

City of Sacramento
Disabilities Advisory Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2026-00959

5/6/2026

L and N Streets Bikeways Project (T15180410)

File ID: 2026-00959

Location: District 4

Recommendation: Review and comment.

Contact: Luke Fuson, Senior Engineer, (916) 808-6601, ljfuson@cityofsacramento.org, Department of Public Works

Presenter: Luke Fuson, Senior Engineer, (916) 808-6601, ljfuson@cityofsacramento.org, Department of Public Works

Attachments:

- 1-Description/Analysis
- 2-Preliminary Plans
- 3-Presentation

Description/Analysis

Issue Detail: The L and N Street Bikeways Project will extend the central city's separated bikeway network and improve connections between neighborhoods, major destinations, and existing bicycle facilities. The project proposes improvements on L Street from 5th to 10th Streets and from 14th Street to Alhambra Boulevard, and on N Street from 5th to 9th Streets and from 14th to 15th Streets. Segments of L Street and N Street between 11th and 13th Streets are being improved separately as part of the State of California's Capitol Annex Building (NCAB) Project, which includes new bike facilities, lane configuration changes, parking modifications, and traffic signal updates.

To create a continuous low-stress bikeway couplet, the City's project will install separated Class IV bikeways outside the NCAB improvement limits. In constrained locations, buffered Class II lanes may be used where parking-separated Class IV facilities are not feasible. The project will also reconstruct all non-compliant curb ramps, including those on L Street between 20th and 26th Streets, to provide Safe and Accessible Walkways.

The City, in partnership with Community HousingWorks, secured a \$3.4 million Affordable Housing & Sustainable Communities (AHSC) grant to support preliminary engineering and construction.

This project implements the mobility element of the Central City Specific Plan and is covered under the CCSP Environmental Impact Report for CEQA purposes. Staff request that the Commission review and comment on the project's preliminary design.

Policy Considerations: The L and N Streets Bikeways Project is consistent with the City General Plan goals and key policies of operating and maintaining streets and roadways that accommodate and promote safe and convenient travel for all users. The projects will help prioritize the mobility, comfort, health, safety and convenience for those walking and bicycling (General Plan M-1.2), help foster a transportation system that improves the health of Sacramento residents (General Plan M-1.3), increase bicycling and walking (General Plan 1-1.12), improve bicycling connectivity (General Plan M-1.17) and strengthen the protection of people bicycling and improve bicycling safety (General Plan M-1.18).

Economic Impacts: Not applicable.

Environmental Considerations: The update is an administrative activity and is not a project under the California Environmental Quality Act (CEQA), per CEQA Guidelines Section 15378(b)(5). The action requested is to review, comment, and provide direction about the plans for the L and N Streets Bikeways Project. The project's CEQA environmental clearance is being completed as part of the preliminary engineering phase.

Sustainability: The proposed project supports City Council's sustainability priorities. The transportation sector accounts for 57% of community-wide greenhouse gas emissions, the largest single sector in the community. The City's Climate Action and Adaptation Plan includes several implementation measures to reduce vehicle trips. The project would improve active transportation infrastructure (TR-1.1); and close gaps in the bicycle network (TR-1.3).

Commission/Committee Action: Not applicable.

Rationale for Recommendation: Staff are requesting input from the Disabilities Advisory Commission for consideration as the environmental review and preliminary design are being developed.

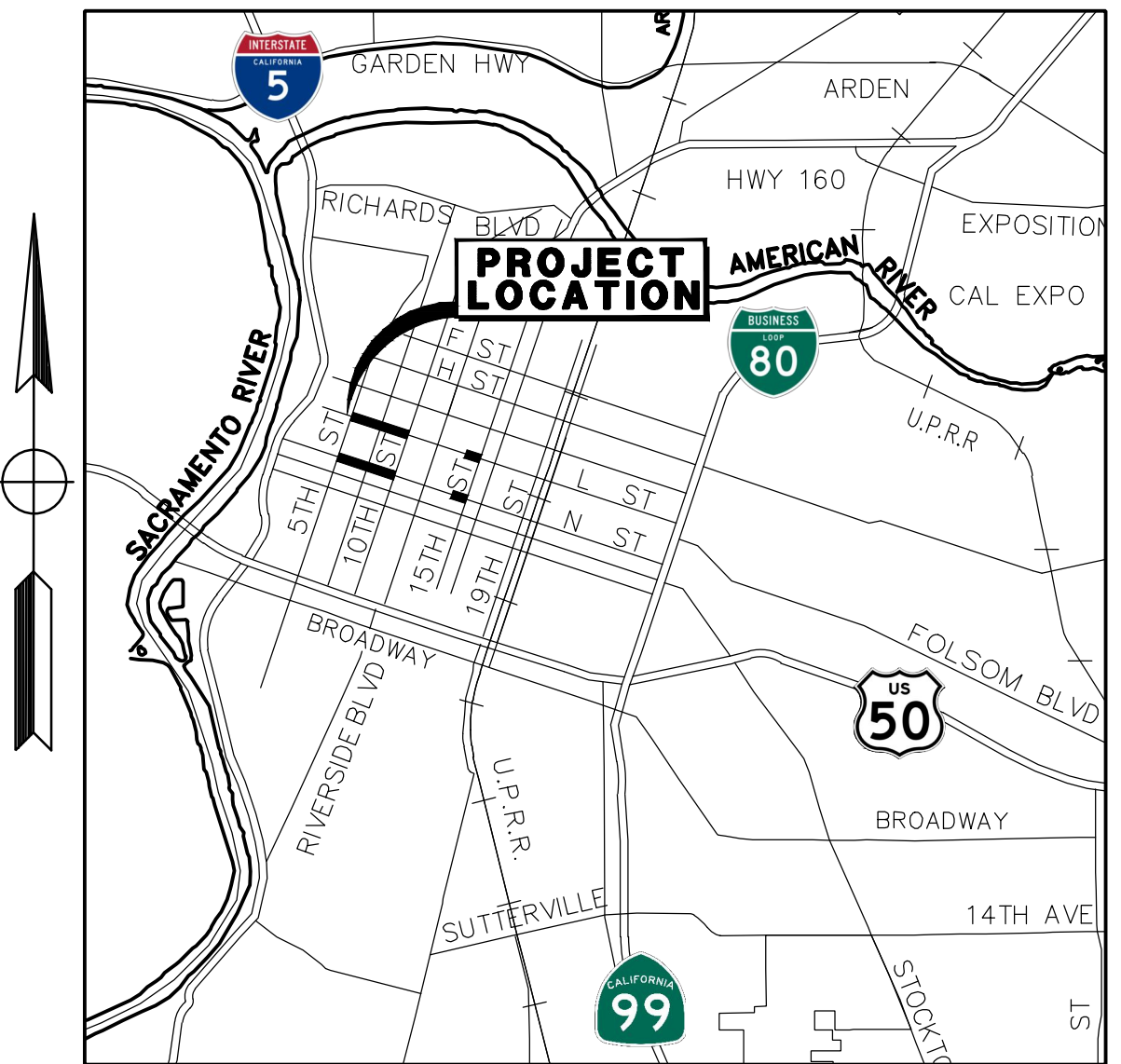
Financial Considerations: Funding for the L and N Streets Bikeways Project comes from local transportation funds and the Affordable Housing & Sustainable Communities (AHSC) grant award.

Public/Neighborhood Outreach and Comments: Public outreach is planned to occur during the Preliminary Engineering phase and will begin in the coming months.

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF SACRAMENTO STANDARD SPECIFICATIONS, DATED NOVEMBER 2020, AND ALL UPDATES, ADDENDUMS AND MEMORANDUMS TO THEM.
2. THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER A COMPLETED CONSTRUCTION STAKING REQUEST FORM THREE WORKING DAYS PRIOR TO PROJECT STAKING. THE AREA MUST BE CLEAR AS OF THE "AREA READY FOR STAKES" DATE. NO STOCK PILES, EQUIPMENT, WORK, OR OTHER THINGS THAT WOULD INTERFERE WITH THE PLACEMENT OF OFFSETS OR LINE OF SIGHT FOR SETTING STAKES SHALL BE ALLOWED.
3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING, INSTALLING AND MAINTAINING ALL WARNING SIGNS AND DEVICES NECESSARY TO SAFEGUARD THE GENERAL PUBLIC AND THE WORK AND FOR PROVIDING PROPER AND SAFE ROUTING OF THE VEHICULAR AND PEDESTRIAN TRAFFIC DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND SHALL NOT BE LIMITED TO WORKING HOURS. THE USE OF FLAGGERS, BARRICADES AND CONSTRUCTION SIGNING SHALL COMPLY WITH THE CURRENT CALIFORNIA MANUAL ON UNIFIED TRAFFIC CONTROL DEVICES (CA MUTCD).
4. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE LOCATION OF ALL EXISTING UTILITIES AND PROTECTING AND REPAIRING DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (1-800-642-2444) TWO WORKING DAYS PRIOR TO WORK COMMENCEMENT.
5. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING WATER, DRAINAGE AND SEWER FACILITIES WITHIN THE CONSTRUCTION AREA UNTIL THE PROPOSED WATER, DRAINAGE AND/OR SEWER IMPROVEMENTS ARE PLACED AND FUNCTIONING.
6. DEMOLITION OF EXISTING FEATURES SHALL BE LIMITED TO THE ITEMS SHOWN ON THE PLANS AND DESCRIBED IN THE SPECIAL PROVISIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE ALL EXISTING FEATURES DAMAGED BY HIS OPERATIONS, AT THE CONTRACTOR'S EXPENSE.
7. AT THE TIME THE CONTRACT IS AWARDED, THE CONTRACTOR SHALL POSSESS A CLASS "A" LICENSE, OR A COMBINATION OF CLASSES REQUIRED BY THE CATEGORIES AND CLASSES OF WORK INCLUDED IN THIS CONTRACT.
8. ALL CURB, GUTTER, AND SIDEWALK SHOWN TO BE REMOVED SHALL BE REMOVED TO THE NEAREST EXPANSION JOINT OR SCORE MARK. DAMAGE TO EXISTING CURB, GUTTER AND SIDEWALK WHICH IS SHOWN ON THE PLANS TO REMAIN, SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
9. THE CONTRACTOR SHALL OBTAIN A PERMIT FROM THE DIVISION OF OCCUPATIONAL SAFETY & HEALTH (2424 ARDEN WAY SUITE 165, SACRAMENTO, CA PHONE 263-2800) PRIOR TO ANY TRENCHING EXCAVATION 5 FEET OR MORE IN DEPTH. A COPY OF THIS PERMIT SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES.
10. THE CONTRACTOR SHALL BE COMPLETELY RESPONSIBLE FOR PRESERVING ALL EXISTING MONUMENTS WHICH WILL BE DISTURBED OR REMOVED AS REQUIRED BY CONTRACTOR'S WORK. CONTRACTOR SHALL COORDINATE WITH ENGINEER/SURVEYOR PRIOR TO DISTURBANCE OF EXISTING MONUMENTS, AND SHALL RESET MONUMENTS OR PROVIDE PERMANENT WITNESS MONUMENTS AND FILE DOCUMENTATION WITH THE COUNTY SURVEYOR PURSUANT TO BUSINESS AND PROFESSIONS CODE SECTION 8771.
11. THE CONTRACTOR, SUBCONTRACTOR OR SURVEYOR SHALL NOT CUT PERMANENT CROSSES INTO EXISTING CONCRETE CURBS, GUTTERS OR SIDEWALKS. THE CONTRACTOR SHALL BE ASSESSED AN ADMINISTRATIVE PENALTY OF \$500 FOR EACH CROSS THAT IS CUT PERMANENTLY INTO EXISTING CONCRETE CURBS, GUTTERS AND SIDEWALKS.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING TREES NOT SCHEDULED TO BE REMOVED BY THIS CONTRACT. ANY TREE DAMAGED SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, AT THE CONTRACTORS EXPENSE.

CITY OF SACRAMENTO IMPROVEMENT PLANS FOR L & N STREETS BIKEWAYS PROJECT PN: T15180415



VICINITY MAP

APPROVED BY: _____ DATE _____
 JUDITH MATSUI-DRURY, R.C.E 59096
 SUPERVISING ENGINEER
 DEPARTMENT OF PUBLIC WORKS

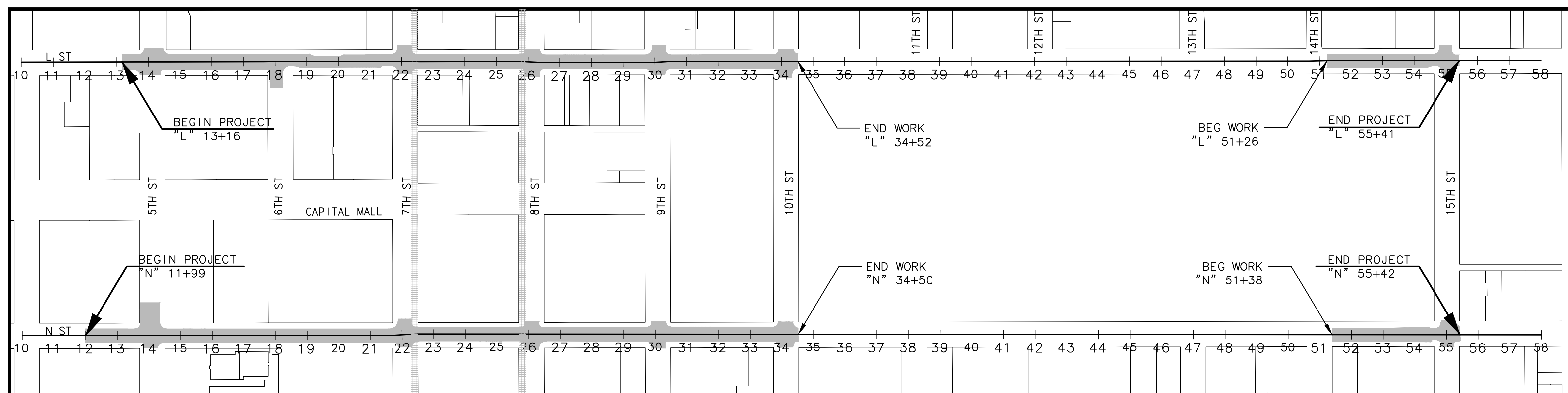
APPROVED BY: _____ DATE _____
 MEGAN CARTER R.C.E 75885
 CITY TRAFFIC ENGINEER
 DEPARTMENT OF PUBLIC WORKS
 (SIGNING AND STRIPING)

STANDARD ABBREVIATIONS

AB	AGGREGATE BASE	FNC	FENCE	PVI	POINT OF VERTICAL INTERSECTION
AC	ASPHALTIC CONCRETE OR ACRE	FOW	FACE OF WALK	R	RADIUS, OR RIDGE
ADA	AMERICAN DISABILITY ACT	FT	FOOT (FEET)	RAD	RADIAL
AP	ANGLE POINT	G	GAS	RD	ROAD
APPROX	APPROXIMATE	GB	GRADE BREAK	RPT	RADIUS POINT
AVE	AVENUE	GD	GUTTER DRAIN	REM	REMOVE
BC	BEGIN HORIZONTAL CURVE	GFL	GUTTER FLOW LINE	RR	RAILROAD
BEG	BEGIN	GR	GRATE	RT	RIGHT
BFPD	BACKFLOW PREVENTION DEVICE	GV	GATE VALVE	R/W	RIGHT OF WAY
BK, PG	BOOK, PAGE	HGL	HYDRAULIC GRADE LINE	S	SLOPE
BLDG	BUILDING	HMA	HOT MIX ASPHALT	SD	STORM DRAIN
BLVD	BOULEVARD	HP	HIGH POINT	SDMH	STORM DRAIN MANHOLE
BM	BENCH MARK	HWY	HIGHWAY	SEC	SECTION
BW	BOTTOM OF WALL	INTX	INTERSECTION	SFCS	STEEL FLARED END SECTION
BOW	BACK OF WALK	INV	PIPE INVERT	SG	SUBGRADE
BVC	BEGIN VERTICAL CURVE	IRR	IRRIGATION	SHT	SHEET
CONC	CONCRETE	L	LENGTH, LEFT	SSMH	SANITARY SEWER MANHOLE
CALC	CALCULATED	LIP	EDGE OF GUTTER PAN	SO FT	SQUARE FOOT/FEET
CC	CURB AND GUTTER	LT	LEFT	SS	SANITARY SEWER
CFES	CONCRETE FLARED END SECTION	MAX	MAXIMUM	STA	STATION
CL	CENTERLINE, OR CLASS	MED	MEDIAN	STD	STANDARD
CLR	CLEAR	MH	MANHOLE	ST	STREET
CG&S	CURB, GUTTER AND SIDEWALK	MIN	MINIMUM	SW	SIDEWALK
CO	CLEANOUT OR COUNTY	MISC	MISCELLANEOUS	TB	TOP OF BANK
COORD	COORDINATE	MOD	MODIFIED	TBC	TOP BACK OF CURB
COTG	CLEANOUT TO GRADE	MON	MONUMENT	TBW	TOP BACK OF WALK
CR	CURB RAMP	NO	NUMBER	TC	TOP OF CURB
CS	COMBINED SEWER	NTS	NOT TO SCALE	TEL	TELEPHONE
CP	CATCH POINT	OC	ON-CENTER	TEMP	TEMPORARY
CPD	CATCH POINT DELTA	OG	ORIGINAL GROUND	TOC	TOP OF CURB
DC	DECOMPOSED GRANITE	OH	OVERHEAD	TOPO	TOPOGRAPHY
DI	DRAIN INLET	PB	PULL BOX	TOW	TOP OF WALL
DIA	DIAMETER	PCC	PORTLAND CEMENT CONCRETE, OR POINT OF COMPOUND CURVATURE	TP	TELEPHONE POLE
DTL	DETAIL	P1	POINT OF INTERSECTION	TRANS	TRANSITION
DWG	DRAWING	PG	PROPOSED GRADE	TS	TOP OF STAIR
DWY	DRIVEWAY	PL	PROPERTY LINE	TW	TOP OF WALL
EXIST	EXISTING	POB	POINT OF BEGINNING	TYP	TYPICAL
(E)	EXISTING	POC	POINT OF CURVATURE	UG	UNDERGROUND
EC	END HORIZONTAL CURVE	POT	POINT OF TANGENCY	VAR	VARIABLES
ECP	ELLIPTICAL CONCRETE PIPE	PP	POWER POLE	VERT	VERTICAL
EP	EDGE OF PAVEMENT	PRC	POINT OF REVERSE CURVE	VEE	VEE GUTTER
ESMT	EASEMENT	PRF	PAVEMENT REINFORCING FABRIC	VOL	VOLUME
EVC	END VERTICAL CURVE	PRV	PROPOSED	W	WATER
FD, FND	FOUND	PRVC	POINT OF REVERSING VERTICAL CURVE	WM	WATER METER
FG	FINISHED GRADE	PRT	POINT OF TANGENCY	WV	WATER VALVE
FM	FORCE MAIN	PVMT	PAVEMENT	XING	CROSSING
FL	FLOW LINE			YD	YARD

SHEET INDEX

SHEET	DRAWING	TITLE
1	T-1	TITLE SHEET
2	K-1	KEY MAP
3	X-1	TYPICAL SECTIONS
4-11	L-1 TO L-8	LAYOUTS / STRIPING PLAN

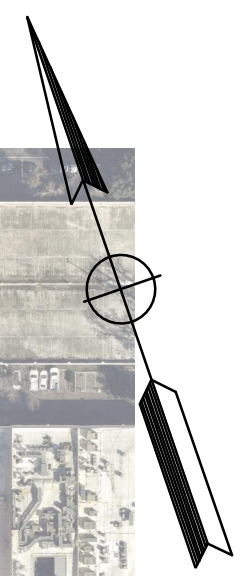


LOCATION MAP

NTS

30% PLANS

<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION	DATE	BY													<p>BENCH MARK</p> <p>BENCHMARK# XXX-XXX DESC:</p> <p>CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX</p>	<p>FIELD BOOK</p> <p>SCALE</p> <p>HORIZ. NTS.</p> <p>VERT. _____</p>	<p>CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS</p>	<p>MARK THOMAS</p>	<p>L & N STREETS BIKEWAYS PROJECT L AND N STREET FROM 5TH TO 15TH STREET TITLE SHEET</p>	<p>PN: T15180415</p>	<p>SHEET 1 OF 11</p>
NO.	DESCRIPTION	DATE	BY																				
<p>DESIGNED BY: <u>A.Y. SILVA</u> R.C.E. <u>96458</u> DATE <u>DEC 2025</u></p>			<p>CHECKED BY: <u>A. SILVA</u> R.C.E. <u>75938</u> DATE <u>DEC 2025</u></p>																				



30% PLANS

K-1

CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS



L & N STREETS BIKEWAYS PROJECT L AND N STREET FROM 5TH TO 15TH STREET KEY MAP

REVISIONS				BENCH MARK BENCHMARK# XXX-XXX DESC:	ELEV. XX.XXX FT.	FIELD BOOK
NO.	DESCRIPTION	DATE	BY			
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX		

SCALE HORIZ. NTS. VERT. _____	DRAWN BY: <u>A.Y. SILVA</u> DATE <u>DEC 2025</u>	DESIGNED BY: <u>J. FLORDELIZ</u> R.C.E. <u>96458</u> DATE <u>DEC 2025</u>	CHECKED BY: <u>A. SILVA</u> R.C.E. <u>75938</u> DATE <u>DEC 2025</u>
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PN: T15180415	SHEET
	2
	OF
	11

GENERAL NOTES:

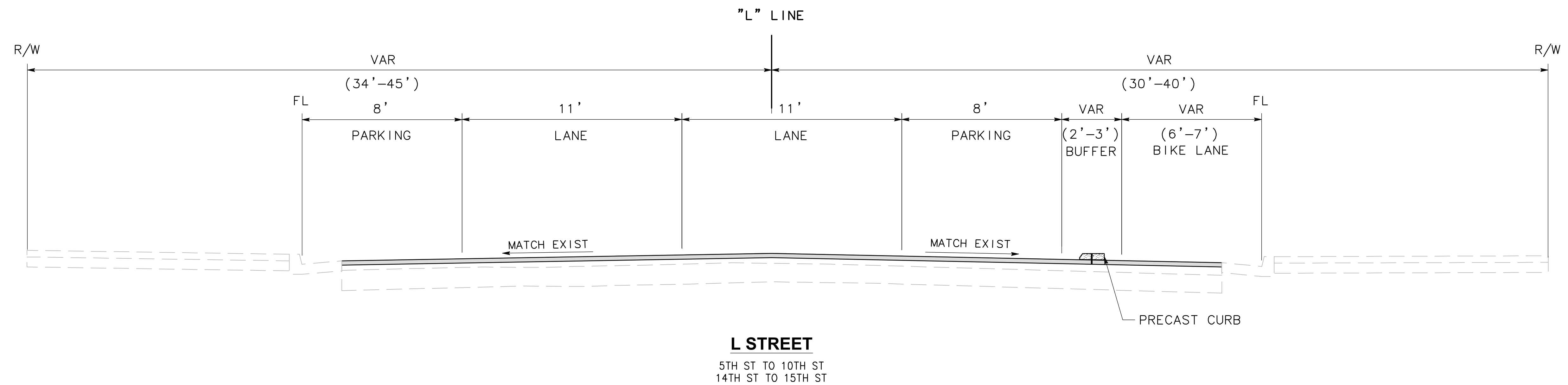
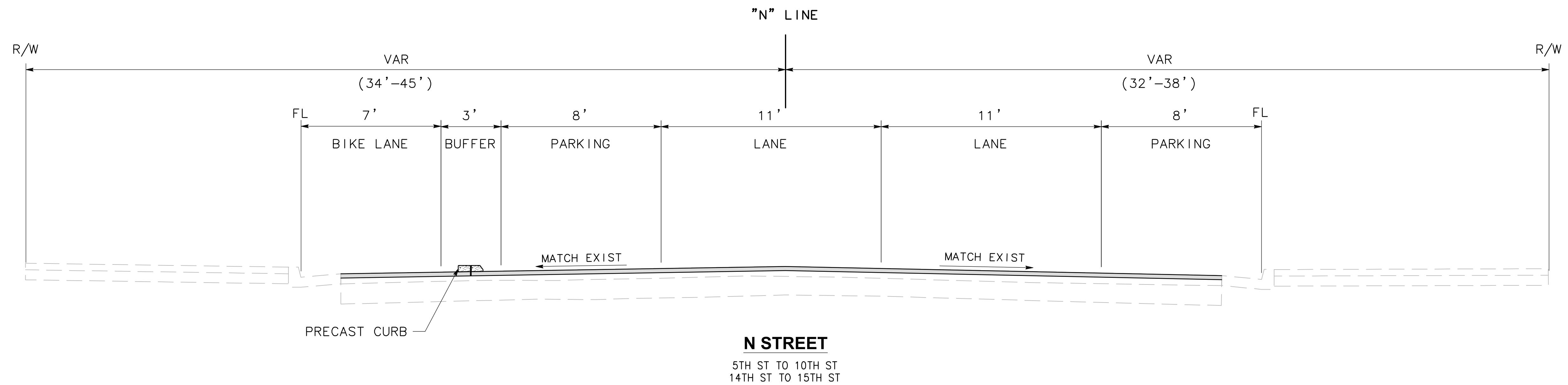
- FOR ALL LOCATIONS, LIMITS, AND DIMENSIONS OF CURBS, GUTTERS, SIDEWALKS, AND RAISED ISLANDS SEE LAYOUTS.
- DIMENSIONS OF THE PAVEMENT STRUCTURAL SECTION ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.

DESIGN DESIGNATIONS:

DESIGN SPEED
 L STREET - 30 MPH
 N STREET - 30 MPH

LEGEND:

■ MICROSURFACING



30% PLANS

X-1

REVISIONS				BENCH MARK BENCHMARK# XXX-XXX DESC:	ELEV. XX.XXX FT.	FIELD BOOK
NO.	DESCRIPTION	DATE	BY			
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX		

CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS					
SCALE	DRAWN BY: <u>A.Y. SILVA</u>	DESIGNED BY: <u>J. FLORDELIZ</u>	CHECKED BY: <u>A. SILVA</u>		
HORIZ. NTS.	DATE: <u>DEC 2025</u>	R.C.E. <u>96458</u> DATE: <u>DEC 2025</u>	R.C.E. <u>75938</u> DATE: <u>DEC 2025</u>		
VERT. _____					



L & N STREETS BIKEWAYS PROJECT
L AND N STREET FROM 5TH TO 15TH STREET
TYPICAL SECTIONS

PN: T15180415	SHEET
	3
	OF
	11

GENERAL NOTES SIGNING AND STRIPING:

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH: CITY OF SACRAMENTO DESIGN & PROCEDURES MANUAL, DATED SEPTEMBER 1990. CITY STANDARD SPECIFICATIONS, DATED NOVEMBER 2020, CALTRANS STANDARD PLANS, 2024 EDITION AND THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), 2025 EDITION.
- THIS PLAN IS ACCURATE FOR SIGNING AND STRIPING WORK WITHIN THE PUBLIC RIGHT OF WAY ONLY.
- SEE CALTRANS STANDARD PLANS, SHEET A20A-A24E FOR STRIPING DETAILS. ALL SIGNS SHALL MEET THE REQUIREMENTS OF CALTRANS APPROVED SIGN SPECIFICATIONS. SIGN POLES SHALL BE 2-INCH GALVANIZED STEEL, UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS TO REMAIN, UNLESS OTHERWISE NOTED. CONFLICTS BETWEEN EXISTING AND PROPOSED STRIPING SHALL BE RESOLVED BY THE RESIDENT ENGINEER.
- EXACT POSITION AND LOCATION OF ALL ROADSIDE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. OVERHEAD STREET NAME SIGNS SHALL BE PLACED ON SIGNAL MAST ARMS.
- REMOVAL OF EXISTING STRIPING AND PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY SANDBLASTING OR OTHER APPROVED GRINDING METHOD.
- ALL STRIPING AND TRAFFIC MARKINGS SHALL BE THERMOPLASTIC, UNLESS OTHERWISE NOTED.
- CROSSWALKS SHALL BE 12 FEET WIDE INCLUDING THE 12" SOLID PAVEMENT MARKINGS AND SHALL BE WHITE UNLESS OTHERWISE NOTED. FOR DETAILS FOR LADDER CROSSWALK MARKINGS, SEE SHEET L-2.
- ALL SIGNING AND STRIPING WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE COORDINATED WITH THE ELECTRICAL WORK AS DIRECTED BY THE ENGINEER.
- EXISTING SIGNS NOT SHOWN ON THESE PLANS SHALL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL VERIFY WITH THE PROJECT MANAGER OR THE ENGINEER THE EXACT STREET NAME AND STREET ADDRESS FOR PLACEMENT ON STREET NAME SIGNS PRIOR TO ORDERING SIGNS.
- MOUNT SIGNS USING BANDING ON SIGNAL AND STREET LIGHT POLES WHERE FEASIBLE. SEE ELECTRICAL PLANS FOR POLE LOCATIONS.
- TRAFFIC SIGNS SHALL BE INSTALLED BEHIND THE SIDEWALK WHEN THE SIDEWALK IS IMMEDIATELY ADJACENT TO THE CURB. SIGNS SHALL BE INSTALLED BETWEEN THE CURB AND SIDEWALK WHEN THE SIDEWALK IS DETACHED. SIGNS IN PEDESTRIAN AREAS SHALL HAVE A CLEARANCE FROM THE GROUND OF AT LEAST SEVEN FEET. IF THIS CLEARANCE REQUIREMENT IS NOT SATISFIED AFTER THE INSTALLATION OF ADDITIONAL SIGN PANELS, THE CONTRACTOR SHALL INSTALL A NEW SIGN POST.
- AT SIGNALIZED INTERSECTIONS, REMOVE EXISTING STOP SIGNS, STOP LEGENDS AND STANCHIONS AT THE TIME THE SIGNAL IS TURNED ON.
- LANE WIDTHS ADJACENT TO CURBS ARE MEASURED TO THE FACE OF CURB.
- ALL SIGNS REGULATING PARKING SHALL BE DOUBLE SIDED AND SIDE MOUNTED.
- ALL STREET NAME (INCLUDING D3 MOD SIGNS) R1, R2, W SERIES SIGNS, AND SCHOOL ZONE SIGNS SHALL INCLUDE ASTM TYPE IX SHEETING. FOR ALL OTHER SIGNS, USE ASTM TYPE I OR TYPE III SHEETING. SCHOOL ZONE SIGNAGE SHALL BE FLUORESCENT YELLOW-GREEN WHERE YELLOW IS INDICATED IN THE CALTRANS TRAFFIC MANUAL.
- CALTRANS G7 SIGNS ARE NOW REFERRED TO AS D3 MODS.
- ALL CROSSHATCHES TO BE PAINTED WITH 4" WHITE PAINT, 20' O.C.
- LONGITUDINAL SPACING BETWEEN PAVEMENT WORD, SYMBOL, AND ARROW MARKINGS SHALL BE AT LEAST 32 FEET.
- TAPERS TO HAVE A GENERAL TAPER RATIO OF 1:4 OR 1:5 WHERE APPLICABLE.

CONSTRUCTION NOTES:

- INSTALL 24" LIMIT LINE
- INSTALL LADDER CROSSWALK PER DETAIL 1, SHEET L-2
- INSTALL K-71 DELINEATOR POSTS PER
- INSTALL 10' PRECAST CURB PER DETAIL 2, SHEET L-2
- INSTALL RED CURB PAINT
- INSTALL DASHED COLORED BIKE LANE PER DETAIL 3, THIS SHEET
- INSTALL BIKE QUEUE BOX PER DETAIL 4, SHEET L-2
- INSTALL COLORED BIKE LANE PER DETAIL 5, SHEET L-2
- INSTALL BIKE BOX PER DETAIL 6, SHEET L-2
- INSTALL WHITE CURB PAINT
- INSTALL BLUE CURB PAINT
- INSTALL GREEN CURB PAINT
- INSTALL YELLOW CURB PAINT

LEGEND:

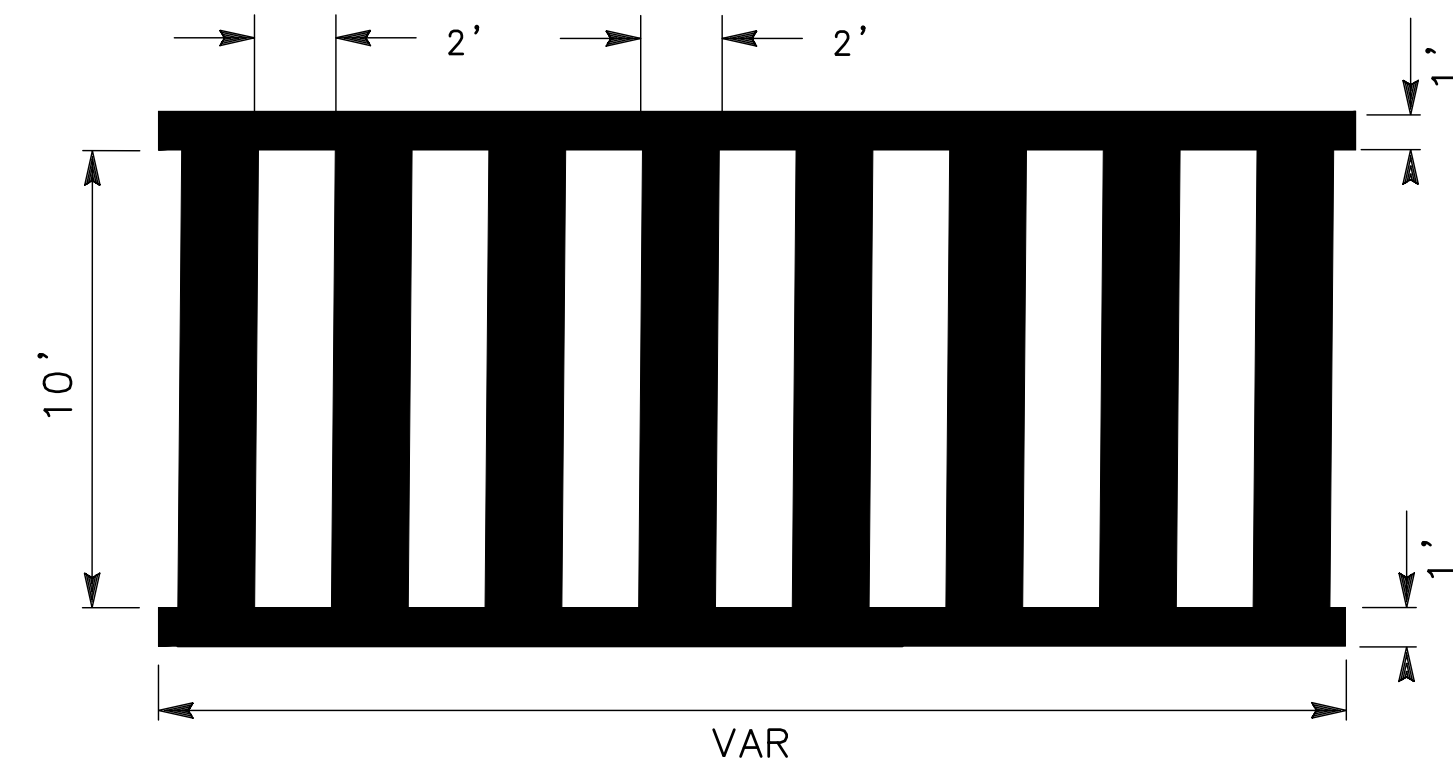
- TYPE I ARROW MARKING (PER CA MUTCD FIGURE 3B-24(CA))
- TYPE IV ARROW MARKING (PER CA MUTCD FIGURE 3B-24(CA))
- TYPE VII ARROW MARKING (PER CA MUTCD FIGURE 3B-24(CA))
- BIKE LANE (PER CA MUTCD FIGURE 9C-3(C))
- SHARED LANE MARKING (PER CA MUTCD FIGURE 9C-9)
- INSTALL ROADSIDE SIGN
- REMOVE EXISTING ROADSIDE SIGN
- EXISTING ROADSIDE SIGN TO REMAIN
- RELOCATE ROADSIDE SIGN
- EXISTING ROADSIDE SIGN LOCATION
- ROADSIDE SIGN LOCATION (ONE-POST)
- ANGLE POINT
- PROPOSED CA MUTCD STRIPING DETAIL No.
- EXISTING CA MUTCD STRIPING DETAIL No.

- EXISTING BUS STOP
- EXISTING TRAFFIC SIGNAL
- TRAFFIC SIGNAL MODIFICATION
- RED PAINTED CURB
- WHITE PAINTED CURB
- BLUE PAINTED CURB
- GREEN PAINTED CURB
- YELLOW PAINTED CURB
- MICROSURFACING

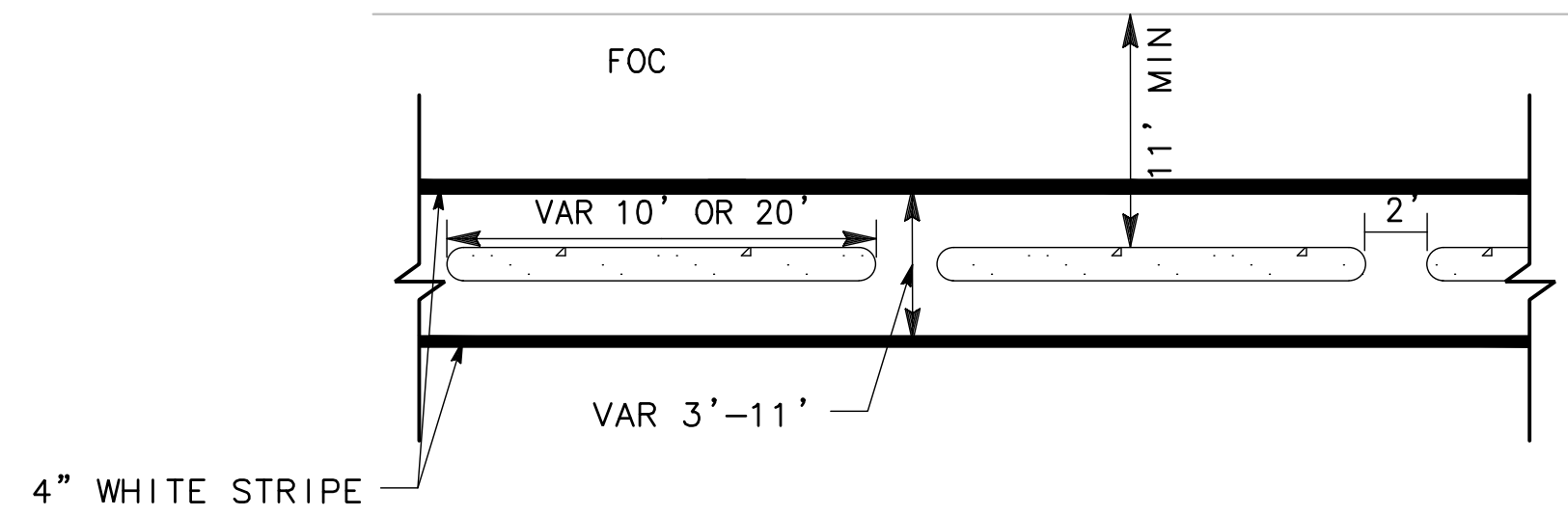
30% PLANS

L-1

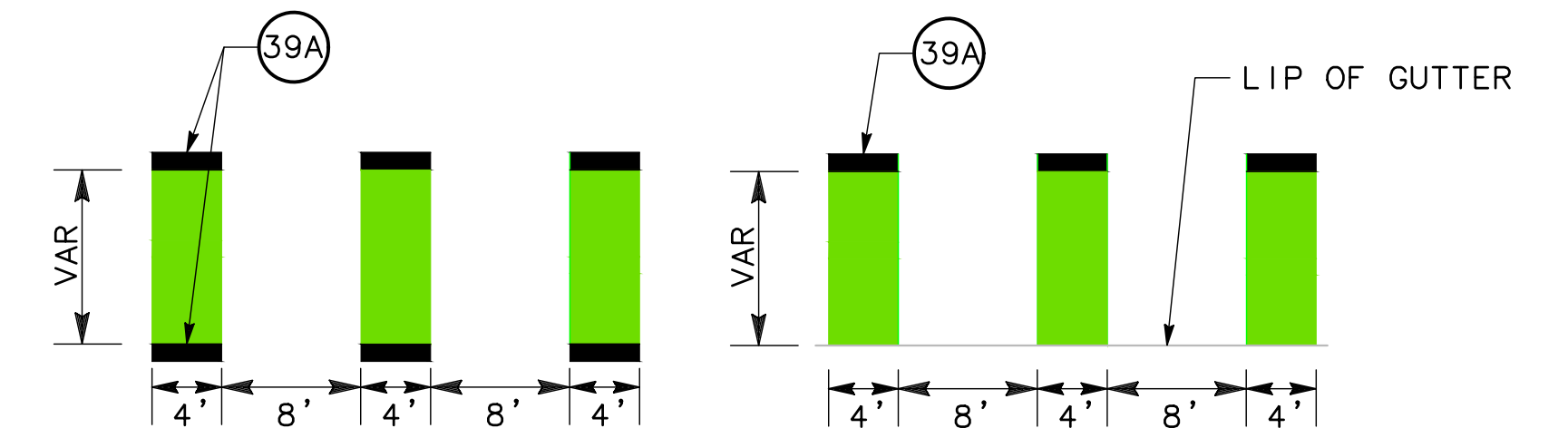
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NO.	DESCRIPTION	DATE	BY																													
<p>DRAWN BY: <u>A.Y. SILVA</u></p> <p>DATE <u>DEC 2025</u></p>				<p>DESIGNED BY: <u>J. FLORDELIZ</u></p> <p>R.C.E. <u>96458</u> DATE <u>DEC 2025</u></p>		<p>CHECKED BY: <u>A. SILVA</u></p> <p>R.C.E. <u>75938</u> DATE <u>DEC 2025</u></p>																										



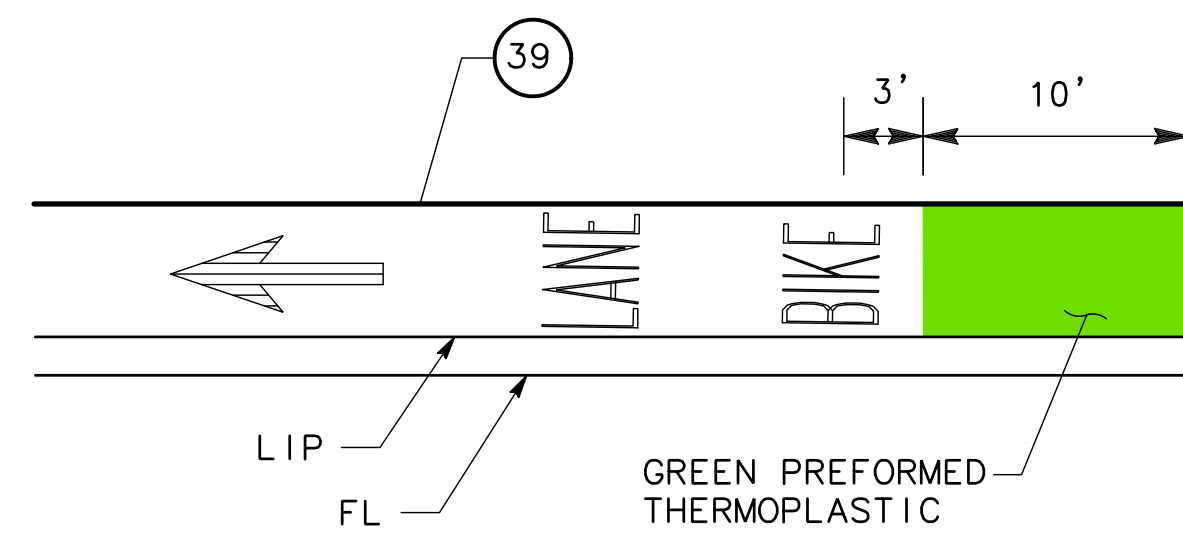
1 LADDER CROSSWALK DETAIL
NO SCALE



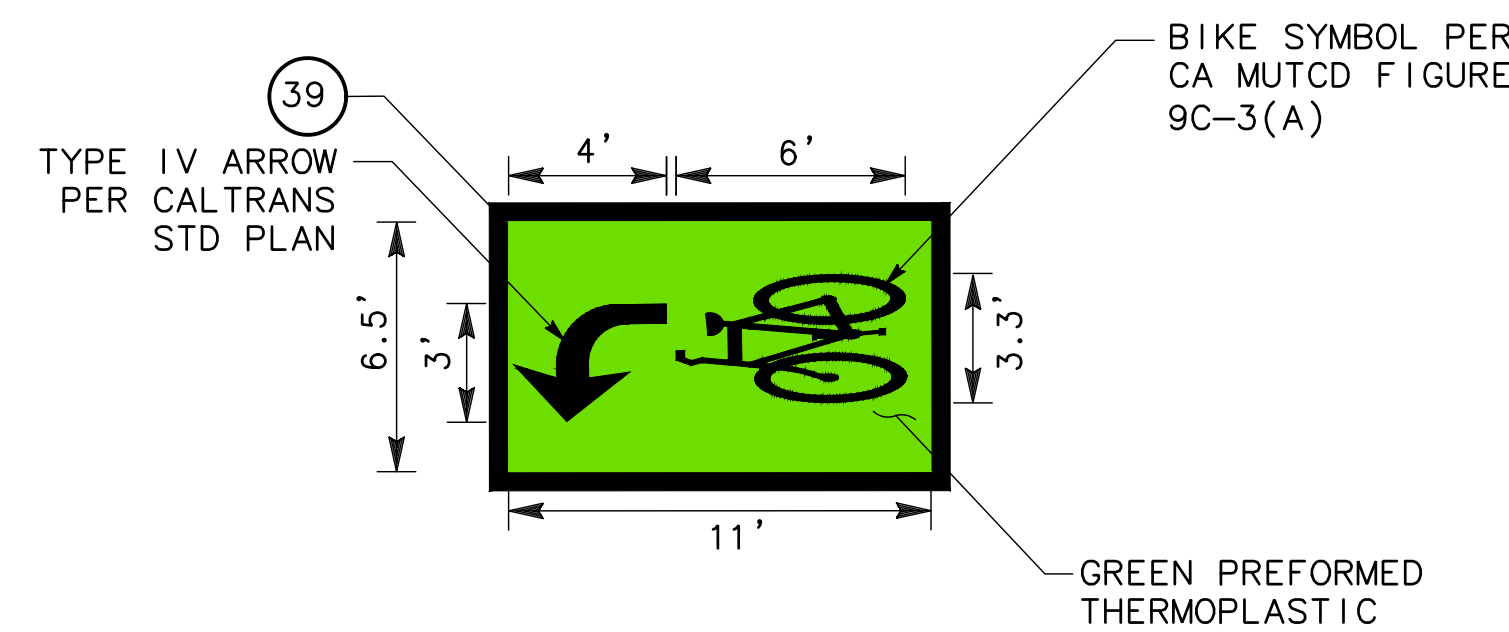
2 PRECAST CURB DETAIL
NO SCALE
NOTE:
FOR DETAILS NOT SHOWN SEE CITY STANDARD DETAIL
T-XXX



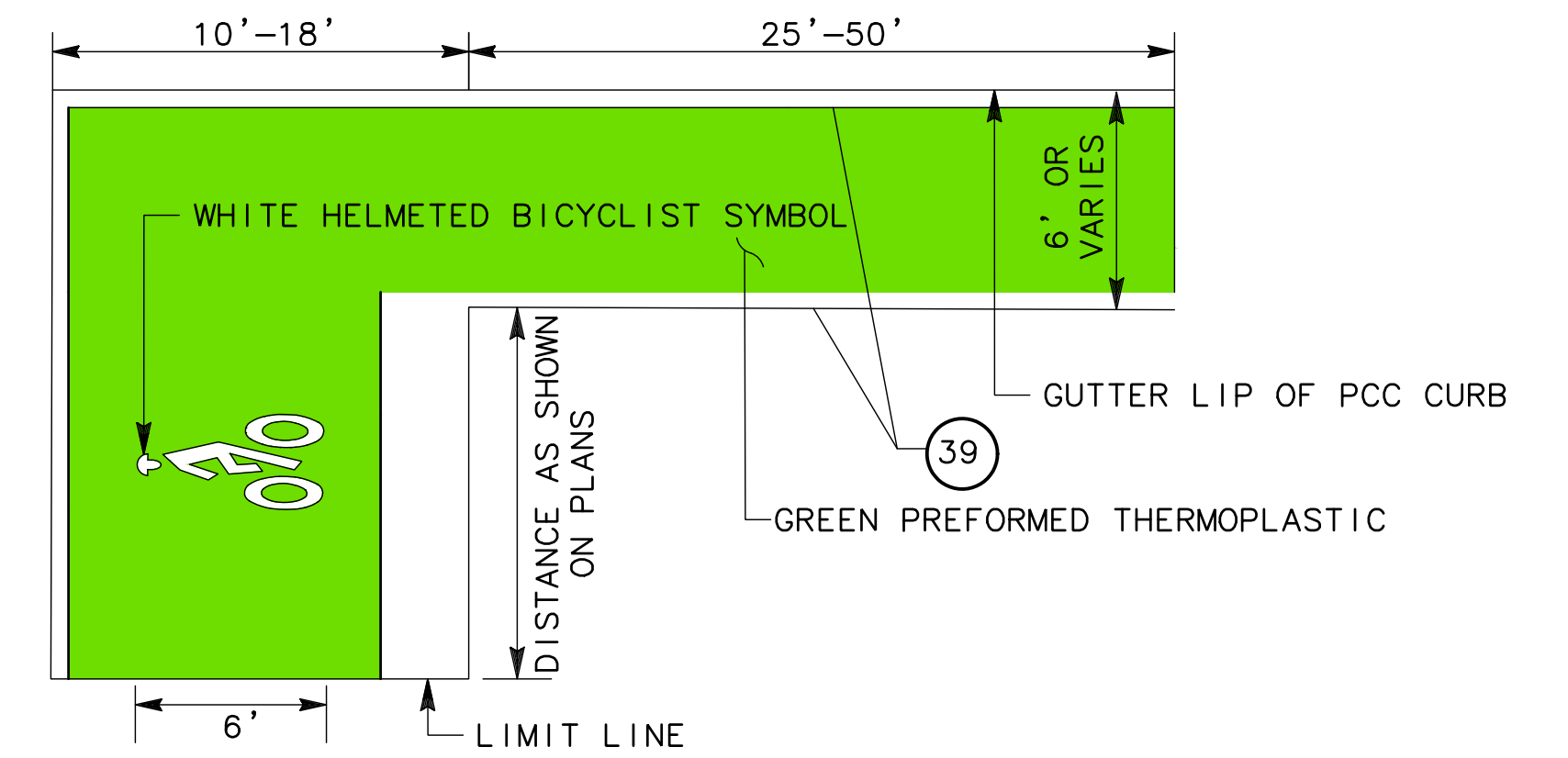
3 DASHED COLORED BIKE LANE
NO SCALE



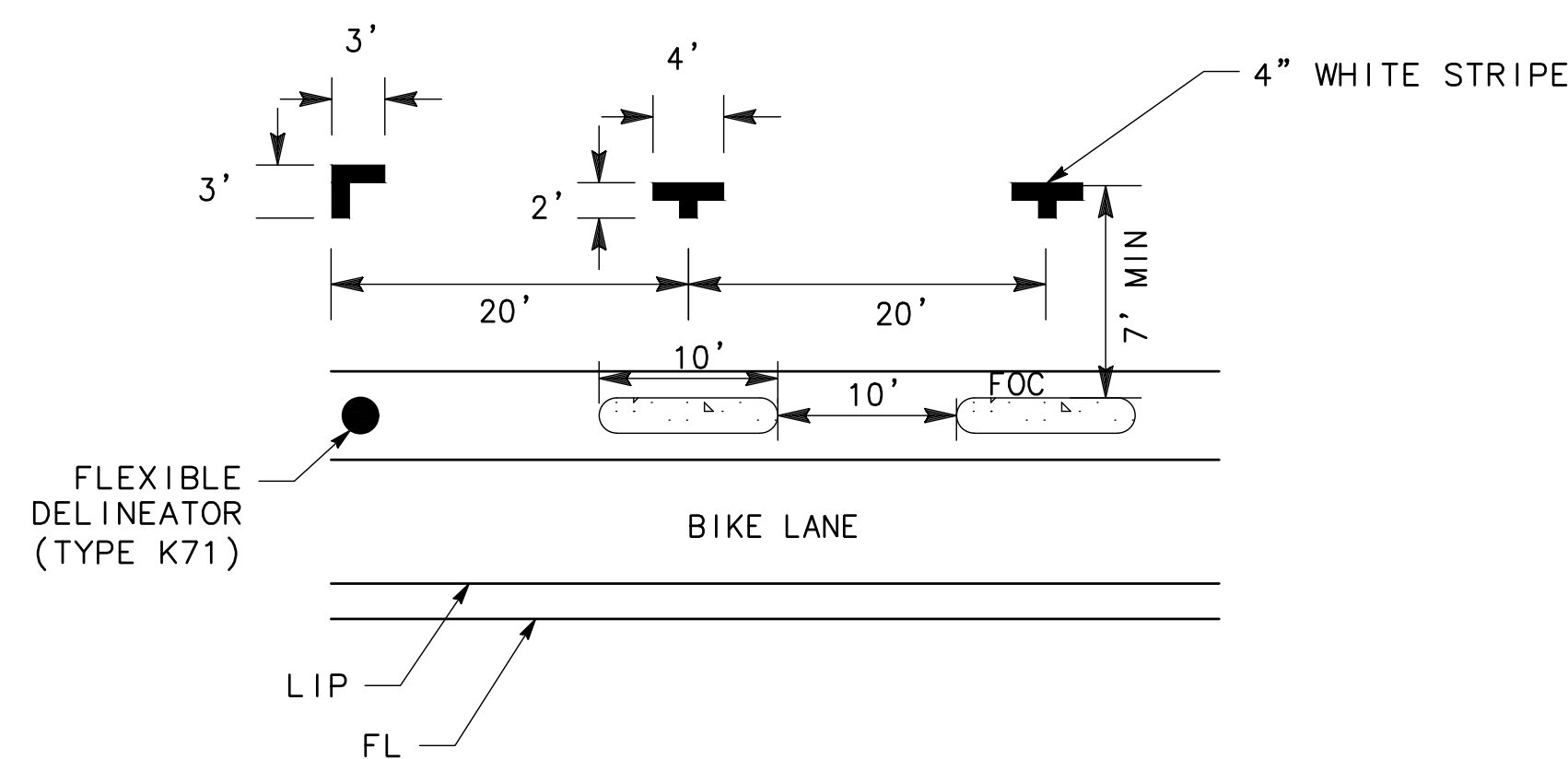
4 GREEN COLORED BIKE LANE
NO SCALE
NOTE:
FOR DETAILS NOT SHOWN SEE CA MUTCD FIGURE 9C-3(C).



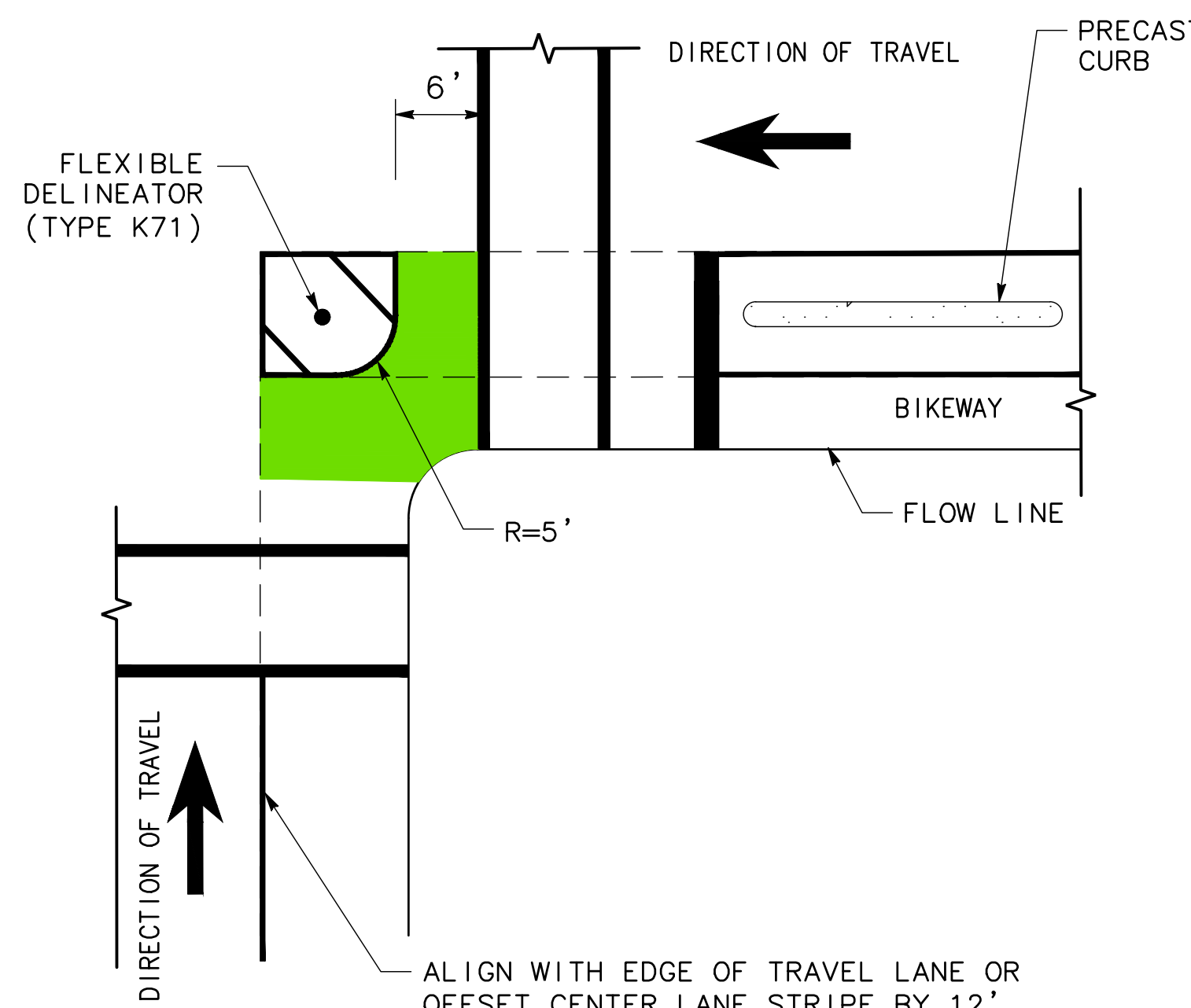
5 BIKE QUEUE BOX DETAIL
NO SCALE
NOTE:
BIKE ARROW TO BE PLACED IN DIRECTION OF BIKEWAY TRAVEL.



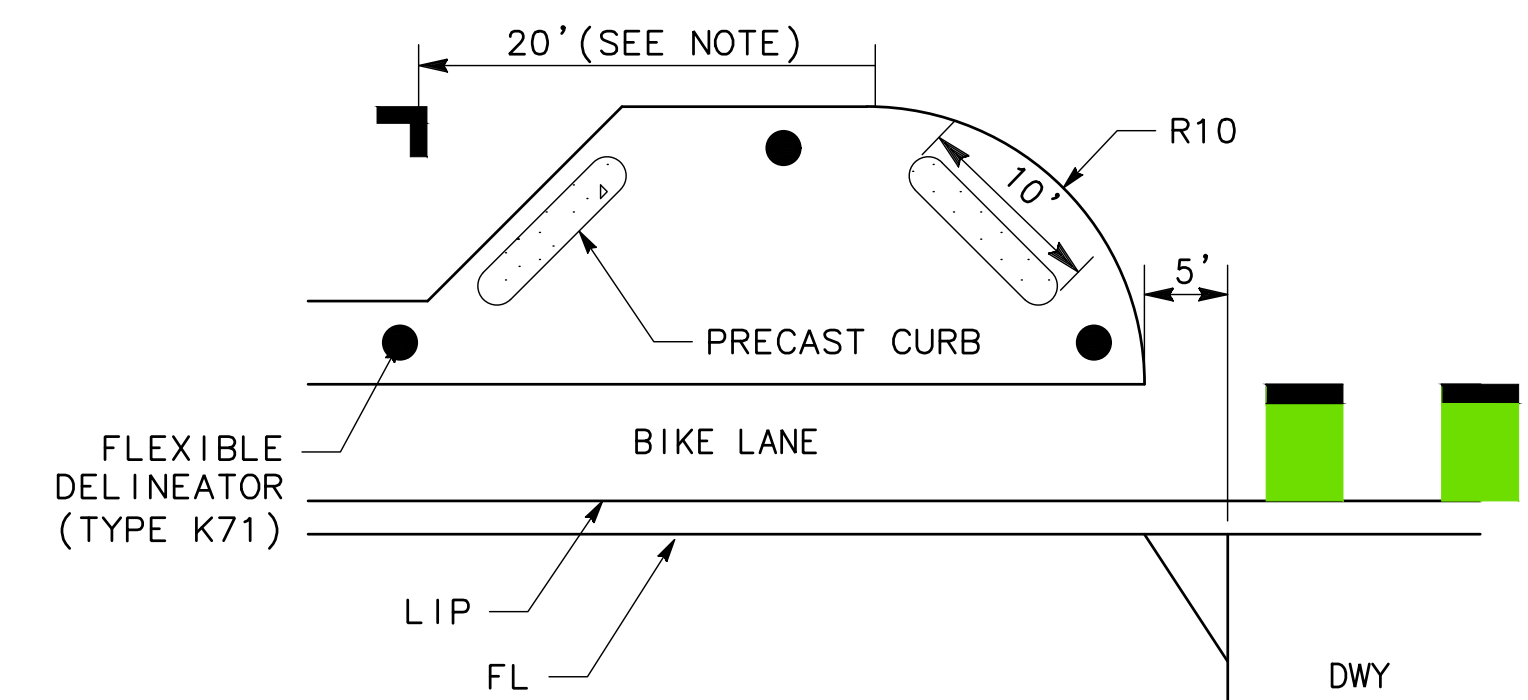
6 BIKE DETAIL BOX
NO SCALE



7 PARKING STALL DETAIL
NO SCALE
NOTE:
SOME PARKING STALLS MAY VARY IN SIZE AS DIRECTED BY THE ENGINEER AND SHOWN IN THESE PLANS.



8 TURNING WEDGE
NO SCALE
ALIGN WITH EDGE OF TRAVEL LANE OR OFFSET CENTER LANE STRIPE BY 12'



9 DRIVEWAY DETAIL
NO SCALE
NOTE:
MAY VARY IN SIZE AS DIRECTED BY THE ENGINEER AND SHOWN IN THESE PLANS.

30% PLANS

L-2

REVISIONS				BENCH MARK BENCHMARK# XXX-XXX DESC:	ELEV. XX.XXX FT.	FIELD BOOK
NO.	DESCRIPTION	DATE	BY			
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX	SCALE HORIZ. NTS. VERT. _____	DRAWN BY: <u>A.Y.SILVA</u> DATE <u>DEC 2025</u>

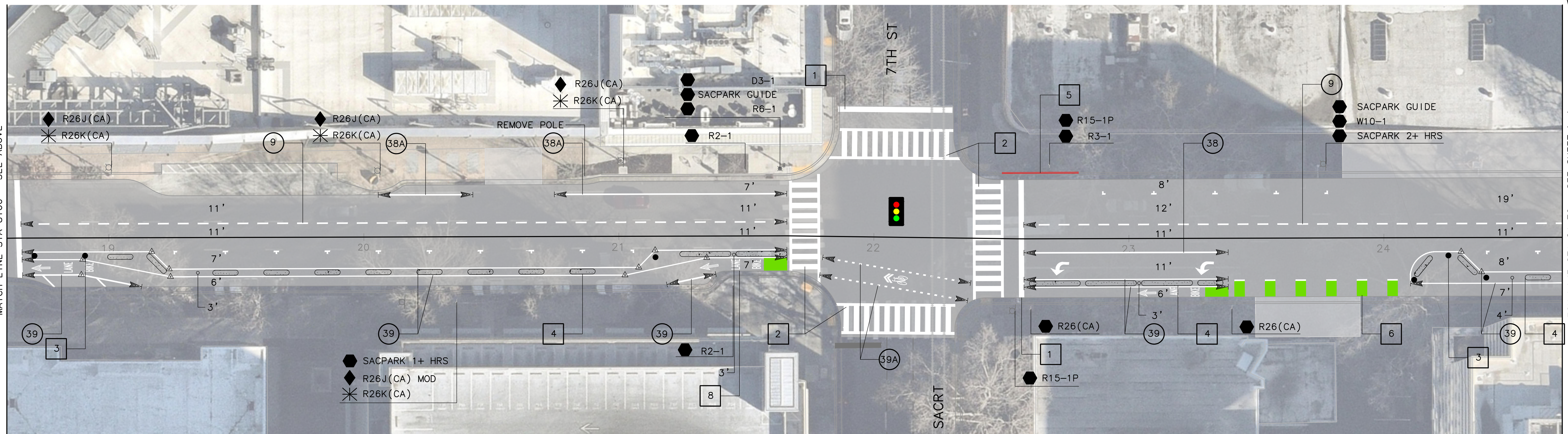
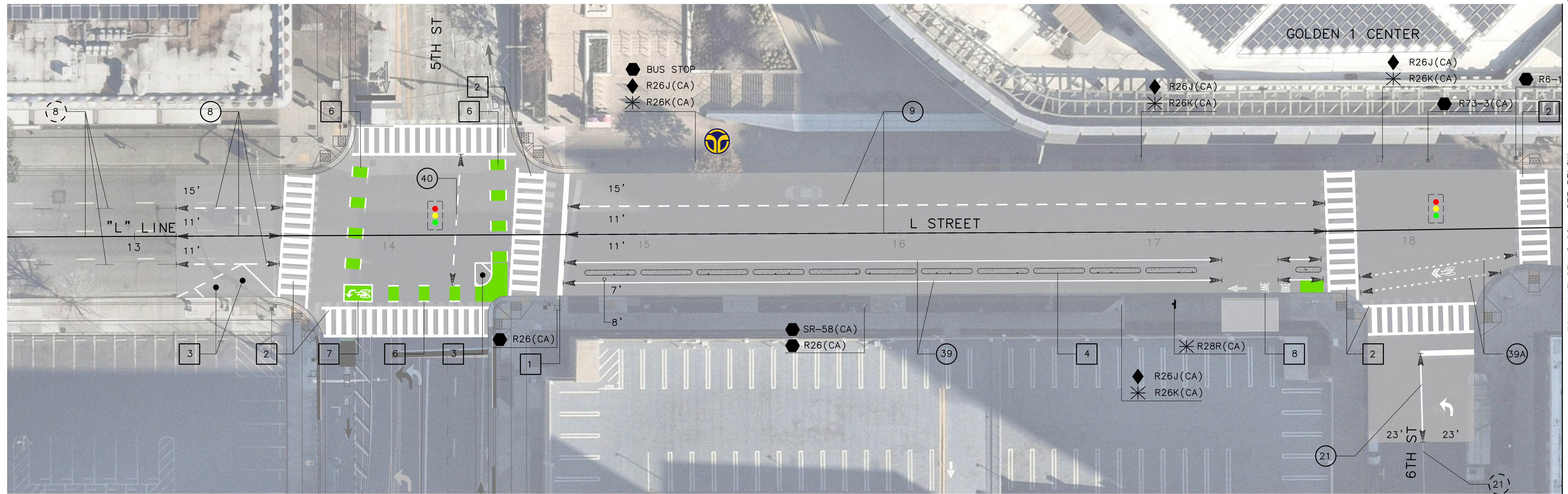
CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS

DESIGNED BY: <u>J. FLORDELIZ</u> R.C.E. <u>96458</u> DATE <u>DEC 2025</u>	CHECKED BY: <u>A. SILVA</u> R.C.E. <u>75938</u> DATE <u>DEC 2025</u>
------------------------------------------------------------------------------	-------------------------------------------------------------------------



L & N STREETS BIKEWAYS PROJECT
L AND N STREET FROM 5TH TO 15TH STREET
LAYOUTS AND STRIPING

PN: T15180415	SHEET
	5
	OF
	11



30% PLANS

L-3

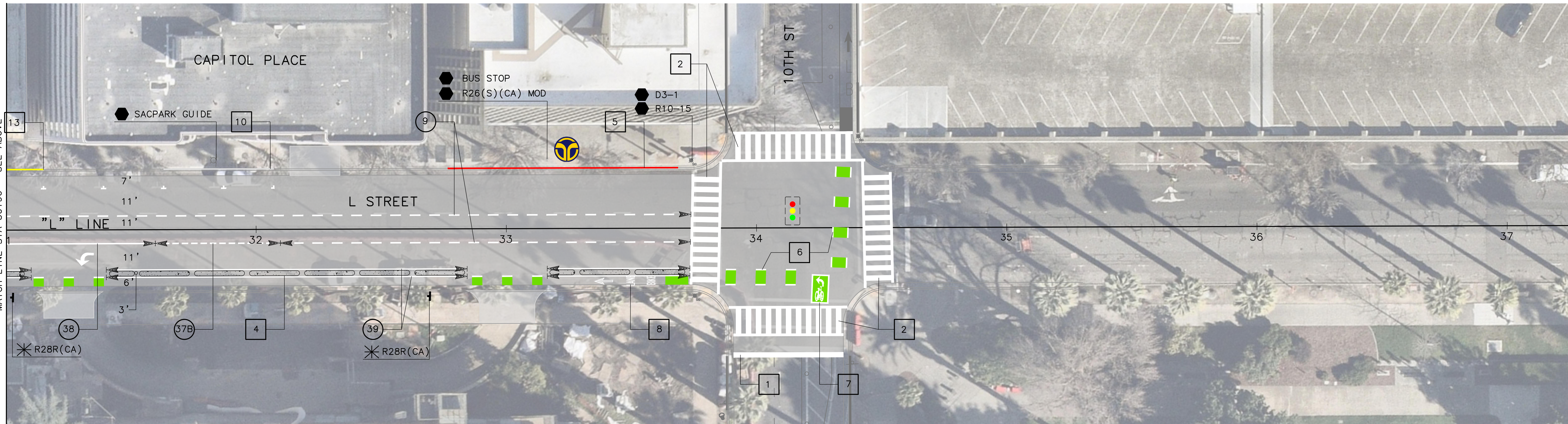
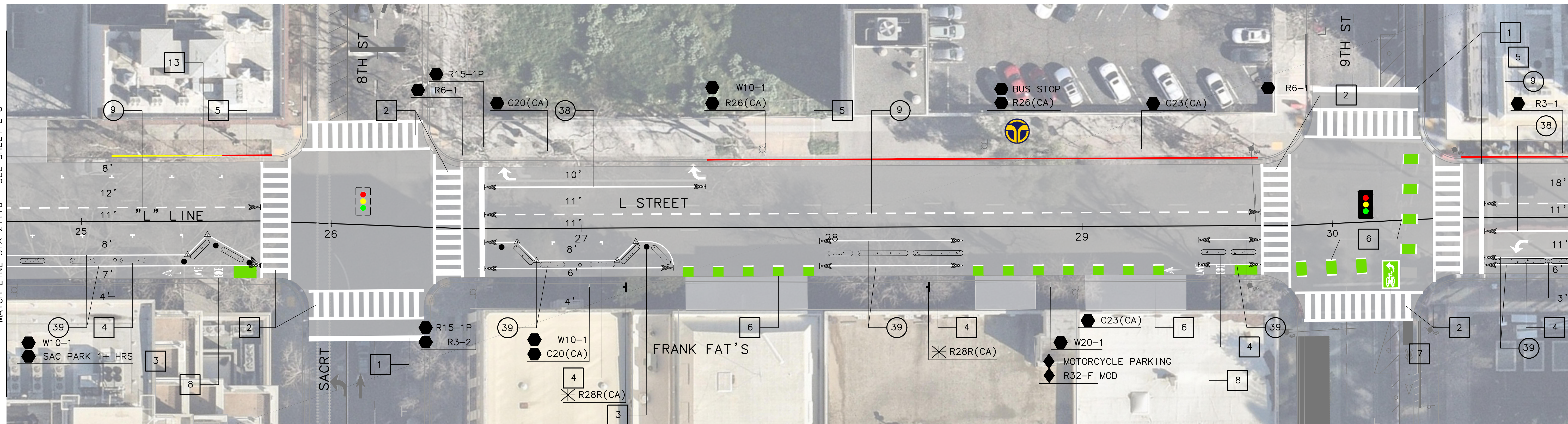
REVISIONS				BENCH MARK BENCHMARK# XXX-XXX DESC:	ELEV. XX.XXX FT	FIELD BOOK
NO.	DESCRIPTION	DATE	BY			
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX		

CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS		
SCALE HORIZ. 1"=20' VERT.	DRAWN BY: <u>A.Y. SILVA</u> DATE: <u>DEC 2025</u>	DESIGNED BY: <u>J. FLORDELIZ</u> R.C.E. <u>96458</u> DATE <u>DEC 2025</u>
	CHECKED BY: <u>A. SILVA</u> DATE: <u>DEC 2025</u>	R.C.E. <u>75938</u>



L & N STREETS BIKEWAYS PROJECT
L AND N STREET FROM 5TH TO 15TH STREET
LAYOUTS AND STRIPING

PN: T15180415	SHEET
	6
	OF 11



30% PLANS

L-4

REVISIONS				BENCH MARK BENCHMARK# XXX-XXX DESC:	ELEV. XX.XXX FT.	FIELD BOOK
NO.	DESCRIPTION	DATE	BY			
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX		

CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS		
SCALE HORIZ. 1"=20' VERT. _____	DRAWN BY: <u>A.Y. SILVA</u> DATE <u>DEC 2025</u>	DESIGNED BY: <u>J. FLORDELIZ</u> R.C.E. <u>96458</u> DATE <u>DEC 2025</u>
		CHECKED BY: <u>A. SILVA</u> R.C.E. <u>75938</u> DATE <u>DEC 2025</u>



L & N STREETS BIKEWAYS PROJECT
L AND N STREET FROM 5TH TO 15TH STREET
LAYOUTS AND STRIPING

PN: T15180415	SHEET
	7
	OF 11



30% PLANS

L-5

NO.	REVISIONS DESCRIPTION	DATE	BY

BENCH MARK	ELEV. XX.XXX FT.
BENCHMARK# XXX-XXX	
DESC:	
CITY OF SACRAMENTO BENCHMARK LIST	
X/XX/XX. DATUM IS XXXXXX	

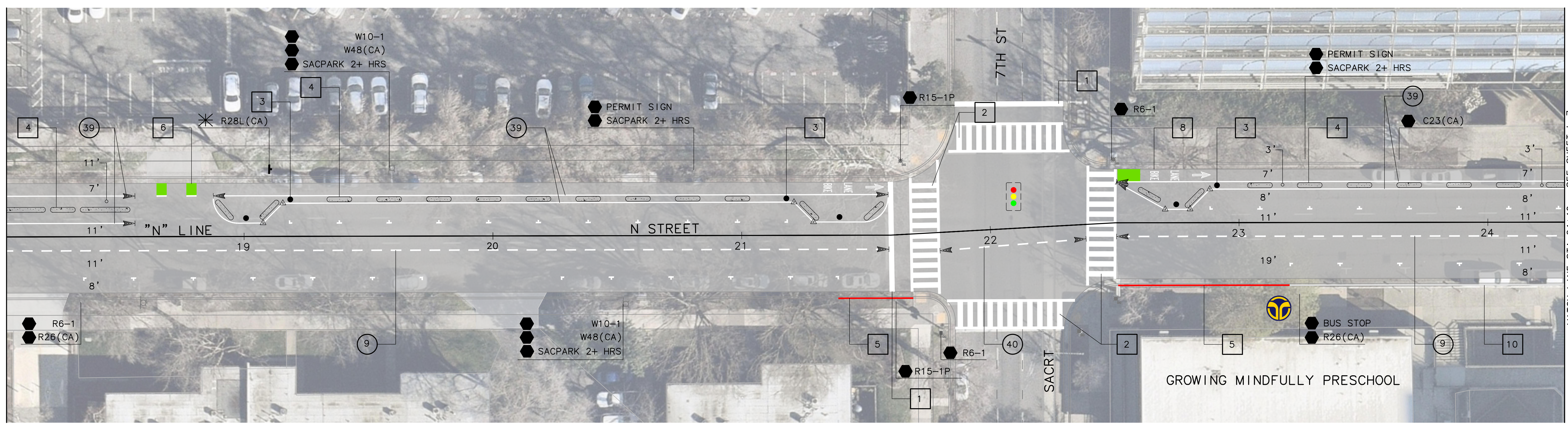
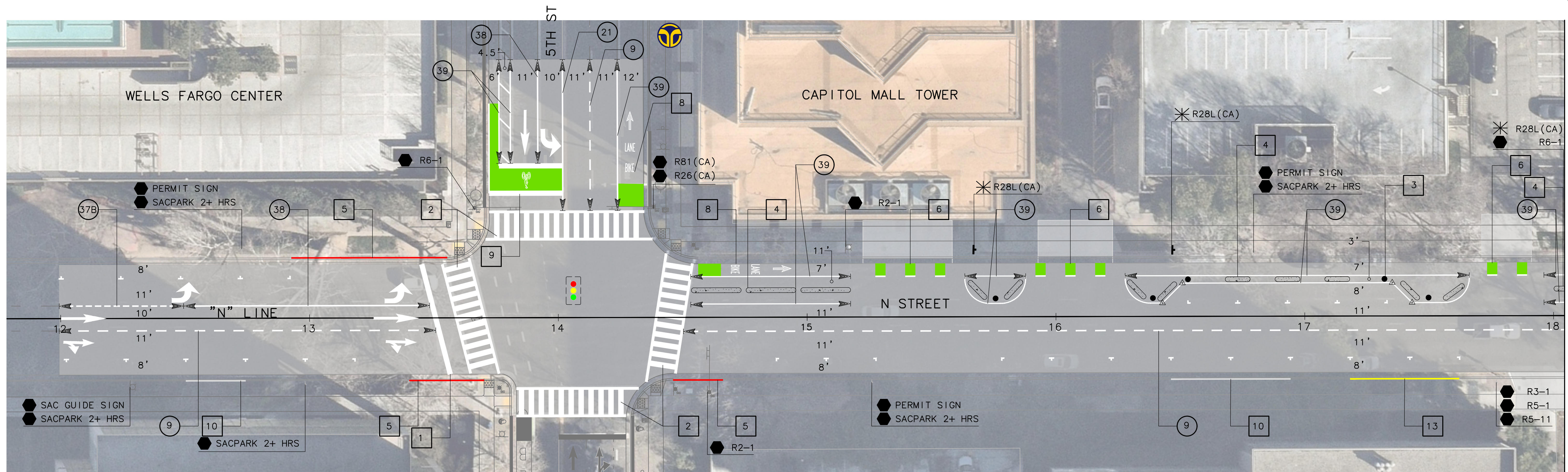
FIELD BOOK
SCALE
HORIZ. 1"=20'
VERT.

CITY OF SACRAMENTO					
DEPARTMENT OF PUBLIC WORKS					
DRAWN BY:	A.Y. SILVA	DESIGNED BY:	J. FLORDELIZ	CHECKED BY:	A. SILVA
DATE:	DEC 2025	R.C.E.:	96458	DATE:	DEC 2025
				R.C.E.:	75938
				DATE:	DEC 2025



L & N STREETS BIKEWAYS PROJECT	
L AND N STREET FROM 5TH TO 15TH STREET	
LAYOUTS AND STRIPING	

PN: T15180415	SHEET
	8
	OF
	11



30% PLANS

L-6

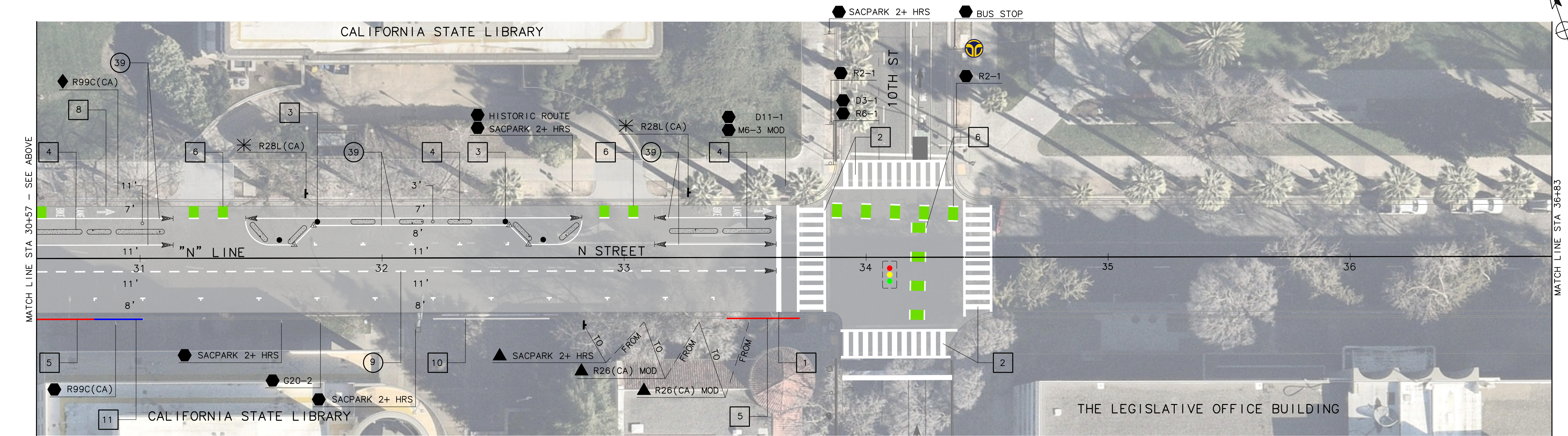
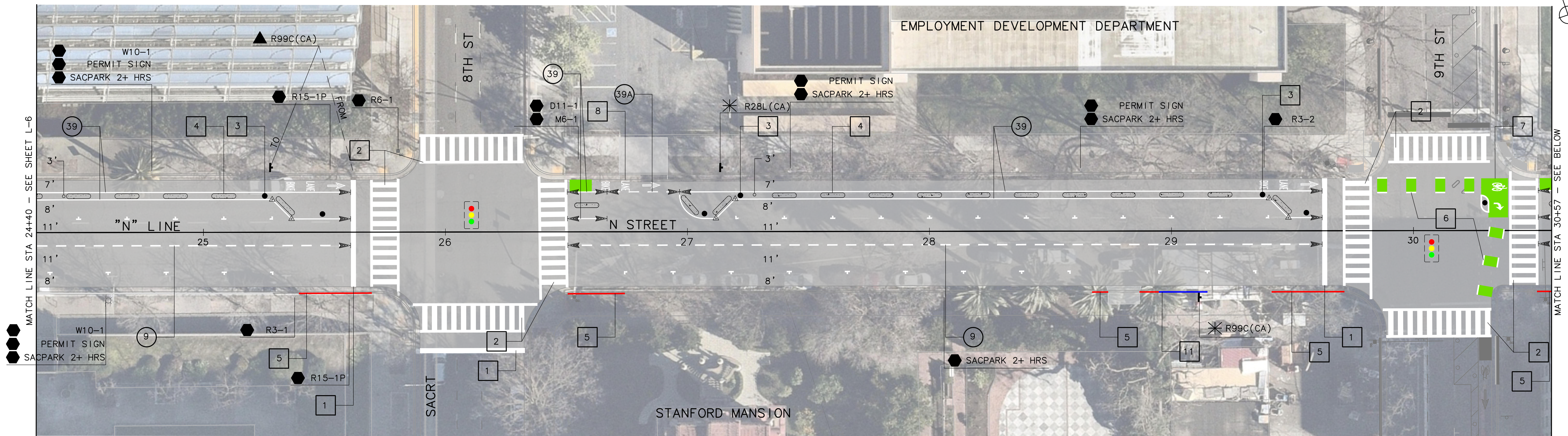
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NO.	DESCRIPTION	DATE	BY			
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CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS		
SCALE HORIZ. 1"=20' VERT. 1"=10'	DRAWN BY: <u>A.Y. SILVA</u> DATE: <u>DEC 2025</u>	DESIGNED BY: <u>J. FLORDELIZ</u> R.C.E. <u>96458</u> DATE <u>DEC 2025</u>
	CHECKED BY: <u>A. SILVA</u> DATE: <u>DEC 2025</u>	



L & N STREETS BIKEWAYS PROJECT
L AND N STREET FROM 5TH TO 15TH STREET
LAYOUTS AND STRIPING

PN: T15180415	SHEET
	9
	OF 11



30% PLANS

L-7

REVISIONS			
NO.	DESCRIPTION	DATE	BY

BENCH MARK	ELEV. XX.XXX FT.
BENCHMARK# XXX-XXX	
DESC:	
CITY OF SACRAMENTO BENCHMARK LIST	
X/XX/XX. DATUM IS XXXXXX	

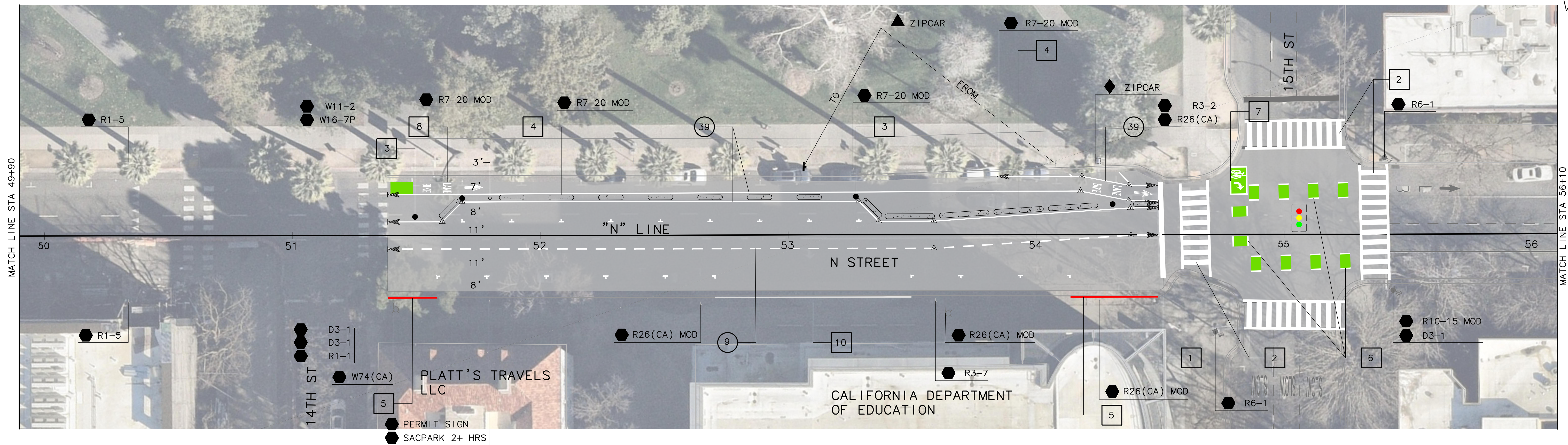
CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS

SCALE	DRAWN BY: A.Y. SILVA	DESIGNED BY: J. FLORDELIZ	CHECKED BY: A. SILVA
HORIZ. 1"=20'	DATE: DEC 2025	R.C.E. 96458 DATE: DEC 2025	R.C.E. 75938 DATE: DEC 2025
VERT.			



L & N STREETS BIKEWAYS PROJECT
L AND N STREET FROM 5TH TO 15TH STREET
LAYOUTS AND STRIPING

PN: T15180415	SHEET
	10
	OF
	11



30% PLANS

L-8

NO.	REVISIONS DESCRIPTION	DATE	BY

BENCH MARK
 BENCHMARK# XXX-XXX
 DESC:
 CITY OF SACRAMENTO BENCHMARK LIST
 X/XX/XX. DATUM IS XXXXXX

FIELD BOOK
 SCALE
 HORIZ. 1"=20'
 VERT. _____

CITY OF SACRAMENTO
 DEPARTMENT OF PUBLIC WORKS

DRAWN BY: A.Y. SILVA DESIGNED BY: J. FLORDELIZ CHECKED BY: A. SILVA
 DATE DEC 2025 R.C.E. 96458 DATE DEC 2025 R.C.E. 75938 DATE DEC 2025



L & N STREETS BIKEWAYS PROJECT
L AND N STREET FROM 5TH TO 15TH STREET
LAYOUTS AND STRIPING

PN: T15180415 SHEET
 11
 OF
 11

L AND N
STREETS
BIKEWAYS

PRESENTED BY
LUKE FUSON
SENIOR ENGINEER

AGENDA

INTRODUCTION

PROJECT
BACKGROUND

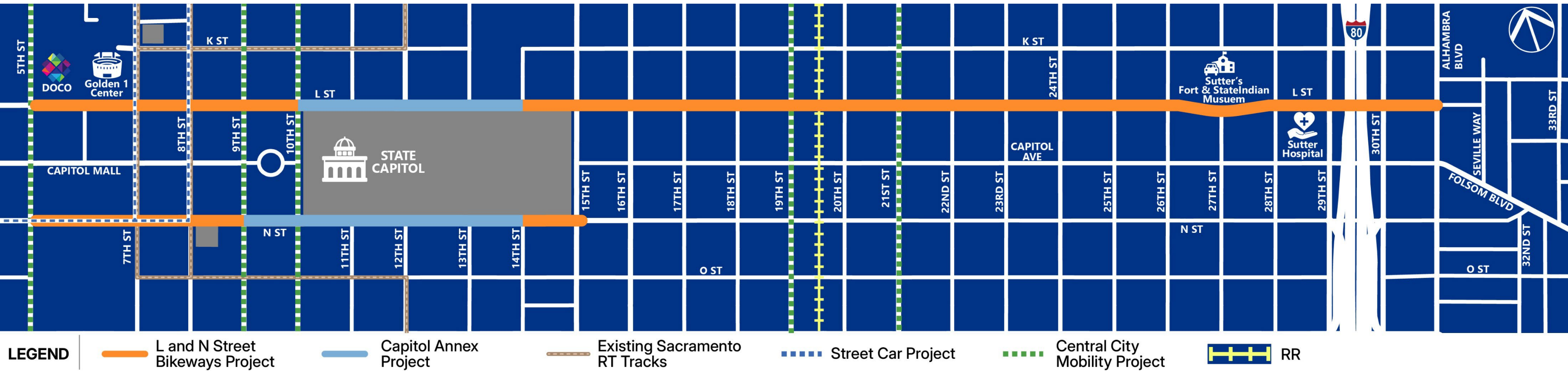
PROJECT
COORDINATION

PRELIMINARY DESIGN

PROJECT FUNDING & TIMELINE

DISCUSSION

Project Location



PROJECT BACKGROUND

CENTRAL CITY SPECIFIC PLAN

One of the goals of the Central City Specific Plan is to increase mobility to allow safe and convenient movement of pedestrians, bicyclists, transit users, and automobiles, while managing on and off-street parking.

CENTRAL CITY MOBILITY PROJECT

The Central City Mobility Project expanded the protected bikeway network on the grid by implementing traffic circulation changes to enhance travel options for all modes. This project implemented improvements on the following streets:

- I Street
- P Street
- Q Street
- 5th Street
- 9th Street
- 10th Street
- 19th Street
- 21st Street



PROJECT

THIS PROJECT WILL:

- IMPROVE ACCESSIBILITY FOR ALL USERS
- FILL GAPS IN THE EXISTING BICYCLE NETWORK BY ADDING NEW FACILITIES THROUGH TRAVEL LANE REDUCTIONS
- PROVIDE NEW PARKING PROTECTED BIKEWAYS
- ESTABLISH A MORE COMPLETE CONTINUOUS BICYCLE NETWORK WITH APPROPRIATE CROSSING TREATMENTS
- PROVIDE LOW-STRESS BICYCLE CONNECTIONS BETWEEN THE CAPITOL AND DOWNTOWN





ON-STREET PARKING IMPACTS
CONFIRM THE PROPOSED DESIGN
REDUCES SIGNIFICANT PARKING LOSS TO
A MINIMUM.



COORDINATION WITH REGIONAL TRANSIT

- MULTIPLE RT BUS STOPS WITHIN THE PROJECT FOOTPRINT
- LIGHT RAIL CROSSINGS AT 7th & 8th STREET

COORDINATION WITH SOLID WASTE

DOCUMENT RESIDENTIAL AND
COMMERCIAL CART AND BIN STAGING
REQUIREMENTS THAT MAY CONFLICT
WITH THE PROPOSED BIKEWAYS.



COORDINATION WITH UPRR
CROSSINGS BETWEEN 19TH AND 20TH
STREET ON L STREET.

KEY CONSIDERATIONS

COMMUNITY CO

EVENT COORDINATION GOLDEN1 CENTER
CAPITOL MALL



CAPITOL AREA DEVELOPMENT AUTHORITY



CADA

DOWNTOWN SACRAMENTO PARTNERSHIP

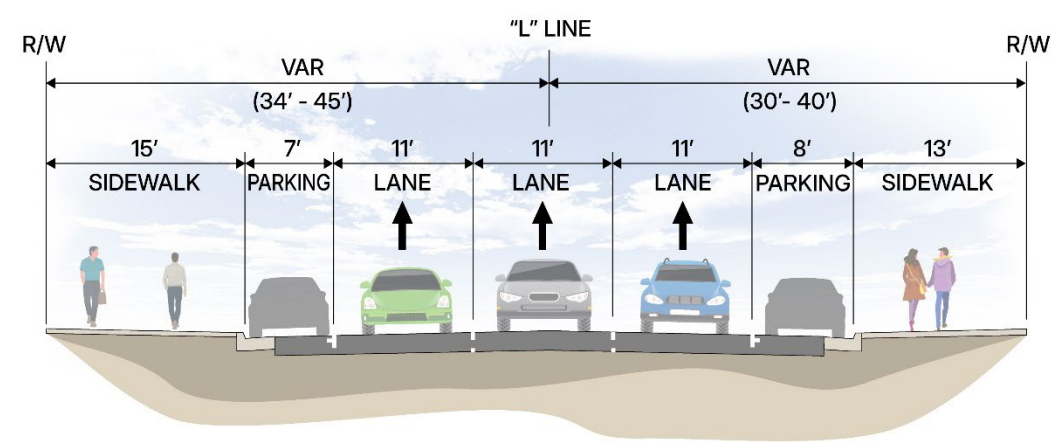
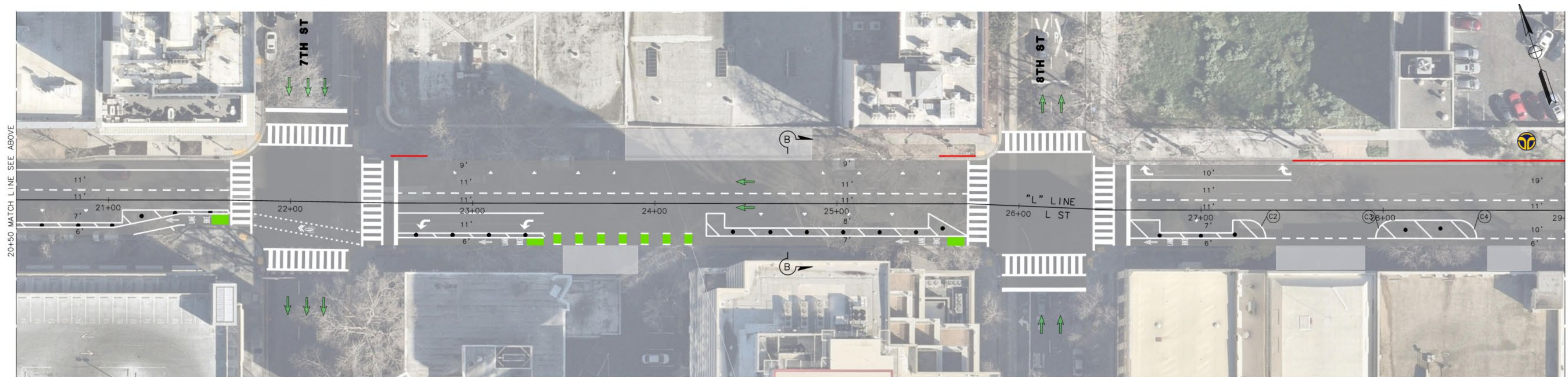
DOWNTOWN
SACTO

PROPOSED IMPROVEMENTS

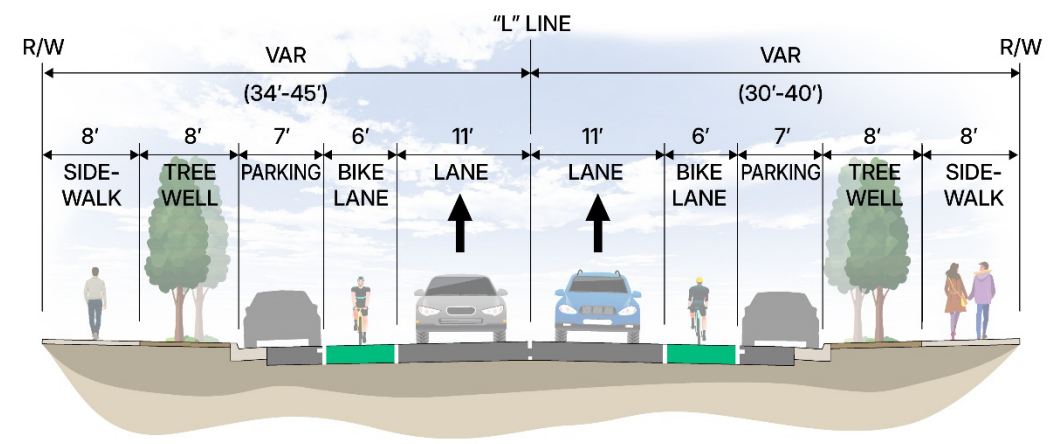
Include:

- Accessible Pedestrian Signals (APS)
- Upgrades to non-standard curb ramps
- Lane reduction
- Restriping to implement Class IV (protected) bikeways
- Installation of Class II (striped) bikeways where space is limited

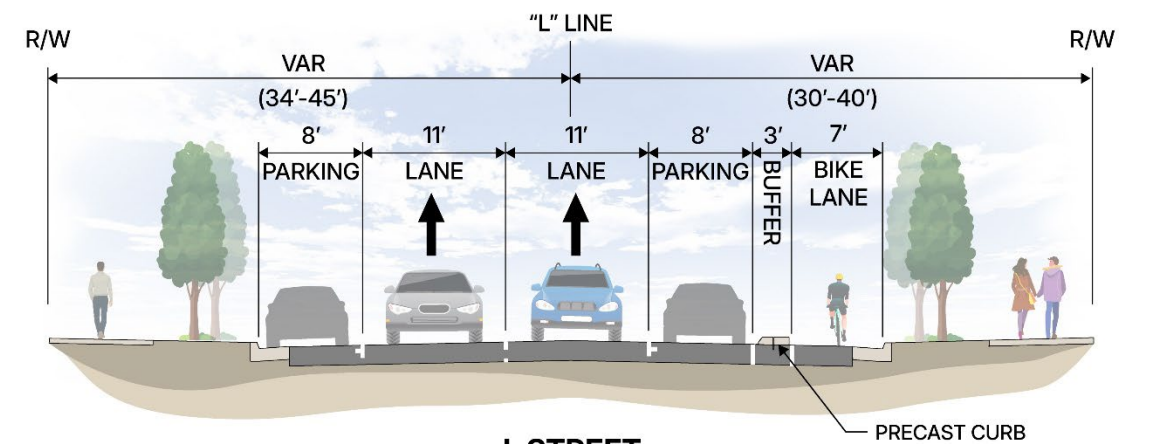
PRELIMINARY DESIGN



L STREET (EXISTING)
5TH ST TO 10TH



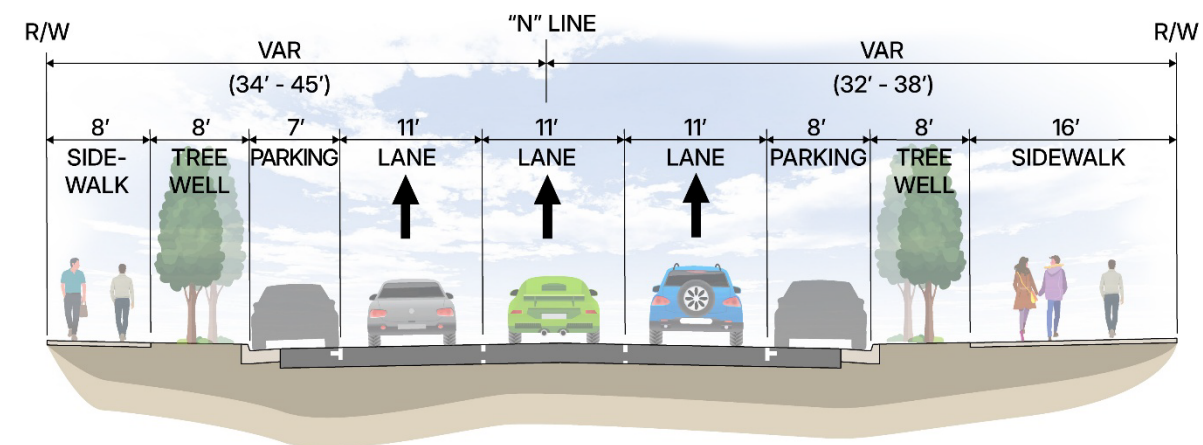
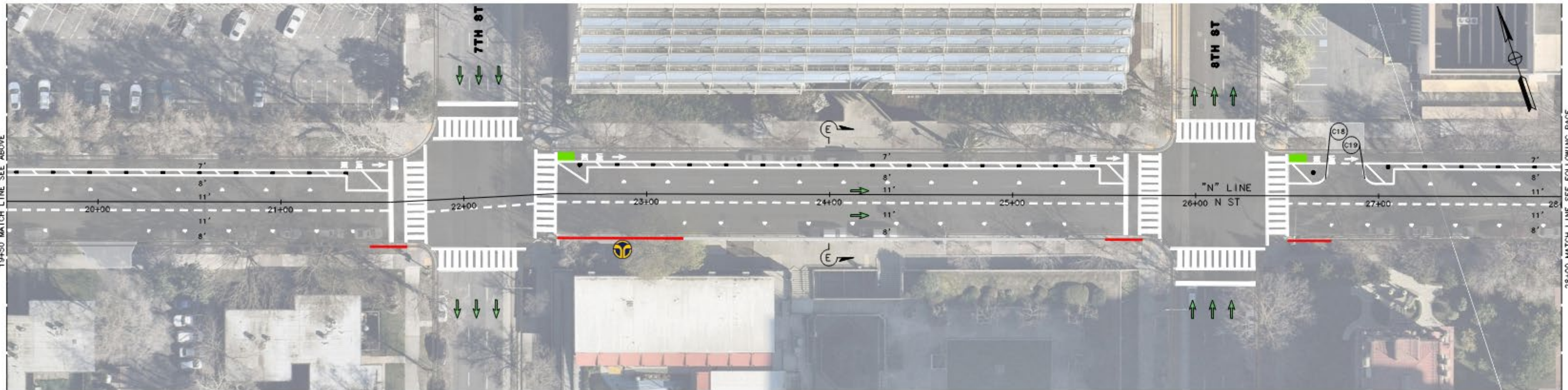
L STREET (EXISTING)
14TH ST TO ALHAMBRA BLVD



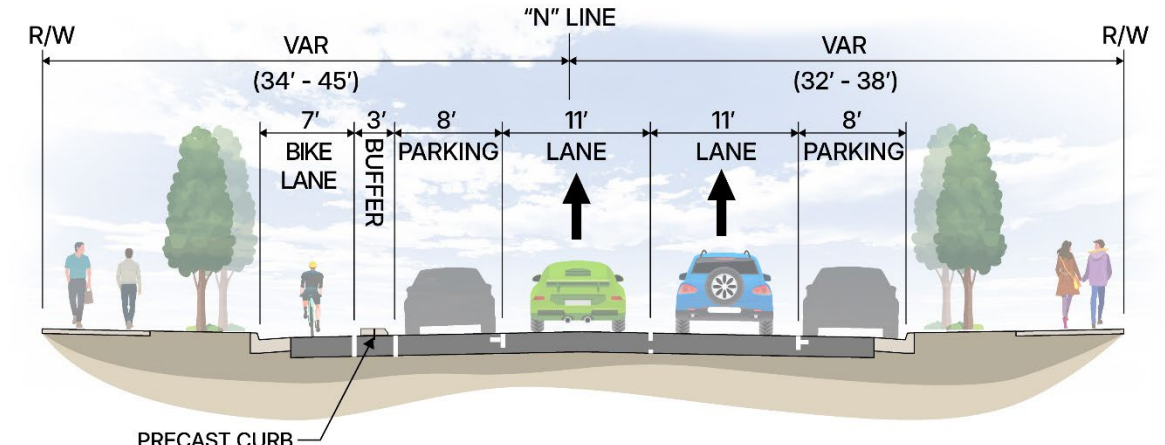
L STREET
5TH ST TO 10TH ST
14TH ST TO ALHAMBRA BLVD

PRECAST CURB

PRELIMINARY DESIGN



N STREET (EXISTING)
5TH ST TO 10TH ST
14TH ST TO 15TH ST



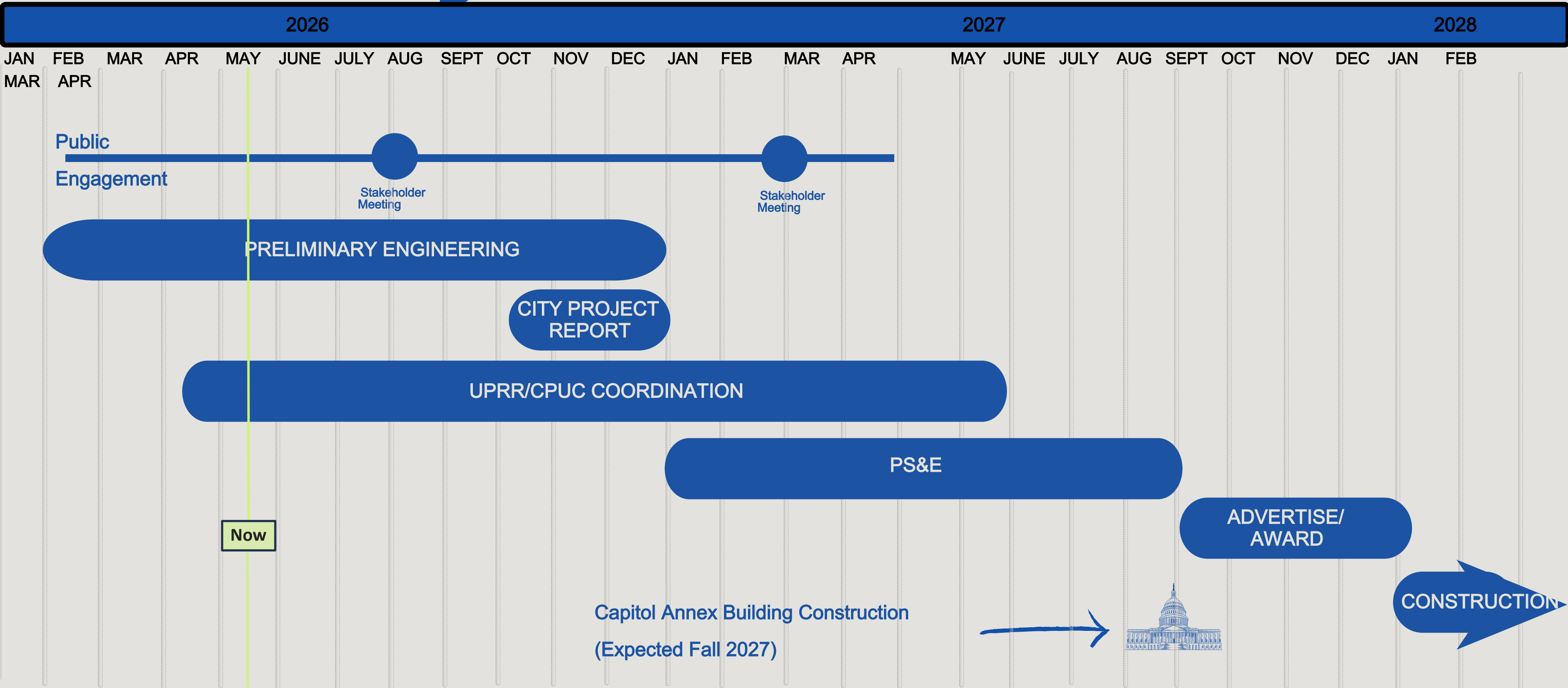
N STREET
5TH ST TO 10TH ST
14TH ST TO 15TH ST

FUNDING

Funding Overview

- Affordable Housing & Sustainable Communities (AHSC) Grant
- Project awarded \$3.4 million in funding
- Local Funds
- Construction Cost ~ \$5,000,000

Project Timeline



Discussion

