safety enhancements, see the traffic analysis findings, and provide your thoughts.

A brief presentation will begin at 5:45 p.m. to provide an overview of the project, including a project update. Following the presentation will be an open house with interactive boards for you to talk with the project team and share your thoughts and ideas.

This is a free event for the whole family, with kids activities and light refreshments!

RSVP for the Broadway Public Workshop: broadway2.eventbrite.com

Project Limits
3rd Street to Franklin Boulevard
Current Phase
Preliminary Engineering and Environmental Studies
Construction
Early 2022





Questions? Contact Katie Durham at 916.442.1168 or by email at kdurham@aimconsultingco.com

To learn more about the Broadway Complete Streets project, visit: https://bit.ly/2MB3NkV

For reasonable accommodation needs due to a physical disability that may hinder your participation, please contact the City's ADA Coordinator directly at (916) 808-8795.





Comment Card

Please share your thoughts, comments, or questions about the Broadway Complete Streets Improvements Project.						
Name						
Email	You can submit your comments to staff today or directly to Katie Durham at kdurham@aimconsultingco.com or	City of				
Phone	phone 916-442-1168.					

Place postage stamp here

AIM Consulting, Inc. 2523 J Street, Suite 202 Sacramento, CA 95816