



12.1

DEPARTMENT OF  
PUBLIC WORKS

CITY OF SACRAMENTO  
CALIFORNIA

927 10TH STREET  
SACRAMENTO, CA  
95814-2702

PROJECT DELIVERY  
DIVISION

PH 916-264-8300  
FAX 916-264-8281

April 25, 2003

City Council  
Sacramento, California



Honorable Members in Session:

**SUBJECT: CENTRAL CITY TWO-WAY CONVERSION STUDY (PN: TL63) –  
APPROVAL OF CONVERSION OPTIONS (CANDIDATE STREETS) TO  
STUDY IN THE ENVIRONMENTAL PHASE**

**LOCATION AND COUNCIL DISTRICT:**

Central City Area, Council District 1, 3, & 4 (see location map – Attachment A).

**RECOMMENDATION:**

This report recommends that the City Council adopt the attached resolution approving the conversion options to be studied in the environmental phase of the Central City Two-Way Conversion Study.

**CONTACT PERSONS:**

Hector Barron, Supervising Engineer, 264-2669  
Marty Hanneman, City Traffic Engineer, 264-7508

**FOR COUNCIL MEETING OF:** May 20, 2003

**SUMMARY:**

This report requests that the City Council approve the one-way conversion options (i.e. segments of one-way streets or couplets) to be studied further for possible conversion in the environmental phase of the Central City Two-Way Conversion Study (Attachment B).

On June 4, 2002, the City Council approved 13 one-way conversion options for further study and the evaluation criteria to be used as a tool in evaluating and ranking the

conversion options. Staff has completed the evaluation of all 13-conversion options. The results are summarized in Attachment C. Staff is recommending that six projects be approved for further study and environmental review. It is anticipated that the environmental evaluation will result in a better understanding of the potential benefits and impacts of implementation of each of the projects. It will also result in a recommendation of which options are appropriate to implement (construct). The project budget is \$1,903,650 and it is estimated that this amount will fund one or two conversion options.

**COMMITTEE/COMMISSION:**

None.

**BACKGROUND INFORMATION:**

Residents of Central City neighborhoods have expressed concerns that high traffic volumes and travel speeds on one-way streets are negatively impacting their neighborhood environment. The City is conducting the Central City Two-Way Conversion Study to enhance neighborhood livability while balancing the need for economic development and revitalization of the Central City.

The study began in the Spring of 2001 following the process outlined in Attachment D. It initially considered all the twenty-three one-way streets in the Central City. On June 4, 2002 the City Council approved the 13 one-way conversion options (i.e. segments of one-way streets or couplets) that should be studied further for possible conversion to two-way operations and approved the evaluation criteria to be used as a tool in evaluating and ranking the conversion options. In addition, Council directed staff to evaluate the conversion option of lane configuration changes, including conversion from 3 lanes one-way to 2 lanes one-way with bicycle lanes. The primary purpose for the additional evaluation was to explore opportunities to improve bicycle access in the Central City.

Evaluation Process

Since the June 4, 2002 City Council meeting, the project team has completed the evaluation of the 13 conversion options for possible conversion from one-way to two-way operations and from 3 lanes one-way to 2 lanes one-way with bicycle lanes. Below are a few highlights and outcomes of the evaluation process:

- Two-Way Conversion Evaluation: After review of the two-way conversion evaluation, it became clear that any ranking of the conversion options based strictly on total points, resulting from the weighted evaluation criteria, would not be the final answer. The evaluation found that there was a relatively small difference in the total points for 12 of the 13 conversion options (Attachment C). The recommendation, therefore, should focus on information learned from the evaluation and the potential benefits and impacts of each conversion option instead of total points.

- 3 Lanes One-Way to 2 Lanes One-Way Evaluation: This evaluation focused on those streets that may be good candidates for bike routes. The evaluation did not look at L, N, P and Q Streets, since these streets are currently being evaluated by the South Midtown Area Revitalization & Transportation (SMART) Plan.

### Recommendation

The conversion options that are recommended for further analysis in the environmental phase of the Central City Two-Way Conversion Study are listed in Attachment B, in no particular order. They are grouped by projects that are distinct and may be able to be implemented independent of the other projects. In some cases, the limits of certain options were slightly revised to better coordinate with the Freeport Boulevard/21<sup>st</sup> Street Conversion Project, the SMART Plan, and facilities in the Central City such as the freeway system.

Inclusion of a conversion option into the recommendation does not guarantee that those options will be implemented (constructed), but that they should move to the environmental phase for further evaluation. Additionally, exclusion of an option from the recommendation does not preclude future evaluation of those options for possible implementation.

### Community Outreach and Input

Throughout the study process, the City's project team worked with a Stakeholder Review Panel (SRP), a Technical Review Panel (TRP), and the community. There have been three public workshops (July 18, 2001, March 20, 2002, & April 9, 2003) and eight SRP meetings. The SRP is comprised of approximately 40 plus key stakeholders (Attachment E) that represent neighborhood associations, businesses, large employers, developers, State of California, and special interest groups. The TRP is comprised of City staff, Caltrans, and Sacramento Regional Transit District (RT) representatives.

The City's project team received numerous comments from stakeholders and the community. In general, many generally support the recommendations, yet several concerns were expressed regarding the potential conversion of L, P and Q Streets:

- Concerns that potential conversions would negatively impact employee access, employers and economic development, and revitalization of the Central Business District (CBD).
- Concerns that potential conversion may greatly impact transit operations, increase travel times, increase transit operating costs, and ultimately impact the transportation system in the Central City.

These concerns, and others, will need to be further evaluated in the environmental phase of the study. Ultimately, it is hoped that the Central City Two-way Conversion Study will select a conversion project for implementation that enhances neighborhood livability,

supports continued revitalization of the commercial area of the Central City, promotes a pedestrian friendly and safe environment, is feasible and can be implemented, is developed with stakeholder and community participation, maintains a viable transit strategy, and supports a balanced transportation system.

### Next Steps

Upon Council approval of the projects to include in the environmental phase, staff will work with DKS Associates, the City's consultant, to finalize the environmental scope and fee. Staff will return within 60 days with a supplemental consultant agreement for the necessary environmental review. It is anticipated that the environmental phase of the project will take approximately 9 to 12 months to complete. Upon completion of the environmental analysis, staff will return to Council for further direction.

### **FINANCIAL CONSIDERATIONS:**

There are no financial transactions with this report. Staff will return within 60 days seeking City Council approval of a Consultant Supplemental Agreement necessary to complete the work and associated funding.

The total cost of the proposed environmental review work is estimated at \$500,000. Based on a total project budget of \$1,945,000, it is anticipated that approximately \$1.1 million will remain for design and construction of conversion options.

### **ENVIRONMENTAL CONSIDERATIONS:**

The approval of the action is not considered a project as defined by Section 15378 of the California Environmental Quality Act guidelines. The recommended action involves no physical construction and has no potential to cause a significant impact to the environment.

### **POLICY CONSIDERATIONS:**

The action is consistent and supportive of the General Plan policies to enhance and maintain the quality of life and to promote an efficient, safe, and balanced transportation system. It is also consistent and supportive of the Smart Growth Principles recently adopted into the General Plan relating to: fostering walkable close-knit neighborhoods; providing a variety of transportation choices; encouraging citizen and stakeholder participation; and supporting land use, transportation management, and environmental planning to reduce vehicle emissions and improve air quality.

The action is also supportive of the City's Strategic Plan goals to enhance and preserve the neighborhoods, promote and support economic vitality, and to improve and diversify the transportation system.

**ESBD CONSIDERATIONS:**

The actions contained in this report are not subject to the City's ESBD requirements.

Respectfully submitted,

  
Francesca Lee Halbakken  
Project Delivery Manager

RECOMMENDATION APPROVED:

  
ROBERT P. THOMAS  
City Manager

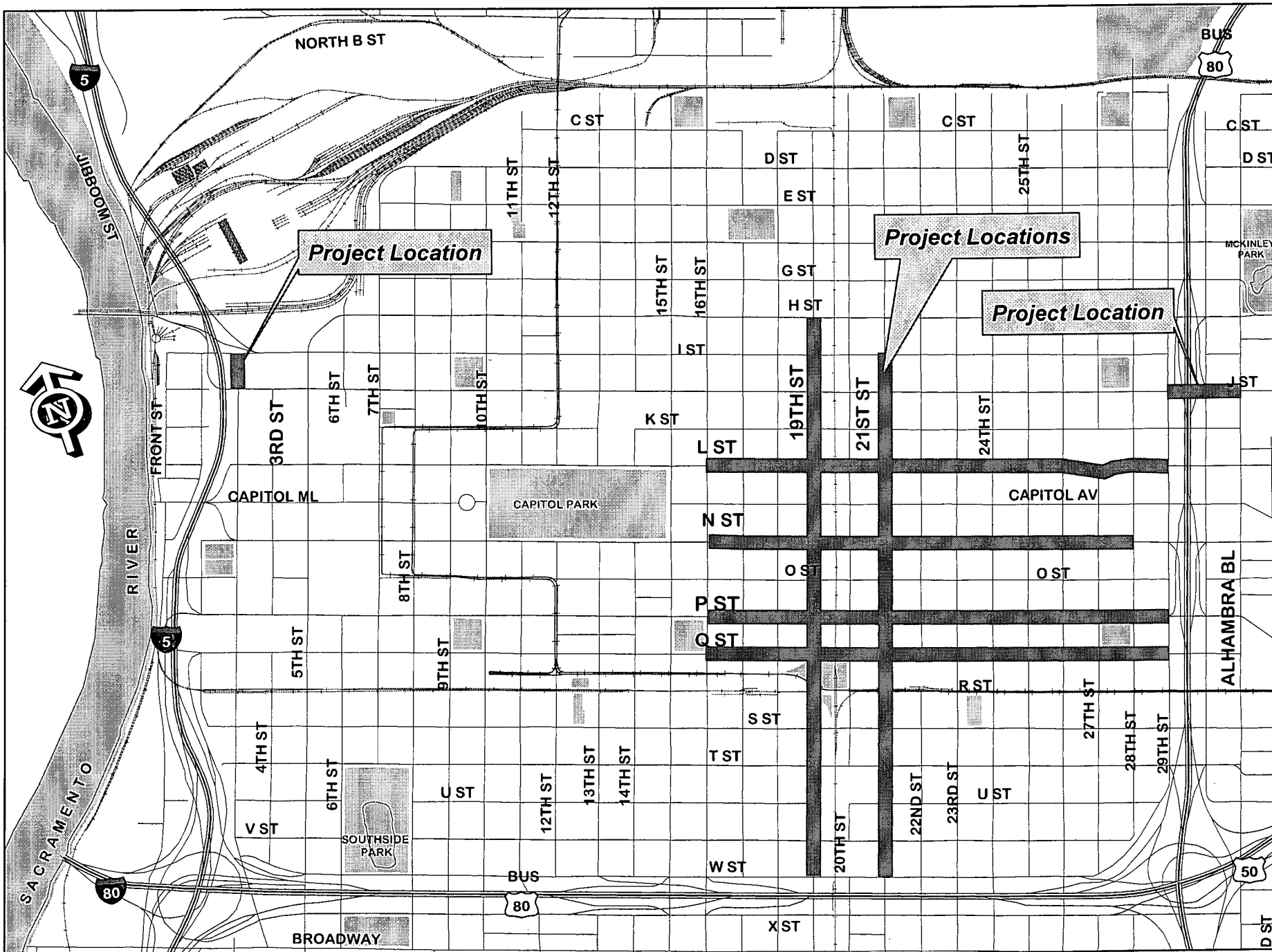
Approved:

  
Thomas V. Lee  
Deputy City Manager

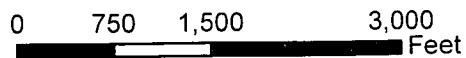
Table of Contents

- 1) Attachment A, location map, page 6
- 2) Attachment B, Conversion Options Recommended for Environmental Review, page 7
- 3) Attachment C, Study Evaluation Summary, page 8
- 4) Attachment D, Summary of Study Process, page 11
- 5) Attachment E, Stakeholder Review Panel, page 12
- 6) Resolution, page 13
- 7) Presentation Material, page 14

Location Map for  
CENTRAL CITY TWO-WAY CONVERSION (PN: TL63)



Map Contact: S. Tobin  
Map Date: April, 2003



6

## CENTRAL CITY TWO-WAY CONVERSION STUDY

<b>Conversion Options Recommended for Environmental Review</b>				
<b>Project</b>	<b>Option</b>	<b>Street(s)</b>	<b>Limits</b>	<b>Recommendation</b>
1	6	J Street	29 <sup>th</sup> Street to Alhambra Boulevard	Two-way Conversion
2	7	L Street	16 <sup>th</sup> Street to 29 <sup>th</sup> Street	Two-way Conversion
3	7	N Street	16 <sup>th</sup> Street to 28 <sup>th</sup> Street	Two-way Conversion
4	9	P & Q Street	16 <sup>th</sup> Street to 29 <sup>th</sup> Street	Two-way Conversion
5	12	19 <sup>th</sup> and 21 <sup>st</sup> Street	H/I Street to W Street	3-2 Conversion
6	13	3 <sup>rd</sup> Street	I Street to J Street	Two-way Conversion

**Central City Two-way Conversion Study - Evaluation Summary**

Conversion Option			Two-Way Conversion		3-2 Conversion	Notes	
No.	Street(s)	Limits	Results	Major Benefits and Issues		Summary of Results	
			Total Points	Key Benefits of Conversion	Key Impacts or Issues of Conversion		
8	P & Q Street	16 <sup>th</sup> Street to Alhambra Blvd	69.5	Speed reduction and high number of residential units.	High bus volumes and impacts on bus travel times.	To be evaluated as part of the SMART Plan.	RT and transit providers have concerns with a two-way conversion. It may impact ridership, increase travel times, and increase operating costs. Impacts on RT may further impact the transportation system in the Central City. A conversion may also be in conflict with the recently completed Bus Enhancement Study. Several downtown merchants have also expressed concern that a two-way conversion will impact access to and from the Central City and the Central Business District.
9	P & Q Street	16 <sup>th</sup> Street to 28th Street	69.0	Speed reduction and high number of residential units.	High bus volumes and impacts bus travel times.	To be evaluated as part of the SMART Plan.	Same as above
12	19 <sup>th</sup> & 21 <sup>st</sup> Street	H/I Street to Broadway	67.5	Provides important bike route.	Customer and emergency vehicle access.	Conversion feasible yet will require mitigation such as parking restrictions at key intersections. Revised south limits to W St to be consistent with the Freeport Blvd/21st Street Conversion Project.	Bicyclists have expressed that 19th/21st Streets are a high priority for a north-south bike route. RT and emergency services may be impacted if converted to two way operations. Some businesses have indicated that maintaining transportation system capacity is important in attracting businesses. A 3-2 conversion may be more appropriate to maintain volumes, provide on street bicycle lanes, and minimize impacts to RT and emergency vehicles. A 3-2 conversion may require implementation of mitigation measures such as parking restrictions during peak periods at key intersections.
11	5 <sup>th</sup> Street	X Street to Q Street	66.8	High percentage of residential uses.		Conversion feasible.	No overwhelming support to make this conversion a high priority.

Conversion Option			Two-Way Conversion			3-2 Conversion	Notes
No.	Street(s)	Limits	Results	Major Benefits and Issues		Summary of Results	
			Total Points	Key Benefits of Conversion	Key Impacts or Issues of Conversion		
7	L & N Street	16 <sup>th</sup> Street to Alhambra Blvd/28th Street	66.7	High number of residential units and pedestrians.	High bus volumes (L Street), impacts on bus travel times and emergency vehicle access.	To be evaluated as part of the SMART Plan.	Same as Option #8. All of the two-way conversion impacts noted are due to conversion of L Street. Conversion of N Street to two-way appears to have minimal impacts.
10	P & Q Street	10 <sup>th</sup> Street to Alhambra Blvd	66.5	Speed reduction and high number of residential units.	High bus volumes and impacts bus travel times, traffic congestion and emergency vehicle access.	To be evaluated as part of the SMART Plan.	Same as Option #8. Additionally, State Department of General Services and CADA are concerned about converting P & Q Streets to two-way between 10th and 16th Street.
6	J Street	29 <sup>th</sup> Street to Alhambra Blvd	65.0	Neighborhood and customer access.	Emergency vehicle access and few residential units.	Two-Way conversion more appropriate.	Two-way conversion may require elimination of parking on J Street near Alhambra to mitigate traffic operations impacts.
4	15 <sup>th</sup> Street	D Street to G Street	64.9	High percentage of residential uses.		Conversion appears technically feasible.	No consensus of area residents on two-way conversion.
13	3 <sup>rd</sup> Street	I Street to J Street	64.0	Customer access (Old Town).	No residential units.	Two-Way conversion more appropriate.	May still require special event traffic control after conversion.
5	I & J Streets	16 <sup>th</sup> Street to 21 <sup>st</sup> Street / Alhambra Blvd	63.3	High number of residential units and pedestrians.	High bus volumes (J Street), bus travel times and emergency vehicle access.	Conversion not feasible. Significant traffic impacts.	Two-way conversion may have impacts to RT and emergency vehicles. Will shift significant traffic volumes to non-converted streets; N Street traffic volume will increase.
1	3 <sup>rd</sup> Street	Q Street to S Street	63.2		No residential units.	Conversion appears technically feasible.	
3	9 <sup>th</sup> & 10 <sup>th</sup> Street	E Street to H Street	63.1			Conversion appears technically feasible.	

Conversion Option			Two-Way Conversion		3-2 Conversion	Notes	
No.	Street(s)	Limits	Results	Major Benefits and Issues		Summary of Results	
			Total Points	Key Benefits of Conversion	Key Impacts or Issues of Conversion		
2	7 <sup>th</sup> & 8 <sup>th</sup> Street	E Street to H Street	45.1		Future light rail lines, traffic congestion and few residential units. Impacts to county parking garages and lots.	Feasible unknown.	Too many unknowns: potential extension of light rail along 7th Street, extension and possible widening of 7th Street, on-going Railyards planning, etc.

## **CENTRAL CITY TWO-WAY CONVERSION STUDY SUMMARY OF STUDY PROCESS**

The Central City Two-Way Conversion Study consists of three phases. Below is a summary of the results and outcome that is expected in each of the three phases:

### Phase I - Define Ranking Criteria and Conversion Options

This phase will primarily have two outcomes:

- One outcome will be a list of conversion options. A list of one-way streets or one-way couplets that are candidates for conversion and are recommended for further study.
- Another outcome is the development of ranking criteria that will be used to assist to evaluate and rank the conversion options later in the study. The criteria is not intended to be the final answer to the ranking process yet it is intended to further assist the two review panels, which are faced with a large number of options and a broad list of criteria, focus their discussions.

The draft results will be presented at a public workshop and to the City Council for approval.

### Phase II - Analysis and Ranking of Conversion Options

This phase of the study will include evaluating the conversion options with the ranking criteria developed in the first phase of the study. The outcome of this phase will be a ranked list of conversion options. The draft results will be brought to a public workshop and to the City Council for approval.

It may be possible that at the end of the second phase, the ranking may establish the preferred conversion project (one or two options) to implement. The City Council may direct staff to proceed with the implementation of a conversion project with the available funding.

### Phase III - Implementation Plan and Community Plan Amendment

If necessary, this option will include selection of the preferred conversion project (one or two options) to implement. This phase will include preparing detailed cost estimates and scoping the environmental document for the preferred conversion options. If required a draft community plan amendment will be prepared based on the preferred conversion option(s). If necessary, results of this phase will be presented to the community and to the City Council.

## **CENTRAL CITY TWO-WAY CONVERSION STUDY STAKEHOLDER REVIEW PANEL**

### **Organizations/Associations Represented**

Alkali Flat PAC  
Boulevard Park Neighborhood Association  
California Bicycle Coalition  
Capital Area Development Authority (CADA)  
Capitol Station District  
Downtown Neighborhood Association  
E. Sac. Alhambra Neighborhood Association  
E. Sac. Chamber of Commerce  
East Sac. Improvement Association  
Environmental Council of Sacramento (ECOS)  
Equity Office Properties/Wells Fargo Office  
Fremont Park Neighborhood Association  
Friendship Park Neighborhood Association  
Inside the City/MENA  
Mansion Flat Neighborhood Association  
Marshall School Neighborhood Association  
Midtown Business Association  
Area One Neighborhood Advisory Group (NAG)  
New Era Park Neighborhood Association  
Paragary's Restaurant Group  
Petrovich Development Co.  
Ravel Properties  
Real Estate Division  
Sacramento Area Bicycle Advocates  
Sac. Metro Chamber of Commerce  
Sacramento Bee  
Sacramento County  
Sacramento TMA  
Sheraton Grand Hotel  
SOCA  
Somerset Parkside Homeowners Association  
Southside Park Neighborhood Association  
Stanford Park Homeowners Association  
Sutter Health  
Sutter Place Homeowners Association  
The Allen Group  
The Downtown Sacramento Partnership  
The Hyatt Regency  
The Neighborhood  
Walk Sacramento  
Washington Park Neighborhood Group  
West Midtown Neighborhood Association  
Westfield Shoppingtown Downtown  
Winn Park-Capitol Ave Neighborhood Association  
WinShip Properties



**RESOLUTION NO. 2003-314**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

*As Amended*

**RESOLUTION APPROVING CONVERSION OPTIONS  
(CANDIDATE STREETS) TO STUDY IN THE ENVIRONMENTAL PHASE  
OF THE CENTRAL CITY TWO-WAY CONVERSION STUDY (PN:TL63)**

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

- Approving the conversion options to be studied in the environmental phase of the Central City Two-Way Conversion Study (PN: TL63) as listed below:

Central City Two-Way Conversion Study Recommendations				
Project	Option	Street(s)	Limits	Recommendation
1	6	J Street	29 <sup>th</sup> Street to Alhambra Boulevard	Two-way Conversion
2	7	L Street	16 <sup>th</sup> Street to 29 <sup>th</sup> Street	Two-way Conversion
3	7	N Street	16 <sup>th</sup> Street to 28 <sup>th</sup> Street	Two-way Conversion
4	9	P & Q Street	16 <sup>th</sup> Street to 29 <sup>th</sup> Street	Two-way Conversion
5	12	19 <sup>th</sup> and 21 <sup>st</sup> Street	H/I Street to W Street	3-2 Conversion
6	13	3 <sup>rd</sup> Street	I Street to J Street	Two-way Conversion

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

---

# **Central City Two-Way Conversion Study**

**May 20, 2003**

# Background

---

- Study began in Spring 2001
- Purpose is to improve neighborhood livability, balancing the need for economic development and revitalization of the Central City
- System wide study of all one-way streets in the Central City

# Community and Stakeholder Involvement

---

- Stakeholder Review Panel - Approx. 40 key stakeholders
- Technical Review Panel - City Staff, Caltrans, & RT
- Community Input – Public Workshops (3)

# Study Process – Three Phases

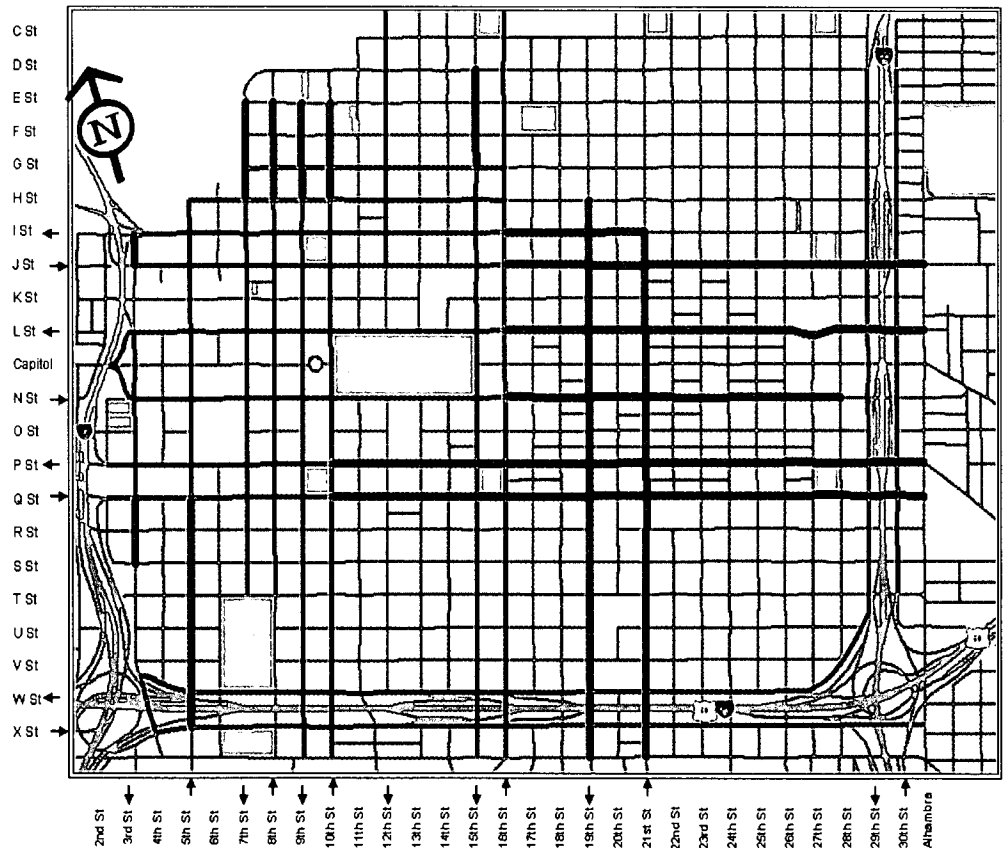
---

- Phase I – Define Evaluation Criteria and Conversion Options (Work Completed)
- Phase II – Analysis of Conversion Options and (Prepare Recommendation)
- Phase III – Prepare an Implementation Plan (If needed)

# Phase 1 Outcomes

## The City Council

- Selected 13 potential conversion options
- Approved evaluation criteria
- Approved the weighting of the criteria
- Directed an evaluation of 3 to 2 conversions



## Phase 2 - Outcomes

---

### Analysis of Two-Way Conversion:

- Technical analysis and weighted criteria resulted in small difference in the point totals for 12 of the 13 conversion options
- Recommendations should focus on the key benefits and impacts of the options

## **Phase 2 - Outcomes**

---

### **Analysis of 3-Lanes One Way to 2-Lanes One Way Conversion:**

- L, N, P and Q Streets are being evaluated as part of SMART Plan DEIR
- 5<sup>th</sup> Street Conversion is feasible
- J Street Conversion would cause significant traffic congestion problems
- 19<sup>th</sup> and 21<sup>st</sup> Street would cause some congestion problems but these could be mitigated

# Draft Recommendation

- **Based on evaluation of both two-way and 3 to 2 conversions**
- **Includes six different projects:**
  - **Two-way Conversions**
    - J Street (29<sup>th</sup> to Alhambra)
    - L Street (16<sup>th</sup> to 29<sup>th</sup>)
    - N Street (16<sup>th</sup> to 28<sup>th</sup>)
    - P & Q Streets (16<sup>th</sup> to 29<sup>th</sup>)
    - 3<sup>rd</sup> St (I Street to J Street)
  - **3 to 2 Conversions**
    - 19<sup>th</sup> to 21<sup>st</sup> Street (H/I to W Street)

# Draft Recommendation

- **Will projects as defined get constructed?**
  - Recommendation is to move projects into environmental phase
  - Projects need to complete environmental phase and have funding in place before construction
  
- **What happens to projects not recommended?**
  - Projects are not precluded from future evaluation

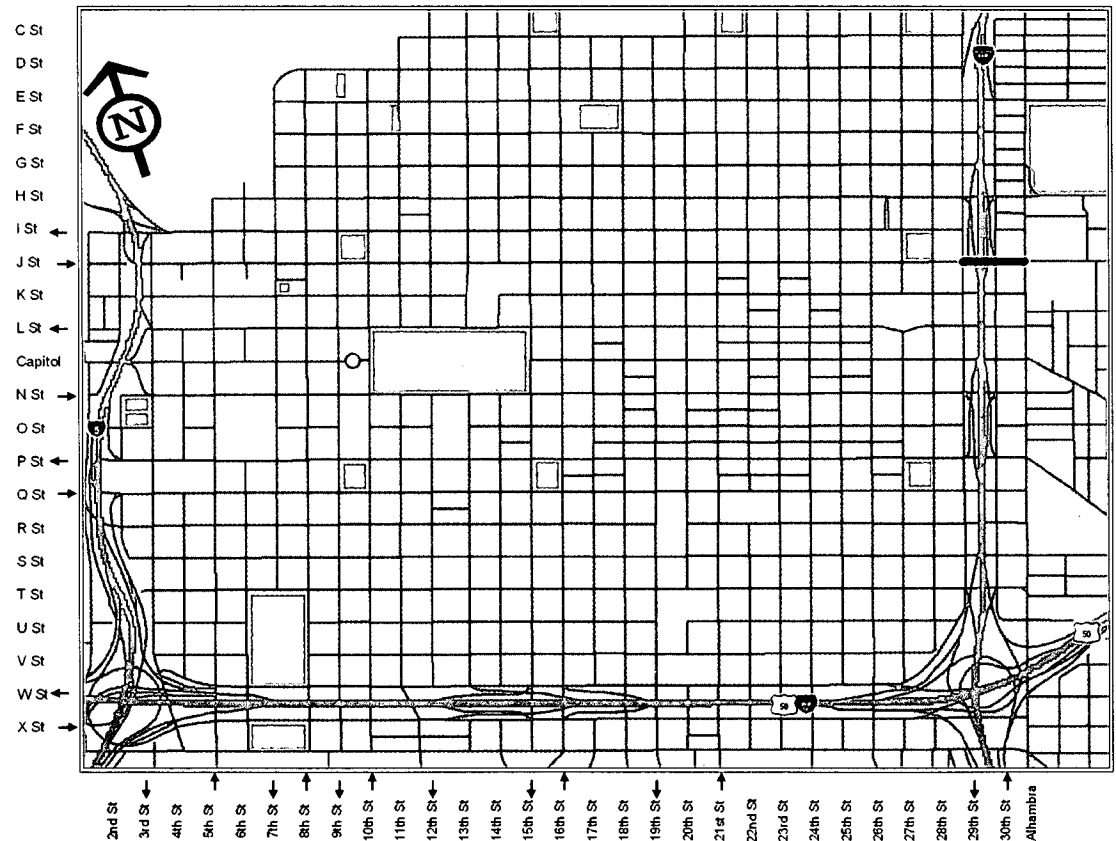
# Project 1 - J Street (29<sup>th</sup> Street to Alhambra)

## ➤ RECOMMENDATION

- Two Way Conversion

## ➤ BENEFITS

- Neighborhood and customer access



# Project 2 - L Street (16<sup>th</sup> Street to 29<sup>th</sup> Street)

## ➤ RECOMMENDATION

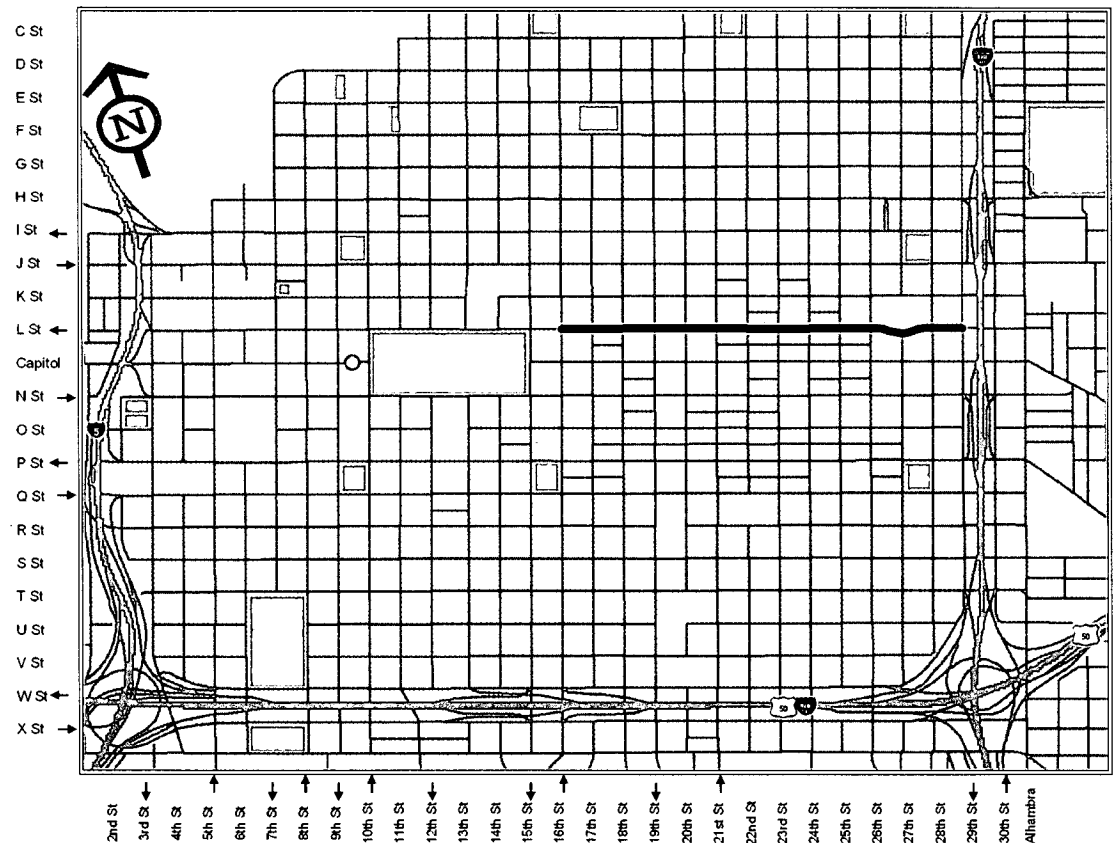
- Two Way Conversion

## ➤ BENEFITS

- High number of residential units and pedestrians

## ➤ IMPACTS

- Transit



# Project 3 - N Street (16<sup>th</sup> Street to 28<sup>th</sup> Street)

## ➤ RECOMMENDATION

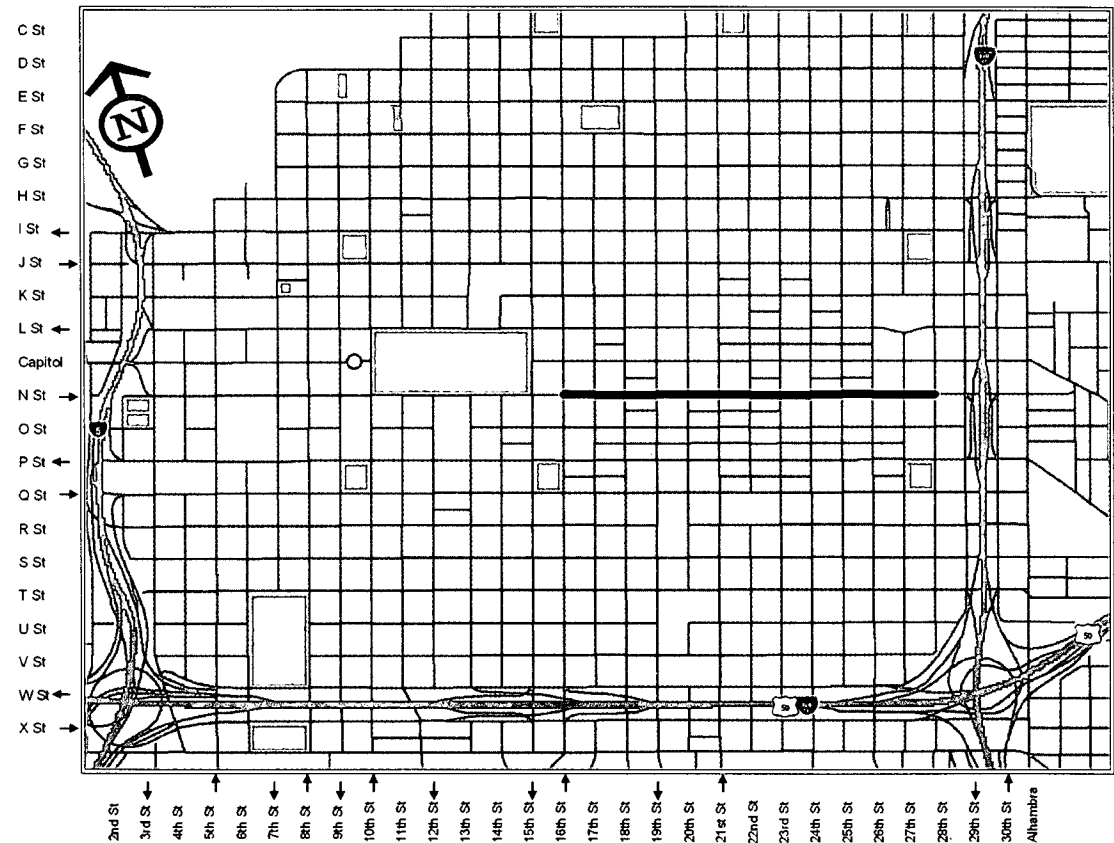
- Two Way Conversion

## ➤ BENEFITS

- High number of residential units and pedestrians

## ➤ IMPACTS

- None Noted



# Project 4 - P & Q Streets (16<sup>th</sup> Street to 29<sup>th</sup> Street)

## ➤ RECOMMENDATION

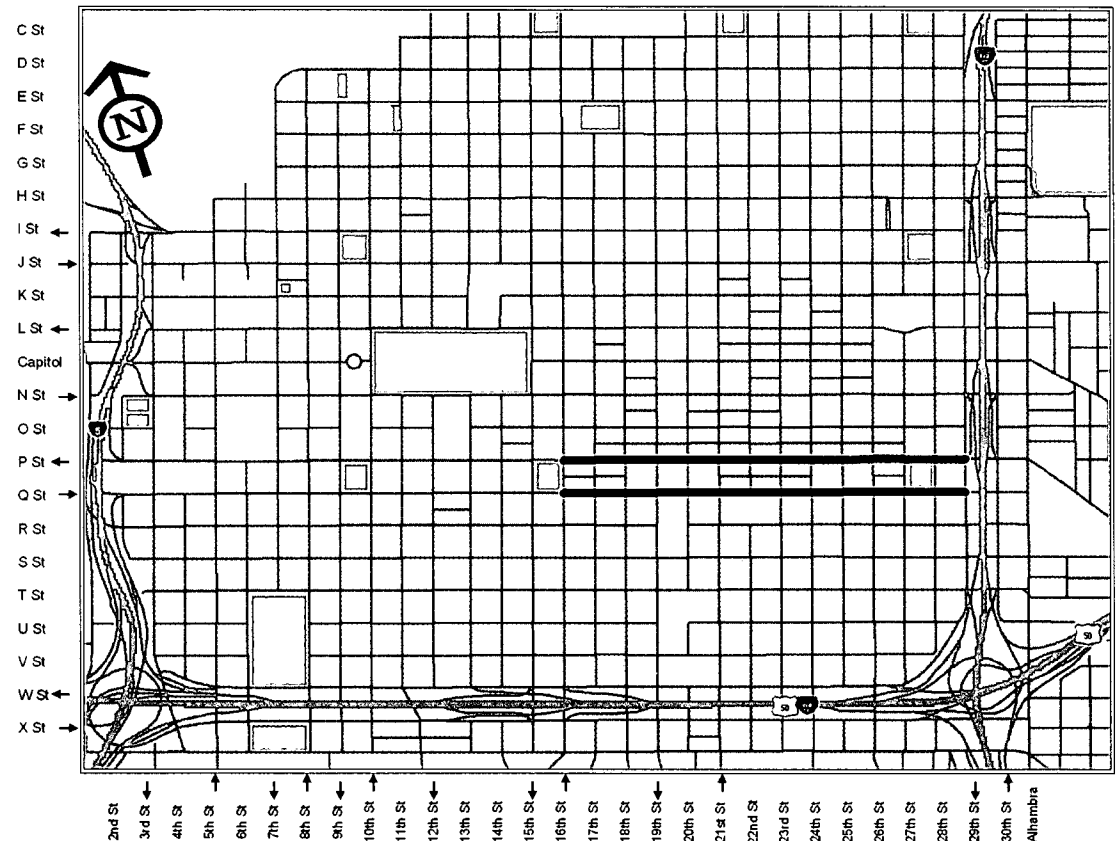
- Two Way Conversion

## ➤ BENEFITS

- High number of residential units and pedestrians
- Speed Reduction

## ➤ IMPACTS

- Transit



# Project 5 - 19<sup>th</sup> & 21st Streets (H/I Street to W Street)

## ➤ RECOMMENDATION

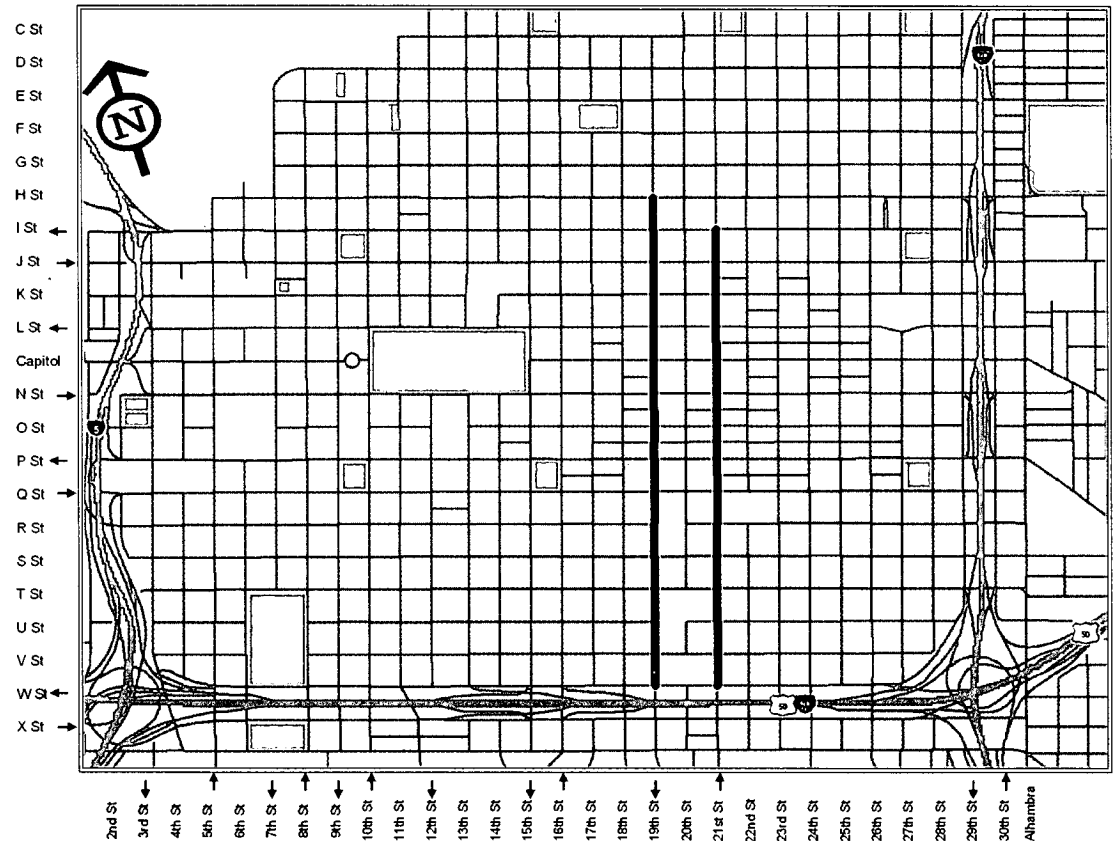
- 3 to 2 Conversion

## ➤ BENEFITS

- Provides important bike route

## ➤ IMPACTS

- Customer access



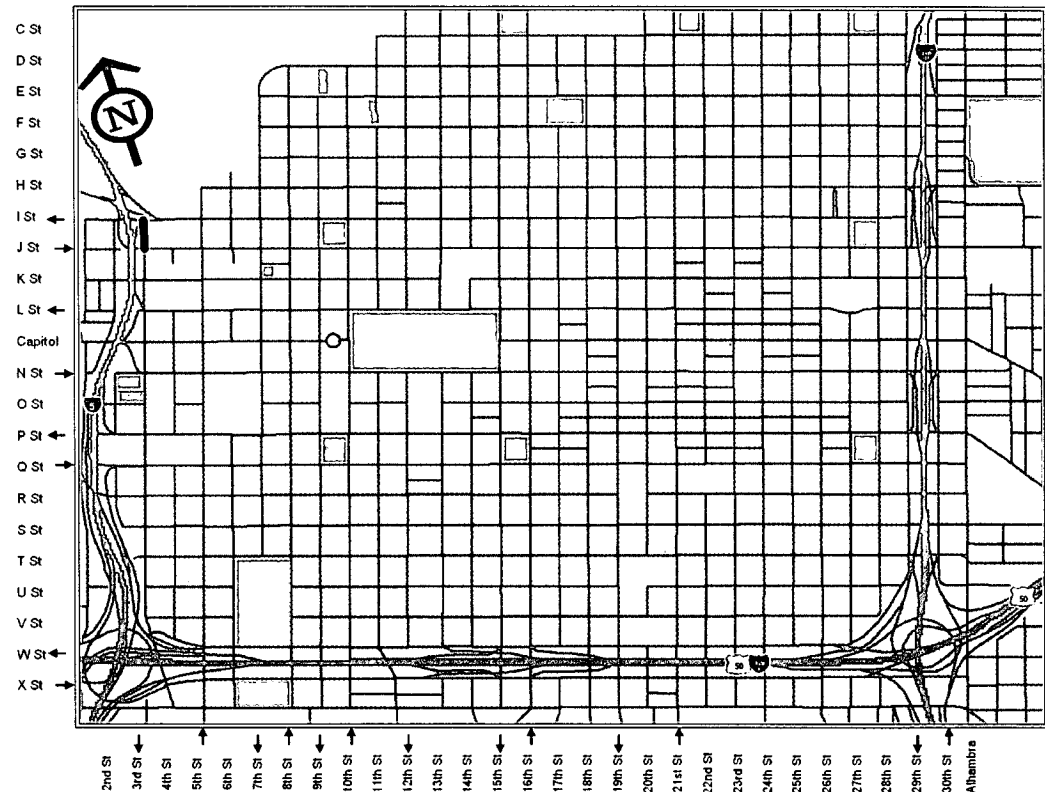
# Project 6 - 3rd Street (I Street to J Street)

## ➤ RECOMMENDATION

- Two Way Conversion

## ➤ BENEFITS

- Customer access  
(Old Sacramento)



# Community and Stakeholder Involvement

---

- **Some conversions could *impact access and negatively impact employers and economic development and revitalization of the CBD***
- **Some conversions could *negatively impact transit providers***
- **Conversions could *enhance neighborhood livability, improve bicycle access, pedestrian mobility and safety, and the economic vitality of the CBD***

# Central City Two-Way Conversion Study

---

- Study must balance Neighborhood Livability and Economic Development and Revitalization of the Central City
- Must meet many other objectives

# Central City Two-Way Conversion Study

---

- Recommended action is consistent with the following:
  - General Plan
  - Smart Growth Principals
  - Central City Community Plan
  - City's Strategic Plan Goals

# Next Steps

---

- Staff will report back in 60 days with final environmental scope and fee

# Special Recognition

---

- Stakeholder Review Panel
- Technical Review Panel

12.1  
2003-374

**AMENDED**

**RESOLUTION NO.**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**APPROVED**  
MAY 20 2003  
OFFICE OF THE  
CITY CLERK

**RESOLUTION APPROVING CONVERSION OPTIONS  
(CANDIDATE STREETS) TO STUDY IN THE ENVIRONMENTAL PHASE  
OF THE CENTRAL CITY TWO-WAY CONVERSION STUDY (PN:TL63)**

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

- Approving the conversion options to be studied in the environmental phase of the Central City Two-Way Conversion Study (PN: TL63) as listed below:

Central City Two-Way Conversion Study Recommendations				
Project	Option	Street(s)	Limits	Recommendation
1	3	9 <sup>th</sup> and 10 <sup>th</sup> Street	E Street to G Street	Two-way Conversion
2	6	J Street	29 <sup>th</sup> Street to Alhambra Boulevard	Two-way Conversion
3	7	L Street	16 <sup>th</sup> Street to 29 <sup>th</sup> Street	Two-way Conversion
4	7	N Street	16 <sup>th</sup> Street to 28th Street	Two-way Conversion
5	9	P & Q Street	16 <sup>th</sup> Street to 29 <sup>th</sup> Street	Two-way Conversion
6	12	19 <sup>th</sup> and 21 <sup>st</sup> Street	H/I Street to W Street	3-2 Conversion
7	13	3 <sup>rd</sup> Street	I Street to J Street	Two-way Conversion

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_