

**Broadway** 3500

**HISTORIC OAK PARK**



# ENVISION BROADWAY IN OAK PARK

City of Sacramento  
December 3, 2019



ENVISION

# BROADWAY

IN OAK PARK

Special thanks to the Oak Park Neighborhood Association, Oak Park Business District, and WALKSacramento for your contributions to the Envision Broadway vision, collaboration, and implementation.

City of Sacramento Project Manager  
Leslie Mancebo

Consultant Team  
Fehr & Peers  
AIM Consulting  
Mark Thomas  
New Economics & Advisory

Photographs provided by  
Fehr & Peers and WALKSacramento

Design & Layout by Fehr & Peers

1001 K Street, 3rd Floor  
Sacramento, CA 95814

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# 1 | INTRODUCTION

The Envision Broadway in Oak Park Complete Street Plan develops a long-term vision for multimodal transportation along Broadway from Franklin Boulevard to Martin Luther King Jr. Boulevard with consideration of the needs of businesses, visitors, and residents living in and near Oak Park. The study is part of a comprehensive effort by the City of Sacramento to prioritize safety and make the entirety of Broadway a more livable and vibrant street.

## GUIDING PRINCIPLES



### Multimodal Applications

Which improvements will improve conditions for pedestrians, bicyclists, transit riders, and drivers?



### Neighborhood Integrity

What constraints and opportunities exist on this portion of Broadway?



### Community Driven

How are people using the corridor today?



### Outcome Focused

How can the City position this project for implementation?

# ABOUT THE PROJECT

The Broadway corridor in Oak Park hosts a vibrant and diverse mix of land uses. The study area includes neighborhood-serving retail, non-retail businesses, single and multi-family housing. This stretch of the corridor is four through travel lanes and serves the region by carrying almost 15,000 vehicles per day including public transit. Broadway lacks infrastructure for people riding bicycles and can be challenging for pedestrians and drivers alike to get from one side of the street to the other.

The Envision Broadway Project is complemented by adjacent transportation studies (some of which are funded for implementation) including the Lower Broadway Complete Street plan to the west, and the Vision Zero Top Five Corridor Project on Broadway to the east. The goals of these projects align to create a comprehensive multimodal transportation corridor, or Complete Street, connecting several Sacramento neighborhoods for users of all ages and abilities.

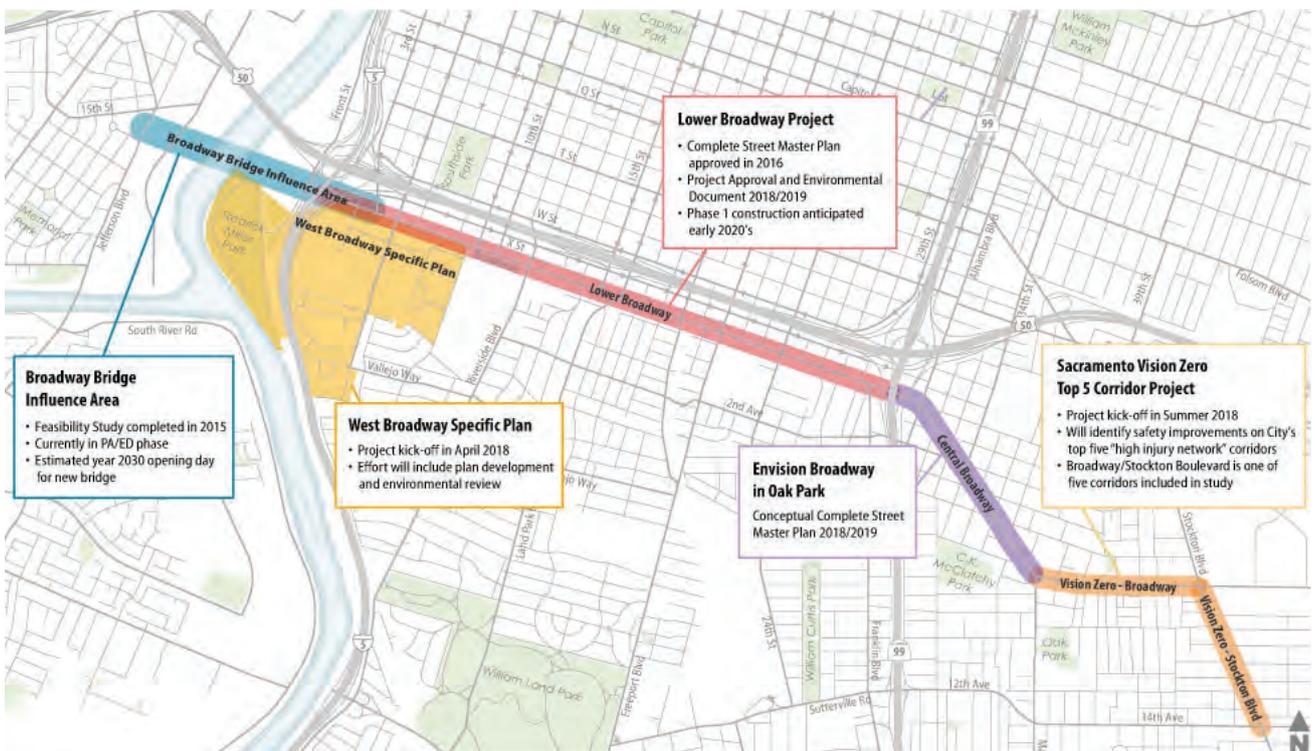


FIGURE 1: CITY OF SACRAMENTO PROJECTS ALONG BROADWAY

## NEIGHBORHOOD HISTORY



PG&E STREETCAR ON BRORADWAY AT 34TH ST., CENTER FOR SACRAMENTO HISTORY, 2006-017-023

The Broadway corridor bisects the neighborhood of Oak Park. Established in 1887 on a 230-acre ranch, Oak Park was directly connected to downtown by Broadway, then known as Sacramento Avenue. In the early 1900s the demographics of the neighborhood were primarily white working-class families. However, this changed following a national trend of connecting property values with occupant's race when the West End in Downtown Sacramento (a community of immigrants, Japanese families, and sizeable African American community) was marked as a blighted area slated for redevelopment in 1950. The resulting displacement of residents, coupled with racially restrictive covenants that prohibited the purchase, lease, or occupation of property by certain minorities, led to a large influx of African American residents to Oak Park, one of the few places they could live.

Over the years following, the Oak Park neighborhood suffered disinvestment that restricted access to opportunity for many of its residents. After World War II, streetcar lines ceased operation to Oak Park, most notably, along Broadway. The construction of Interstate 50 and Highway 99 further isolated the neighborhood from the rest of the city.

In the 1970s the Sacramento Housing and Redevelopment Agency established the Oak Park Redevelopment Project Area with the goal of catalyzing economic revitalization in the Oak Park community. The program consisted of several projects including revitalizing the Guild Theater and Woodruff Hotel. While the Redevelopment Project Area had a positive impact on the local economy, especially along the Broadway corridor, it also resulted in a rising cost of living in the area.

Census data shows both median household income and housing costs in Oak Park rising steadily from 2000 to present. Since 2010, new businesses and housing projects have located along the Broadway corridor, driving renewed economic vitality and bringing more outside interest to Oak Park. Growing investment in Oak Park, as well as a citywide housing supply shortage, has resulted in rapidly increasing property values and rental costs in the neighborhood. These increasing costs and displacement of long-term residents has led to concern that new revitalization efforts may be further perpetuating gentrification.

## EXISTING PLANS

The Oak Park Neighborhood Association (OPNA) and the Oak Park Business District (OPBD) both have created visions for the neighborhood and the corridor.

OPNA is a community building organization that serves as a resource to inform and advocate for quality of life in the Oak Park neighborhood. Central to their mission is advocacy for safe, multimodal transportation options including walking, biking, driving, and riding transit.

In early 2017 the Oak Park Neighborhood Association collaborated with WALKSacramento, to create the Oak Park Active Travel Study funded by the California Endowment in order to address traffic safety and mobility concerns expressed by residents. WALKSacramento is a community-based organization that works to advance health, safety, and sustainability throughout Sacramento’s neighborhoods by advocating for safer, more walkable and bikeable communities. WALKSacramento conducted two multi-generational walking audits in Oak Park. The study identified opportunities to enhance the neighborhood with better facilities for people walking and biking, traffic calming, and better transit stops.



OPBD is a business assessment district that supports marketing, special events, maintenance, security services, and general improvement projects in Oak Park. OPBD drafted the Oak Park Business District’s Streetscape Concept Plan that took an inventory of the various streetscape elements along the corridor within the public right of way. The plan focused on prioritizing the installation and maintenance of various enhancements on the corridor. High priorities included new trash cans and accommodations for special events along corridor. Medium priority projects included bike lanes and additional bike racks, better signage, and improved transit facilities.

The Envision Broadway in Oak Park project was able to build on relationships with the Neighborhood Association and Business District to ensure that the project remained community driven and focused on improving mobility and safety for all modes of transportation.

## PROJECT GOALS

Building from the goals identified by the community voices heard during listening sessions conducted as part of this planning effort along with the citywide goals from the General Plan, Bicycle Master Plan, and Vision Zero Action Plan, the following goals are guiding the Envision Broadway effort:

1. Improve mobility for pedestrians, bicyclists, transit users, and drivers.
2. Improve safety for all travel modes.
3. Enhance the sense of place.
4. Strengthen neighborhood cohesiveness.
5. Support economic development.

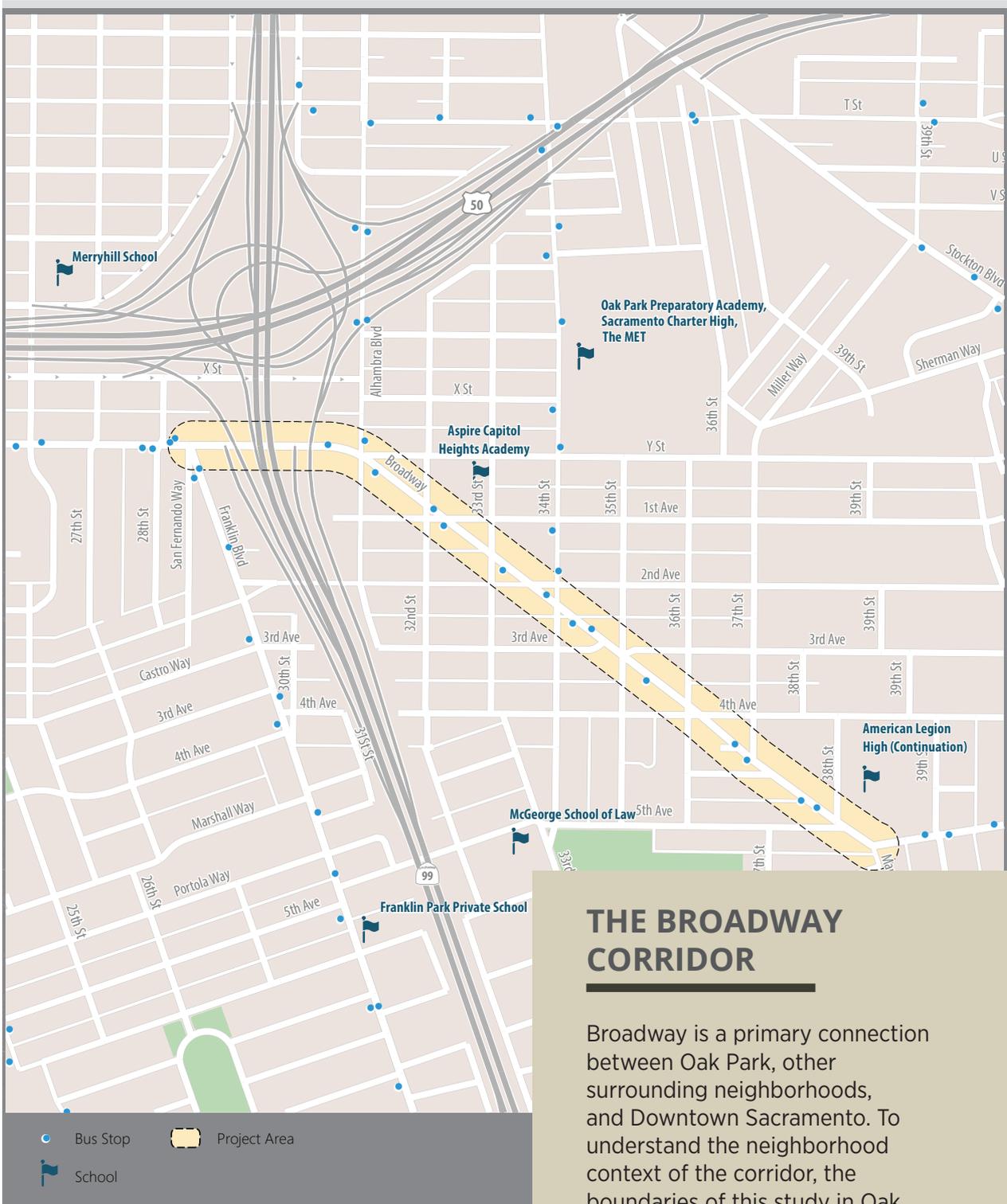


FIGURE 2: STUDY AREA

## THE BROADWAY CORRIDOR

Broadway is a primary connection between Oak Park, other surrounding neighborhoods, and Downtown Sacramento. To understand the neighborhood context of the corridor, the boundaries of this study in Oak Park extend from U.S. Route 50 to the north, Stockton Boulevard to the east, Franklin Boulevard to the west and Martin Luther King Jr. Boulevard to the south.

# 2 | THE CORRIDOR

Broadway through Oak Park is typically four lanes of traffic with on-street parallel parking. In about half of the project area there is a five-foot wide median with iconic palm trees lining the center of the street. Drivers turning left wait in the inside through lane to turn left at most of the intersections. Vehicular movements such as this can create congestion, abrupt turning decisions, and can contribute to with a potential for collisions.



FIGURE 3: EXISTING CROSS SECTION

The corridor currently lacks dedicated space for bicyclists. West of 36th Street the sidewalks are typically 15’ wide with planter strips and tree wells, in various states of maintenance. East of 36th Street, Broadway lacks raised medians, and has more narrow, 5’ attached sidewalks with rolled curbs. OPBD has added banners, benches, and trashcans to help activate the businesses along the corridor.

Sacramento Regional Transit (Sac RT) has ten bus stops along the project corridor that range from a sign to a full shelter to accommodate the hundreds of riders that ride Routes 51 and 68 from Oak Park.

The most notable feature of the corridor is that Broadway diagonally intersects the city’s gridded street network. This condition creates unique and confusing intersection configurations along the corridor. Many of the intersections have very skewed turning angles that affect the ability for drivers to see oncoming users, pedestrians, bicycles, and cars alike. There are many multi-legged intersections that are difficult for users to navigate.

Over time, some streets have been partially closed or converted to one-way on a case by case basis without a comprehensive corridor-wide vision.



# COLLISION HISTORY

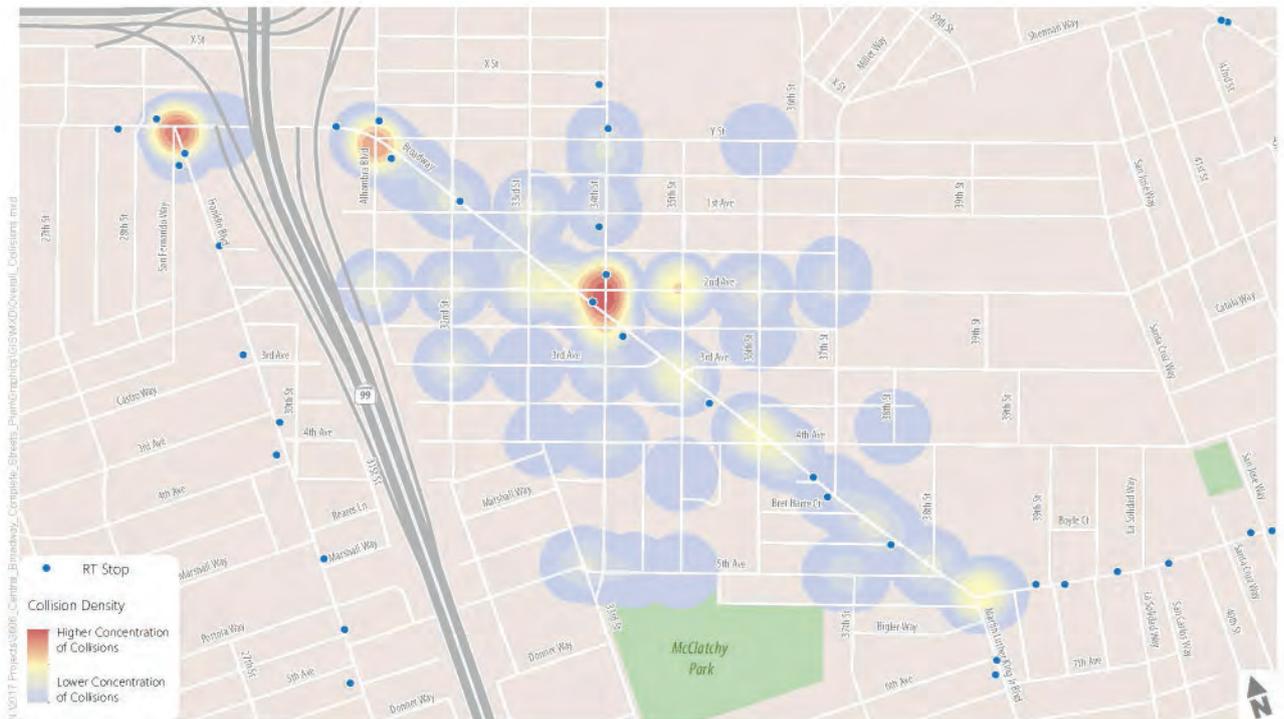


FIGURE 4: COLLISION DENSITY MAP

Between 2009 and 2017, a total of 177 collisions were reported in the study area. The figure above displays the collision density throughout the study area, with higher concentrations of collisions in red or yellow and lower concentrations in blue. This figure highlights the highest concentration of collisions in the study area at the skewed intersections.

There were no fatal crashes reported during the reporting period, but several collisions resulted in a serious injury. This figure also highlights that the highest concentration of collisions were at a trio of intersections comprised of Broadway /34th Street/ 2nd Avenue. These collisions were primarily between two cars.

# PEOPLE WALKING AND RIDING BICYCLES ON THE BROADWAY CORRIDOR

Pedestrian travel is accommodated along Broadway with mostly continuous large sidewalks, separated by landscaped planters and trees that provide shade from Alhambra Boulevard to 36th Street. South of 36th Street along Broadway, the sidewalk is attached with a rolled curb that offers less separation and comfort for people walking. The tree canopy varies along the corridor.



Activity counts were performed at three key intersections along the corridor to understand the amount and time of day that pedestrian activity happens within the project area. It was observed that there was a large number of students using the corridor to get to and from school in the morning as well as in the early afternoons.

There are relatively few existing bicycle facilities within the study area, except for the key east/west route on 2nd Avenue. Currently, Broadway lacks any infrastructure

for bicyclists and only the most confident riders are using the corridor. There are about 1,300 feet of discontinuous Class II bicycle lanes on both sides of Broadway near Martin Luther King Jr. Boulevard, with the striping starting and stopping abruptly midblock and drivers occasionally parking in the bike lane. Planned buffered bike lanes are being added to Broadway to the west of Franklin Boulevard.

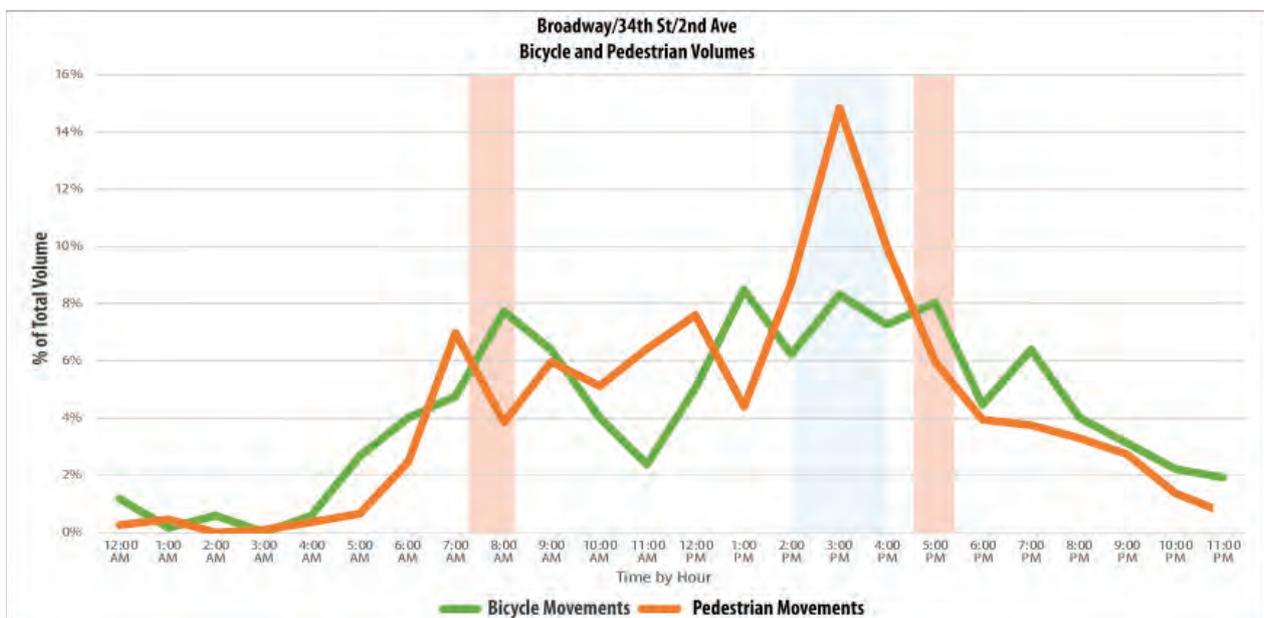


FIGURE 5: WEEKDAY PEDESTRIAN AND BICYCLE VOLUMES

## TRANSIT

There are two transit lines that run along Broadway in Oak Park, the 51 and the 68 bus routes. Route 51 is one of the region’s most utilized routes and makes nine stops within the project limits. Route 68 travels on Martin Luther King Boulevard, Broadway, and 34th Street with 5 total stops within the project limits.

In mid 2019, SacRT completed their Sac Forward route optimization study. Changes were made to the Route 51 by improving Saturday frequency to 20 minutes from 9:30 a.m. to 12:00 p.m., adding Saturday trips and improving Sunday/Holiday frequency from 30 to 20 minutes from 9:30 a.m. to 4:30 p.m.

Route 68 was also extended south to connect to Florin Town Center and Consumnes River College. Two southbound trips were added to improve weekday evening frequency to 30 minutes and improve Saturday frequency to 30 minutes. These service enhancements may further increase the number of bus riders traveling along the corridor.

Bus stop amenities vary along Broadway including several only with signposts, some with benches, and few with shelters.

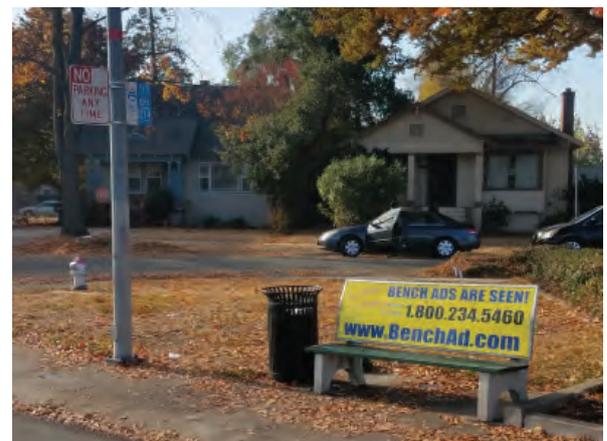




FIGURE 6: BUS STOP BOARDINGS (SOURCE: SACRT)

**SACRAMENTO REGIONAL TRANSIT**

According to SacRT ridership data, westbound busses constitute 1% of vehicles on Broadway but carry 13% of daily traffic and 19% of peak hour traffic.

# 3 | OUTREACH

The Envision Broadway in Oak Park team engaged with the community from the beginning of the project, at which time the team met with the leaders of the Oak Park Neighborhood Association and the Oak Park Business Associations to identify an effective outreach strategy. The team attended neighborhood and business associations’ regularly scheduled meetings to give updates on the project to their members and boards. In addition, the City of Sacramento hosted numerous pop-up at community events and community workshops that engaged with over 200 members of the Oak Park community. Summaries of the outreach events can be found in the appendices.



**Pop-ups at Community Events**



In May and June 2018, the community visited pop-ups at various locations including the Oak Park Farmer’s Market at McClatchy Park, and First Friday in Oak Park with the goal of learning how the community uses the corridor today.



**Guided Open House**



On November 7, 2018, the community attended the guided open house, at the Sacramento Food Bank. Five information stations allowed attendees to review and provide input on design themes and understand the potential trade-offs.



**Collaborative Community Workshop**



On May 30, 2019, the project was part of the Let’s Move event at McClatchy Park engaging stakeholders, visitors, and community members who travel on and live near the Broadway Corridor. They provided input on the preferred concept.

# ★ 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.



## THE BROADWAY CORRIDOR EXPERIENCE

At the pop-up events, the community rated their experiences travelling along Broadway by different modes.

FIGURE 7: COMMUNITY OUTREACH RESULTS

## KEY TAKEAWAYS FROM THE PUBLIC OUTREACH



### INTERESTING PLACE TO WALK

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The corridor is a very interesting place to walk and many residents enjoy walking to the local businesses and along the corridor.



### TRANSIT SUPPORT

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Sacramento Regional Transit's Route 51 is highly used on the corridor and the community found taking the bus very efficient and easy to do.



### HARD TO CROSS

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Most people felt unsafe trying to cross Broadway at the skewed intersections along the corridor on foot, by bike or even while driving.



### HIGH-STRESS BICYCLING

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Only the most experienced bicyclists felt safe riding their bicycles along Broadway. Many in the community found less direct routes through Oak Park.



### PRESERVE PARKING

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Many of the attendees voiced the need for additional on-street parking in support of local businesses



### ICONIC PALM TREES

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The community identified the palm trees as key contributing elements of the corridor's identity that helped distinguish Broadway in Oak Park.

# 2ND AVENUE DEMONSTRATION PROJECT



As part of the Envision Broadway in Oak Park project, the City is considering closing the portion of 2nd Ave. between 34th Street and Broadway to vehicle traffic. The City of Sacramento received a TDM Mini Grant from Sacramento Area Council of Governments (SACOG) to demonstrate this closure for a short period of time, study the impact, and collect community feedback.

All three streets that form this triangle (2nd Ave., 34th St. and Broadway) are part of the High Injury Network identified in the Vision Zero Action Plan. The High Injury Network is comprised of the corridors throughout the city with the highest levels of fatal and serious crashes for pedestrians, bicyclists, and motorists.

A review of the collisions at this specific location revealed that 60% of the collisions involved a vehicle travelling east on 2nd Ave. and a vehicle travelling north on 34th St. The project will strive to reduce the number of collisions at this location by eliminating the through eastbound vehicle movement on 2nd Avenue.

From September 26th through 29th, 2019 the City temporarily closed 2nd Avenue to vehicles. Once the street is permanently closed to vehicle traffic, there may be additional opportunities for placemaking and activation. Nearly 200 community members participated in the demonstration by visiting the project site in person, or by participating in the online survey.

## SURVEY RESULTS

 **FREQUENCY**

When asked how often they travel through the area, responses from the community were...

- 47% daily
- 26% more than once a week
- 5% once a week
- 11% more than once a month
- 11% once a month or less

 **COMFORT**

If the portion of 2nd Ave. between 34th St. and Broadway were closed to vehicle traffic, respondents would feel...

- 64% more comfortable
- 24% about the same
- 11% less comfortable

# 4 | DESIGN CONCEPTS

Based on priorities identified by the community, the team evaluated existing conditions and developed three corridor concepts that highlighted key themes. The community was invited to identify priorities based on the tradeoffs required to accommodate these priorities within the public right of way.



Buffered Bike Lanes



Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.



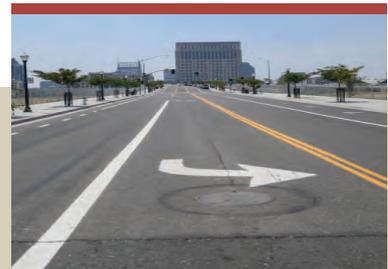
Shared Bus-Bike Lanes



Shared bus-bike lanes can accommodate both modes at low speeds and moderate bus headways, where buses are discouraged from passing, and bicyclists pass buses only at stops.



Road Diet



A road diet involves narrowing travel lanes or eliminating lanes to provide more space for sidewalks and bikeways. Commonly, reducing from four lanes to three, with one lane in each direction and a center turn lane.

# CONCEPT 1 - IMPROVED MEDIAN AND BIKE LANES

The first design concept centered around providing equivalent access for automobiles and busses but improving the roadway to make it better for people walking and riding bicycles. The parking would be removed along the entire corridor to provide enough room to accommodate a buffered bike lane. The existing sidewalk, curb, and gutter would

remain, preserving the pedestrian environment along the frontage. The travel lanes would be narrowed slightly to help calm traffic and provide enough room to preserve the palm trees and widen the median to accommodate left turn pockets and pedestrian refuge islands. This improvement would make intersections safer for pedestrians and vehicles turning left.

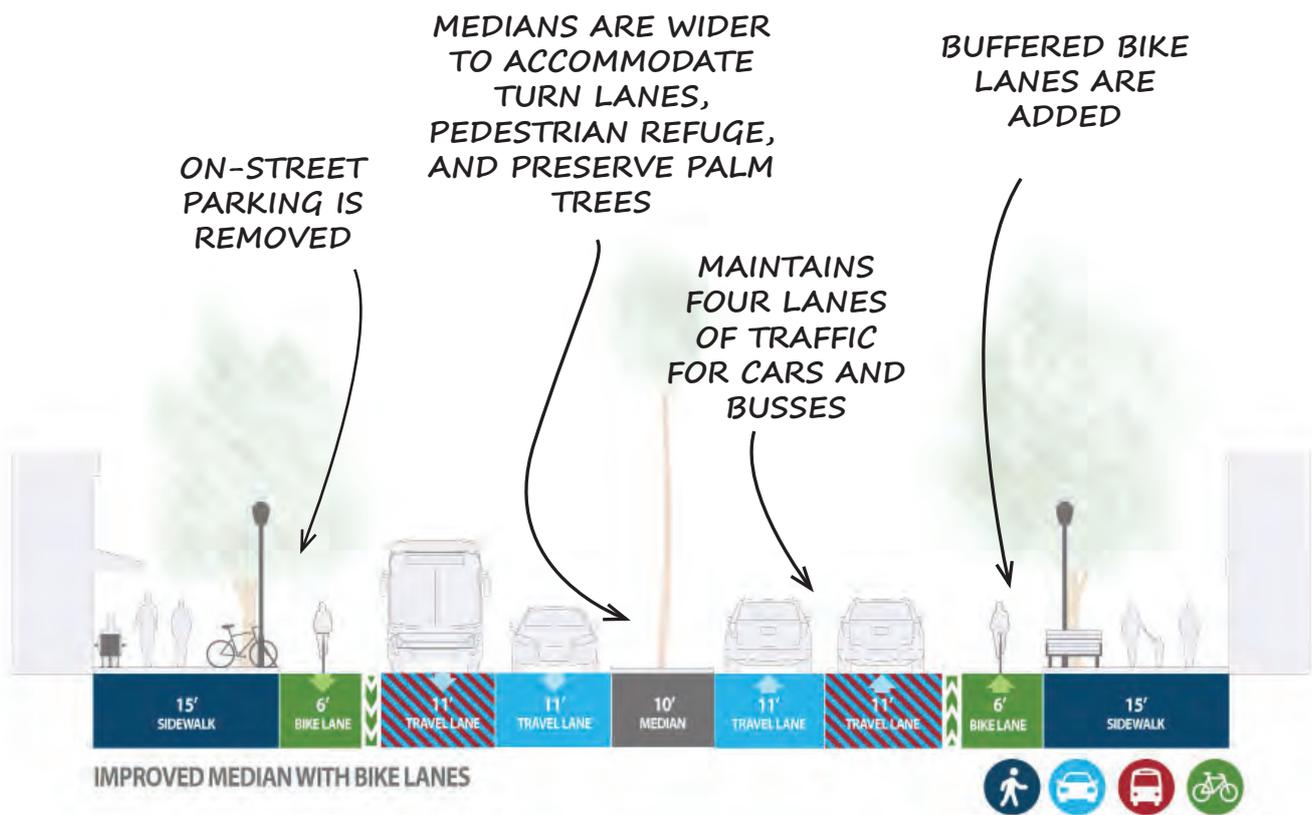


FIGURE 8: CONCEPT 1 CROSS SECTION

## CONCEPT 2 - BUS PRIORITY LANES

The second design concept focused on the success of transit Route 51 and helps improve transit operations during congested periods with a dedicated shared bus and bike lane. The bus lane would restrict other cars to the inside lane, unless making a right hand turn. Medians would be widened similarly to the first concept, providing left turn pockets and room for pedestrian refuge islands at midblock crossing locations. This concept preserves the on-street parking but requires that bicycles share the transit lane.

Shared bus-bike lanes have been developed in other communities with mixed success. The frequency of both types of users and the signal operations will control the number of potential conflicts between the people riding bikes and the busses travelling down the corridor. The lane also creates a potential enforcement issue if typical drivers use the lane, negating the benefit to transit vehicles.

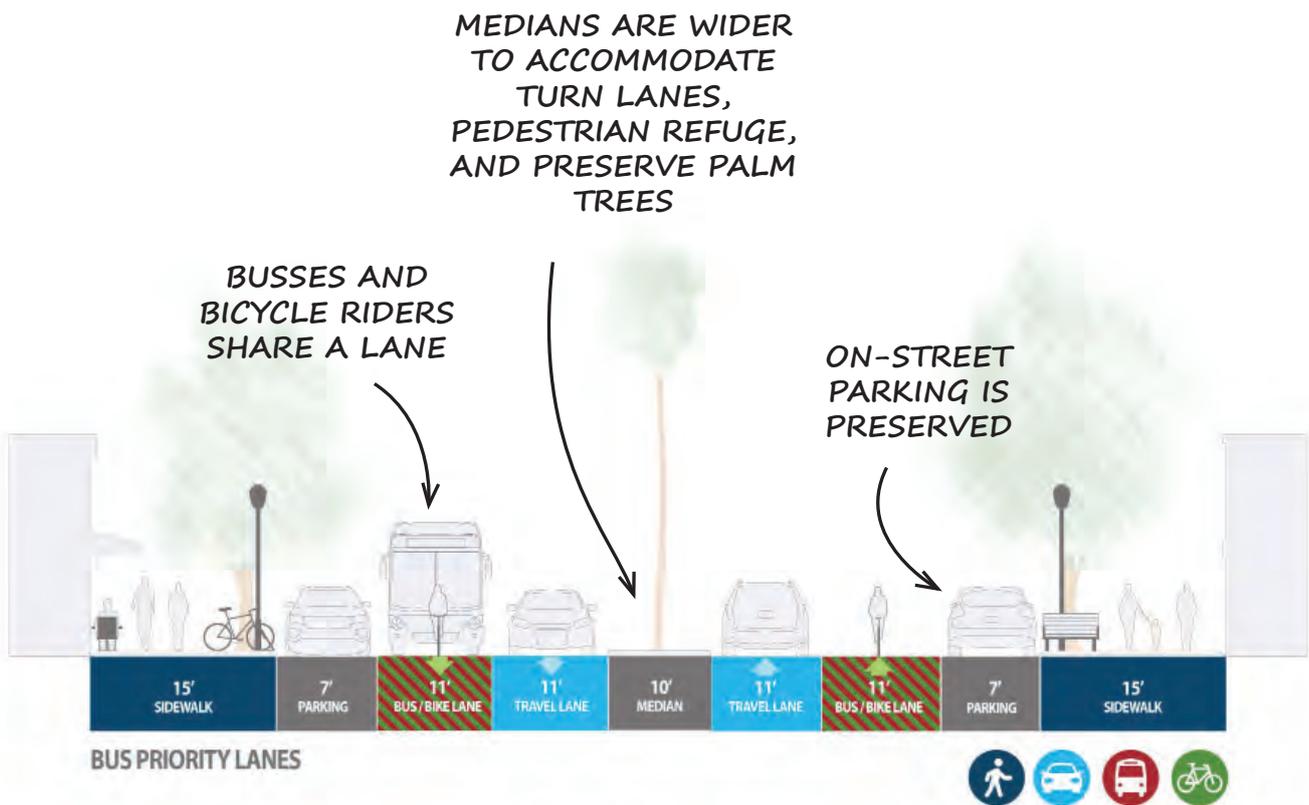


FIGURE 9: CONCEPT 2 CROSS SECTION

## CONCEPT 3 - ROAD DIET WITH BUFFERED BIKE LANES

The third design concept focused on maintaining on-street parking and providing lower stress buffered bike lanes along the corridor. The concept reduces the number of travel lanes in each direction, a road diet, and utilizes the pavement for the buffered bike lanes and a wider painted median. The median would be utilized as a two-way left turn lane, or left turn pockets at signalized intersections.

The ability to remove the left turning vehicles from the single through lane will enable the corridor to operate adequately during peak periods. Transit vehicles would share the single travel lane with automobiles and would experience additional delays during congested times. In addition to the road diet, the trade-off for this scenario is the removal of the existing raised medians and palm trees along the majority of the corridor.

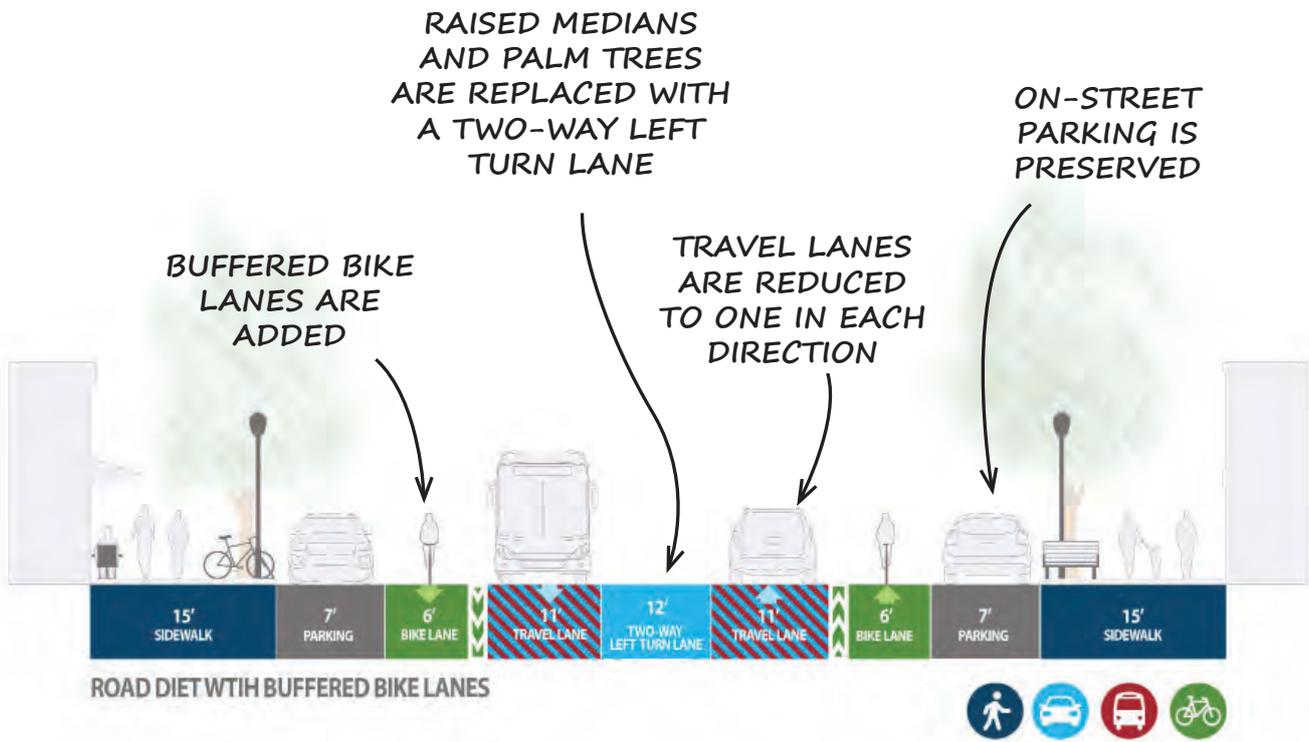


FIGURE 10: CONCEPT 3 CROSS SECTION

# 3 | PREFERRED CONCEPT PLAN

Based on stakeholder feedback, a preferred complete street concept borrowed from different components of the various design concepts presented. The preferred concept includes meeting the community objectives of a neighborhood friendly boulevard along Broadway with the focus on people riding bicycles, transit efficiency, and automobile access and parking by providing continuous buffered bike lanes, maintenance of on-street parking, and traffic calming resulting from the removal of a travel lane.

Key attributes of the corridor are maintained. Many of the existing palm trees are preserved, with the opportunity to add new trees to the corridor. Existing sidewalks are enhanced and the frequency of controlled pedestrian crosswalks is increased. The following pages highlight the key features of the preferred concept.

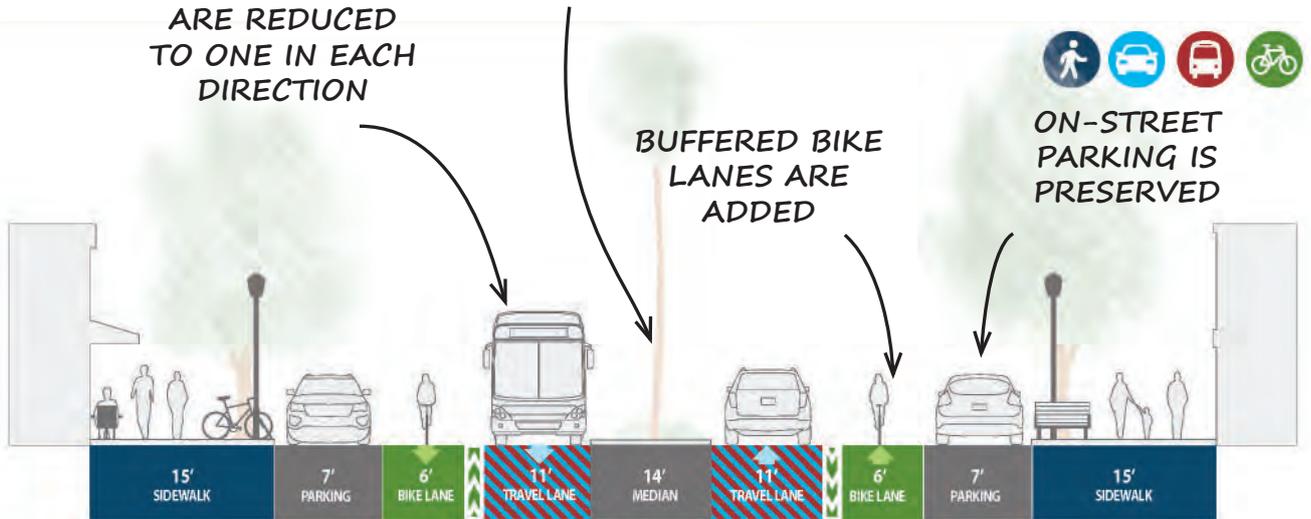


MEDIANS ARE WIDER TO ACCOMMODATE TURN LANES, PEDESTRIAN REFUGE, AND PRESERVE PALM TREES

TRAVEL LANES ARE REDUCED TO ONE IN EACH DIRECTION

BUFFERED BIKE LANES ARE ADDED

ON-STREET PARKING IS PRESERVED



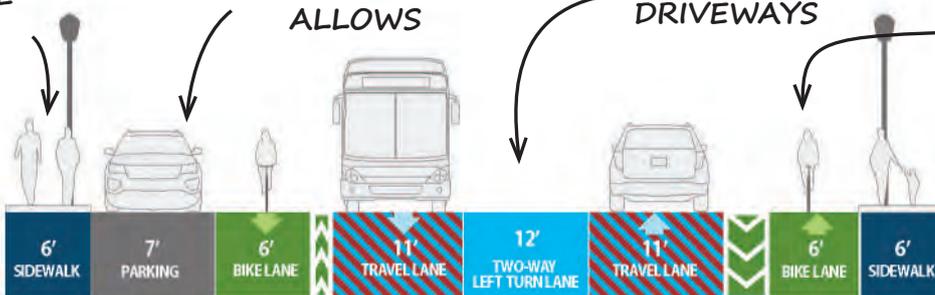
ROAD DIET WITH BUFFERED BIKE LANES AND PLANTED MEDIANS  
Alhambra Boulevard to 36th Street

SIDEWALK, CURB AND GUTTER SHOULD BE UPDATED

PARKING IS MAINTAINED WHERE SPACE ALLOWS

TWO-WAY LEFT TURN LANE IS ADDED TO PROVIDE ACCESS TO DRIVEWAYS

BUFFERED BIKE LANES ARE ADDED



ROAD DIET WITH BUFFERED BIKE LANES WITH CENTER TURN LANE  
36th Street to 38th Street

FIGURE 11: PREFERRED CONCEPT CROSS SECTIONS



FIGURE 12A: PREFERRED CONCEPT LAYOUT



FIGURE 12B: PREFERRED CONCEPT LAYOUT



FIGURE 12C: PREFERRED CONCEPT LAYOUT

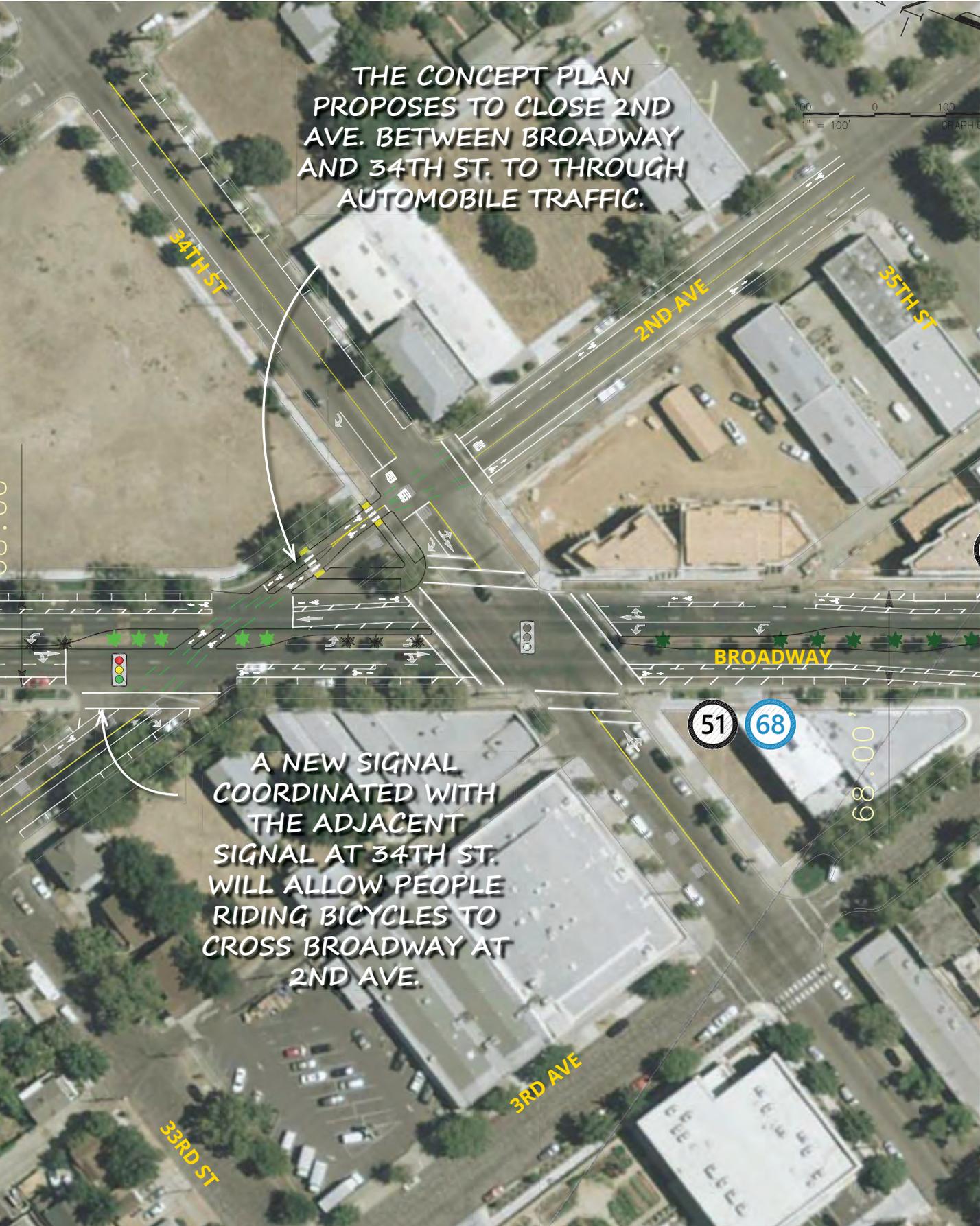


FIGURE 12D: PREFERRED CONCEPT LAYOUT



FIGURE 12E: PREFERRED CONCEPT LAYOUT



FIGURE 12F: PREFERRED CONCEPT LAYOUT



FIGURE 12G: PREFERRED CONCEPT LAYOUT



FIGURE 12H: PREFERRED CONCEPT LAYOUT

One of the goals of the Envision Broadway plan is to enhance economic activity along the corridor.

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## ECONOMIC CASE STUDIES OF MULTIMODAL IMPROVEMENTS

The project team conducted a review of other cities that have analyzed the economic effects of reconfiguring traditionally auto-centric corridors to include a greater level of pedestrian, bicycle, and/or transit accessibility. These cities include New York, Toronto, Vancouver, San Francisco, Los Angeles, and Salt Lake City.

Much of the published economic research focuses on the impact of multimodal transportation improvements on local business revenues and commercial real estate performance. At least one study, however, also evaluated changes in the number of customers, visitor spending, and visitor frequency.

It is important to note that each Complete Street project occurs on a street or corridor with a unique combination of existing businesses and land use mixes, and the changes to the transportation network were contextual to each city's need. Broad trends from these studies regarding complete street improvements should be viewed as an "indicator" of the range of potential impacts for Broadway.

General indicators show that Complete Street projects allow better access to retail and commercial uses for the surrounding neighborhood and creates a sense of place that draws people from the surrounding urbanized areas. The success of the walkability of the current Broadway core will be enhanced even further by calming traffic, improving crossings, and providing low-stress bicycle access.

It is anticipated that sales will increase with higher visitor frequency and increased spending based on the case study trends. It is recommended that the City work with the Oak Park Business Associations to perform business surveys before and after construction of the complete street project to better understand the economic effects of the project.

Baseline economic data should be collected prior to project implementation along the Broadway. OPBD may act as a liaison for a comparative economic analysis.

## SUMMARY OF ECONOMIC METRICS



### BUSINESS SALES

**New York City, Los Angeles, Salt Lake City, San Francisco, Vancouver**

Year 1 - Up by 14-39%, but down by 9-55% in 2 cities  
 Year 2 - Up by 20-77%  
 Year 3 - Up by 47-102%  
 Overall - Up by 9-172%



### SALES TAX REVENUES

**Los Angeles**

Sales tax revenues rose by 51%



### VACANCY

**New York City, Toronto**

Commercial vacancies down between 47-49%



### CUSTOMER COUNTS

**Toronto**

Year 1 - 21-58% of businesses experienced 100+ customers on Saturday  
 Year 2 - 62-81% of business experienced 100+ customers on Saturday



### VISITOR SPENDING

**New York City, Toronto**

Year 1 - Up 9-13% Spending over \$100/visitor/week  
 Averages by mode:  
 Cyclists spend \$163/week  
 Walkers spend \$158/week  
 Drivers spend \$143/week



### VISITOR FREQUENCY

**Toronto**

Year 1 - Visitors increased frequency up to 3 more times per month

## MOBILITY IMPACTS AND IMPROVEMENTS

Common concerns about road diets are related to added congestion and travel time for people driving. This project studied the safety and mobility impacts of the preferred concept for those traveling along the corridor.

People driving along the corridor today experience very little traffic congestion, with a slight increase in congestion and delay in travel time during the evening peak commute time. This delay can be attributed to decreased speeds, additional traffic signals, and congestion during the peak commute times. This delay remains within the ranges acceptable per the City's General Plan.

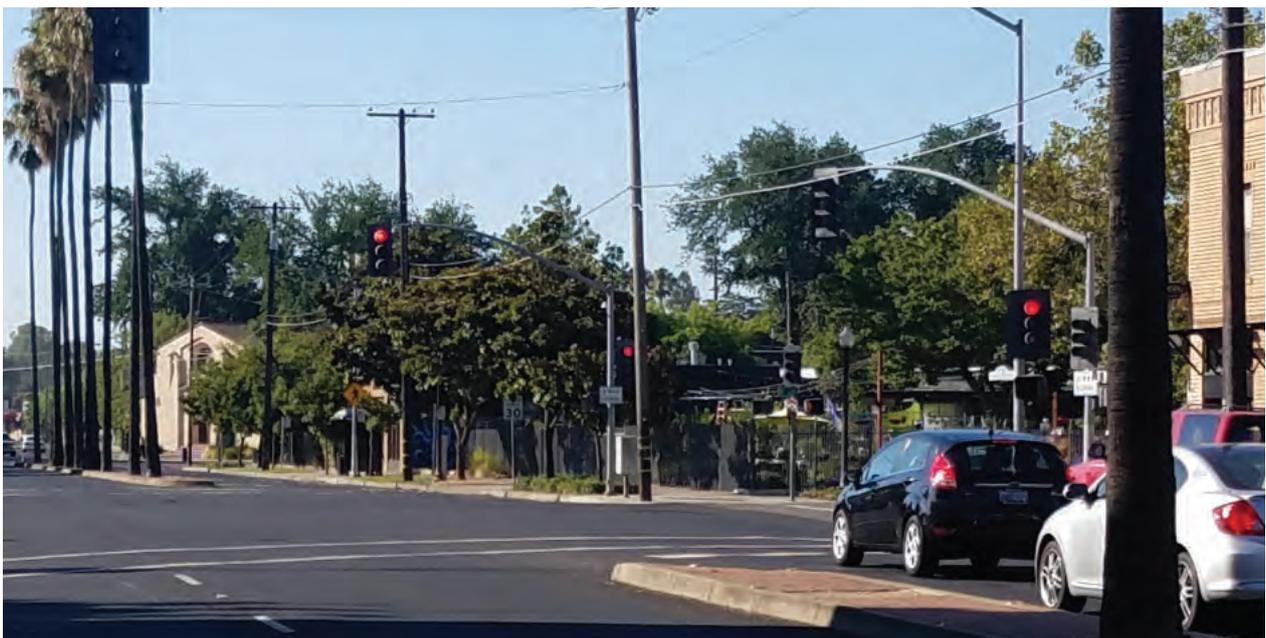
It currently takes 2.5 to 3 minutes to travel the extent of the project area. With the preferred concept, it is estimated that it will take between 4 to 7.5 minutes during morning or evening peak commute times. During most of the day drivers will be able to easily travel along Broadway experiencing very little congestion.

There is a significant amount of vehicle traffic traveling on 34th St. during peak commute times. The traffic signal at 34th

St. and Broadway will be programmed to accommodate vehicle movements in all directions and as a result people driving along both 34th St. and Broadway will experience increased delay during the peak commute times.

The preferred concept changes will increase safety along the corridor for all users by slowing vehicle speeds, creating dedicated facilities for people riding bicycles, and simplify crossing Broadway for all users, especially pedestrians. The preferred concept will significantly decrease the level of stress for pedestrians and people riding bicycles along the corridor. The proposed buffered bike lanes are consistent with the planned buffered bike lanes on Broadway to the west of the project area. The new bike lanes will improve access to destinations on Broadway in Oak Park and provide connectivity across neighborhoods.

The exhibit on the following page details the intersection operations today, compared to the expected operations with the preferred concept for the corridor. Additional details of the transportation analysis can be found in the Appendices.



INTERSECTION	EXISTING CONDITIONS			PREFERRED CONCEPT		
	CONTROL	PEAK HOUR	DELAY / LOS	CONTROL	PEAK HOUR	DELAY / LOS
Broadway / SR 99 On-Ramp	SSSC	AM	2 / A	Signal	AM	19 / B
		PM	10 / A		PM	14 / B
Broadway / SR 99 Off-Ramp	Signal	AM	8 / A	Signal	AM	12 / B
		PM	9 / A		PM	7 / A
Broadway / Alhambra Boulevard / Y Street	Signal	AM	17 / B	Signal	AM	44 / D
		PM	21 / C		PM	39 / D
Broadway / 32nd Street / 1st Avenue	SSSC	AM	1 / A	Signal	AM	26 / C
		PM	1 / A		PM	33 / C
Broadway / 33rd Street / 1st Ave-2nd Avenue Alley	SSSC	AM	1 / A	SSSC	AM	11 / B
		PM	1 / A		PM	35 / D
Broadway / 2nd Avenue	SSSC	AM	4 / A	Signal	AM	7 / A
		PM	10 / A		PM	10 / B
Broadway / 34th Street	Signal	AM	17 / B	Signal	AM	55 / D
		PM	25 / C		PM	85 / F
Broadway / 35th Street / 3rd Avenue	Signal	AM	10 / A	Signal	AM	36 / D
		PM	16 / B		PM	34 / C
Broadway / 36th Street / 4th Avenue	SSSC	AM	1 / A	SSSC	AM	12 / B
		PM	3 / A		PM	7 / A
Broadway / 37th Street	SSSC	AM	2 / A	SSSC	AM	9 / A
		PM	2 / A		PM	5 / A
Broadway / 38th Street / 5th Avenue	SSSC	AM	2 / A	Signal	AM	17 / B
		PM	3 / A		PM	22 / C
Broadway / Martin Luther King Jr Boulevard	Signal	AM	17 / B	Signal	AM	33 / C
		PM	23 / C		PM	31 / C
Alhambra Blvd / 2nd Ave	SSSC	AM	3 / A	SSSC	AM	3 / A
		PM	4 / A		PM	3 / A
33rd St / 5th Ave	AWSC	AM	3 / A	AWSC	AM	4 / A
		PM	2 / A		PM	3 / A
34th St / Y St	AWSC	AM	11 / B	AWSC	AM	10 / A
		PM	19 / C		PM	75 / F
37th St / 2nd Ave	AWSC	AM	7 / A	AWSC	AM	8 / A
		PM	7 / A		PM	7 / A

TABLE 1: INTERSECTION DELAY



## PLACEMAKING

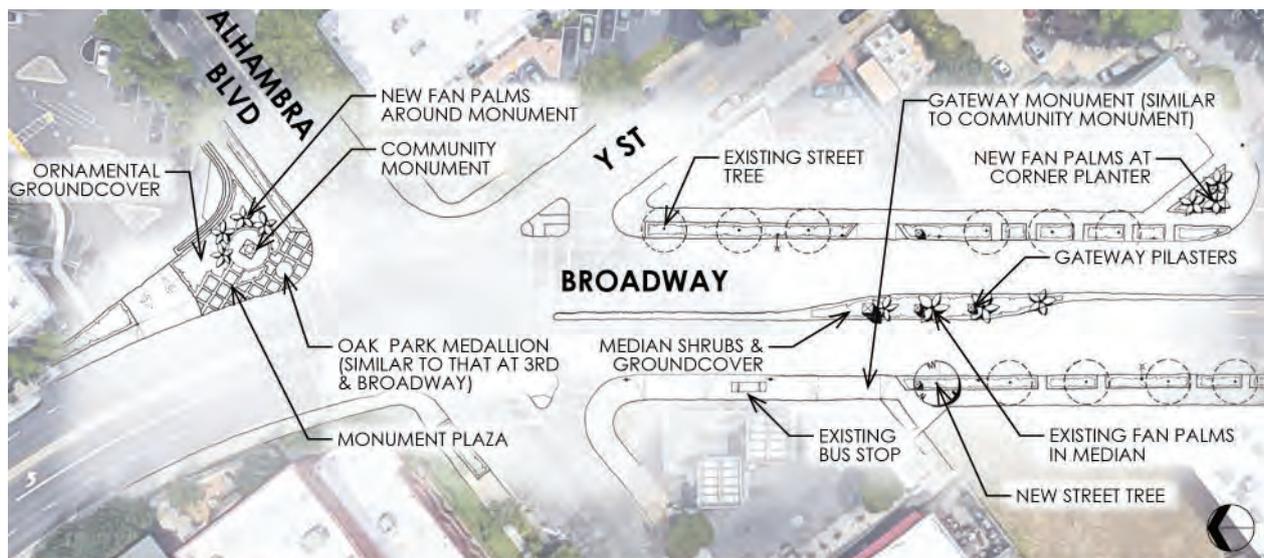
Along with the mobility improvements comes the opportunity to transform underutilized public right of way into more inviting public space. There are several opportunity sites on the Broadway corridor that could be used for additional branding, landscaping, and gathering spaces.

## GATEWAYS

There is an existing monument sign in the median of Broadway just south of Y Street that welcomes drivers to Oak Park. With the road diet and changes to the Alhambra Boulevard and Broadway intersection, an additional gateway can be created on the northwest corner. This new space will help brand the entire corridor and slow traffic much further north than the current roadway. There is a similar opportunity on the southern end of Broadway in the median near Martin Luther King Jr. Boulevard.



FIGURE 13: NORTHERN GATEWAY SKETCH



## OAK PARK NORTH GATEWAY



FIGURE 14: NORTHERN GATEWAY LAYOUT

## FREEWAY INTERCHANGE AESTHETIC ENHANCEMENTS

Highway 99 is a transportation barrier that divides Oak Park from the Curtis Park neighborhood, as does the interchange dividing the two segments of Broadway from each other. It is an unpleasant environment to walk or ride through under the numerous large concrete overpasses. With the future buffered bikeways on both Broadway projects, there is an opportunity to use public art to bridge the divide between the two projects.

As part of the future investment in the corridor, public art and lighting should be incorporated into this area to connect these two neighborhoods together. The examples below can be used as inspiration for the types of art projects that may be possible, but coordination with local artists, City’s maintenance staff, and Caltrans approval will be important when designing the ultimate project.

### UPLIGHTING THE STRUCTURE



### MURALS



### SCULPTURAL LIGHTING



### TEXTURED SURFACES

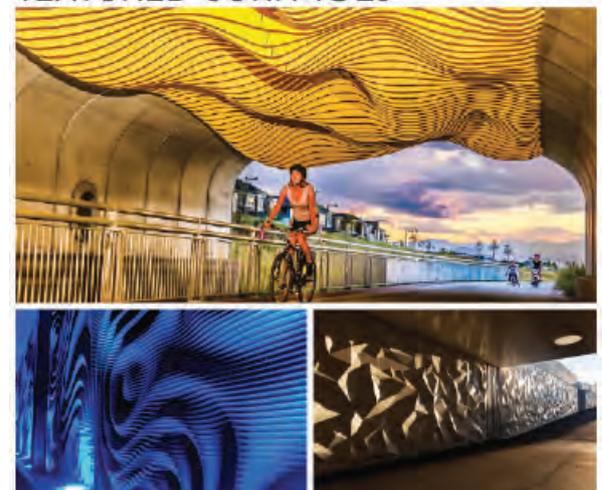


FIGURE 15: SAMPLE TREATMENTS



FREEWAY  
ENTRANCE  
*OKL*

CALIFORNIA  
99

SOUTH



# 6 | NEXT STEPS

The Envision Broadway in Oak Park Complete Street Plan presents a vision for future mobility on Broadway in Oak Park that reflects the community’s needs for improved safety and enhanced mobility options. This is a concept level plan that was developed in close collaboration with the community by analyzing existing conditions and reviewing best practices.

With the plan adoption, the City may decide to move forward towards the implementation of the vision outlined in this plan. There are state and federal funding sources available for these concepts, through competitive grant programs. These funds typically require a significant amount of local funding as match and to cover non grant eligible costs.



FIGURE 16: PREFERRED CROSS SECTION RENDERING

## TIMELINE

The plan is expected to be adopted by city council early in 2020. Should funding be available for capital project implementation the next steps for the City would follow a typical delivery timeline for a grant funded project and would include:

**Project Development and Environmental Clearance:** At this phase, the City would seek grant funding and identify local funding to create a Capitol Improvement Project (CIP). The design and cost estimates are developed beyond the concept level, the required environmental clearances are obtained, the community and stakeholders are engaged, and additional funding sources for final design and construction are pursued.

**Final Design and Construction:** After the project has been environmentally cleared, final design would occur, and construction funds identified. This timeline is contingent upon available city transportation funds and grant funding.

The final design will enable the project to be constructed as a whole or in phases dependent on funding availability.

## PROJECT COST

Estimated costs associated with the completion of the work outlined in this plan are approximately \$13,300,00. This estimate is programmatic and would be further developed once the site is investigated, environmentally analyzed, surveyed, designed to scale and would be subject to the competitive bid climate at the time of construction. Funding will rely on multiple Federal, State, and local sources. Depending on the funding source, the project may be implemented in phases. Attached in the appendices is an outline of estimated probable costs, including items such as excavation, asphalt, signs, lighting, and landscaping.

### POTENTIAL IMPLEMENTATION TIMELINE

