

Central City Mobility Plan Community Workshop #2 Event Summary

Introduction

On Thursday, November 10, 2022, the City of Sacramento hosted a community workshop about the Central City Mobility Plan, wherein participants had a chance to hear updates and provide feedback on the project right before construction is set to begin. A total of 26 community members attended the meeting, which was at the Capitol Events Center located at 1020 11th Street.

Project Overview

This project is an implementation of the Central City Specific Plan established in 2018. The Central City encompasses the gridded streets in Sacramento's downtown and midtown area, and the grid carries a lot of traffic, of all modes – walking, biking, scooters, transit, and drivers. However, the central city streets were laid out in the 1800s and are narrow, and there isn't enough width for the streets to provide accommodation for all modes on all streets. The mobility element of the Central City Specific Plan prioritizes specific streets for specific modes, so that the result is a layered network of multi-modal corridors to equitably accommodate all modes of travel.

The Central City Specific Plan was developed through a robust public process and was approved by Council in 2018. The Central City Mobility Project aims to make significant expansions in the implementation of the mobility vision on the grid. The project began with a grant through the competitive Local Partnership Program then called the Downtown Mobility Project and pledged to expand the bikeways along P Street, Q Street, and 10th Street, and to add bike facilities to 9th Street and I Street.

Workshop Purpose

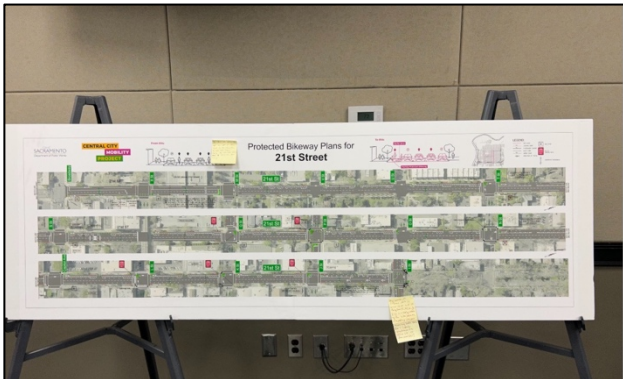
The purpose of this second community workshop was to share information and receive input from community members on the Central City Mobility Plan, specifically regarding the construction phase in early 2023. Representatives from the City of Sacramento and the project consultant team were available to discuss the project and answer questions.



Welcome sign located outside of
Capitol Events Center



Community members reading project
displays



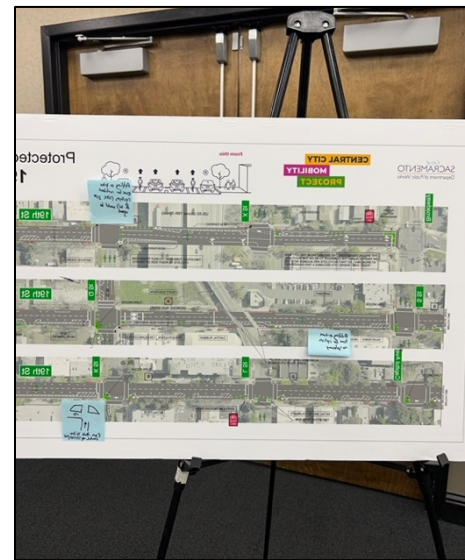
Display board of what project would do to 21st street

Format

A total of 26 community members attended the workshop, which was organized as a formal presentation, a set of exhibits where people can leave comments on the board with post it notes, and a comment table for the community to leave any feedback for the project team. As people entered the Capitol Event Center, they were greeted at a registration table and asked to sign in. They were then given a brochure which

described the overview of the project and were encouraged to visit the exhibits around the room.

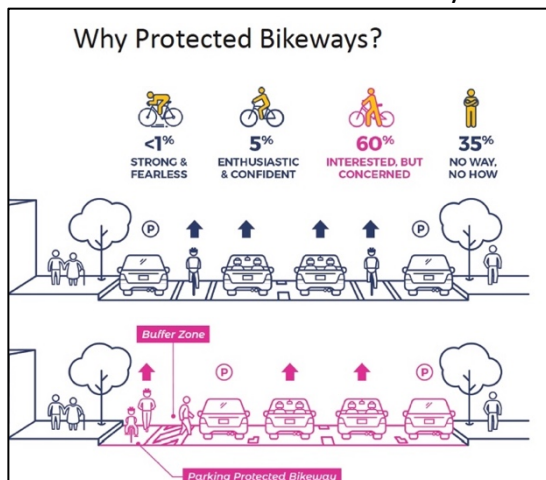
Additionally, exhibits were set up around the room showing the scope of the project and other considerations. Attendees were encouraged to visit the exhibits and ask questions of the project team. At 6 p.m., the project team shared project updates via a presentation and then opened the room for a question-and-answer session. Before and after the presentation, project team members were available throughout the room to answer questions and discuss the project. In the room, next to the displays there was a table with comment cards to encourage community input on the project, and a box to collect the cards.



Display board of project concepts with comments from community

Presentation

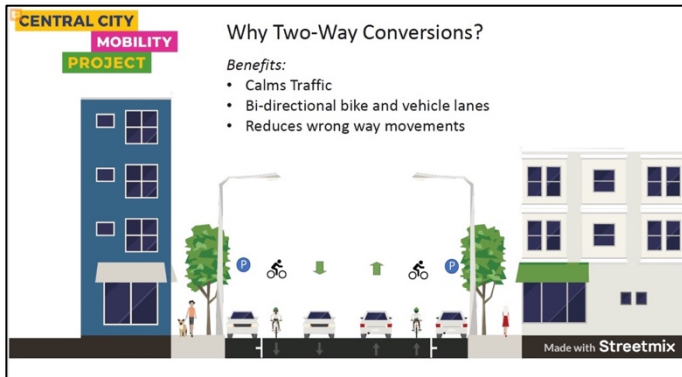
The formal presentation began at 6:00 p.m. with Megan Johnson and Phillip Vulliet of City of Sacramento welcoming community members, reminding them of the previous work on this project, and introducing the purpose of tonight's meeting. Megan began the presentation with a brief overview of why these improvements are proposed. Megan emphasized the importance



Presentation slide of what a protected bike lane is

of equity to those who must ride bikes and walk. However, conventional bike lanes, in which the bicyclist ride between parked cars and moving traffic are only comfortable for a narrow segment of the population. About 1% of the public feels “strong and fearless” and are comfortable riding with traffic, and about 5% of the population is “enthusiastic and confident,” who feel comfortable in traditional bike lanes. Most people are in the “interested, but concerned” category, and say they’d be more comfortable riding bikes if there is separation from moving traffic. Megan goes on to say that is the group they want to accommodate with separated bikeways, which puts the bicyclists against the curb, and uses parked cars and a

buffer space as separation from moving traffic. Before Megan turned it over to Phillip, she encouraged the community members to ask questions and express their thoughts about the project.



Presentation slide of why the project team is doing two-way conversions

Phillip Vulliet from the City of Sacramento then introduced the benefits of the project. The Central City Specific Plan proposes to convert some one-way streets to two-way streets because traffic tends to be calmer on two-way streets, and they provide bi-directional access for both cars and bicyclists. In addition, by virtue of accommodating two directions of travel, it will eliminate the potential for wrong-way movements. The implementation of the bikeways and two-way conversions will require changes to the on-street parking. He affirmed that the City has worked closely with their parking division to reduce the extent of parking loss.

Phillip explained changes to the effected zone for pedestrian safety. He noted that there are also very few locations where parking restrictions are needed to simply fit in the bike lanes. In the Central City, the 48'-wide streets can accommodate bike lanes and parking if there are only two vehicle lanes. This is constraining when we need to have three lanes for traffic operations – a choice must be made between parking and bike facilities, and the directive of the Central City Specific Plan and the purpose of the project is to provide continuous bike facilities.

Phillip then turned it back over to Megan Johnson, who provided more detail about some of the project features. First, the design provides for increased sight lines and clearance from crosswalks. Right now, cars park all the way to the curb ramps, and that can lead to poor sight lines to crossing pedestrians, as well as to oncoming traffic. The restriction of parking at all corners will improve visibility to pedestrians, bicyclists, and other cars.



Presentation slide of what a turn wedge looks like

Another new feature Megan highlighted will be turn wedges at most intersections along the protected bikeways. Turn wedges are intended to create tighter and slower turning movements for turning vehicles. Slower turning movements are safer for pedestrians and bicyclists, and the tighter turn “squares up” the vehicle to the crossing cyclist or pedestrian and improves the angle of the drivers’ sight lines.

The presentation ended with Phillip summarizing the typical activities residents will see during the construction phase of this project, including lane closures/shifts to accommodate work, temporary striping or signal controls for traffic, sidewalk/ramp closures for ramp upgrades which will maintain pedestrian path, and pavement grinding & paving.

Phillip and Megan asked the community members if they have any questions to ask the project team or if they would like to provide additional thoughts on the interactive exhibits posted around the room.

Publicity & Noticing

AIM Consulting created a stakeholder database of 219 unique contacts spanning community members, local school stakeholders, advocacy organizations, public safety, environmental organizations, and more. Personalized phone calls were made on October 19th, October 25th, and November 7th to inform people about the workshop and encourage their attendance. People in the stakeholder database received three rounds of emails on October 15th, October 28th, and November 8th including the event flyer, which they were encouraged to share in their organization. Furthermore, the flyer and event information were shared via social media weekly, including various Facebook groups specific to Sacramento.



Flyer that was sent out to residents

Flyers were placed in coffee shops, libraries, and restaurants in the downtown area of J to S street and 11th to 22nd street two weeks before the event. Furthermore, a month before the event, a mailer was sent out to all addresses that would be impacted by this project.

Community Input

Twenty-six community members submitted feedback via comment cards during the open house. The following comments were submitted on comment cards:

- “The plan at 21st and I St creates a real problem for me. I commute on 21st from Q and E street. With the bike lane on the left and all cars in the left lane of 21st turning left on I street, there is no straight forward, safe way for me to continue north on 21st. The current bike lanes work much better for me than the proposal.”



Mailer that was sent out to residents



Community members watching and listening to presentation

- “Allow residential parking on 5th between T&S, east side. Between T and S on 5th there is only housing. The meters on the east side but residential parking is not allowed.”
 - “Can’t wait for this. Kudos to the design (and traffic) team on exploring every option to put bikes first.”
 - “Very excited about the improved project! Would love to see attention for a future project on College Town Drive between Howe Ave and State Univ Dr. There are some terrifying intersections for drivers, cyclist, and peds. Especially around Hornet Dr and la Riviera Dr. Also, some accessibility concerns for Ped signals at Hornet Dr.
- “Is there funding for ongoing replacement of pollards. I recommend if not already planned to delay pedestrian signals – lots of red lights. Would like more bike lanes!! Thank you!”
- “Yay! Love this project! More bike ways please!!”
- “Need sturdier barrier-preferably continuous-between parking and bike lane. What about two-way cycle track?”
- “More green paint across intersections on bikeways similar to cross walks. “
- “We should change signal timing on major bike routes if we want them to. Be popular and well used. At existing bike speeds (13 mph) cyclists have to stop at most lights.”
- “I like everything I see. Looks very thoughtfully created. My wife and I bike extensively in midtown ns downtown and avoid streets like 19th and 21st. Love the turn bexes, improved sight and bike boxes. Nice job.”



Community member speaking with project team member about display

Next Steps

The project team has collected the comment cards and notes left on the displays to understand the community feedback. Additionally, the Central City Mobility Project contract will be awarded to the project team February 2023 and construction will begin April 2023. The community will be able to stay up to date with the status of the project on the project website as well as email notifications if they sign up to receive them.

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

Presentation slide of outreach plans
and timeline