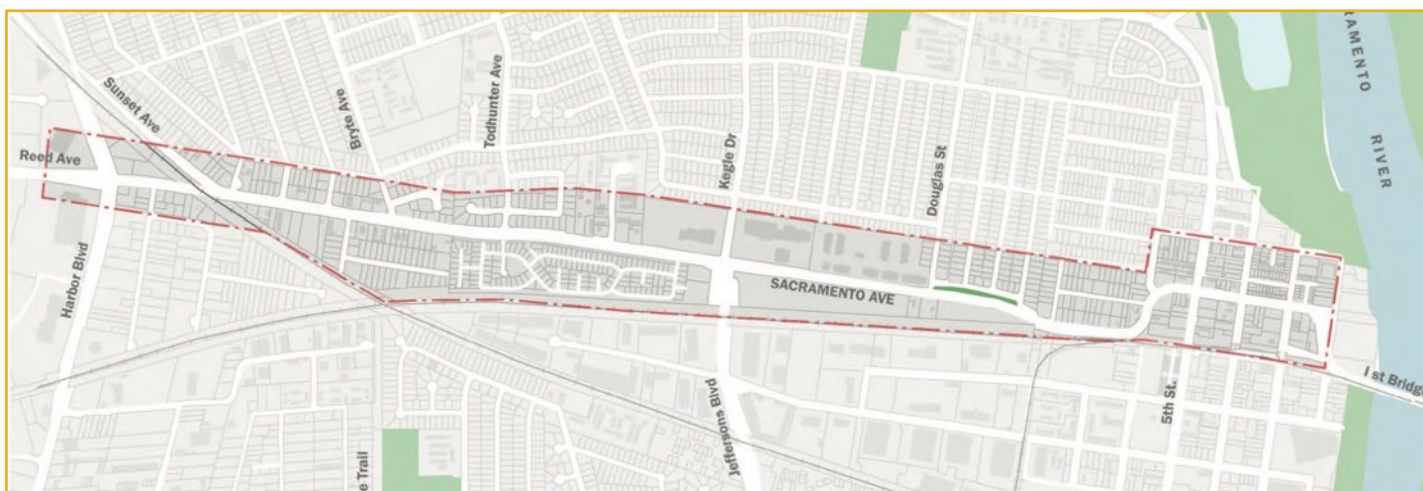




Introduction

On Tuesday, October 10, 2023, from 6:00 – 7:30 pm., the City of West Sacramento hosted a second Community Workshop at the West Sacramento City Hall Galleria at 1110 West Capitol Avenue as part of the public outreach process for the Sacramento Avenue Complete Street Plan. Attendees had the opportunity to hear a project update, discuss the proposed improvements with the planning team, and share their feedback on potential changes to the Sacramento Avenue corridor, including multimodal safety and landscaping design changes, roadway reconfiguration and bicycle and pedestrian improvements. A total of 38 community members attended the workshop.



Project Background & Overview

Sacramento Avenue is a major east-west commercial corridor through West Sacramento and provides a key connection to the City of Sacramento, to Interstate 5, and to Interstate 80. The roadway serves diverse residential communities and provides access to outdoor recreation opportunities, local restaurants, grocery and commercial stores, schools, and churches. The Sacramento Avenue Complete Street Plan will include community-driven improvements to Sacramento Avenue between Harbor Boulevard and 3rd Street to provide more safe and comfortable transportation options for people of all ages and abilities, while also



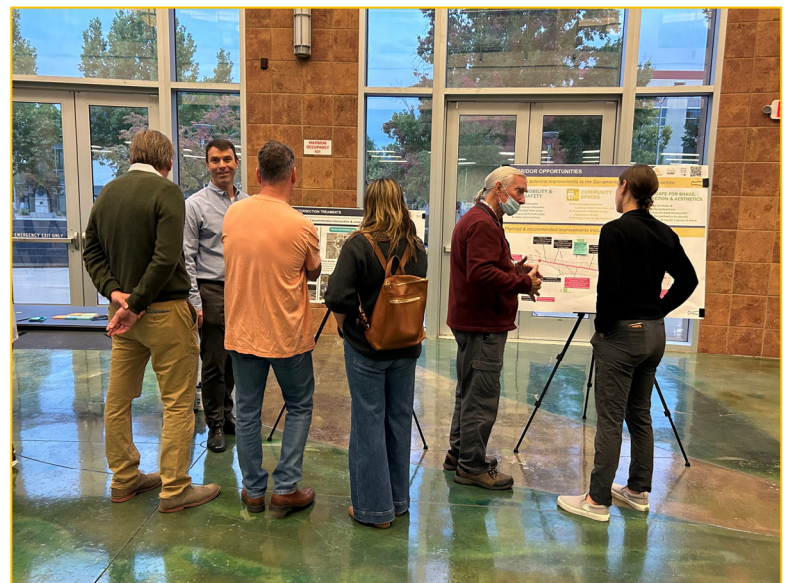


enhancing public spaces for community activity along the corridor. The Plan will aim to support equitable and sustainable development along Sacramento Avenue and to mitigate existing barriers for those who walk, bike, roll and take transit, including stressful intersection crossings and the lack of comfortable bicycle and sidewalk facilities. This phase of the planning process focuses on making recommendations to improve Sacramento Avenue, including improvements to streets, intersections, landscape, and building frontages using Complete Street planning and design elements.

Workshop Purpose & Format

The purpose of the initial Community Workshop in March 2023 was to introduce the project to the public and gather community feedback on challenges they experience while traveling along Sacramento Avenue. The purpose of the second workshop was to provide an update on the planning work that has been completed using initial public input, and to present and solicit community feedback on potential street improvements to Sacramento Avenue. The workshop included background information on the planning process and community engagement schedule, key components of the plan, and interactive stations for attendees to share their thoughts and comments. Members from the City and consultant design team were available during the workshop to answer questions and provide clarity on the plan.

The workshop was structured in an open-house format with multiple stations for attendees to visit: a section with informational project exhibits, an interactive station where participants could note their preferences with dot stickers, tables with interactive exhibits, and a commenting station with cards for public feedback.





Summary of Feedback

Below is a summary of all feedback received from the interactive boards and stations.

1. Interactive Board: Corridor Opportunities

CORRIDOR OPPORTUNITIES
Planned & potential improvements to the Sacramento Avenue corridor prioritize:

MOBILITY & SAFETY

- Safer crosswalks
- Continuous sidewalks
- Protected bike lanes
- Improved transit stops
- Safer intersections

COMMUNITY SPACES

- Streetscape amenities (seating, water fountains, art)
- Pedestrian-oriented design (lighting & shade)
- Mobility hubs for the community

LANDSCAPE FOR SHADE, PROTECTION & AESTHETICS

- Landscape buffers to shade & protect bicyclists/pedestrians
- Green infrastructure to treat stormwater
- Landscape used for aesthetics to visually narrow the roadway & create a sense of place

Planned & recommended improvements include:

LEGEND: Current Planned or Funded Project (black box), Proposed Improvement for Sacramento Ave (red box)

Map Callouts:

- Sunset Ave Safety Project (Funded!): Restrict left turns onto Sacramento Ave.
- Solano Street Safety Project (Funded!): Pedestrian crosswalk & refuge island.
- Simon Terrace Safety Project (Funded!): Pedestrian crosswalk & refuge island.
- Elkhorn Plaza Electric Vehicle/Truck Charging Station (Funded).
- Future Mobility Hub.
- 5th Street Road Diet.
- C Street Improvements.
- 1 Street Bridge Realignment.
- Future Bicyclist/Pedestrian-Only Bridge.
- 5th Street Intersection Safety & Operational Improvement: Increase protection & visibility of bicyclists/pedestrians.
- Sycamore Trail Extension via Yolo Street.
- Bryle Ave & Toddhunter Ave Intersection Safety & Operational Improvement: Increase protection & visibility of bicyclists/pedestrians.
- Jefferson Blvd Intersection Safety & Operational Improvement: Improved Signal OR Roundabout.
- Provide sidewalks, lighting & protected bikeways at the curve.
- 5th Street Intersection Safety & Operational Improvement: Increase protection & visibility of bicyclists/pedestrians.
- Harbor Blvd Intersection Safety & Operational Improvement: Increase protection & visibility of bicyclists/pedestrians.
- Start of tree-lined corridor with protected bike lanes & sidewalks.
- Lighting on Sacramento Ave for crosswalk by Broderick's.
- Signal light at Douglas and Sacramento Ave.
- Railroad quiet zone here (D and 3rd Street).
- What will happen to trees on empty lots on Sacramento Ave?
- Driveway entry concern at 1453 Sacramento Avenue. Maintain full property width access.
- Keep trucks off North Harbor, make the river road to Woodland a bike destination.
- Road diet Sacramento Avenue enough to discourage through traffic to the I-80.
- What will happen to trees on empty lots on Sacramento Ave?
- Support for signal at Douglas.
- Add signal light at Douglas and Sacramento Avenue.
- Add lighting on Sacramento Avenue for crosswalk by Broderick's [Broderick Roadhouse].
- Railroad quiet zone here (D and 3rd Street).

Comments:

- Keep trucks off North Harbor, make the river road to Woodland a bike destination.
- Driveway entry concern at 1453 Sacramento Avenue. Maintain full property width access.
- Road diet Sacramento Avenue enough to discourage through traffic to the I-80.
- What will happen to trees on empty lots on Sacramento Avenue?
- Support for signal at Douglas.
- Add signal light at Douglas and Sacramento Avenue.
- Add lighting on Sacramento Avenue for crosswalk by Broderick's [Broderick Roadhouse].
- Railroad quiet zone here (D and 3rd Street).



Participants also added dot stickers (showing agreement/support) on the following improvements listed on the board:

- Safer crosswalks (1)
- Continuous sidewalks (1)
- Douglas Street and Reuter Drive Intersection Safety Improvement: Traffic Signal and Crosswalks (1)

2. Interactive Board: Roadway Design Concepts #1

ROADWAY DESIGN CONCEPTS

These concepts show options for what is possible for Sacramento Avenue! Let us know your thoughts:

At the curve (8th St to 6th St)

SIDEWALK & BIKE LANES @ CONSTRAINED AREA

Recommend a raised or concrete-protected bikeway through constrained section of Sacramento Ave between 8th St and 6th St, at the curve in the road.

Provide a sidewalk on the north side of the street if space is too limited for sidewalk on both sides of the street. Ensure safe and convenient transition of travel by providing crosswalks where sidewalks end.

CONCEPT APPLICATION

EXAMPLES

- Sidewalk-Level Raised Bike Lane with Rolled Curb
- Sidewalk-Level Raised Bike Lane & Sidewalk
- Bike Lane with Concrete Buffer

C Street (6th St to I St Bridge)

HIGH VISIBILITY CROSSWALKS & COLORED (GREEN PAINT) BIKE FACILITIES

Maintain consistency with existing plans for C Street and 5th Street. Provide high-visibility features like buffers, curb extensions, and colored pavement where feasible to improve safety and comfort of bicyclists and pedestrians.

CONCEPT APPLICATION

EXISTING PLAN

- Bicycle boxes at intersection approaches
- Parking-protected bike lanes between 4th and 3rd Streets
- Transition to future I Street Bridge
- Recommend additional protection at O St / 5th St intersection
- Future bike & ped-only bridge

Plant some Ginkgo trees please!

Comments:

- Protected bike lanes should extend to new I Street bridge/new bike bridge
- Plant some Ginkgo trees, please!

Participants also added dot stickers (showing agreement) on the following improvements listed on the board:

- Sidewalk-level raised bike lane with rolled curb (1)
- Parking-protected bike lanes between 4th and 3rd Streets (1)



3. Interactive Board: Roadway Design Concepts #2

ROADWAY DESIGN CONCEPTS

Between Harbor Blvd & Jefferson Blvd/Kegle Dr, Sacramento Avenue is 2-lanes per direction.

Which concept best reflects your vision for improved mobility & connectivity?

A: LANDSCAPE PROTECTED BIKEWAYS & SIDEWALK

Protected bikeways (cycle tracks) provide physical protection between bicyclists and vehicles. In these examples, bicycle travel would also be separated from pedestrian travel (sidewalk).

Green Infrastructure Protection

EXAMPLES

- Bikeway Raised to Sidewalk-Level
- Bollard Protection

Concept Application

Landscape-Protected Bikeways Cross-section Example

B: TWO-WAY NEIGHBORHOOD SHARED USE PATH

A shared use path on the north side of the street would accommodate shared travel by walking, biking, or rolling. This path is recommended for the north side of Sacramento Avenue between Sunset Ave & Jefferson Blvd.

Shared-use Path with Bike Markings

EXAMPLES

- Shared Mobility Area for All Users

Concept Application

Shared Use Path Cross-section Example

Handwritten note: "Prefer Bollards"

Comments:

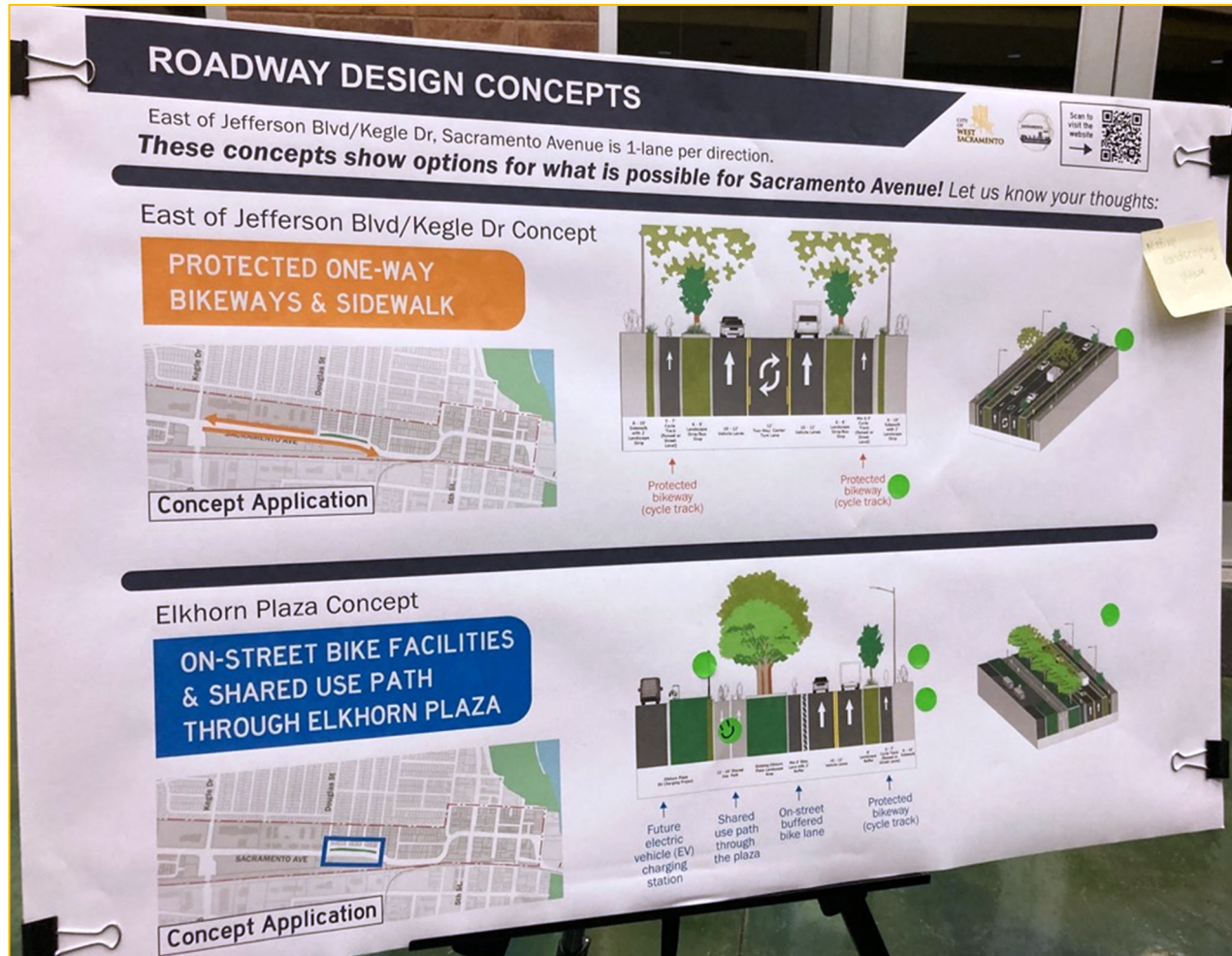
- Prefer bollards (1).

Participants also added dot stickers (showing agreement) on the following improvements listed on the board:

- Landscape protected bikeways and sidewalk (6)
 - Green infrastructure protection (1)
- Two-way neighborhood shared use path (6)
 - Shared mobility area for all users (1)



4. Interactive Board: Roadway Design Concepts #3



Comments:

- Native landscaping please.

Participants also added dot stickers (showing agreement) on the following improvements listed on the board:

- Protected one-way bikeways and sidewalk (2)
- On-street bike facilities and shared use path through Elkhorn Plaza (5)



5. Interactive Board: Intersection Treatments

INTERSECTION TREATMENTS

Improvements to Sacramento Avenue should increase safety at intersections & uncontrolled crosswalks.
Examples of recommended intersection & crossing improvements are shown below.

CROSSING TREATMENTS

- High Visibility Crosswalk
- Median Refuge Island
- Curb Extension (Bulb-Out)
- Textured Crosswalk

PROTECTED INTERSECTION

Primary Benefits:

- Creates shorter, simpler crossings
- Designed for more predictable vehicle movements
- Improves visibility of bicyclists & pedestrians
- Reduces turn speeds around protected corners

ROUNDAABOUT INTERSECTION

Benefits:

- Crash reduction potential
- Encourages slower vehicle entering speeds
- Reduces conflict points through intersections
- Supports efficient intersection operations
- Shorter pedestrian & bicyclist crossings

Handwritten notes on the board:

- C Street @ 5th Street** is a good candidate for a protected intersection.
- Jefferson Blvd/Kegle Dr** is a good candidate for a roundabout improvement.
- CES** should be protected by a curb extension + bike traffic.
- Center of roundabout** should not be over 3 ft in height.
- I am in favor of a roundabout @ Jefferson/Kegle.**
- Jefferson/Kegle** would be a great location for a roundabout.
- Concern about increase in volume on Kegle & emergency access.**
- Need clear signage on who can enter [roundabouts], when to enter, who gets right of way.**
- Please consider increasing roundabout use through all major intersections of the project.**

Comments:

- C and 5th should be protected for pedestrian/bike traffic.
- Center of roundabout should not be over 3 feet in height.
- I am in favor of a roundabout at Jefferson/Kegle.
- Jefferson/Kegle would be a great location for a roundabout.
- Jefferson/Kegle at Sacramento Avenue should not have a roundabout.
- Concern about increase in volume on Kegle and emergency access.
- Need clear signage on who can enter [roundabouts], when to enter, who gets right of way.
- Please consider increasing roundabout use through all major intersections of the project.



Participants also added dot stickers (showing agreement) on the following improvements listed on the board:

- High visibility crosswalk (2)
- Curb extension (bulb-out) (1)

6. Interactive Board: Elkhorn Plaza Social Node

SACRAMENTO AVE COMPLETE STREET PLAN
Elkhorn Plaza Social Node

Elkhorn Plaza Social Node:

- Accessible Green Corridor
 - Street Trees
 - Linear Green
 - Multi-use Path within Elkhorn Plaza
- Community Streetscape
 - Pedestrian Amenities
 - Neighborhood Greenspace
 - Enhanced Signage and Wayfinding
- Multimodal Street
 - Multi-use/ Bike-ped Shared Path
 - Micro-mobility Facilities
 - EV Truck Charging

Handwritten note: "The bend at the end of Sacramento Ave... the pedestrian amenities... and some light..."

Handwritten note: "Don't see the point of EV charging here, but lighting, bike/scooter station and a path would be great."

Existing View 1
From Douglas St. & Sacramento Avenue

Existing View 2
From Reuter St. & Sacramento Avenue

Key Plan

Enhancement Opportunities View 1

Enhancement Opportunities View 2

LEARN MORE SacAvePlan.com

Comments:

- The bend at the end of Sacramento Avenue (by Broderick's Restaurant) is dark and dangerous. We need better lights and signals in this area.
- Don't see the point of EV charging here, but lighting, bike/scooter station and a path would be great.

Participants also added dot stickers (showing agreement) on the following improvements listed on the board:

- Enhancement opportunities View 1 (1)
- Enhancement opportunities View 2 (1)



7. Interactive Board: Jefferson-Kegle Social Hub

SACRAMENTO AVE COMPLETE STREET PLAN
Jefferson- Kegle Social Hub

Jefferson- Kegle Social Hub:

- Possible Green Corridor
- Trees and Median Plantation
- Per Strips and Landscaping Opportunities
- Parkway
- Community Streetscape
- Pedestrian Amenities
- Neighborhood Social Node
- Placemaking and Edge Activation Opportunities
- Unimodal street
- Local Mobility Hub as per Mobility Action Plan
- Mobility Hub Amenities- kiosks, food truck, mobile library, etc.
- Protected Bicycle Lanes
- Protected Intersection

Schematic Plan (Option 1) - Signalized Protected Intersection

Enhancement Opportunities

- Potential developments as per zoning ordinance
- Local Mobility Hub Components along Sacramento Ave
- Protected Intersection
- Proposed Development: Housing Element Site
- Bike Share Station
- Proposed Development as per Zoning Ordinance
- Kiosks
- Food Truck
- Pedestrian Lights
- Bus Stop
- Seating
- Safe Pedestrian Crossing

Schematic Plan (Option 2) - Intersection with Roundabout

Enhancement Opportunities

- Potential developments as per zoning ordinance
- Local Mobility Hub Components along Sacramento Ave
- Placemaking and Activation
- Proposed Roundabout
- Proposed Development: Housing Element Site
- Bike Share Station
- Proposed Development as per Zoning Ordinance
- Safe Pedestrian Crossing
- Bicycle Crossing
- Bus Stop

Existing View
 from Kegle Drive & Sacramento Avenue

LEARN MORE [SacAvePlan.com](https://www.sacaveplan.com)

Participants added dot stickers (showing agreement) on the following improvements listed on the board:

- Schematic plan option 1 (2)
- Schematic plan option 2 (3)



8. Interactive Board: Elkhorn Plaza Social Node



Comments:

- Bryte is a big family neighborhood – dedicated walking and biking paths will be great.
- Traffic calming ideas: narrow roads, roundabouts
- 6th and Broderick's [Broaderick Roadhouse] intersection is a problem, more pedestrian beacons
- Close sidewalk gaps, widen sidewalks, more lighting, visibility is a problem at night, tow trucks are parked in the median at Bryte and Sacramento Avenue

Participants also added dot stickers (showing agreement) on the following improvements listed on the board:

- Accessible green corridor (3)



9. Interactive Board: Additional proposed improvements

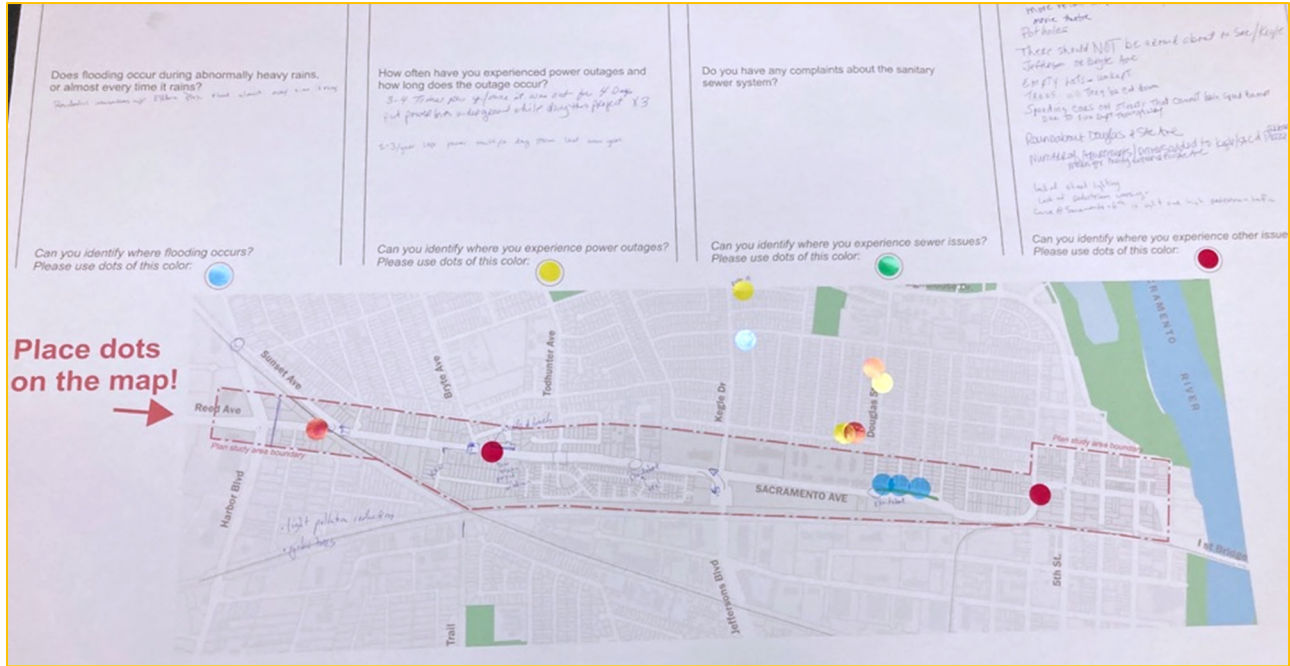


Participants added dot stickers (showing agreement) on the following improvements listed on the board:

- Mobility Hub Components:
 - Bicycle parking (1)
- Mobility Hub Amenities:
 - Food truck/Mini market (1)
 - Mobile library (1)
 - EV charging (1)
- Bicycle Infrastructure:
 - Two-way bike lane (2)
 - One-way bike lane (2)
 - Multi-use path (1)
- Landscape Strategies:
 - Pollinator habitat (1)
 - Green Infrastructure (1)
 - Street trees (2)
- Public Space & Placemaking:
 - Outdoor dining (1)



10. Interactive Board: Sacramento Avenue Corridor Map



Map comments:

- Light pollution reduction
- Ginkgo trees
- Tow trucks parked in media (between Bryte and Todhunter)
- Weeds and bushes (between Bryte and Todhunter)
- Roundabout, yes! (at Sacramento Ave/Simon Terrace)
- Roundabout (at Sacramento Ave/Douglas)

Participants dot stickers on the project map based on the type of concern:

- Flooding:
 - Douglas St/Sacramento Avenue (3)
 - Kagle Dr/Cummins Way (1)
- Power:
 - Kagle Dr/Anna St (1)
 - Douglas Ave (between Sacramento Ave and Cummins Way) (1)
- Other concerns:
 - Elder Dr/Fremont Blvd (1)
 - Douglas Ave (between Sacramento Ave and Cummins Way) (1)
 - Sunset Ave/Sacramento Avenue (1)
 - Bryte Ave/Sacramento Avenue (1)
 - Sacramento Ave/6th St (1)

Additionally, participants could share their feedback on specific questions around challenges with Sacramento Avenue on this same board display. On the following page is a table showing the prompting question (left) and public feedback (right).



Question	Public Comments
Have you experienced flooding on Sacramento Avenue?	<ul style="list-style-type: none"> • Have not experienced flooding – sand and prior levee area.
Does flooding occur during abnormally heavy rains, or almost every time it rains?	<ul style="list-style-type: none"> • Residential intersections with Elkhorn Plaza flood almost every time it rains.
How reliable is electricity in this area?	<ul style="list-style-type: none"> • Not at all – much lights needed. Needs PG&E to check. Lights flicker a lot on Douglas and Fremont.
How often have you experienced power outages and how long does the outage occur?	<ul style="list-style-type: none"> • 3 – 4 times per year. Once it was out for 4 days. Put power lines underground while doing this project three times. • 2 – 3 times a year. Lost power multiple day storm last new year.
Have you experienced sewer backups?	No comments
Do you have any complaints about the sanitary sewer system?	No comments
List other concerns/comments	<ul style="list-style-type: none"> • Pedestrian safety, ie. unleashed dogs, speeding vehicles • More efficient police response to illegal fireworks • Water supply • More retail shops, Safeway replacement store • Movie theater • Potholes • There should not be a roundabout on Sacramento Ave/Kegle Dr, Jefferson, or Bryte Ave. • Empty lots – unkempt • Trees – will they be cut down • Speeding cars on streets that cannot have speed bumper due to fire department throughway. • Roundabout Douglas and Sacramento Ave • Number of apartments/drivers added to Kegle/Sacramento Ave and Elkhorn Plaza makes for messy entrance to Sacramento Avenue • Lack of street lighting lack of pedestrian crossings • Curve at Sacramento Ave and 6th St is unlit and high pedestrian traffic



Comment Card Input

Four community members submitted feedback via comment cards during the open house.

- At 1453 Sacramento Avenue – entry to remain the same width. Our driveway is entire property width. Roundabout at Kagle/Jefferson = pedestrian nightmare.
- Many curbs are not appropriately identified (curb or ramp?)
- 1. Build a step on step off trolley runs on Sacramento Ave to 3rd or Jefferson back on tower gateway to tower bridge across on 5th downtown Sacramento and back up I Street. 2. Huge regional fountain like Salmon Street sprints in Portland that people will come and stay all day. 3. Railroad quiet zone at D and 3rd Street. Just need street traffic directionals.
- Why is the old Safeway store still vacant? What is the city doing to put in more retail stores? We need a ban on construction vehicles on city streets blocking drivers view. More enforcement of non-operational vehicles taking up space.

Workshop Notification & Awareness

During the three-week outreach process, the project team implemented a public awareness campaign about the workshop. A full-sized version of the flyer is available in the Appendix of this document. The workshop flyer, utility mailer, and lawn signs included Spanish and Russian translations.

The following summarizes the notification efforts made to increase awareness of the community workshop:

- Community partners: Community partners were contacted via phone and email to notify them of the City of West Sacramento’s planning efforts for the Sacramento Avenue Complete Street Plan. This included representatives from transportation/environmental advocacy groups, community-based organizations, schools, public safety organizations, neighborhood associations, churches, business interests, and local destinations.
- Email Notifications: The project team distributed three email notifications via Constant Contact on September 19, October 2 and on October 10, and made personal emails to community partners about the upcoming Open House.





- Social Media: The City of West Sacramento posted the event flyer on their Facebook, Instagram, and Twitter pages, and made reminder posts leading up to the workshop.
- Utility Mailer: The workshop flyer was included in the September utility mailer sent to homes located adjacent to the project area.
- Flyer delivery: The project team delivered workshop flyers to businesses located along the length of the Sacramento Avenue corridor. Flyers were also posted in the windows of these local businesses or available at the front counters for customers to take.
- Lawn Signs: The project team posted lawn signs at regular intervals along Sacramento Avenue.
- Media: The City of West Sacramento distributed a media release to local news outlets. [KRCA 3 published an article about the workshop.](#)

Appendix

- Workshop Exhibits (10)
- Workshop Flyer