



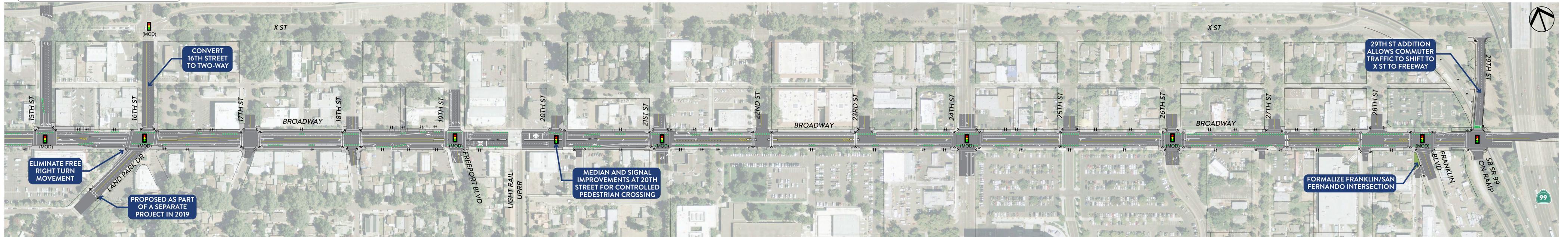
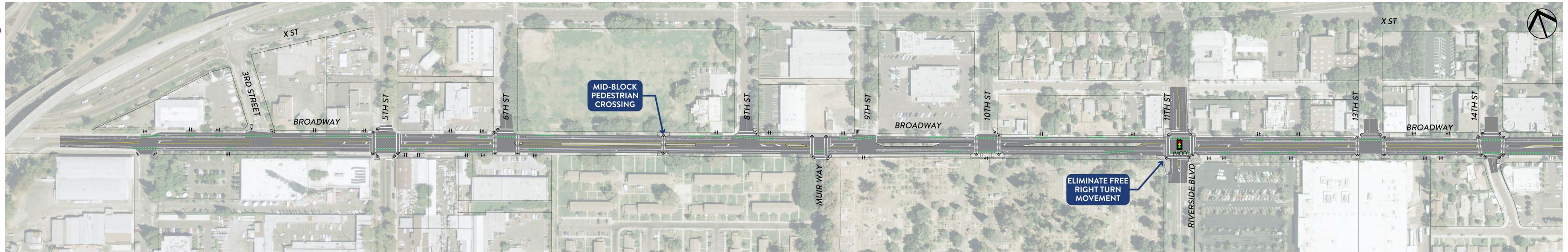
PROJECT OVERVIEW

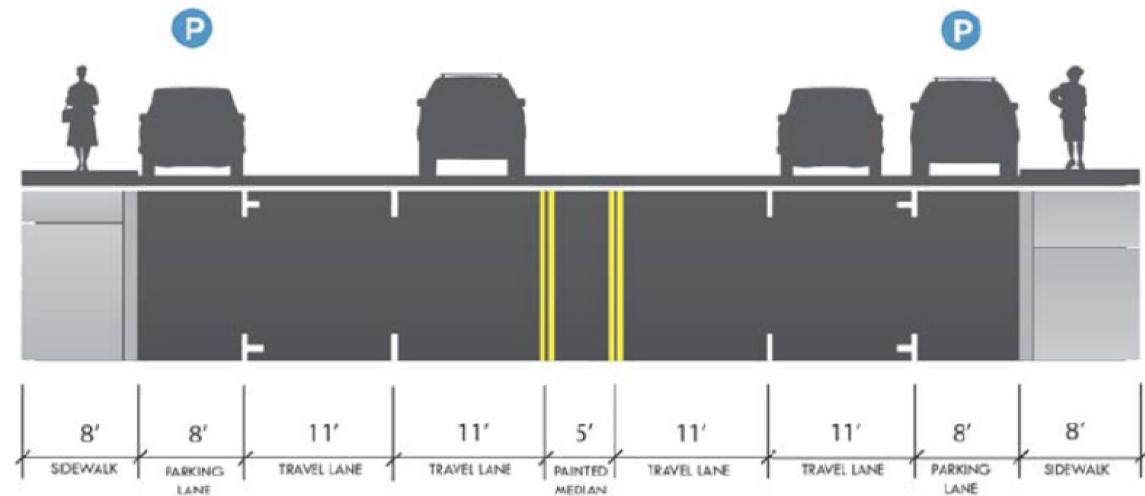
LEGEND

- PROPOSED LANDSCAPE
- INTERSECTION CROSSING MARKING/ BIKE LANE EXTENSION
- CURB EXTENSION
- SLURRY SEAL
- RECONSTRUCT RAMP TO STANDARD
- PROPOSED OR MODIFIED SIGNAL (AS NOTED)

EXISTING

PROPOSED





Existing Conditions

- 4 travel lanes
- On-street parking
- Painted median (sometimes)
- No bicycle lanes
- Between 13,000 - 19,000 vehicles daily

What We Heard

The previous planning phase included walk audits, pop-up workshops, and community meetings from Spring 2015 to Winter 2016. Below are key improvements participants discussed and provided input on.

- Lane reduction and traffic calming
- Prioritize pedestrian and bicycle safety and comfort
- Aesthetic improvements

Broadway at 18th



Tower Gateway



Project Goals

- Balance accessibility for bicyclists, pedestrians, transit users, and drivers;
- Enhance safety and comfort for all modes of travel, especially pedestrians and bicyclists;
- Improve connectivity between: the residents south of Broadway, the businesses along Broadway, and Downtown/ Midtown; and
- Encourage economic revitalization and reinvestment along the Broadway corridor.



Proposed Roadway Improvements

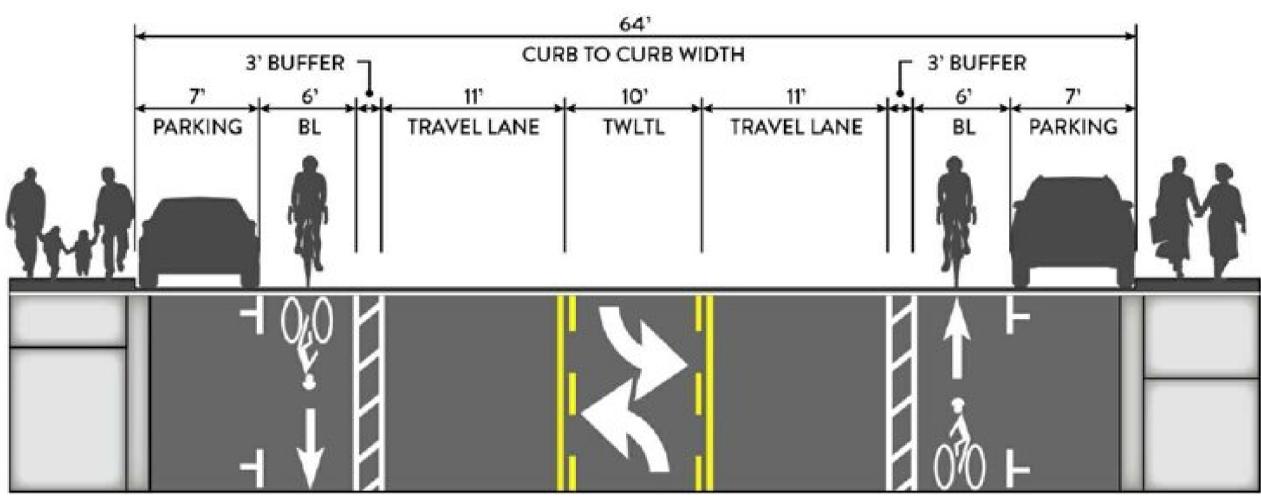
- Reduction from 4 to 2 lanes
- Consistent two-way left turn lane
- On-street parking where appropriate
- Buffered bike lanes

Proposed Intersection Improvements

- Bulb-outs to shorten pedestrian crossings
- Eliminate the “slip” right turn lanes
- Green bike lane markings at conflict points
- Potential for landscaping and art at bulb-outs
- Crosswalk enhancements at uncontrolled intersections



EXISTING



PROPOSED



Project Timeline and Next Steps

PLANNING & PUBLIC PROCESS

FUNDING & CONTRACTS

PRELIMINARY ENGINEERING & ENVIRONMENTAL STUDIES

FUNDING & CONTRACTS

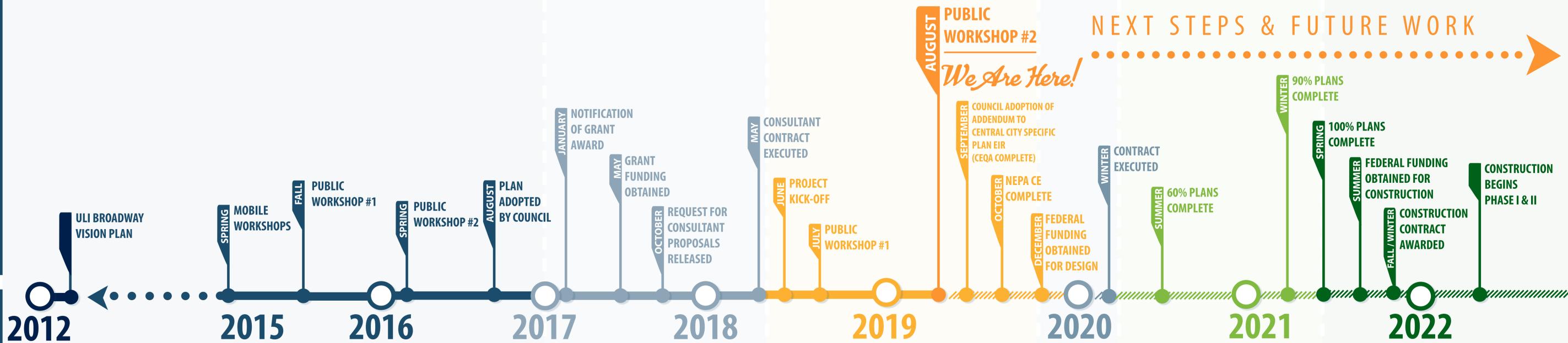
FINAL DESIGN & CONSTRUCTION DRAWINGS

CONSTRUCTION

TIMELINE AND MILESTONES

NEXT STEPS & FUTURE WORK

We Are Here!



WORK PERFORMED



The improvements proposed in the Broadway Complete Street Project were included in the impact analysis of the Central City Specific Plan Environmental Impact Report (CCSP EIR). Environmental clearance for the California Environmental Quality Act (CEQA) will be processed as an **Addendum to the CCSP EIR**.

What did the Central City Specific Plan include?

The Central City Specific Plan included the transportation improvements identified in the Grid 3.0 Plan and other mobility enhancements proposed for the Central City. This included lane reductions, bikeway enhancements, transit corridors, two-way conversions, and streetscape/pedestrian improvements.

The Broadway Complete Street improvements were included in the analysis conducted with the CCSP EIR.

What is an Addendum to the CCSP EIR?

The project team performed additional traffic analysis and technical studies, to supplement the analysis that was completed with the Broadway Complete Street Plan and the CCSP EIR studies. This additional analysis further studied the operations along the corridor, along adjacent streets, and at intersections.

An Addendum to an EIR is processed when only minor technical changes are required in the EIR, and there are no changes in physical conditions or new circumstances that would lead to a new significant effect.

What is the process for Approval of the Addendum to the CCSP EIR, and what opportunities will there be for public comment?

An Addendum does not require a formal public review period, but the City welcomes comments and observations regarding potential environmental impacts.

- The targeted Council date for approval of the Addendum to the CCSP EIR is **September 24th, 2019**. Council will be asked to approve the EIR Addendum and the Project.
- The Addendum to the CCSP EIR and the supporting analyses will be posted for public review two weeks in advance of the Council Date, with a target date of **September 10th, 2019**.
- Members of the public are welcome to attend the Council meeting and provide comment.



What else is required?

A number of environmental technical studies have been conducted to support the National Environmental Policy Act (**NEPA**) clearance. These include:

- Traffic Technical Study
- Noise Technical Memorandum
- Air Quality Report
- Phase I Initial Site Assessment
(Hazardous Materials)
- Phase 2 Preliminary Site Assessment
(Hazardous Materials; will be completed during final design)
- Biological Technical Memorandum
- Historic Properties Survey Report/Archeological Survey Report

Once City Council approves CEQA, Caltrans will prepare and approve the NEPA Categorical Exclusion.

Anything Else?

The 29th Street Extension goes through Caltrans access control. Caltrans is preparing a CEQA Categorical Exemption and NEPA Categorical Exclusion for the improvements within their right of way.

The Central City Specific Plan EIR and the Addendum for the Broadway Complete Streets project are posted on the Community Development Department web site at:

<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

Questions?

If you have any questions regarding the **project** you may contact the project manager:

Megan Johnson PE, Senior Engineer
Email: mejohanson@cityofsacramento.org

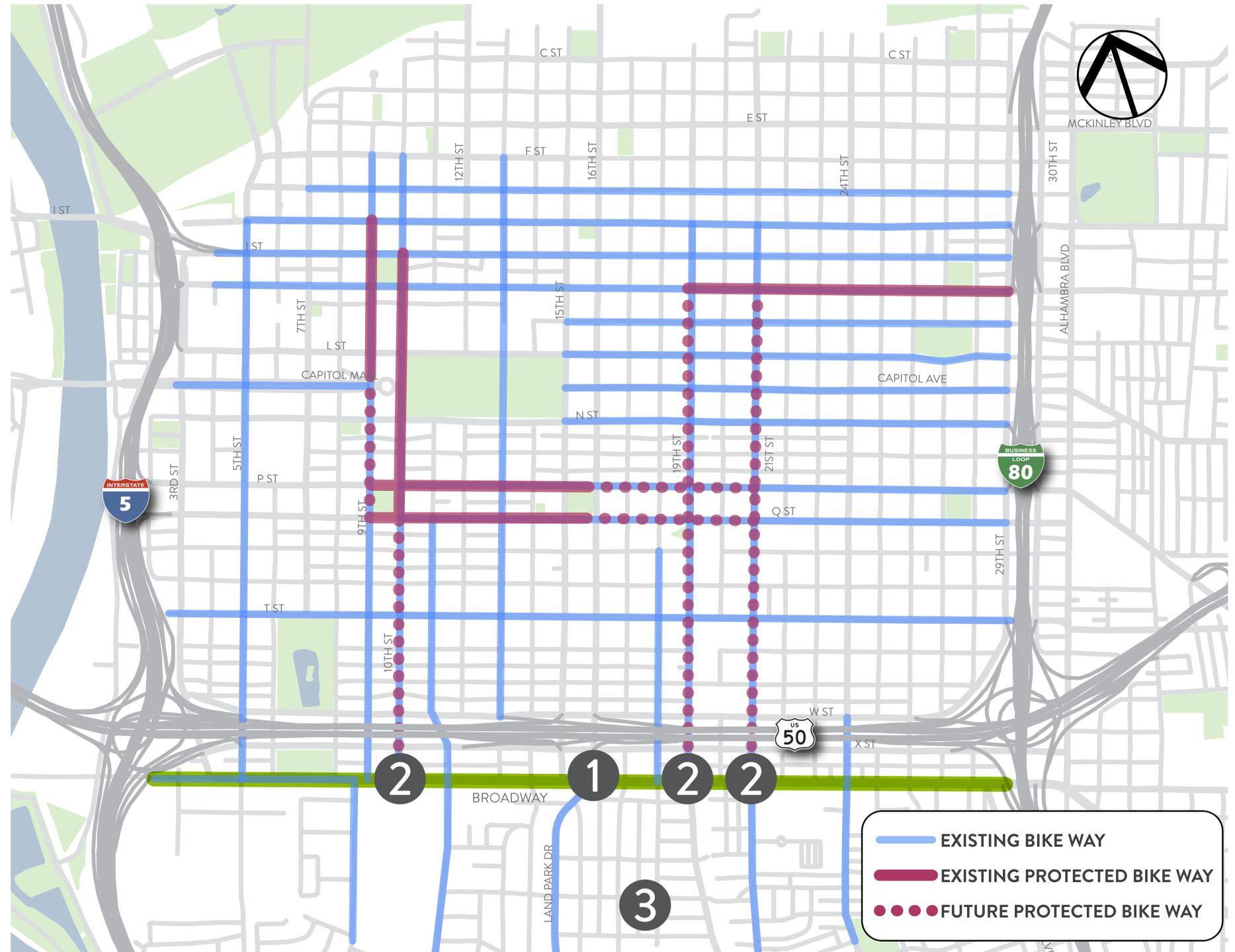
If you have questions regarding the **Addendum or the CEQA or NEPA process** you may contact:

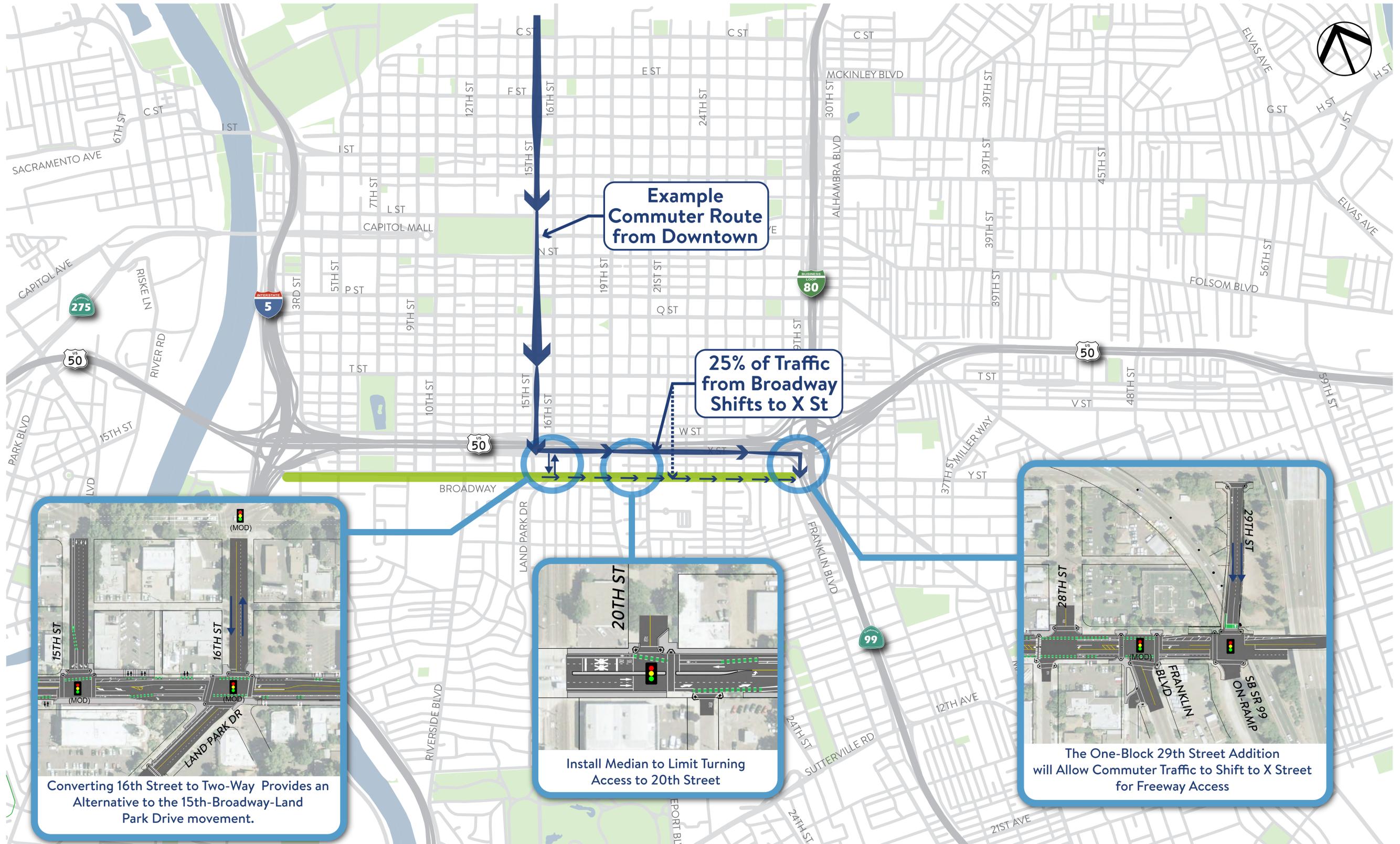
Tom Buford, Principal Planner
Email: tbuford@cityofsacramento.org

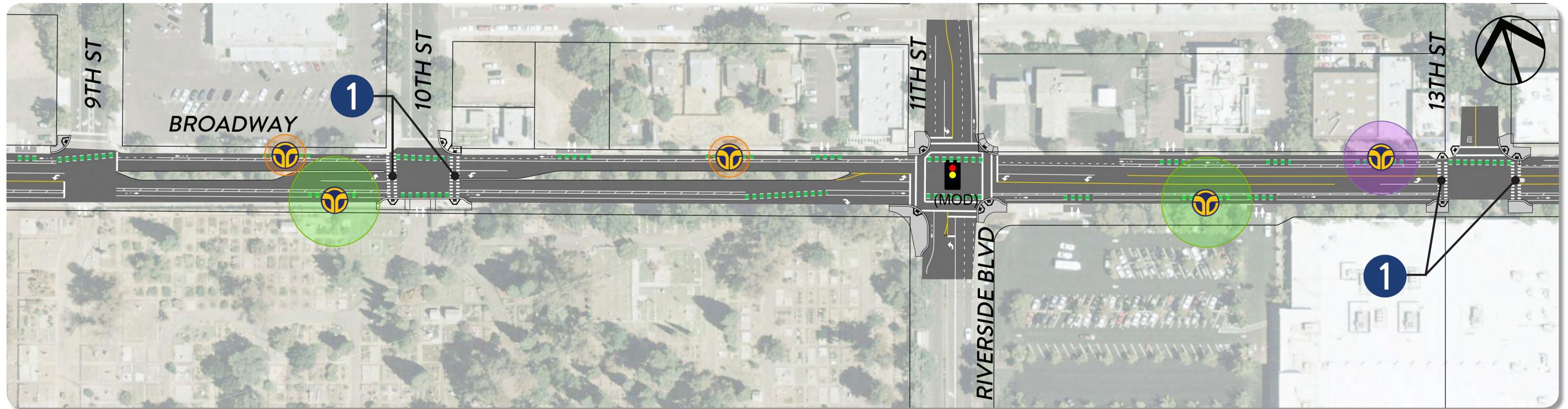


MOBILITY

- 1 Closes a missing East-West connection to North-South bikeways
 - 2 Ties to upcoming proposed protected bikeways on 10th St, 19th St, and 21st St
 - 3 Connects the park neighborhoods to the protected network on the grid
- Opens up cycling as a low-stress option for those who want to bike

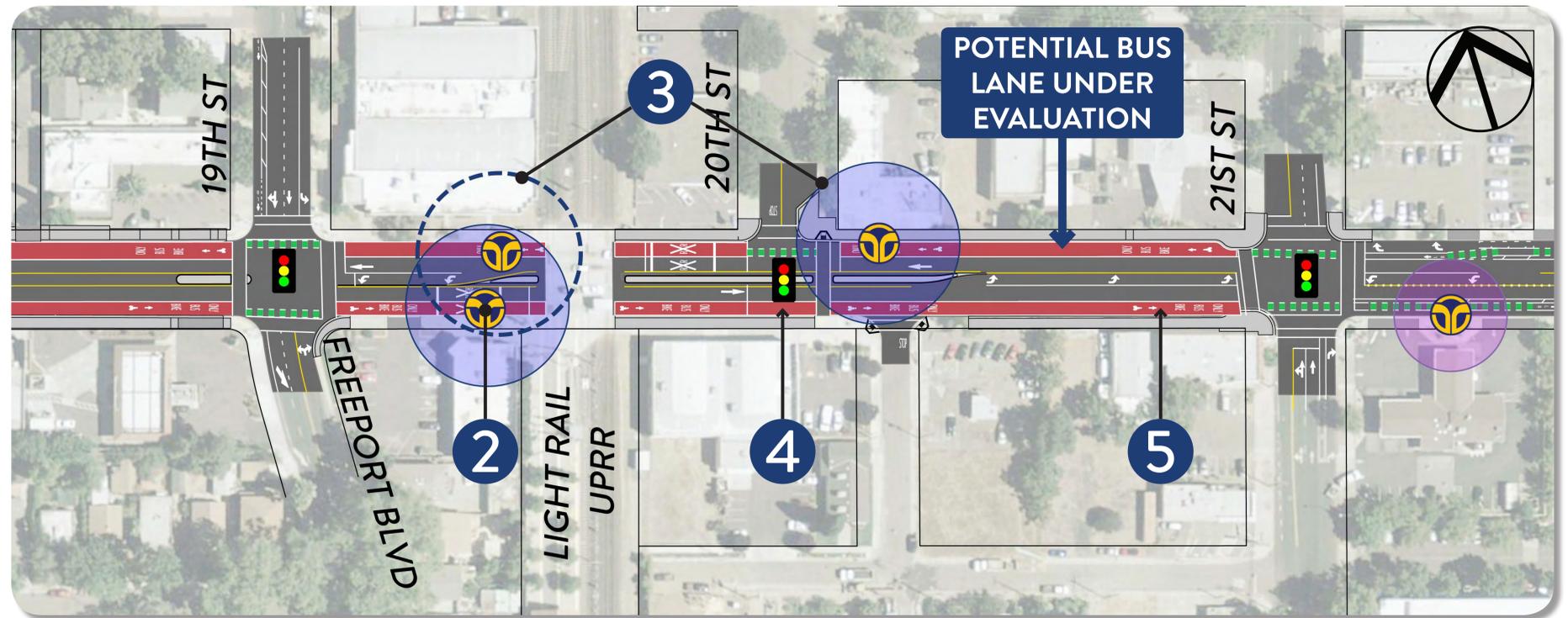






LEGEND

- INTERSECTION CROSSING MARKING/ BIKE LANE EXTENSION
- NEW SIDEWALK / CURB RAMP
- PROPOSED OR MODIFIED SIGNAL (AS NOTED)
- 0-25 PASSENGERS PER DAY - 7 STOPS TOTAL
- 26-50 PASSENGERS PER DAY - 7 STOPS TOTAL
- 51-75 PASSENGERS PER DAY - 4 STOPS TOTAL
- 76-100 PASSENGERS PER DAY - 2 STOPS TOTAL
- 100+ PASSENGERS PER DAY - 2 STOPS TOTAL



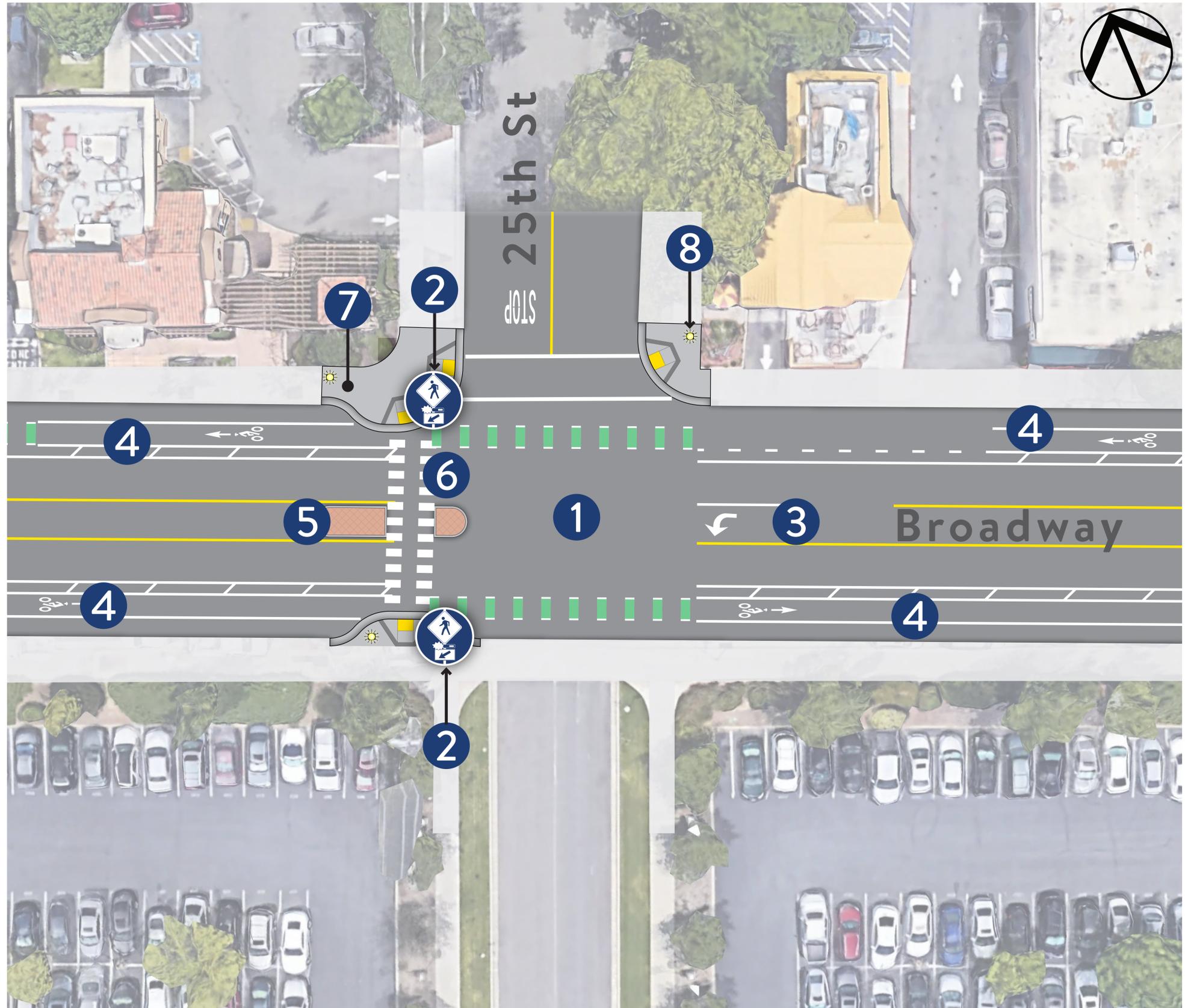
- 1** Enhanced Crosswalks Near Heavily Used Bus Stops
- 2** Maintain Existing Eastbound Stop at Broadway LRT Station

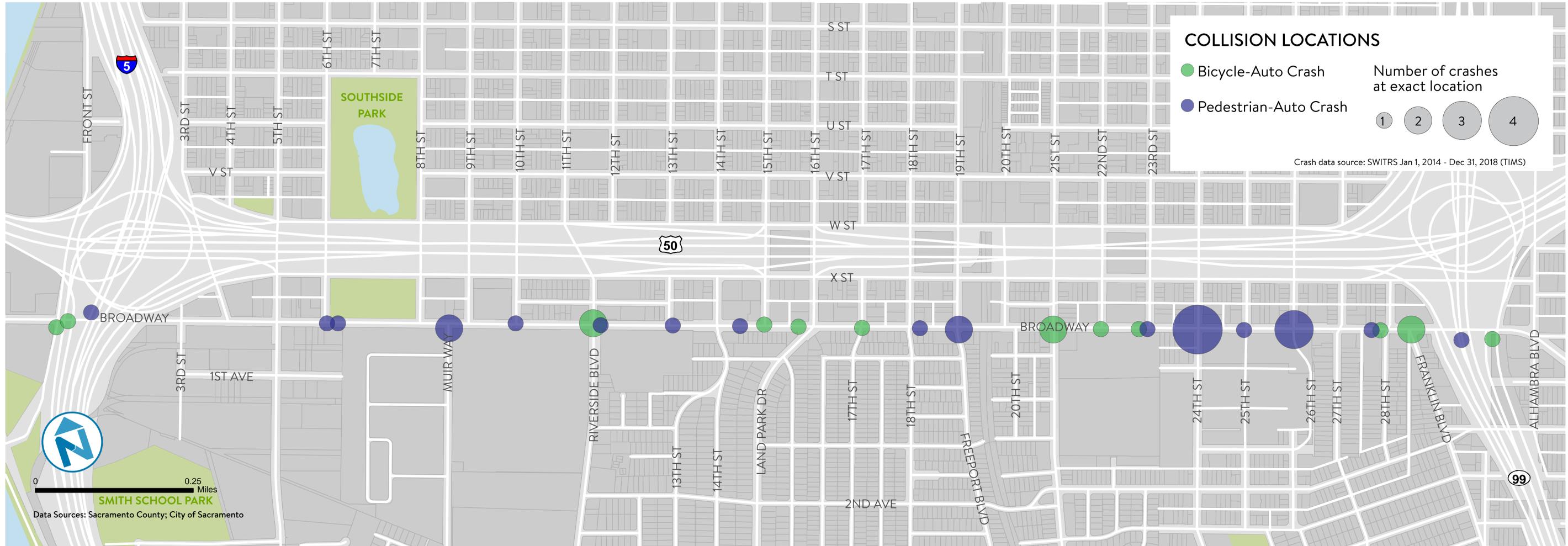
- 3** Relocation of Westbound Stop to Controlled Crosswalk
- 4** New Signal to Provide Controlled Crossing to Broadway LRT Station

- 5** Potential Shared Bus/Bike Lanes to Improve Transit Operations

SAFETY BENEFITS

- 1 ROAD DIET (FEWER CONFLICT POINTS FOR PEDESTRIANS)
- 2 POTENTIAL RECTANGULAR RAPID FLASHING BEACON AT HEAVILY USED CROSSINGS (PEDESTRIAN PUSHES BUTTON ACTIVATING FLASHERS ALERTING DRIVER TO YIELD)
- 3 INSTALL LEFT-TURN LANE (PROVIDES OPERATIONAL BENEFITS, VEHICLES NO LONGER WAIT BEHIND LEFT-TURNING VEHICLES.)
- 4 INSTALL BUFFERED BIKE LANES (GREATER SHY DISTANCE BETWEEN VEHICLES AND BICYCLISTS)
- 5 INSTALL PEDESTRIAN REFUGE ISLAND (PEDESTRIANS MAY CROSS ONE DIRECTION OF TRAFFIC AT A TIME)
- 6 INSTALL PEDESTRIAN CROSSING (HIGH-VISIBILITY CROSSWALK MARKINGS)
- 7 INSTALL CURB EXTENSIONS (BULBOUTS)
- 8 INSTALL PEDESTRIAN LIGHTING





PROPOSED PEDESTRIAN/BICYCLIST SAFETY COUNTERMEASURES

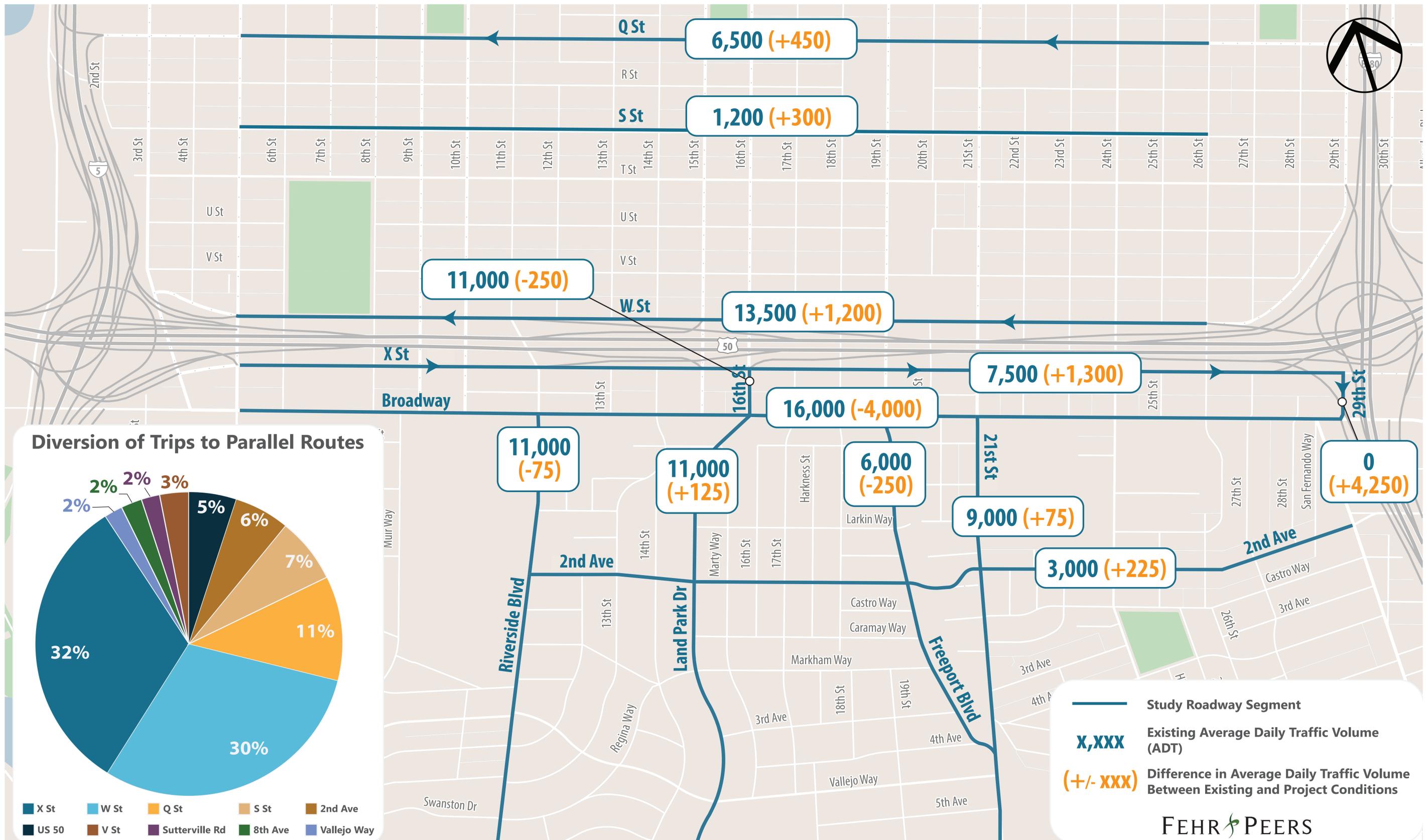
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- INSTALL PEDESTRIAN LIGHTING

Land Park Dr/Broadway Intersection





TRAFFIC



Existing **Existing Plus Project**

XXs Existing Delay (Seconds)
(+/- XXs) Change in Delay (Seconds)

XXft Existing Vehicle Queue Length (Feet)
(+/- XXft) Change in Vehicle Queue Length (Feet)

