10 Mobility and Transportation

Goal M-1: *Investments and actions that reduce reliance on single-occupant vehicles and shift trips to active modes and high-occupancy vehicles.*

Goal M-2: *Interconnected, accessible neighborhoods and centers linked through a network of pedestrian, bicycle, and transit infrastructure that facilitates convenient connections.*

Goal M-3: *An equitable, efficient multimodal system that provides a range of viable travel choices for users of all ages, backgrounds, and abilities.*

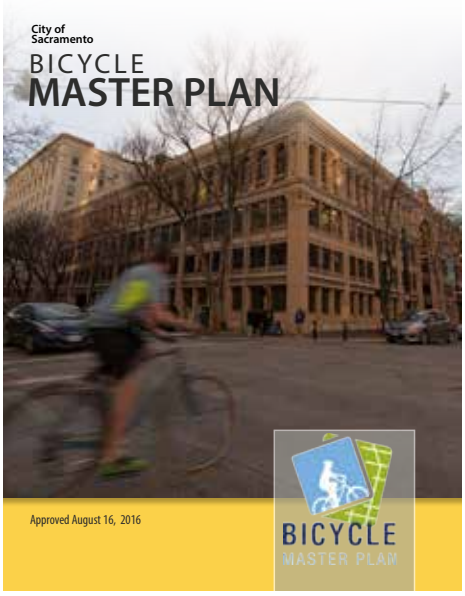
10.1. Introduction

Maintaining and enhancing multimodal mobility, operations, and safety is a top priority for the City, and many efforts have and will continue to improve conditions on Stockton Boulevard from a transportation perspective. This chapter will provide an overview of the various plans and programs to address this topic as well as the key recommendations of the Stockton Boulevard Corridor Plan (Corridor Plan).

Figure 20 outlines the various active transportation and corridor planning efforts that affect the Plan Area in some way. Additionally, the Specific Plan portion of the Stockton Blvd Plan fully incorporates the Stockton Boulevard Corridor Plan (Corridor Plan), which sets the vision for future investments on the corridor. Future efforts with the Sacramento Active Streets Plan will also provide meaningful opportunities to receive neighborhood input to enhance and improve the experience for those biking, walking, and accessing transit. Because the Active Streets Plan will identify neighborhood-level strategies for improving mobility and transportation in the Neighborhood Study Area, this Neighborhood Action Plan chapter does not contain more specific strategies. Instead, it describes the various efforts that focus on and improve Stockton Boulevard and other streets within the Neighborhood Study Area.

10.2. Existing Policies, Plans, and Programs

The following is a summary of citywide efforts affecting active transportation in the Plan Area.



City of Sacramento Bicycle Master Plan

The Bicycle Master Plan (BMP) identifies bicycle related investments, policies, programs, and strategies to establish a complete bicycle system. This will encourage more bicycling by the citizens of Sacramento for both transportation and recreation, and helping the City of Sacramento to meet greenhouse gas emission reduction targets. This BMP aims to establish a framework for an improved bicycling environment throughout the entire city by:

- Engaging underrepresented neighborhoods to inform investments in infrastructure and programs.
- Evaluating equity related to bicycle. Infrastructure investment and bicyclist age and abilities
- Identifying best practice bikeway designs that can be used to connect and expand the City's low-stress bikeway network.

The existing and proposed bikeways within the Plan Area are shown on Figure 20.

Vision Zero Top Five Corridor Study

In 2017, the City of Sacramento identified the five corridors in Sacramento with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

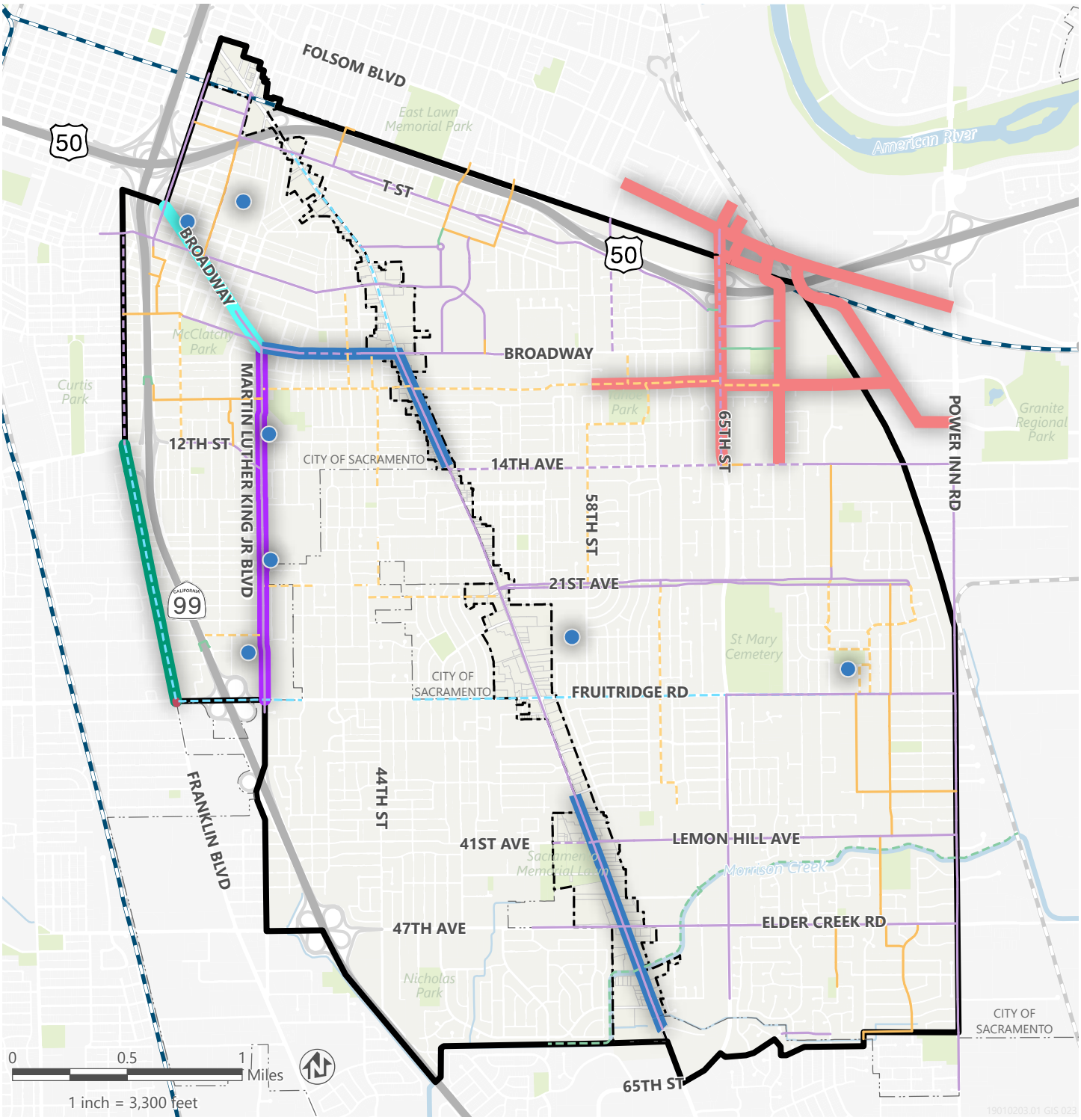
The Vision Zero Top Five Corridor Study has analyzed the factors that contribute to these corridors' high crash rates. Based on technical analysis, community input, and best practices in roadway safety and design, the study identifies improvements for each of these corridors that can be implemented in the near-term. Two of five corridors are within the Study Area (See Figure 20):

- **Broadway / Stockton Boulevard**
  Martin Luther King Jr. Boulevard to 13th Avenue
- **South Stockton Boulevard**
  McMahon Drive to Patterson Way

Vision Zero School Safety Study

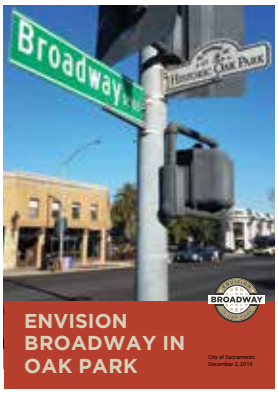
In addition to the Vision Zero Top Five Corridors the City also completed the School Safety Study documenting conditions for students walking, bicycling, taking the bus, or being dropped off at 20 schools throughout the city. The completed study includes short-term and long-range recommendations including signing, pavement marking and traffic calming improvements. Seven of the 20 schools are within the Study Area (see Figure 20).

Figure 20. Existing and Proposed Bikeways within the Neighborhood Study Area



Corridor Plans within the Plan Area

Envision Broadway in Oak Park



The Broadway corridor in Oak Park, between Franklin Boulevard and Martin Luther King Jr. Boulevard, is home to a vibrant and diverse mix of businesses supporting retail and non-retail jobs (see Figure 20). The area also includes racially and economically diverse residents that live in a blend of housing styles. The Envision Broadway in Oak Park Complete Street Plan identified enhancements for accessibility and safety for all modes of transportation, and consider the needs of residents, businesses, and visitors. The Final Draft Envision Broadway in Oak Park Plan was approved by the Sacramento City Council on Tuesday, March 10, 2020.

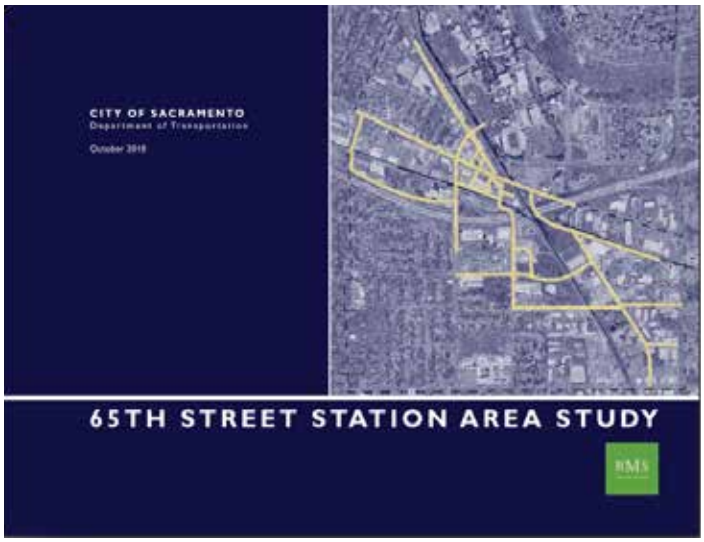
Franklin Boulevard Complete Street Project

FRANKLIN BOULEVARD
Our Street, Our Future
Nuestra Calle, Nuestro Futuro

The City of Sacramento is collaborating with a broad cross section of community members, organizations, and agency partners to develop a Complete Streets Master Plan for Franklin Boulevard between Sutterville Road/12th Avenue and 38th Avenue (see Figure 20). Once constructed the project will provide a pedestrian, bicycle, vehicular, and transit friendly environment through improved roadway and streetscape designs. The plan provides a framework for prioritizing future transportation investments and addressing mobility, safety, access, parking, street, and landscape improvements along the project corridor.

Morrison Creek Trail

The Morrison Creek Trail project, identified in the Bicycle Master Plan, was initiated by community advocates and residents surrounding the creek with technical assistance support by the State Department of Water Resources (DWR). This effort developed goals to enhance connectivity, increase community leadership opportunities, provide active transportation routes, and develop community stewardship of Morrison Creek. The community's year-long process resulted in identified goals and a strategy to collaborate with the City on funding opportunities for implementation.



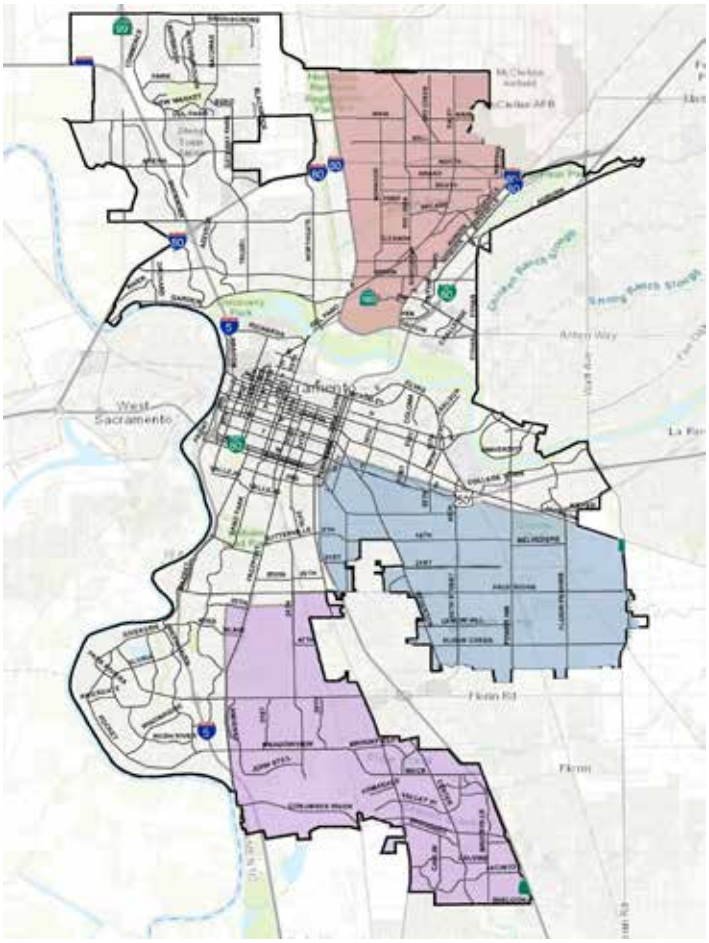
65th Street Station Area Study

In 2010, the 65th Street Station Area Study was prepared creating an overall circulation network with the project area around the 65th Street light rail station that supported the goals and vision of the robust transit oriented development (see Figure 20). The study identified a number of transportation projects that would create better multimodal access in the area directly around the station at Folsom Boulevard and 65th Street as well as the neighborhoods within the Study Area south of US 50 along the 65th Street corridor.

Martin Luther King Jr Boulevard Streetscape and Urban Design Master Plan

The 2008 master plan envisions the revitalization of Martin Luther King Boulevard in South Oak Park. During a 16-month collaborative design process involving members of the community and the Sacramento Housing and Redevelopment Agency (SHRA), the project team engaged in planning for the street's rebirth. Stakeholders coalesced around the ideas of creating a sustainable, integrated strategy that improves resident quality of life and enhances the character of the streetscape. Key intersections were targeted with pedestrian enhancements identified.

Future Efforts within the Study Area



Sacramento Active Streets Plan

The City of Sacramento's Active Streets Plan aims to improve safety and comfort for walking, biking, and taking transit in North Sacramento, South Sacramento, and the Fruitridge/Broadway areas. The plan will identify locations to install or improve walking, biking, and access to transit such as sidewalks, crosswalks, and bike lanes. The City of Sacramento is creating an Active Streets Plan for the Fruitridge/Broadway area, which overlaps with much of the Neighborhood Study Area. The Active Streets Plan will identify community concerns and develop a list of improvements to make biking, walking, and accessing transit easier and more comfortable. The project is targeting 2022 -2023 for community engagement.

Big Ideas

In February of 2022, City proposed at a City Council Workshop on Climate and Transportation, 7 big idea projects to address climate change by reducing Vehicle Miles Traveled (VMT) (see Figure 21), including:

Bikeway Super Highways – Complete the Network.

The City of Sacramento has a formidable foundation for an off-street low-stress bikeway and walking network; however there are gaps in the network. Those gaps make bicycling and walking to many destinations comfortable for only the most experienced.

Mode Shift and Congestion Relief in Region's Highest Employment Area - Complete the Bikeway Network within 4 miles of the Central City

The Central City is the region's highest density employment area and entertainment district. Research indicates that trips less than 5 miles can reasonably be bikeable trips if low-stress complete bikeways exist.

Mode Shift to the Bus - Build Stockton Boulevard Bus Lane

In order to achieve the City's climate goals, we need to significantly increase the number of trips on transit. In order to increase transit use, transit needs to be connected, convenient, and frequent. Travel times should be reliable and competitive with driving. One way to achieve these goals is to provide reliable fast bus service through dedicated bus lanes. The proposed project expands the bus lanes approved by the City Council on September 21, 2021, as part of the Corridor Plan.

Figure 21. Map of Proposed Climate & Transportation Projects

10.3. Stockton Boulevard Corridor Plan

The Stockton Boulevard Corridor Plan (Corridor Plan) helps set the vision for future transportation investments on the corridor. The Corridor Plan incorporates data analysis, community outreach and input, and best practices in roadway design and safety. It also identifies transportation improvements along the corridor, along with cost estimates. The final Corridor Plan has been incorporated into this Specific Plan, with the full Corridor Plan found in Appendix F.

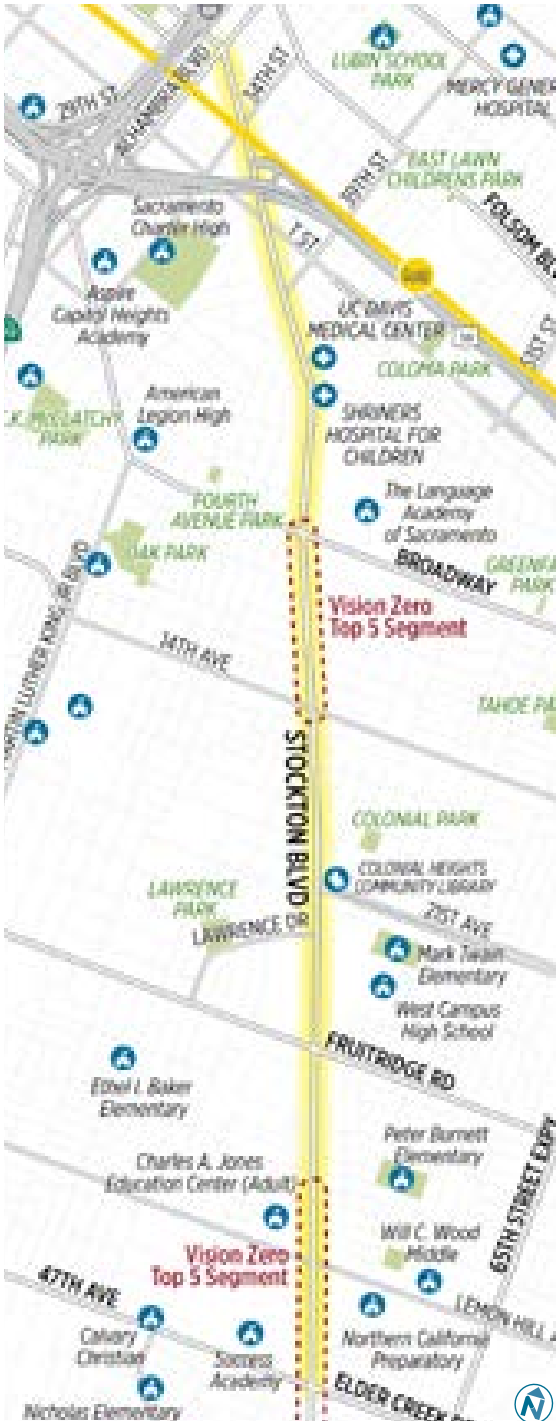
Stockton Boulevard Corridor Plan Area

The study area (highlighted in yellow in Figure 22) includes 4.2 miles of the 5-lane Stockton Boulevard arterial, from Alhambra Boulevard (Downtown) to 47th Avenue (South Sacramento). Major destinations along the corridor include:

- UC Davis Medical Center to the north;
- Little Saigon to the south; and
- Growing opportunities for retail in between.

There was substantial community outreach as part of the study to understand the mobility needs of the users. Safety was identified as a top priority by most users, confirmed also by data. The corridor has two of the top five worst areas in the city for reported traffic injuries and/or fatalities.

Figure 22. Stockton Boulevard Corridor Plan



Key Recommendations

Bicycle Facilities

The design includes a continuous bike facility along Stockton Boulevard, but with varying facility types depending on the land use context. This will help balance the mobility needs of all users with development opportunities. As shown in Figure 23 to the right, the planned bicycle facilities include a mix of share use-paths, cycle tracks + sidewalk, bus-bike lanes, and protected intersections.

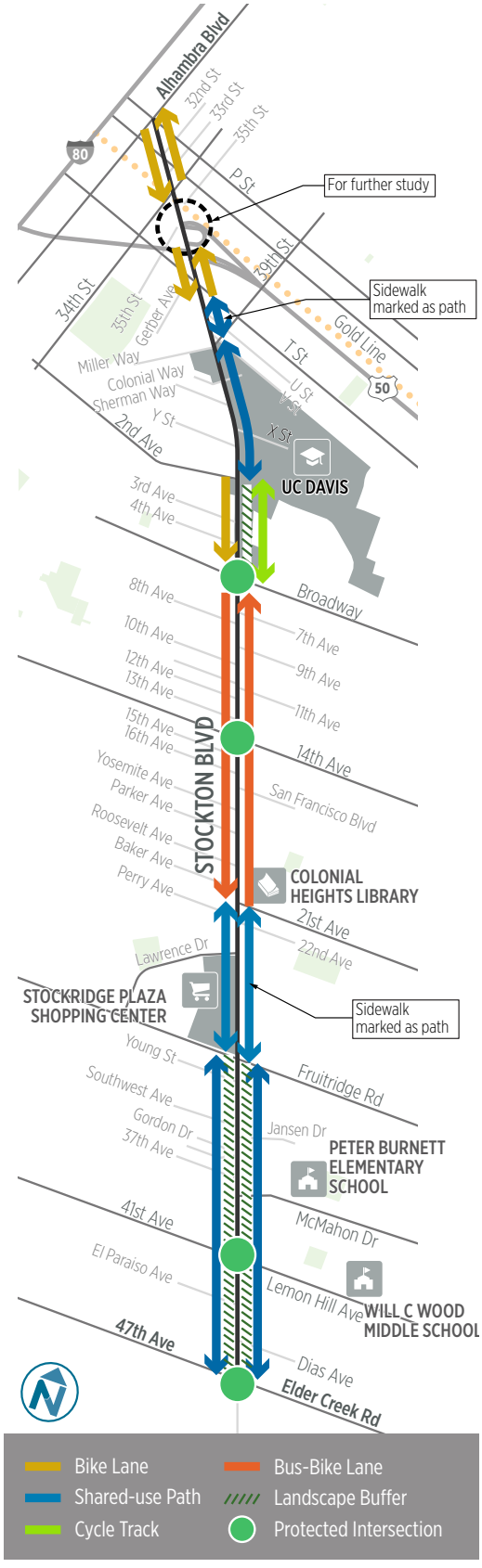
Pedestrian Facilities

Additional pedestrian crossings are planned along the corridor, with safety design enhancements. This will also help fill in the existing gap in marked crosswalks, which has an average spacing of almost 1,000 feet between crosswalks. The planned crosswalks locations are based on community input, as well as Vision Zero recommendations, the City's spacing standard, the presence of bus stops, collision history, activity nodes, and future development. More pedestrian-scale lighting, and landscaping, are also planned along the corridor to help beautify and improve the user experience – which was identified as a top community priority.

Transit Facilities

Having comfortable waiting areas for bus riders was identified by the survey as a top priority, which is why 23 new bus shelters with benches are proposed along the corridor.

Figure 23. Planned Bicycle Facility Enhancements



Add Pedestrian Scale Lighting. The street lighting that currently exists along the corridor was installed with the intention of lighting the traveled lanes. The sidewalks can be enhanced to be more comfortable to use for more hours of the day with the inclusion of pedestrian scale lighting. The plan has proposed additional pedestrian scale lighting shown below. The pedestrian scale street lighting should conform to City of Sacramento Standard Drawings E-40 or E-50 for ornamental streetlights. Lighting requirements for walkways are addressed in Section 15.40.030 of the Sacramento City Code.

THE CHALLENGE

Personal security issues voiced by the community are perpetuated and made worse by inadequate lighting. Typical roadway lighting uses High Pressure Sodium (HPS) lamps placed high up (around 25' high) to illuminate the driving area.

PLANNED IMPROVEMENTS

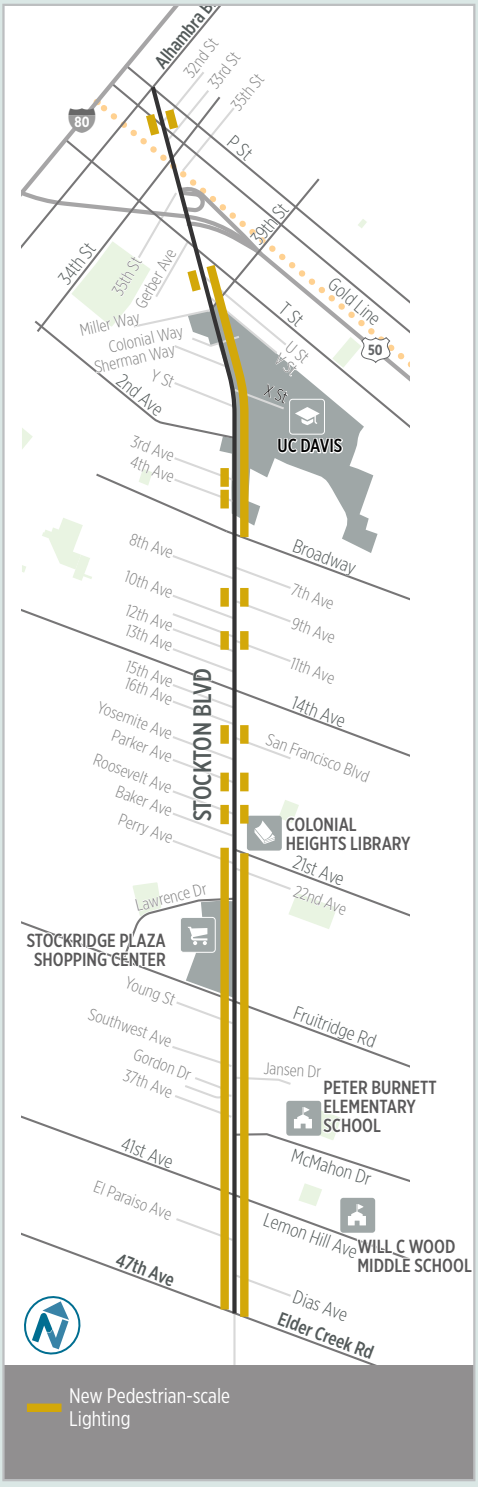
Pedestrian-scale lighting adds light fixtures at a lower height (typically around 15 feet high) that light up crosswalks, sidewalks, and bike lanes.

The design adds pedestrian-scale lighting:

- ☑ From T Street to 2nd Avenue on the east side, where curbs will be moved in
- ☑ At new crossings
- ☑ Along the entire south segment from 21st Avenue to 47th Avenue

Lighting at different heights supports all users

Pedestrian-scale lighting illuminates the pedestrian and bicycling zones



Landscaping

Landscape improvements along Stockton Boulevard shall comply with Chapter 15.92, "Water Efficient Landscape Requirements" in the Sacramento City Code and shall refer to Section 35, "Landscape Planting" in the City's Standard Specifications and the City's Landscape Design Drawings for construction requirements and details.

> — The corridor feels unsafe and there is no shade."
>
> — "We don't walk on Stockton (unless to/from the bus stop) because it's not pleasant. Even as more businesses take root, the number of lanes and the speed of traffic make it not inviting to explore the area on foot."

Trees and landscaping have the ability to reduce the negative impacts of fast traffic, provide shade, and generally add beauty to a street. It was a top priority voiced by the community.

PLANNED IMPROVEMENTS

The design integrates trees and landscaping in the following ways:

- ☑ Potential for tree median from Alhambra Boulevard to 33rd Street in collaboration with the Midtown Association
- ☑ Preservation of existing trees from T Street to Broadway when implementing paths and cycle track
- ☑ Addition of trees between the travel lanes and shared-use path from Fruitridge Road to 47th Avenue

Many parts of the corridor lack landscaping

Trees add shade and a buffer between people walking and driving.

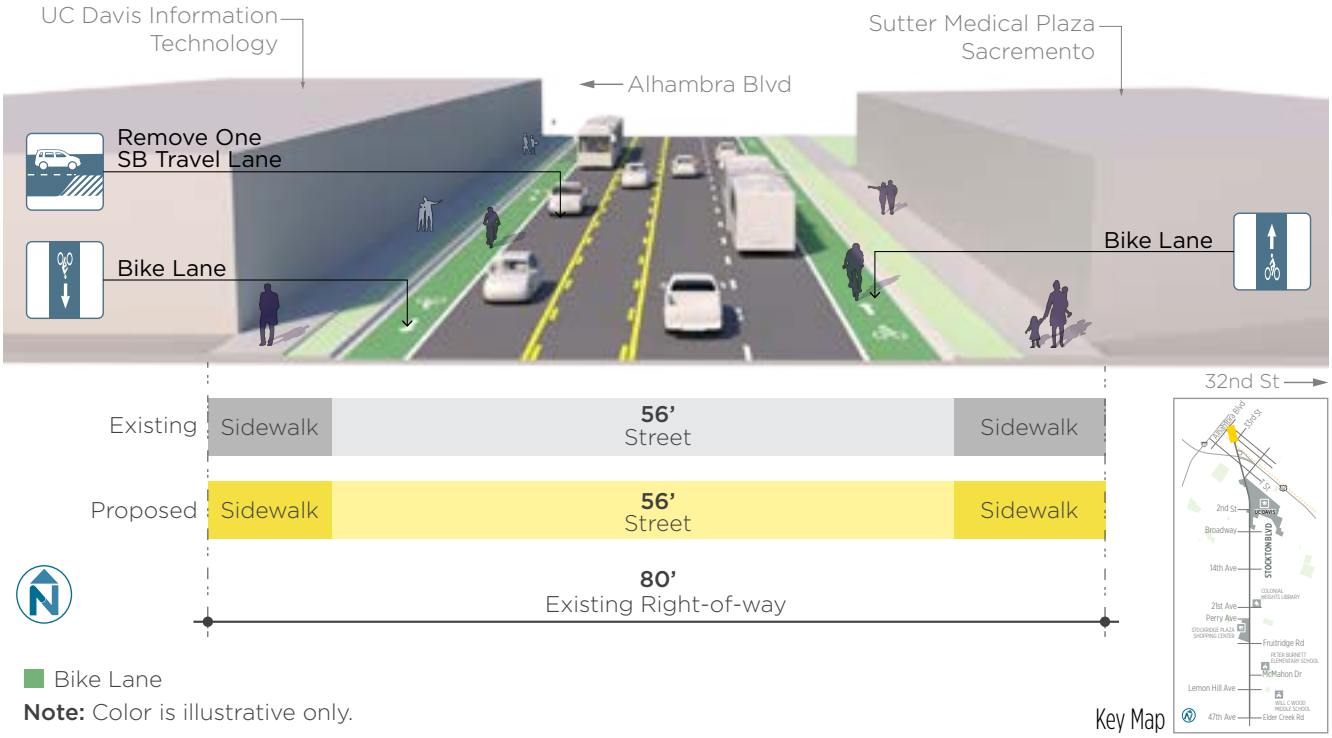
Overview of Recommendations by Segment

North Segment

Between Alhambra Boulevard and 33rd Street the corridor plan presents two options for Stockton Boulevard. Options 1 converts one southbound lane to provide striped bicycle lanes on both sides of the boulevard. Option 2 coverts one lane in each direction to be able to provide buffered bike lanes along this segment. Both options propose a new signalized pedestrian crossing at 32nd Street. The plan has identified the intersection of 34th Street, R Street, Stockton Boulevard, and the SacRT Gold Line as a difficult to navigate for all users. Changes to the intersection will require additional study and coordination with SacRT and the California Public Utilities Commission.

From T Street to Broadway, within the North Segment, the plan proposes to remove the center turn lane and replace it with a raised median to provide increase access control and limit conflicting turning movements. To accommodate access the plan proposes adding additional traffic signals at 3rd and 4th Avenue. The bicycle facilities are enhanced with a shared-use path or cycle track along the eastern side of the roadway along the UC Davis Health Campus frontage. Transit access is improved a dedicated bus shelter near 3rd Avenue and additional lighting and trees along the sidewalks.

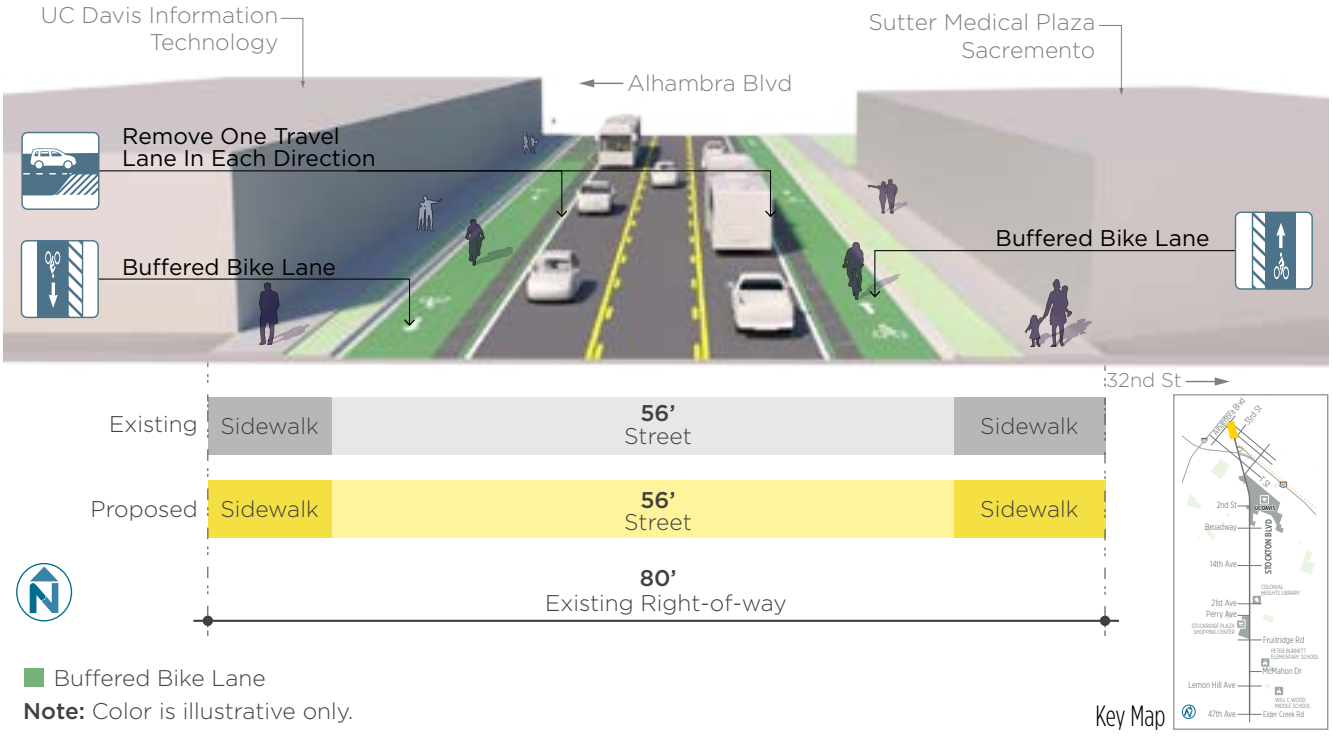
Figure 24. North Segment: Alhambra Blvd to 33rd Street - Option 1



Bike Lane

Note: Color is illustrative only.

Figure 25. North Segment: Alhambra Blvd to 33rd Street - Option 2



Buffered Bike Lane

Note: Color is illustrative only.

Figure 26. North Segment: T Street to 2nd Avenue

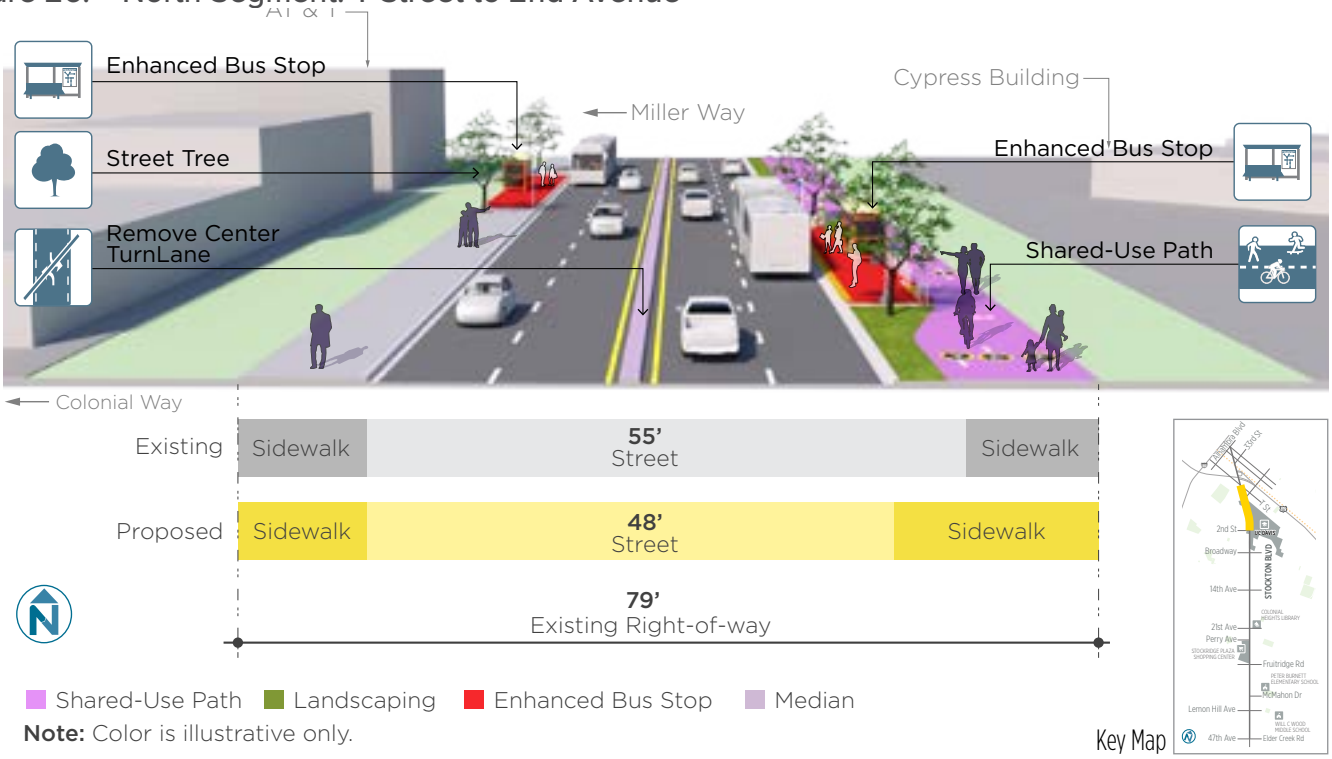
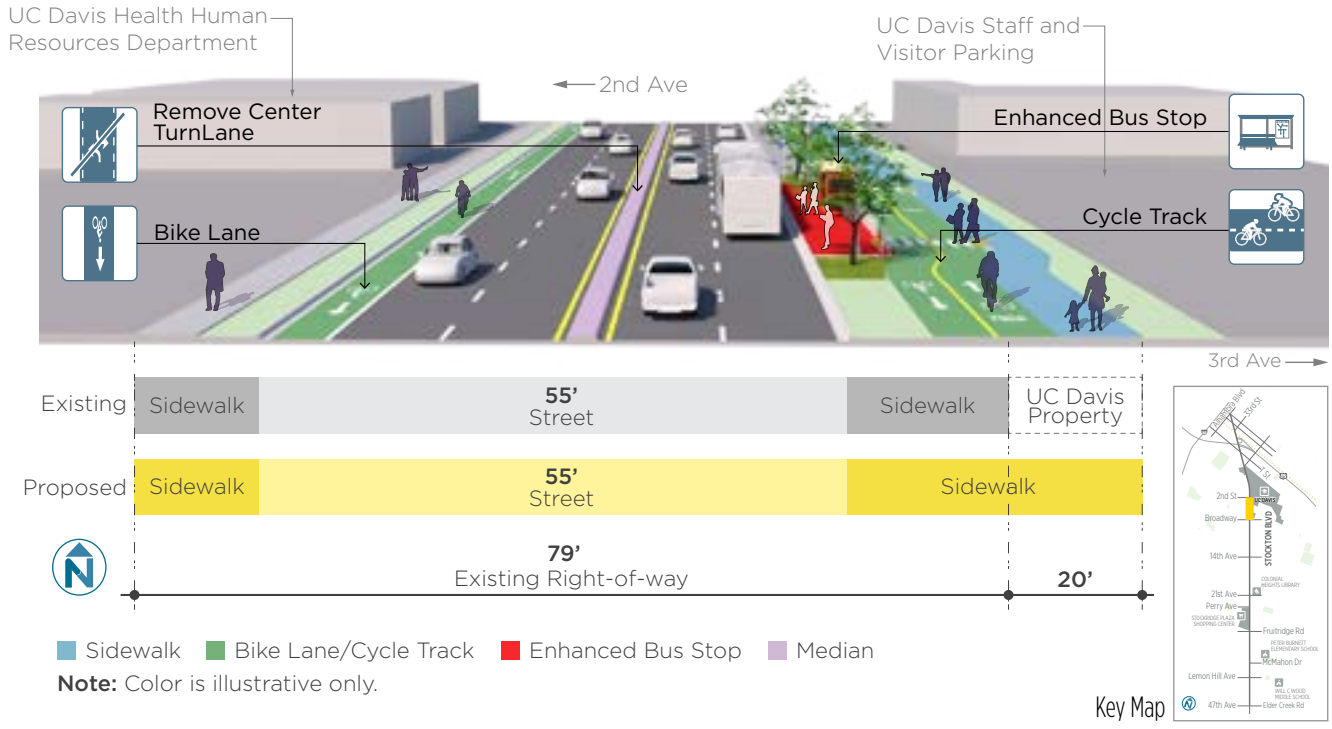


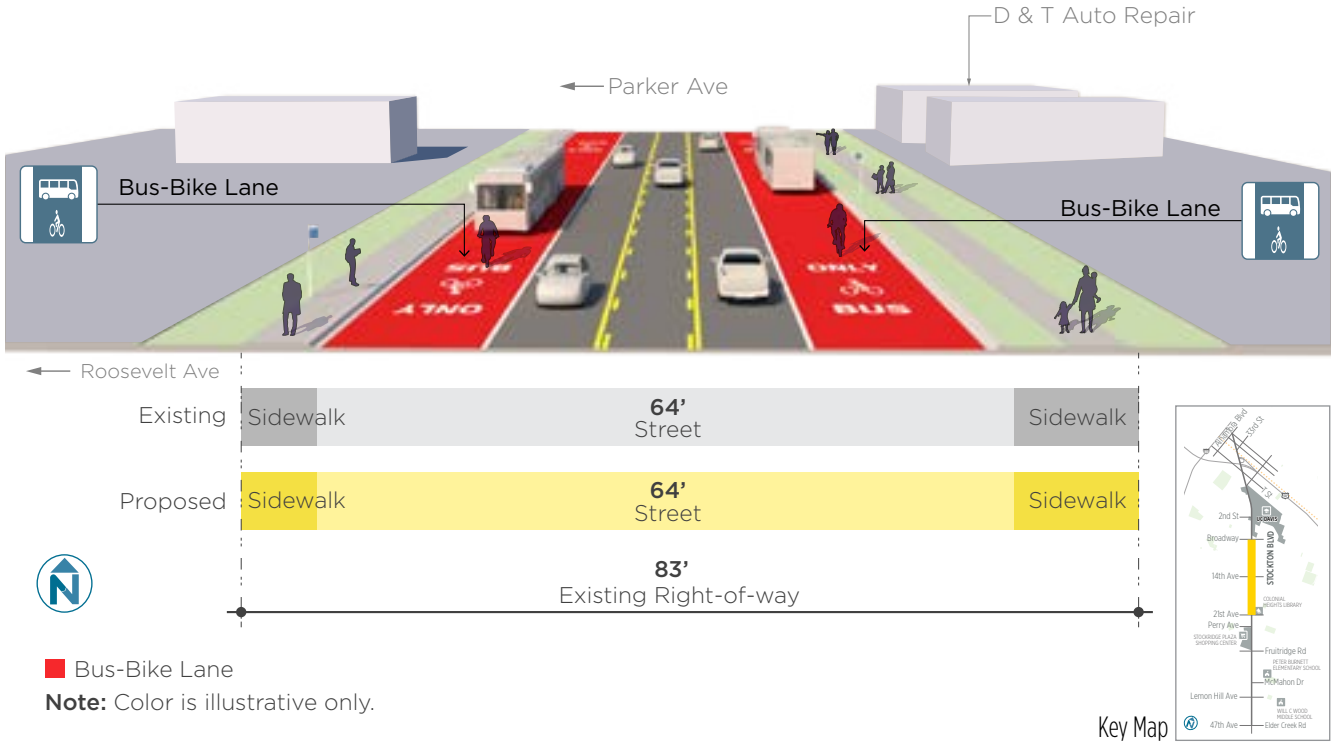
Figure 27. North Segment: 2nd Avenue to Broadway



Central Segment

Between Broadway and 21st Avenue, the corridor is prioritizing transit by providing exclusive shared bus-bike lanes by converting the outside traveled lanes. Additional transit shelters and upgrades to pedestrian crossings are also included along this segment.

Figure 28. Central Segment: Broadway to 21st Avenue



UNIQUE CHALLENGE #1

The intersection of 34th Street, R Street, and the SacRT Gold Line crossing is hard to navigate for all users. It has complex movements for drivers, missing sidewalks, and no bike lanes.

Changes to this intersection require multi-agency collaboration beyond this scope of this plan.

UNIQUE CHALLENGE #2

Stockton Boulevard at T Street has many complexities. The angle of the streets causes visibility issues and high-speed driver turns. T Street is a major bike route but this location is a high- stress point. Waiting at the traffic signal can take a long time because access from Gerber Avenue is included as its own signal phase.

South Segment

The final segment between 21st Avenue and 47th Avenue does not propose any lane conversions but adds a shared-use path along both sides of the roadway to better accommodate people riding bicycles. The pedestrian environment in improved with eight additional bus shelters, new street trees, and improved pedestrian scale lighting.

Figure 29. South Segment: 21st Avenue to 47th Avenue