



## Community Meeting

January 29, 2016 5:30 – 7:30 p.m.  
Leataata Floyd Elementary School Multi-Purpose Room  
401 McClatchy Way, Sacramento

### Introduction

On January 29, 2016, the City of Sacramento hosted a second community meeting for the Broadway Street Improvements project. More than 60 community members attended the community meeting at the Leataata Floyd Elementary School Multi-Purpose Room, located at 401 McClatchy Way in Sacramento, from 5:30 – 7:30 p.m.



### Project Background

The City of Sacramento is currently working to make Broadway a more safe and inviting place for all users, whether bicyclists, pedestrians, motorists, and transit riders, and to preserve and enhance the eclectic nature of the corridor. This plan identifies necessary changes to accommodate all users and enhance the Broadway corridor, which is home to a variety of businesses, residents, government facilities, industrial centers, and cultural amenities.

### Community Meeting Purpose

The community meeting provided an opportunity for the study team to share updated concepts for the Broadway Corridor and gather feedback from the community.

Goals of the meeting included:

- Provide a project overview and update
- Present outreach findings, evaluation framework, revised cross section and intersection designs, and urban design concepts
- Gather feedback on updated cross sections and intersection designs



### Community Meeting Format – Short Presentation

The community meeting began with a brief welcome by the City's project manager, Sparky Harris, followed by a presentation from the consultant team lead, Zabe Bent of Nelson Nygaard. Ms. Bent reviewed the plan and project's purpose and need, schedule, community feedback and updated cross sections and intersection designs, and the findings from the traffic analysis.



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John Gibbs, a member of the project team from WRT Design, provided an overview of urban design concepts and elements that could be incorporated into Broadway.

Below is a summary of questions and comments from community members during the presentation:



- Question: The proposed street improvements appear to not include any pedestrian islands. Is there a reason they are not included in the plan?
  - Answer: Our goal is to make sure pedestrians can make it across the street without stopping. The proposed street improvements would shorten the distance pedestrians must cross. Typically, pedestrian islands are found in cross sections where pedestrians might not be able to cover the long distance between curbs as they are crossing multiple traffic lanes. Since the lanes on Broadway may be reduced from 5 lanes to 3 lanes of traffic, making the total distance shorter, and traffic signals may be retimed to provide more time for pedestrians crossing the street. The lane reduction, in addition to new bulb outs wherever possible, will also reduce pedestrian exposure to vehicular traffic.
- Question: This project is a great opportunity to make smaller improvements in the area to help improve traffic flow. For instance, why does 24<sup>th</sup> Street have 2 lanes going in each direction? Can this project address those small issues?
  - Answer: The funding being used for this project is specifically for improvements to the Broadway corridor. However, this concern is being taken into consideration for other projects, and the team is coordinating with those efforts where it is relevant to do so.
- Question: How can we get cars to slow down for pedestrians along Broadway? How will these improvements help if drivers do not behave differently?
  - Answer: We expect that these improvements will calm traffic, increase safety measures, and improve visibility between all travelers on Broadway. Improved pedestrian crossings will encourage pedestrians to cross at designated crosswalks, which will make them more visible to vehicle drivers. This should lead drivers to drive more cautiously along Broadway. “High visibility crosswalks”, pedestrian bulb outs, and the 4-lane to 3-lane conversion will narrow the field of vision for drivers, causing them to pay attention to both sides of the road and notice if a



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pedestrian is attempting to cross. Additionally, one of the proposed improvements would raise the crosswalks at some locations, ensuring that drivers will see a vertical change in the road, which will give additional cues to slow down for pedestrians and cyclists.

- Question: Will all of the traffic that is currently on Broadway simply be diverted elsewhere?
  - Answer: No. Traffic analysis demonstrated that there will not be a significant increase in traffic within the corridor. There may be some slight shifts, but this is the benefit of a grid system where travelers can redistribute themselves based on their intended destination. What will change is the pace of traffic flow; by creating shorter distances for pedestrians to cross, we can reinvest that green traffic light time and keep traffic moving. Those not destined for locations on Broadway might shift to another nearby street, such as W or X, but the analysis shows that minor changes are manageable.
- Question: Nearby streets do not have the capacity to handle current levels of traffic, how will traffic improve if we have fewer lanes on Broadway?
  - Answer: Many nearby streets do in fact have capacity to handle more than the current traffic volumes. Drivers who have made a habit of cutting through Broadway will find that trying to use a 3-lane Broadway will not be advantageous for them. They will stop trying to take the corridor as a shortcut when it no longer functions as a shortcut, leaving more capacity for those actually coming to live, work, shop, and eat on Broadway. In addition, we expect that the design changes along with retiming traffic signals as needed will keep Broadway moving while also improving the safety and overall feel of the corridor.
- Question: We know the traffic flow on Broadway will change, but drivers will still turn on X Street and slow traffic there. Has this project looked at making X Street active to help drivers reach Interstate 99 South more easily?
  - Answer: The Broadway Complete Streets project is focused on improving the Broadway Corridor. The City of Sacramento's Downtown Transportation Study, or Sac Grid 2.0, is studying the downtown grid as a whole to improve issues such as the one you are discussing. Changes like the one you suggest are certainly on the table, and that specific change is being considered and analyzed.



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### Community Meeting Format – Information Stations

The community meeting also included five information stations with displays and maps for community members to visit. Study team members were available to discuss ideas and answer questions. Information stations included:

- *Study Objectives, Purpose & Need, and Schedule* – This station provided project background information, a map of the project area, and an overview of the project goals. This station also featured a project schedule. Community members were invited to share additional comments on the project’s purpose and schedule.
- *Community Outreach* – This station provided an overview of community outreach to date as well as feedback received from the community through an online community survey. Community members were encouraged to share additional feedback not captured by the project team or other community members during previous outreach sessions.
- *Typical Cross Section & Corridor View* – This station featured a graphic of the existing and proposed cross sections for Broadway. Community members were encouraged to provide feedback on the cross section design.
- *Intersection Options* – This station featured design options for the Riverside intersection and the Land Park intersection. It also featured proposed improvements to the light rail station near 19<sup>th</sup> Street. Community members were invited to provide feedback on the design options.
- *Urban Design Streetscape Elements* – This station provided examples of standard and enhanced streetscape elements, which include but are not limited to, public art, bicycle parking, street trees, signage, paving, and amenities such as benches and lighting. Community members were encouraged to provide feedback on urban design elements they favored.



The following is a summary of feedback collected from community members writing comments and questions on post-its placed on the information station displays.



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### Project Corridor

- Why not address connectivity to the Sacramento River Parkway bike trail?
- Prepare for the West Sacramento bridge integration.
- Land Park, Riverside, and 21<sup>st</sup> Street are turning into major routes for commuters.
- The Department of Motor Vehicles (DMV) no longer needs the large parking lots surrounding their building. Repurpose the section along Broadway. Build retail there. For example, the Cheesecake Factory by Arden Fair Mall.
- No roundabouts please! Community knowledge of how to use them is very low.
- Roundabouts reduce collision severity. They may sideswipe cyclists rather than T-bone them.
- Need to connect X Street with 99 south on-ramp to divert traffic off Broadway.



### Project Schedule

- What is the construction schedule?
- Love the road diets proposed and changes! Please do the paint-only improvements as soon as possible.

### Typical Cross Section

- Eliminate raised curbs.
- Complete streets are good!
- Put plastic bollards at busiest sections to prevent cars from using bike lanes (or some kind of real barrier).
- Buffer should be between parked cars and bike lanes to avoid the door zone.
- Middle left/right turn lane promotes use as a passing lane.
- Bike lanes as depicted are a suicide zones with cars pulling into park and busses pulling over to the curb.
- Sidewalks should be wider than eight feet.





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- Please move bike lane to curb for full length of Broadway. Move parking next to travel lane.
- Prefer protected bike lanes between sidewalk and parked cars.
- There should be features at 24<sup>th</sup> Street to assist bike crossings into Midtown.
- 17<sup>th</sup> – 18<sup>th</sup> Street on Broadway should be expanded sidewalks because of business activity.
- 18<sup>th</sup> Street is a key bike crossing because of low-stress N and S Streets. You should install a bike-activated signal there.

### Outreach Feedback

- Include count down timers on all light signals.

### Riverside Intersection

#### *Option 1*

- It is important to complete and protect bike lanes along Riverside, north of Broadway because of the traffic to freeway.
- Use signal controls to make going south on 11<sup>th</sup> Street to the freeway ramps safe for all users, including bikes.
- Riverside at Broadway should be a protected intersection.
- Why do we need on-street parking in front of a parking lot?
- Why are there no mid-street pedestrian islands?

#### *Option 2*

- Be careful to avoid mixing zones with freeway ramps north of Broadway.
- Please move parking out next to the traffic lane. Move bike lanes to the curb for whole length of Broadway.
- Consider an extra-long right turn signal on eastbound Broadway to southbound Riverside, coordinated with southbound 9<sup>th</sup> Street to Broadway, holding southbound Riverside traffic during evening rush hour.





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### Land Park Intersection

#### *Option 1*

- Bikes making a left onto south Land Park Drive compete with cars turning northbound/right off of Broadway.
- Turn pockets need to be extended to handle added capacity.
- Roundabout?
- Strength of Broadway's character is already here: Tower and Cemetery.
- Retain existing trees.
- Sidewalk treatments should reflect Tower.
- Look at the 1997 Broadway study.



#### *Option 2*

- A Dutch intersection would work here.
- I agree (with the above comment).
- Two-way option! Hopefully through to 16<sup>th</sup> Street.
- Make 15<sup>th</sup> Street two-way also.
- Two-way option: Extend to at least P and Q Street would more effectively reduce 15<sup>th</sup> Street traffic.
- Two-way 16<sup>th</sup> Street between X and Broadway is great! Eliminating slip lane will make traffic easier.

### 19<sup>th</sup> Street / Light Rail Concept

#### *Option 1*

- Need to show bus stops and improve crossings.
- Option 1 seems to have fewer conflicts with bike buses and pedestrians.

#### *Option 2*

- 19<sup>th</sup> Street southbound needs to be one





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lane before Broadway. There is too much backup merging south of the intersection.

Move traffic to X Street.

- I like the crosswalks near the light rail station.
- I really like option two. There are no bus and bike conflicts.
- The dashed markings for bicyclists at the intersections are neat and important.

### Urban Design Streetscape Elements

- Water bottle filling faucets.
- I would love to see more public art, benches, and bike parking along the entire corridor.
- Parklets for bikes.
- Safe and abundant bike racks.
- Porous pavement for water retention?
- Sound shells for street musicians.
- Plan for vibrant fall colors (trees) and easy clean up.

### Urban Design Typologies

- Bike corrals are good.
- Show the treatments where there is no building.
- (In response to the middle 15+ foot sidewalk option) Too narrow of a sidewalk. Four feet is way too narrow. Six feet should be the minimum.

### Urban Design Potentials

- Will Land Park bike lane connect to Broadway?
- Great idea painting the crosswalks. It adds value and visibility.
- Need a striped buffer near the door zone too. Please show widths of all lanes.
- Why mark a buffer next to moving cars and not next to the dangerous car door zone where needed?
- Why not a Dutch intersection?
- This turn lane (Broadway turning onto Land Park) gets backed up now!





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### Community Feedback via Comment Cards

The following feedback was submitted to the project team on comment cards provided at the community meeting. The feedback has been categorized.

#### *Intersection Options*

- Riverside - I think Option 2 would slow down cars turning right onto Riverside Southbound. I'm worried about the right turn lanes with pedestrian islands not slowing down enough.
- Also, at Riverside and 16<sup>th</sup>, why not create a "Dutch" style intersection to completely separate the space for bikes and cars?
- The third main issue will be dealing with the traffic situation at 16th Street and Broadway, however bravo! Anything will be an improvement!
- I am in favor of corridors similar to Broadway / Riverside and the southwest corner - to have immediate turn versus a protruding bumper sticking out.



#### *Potential Impacts*

- Since the West end of Broadway has several projects such as Alder Grove/Marina Vista, the Mill and more... all the way to I-5, how does this Broadway project affect Upper Land Park and Land Park? I see much congestion on W/X, Broadway, Riverside, etc. These plans could be good if there was no growth in the area, but there is too much growth and building projected.
- How will side streets be impacted? Cars will drive on side streets if Broadway is slow, increasing traffic and noise!

#### *Biking on Broadway*

- Give some thought to effective design of bike racks to prevent theft. Some designs are useless for effective locking of bikes. Talk to Sacramento Area Bicycle Association for designs.



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- Plan should also address connectivity to the Sacramento River Parkway Bike Trail. If Broadway has bike-friendly businesses, the Parkway is a safe and convenient gateway from some areas of Sacramento. Incorporate the Sacramento southern railroad tunnel under I-5 and tie it into the Broadway plan. Consider an improved route from promenade to improvement district.
- If bike lanes are buffered, the buffer needs to be next to the dangerous parked car doors, rather than as shown by the cars in the travel lanes. Consider a wider bike lane and narrower buffer by the moving traffic.
- I would really love to see protected bike lanes the whole length of Broadway.
- Include bike parking for cargo bikes, family friendly bike lanes, and connectivity for active families.
- The bike lanes on Land Park need to tie in with Broadway.
- Include class III bike routes with no through motor vehicle access. Every location can be reached by motor vehicle, but not through motor vehicle travel between arterials. This leads to bicycle and pedestrian friendly streets parallel to arterials.
- Suites of options that meld together for safe cycling for the various skill levels: class III, sharrows, and limited motor vehicle access.
- Address bicycle circulation across the corridor, through bicycle circulation east and west not on Broadway for rapid travel, and access to the river.



### *Walking on Broadway*

- This project, much like the numerous K Street projects, depends upon the ability to provide a sense of safety for pedestrians, the ability to promote locally owned businesses and bring them to the Broadway corridor.
- Did you consider raised crosswalks in channelized turn lanes?
- Do you keep crosswalk surfaces smooth (for comfort of handicapped)? Texturize pavements where only motor vehicles use.
- Be sure to keep as straight a pedestrian route as possible, not impinged by restaurant seating, legs of people seated on benches, etc.
- Address pedestrian circulation across the corridor and from Broadway to the grid. Sidewalk width should not be constrained by trees or commercial outdoor seating. 8' wide plus outdoor seating and a bike barn.



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- Please consider wider sidewalks west of 15<sup>th</sup> Street, especially between Riverside and 8<sup>th</sup> Street.

### *Transit on Broadway*

- Coordinate bus stop with bike rides to prevent conflicts with exiting front/back doors of bus.

### *Driving on Broadway*

- Calm traffic all along Broadway. 25mph is fast enough, even slower would be better.
- Continuous left-turn lanes promote speeding.
- Roundabouts reduce collision severity because cars sideswipe cyclists rather than T bone in collisions.

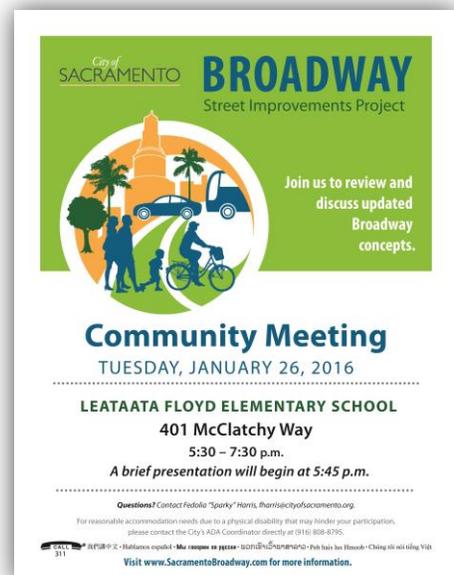
### *Additional Streetscape Elements and Amenities*

- I hope you will give some thought to using porous street/sidewalk material wherever you can. It will help the trees during drought and cut down on excessive run off.
- Please don't plant female Ginkgo trees. The fruit stinks and makes sidewalks slippery.
- Turn any adjacent parks into active/used spaces for concerts, picnics, etc.

### **Meeting Notification and Publicity**

To reach the general public and interested citizens, an email notification was sent to more than 670 community members and stakeholders.

In addition, flyers and posters were shared at Leataata Floyd Elementary School and both the Marina Vista and Alder Grove neighborhoods.



The following groups, community-based organizations and businesses shared information about the meeting on their social media:

- Breaking Sacramento News
- City of Sacramento, Public Information

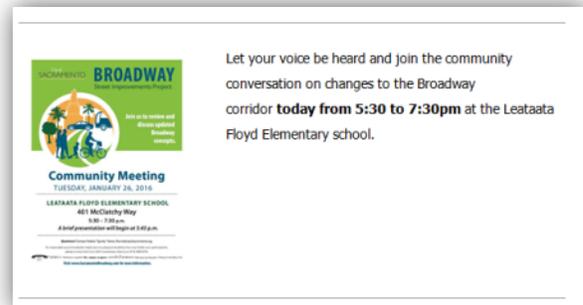


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- City Church of Sacramento
- Councilmember Steve Hansen
- Caring Neighborhoods
- Environmental Council of Sacramento (ECOS)
- Land Park Community Association
- Sacramento Area Bicycle Advocates (SABA)
- Sacramento GO
- Southside Park Neighborhood Association
- Spare the Air Scooter (Sacramento Metropolitan Air Quality Management District)
- WALK Sacramento
- Young Professionals in Transportation

The City Church of Sacramento also included information about the meeting in their electronic newsletter. A news release was developed and distributed to local news sources, and a brief article was featured on the City of Sacramento’s City Express blog.



### Attendee Information per Title VI Visual Tally

Title VI information about the community meeting attendees is below.

Public Participation Visual Tally		
Gender	Female	25
	Male	39
Ethnicity	Hispanic or Latino	4
	Not Hispanic or Latino	60
Race	American Indian or Alaska Native	0
	Asian	7
	Black or African American	9
	Native Hawaiian or other Pacific Islander	0
	White	48
	Other	0
Disability	Yes	0
	No	64
Age	Under 40	26
	Over 40	38



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## Appendix

- Flyer
- Comment Card
- City Express Article
- Meeting Displays