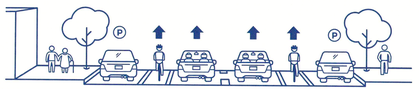
City of SACRAMENTO
Department of Public Works

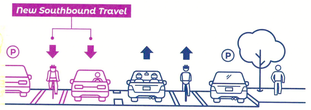
CENTRAL CITY MOBILITY PROJECT

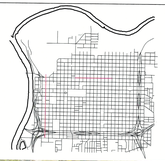
Two-Way Conversion
5th Street

From this:



To this:





LEGEND:

- RED CURB
- LZ LOADING ZONE
- PL PASSENGER LOADING
- BLUE CURB
- GZ GREEN ZONE
- DIRECTION OF TRAVEL
- B BUS STOP
- B POTENTIAL BUS STOP

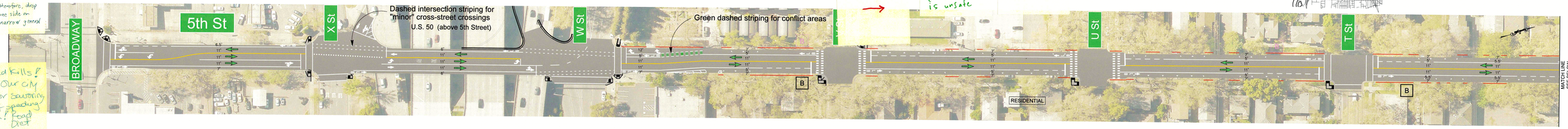
7-ft parking "lanes" are not respected or even possible with SUVs, so encroach on bike space, reducing it below safe space; therefore, drop parking one side on further narrow general purpose

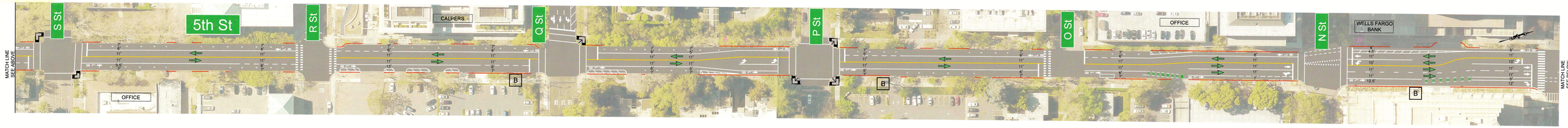
Speed kills! Our city is for savoring not speeding thru! Road Diet

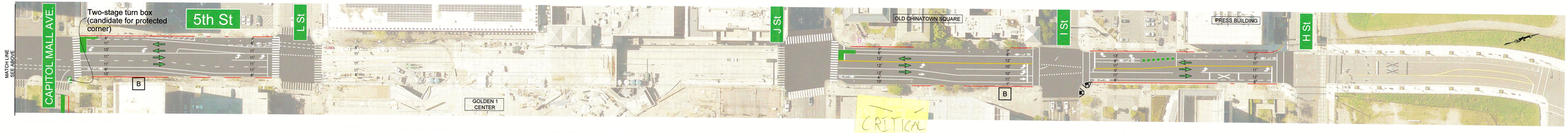
+1 →

Why not parking protected? This version is unsafe

as a matter of principal, all one way streets should have parking protected bikeways







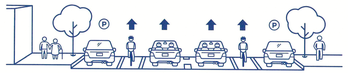
CRITICAL I-J

City of SACRAMENTO
Department of Public Works

CENTRAL CITY MOBILITY PROJECT

Protected Bikeway Plans for 9th Street and 10th Street

From this:

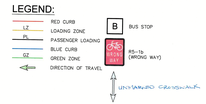


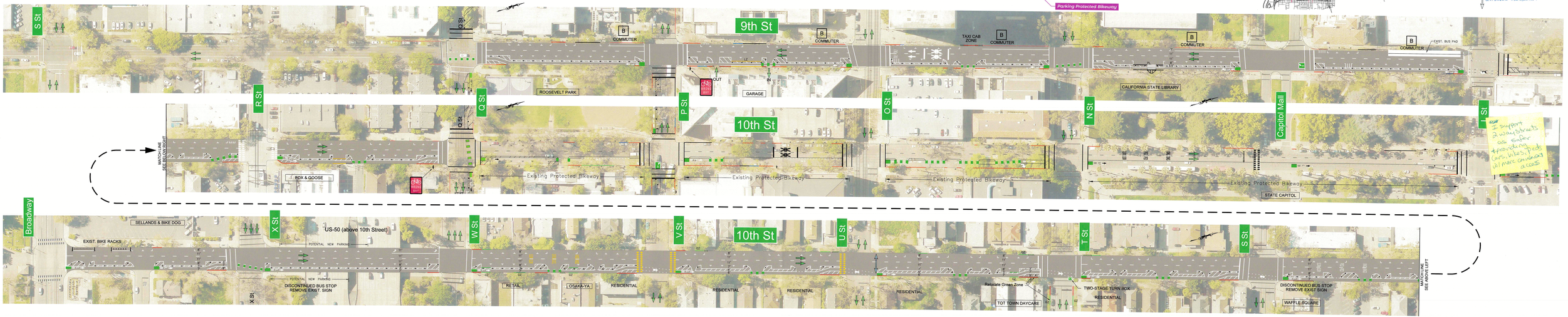
If people suggest two-way cycle tracks, DON'T. Except as extensions of multi-use, or in blocks without driveways, they have a poor safety outcome — General Comment —

To this:

bend-ins more bikeway stop line to crosswalk and point it green to provide more visibility of bicyclists to drivers

LEGEND:





I support 2 way streets as safer + providing cars, bikes, peds w/ more crossway access

City of SACRAMENTO
Department of Public Works

CENTRAL CITY MOBILITY PROJECT

Protected Bikeway Plans for **19th Street**

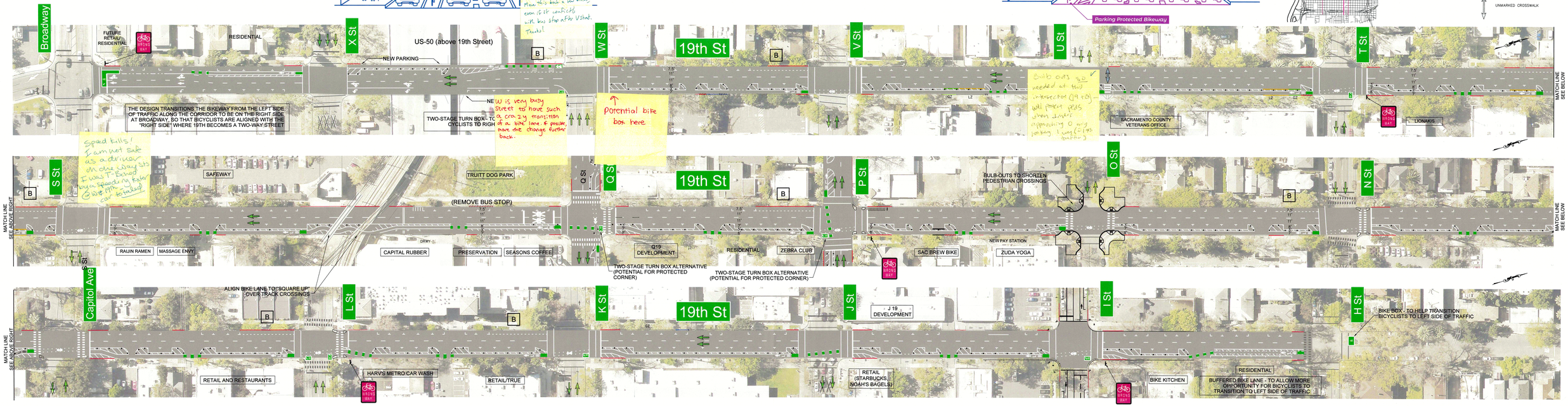
From this:

I will never use the 2-stage box. Will take the lane and merge over. Mean this adds a few blocks, even if it conflicts with bus stop after V St. Thanks!

To this:

LEGEND:

- RED CURB
- LZ LOADING ZONE
- PL PASSENGER LOADING
- BLUE CURB
- GREEN ZONE
- DIRECTION OF TRAVEL
- B BUS STOP
- R5-1b (WRONG WAY)
- UNMARKED CROSSWALK



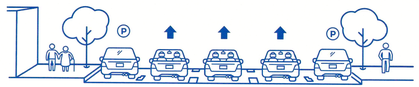
City of SACRAMENTO
Department of Public Works
CENTRAL CITY MOBILITY PROJECT
From this:
To this:
Buffer Zone
Parking Protected Bikeway
LEGEND:
RED CURB
LOADING ZONE
PASSENGER LOADING
BLUE CURB
GREEN ZONE
DIRECTION OF TRAVEL
BUS STOP
RS-1b (WRONG WAY)
UNMARKED CROSSWALK
Broadway
21st ST
X St
US-50 (above 21st Street)
POTENTIAL NEW PARKING
REMOVE EXIST. PARKING
PANCAKE CIRCUS
AKIDO CENTER
RITUAL YOGA
SACRAMENTO ANTIQUE FAIRE
THE DESIGN TRANSITIONS THE BIKEWAY FROM THE RIGHT SIDE IN THE TWO-WAY SEGMENT, TO THE LEFT SIDE NORTH OF W STREET, TO SEPARATE BIKE AND BUS INTERACTIONS. BICYCLISTS MAY USE THE BIKE BOX OR THE TWO-STAGE TURN BOX TO CROSS TO THE LEFT SIDE OF TRAFFIC.
21st St
V St
U St
T St
PROPOSED BUFFERED DUE TO FREQUENT DRIVEWAYS
Remove BUS STOP
MATCH LINE SEE PREVIOUS SHEET
MATCH LINE SEE BELOW
S St
LOCALIS RESTAURANT
RESIDENTIAL
PRESS BUILDING
Q
PRESS CLUB
ADD BIKE RACKS
P St
O St
N St
RITE AID
MATCH LINE SEE ABOVE
Capitol Ave
L St
LUMENS
K St
J St
FLOPPY'S
I St
H St
KUPRO'S
FIRST UNITED METHODIST CHURCH
BIKEWAY FROM THE
THE CORRIDOR TO A
LLOW BICYCLISTS TO
TION OF TRAVEL
Speed kills! Two way streets for better access! safer for bike peds (... & betwaccess)
Agreed. This is not a great option.
Move this transition to V St. Since many vehicles will want to turn to West here.
Transitions to other side of street problematic. Are bus interactions really a big problem? If hopeless, need really good directional signage.
Eastbound bike traffic @ W St looks unsafe @ crossing
Signage to let car drivers know they will be merging w/ bikes

City of SACRAMENTO
Department of Public Works

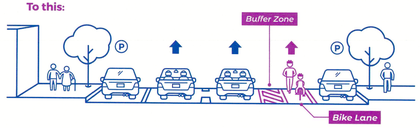
CENTRAL CITY MOBILITY PROJECT

Two-Way Conversion
I Street

From this:



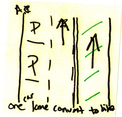
To this:

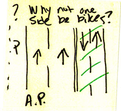


12th Street - 16th Street

The "Buffer" is the plastic floppy things? Or the space?

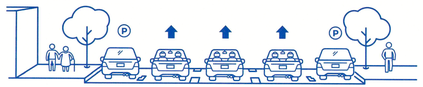
these should be parking protected with bike lanes between parking and sidewalk.



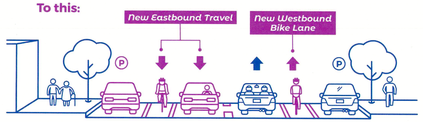


transition west of 15th to improve circulation

From this:



To this:

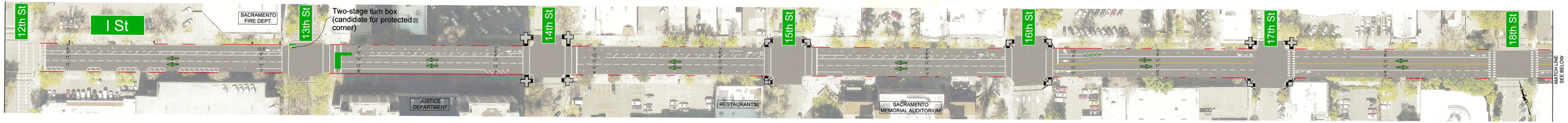


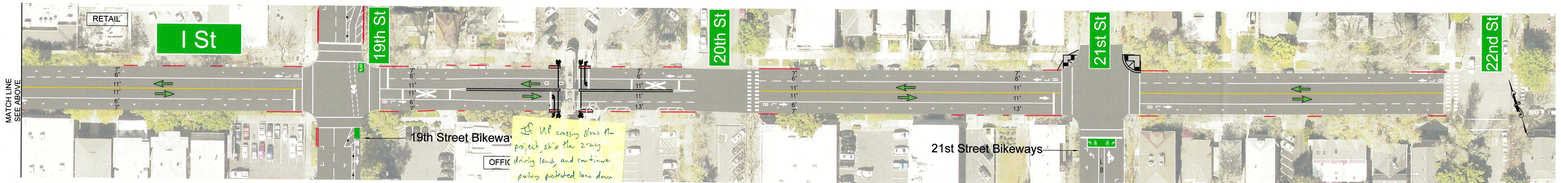
16th Street - 21st Street

LEGEND:

- RC — RED CURB
- LZ — LOADING ZONE
- PL — PASSENGER LOADING
- BC — BLUE CURB
- GZ — GREEN ZONE
- DIRECTION OF TRAVEL

need stand lights from 16th to 21st so that objects in protected lane are visible (1st ben passenger ride doored alone)





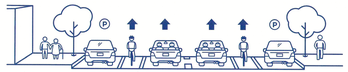
If UP crossing does the project stop the 2-way driving lanes and continue parking protected lane down I Street. Also avoid traffic eastbound I from 11th.

City of SACRAMENTO
Department of Public Works

CENTRAL CITY MOBILITY PROJECT

thank you for protected bike lanes they've made all the diff.

From this:

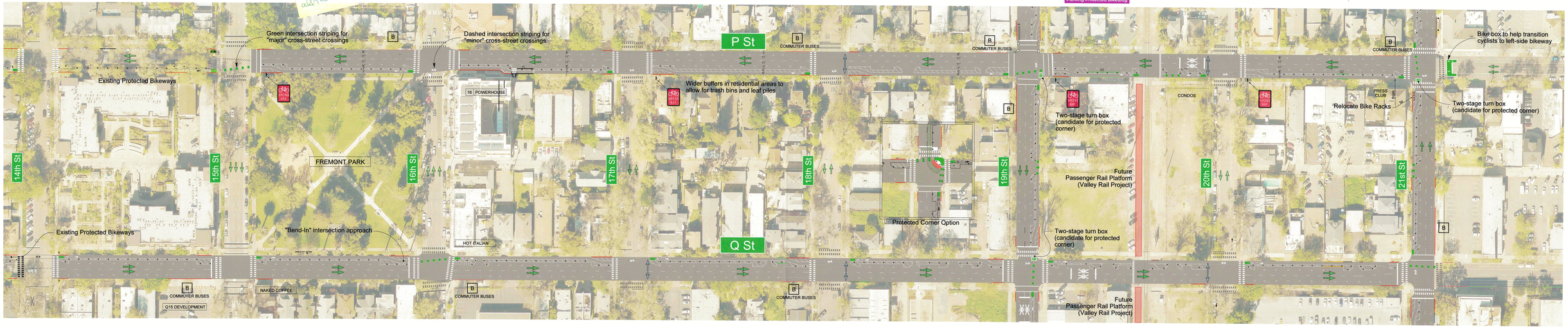


Protected Bikeway Plans for
P Street and Q Street

To this:

Ticket the salmon riders here.

LEGEND:



Central City Mobility Project Open House 11/06/2019-Responses to Public Comments Received

Comment	Response
I like the idea of the protected corner. We could use those all over the grid. It would easily become a mini-pocket which would be fantastic. Also, painting the crosswalks! So bright and colorful. Please consider making sure that parking on the protected bike lanes end up with enough space, so that cyclists approaching the corner/intersection can be seen approaching emerging out of the protected lane. If the cars parked are too close to the intersection, the vehicles turning right will go right into the cyclist as they exit the protected bike lane. - **Deb Banks**	Parking spaces are being installed with a minimum clearance of 30 feet from end of parking stall to curb return for approaches at signalized intersections and a clearance of 20 feet from end of parking stall to curb return at all other locations. Additionally, the proposed bikeway designs will implement a "bend-in" treatment which moves cyclists in closer proximity to vehicles and will provide more visibility.
I am happy for the I street 2-way conversion. I work at 12th and H street and live in East Sac. I use K and H street because I street is unsafe for me. I am not a frequent user of the J street protected bike lane because it stops at the freeway. Very unsafe during peak period. I would like to see more engagement and outreach to all neighborhoods. I only saw in D4 newsletter/email and SABA email. Downtown users come from all districts. Additionally, the attendees were not diverse-ethnically, almost all white males, except for Max, Sue, and me. - **Celia Yniguez**	Thank you for the feedback. We attempt to reach as many people as possible to provide updates on City projects. The City hosts a website with updates for the Central City Mobility project, attended the Midtown Farmers Market and Cezar Chavez Farmers Market with an information booth, and plans on doing targeting neighborhood outreach with an additional community meeting as the project moves farther into design.
Monitor and Consider street lighting that illuminates protected lanes. It is hard to see objects and passengers suddenly open doors. Is there a street lighting project? Signage to direct scooter to bike lanes – most signage only designates bicycles. More transitions, signage, and pavement marking where lanes end. H, J, K, L under freeway, K is well marked. Others not so much. - **Michael Picker**	Street lighting is not within the scope of the project, but the recommendation will be noted for future lighting projects. Project will add signage as appropriate to support the transitions, and will evaluate signage options for directing scooters to the lanes.
Aaron Silva was extremely polite and knowledgeable. The presentation was clear and concise. Would have appreciated an open forum Q&A to learn more to get a 360 view with the community perspective. As a pedestrian I appreciate the objective of getting bicycles their own safe domain- but the general public lacks	A public outreach plan is being developed for the final stages of design and for construction to raise awareness to the general public of the changes made to the city streets in order to allow for proper use of roadways, protected bike lanes, and pedestrian paths. The City also

Comment	Response
education regarding when/where/how to ride bicycles and scooters downtown. I would advocate for targeted activities and funding for increased signs and other indicators or messaging (marketing) that can get downtown travelers to model appropriate mobility- so everyone is safe, and pedestrians can still have a domain- a safe network to travel. Thanks for your effort-impressed with the plans and progress. - **Traci Veteto**	provides free urban bicycling education programs and will promote these classes as the project is nearing construction. This project will ensure that signage along project limits will be adjusted for all 2-way conversions and protected bike lane installations, and will evaluate options for supplemental signage to direct bikes and scooters to the right place and prevent wrong way movements.
I am very happy to see the city move forward with traveler safety improvements throughout the city. As a cyclist, I am very concerned about bicycle safety in my neighborhood- Land Park. I have requested changes to Riverside Boulevard through my council member, Steve Hansen. No response yet, but I'm hopeful. The 9th and 10th street bike improvements extend south to Broadway; the Broadway Complete Streets project extends east and west. But what about Riverside? This south linkage is significant, heavily used, but not addressed. - **Peter Saucerman**	Thank you for your feedback. Council member Hansen has relayed community requests for Riverside to the Public Works Department. The City is in the process of updating their Transportation Master Plan which identifies and prioritizes capital improvement projects based on a variety of factors. Continue to share your feedback with your council member and attend the City's Active Transportation Committee meetings to stay up-to-date on the latest news.
I am hopeful to see what this meeting has to offer. I live in Hollywood Park. I'm concerned about red light runners. I want to know what is being done and what the future looks like. We need red light cameras. Downtown has them and they help with this issue. - **Anonymous**	Thank you for sharing your feedback. Red light cameras are managed by the Sacramento County Sheriff's Department.
Really difficult to find meeting notice on city webpage. Spent 15 minutes and had to go back to Sac Bee article from last week. Thanks! - **Anonymous**	Thank you for your feedback. Project updates can be found at www.CentralCityMobility.org, and future meeting notices will be prominently displayed.
I am a huge supporter of the project! This will be the next step in transforming the grid to be more walk and bike friendly. - **Anonymous**	Thank you for your input!
Pedestrians need "look" signs before they walk into protected bike lane at crosswalks. 7th and 8th street need to be next, DOCO causes bike desert, major connectors north and south. Great idea to convert 5th street to 2-way but it is tough. Current double parking for drop-offs at Kaiser. Illegal drop-offs in bike	Thank you for your observations. They have been passed on to the design team.

Comment	Response
lane at federal courthouse. High volume traffic south bound trying to turn left onto I street. North bound cars will try to turn left into Sac Valley Station. - **Anonymous**	
Though I have issues with these protected bike lanes. 1) lack of defensible space; 2) reduced lines of sight; 3) reduced efficiency; 4) reduced visibility to vehicles, the primary things missing: Education and Enforcement. No matter how robust of bicycle infrastructure you present, if users are uneducated, lack skill and are not cited when breaking CVC 21200. - **Anonymous**	Protected Bike lanes will be installed to a minimum width of 6' with a 3'- to 5' buffer to allow ample space for users. Additionally, the "bend in" treatment at intersection approaches will bring bicyclists in closer proximity to vehicles to enhance visibility, and will restrict parking near the intersections to improve sight lines. While Class IV bikeways may not be the most efficient for all users, the bike network in the grid will maintain traditional bike lanes and "share the road" bike routes so that all types of users have options which meet their needs. The City provides free urban bicycling education programs and will promote these classes as the project is nearing construction.
As a cyclist, I lose whenever the city converts from 1-way to 2-way street. It is easier for me to make a left turn from a 1-way street, but tricky to do so from a busy 2-way street. I really like what the city did with 19th and 21st street, removing a traffic lane and putting a bike lane on both sides. I would like to see that on I street between 21st and 16th street. - **Bill Dean**	The segment of I Street between 21st and 16th Street was identified for a two-way conversion as part of the Grid 3.0 and Central City Specific Plan process, and reflects the feedback from the community on their preferences for the corridor.
The plastic bollards on J street separating parking lane from bike lane have not held up well. Half are damaged or missing, requiring maintenance. Consider more durable barriers being used, they may be more cost effective in the long run. - **Anonymous**	Thanks for the suggestion. The City will be implementing more durable delineators with future bikeway projects, including the Central City Mobility project.
One great danger to pedestrians is bicycles- especially motorized, on sidewalks- and I never see any of these laws being enforced- scooters in sidewalks, pedestrians walking against light and not at crosswalks- I never see walking or bicycle police in areas around 5-6-7-N-P-Q-R street. - **Anonymous**	Currently riding a bicycle on sidewalks through the Central City is permitted, consistent with local laws. Electric scooters, however, must remain in the street. The City's Public Works Department works with law enforcement and shared bike/scooter providers to educate and enforce users of the applicable laws.
At GIC, when 5th is closed, put in advanced warning before N street so people may change their route before L street. - **Anonymous**	Thank you for your feedback. As part of improving the mobility through the Central City, the City will be providing an update to how we handle vehicles, pedestrians, and bicyclists during events at the Golden1 Center.

Comment	Response
"Bend ins" look like cars will veer into them without curb protection - **Anonymous**	The bend-in treatment is identified in national and state guidance as a technique to make users in the bikeways more visible to parallel traffic at intersections. This will be the recommended treatment at intersections with a conflicting vehicle turning movement.
J street downtown is extremely unsafe as a bicyclist – and there are excess auto lanes! Please install protected bike lanes here – parking or curb protected. - **Anonymous**	Thank you for your feedback. The Grid 3.0 and Central City Specific Plan evaluated all one-way streets for potential lane reduction and protected bikeway installation, and identified the recommended locations based on traffic analysis and community input. Based on the outcomes of those planning processes, there are no plans for additional bikeways on J Street at this time.
I live at 1000 V street (10th and V street) and cross 10th as a pedestrian. Cars, especially in the morning do not stop for me to cross eastbound on southside of intersection. This treatment will decrease safety and visibility for me. A flashing signal for this route to school (the met on 8th) is needed, as the buffered parking makes it harder for the motorists to see me, even with jog in the buffered lane. If not, how about an island to stand on/in? When daylighting intersections, please do not include designated parking spaces. Standards require SUV sized parking, but most of us downtown park sedans. Standards would remove even more parking in areas that are impacted. Let's recognize reality rather than engineering standards. - **Jim Adams**	Currently, cars are permitted to park up to the crosswalk at this location. With this project, parking will be restricted for approximately 60' from the crosswalk on the bikeway side and 20' on the opposite side, which will improve sight lines. Individual stalls have been shown on the concept plans for purposes of quantifying changes in parking. The final design may or may not delineate individual stalls, based on feedback from the Parking Division.
Existing J street bike project is dangerous. I cannot see cars now, nor bikes heading in my direction (turning on to J street). Because parked cars block my view. Do not recommend replicating projects like J street. Why not convert most of capitol to almost all bikes, going both directions - **Anonymous**	The proposed project will implement "bend-in" treatments at intersection approaches, which will bring bicyclists in closer proximity to drivers in the travel lane for 20' in advance of the intersections. This treatment also restricts parking for a minimum of 40' in advance of the intersection.
Love getting closer to protected bikeway network! Re: Approach the intersections Really like the new approach to putting bicyclists over and removing parked car space at the end of the block. Having bicyclists emerging behind parked cars is a problem for motorists not seeing bicyclists. Love 2-way conversions! - **Sue Teranishi**	Thank you for your input!

Comment	Response
Thank You! Yes to protected bike lanes, but they need to be kept clear and free of debris to serve their purpose and gain and keep users. Otherwise, what good are they? Also, convert more 1-way streets to 2-lane streets to promote speed reduction. Don't want to share a street with fast moving drivers on their phones. - **Anonymous**	Duly noted, thank you for your input!
For parking protected bike lanes (bikeways), the stop bar should be forward of the stop bar for the general-purpose lanes, so that the bicyclist is more visible to turning drivers. This area could be painted green for best visibility, similar to a bike box. - **Dan Allison**	Thank you for your feedback. The recommendation to pull the stop bar forward will be incorporated into the project design.
Expand plan area north top C street for connectivity with American River bike trail access. Expand west to include connectivity with old Sac and Crocker Art Museum- these are major destinations. P and Q street protected lanes need to provide connection to Crocker, please extend them. There are many places in midtown/downtown where current bike lane marking are incomplete- e.g. the dashed lines are missing as the lane nears the intersection. Inspect for this and complete markings as a part of this project. - **Anonymous**	Thank you for your feedback. Please see the Central City Specific Plan for all the proposed bikeways within the Central City.
Signage to direct scooter to bike lanes – most signage only designates bicycles. - **Anonymous**	Thank you for your feedback. This will be evaluated.
Exhibit Comments (5th Street)	
7 ft parking "lanes" are not respected or even possible with SUV's, so encroach on bike space, reducing it below safe space; therefore, drop parking on one side or further narrow general purpose.	7' wide parking meet the current City Standards for parallel parking.
Speed kills! Our City is for savoring, not speeding through! Road Diet	Thank you for your feedback. Several streets are proposing a reduction in vehicle lanes, or a reduction in traveled way space. Studies have shown that both techniques can contribute to lower travel speeds.
Why not have protected parking? This version is unsafe.	The Grid 3.0 and Central City Specific Plan evaluated all one-way streets for potential lane reduction and protected bikeway installation and identified the recommended treatments for each corridor based on traffic analysis and community input. The proposed layout provides Class

Comment	Response
	II (on-street) bike lanes consistent with the City's bicycle facility selection guidelines and the referenced planning documents.
As a matter of principal, all 1-way streets should have parking protected bikeways.	Thank you for your feedback. The Grid 3.0 and Central City Specific Plan evaluated all one-way streets for potential lane reduction and protected bikeway installation, and identified the recommended locations based on traffic analysis and community input. Please see those documents to get a sneak peak at upcoming protected bikeway locations.
Exhibit Comments (9th and 10th Street)	
If people suggest 2-way cycle tracks, don't. Except as extensions of multi-use, or in blocks without driveways, they have poor safety outcomes.	Thank you for your feedback. The Central City Mobility project does not propose any two-way cycle tracks.
At bend in's move bikeway stop bar to crosswalk and paint it green, to provide more visibility of bicyclists to drivers.	Thank you for your feedback. The bikeway stop bars will be moved forward.
I support 2-way streets as safer and providing cars, bikes and pedestrians with more convenient access.	Thank you!
Exhibit Comments (19th Street)	
Speed Kills! I am not safe as a driver on one-way streets. I was T-boned by a speeding texter at W and 19th ,car was totaled.	Thank you for your feedback. The reduced width of the traveled way is anticipated to calm traffic and improve safety for all users.
I will never use the 2-step box. Will take the lane and merge over. Move this back a few blocks, even if it conflicts with the bus stop after V street.	Thank you for your feedback. Users within the bikeway may exit at any time and become a "vehicle" taking a lane. The 2-stage turn boxes accommodates less experienced or more cautious bicyclist to give them a refuge to turn across the street.
W street is very busy to have such a crazy transition of a bike lane. If possible, move the change further back.	W Street was selected for the transition, due to the fact that there are no conflicting left turns from Southbound 19th onto Westbound W Street. Additionally, the turn box where bicyclists will wait to cross 19th Street is well in advance of the W Street stop bar, which will make the bicyclists visible and give them a head start to cross the street.
Consider potential bike box at south bound approach of 19th and W street.	A bike box will be evaluated with final design. It should be noted that bike boxes preclude vehicles from turning right on red. Intersection operations will be considered as part of the final design.
Exhibit Comments (21st Street)	
Speed kills! 2-way streets for better access safer for bikes and pedestrians	Thank you for your feedback.

Comment	Response
Move bike boxes at intersection of 21st and W street to intersection of 21st and V street. Vehicles will want to turn west at 21st and W street.	Drivers will be able to turn west at 21st and W Street – the bike box will allow bicyclists to position ahead of cars when they approach at a red light. 21st and V Street is unsignalized and cannot accommodate a bike box.
Transition to other side of the street is problematic. Are bus interactions really a big problem? If kept as is, really good directional signage is needed.	Best practice is to separate bike and transit interactions where feasible. Early feedback also indicated a preference for the bike facility to be on the west (left) side of the street, to better accommodate bicycle commuters riding to Downtown. Directional signage will be included with the final designs.
Eastbound bike traffic at W street looks unsafe at crossing.	The design provides two methods for crossing from the right side to the left side. When approaching on 21st Street on a red light, bicyclists can use the bike box to position in front of stopped cars and cross diagonally to the left without conflict with vehicles. When approaching on a green light, bicyclists can proceed straight to the two-stage turn box without conflicts (as there are no right-turning vehicles), and wait until W Street gets a green light, at which point the user can cross to the bikeway with a head start in front of vehicles.
Consider adding signage to let drivers know they will be merging with cyclists.	Thank you for your feedback. This will be evaluated during detailed design.
Exhibit Comments (I Street)	
Is the "buffer" the plastic floppy things? Or the space? (noted next to the 12th to 16th cross section).	The buffer refers to the painted space between the bike lane and parked cars or the vehicle lane.
These should be parking protected with bike lane between parking and sidewalk (noted next to the 12th to 16th cross section).	The Grid 3.0 and Central City Specific Plan evaluated all one-way streets for potential lane reduction and protected bikeway installation, and identified the recommended improvements based on traffic analysis and community input. The two-way conversion between 21st and 16th Streets will install Class II bike lanes, and there are existing Class II bike lanes west of 12th Street. To keep the corridor consistent, a Class II facility is proposed for the corridor between 12th and 16th Street.
Consider converting one lane to a bike lane on one-way streets.	Within the limits of the two-way conversion, between 16th Street and 21st Street, Class II bike lanes will be added in each direction. Between 12th and 16th Street, the street will remain one-way and will convert one lane into a bike facility. The Grid 3.0 and Central City Specific Plan evaluated all

Comment	Response
	one-way streets for potential lane reduction and protected bikeway installation, and identified the recommended locations based on traffic analysis and community input.
Consider putting both directions of bike lanes on one side of the street.	There is not enough space to provide a two-way cycle track within the existing street width.
Transition west of 15th street to improve circulation.	The Grid 3.0 and Central City Specific Plan evaluated all one-way streets for potential lane reduction, protected bikeway installation, and/or two-way conversions, The studies identified the recommended improvements based on traffic analysis and community input.
Need street lighting from 16th to 21st so that objects in protected lanes are visible.	Street lighting is not within the scope of the project. Project will address issues with existing signage and pavement marking to allow for improved mobility through central city for pedestrians, cyclists and motorists.
If UPRR crossing slows the project skip the 2-way conversion and continue parking protected lanes down I street.	Thank for the suggestion. The City is currently working closely with the railroad and California Public Utilities Commission to receive project approvals for the lane reduction.
Exhibit Comments (P and Q Street)	
Ticket the Salmon Riders here.	The project proposes to include “Wrong Way” signs for bicyclists in the protected bikeways, and may include directional signs to the appropriate street.
Thank you for protected bike lanes!	You’re welcome!