

City of Sacramento

Legislation Details (With Text)

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Title: Envision Broadway Complete Streets Plan (S15131700)
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Date	Ver.	Action By	Action	Result
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Title:
Envision Broadway Complete Streets Plan (S15131700)

File ID: 2020-00237

Location: Broadway from Franklin Blvd. to Martin Luther King Jr. Blvd., District 5

Recommendation:
Adopt a Resolution approving the Envision Broadway Complete Streets Plan (S15131700).

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Presenter: None

- Attachments:**
- 1-Description/Analysis
 - 2-Envision Broadway Complete Streets Plan
 - 3-Supplemental Comment Letters
 - 4-Resolution

Description/Analysis

Issue Detail: This recommendation is to approve the Envision Broadway Complete Streets Plan, a concept plan for the Broadway Corridor from Franklin Boulevard to Martin Luther King Jr. Boulevard. The plan is the

result of a nearly two-year long community engagement and transportation planning process.

Policy Considerations: The recommendation in this report is consistent with the following Sacramento 2035 General Plan policies:

M 1.1.1 Right-of-Ways - City shall preserve and manage rights-of-way consistent with: the circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection established in Policy M4.4.1: Roadway Network Development, Street Typology System.

M 1.1.2 Transportation System - The City shall manage the travel system to ensure safe operating conditions.

M 1.2.1 Multimodal Choices - The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

M 1.2.4 Multimodal Access - The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions.

M 1.3.2 Eliminate Gaps - The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks.

M 2.1.4 Cohesive and Continuous Network - The City shall develop a pedestrian network of public sidewalks, street crossings, and other pedestrian paths that makes walking a convenient and safe way to travel citywide. The network should include a dense pattern of routes in pedestrian- oriented areas such as the Central City and include wayfinding where appropriate.

M 2.1.7 Safe Pedestrian Crossings - The City shall improve pedestrian safety at appropriate intersections and mid-block locations by providing safe pedestrian crossings.

M 4.1.2 Balancing Community, Social, Environmental, and Economic Goals - The City shall evaluate and strive to address community, environmental, and citywide economic development goals when adding or modifying streets, roads, bridges, and other public rights-of-way.

M 4.1.3 Community Outreach - The City shall conduct public outreach to community organizations and members of the general public in corridor planning early in the project

development process to identify feasible opportunities to provide community benefits and to lessen any potential impacts of modifications to local streets and roadways.

M 4.2.2 Pedestrian and Bicycle-Friendly Streets - In areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools), the City shall ensure that all street projects support pedestrian and bicycle travel. Improvements may include narrow lanes, target speeds less than 35 miles per hour, sidewalk widths consistent with the Pedestrian Master Plan, street trees, high-visibility pedestrian crossings, and bikeways (e.g. Class II and Class III bike lanes, bicycle boulevards, separated bicycle lanes and/or parallel multi- use pathways).

M 4.2.5 Multi-modal Corridors - Consistent with the Roadway Network and Street Typologies established in this General Plan, the City shall designate multimodal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors appropriate for comprehensive multimodal corridor planning and targeted investment in transit, bikeway, and pedestrian path improvements if discretionary funds become available.

M 4.2.6 Identify and Fill Gaps in Complete Streets - The City shall identify streets that can be made “complete” either through a reduction in the number or width of travel lanes or through two-way conversions, with consideration for emergency vehicle operations. The City shall consider including new bikeways, sidewalks, on-street parking, and exclusive transit lanes on these streets by re-arranging and/or re-allocating how the available space within the public right of way issued. All new street configurations shall provide for adequate emergency vehicle operation.

M 5.1.5 Motorists, Bicyclists, and Pedestrian Conflicts - The City shall develop safe and convenient bikeways, streets, roadways, and intersections that reduce conflicts between bicyclists and motor vehicles on streets, between bicyclists and pedestrians on multi-use trails and sidewalks, and between all users at intersections.

Economic Impacts: None

Environmental Considerations:

California Environmental Quality Act (CEQA): The action requested is review and approval of a concept plan for a portion of the Broadway corridor to be used as guidance for future engineering, design, and analysis. Projects consistent with the Plan will be subject to review pursuant to the California Environmental Quality Act when proposed.

The City Council is asked to review and approve the Plan’s conceptual approach and provide general direction, an action which is covered by CEQA Guidelines section 15262. That section

provides an exemption from CEQA review for a project that involves "...only feasibility or planning studies for future actions which the...agency...has not approved, adopted or funded."

Sustainability: The proposed action is consistent with the Mobility Element of the 2035 General Plan and the Climate Action Plan. The Envision Broadway Complete Streets Plan aims to create a connected multimodal transportation network that increases the use of active transportation and transit, improves safety for those using all modes of transportation, and reduces dependence on automobiles.

Commission/Committee Action: At the October 17, 2019, Active Transportation Commission meeting, the Commission passed a motion to forward a recommendation to City Council to adopt the Envision Broadway Complete Streets Plan.

Rationale for Recommendation: A major focus of the Envision Broadway Complete Streets Plan is identifying a common transportation and mobility vision and priorities for the corridor. A major component of the process is robust community engagement with traditional and innovative techniques that have provided the project team with the opportunity to work collaboratively with the Oak Park Business District, Oak Park Neighborhood Association, students, employees, and residents who use the corridor.

The plan is intended to as the first step toward implementation, which will support Council's Guiding Principles for Transportation Funding by addressing safety and supporting solutions that promote VMT reduction (vehicle miles traveled). This plan, when implemented, also will address Vision Zero actions by addressing safety on a High Injury Network corridor. Lastly, the implemented plan will support economic development and community priorities by improving access to amenities along the corridor and throughout the neighborhood including businesses, community services, schools, and places of worship.

Financial Considerations: The planning level estimated cost to implement the Envision Broadway Complete Streets Plan is approximately \$13.3 million, which includes conceptual design and environmental clearance as well as final design and implementation. Approval of this recommendation does not obligate funding for the improvements, and no funding for implementation of the plan has been identified at this time. No General Funds are involved with this recommendation.

Local Business Enterprise (LBE): None.

Background: On August 4, 2016, City Council approved the Broadway Complete Streets Plan for Broadway from Interstate 5 and State Route 99. The Envision Broadway Complete Streets Plan is the logical next phase of transportation planning for the Broadway Corridor. The Envision Broadway Complete Streets Plan is complemented by the Vision Zero Top Five Corridor Project on Broadway to the east. The goals of these projects create a comprehensive multimodal transportation network

connecting several Sacramento neighborhoods for users of all ages and abilities.

In addition to city planning efforts, in early 2017 the Oak Park Neighborhood Association (OPNA) collaborated with WALKSacramento, to create the Oak Park Active Travel Study to address traffic safety and mobility concerns expressed by residents. The result of the travel study and follow up review with the business district and neighborhood association helped set specific neighborhood transportation goals that have been included in the Plan.

The following goals guided the Envision Broadway Complete Streets Plan:

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

Community engagement was extensive and included four phases:

- Informal Listening Sessions - May and June 2018
- Community Open House - November 2018
- Collaborative Community Event - May 2019
- Demonstration Project - September 2019
- Public Draft Plan - December 2019

Three concepts were presented for consideration; the preferred concept for recommendation to Council includes some elements of all three. The preferred concept features a road diet (from two through-travel lanes in each direction, to one through-travel lane in each direction), narrower lanes to help slow vehicle speeds, dedicated left-turn lanes with left-turn signals at most intersections, and a continuous buffered bikeway.