CENTRAL CITY MOBILITY PROJECT
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.
What are Protected Bikeways?

Conventional bike lanes put bicyclists between parked cars and vehicle travel lanes.
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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
Project Included:
Project Included:

- 10th Street
Project Included:

- 10th Street
- P Street
Project Included:

- 10th Street
- P Street
- Q Street
Project Included:

- 10th Street
- P Street
- Q Street
- J Street
SACRAMENTO
DOWNTOWN
BIKEWAYS
PROJECT

Spring/Summer 2018
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:
- 9th Street
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This grant application included:

- 9th Street
- 10th Street
- P Street
- Q Street

Converting 5th Street and a portion of I Street from one-way to two-way,
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:
- 9th Street
- 10th Street
- P Street
- Q Street

Converting 5th Street and a portion of I Street from one-way to two-way, and closing the bike lane gap on I Street
Then the bikeway project grew
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**.
Valley Rail Project
Valley Rail Project

19th Street
Valley Rail Project
- 19th Street (I to T Street)
- 21st Street (I to T Street)
Valley Rail Project
- 19th Street (I to T Street)
- 21st Street (I to T Street)

Affordable Housing & Sustainable Communities Grant
- 19th Street (T to Broadway)
- 21st Street (T to Broadway)
Valley Rail Project
- 19th Street (I to T Street)
- 21st Street (I to T Street)

Affordable Housing & Sustainable Communities Grant
- 19th Street (T to Broadway)
- 21st Street (T to Broadway)

Other projects:
Broadway Complete Street
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
A grant application for the "Downtown" Mobility Project was awarded through the Local Partnership Program, which is an SB1 competitive grant.

Two-way Conversions
- 5th Street
- I Street (21st to 16th Street)

Lane Reduction with Buffered Bike Lane
- I Street (16th to 12th Street)
Two Way Conversion

Benefits:

• Calms Traffic
• Bi-directional bike and vehicle lanes
• Reduces wrong way movements
Two-Way Conversion

5th 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

1 Street

- Extends existing two-way section west to 16th 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
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
Project Schedule:

Design.................................................................2020
Begin Construction .......Targeting Spring 2021

Outreach will continue during the design phase and before construction.