

Broadway Complete Streets Project

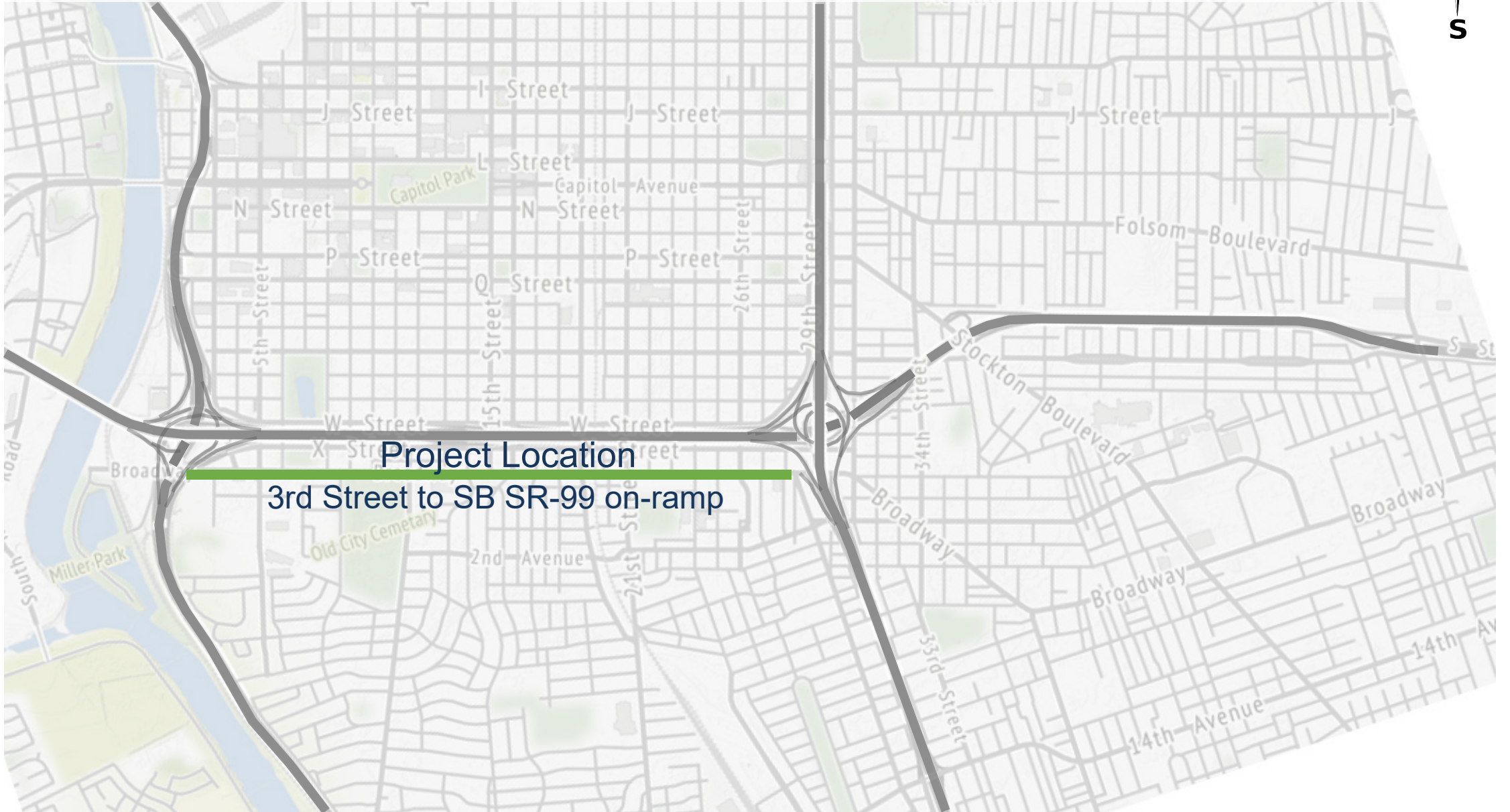
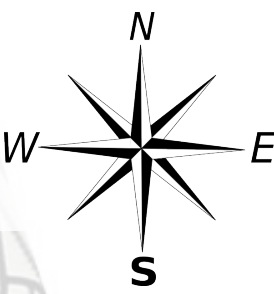


Broadway Complete Streets Project





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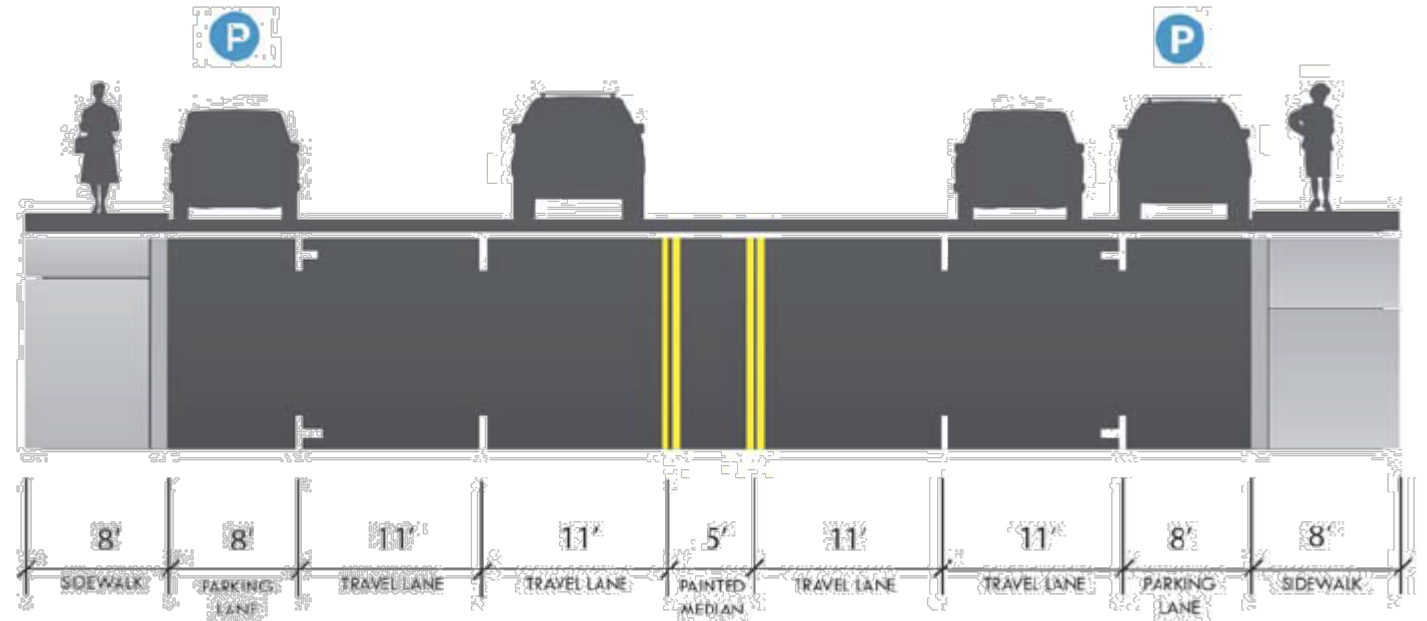




Broadway Complete Street

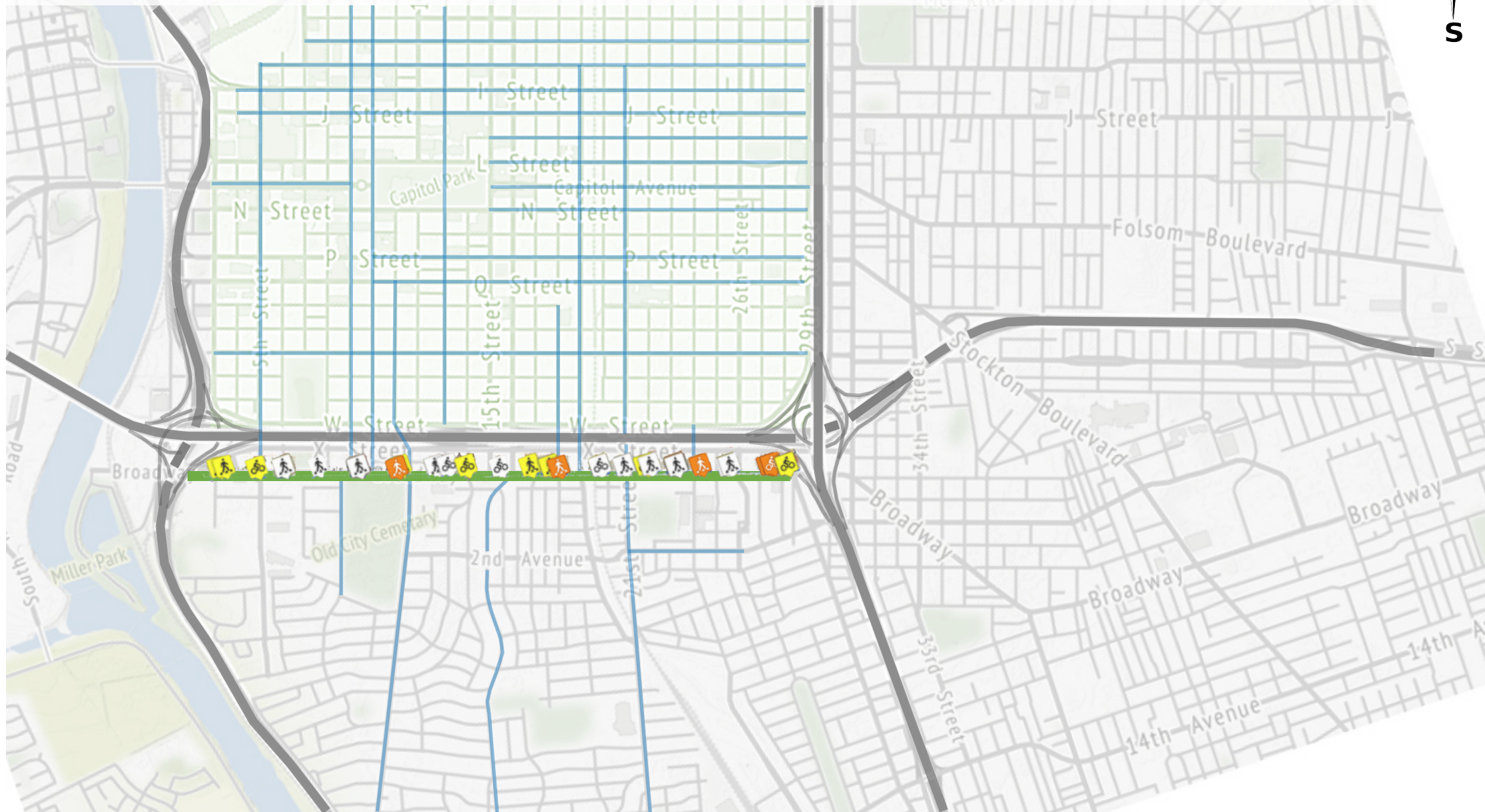
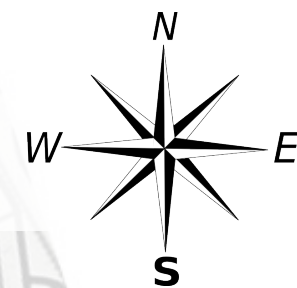
Existing Conditions

- 4 travel lanes
- On-street parking
- Painted median (sometimes)
- No bicycle lanes
- Between 13,000 – 19,000 cars/day





Broadway Complete Street Project





Broadway Complete Street

Project Goals established through Plans

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

Broadway at 18th



Tower Gateway





Broadway Complete Street

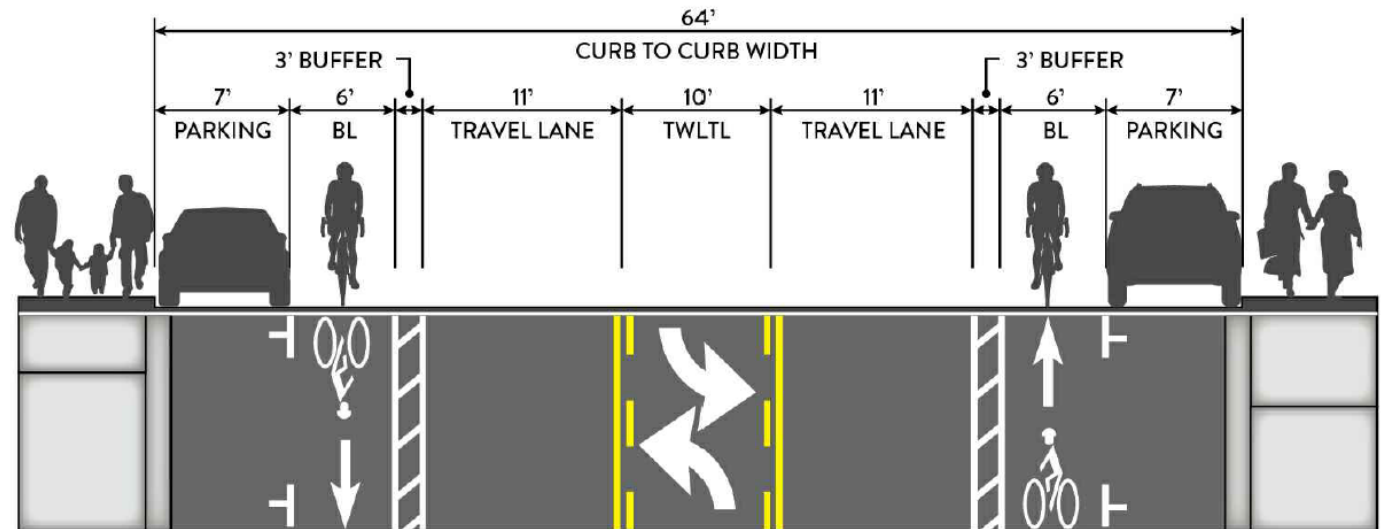
Proposed Improvements

The project proposes to include:

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



Existing



Proposed

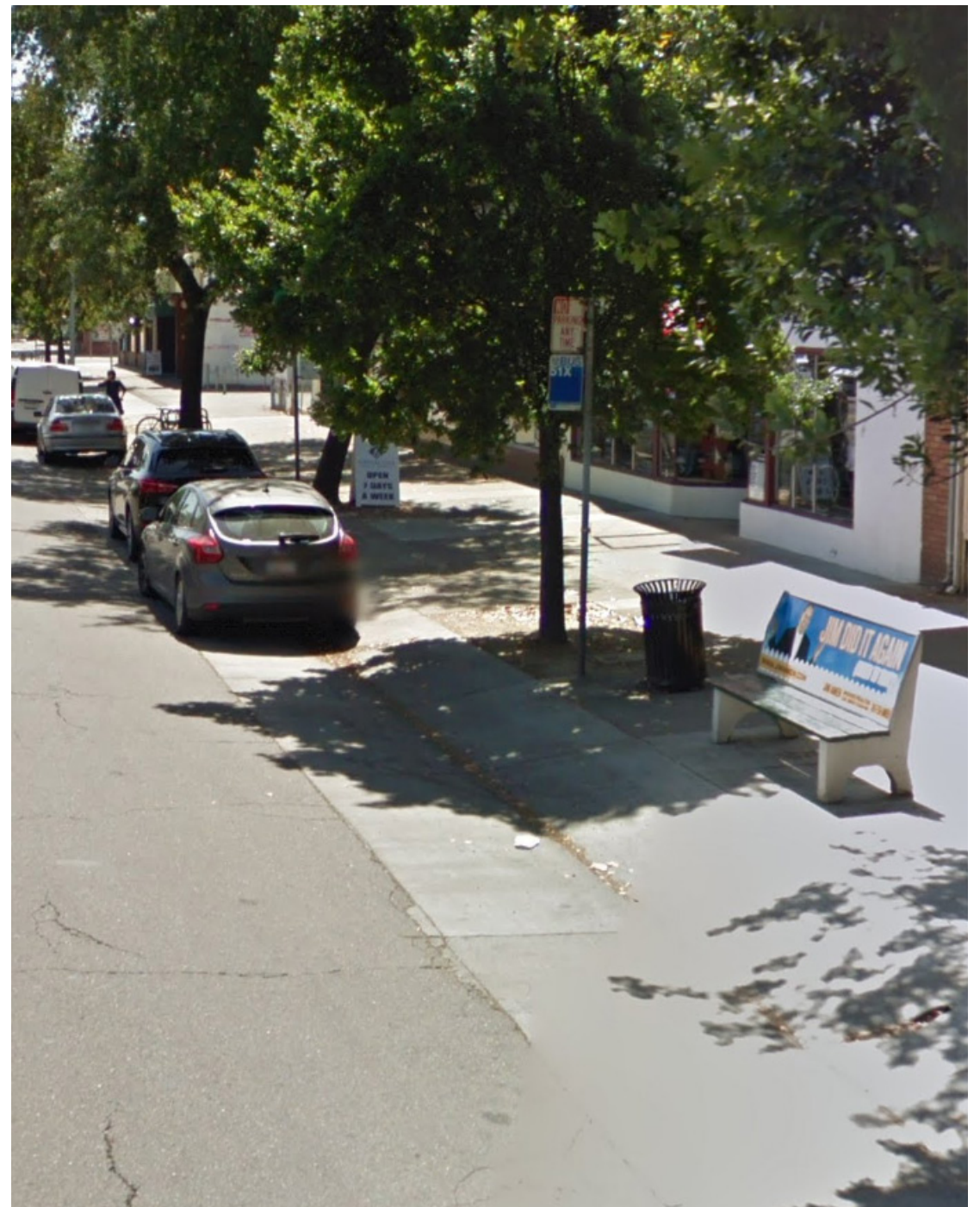


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Proposed Improvements

The project proposes to include:

- Reduction from 4 to 2 lanes
- Consistent two-way left turn lane
- On-street parking where appropriate
- Buffered bike lanes
- Replace rolled curb with vertical curb and sidewalk reconstruction as necessary.
- Pedestrian lighting, prioritized at uncontrolled crossings and transit stops
- Pavement rehabilitation



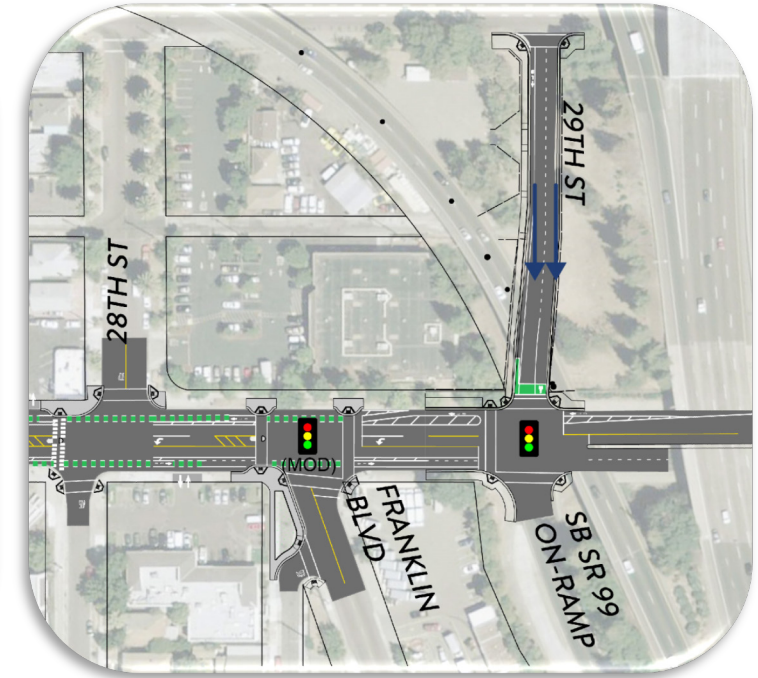
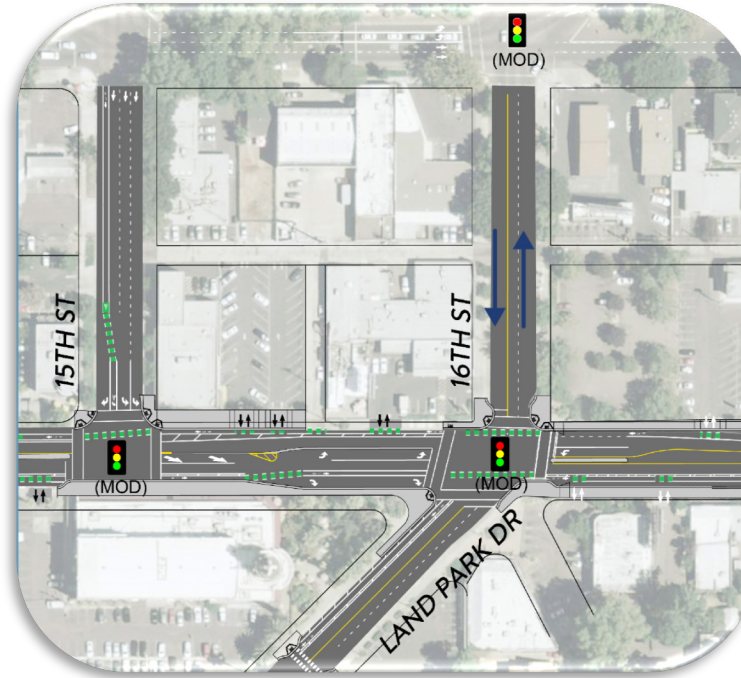


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Proposed Improvements

Circulation Improvements:

- New roadway segment (29th Street) between Broadway and X Street
- Two-way conversion of 16th Street between Broadway and X Street



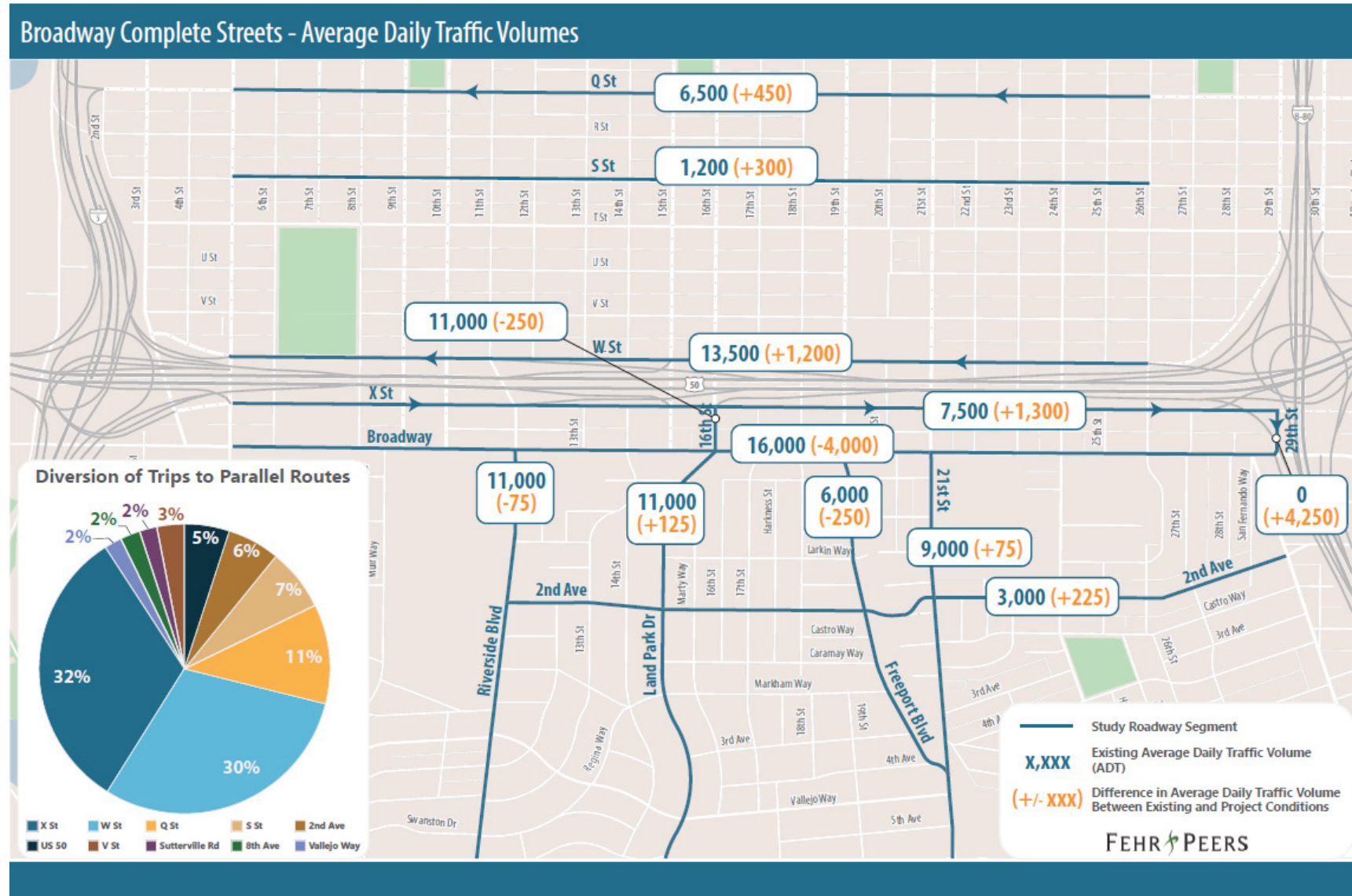


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Traffic Operations

General trends in travel pattern changes:

- Average number of cars on Broadway will go from 16,000 to 12,000 per day.
- These commuter trips tend to shift to parallel facilities: X Street (1,300 cars/day), W Street (1,200 cars/day), or to the grid to access Business 80 or Highway 99.





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Pedestrian Crossings

Broadway is currently challenging to cross at unsignalized intersections



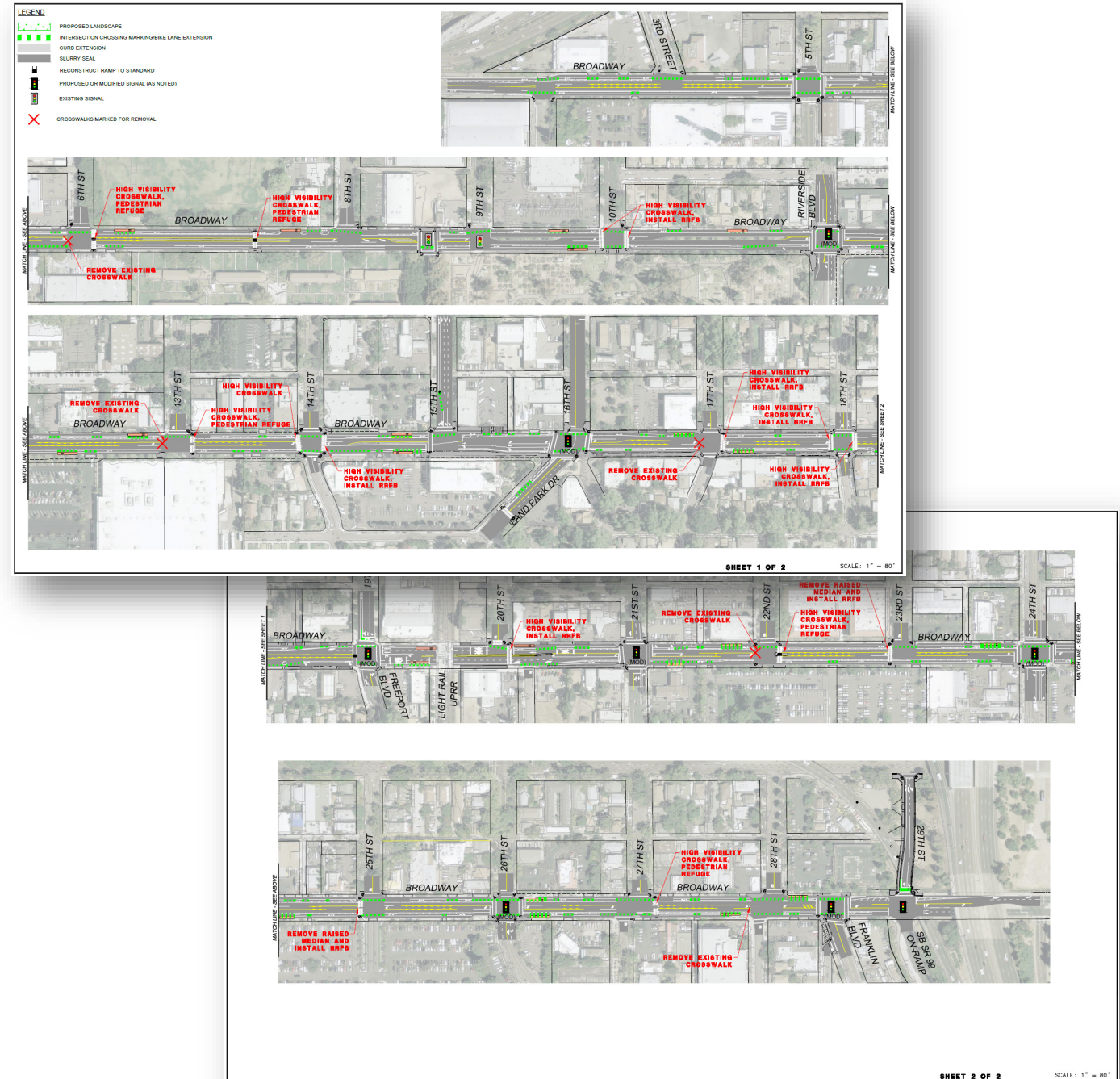


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Proposed Improvements

Pedestrian Crossing Enhancements:

- Consistent with the current Pedestrian Crossing Guidelines
- Most intersections will have pedestrian crossing enhancements



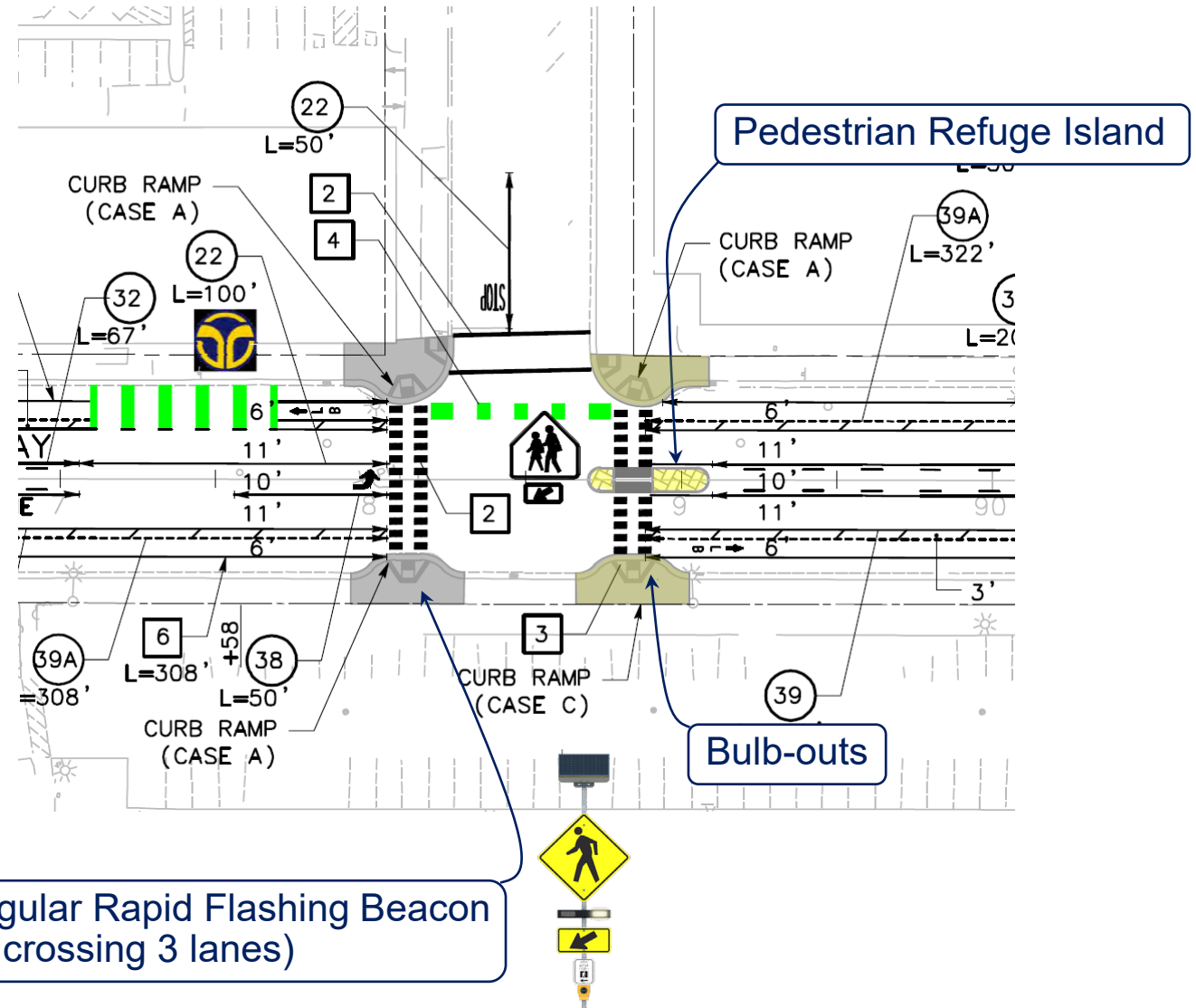


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Proposed Improvements

Pedestrian Crossing Enhancements:

- Consistent with the current Pedestrian Crossing Guidelines
- Crosswalks will include High Visibility Markings and either:
 - Pedestrian Refuge Island or
 - Rectangular Rapid Flashing Beacon
- Bulb-outs (where feasible)



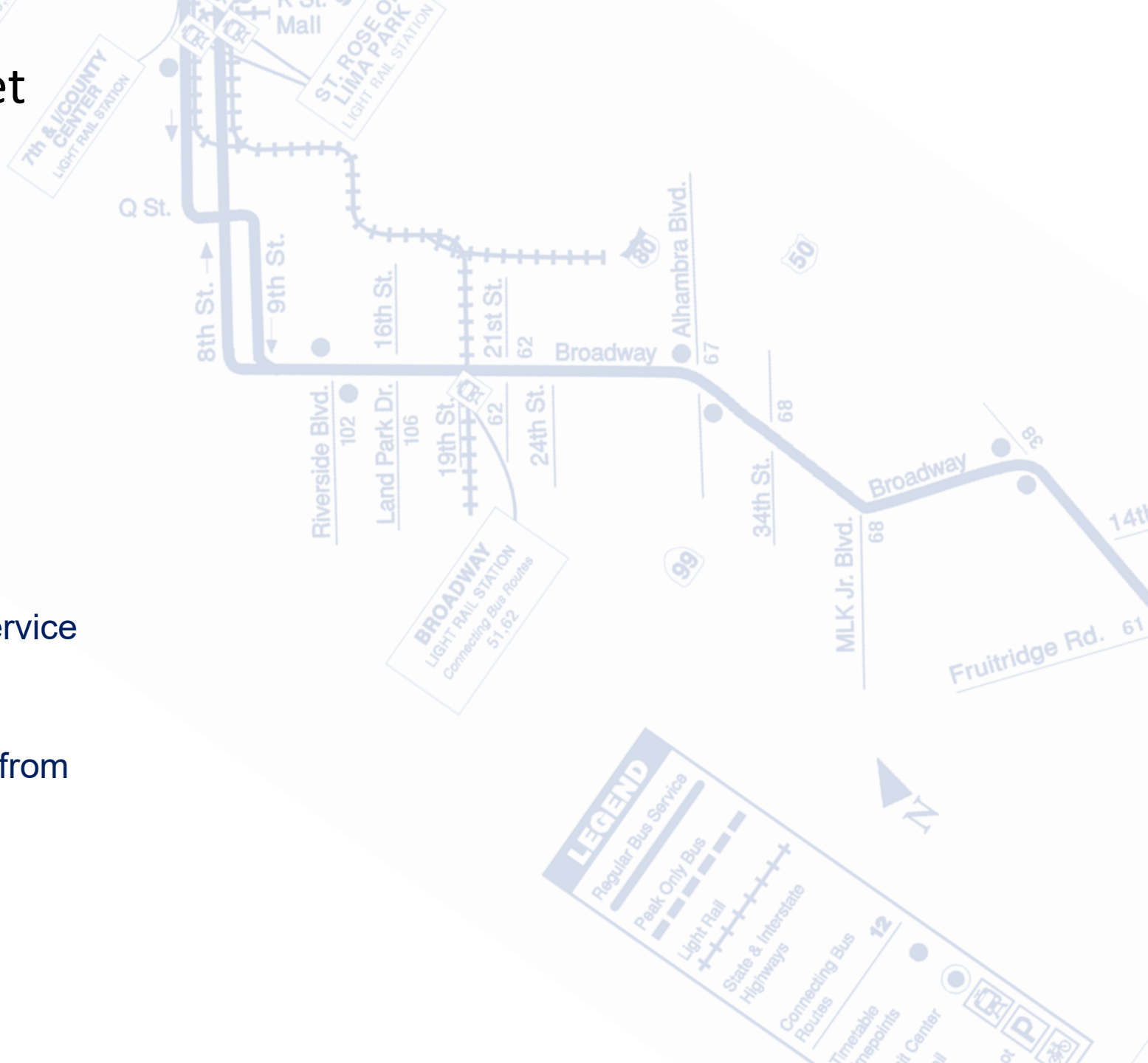


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Proposed Improvements

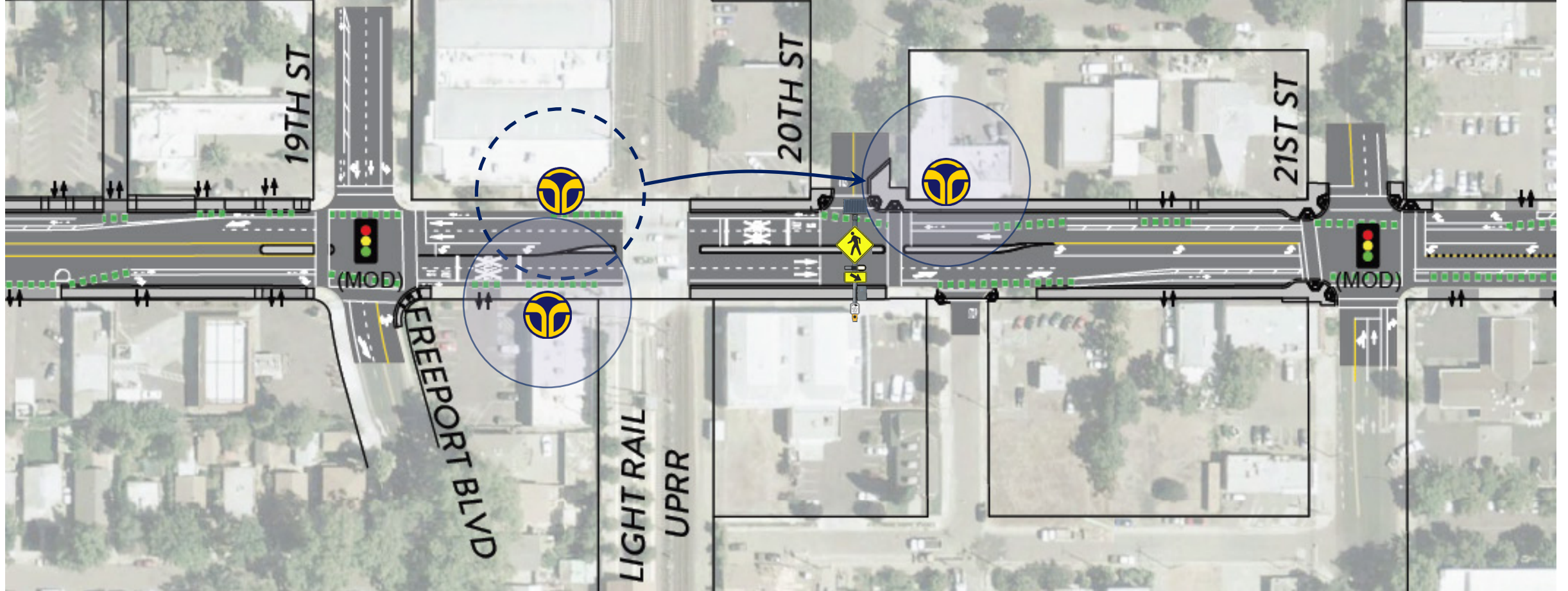
Bus Stops

- Coordinating final locations with RT
- Changes in locations are due to:
 - Requests from RT to consolidate service points or improve efficiency
 - Changes in routing for bus line
 - Requirements from UPRR to move from vicinity of tracks





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Broadway Complete Street

Process and Coordination

Union Pacific Railroad

- PE agreement with UPRR required
- Diagnostic meeting
- Maintenance Consent Letter (MCL)
- GO88-B permit from CPUC

Caltrans

- 29th Street extension is within Caltrans ROW
- Encroachment permit required, with a Permit Engineering Evaluation Report (PEER)
- Freeway agreement amendment will be required.
- An amendment to the existing maintenance agreement and electrical maintenance agreement will be required.

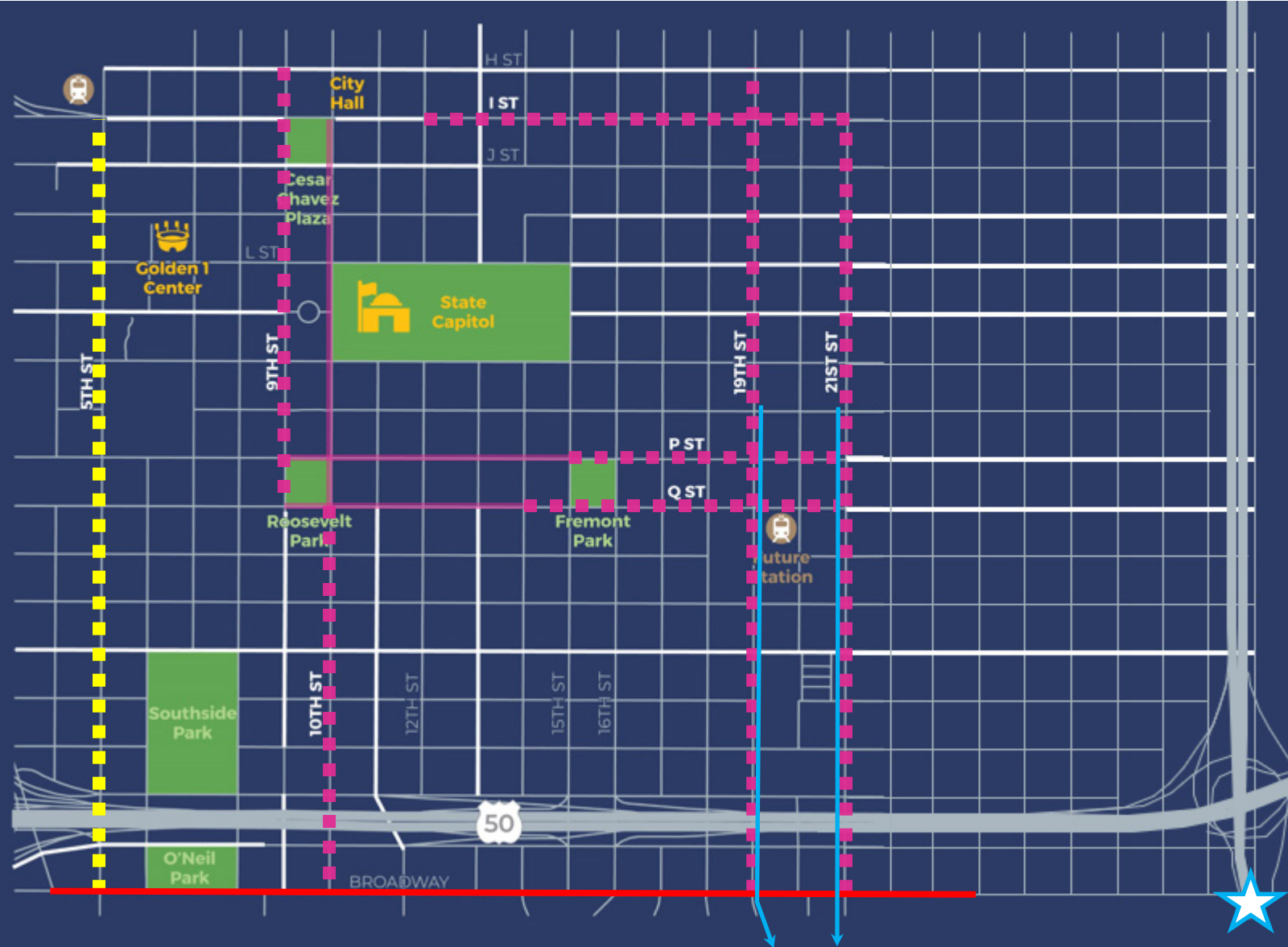
Transit

- Coordination with Regional Transit on bus stop locations
- Plan review from Regional Transit for roadway improvements at their light rail crossing



Other Projects

- Broadway Complete Street Project (early 2023)
- Central City (Downtown) Mobility Project (early 2023)
- DOU Transmission Water Main (2022 – early 2023)
- Development projects
- Caltrans projects
 - Clean CA beautification project





Broadway Complete Street

- The project was separated into segments for purpose of pursuing grants:
 - **Phase 1:** From 3rd Street to Land Park Drive / 16th Street, with 29th Street Extension
 - **Phase 2:** From Land Park Drive to 24th Street
- Both segments received Active Transportation Program funding
- These phases will be designed together and constructed as one package

Project Phasing





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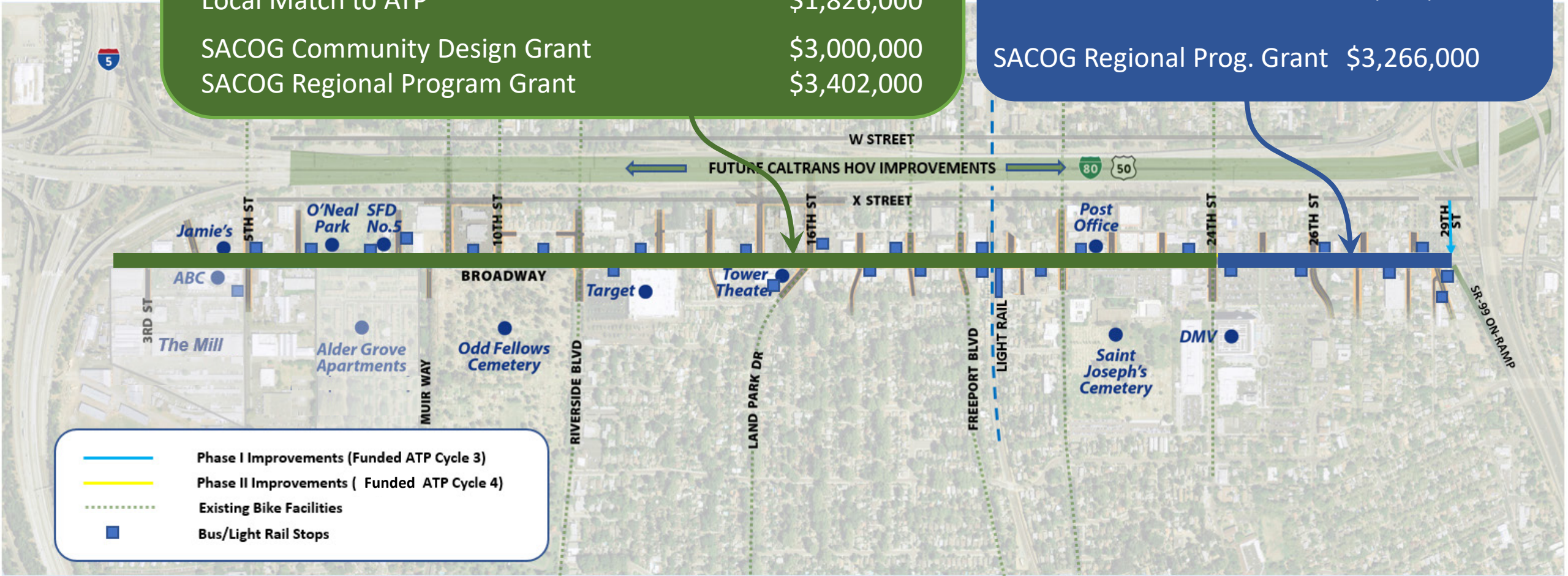
Project Funding

Phase 1&2

Total Construction & CM Costs	\$13,479,000
Active Transportation Program (Cycle 3)	\$2,410,000
Active Transportation Program (Cycle 4)	\$3,111,000
Local Match to ATP	\$1,826,000
SACOG Community Design Grant	\$3,000,000
SACOG Regional Program Grant	\$3,402,000

Phase 3

Design Costs	\$500,000
Construction & CM Costs	\$2,766,000
SACOG Regional Prog. Grant	\$3,266,000

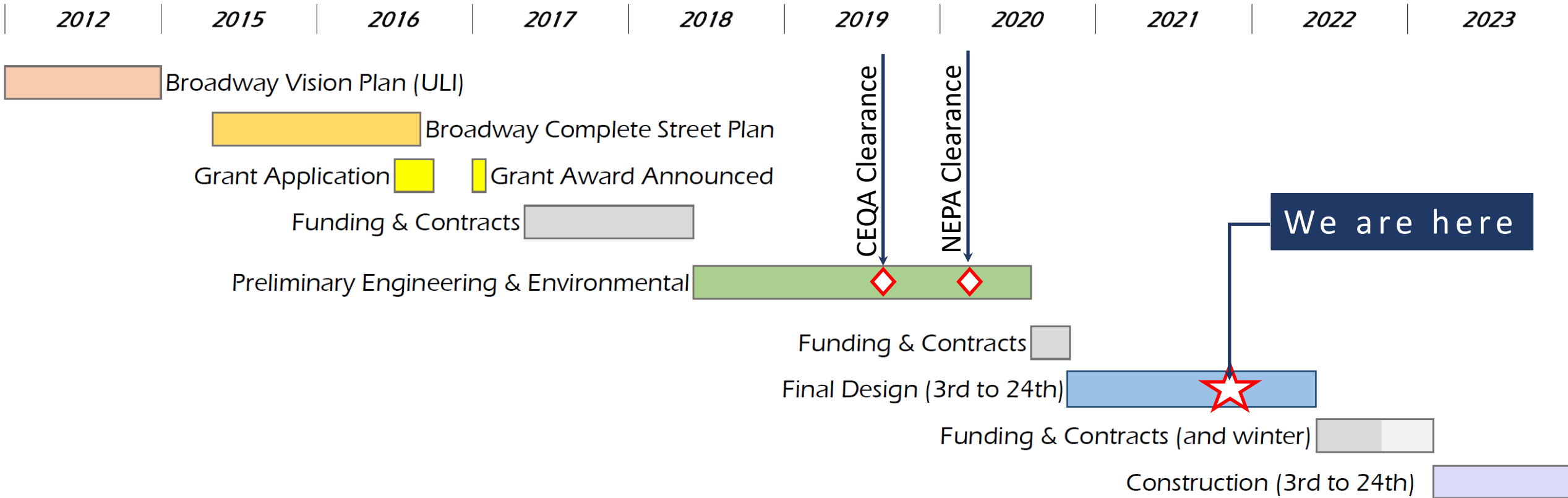


- Phase I Improvements (Funded ATP Cycle 3)
- Phase II Improvements (Funded ATP Cycle 4)
- - - Existing Bike Facilities
- Bus/Light Rail Stops



Broadway Complete Street

Project Timeline





Broadway Complete Street

Next Steps

- 65% plans will be submitted early December
- This will have more updated and “engineered” design.
- Evaluate the 65% estimate against the budget; identify adjustments needed
- Coordination with businesses on sidewalks, parking, etc.

Anticipated Outreach/Engagement

- An outreach firm is on board to help message before and during construction.
- Messaging will target: businesses, residents, and transit riders
- Will work closely with the Greater Broadway Partnership to help communicate with businesses.