



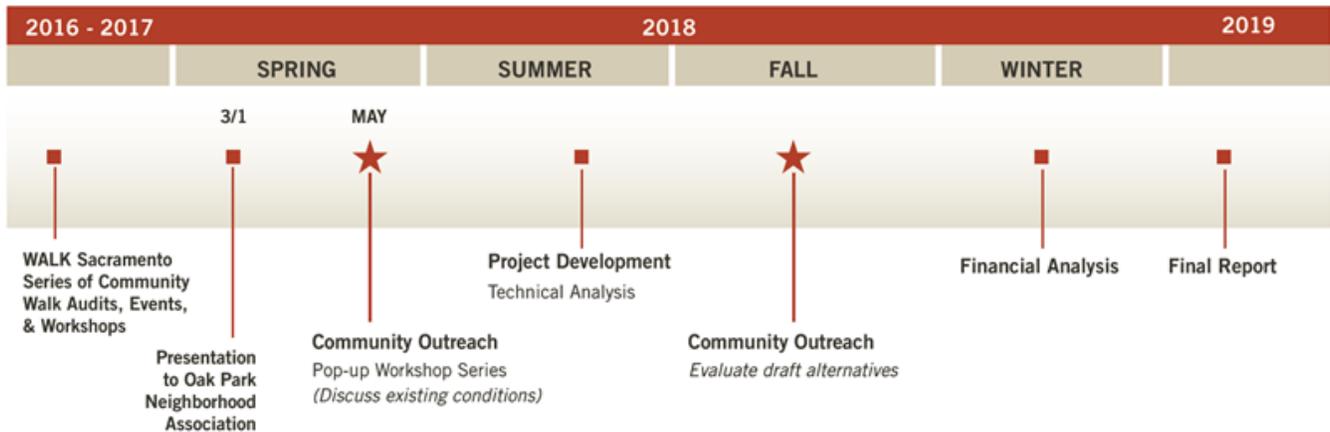
Project Overview

The Broadway corridor in Oak Park, between Franklin Boulevard and Martin Luther King Jr. Boulevard, is home to a vibrant and diverse mix of businesses. These include a concentration of employers that support retail and non-retail jobs. The area also includes a blend of housing styles. This stretch of the corridor is generally four lanes, and serves the region by carrying almost 15,000 vehicles per day.

The [Envision Broadway in Oak Park Complete Street Plan](#) will enhance accessibility and safety for all modes of transportation, and consider the needs of residents, businesses, and visitors.



Schedule





Community Open House Purpose

On November 7, 2018, the City of Sacramento hosted a community open house for the Envision Broadway in Oak Park Project. More than 35 community members attended the open house, which took place at the Sacramento Food Bank and Family Services. The purpose of the community open house is to engage stakeholders, community members, motorists, pedestrians, and bicyclists, and transit riders who travel on Broadway between Martin Luther King Jr. and Franklin Boulevard.

Community Open House Format

The community open house was held in a “guided open house” format, with five information stations set up around the room for attendees to review and provide input on. Project team members were stationed around the room to answer any questions and guide community members through the open house.

Attendees visited the information stations to learn about the Envision Broadway in Oak Park Project, and review and provide input on preliminary design concepts for the roadway. Participants had the opportunity to contribute their ideas, input, and questions through one-on-one discussions with project team members, and through a short survey comment card.





Informational Boards

Station 1: Project Overview

About the Project

The first board display in Station 1 provided an overview of the Envision Broadway in Oak Park project, a map depicting the five concurrent projects currently being completed by the City of Sacramento along the Broadway Corridor and a project schedule.

The second board display provided a map of the project area.

ENVISSION BROADWAY IN OAK PARK

About the Project

The Envision Broadway in Oak Park Complete Street Plan will balance accessibility and enhance safety for all modes of transportation, and consider all users of the corridor including residents, businesses, and visitors in and around Oak Park.

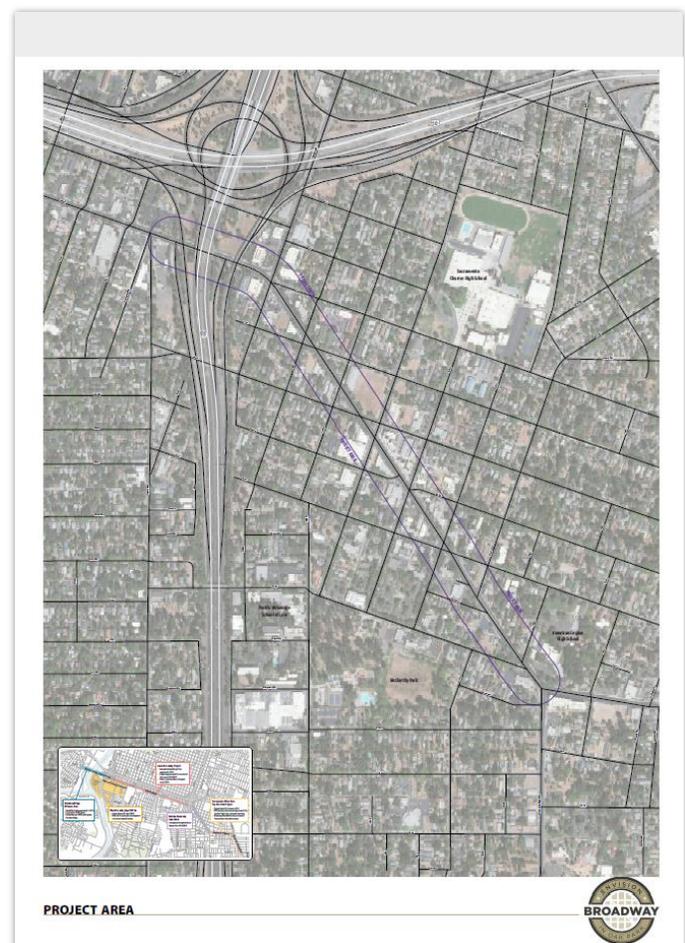
Originating from the community's desire for safer streets, this project will continue to be informed by community input.

The Broadway Corridor

There are five concurrent projects being completed by the City of Sacramento along the Broadway corridor, from the Sacramento River to Stockton Boulevard.

Project Schedule

2016 - 2017	2018	2019
SPRING	SUMMER	FALL
<ul style="list-style-type: none"> Finalize Study (Completed in 2017) Complete City of Sacramento Complete City of Sacramento Complete City of Sacramento 	<ul style="list-style-type: none"> Project Development Technical Analysis 	<ul style="list-style-type: none"> Financial Analysis Final Report





What We Heard

Two additional board displays presented community input received at pop-up workshops held in spring of 2018, including community members' experiences traveling along the project area.

★ ENVISION BROADWAY IN OAK PARK ★

What have we heard from the community about Broadway in Oak Park?

Intersection at 2nd Avenue, 34th Street, and Broadway is confusing for all users.

I've experience increased motorist speeds on the South/East part of the corridor.

I live on 3rd Avenue and I walk to Old Soul all the time.

Need a central gathering place near 34th Street and Broadway.

Difficult to make left turns onto and from Broadway.

Motorists don't yield to pedestrians crossing Broadway.

More shade trees are needed along the corridor, especially on the south/east end.

I live in Oak Park and avoid riding on Broadway but would use bike lanes.

★ ENVISION BROADWAY IN OAK PARK ★

What is your experience traveling along this section of the Broadway corridor?

Safety
Place a dot underneath the experience you have.

MORE SAFE | LESS SAFE

Interesting
Place a dot underneath the experience you have.

ENGAGING | BORING

Efficiency
Place a dot underneath the experience you have.

EASY | DIFFICULT



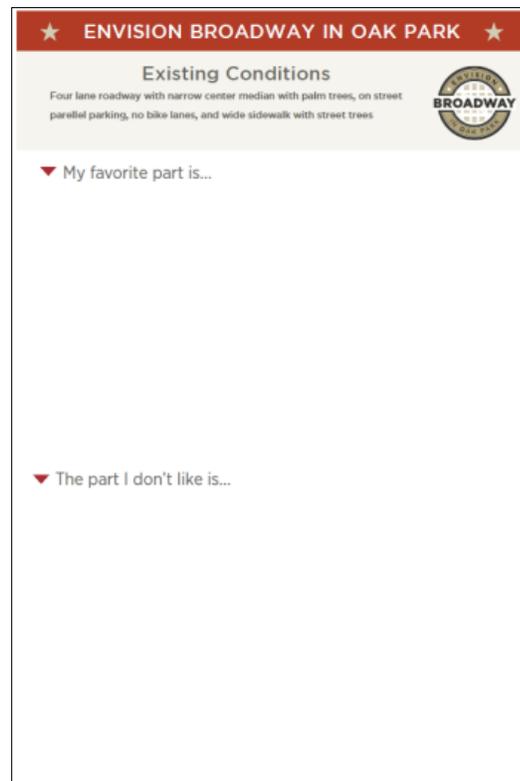
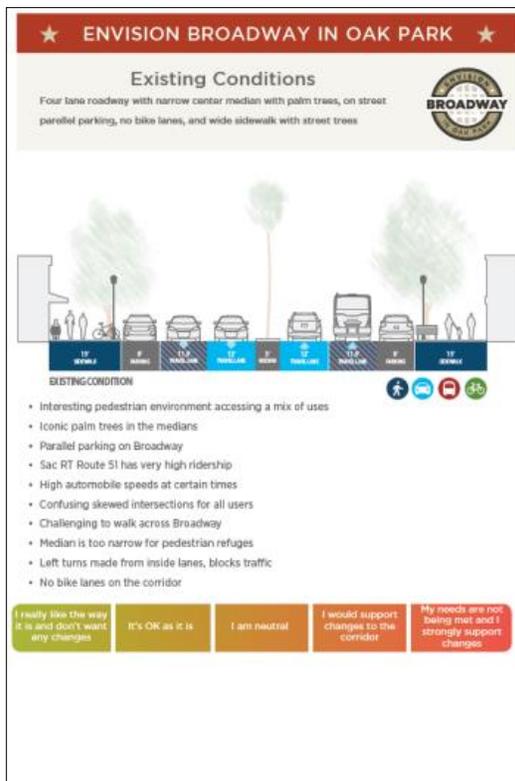
Interactive Boards

Design Concept #1: Existing Conditions

This board display included an illustrative drawing of the corridor as it exists today as the first design concept. It presented an overview of the existing corridor’s key elements. Community members were asked to provide their input about the existing corridor by placing a dot sticker along a spectrum with the following answer options:

- My needs are not being met and I strongly support changes
- I would support changes to the corridor
- I am neutral
- It’s ok as it is
- I really like the way it is and don’t want any changes.

The second board display asked community members to respond to two prompts about the existing corridor: “My favorite part is...” and “The part I really don’t like is...” Community members provided their input by writing on post-it notes and placing them on the board.





Design Concept #2: Improved Median and Bike Lanes

This board display included an illustrative drawing of the second design concept for the Envision Broadway in Oak Park corridor. It presented an overview of the existing corridor’s key elements. Community members were asked to provide their input about the existing corridor by placing a dot sticker along a spectrum with the following answer options:

- I really don’t like it
- I don’t like it
- I am neutral
- I like it
- I really like it.

This board display also asked community members to respond to two prompts about the second design concept: “My favorite part is...” and “The part I really don’t like is... Community members provided their input by writing on post-it notes and placing them on the board.

ENVISION BROADWAY IN OAK PARK

Improved Median and Bike Lanes

Four lane roadway with wider center median and retain palm trees, remove street parallel parking, add buffered bike lanes, and improve wide sidewalk with additional street trees and streetscape elements

IMPROVED MEDIAN WITH BIKE LANES

- Narrower lanes to help calm traffic
- Wider medians for left turn pockets and pedestrian refuges
- Median may restrict left turn access to some side streets for increased safety
- Many palm trees will be preserved
- Buffered bike lanes along the corridor
- Parking removal on Broadway with possible increase on side streets
- Bus operations will be similar to today, bus stops will need to be designed to accommodate bike lanes

I really like it | I like it | I am neutral | I don't like it | I really don't like it

ENVISION BROADWAY IN OAK PARK

Improved Median and Bike Lanes

Four lane roadway with wider center median and retain palm trees, remove street parallel parking, add buffered bike lanes, and improve wide sidewalk with additional street trees and streetscape elements

▼ My favorite part is...

▼ The part I don't like is...



Design Concept #3: Bus Priority Lanes

This board display included an illustrative drawing of the third design concept for the Envision Broadway in Oak Park corridor. It also presented an overview of the existing corridor’s key elements. Community members were asked to provide their input about the existing corridor by placing a dot sticker along a spectrum with the following answer options:

- I really don’t like it
- I don’t like it
- I am neutral
- I like it
- I really like it.

This board display also asked community members to respond to two prompts about the third design concept: “My favorite part is…” and “The part I really don’t like is…” Community members provided their input by writing on post-it notes and placing them on the board.



Design Concept #4: Road Diet with Buffered Bike Lanes

This board display included an illustrative drawing of the fourth design concept for the Envision Broadway in Oak Park corridor. It presented an overview of the existing corridor’s key elements. Community members were asked to provide their input about the existing corridor by placing a dot sticker along a spectrum with the following answer options:

- I really don't like it
- I don't like it
- I am neutral
- I like it
- I really like it.

This board display also asked community members to respond to two prompts about the fourth design concept: “My favorite part is...” and “The part I really don't like is...” Community members provided their input by writing on post-it notes and placing them on the board.

★ ENVISION BROADWAY IN OAK PARK ★

Road Diet with Buffered Bike Lanes
Two lane roadway with center turn lane, retain street parallel parking, add buffered bike lanes, and improve wide sidewalk with additional street trees and streetscape elements

ROAD DIET WITH BUFFERED BIKE LANES

- Narrower lanes to help calm traffic
- Two-way left turn lane will enable greatest level of left turn access
- Pedestrian refuges may need to be added per crossing guidelines
- Many palm trees will be removed, may be able to preserve at special locations as gateway features
- Buffered lane with either door-zone or travel side buffer
- On-street parking is preserved, possibly some minor loss at bus stops and intersections
- Transit will have increased delay during congested times

I really like it I like it I am neutral I don't like it I really don't like it

★ ENVISION BROADWAY IN OAK PARK ★

Road Diet with Buffered Bike Lanes
Two lane roadway with center turn lane, retain street parallel parking, add buffered bike lanes, and improve wide sidewalk with additional street trees and streetscape elements

▼ My favorite part is...

▼ The part I don't like is...

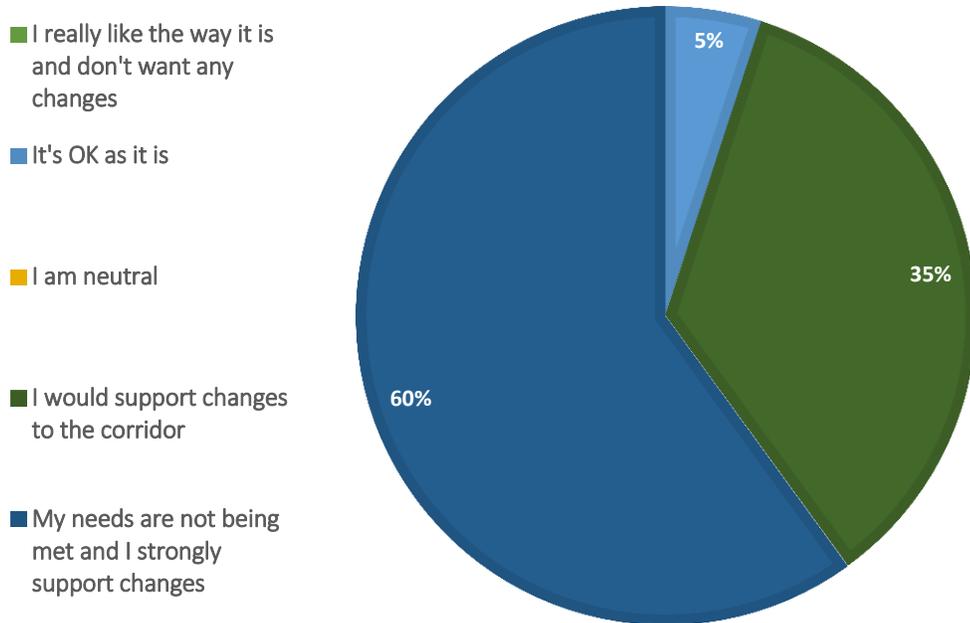


Community Feedback

Below is a summary of all community feedback received at the open house through the interactive boards. The pie charts represent community feedback from dot stickers and community members also left comments on post-it notes.

Design Concept #1: Existing Conditions

Four lane roadways with narrow center median with palm trees, on street parallel parking, no bike lanes, and a wide sidewalk with street trees



My favorite part is...

- Palms in the median and wide sidewalks with a planter strip buffer.
- Palm trees, art and murals, and big busy sidewalks.
- Wide sidewalks, buffer between sidewalk and street with trees, break in between the trees for handicap access to vehicles.
- Palm trees.
- Sidewalks with businesses we love.
- The eclectic nature of Oak Park.
- Wide sidewalks, I appreciate the buses with shade and benches while waiting and palm trees in the median.
- I live in Oak Park, avoid riding on Broadway but would use bike lanes.



The part I don't like is...

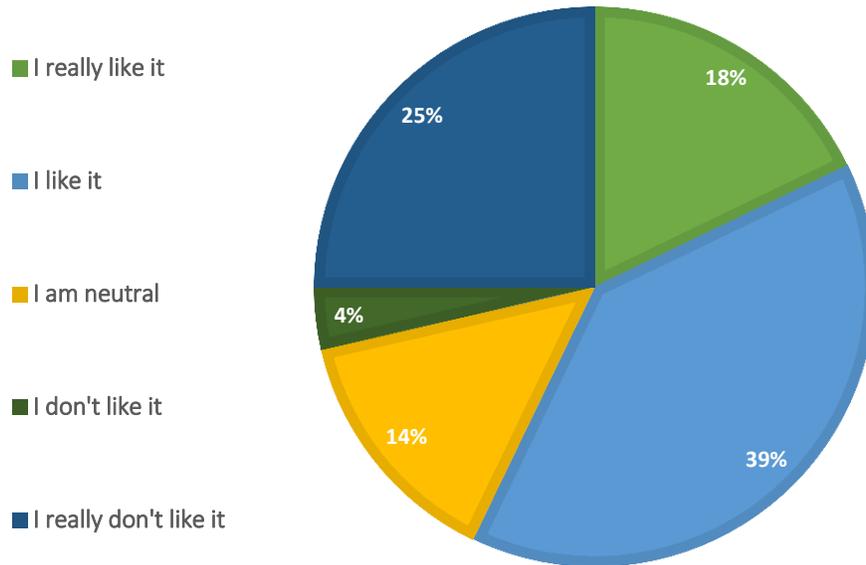
- The cars drive too fast, it's like a war zone.
- It is hard to cross the street as a pedestrian and super dangerous as a cyclist because cars speed and are mean to pedestrians and cyclists.
- It is currently not pedestrian friendly.
- Add pedestrian crossing lights on 34th Street and / or add pedestrian-height lights on our darker corners. It lights the sidewalk and creates less light pollution.
- The intersection at 34th Street, 2nd Avenue and Broadway needs to be unified.
- There are no bike lanes because speeders are unsafe.
- There needs to be bike lanes.
- There are no bike lanes, cars travel too fast and there isn't enough shade.
- You must remove 2nd Avenue crash test site and remove one lane of traffic. Add big bike lanes on either side.
- I don't like the fast cars, dangerous intersections, cars travel too fast on 34th Street and the sidewalk / street transitions on 34th Street are too steep for walkers / wheelchairs.
- There are no bike lanes, which creates a difficult pedestrian environment and too many conflict points.
- I don't like the unsafe pedestrian crossings.
- I don't like gentrification.
- I don't like drivers turning left or right way too fast and speed through intersections.





Design Concept #2: Improved Median and Bike Lanes

Four lane roadway with wider center median and retain palm trees, remove street parallel parking, add buffered bike lanes, and improve wide sidewalk with additional street trees and streetscape elements.



My favorite part is...

- I would prefer buffered bike lanes. (5)
- I like the dedicated and buffered bike lanes.
- I like the bike lanes.
- I like the bike lanes and not having parked cars block visibility to the bike lane.
- I am in favor on Design Concept #2 because it gives bicyclists their own space out of traffic and off the sidewalks, which are for pedestrians. Buses are still free to maneuver / are not as frequent as passenger / truck travel. The center median gives the best character to neighborhoods.
- I like traffic calming buffered bike lanes; it makes it safer for pedestrians.
- I like the wide medians and the turn lanes.
- Buses and bikes separated like this is better than sharing a lane (like in Concept #3).
- Nobody has ever died because they couldn't find parking.
- I like that this prioritizes people over parking.
- I like that it adds some safety for bikes.
- Keep most palm trees, add turn lanes, remove car lanes and add bike lanes like a hybrid model.



Envision Broadway in Oak Park Project
Community Open House
November 7, 2018 | 4:30 – 6:30 p.m.
Sacramento Food Bank and Family Services

The part I don't like is...

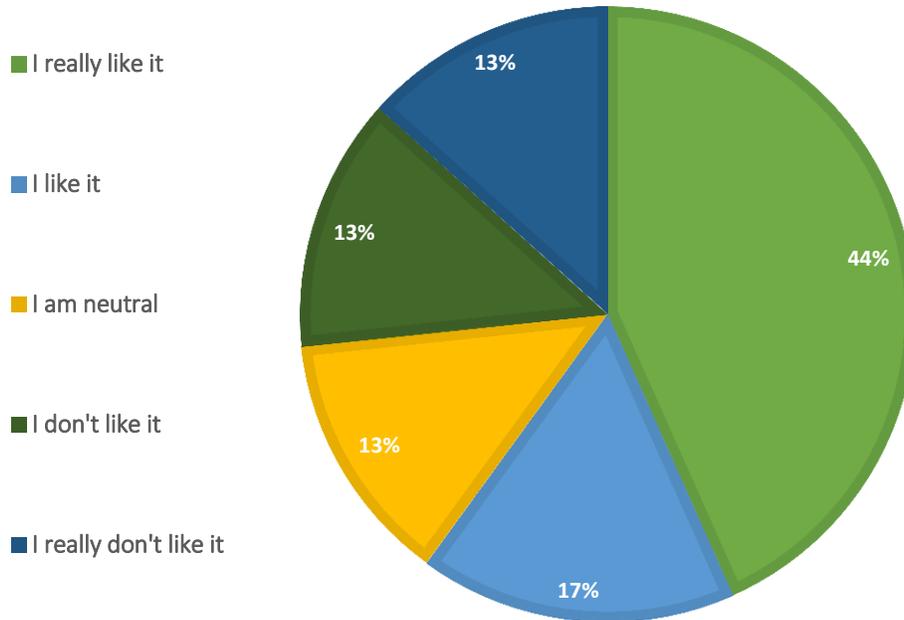
- Without parking business will die.
- There is no shade in this concept.
- I don't like not having a center turn lane for cars because cars whip around turning vehicles too fast.
- Why do we need four lanes for cars?
- Don't remove trees or parking.
- I don't like pushing bus spots out into lanes of traffic, it is difficult for the blind to locate these bus stops without detectable warning and directional tiles.
- We need more parking on Broadway, not less.
- We already don't have enough parking spaces, maybe diagonal would be better.
- I don't like that there is no parking.
- Our business needs clients to have parking, otherwise people will go somewhere else if it's too difficult to find parking.
- Don't remove parking and don't keep two lanes of traffic.
- Four travel lanes are dangerous.
- No parking to support local businesses.





Design Concept #3: Bus Priority Lanes

Four lane roadway with wider center median, outside lane will be for busses and bicycles only. This concept will retain palm trees, on-street parallel parking, and improve wide sidewalk with additional street trees and streetscape elements.



My favorite part is...

- I like the narrow lanes to calm traffic and also preserving palm trees.
- I like the bike / bus lane and one lane of travel. Keep parking in the plan.
- I like the bus priority lanes, but not with the bike lanes. Can we keep them separate?
- I like preserving the median and creating multi-modal transportation opportunities.
- Pedestrian and driving safety is a must.
- In my opinion, #3 is the best of all the options.
- I like that bikers have an option.
- Keep the trees and parking, slow traffic and focus on bus priority.
- I like the wide medians, turn lanes and improved transit.
- I like the bike lanes, preserving transit times, parking and palm trees.
- Parking spaces are awesome for attracting customers for businesses.
- Keep the palm trees, make it safer for bikes, help busies and keep parking. I love this concept.
- Keep parking with no buffer as it makes parking between two spots hard.
- Please keep the trees for the California vibe and downtown swag.
- I like that parking is still intact.



- Keep trees, keep parking and keep the bikes off the sidewalk; they need their own lane.
- I really like the one travel lane only.
- Put cyclists away from the sidewalk. Some high school kids ride on the wrong side or in the wrong direction.
- I like this because it provides huge transit reliability benefits.
- I like this the best, but my only concerns are safety of bike / bus corridor and the need to police it.
- Could there be a buffer between the parked cars and bus lanes?

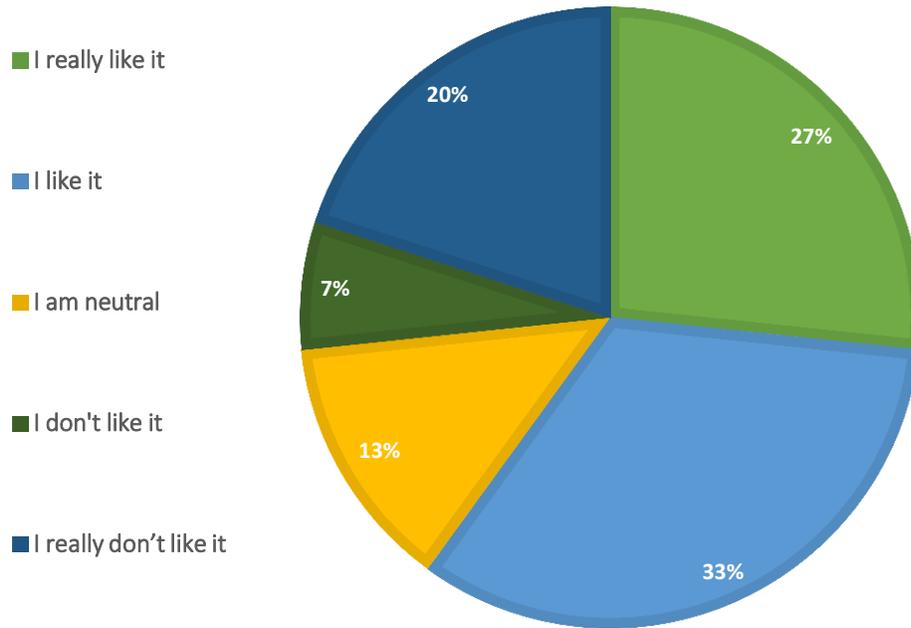
The part I don't like is...

- Buses and bikes are a really bad idea.
- What keeps cars out of the bike / bus lane?
- You cannot rely on enforcement.
- As a cyclist, I hate sharing a lane with buses and to have cars park on the other side of the lane.
- It feels unsafe for 8-80 cyclists.
- This lacks express bus lanes.
- Nothing.
- Bus / bike lanes could slow bus traffic, is a bike boulevard a possibility on smaller streets? Mark boulevard with signs and road markings and put signage on Broadway to boulevard.
- I don't like to shared bus / bike lane.
- The shared bike / transit lane seems problematic.
- There are potential conflicts between bikes and buses.
- How do you enforce the bike / bus lane? Is more enforcement a good idea?
- Yes please, I like the bus idea.



Design Concept #4: Road Diet with Buffered Bike Lanes

Two lane roadway with center turn lane, retain street parallel parking, add buffered bike lanes, and improve sidewalk with additional street trees and streetscape elements.



My favorite part is..

- Reducing the number of travel lanes.
- Slower traffic, safer biking, parking remains and the palms remain.
- I like that the bikes get their own lanes and narrower lanes to calm traffic.
- The single travel lane and bike lane is solid.
- I like that it is consistent with other Broadway projects for car lanes and it prevents bottle necking.
- We definitely need a passing lane because drivers will get pissed waiting for left hand turns. I would love the palm trees, but we do have trees on the side.
- My favorite part is everything and we need to modernize Broadway for pedestrians, bus, bike and drivers.
- I like the buffered bike lanes. This concept retains parking and the road diet reduces speed.
- My favorite for safety for all modes of transportation. Can trees be added back to certain sections with no turning traffic?
- I like the parking next to the sidewalk better than the bike lane because pedestrians won't be in the bike lane.
- I like the parking and the bus stop location at the curb.



- Calming traffic saves lives and buffered bike lanes.
- This is the safest plan.
- Less travel lanes will calm traffic and bikers are prioritized.
- I like the narrow lanes to slow traffic.
- Put power lines underground.

The part I don't like is...

- No palm trees removed. (3)
- Don't remove trees. (2)
- No trees.
- Wide sidewalks and sidewalk amenities (plants, benches, bike racks, nice bus stops, etc.)
- Left turn lanes are used for driving, not just turns.
- Delay in bus schedule.
- How far are the dedicated left turn lanes?
- I don't see a plan for adding sidewalk trees.
- We need the raised medians. It's a far walk across the street.
- Don't get rid of the trees; they are iconic for Oak Park.
- Even though there are less palm trees, the traffic calming makes it much safer.
- How many left turns need mid-block?
- Two-way turn lanes sound like an accident waiting to happen.
- This option would slow down buses the most; causing operational and schedule impacts. (4)
- The palm trees are the coolest things on Broadway and we need to keep them.
- Why is the bike lane so wide?
- Don't remove palm trees and if many can be kept, I like this option.



Comment Card Feedback

Below is a summary of community feedback received through comment cards, sorted by topic.

Concept #2

- I'm happy to see the City taking steps to make Broadway safer for bikers and pedestrians. I'm also excited that Concept #2 is willing to prioritize people over parking spaces. I support taking parking and travel lanes in order to install dedicated bike and transit infrastructure. If we are ever going to achieve our GHG targets we will need to better accommodate walking, biking and transit with our transportation infrastructure.
- I appreciate the prioritization of bike lanes, particularly buffered ones. I also support narrowing car lanes to slow down traffic. Keep the palm trees because they are iconic for Oak Park. I like Concept #2 the most, however, after speaking with local business owners, there will have to be a solution so business isn't lost. Thank you for your hard work, I appreciate the opportunity to provide input.
- Great to showcase the scenarios. The diagrams of lane widths help me think in a new way about how Broadway is divided up. Concept #2 is great, balanced and an efficient approach to re-jiggering Broadway that will keep the trees.
- I like Concept #2 because it keeps the median and gives buses and bikes priority.



Concept #3

- Design #3 is my favorite. I think it's the best compromise between all the uses in Oak Park, plus it keeps our iconic palm trees. Making parking on Broadway more clearly would be helpful for local businesses. Adding speed bumps or other traffic calming to 34th would be great. Plants around the palm trees in the median could also help slow traffic. Some of us have also talked about how cool it would be to turn 2nd Avenue at 34th and Broadway into a gathering spot or parklet.
- I prefer concept #3 as it preserves the palm trees and parking and combines buses and bikes – a novel idea. How will the bikes safely pass the stopped buses? We know they won't wait. How will cars be kept out of the bus / bike lane?
- This was great. I'm excited to see what comes and good to see community input encouraged. Concept #3 is my favorite. Do not remove trees.
- I believe you need limited stops and concept #3 allows parking.



- Design concept #3 seems to best satisfy our community's safety, parking, pedestrian crossings, traffic and bike lanes. Please keep the trees and help slow traffic down. The informal process was very engaging. Thank you.

Concept #4

- I am really excited for the street improvements on Broadway. I think Design Concept #4 is safest for all users. It has the least distance for crossing pedestrians (if you add bulb outs where the parking lane is) and a dedicated lane for cyclists. Please don't have the bike lanes shared with transit. I've tried it in other cities and it doesn't feel safe for me, a 30-year-old so I can't imagine it would feel safe for children or the elderly. I think cars need a center turn lane because there are so many streets.
- I like Concept #4, it's the safest.



Other

- The enhancement of the area for Oak park residents is imperative. The people can be proud. Business will be influenced to flourish. The high school student will hopefully also appreciate it and may influence more pride and discipline for who they and where they came from. The City and County would also benefit.
- Pedestrian safety.
- Thanks for doing this. I'm really excited for the streets to be safer. We need dedicated bike lanes.
- Remove the palm trees, put in a two-way protected bike lane on one side with parking on the other with controlled left turns at certain intersections.
- I love the idea of safer streets. I don't think parking on the main thoroughfare is good anyway given how fast people drive, but there should be some alternative space to accommodate the reduction in parking. Bike lanes have to be away from cars that are driving.
- Route 51 should be celebrated on this corridor as the highest used route in Sacramento. The corridor should be convenient for RT passengers (fast and easy to access).
- Bus priority and accessibility.
- I like the four options and it gives me plenty to think about. I like the event with the poster boards and the consultants were helpful.



- It’s exciting. Thank you for all of your hard work, many opportunities to voice our opinions and explanations tonight of all the pros and cons of the various possibilities.
- Accessible pedestrian signals at all street crossings and straighten all crosswalks. Place delineators to separate traffic lane from dedicated bike / bus lane. Consider paratransit needing curbs for pick-up / drop-off passengers.
- We need to keep parking because we have to support local businesses and make it easy for patrons to park. We need to keep our palm trees. We need to slow traffic down. 34th and 2nd / Broadway is a scary intersection and 35th and Broadway as well.
- Please add bike lanes. Please get rid of crash test site at 2nd and Broadway. Please go down to one lane of car traffic each way and keep parking.
- I like the various pros and cons of each option. Adrian did a great job explaining the four concepts. I look forward to more community discussion and experiencing the finished product.
- I participated with WALK Sacramento in 2016. My biggest takeaway was the need to allow pedestrians a better crossing at 4th Avenue. None of these concepts had a plan view that would show what was planned there.

Notification

The project team sent an email and reminder notifications to the project distribution list of more than 260 community members, stakeholders, and business owners.

The project team also posted informational fliers at more than 10 businesses and properties following locations along West Capitol Avenue:

- Curtis Park Senior Apartments
- The Arbors at Oak Park
- Broadway Coffee
- Old Soul Coffee
- Teach for America
- Classy Hippie Tea Company
- Unseen Heroes
- The Plant Foundry
- Oak Park Brewing Company
- Capital Graphics
- McDonald Plumbing Heating and Air
- The Guild Theater
- Sacramento Food Bank
- The Strapping Store





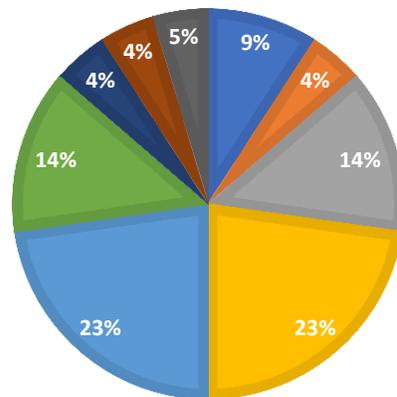
Envision Broadway in Oak Park Project
Community Open House
 November 7, 2018 | 4:30 – 6:30 p.m.
 Sacramento Food Bank and Family Services

Below are the community-based organizations that shared information about the community meeting through social media, e-newsletters, and website updates.

- Oak Park Neighborhood Association
- South Oak Park Community Association
- Colonial Heights Neighborhood Association
- Richmond Grove Neighborhood Association
- Newton Booth Neighborhood Association
- Elmhurst Neighborhood Association
- SHRA
- Comstocks Magazine
- Preservation Sacramento
- CASH (Community Against Sexual Harm)
- Wellspring Women’s Center
- Women’s Civic Improvement Club of Sacramento
- Asian Resources
- City Year Sacramento
- Oak Park Farmers Market
- Sacramento Asian Pacific Chamber of Commerce
- Sacramento Hispanic Chamber of Commerce
- Sacramento Black Chamber of Commerce
- Sacramento Vietnamese Chamber of Commerce
- Sacramento Rainbow Chamber of Commerce
- Sacramento Metro Chamber of Commerce
- WALK Sacramento
- Sacramento Area Bicycling Advocates (SABA)

When attendees signed in at the open house, they were asked to share how they heard about the event. Below is a summary of their responses.

- Oak Park Business Association
- City Church
- City of Sacramento
- Oak Park Neighborhood Association
- Facebook
- Email
- Friend
- Sacramento Food Bank
- AIM



Appendix

- Community Open House Flier
- Board Displays
- Comment Card

Appendix



ENJOY A SNACK



LEARN ABOUT DESIGN CONCEPTS



LET US KNOW YOUR THOUGHTS



**Wednesday
November 7**

***Drop by any time
between 4:30 – 6:30 p.m.***

Sacramento Food Bank &
Family Services
3333 3rd Avenue,
Sacramento, CA 95817

Community Open House

for the Envision Broadway in Oak Park Complete Street Plan

Join us for **snacks, family-friendly activities, and a guided community open house** to learn about design concepts for Broadway between Franklin and Martin Luther King Jr. Boulevard.

The Envision Broadway in Oak Park Complete Street Plan will enhance accessibility and safety for people who walk, bike, ride transit, and drive in the area.

Questions?

Contact Taylor Coover at (916) 442-1168
or tcoover@aimconsultingco.com

RSVP online* at
[envisionbroadway.eventbrite.com](https://www.eventbrite.com/e/ envisionbroadway)

**RSVPs are requested, but not required.*



City of
SACRAMENTO



ENVISION BROADWAY IN OAK PARK



About the Project

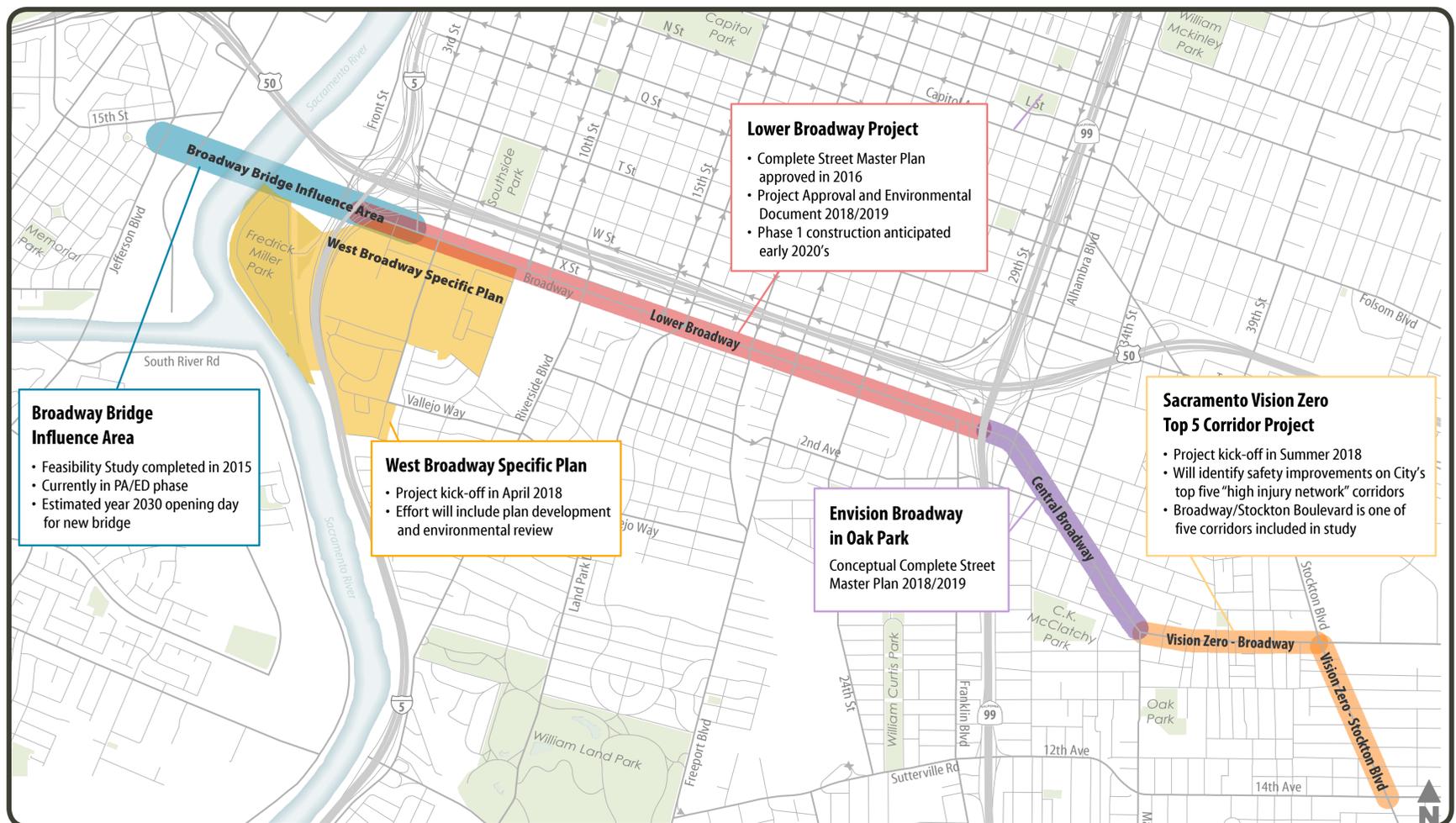
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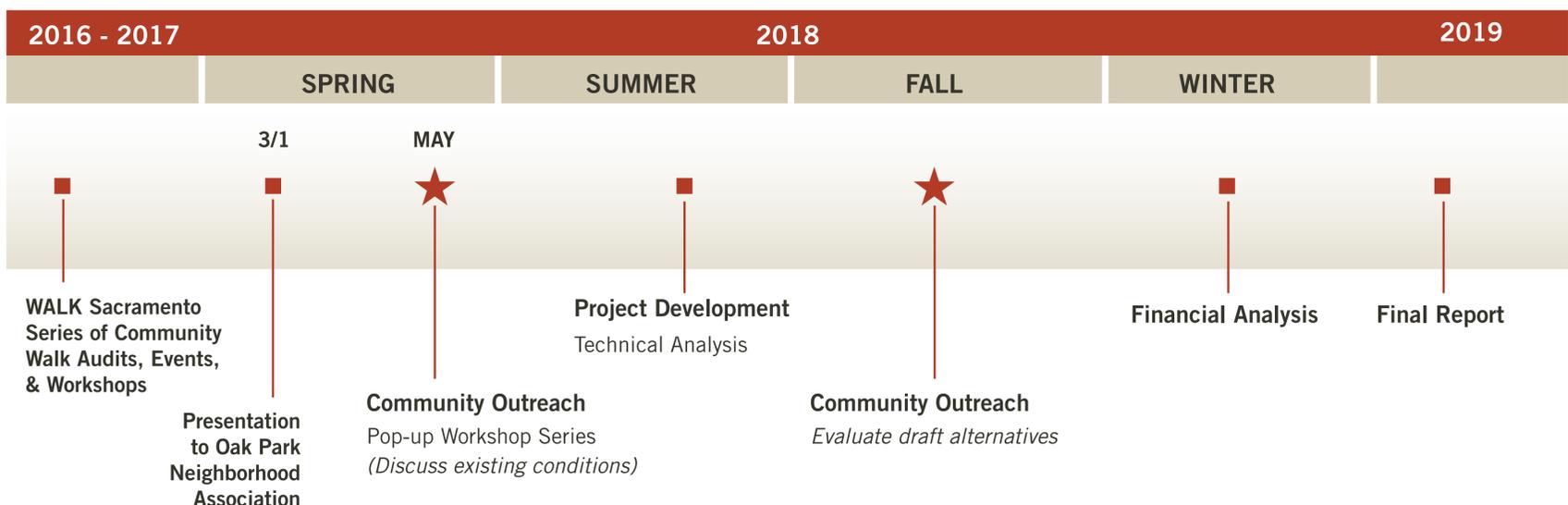
Originating from the community's desire for safer streets, this project will continue to be informed by community input.

The Broadway Corridor

There are five concurrent projects being completed by the City of Sacramento along the Broadway corridor, from the Sacramento River to Stockton Boulevard.



Project Schedule





ENVISION BROADWAY IN OAK PARK

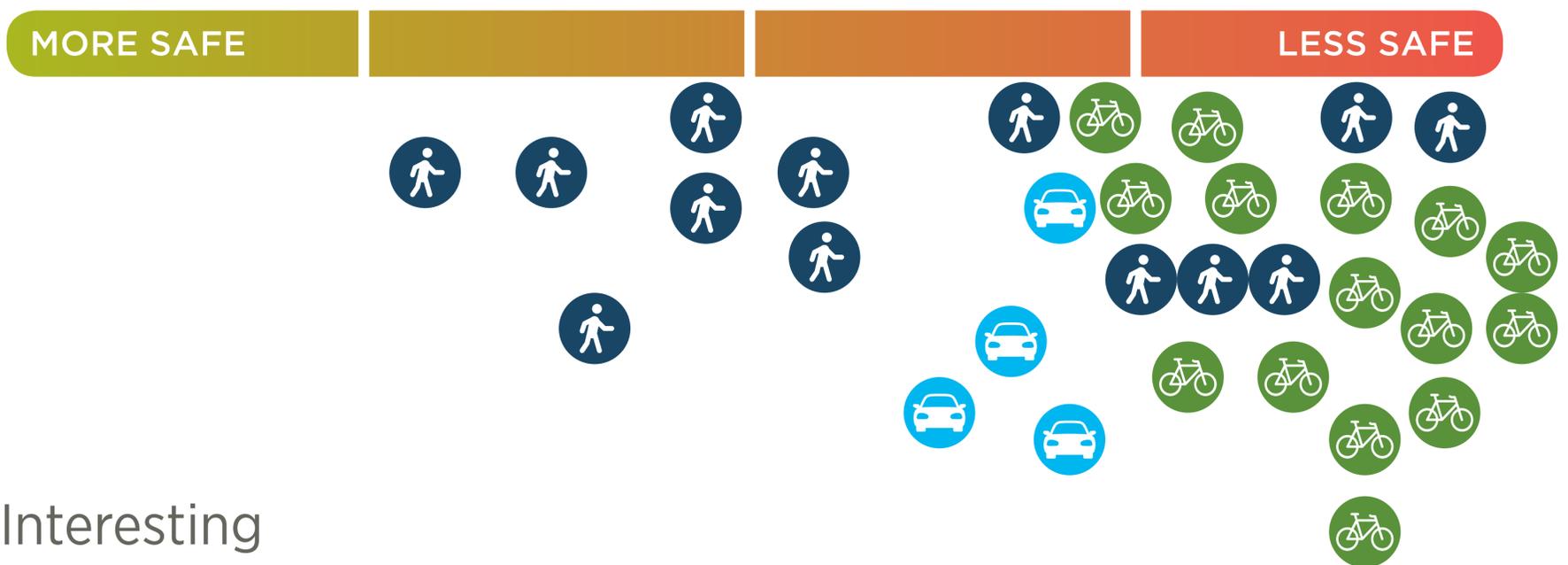


What is your experience traveling along this section of the Broadway corridor?



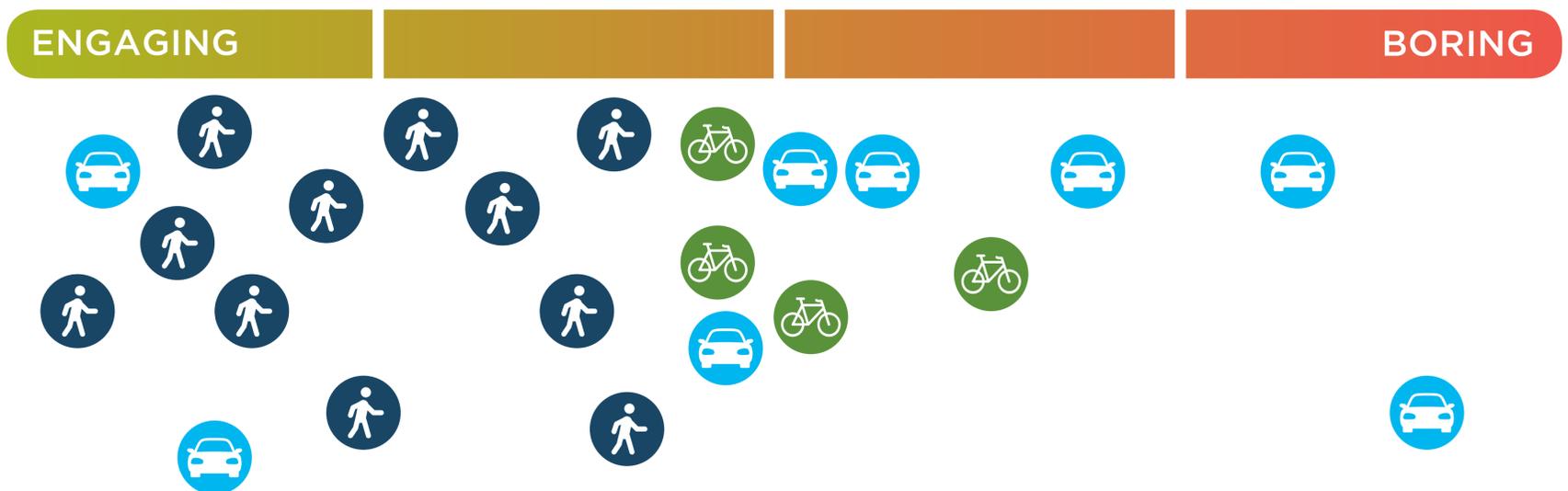
Safety

Place a dot underneath the experience you have.



Interesting

Place a dot underneath the experience you have.



Efficiency

Place a dot underneath the experience you have.





ENVISION BROADWAY IN OAK PARK



There are many elements that can contribute to your experience traveling along a street. Learn about a few of these key elements below.



▼ Safety



- Wide sidewalks
- Enhanced crosswalks



- Buffers between people and cars



- Traffic calming measures
- Accommodations for people with disabilities

▼ Interesting



- Activated businesses and storefronts



- Public spaces
- Art



- Lighting
- Landscaping

▼ Efficiency



- Easy to navigate streets and roads for all modes



- Balanced local and regional traffic



- Direct multimodal access to transit



ENVISION BROADWAY IN OAK PARK



What have we heard from the community about Broadway in Oak Park?



"Intersection at 2nd Avenue, 34th Street, and Broadway is confusing for all users"

"I live on 3rd Avenue and I walk to Old Soul all the time."

"Need a central gathering place near 34th Street and Broadway."

"Difficult to make left turns onto and from Broadway."



"I've experience increased motorist speeds on the South/East part of the corridor."



"Motorists don't yield to pedestrians crossing Broadway."



"More shade trees are needed along the corridor, especially on the south/east end"



"I live in Oak Park and avoid riding on Broadway but would use bike lanes."



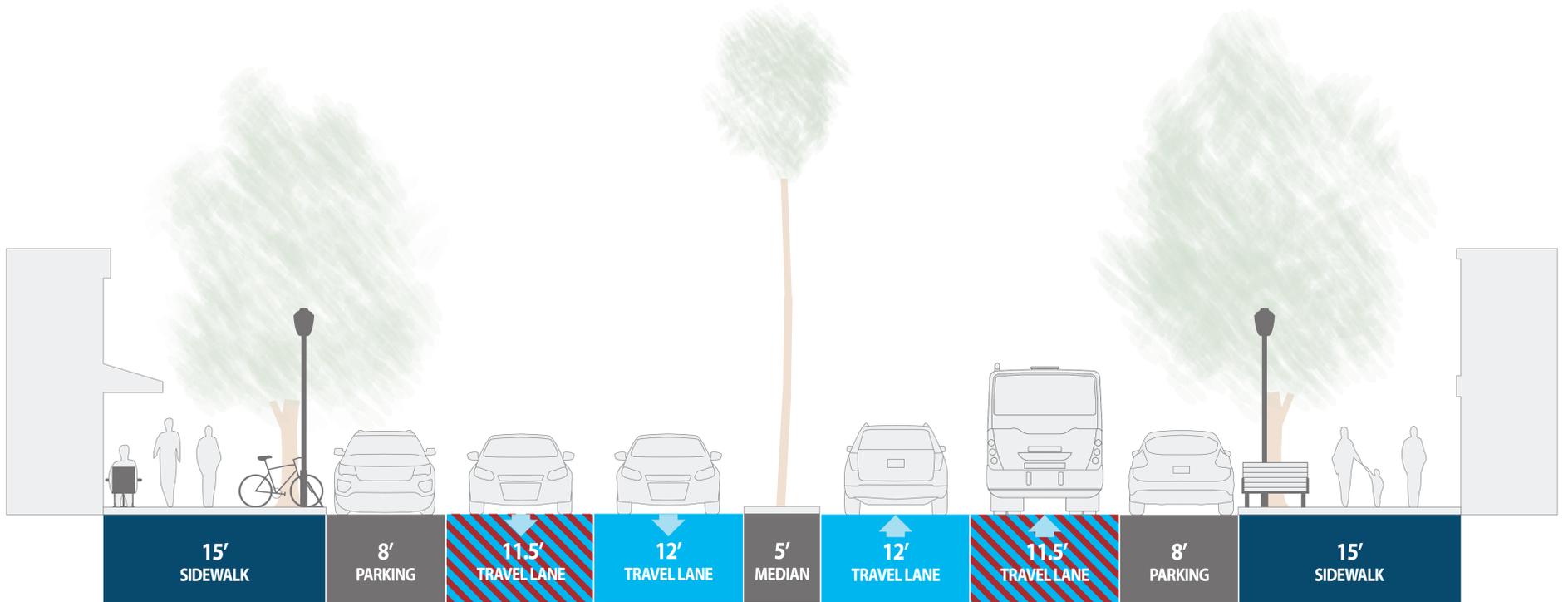


ENVISION BROADWAY IN OAK PARK



Existing Conditions

Four lane roadway with narrow center median with palm trees, on street parallel parking, no bike lanes, and wide sidewalk with street trees



EXISTING CONDITION



- Interesting pedestrian environment accessing a mix of uses
- Iconic palm trees in the medians
- Parallel parking on Broadway
- Sac RT Route 51 has very high ridership
- High automobile speeds at certain times
- Confusing skewed intersections for all users
- Challenging to walk across Broadway
- Median is too narrow for pedestrian refuges
- Left turns made from inside lanes, blocks traffic
- No bike lanes on the corridor

I really like the way it is and don't want any changes

It's OK as it is

I am neutral

I would support changes to the corridor

My needs are not being met and I strongly support changes



Existing Conditions

Four lane roadway with narrow center median with palm trees, on street parallel parking, no bike lanes, and wide sidewalk with street trees



▼ My favorite part is...

▼ The part I don't like is...

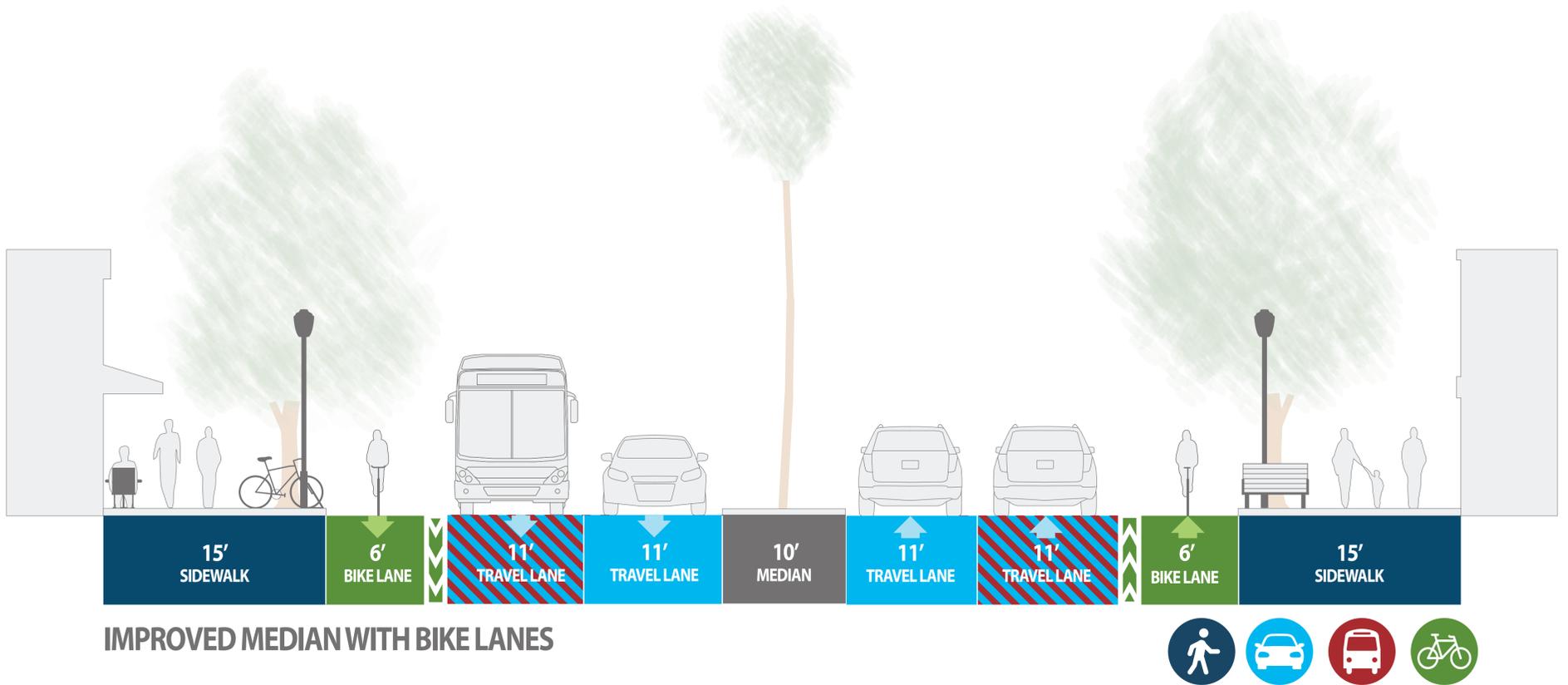


ENVISION BROADWAY IN OAK PARK



Improved Median and Bike Lanes

Four lane roadway with wider center median and retain palm trees, remove street parallel parking, add buffered bike lanes, and improve wide sidewalk with additional street trees and streetscape elements



- Narrower lanes to help calm traffic
- Wider medians for left turn pockets and pedestrian refuges
- Median may restrict left turn access to some side streets for increased safety
- Many palm trees will be preserved
- Buffered bike lanes along the corridor
- Parking removal on Broadway with possible increase on side streets
- Bus operations will be similar to today, bus stops will need to be designed to accommodate bike lanes

I really like it

I like it

I am neutral

I don't like it

I really don't like it



ENVISION BROADWAY IN OAK PARK



Improved Median and Bike Lanes

Four lane roadway with wider center median and retain palm trees, remove street parallel parking, add buffered bike lanes, and improve wide sidewalk with additional street trees and streetscape elements



▼ My favorite part is...

▼ The part I don't like is...

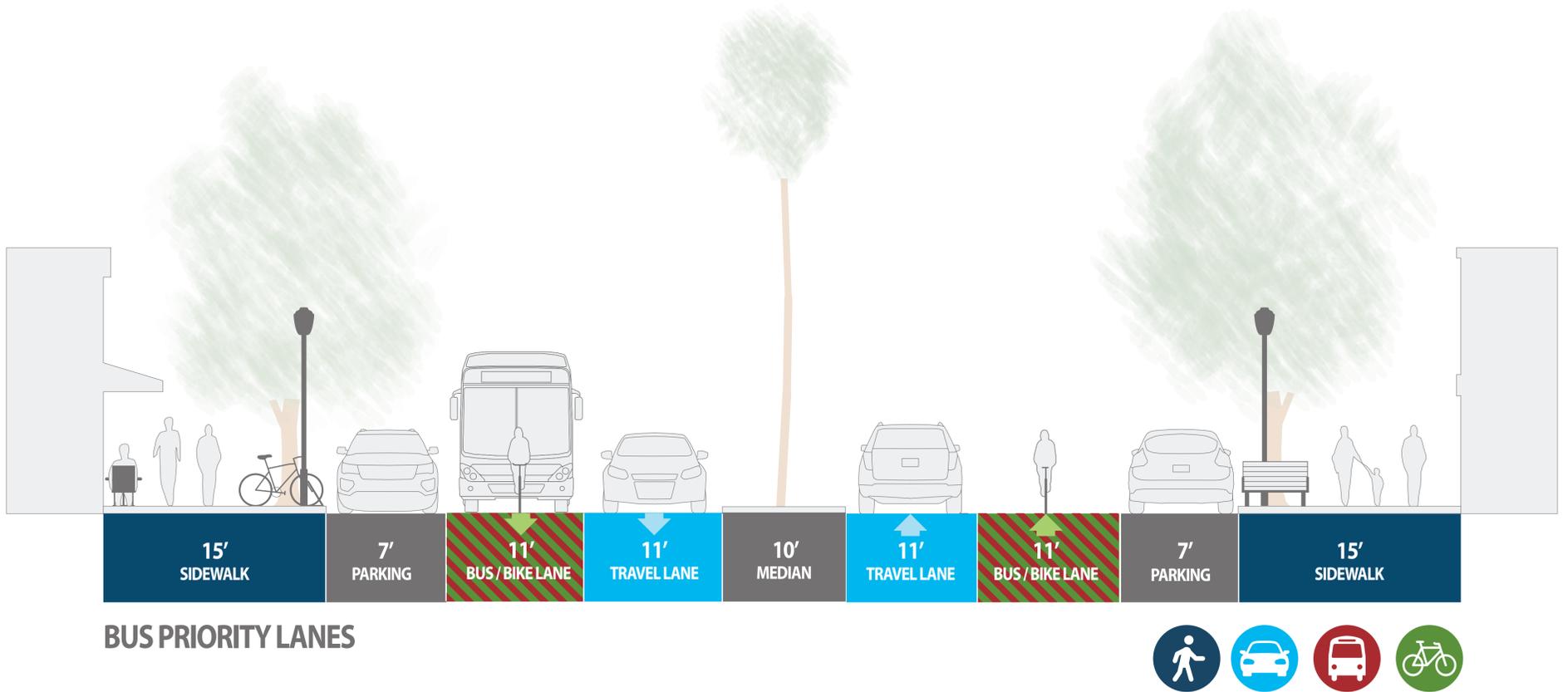


ENVISION BROADWAY IN OAK PARK



Bus Priority Lanes

Four lane roadway with wider center median, outside lane will be for busses and bicycles only. This concept will retain palm trees, on-street parallel parking, and improve wide sidewalk with additional street trees and streetscape elements



- Narrower lanes to help calm traffic
- Wider medians for left turn pockets and pedestrian refuges
- Median may restrict left turn access to some side streets for increased safety
- Many palm trees will be preserved
- People on bikes will share bus/bike lanes
- On-street parking is preserved, minor losses at bus stops and intersections
- Improved transit operations

I really like it

I like it

I am neutral

I don't like it

I really don't like it



Bus Prority Lanes

Four lane roadway with wider center median, outside lane will be for busses and bicycles only. This concept will retain palm trees, on-street parellel parking, and improve wide sidewalk with additional street trees and streetscape elements



▼ My favorite part is...

▼ The part I don't like is...

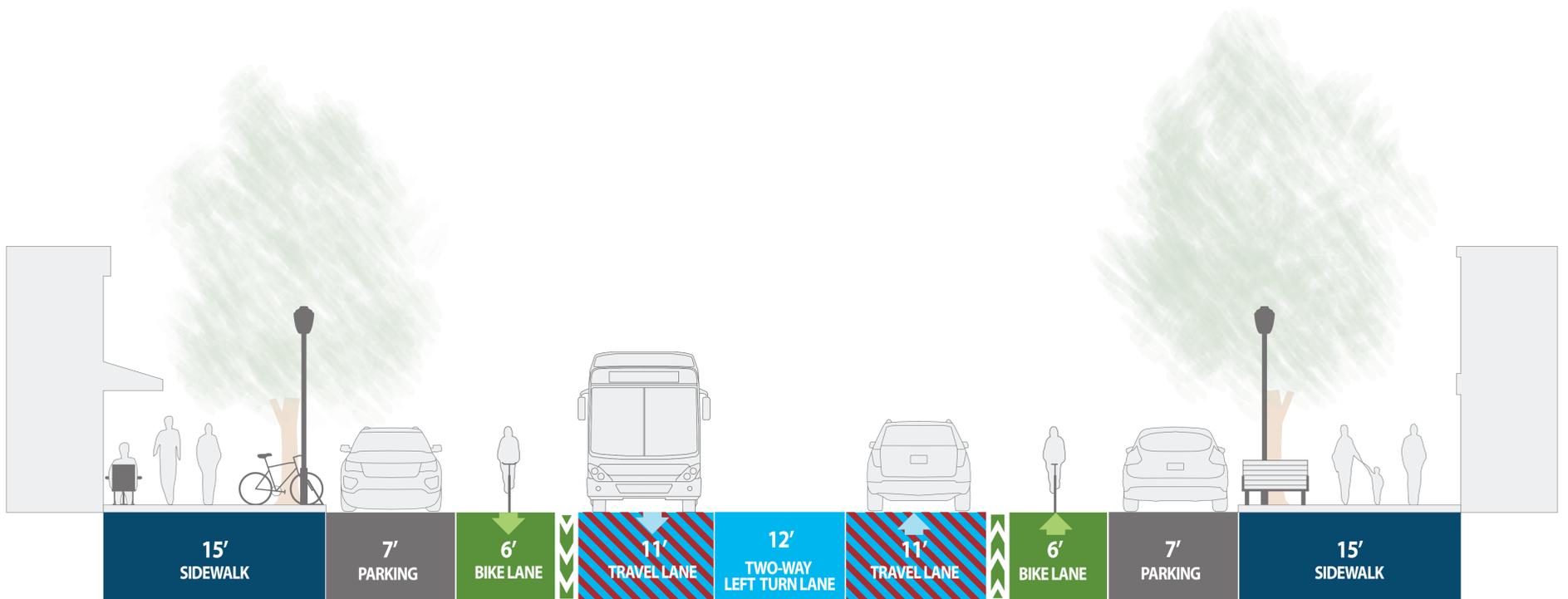


ENVISION BROADWAY IN OAK PARK



Road Diet with Buffered Bike Lanes

Two lane roadway with center turn lane, retain street parallel parking, add buffered bike lanes, and improve wide sidewalk with additional street trees and streetscape elements



ROAD DIET WITH BUFFERED BIKE LANES



- Narrower lanes to help calm traffic
- Two-way left turn lane will enable greatest level of left turn access
- Pedestrian refuges may need to be added per crossing guidelines
- Many palm trees will be removed, may be able to preserve at special locations as gateway features
- Buffered lane with either door-zone or travel side buffer
- On-street parking is preserved, possibly some minor loss at bus stops and intersections
- Transit will have increased delay during congested times

I really like it

I like it

I am neutral

I don't like it

I really don't like it



ENVISION BROADWAY IN OAK PARK



Road Diet with Buffered Bike Lanes

Two lane roadway with center turn lane, retain street parallel parking, add buffered bike lanes, and improve wide sidewalk with additional street trees and streetscape elements



▼ My favorite part is...

▼ The part I don't like is...



Envision Broadway in Oak Park

Comment Card

How did you hear about this community open house? _____

Please share any thoughts, comments, or questions you have about the Envision Broadway in Oak Park Complete Street Plan.

Provide your contact information to be entered into the raffle.

Name: _____

Email Address: _____

Phone Number: _____

You may submit your comments
to staff today or directly to
tcoover@aimconsultingco.com



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