

**CENTRAL CITY**

**MOBILITY**

**PROJECT**





# CENTRAL CITY



# MOBILITY



# PROJECT

Megan Johnson, PE  
Project Manager – Protected Bikeways

*City of*  
**SACRAMENTO**  
Department of Public Works



Elizabeth Weeks, PE  
Project Manager – Two-way Conversions



*City of*  
**SACRAMENTO**  
Department of Public Works

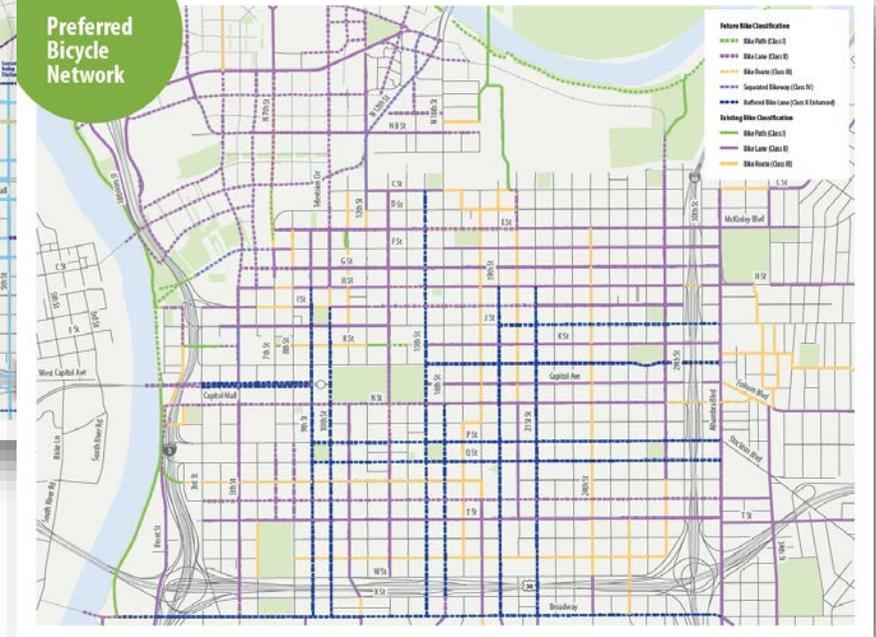
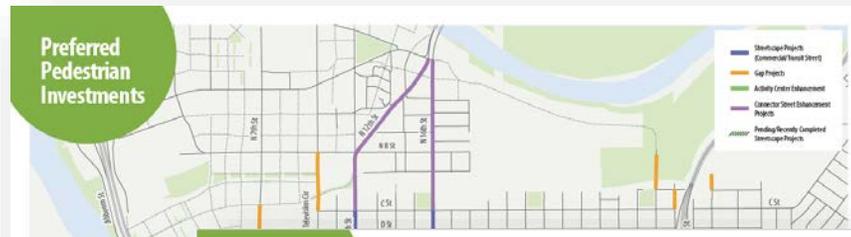


Sacramento



GRID 3.0

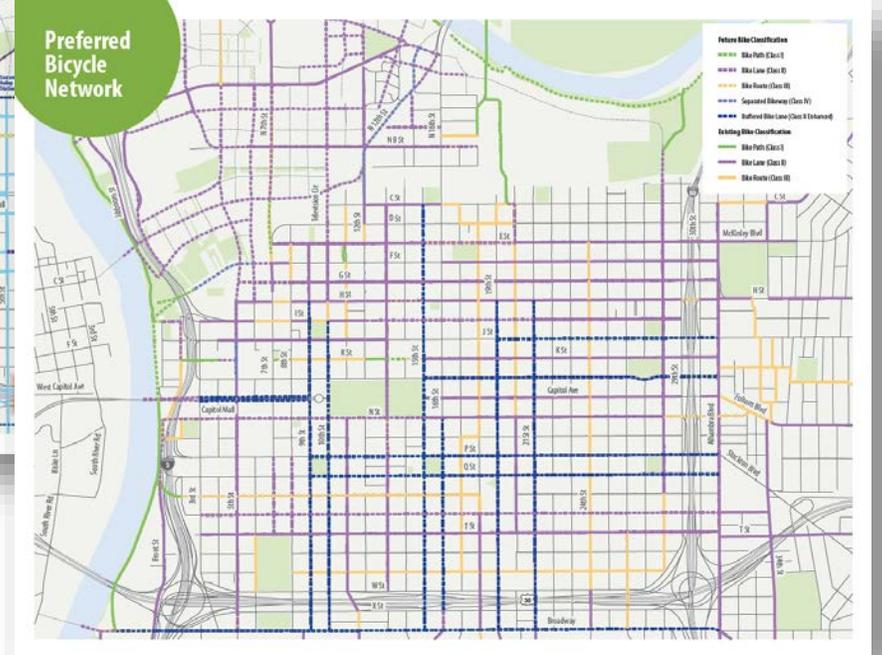
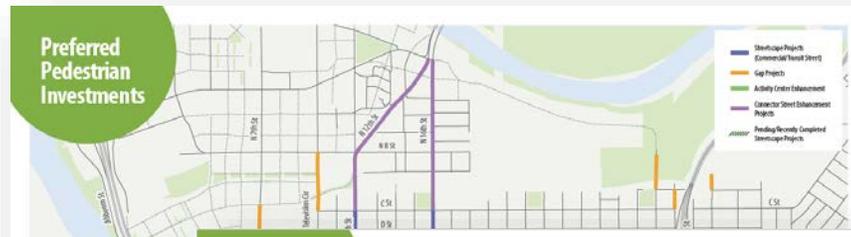
Grid 3.0 is the City's transportation plan to integrate networks of bicycle, pedestrian, transit and vehicle priority corridors to provide efficient circulation for all users





Grid 3.0 has been incorporated into the **Central City Specific Plan**, which provides the roadmap for transportation and growth in the grid.

The Central City Mobility project is an implementation of the Grid 3.0/CCSP vision



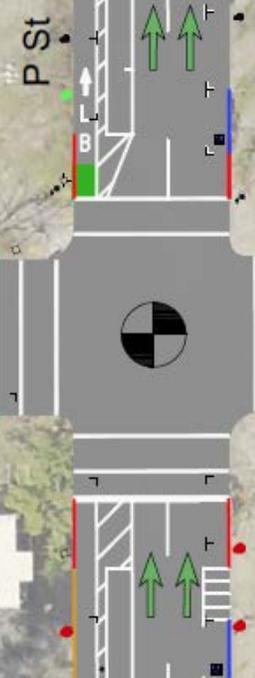
# SACRAMENTO DOWNTOWN BIKEWAYS PROJECT

Spring/Summer 2018

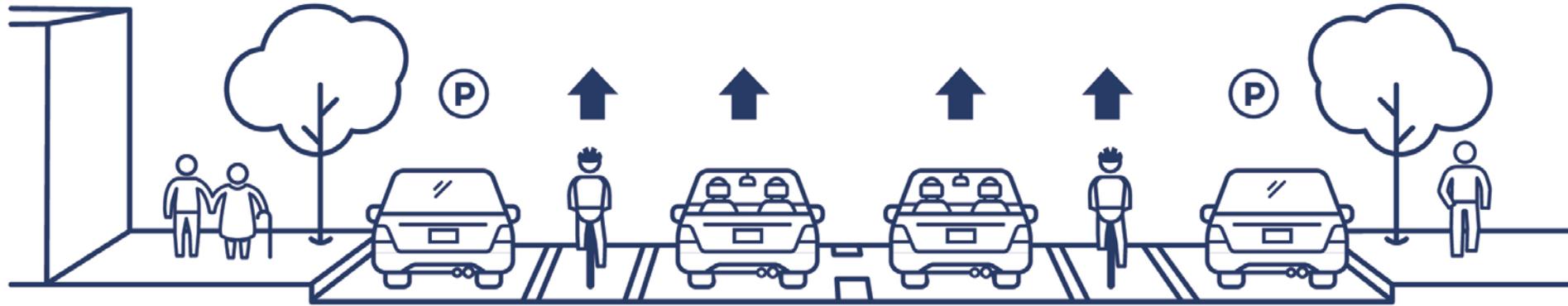
ROOSEVELT PARK

10th St

15-Min. PARKING

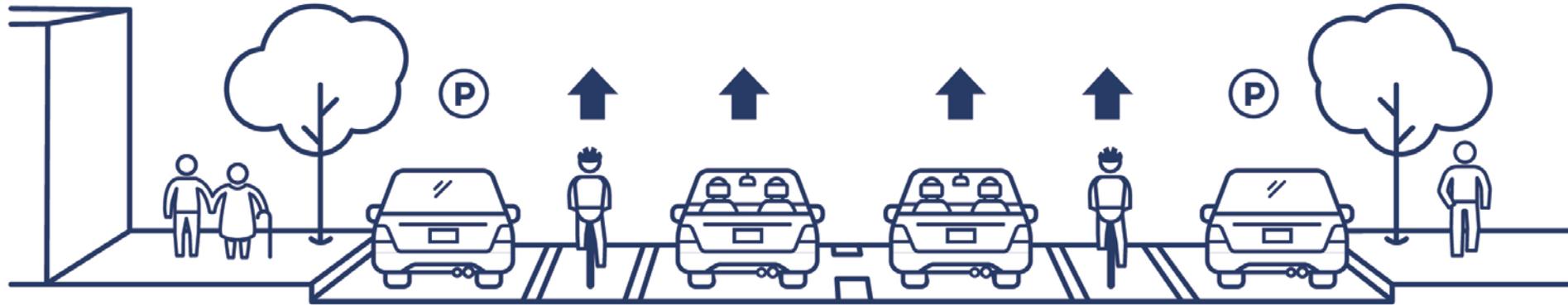


# What are Protected Bikeways?



Conventional bike lanes put bicyclists between parked cars and vehicle travel lanes

# What are Protected Bikeways?



Conventional bike lanes put bicyclists between parked cars and vehicle travel lanes



Parking-protected bikeways use parked cars and a buffer to provide separation from moving traffic

# Why Protected Bikeways?



<1%

**STRONG &  
FEARLESS**



5%

**ENTHUSIASTIC  
& CONFIDENT**



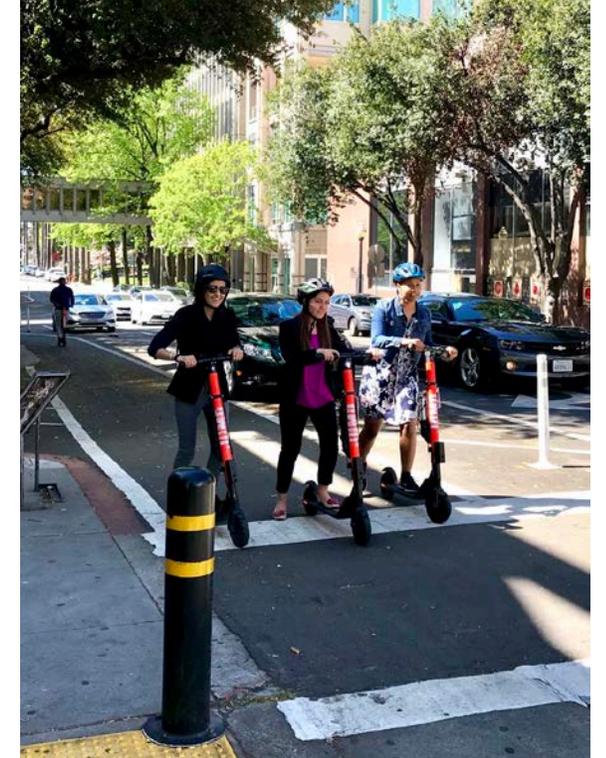
60%

**INTERESTED, BUT  
CONCERNED**



35%

**NO WAY,  
NO HOW**



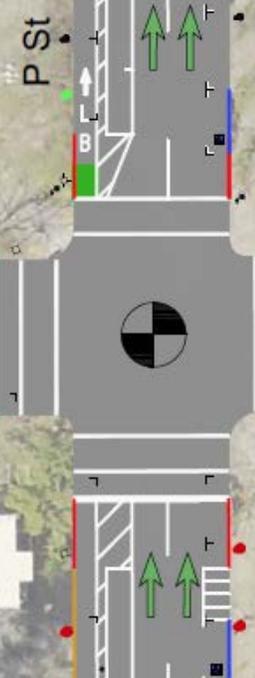
# SACRAMENTO DOWNTOWN BIKEWAYS PROJECT

Spring/Summer 2018

ROOSEVELT PARK

10th St

15-Min. PARKING



**SACRAMENTO**

**DOWNTOWN**

**BIKEWAYS**

**PROJECT**

Spring/Summer 2018

Project Included:

**Project  
Map**



# SACRAMENTO

## DOWNTOWN

### BIKEWAYS

# PROJECT

Spring/Summer 2018

Project Included:

➤ 10<sup>th</sup> Street

### Project Map



# SACRAMENTO

## DOWNTOWN

### BIKEWAYS

# PROJECT

Spring/Summer 2018

Project Included:

- 10<sup>th</sup> Street
- P Street

### Project Map



# SACRAMENTO

## DOWNTOWN

### BIKEWAYS

# PROJECT

Spring/Summer 2018

Project Included:

- 10<sup>th</sup> Street
- P Street
- Q Street

### Project Map



# SACRAMENTO

## DOWNTOWN

### BIKEWAYS

# PROJECT

Spring/Summer 2018

Project Included:

- 10<sup>th</sup> Street
- P Street
- Q Street
- J Street

### Project Map



# SACRAMENTO

## DOWNTOWN

### BIKEWAYS

# PROJECT

Spring/Summer 2018

### Project Map



# CENTRAL CITY

## MOBILITY

### PROJECT

## Project Map



# CENTRAL CITY

## MOBILITY

### PROJECT

A grant application for the “Downtown” Mobility Project was awarded through the Local Partnership Program, which is a SB1 competitive grant.

This grant application included:

- 9<sup>th</sup> Street

### Project Map



# CENTRAL CITY

## MOBILITY

### PROJECT

A grant application for the “Downtown” Mobility Project was awarded through the Local Partnership Program, which is an SB1 competitive grant.

This grant application included:

- 9<sup>th</sup> Street
- 10<sup>th</sup> Street

### Project Map



# CENTRAL CITY

## MOBILITY

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A grant application for the “Downtown” Mobility Project was awarded through the Local Partnership Program, which is an SB1 competitive grant.

This grant application included:

- 9<sup>th</sup> Street
- 10<sup>th</sup> Street
- P Street

## Project Map



# CENTRAL CITY

## MOBILITY

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### Project Map



# CENTRAL CITY

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A grant application for the “Downtown” Mobility Project was awarded through the Local Partnership Program, which is an SB1 competitive grant.

This grant application included:

- 9<sup>th</sup> Street
- 10<sup>th</sup> Street
- P Street
- Q Street

Converting 5<sup>th</sup> Street and a portion of I Street from one-way to two-way,

## Project Map



# CENTRAL CITY

## MOBILITY

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A grant application for the “Downtown” Mobility Project was awarded through the Local Partnership Program, which is an SB1 competitive grant.

This grant application included:

- 9<sup>th</sup> Street
- 10<sup>th</sup> Street
- P Street
- Q Street

Converting 5<sup>th</sup> Street and a portion of I Street from one-way to two-way, and closing the bike lane gap on I Street

### Project Map





## Valley Rail Project

- The San Joaquin Regional Rail Commission received grant funding to connect the San Joaquin, Sacramento, Merced, Madera, and Fresno counties to the Bay Area with regional passenger rail.
- As part of their project, they are providing funding to the City of Sac to improve bikeway connections to their proposed **Midtown passenger station**.



**CENTRAL CITY**  
**MOBILITY**  
**PROJECT**

**Valley Rail Project**

**Project Map**



# CENTRAL CITY

# MOBILITY

# PROJECT

## Valley Rail Project

➤ 19th Street

### Project Map



# CENTRAL CITY

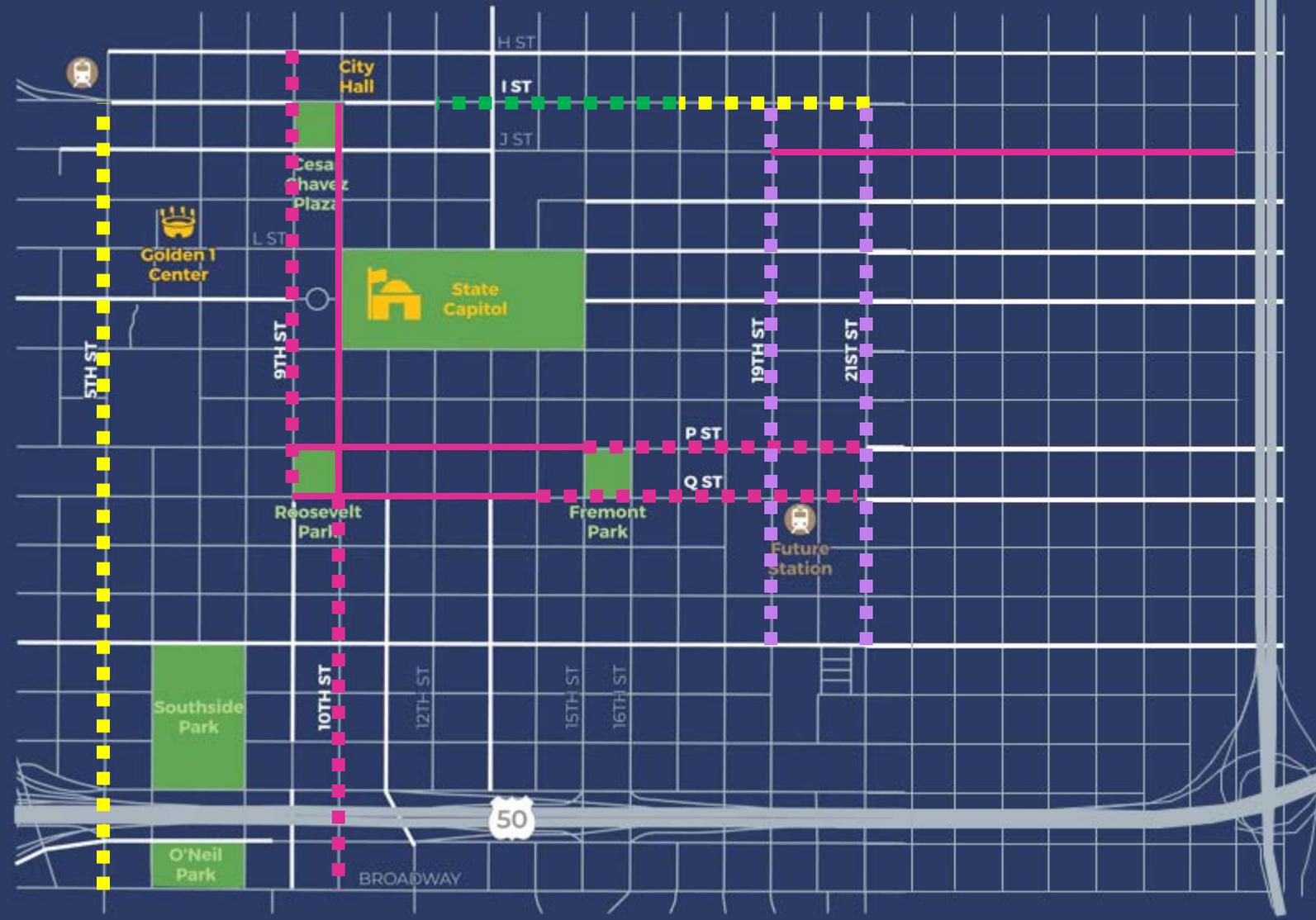
## MOBILITY

### PROJECT

#### Valley Rail Project

- 19th Street (I to T Street)
- 21<sup>st</sup> Street (I to T Street)

#### Project Map



# CENTRAL CITY

## MOBILITY

### PROJECT

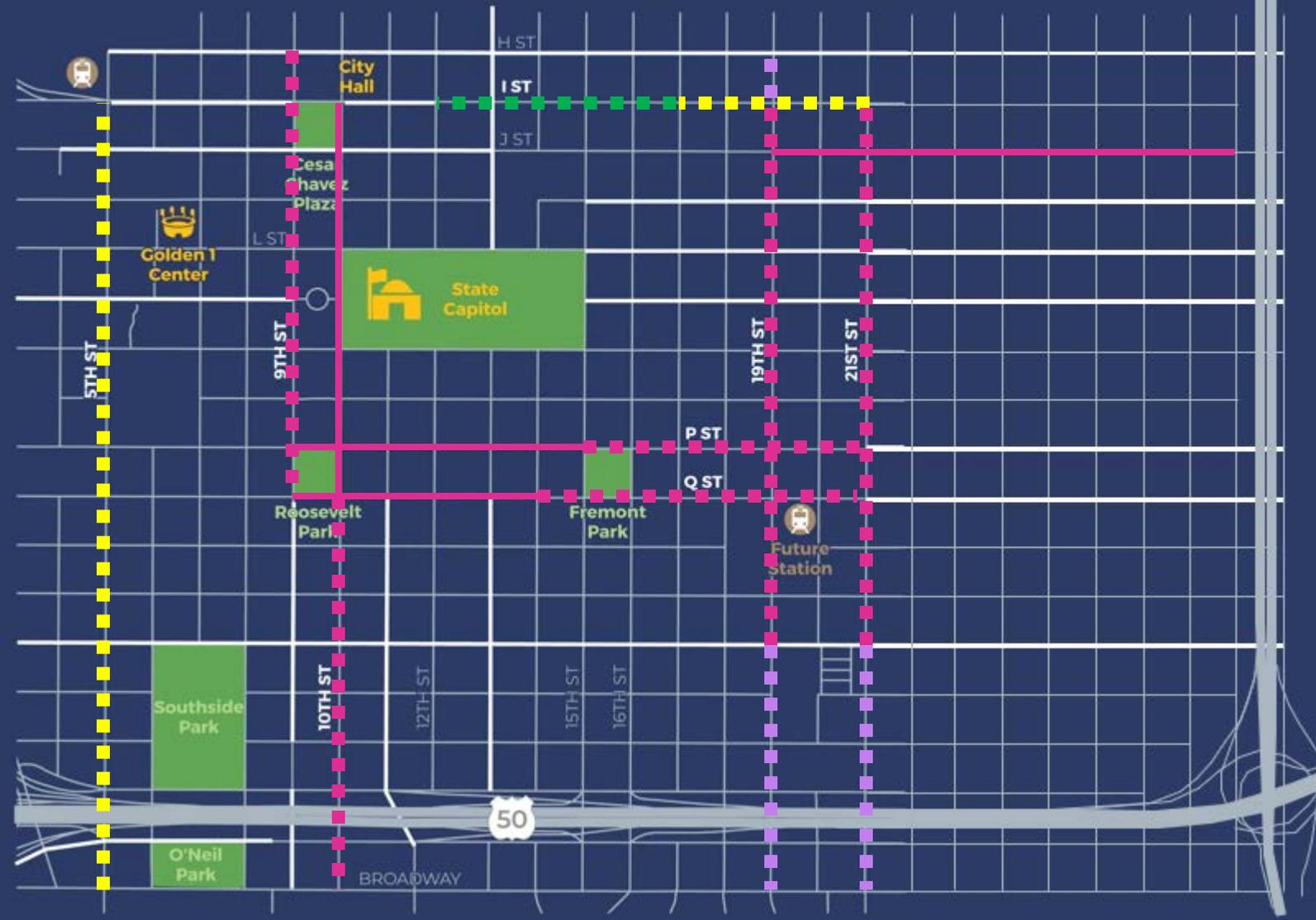
#### Valley Rail Project

- 19th Street (I to T Street)
- 21<sup>st</sup> Street (I to T Street)

#### Affordable Housing & Sustainable Communities Grant

- 19<sup>th</sup> Street (T to Broadway)
- 21<sup>st</sup> Street (T to Broadway)

#### Project Map



# CENTRAL CITY

## MOBILITY

### PROJECT

#### Valley Rail Project

- 19th Street (I to T Street)
- 21<sup>st</sup> Street (I to T Street)

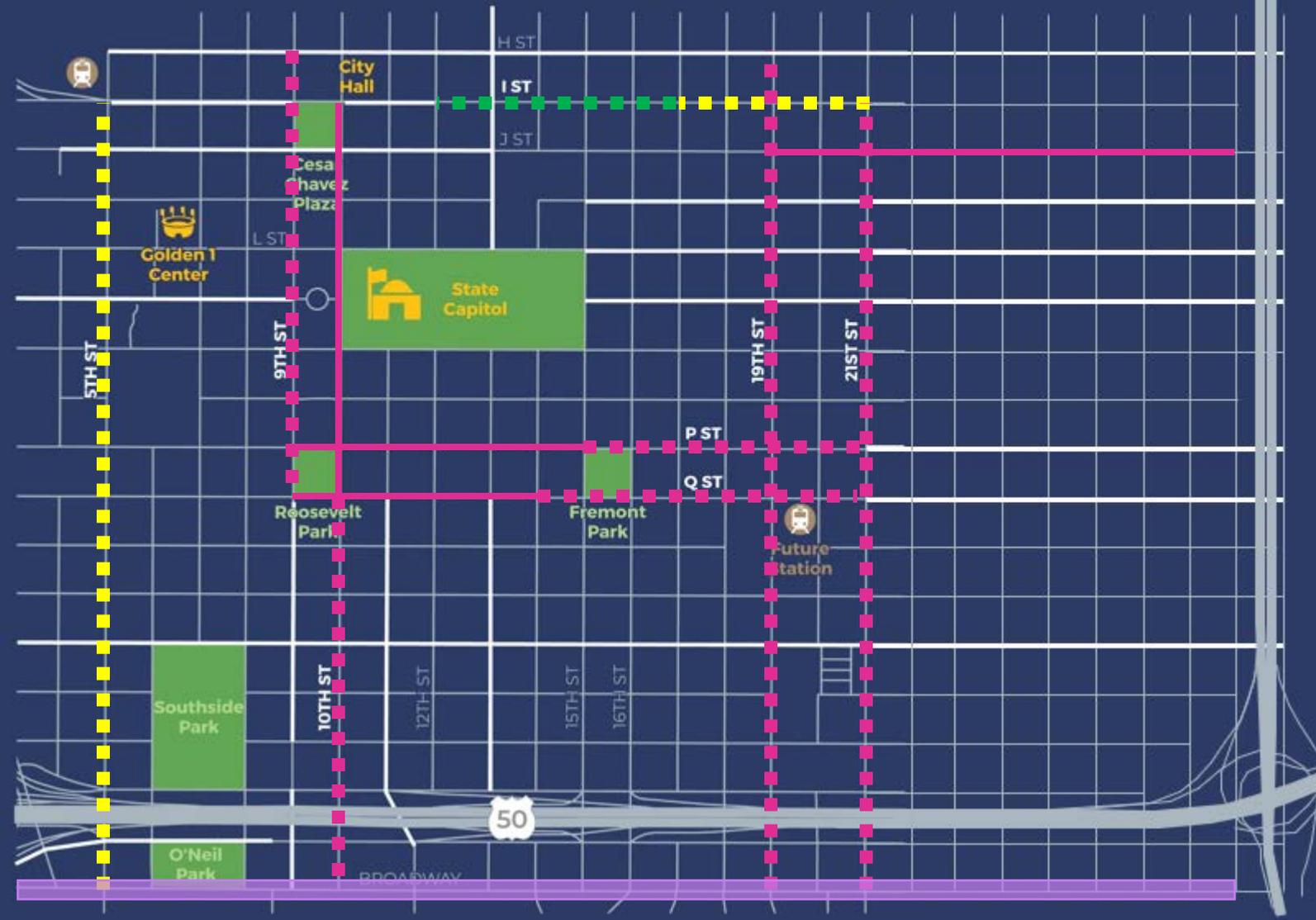
#### Affordable Housing & Sustainable Communities Grant

- 19<sup>th</sup> Street (T to Broadway)
- 21<sup>st</sup> Street (T to Broadway)

#### Other projects:

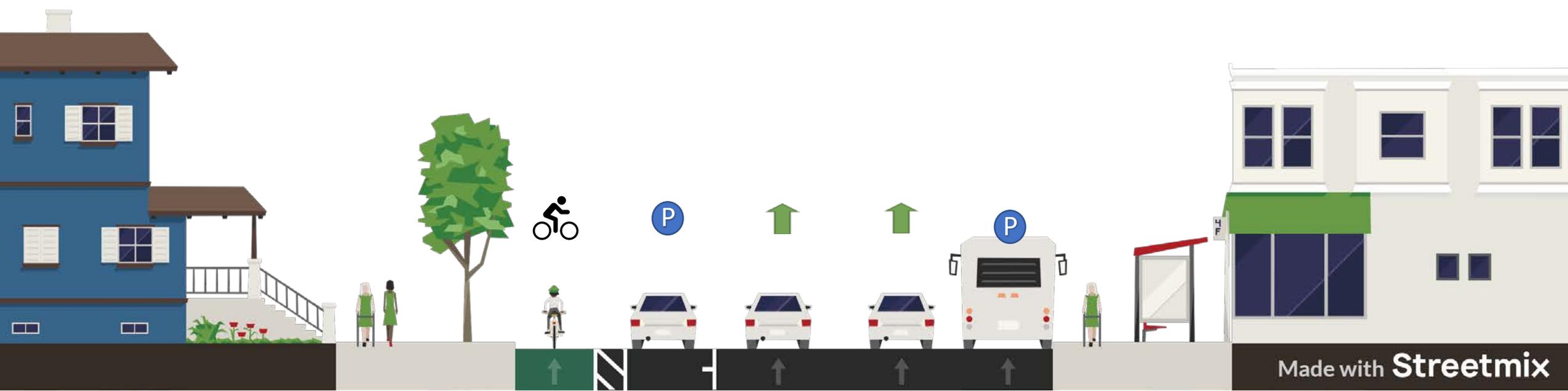
Broadway Complete Street

#### Project Map



# Bikeway Design Features

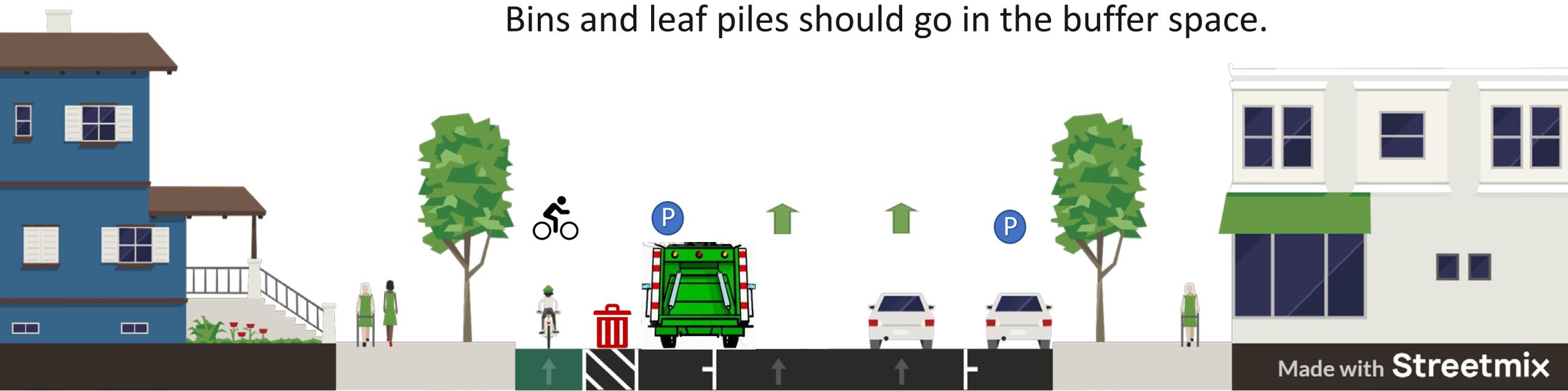
**Left-Side Bikeways:** Bikeways are typically placed on the left side of the street on streets with bus routes



# Bikeway Design Features

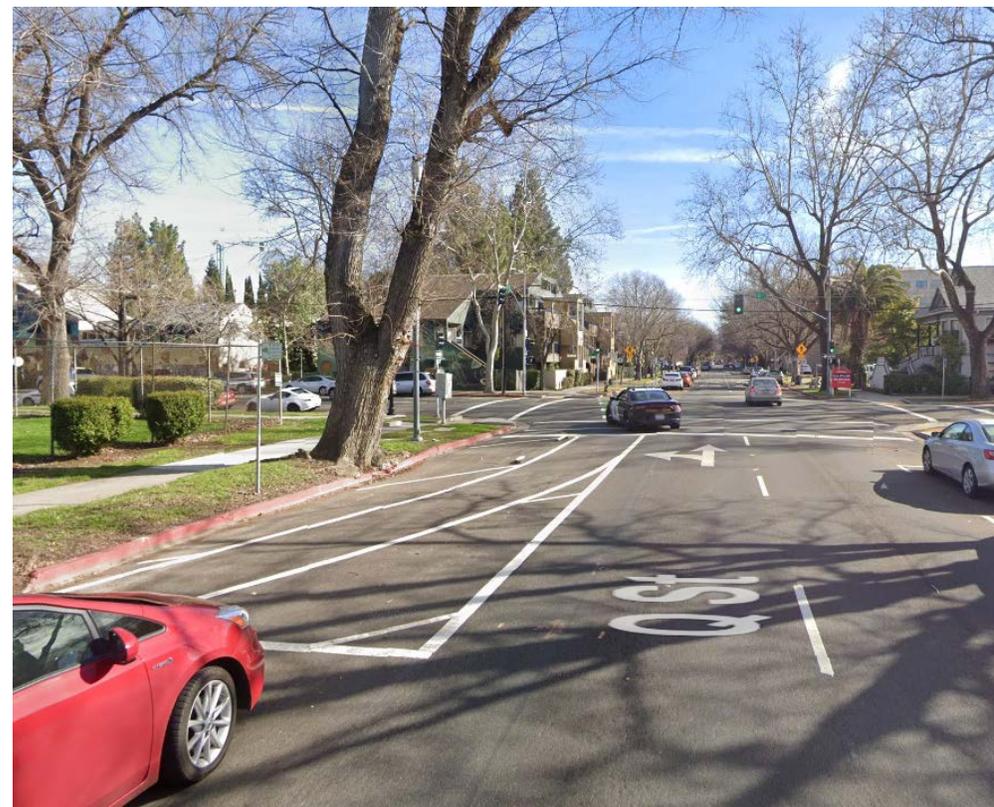
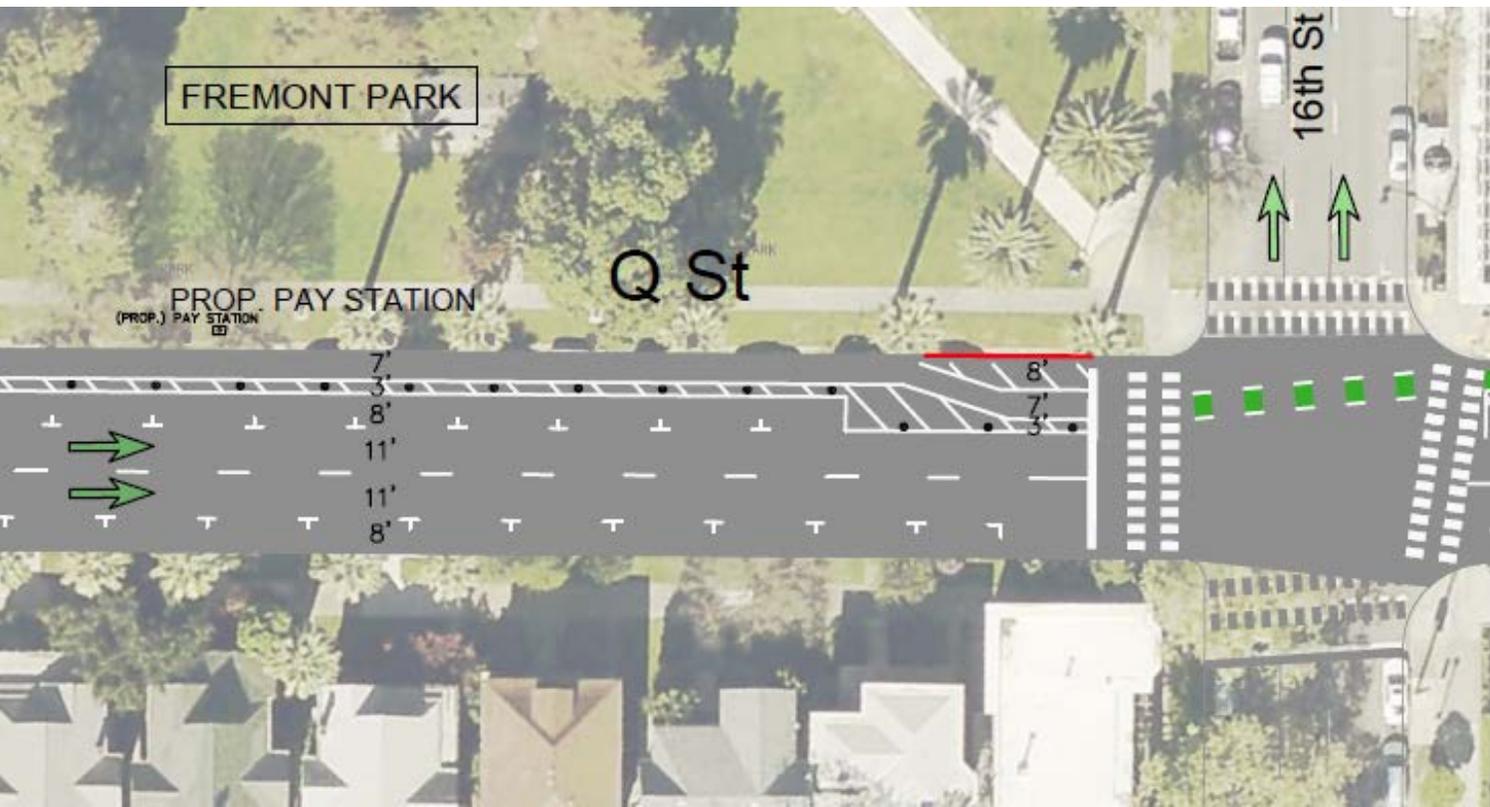
**Wider Buffers for City Services:** Preliminary design provides wider buffer zones in areas with trash bin and leaf collection services.

Bins and leaf piles should go in the buffer space.



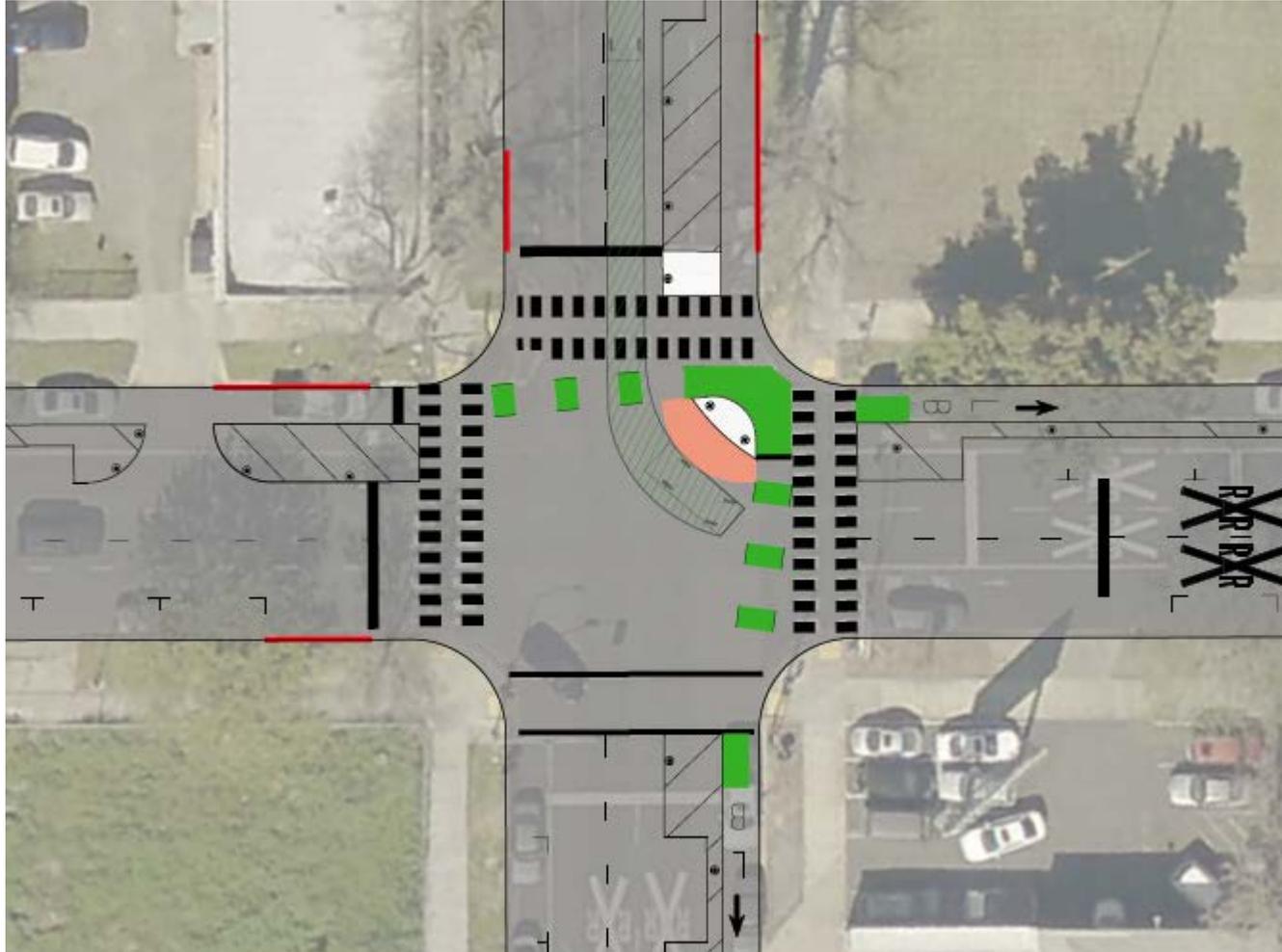
# Bikeway Design Features

**Intersection Treatments:** A “bend-in” intersection approach will bring bicyclists closer to the vehicle lanes to enhance awareness between drivers and bicyclists.



# Bikeway Design Features

*Intersection Treatments:* Protected Intersection Corner



# CENTRAL CITY

## MOBILITY

### PROJECT

#### Two-way Conversions

- 5th Street
- I Street (21<sup>st</sup> to 16<sup>th</sup> Street)

#### Lane Reduction with Buffered Bike Lane

- I Street (16<sup>th</sup> to 12<sup>th</sup> Street)

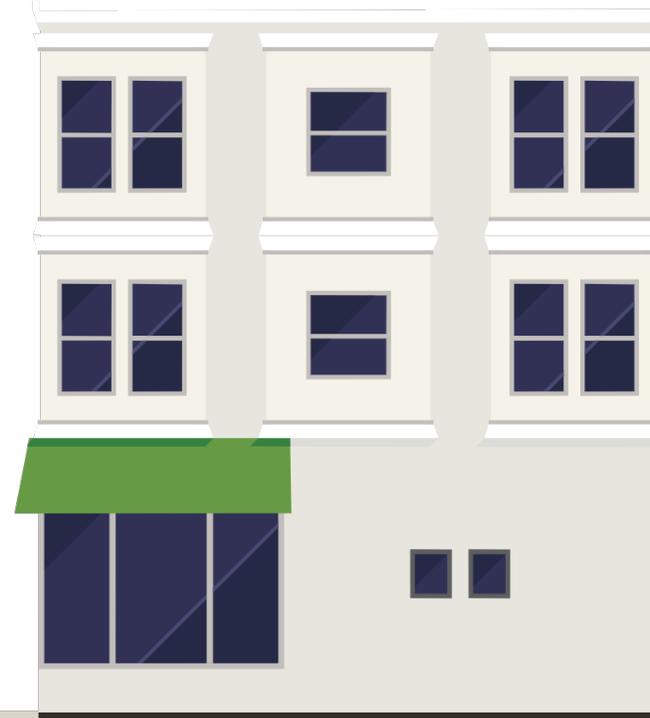
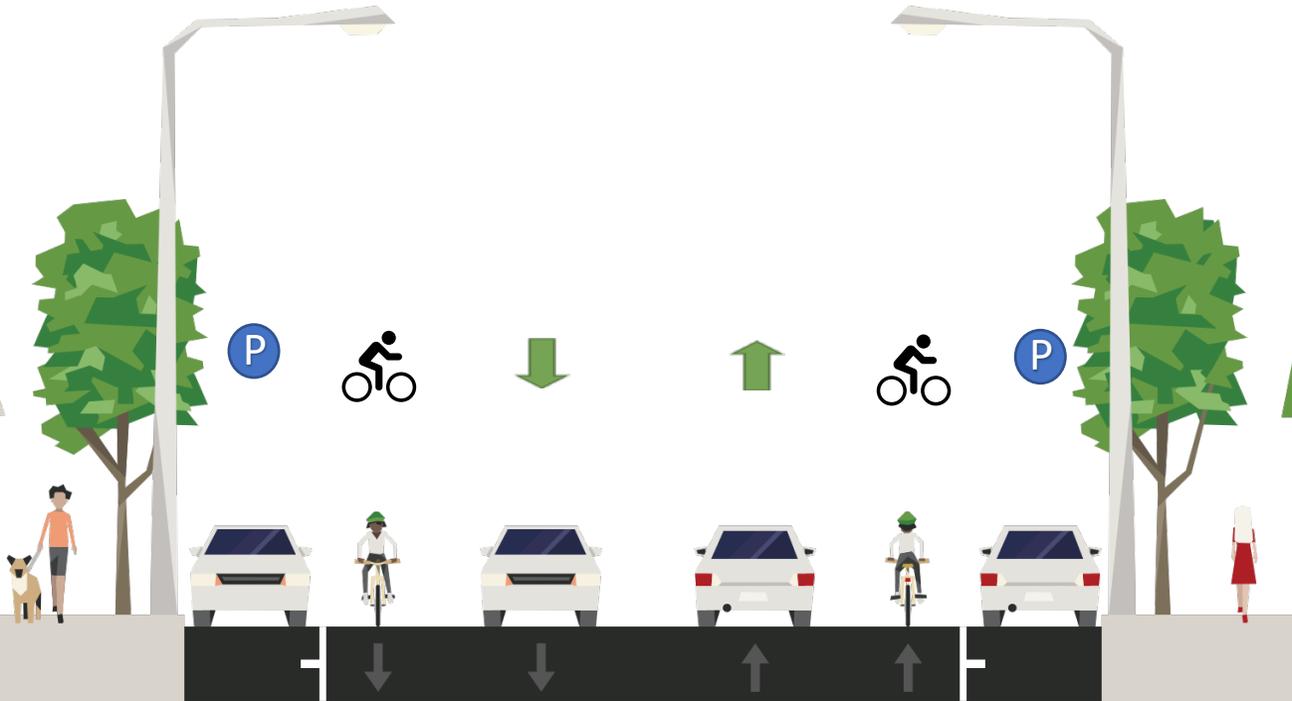
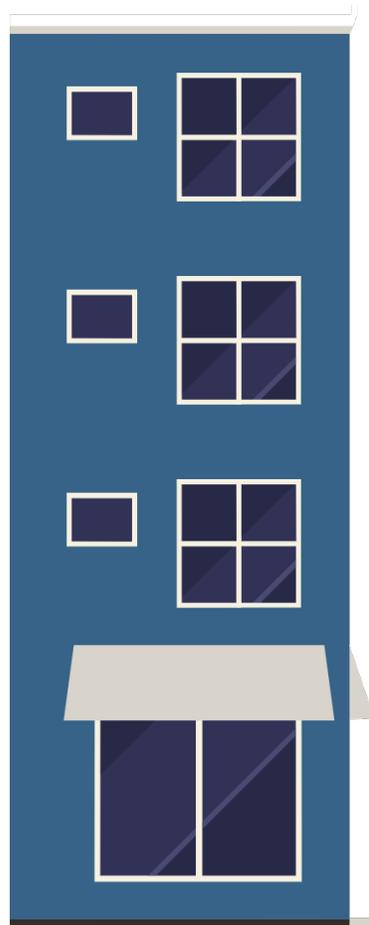
#### Project Map



# Two Way Conversion

## Benefits:

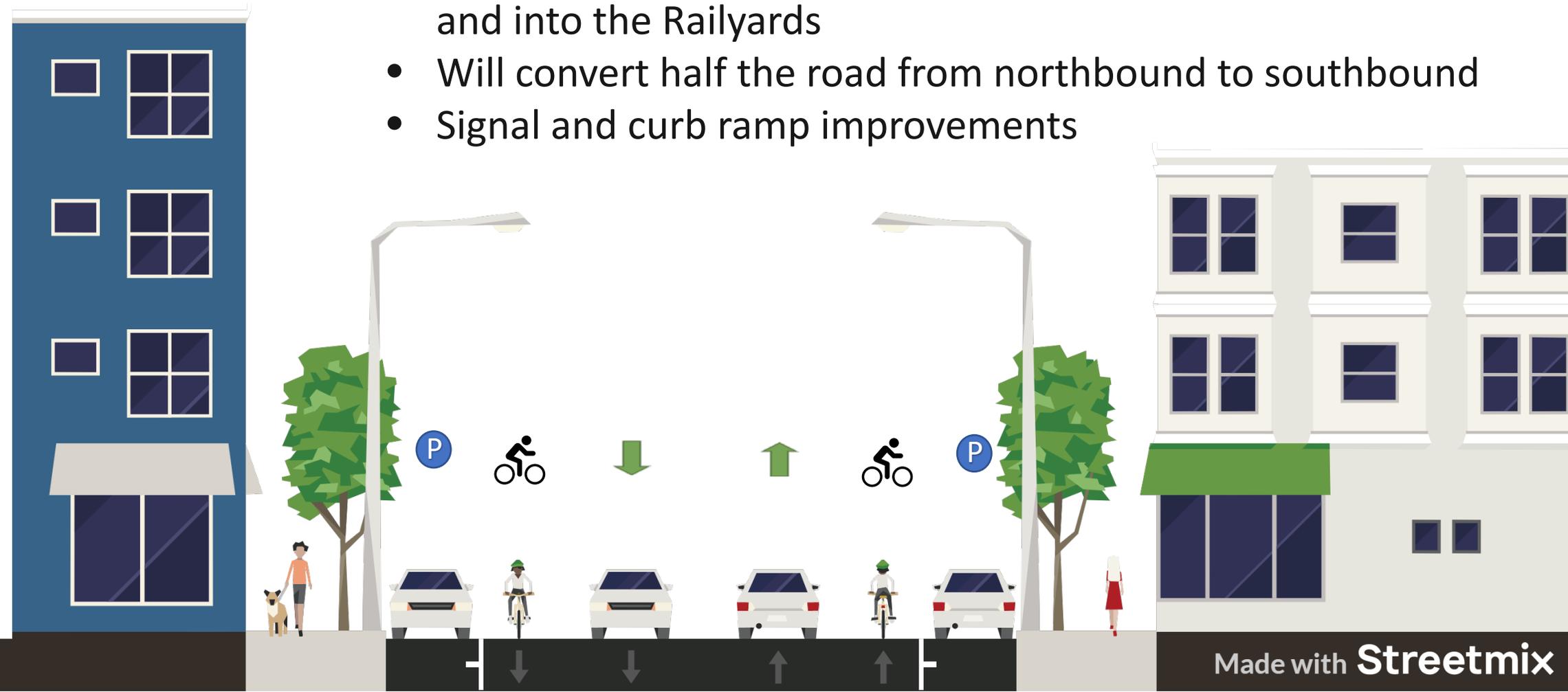
- Calms Traffic
- Bi-directional bike and vehicle lanes
- Reduces wrong way movements



# Two-Way Conversion

## 5<sup>th</sup> Street

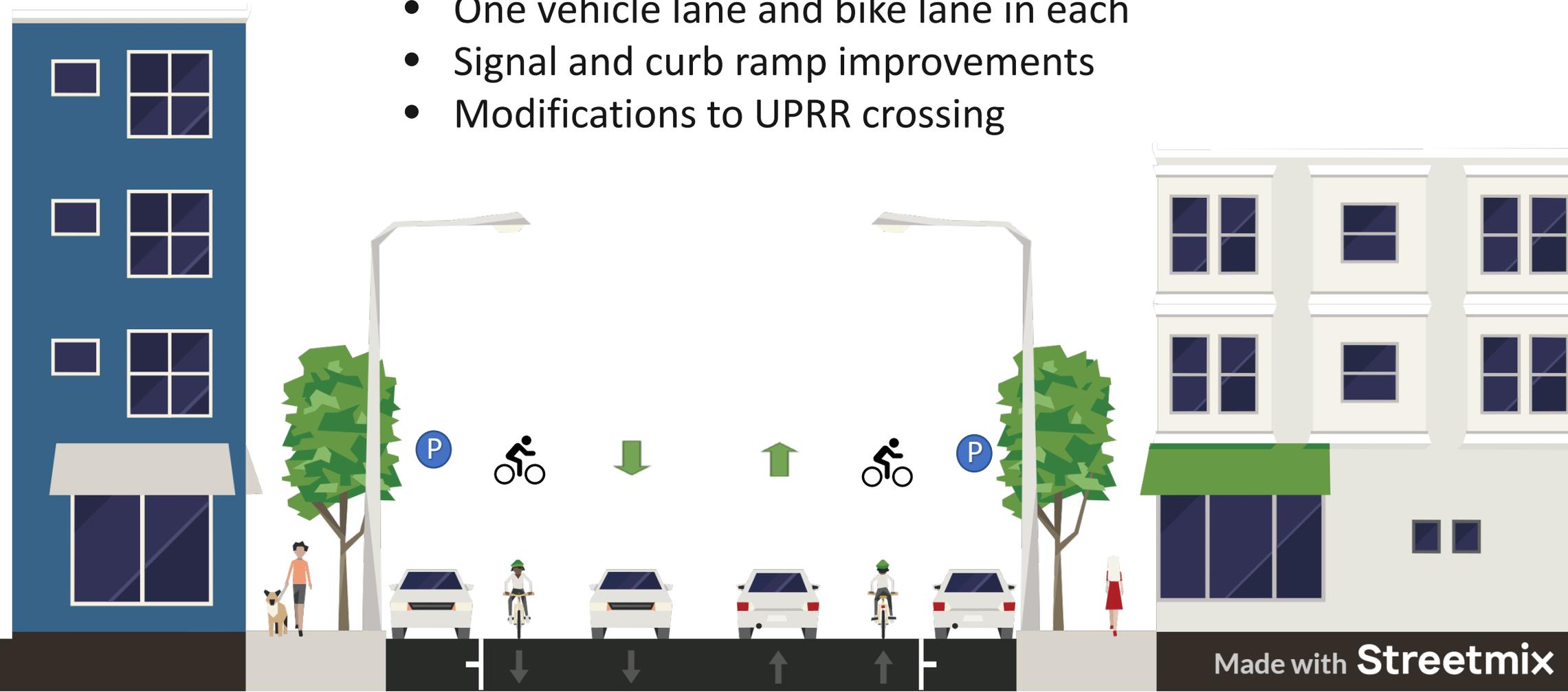
- Provides two-way access from Broadway through Downtown and into the Railyards
- Will convert half the road from northbound to southbound
- Signal and curb ramp improvements



# Two-Way Conversion

## I Street

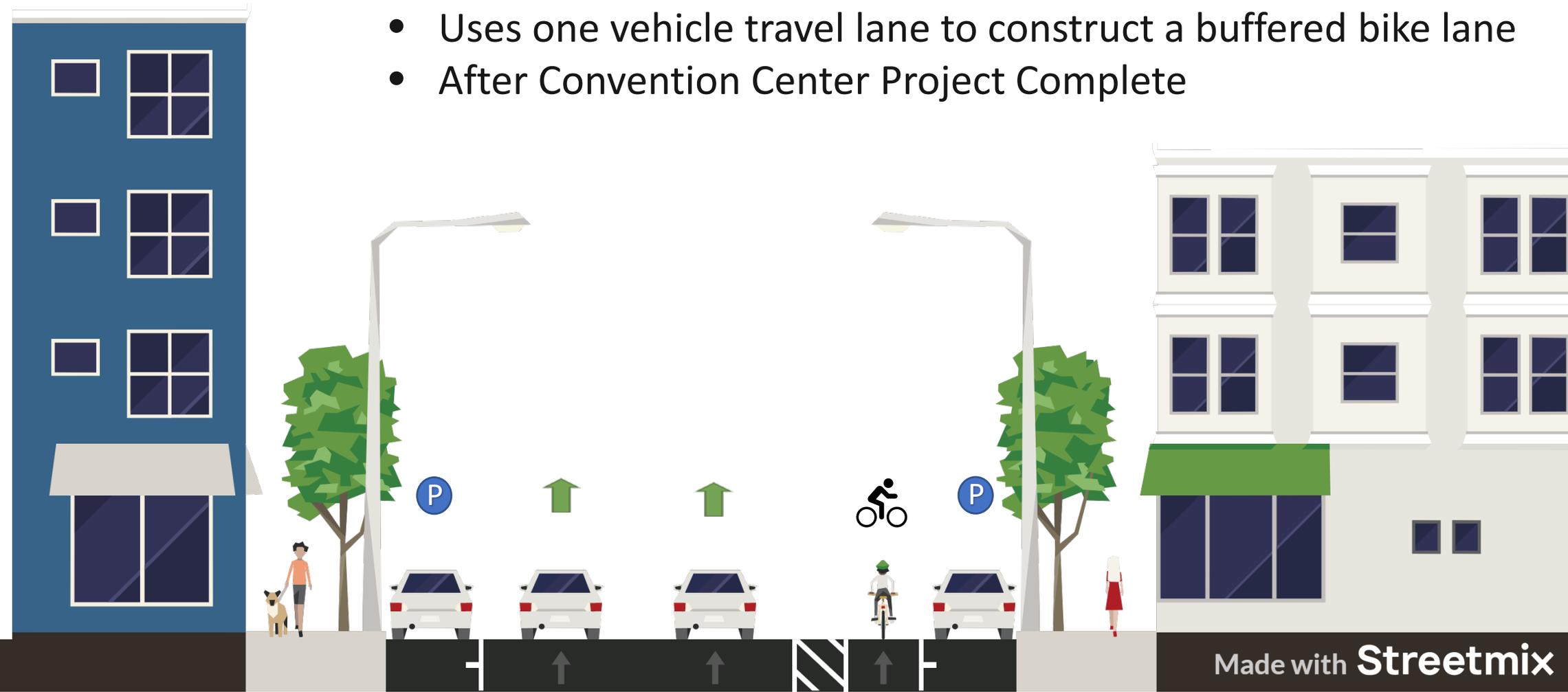
- Extends existing two-way section west to 16<sup>th</sup> Street
- One vehicle lane and bike lane in each
- Signal and curb ramp improvements
- Modifications to UPRR crossing



# Lane Reduction

## I Street

- Provides westbound bicycle connectivity
- Uses one vehicle travel lane to construct a buffered bike lane
- After Convention Center Project Complete





# CENTRAL CITY

# MOBILITY

# PROJECT

## Project Funding

The project has received \$10.5M in state grant funds

- \$5 Million through the Local Partnership Program (Local Match Required)
- \$3 Million through the Valley Rail Project Contribution
- \$2.5 Million through an Affordable Housing & Sustainable Community Grant

Total Construction Cost:

- Approx. \$15.5 Million



# CENTRAL CITY

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## Project Schedule:

Design.....2020

Begin Construction .....*Targeting Spring 2021*

Outreach will continue during the design phase  
and before construction