

Vision Zero Top 5 Corridors Study

Community Outreach Summary Report | Phase II

SPRING 2019

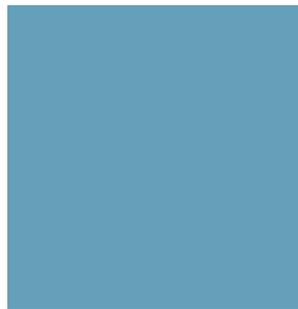
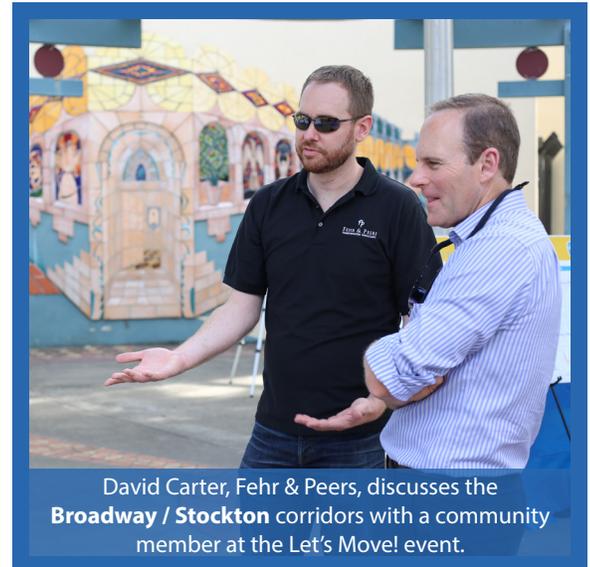


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About the Vision Zero Top Five Corridors

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

The purpose of the Vision Zero Top Five Corridor Study is to analyze the factors that contribute to these corridors' high crash rates and propose counter measures for each corridor that can be implemented near-term. Improvements are based on technical analysis, community input, and best practices in roadway safety and design.

Each of the five corridors span about one mile and are shown on the map to the right and listed below:

Marysville Boulevard

North Avenue to Arcade Boulevard

El Camino Avenue

Del Paso Boulevard to the paved levee trail adjacent to Steelhead Creek

Broadway / Stockton Boulevard

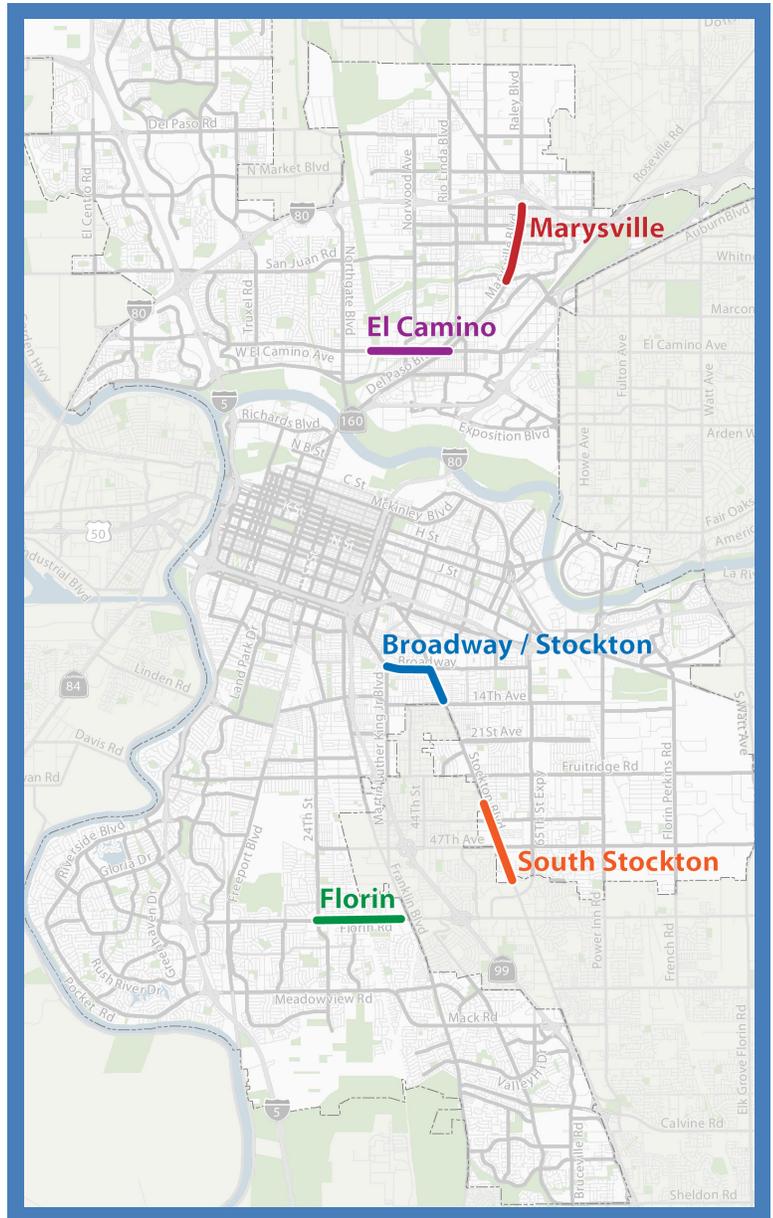
Martin Luther King Jr. Boulevard to 13th Avenue

South Stockton Boulevard

McMahon Drive to Patterson Way

Florin Road

24th Street to Munson Way



Community Outreach Program

Engaging community members allows the project team to vet their understanding of the existing conditions, explore potential best use practices to improve mobility challenges and to identify ways to assure the improvements will work for the community members.

Technical data and analysis can identify where crashes take place along a corridor, how often they take place, and the types of crashes. However, community input is needed to assure improvements fit within the context of the community. The community outreach program includes two phases:

Phase 1 (October – December 2018)

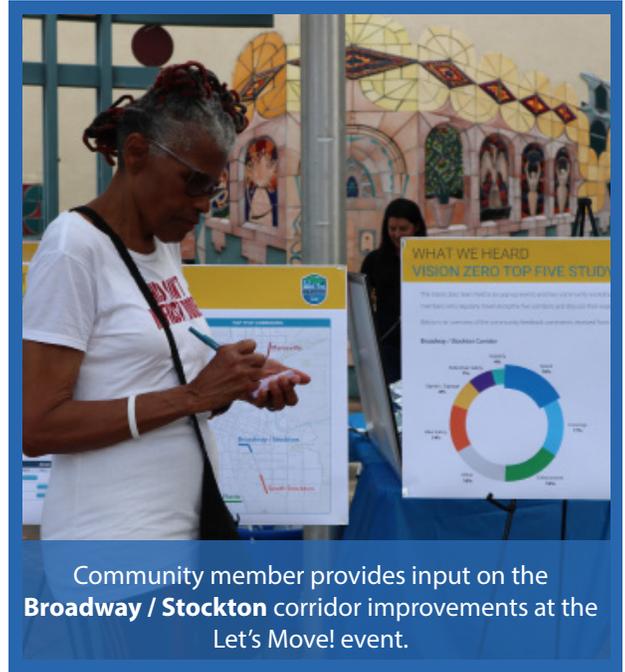
Objectives

- Build community awareness about the Vision Zero Top Five Corridors Study.
- Present an overview of existing conditions along the top five corridors and potential best practices.
- Obtain community input on the community’s experiences traveling along the top five corridors.

Phase 2 (Spring – Summer 2019)

Objectives

- Present draft countermeasures developed based upon technical analysis, best practices in addressing transportation challenges, and community input.
- Obtain community input on the draft countermeasures at the proposed locations along the corridor.



Community member provides input on the **Broadway / Stockton** corridor improvements at the Let’s Move! event.

PROJECT SCHEDULE

	2018									2019								
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
Existing Conditions Analysis	[Progress bar from May to Oct 2018]																	
Corridor Plans Development										[Progress bar from Oct 2018 to Apr 2019]								
Community Outreach										[Progress bar from Oct 2018 to Apr 2019] WE ARE HERE!								
Top Five HIN Corridor Study										[Progress bar from May 2019 to Sep 2019]								

During this second phase of outreach, the City of Sacramento Vision Zero team held two community open houses and one community event, each within one of two adjacent corridors per meeting.

- May 30** Community Event, “Let’s Move!” for the Broadway-North Stockton corridor
- June 5** Community Open House for the South Stockton and Florin corridors
- June 6** Community Open House for the El Camino and Marysville corridors

The purpose of the community open houses and events were to engage stakeholders, community members, motorists, pedestrians, bicyclists, and transit riders who travel on and live nearby one of the top five corridors in Sacramento. These open houses and events were a key opportunity to build awareness and inform the community about the potential transportation improvements coming to their neighborhood and get their input.

These corridors are located in underrepresented communities within the City. Using traditional community engagement methods can be problematic for these hard-to-reach communities. To address this issue the project team decided to host a community family-friendly celebration at one of the neighborhood parks along the corridor. In conjunction with other City mobility initiatives, the Vision Zero project team developed and implemented “Let’s Move” which featured fun activities around personal movement for adults and children. The project team also collaborated with some of the local businesses along the corridor to participate in the Let’s Move event.

The project team engaged more than 100 community members throughout Phase II of public outreach.

At each of the outreach events, community members were provided informational boards that displayed information relevant to two of the top five corridors depending on the location of each event. The information on the boards included an overview of the project background, crash analytics of each corridor, and a toolkit of proposed corridor-wide and location specific improvements. The new Phase II boards are described below:

WHAT WE HEARD

These boards displayed an overview of the community feedback comments received from Phase I Outreach.

CORRIDOR-WIDE RECOMMENDATIONS

This board displayed a side-by-side comparison of the corridor as it is today, and the recommendations proposed to-scale and their locations along the corridor.

LOCATION-SPECIFIC RECOMMENDATIONS

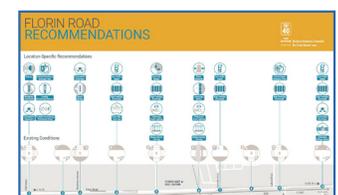
This board displayed a map of each corridor, highlighting where each of the proposed improvements would be implemented. The purpose of this station was to confirm the project team’s understanding of the community feedback and how the feedback was incorporated into the proposed improvements for each corridor.

IMPROVEMENTS

This board displayed all recommended improvements for each corridor and their descriptions.

The boards listed above can be found in the appendix of this document.

Samples



Compilation of Input by Corridor

The following pages reflect the input received at each community event facilitated by the project team.



Guided yoga with Classy Hippy Tea Co. at the Let's Move! event.



Community members learning about other City transportation initiatives at the Let's Move! event.



Community members finger painting at the Let's Move! event.



AIM Consulting team and local kids playing games at the Let's Move! event.

Let's Move Event | Broadway / North Stockton Corridor

LET'S MOVE!

On May 31, 2019, the Vision Zero project team collaborated with multiple City-wide transportation projects and hosted the Let's Move Event at McClatchy Park, adjacent to the Broadway / North Stockton top five corridor. The "Let's Move!" event engaged stakeholders, community members, motorists, pedestrians, bicyclists, and transit riders who travel on and live nearby the Broadway / North Stockton corridor in Sacramento. This event was a key opportunity to build awareness and inform the community about ongoing transportation projects and programs, as well as potential transportation improvements coming to their neighborhood.

Participants were given opportunities to contribute their ideas, input, and questions for the Envision Broadway in Oak Park project, the Electric Vehicle Blueprint project, and the City of Sacramento General Plan in addition to the Vision Zero Top Five study.

The event was structured in an open house / festival format and organized around a series of three information stations where attendees were able to review materials, ask questions of staff, and provide their input. The Vision Zero information stations focused on proposed countermeasures for the Broadway / North Stockton corridor. Community members were encouraged to provide their input directly onto the display boards at each information station.

Family-friendly, movement-based activities and games were set-up between each information station. Streamed music played in the background as participants engaged in guided tai chi, flow movement, prompted group painting, a kid's obstacle course, and partner / group games such as twister and connect-four.

Below is the feedback received from each information station pertaining to the Vision Zero Top 5 study .

The full-size board displays from each station can be found in the appendix.



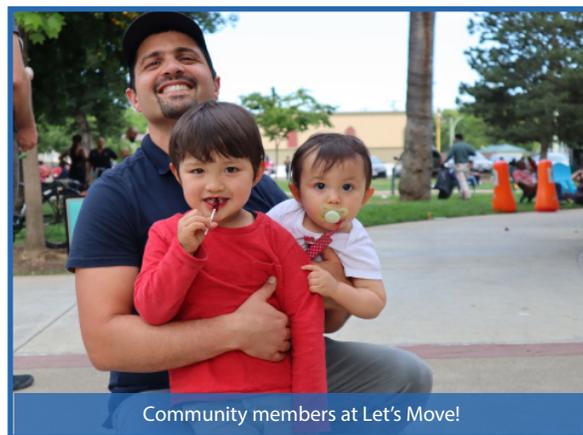
Adrian Engel, Fehr and Peers, discusses the **Envision Broadway Project** with a community member at Let's Move!



Leslie Mancebo, City of Sacramento, discusses the **Vision Zero Top Five Study** with a community member at Let's Move!



Local kids play with bubbles at Let's Move!

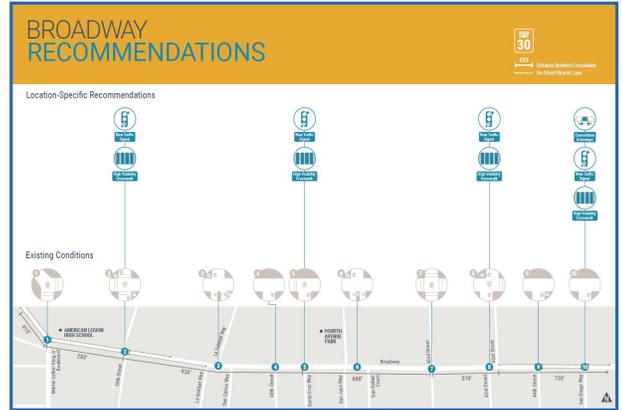


Community members at Let's Move!

Broadway Corridor Feedback

Broadway Recommendations

- Intersection 1: Continue to study 4th Avenue & 21st Street
- Intersection 1: Can we fix the approach geometry at Martin Luther King Jr. Boulevard, awkward and jagged movements – it's scary as a bicyclist with the EBR through Pocket onto Martin Luther King Jr. Boulevard.
- Intersection 1: Need to make the area under Highway 99 between Franklin Boulevard and Alhambra more inviting (cleaner and safer)
- Intersection 1: If traffic is diverted to X Street there should be a left turn lane to go from X onto Alhambra.
- Intersection 3: Add an enhanced crossing at a La Solidarid with the road diet.
- Intersection 7: Can we fix the uneven pavement at the light's intersection, traveling west? I must move closer to the inner lane to avoid tire / alignment damage on my car. This pavement is on the outer lane (right side).
- Intersection 10: Consolidate driveways please.
- Overall Parking: Residential parking on Broadway is an issue. Cars stick out in the street.
- Overall Parking: I'm a resident at 5th and T Streets, now retired. I'm taxed with loads of parking meters and have a residence sticker. Any remedy for us retirees on filtered incomes having to pay meters often!



Broadway Location-Specific Recommendations

- Bus lanes or pull-outs for them are needed.
- Keep the bus stops on Broadway.
- I love the separated bike lanes!
- I support these improvements.
- Separation of the bus stop lane (since there are only two lanes going either way.)



Broadway Improvements

- Advanced Dilemma Zone Detection: I like this idea rather than a radar.
- Advanced Dilemma Zone Detection: Radar speed boxes take a photo of the license plate if a car is speeding.
- Advanced Dilemma Zone Detection: Seriously look at attempting to prevent "Yellow Runners."

Broadway / North Stockton Corridor | Online Feedback

- Please add parking and above all make it safe for cyclists on Stockton Boulevard by adding in the safe cycling lane.
 - ◊ Implement all the changes in the current plan (e.g., two lane traffic reduction with parking and widen the bike lane)
 - ◊ Please extend the cycling lane from 14th Street to San Francisco Boulevard or the Colonial Library. Many of us in the Colonial Heights neighborhood commute to work downtown by bicycle daily.
 - ◊ I anticipate that this change will make Stockton Boulevard a safer road to cycle on, reduce the reckless and currently consistent speeding on Stockton Boulevard, and add to city revenue by helping Stockton businesses get up running again. I fully support these changes.
 - ◊ It is reasonably foreseeable that a extending these changes down Stockton Boulevard to the Colonial Library will reduce blight, boost home prices in the Colonial Heights, and increase city revenue. It may also be a minimal increase to cost that will pay off big for Sacramento!
- Please slow traffic and make this a safe place to walk, ride bikes and use futuristic mobility options like scooters. We want trees for shade. We want to be able to walk our dog safely and without fear of being killed by a motorist. Protected bike lanes are important. Sidewalks that slow traffic and protect us from cars are important.
- Thank you for completing this study! The Broadway / North Stockton corridor feels unsafe. Cars drive very fast and recklessly. To feel safe, cyclists take to the sidewalk or travel against traffic which impacts pedestrians. I'd love to see improvements for all modes of transit that allow all community members safe access to amenities (light rail, etc.) along Broadway and Stockton Boulevard.
- Stockton Boulevard at T Street is a corridor that is only going to get worse with time where a new, huge housing development is going in. Ingress and egress at this building is going to cause an already busy/ dangerous intersection (without dedicated left turn signals except southbound Stockton at T Street) to get even worse.
- Both of these corridors are important and need improvement. I would like to add that our entire city needs improvement and to make bicycle/pedestrian safety a top concern during the planning phase of every roadway. For our city to grow it must take alternate forms of transportation more seriously starting with enforcement on the constant use of bike lanes as loading zones. It does the city no good to spend money on painting bike lanes green when the city could care less about rows and rows of cars parked on them.

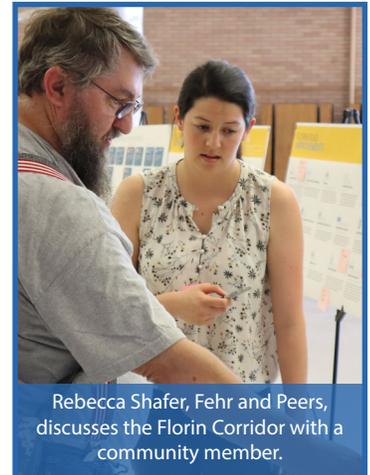


Community Open House | South Stockton / Florin Corridors

On June 5th, the Vision Zero project team held a community open house at Luther Burbank High School, located directly on the Florin Road corridor.

Participants were given opportunities to contribute their ideas, input, and questions for the Vision Zero Top Five Study through interactive board displays.

The meeting was structured in an open house format and organized by corridor and organized into two information stations. The information stations focused on proposed countermeasures for the Florin Road and South Stockton corridors as part of the Vision Zero Top Five Study. Community members were encouraged to provide their input directly onto the display boards at each information station.



Rebecca Shafer, Fehr and Peers, discusses the Florin Corridor with a community member.

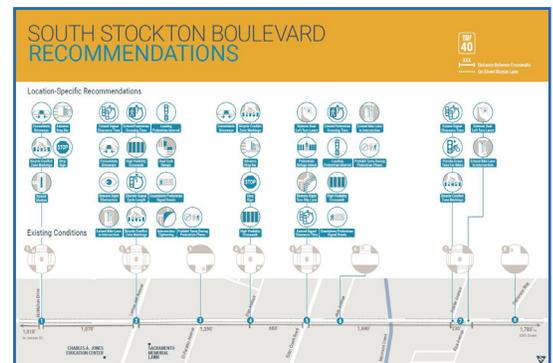
Below is the feedback received from each information station.

The full-size board displays from each station can be found in the appendix.

South Stockton Boulevard Corridor Feedback

South Stockton Recommendations

- Raised Medians: Some people stand on raised medians when they are too low. Consider higher curbs.
- High visibility crosswalks: Need more of these.
- Pedestrian Crossing time: Extend pedestrian crossing time at Fruitridge Road and Stockton Boulevard.
- Extend Pedestrian Crossing time: This will be useful since many people run red lights.



South Stockton Boulevard | Online Feedback

- As a citizen of Sacramento, I am horrified that the five most dangerous corridors in this City are in areas historically under served by city government. This is a clear case of economic injustice. The City should redirect the millions of dollars earmarked for projects in areas over-supplied with bicycle facilities to these far more important projects. In particular, the Two Rivers Trail is not necessary -- there is a parallel trail right across the American River, and the area it serves has a multitude of bicycle facilities. This is a stark case where the City is not walking its talk of commitment to justice for underserved neighborhoods.
- Try to find a parallel route on quieter streets. There is a lot of traffic from delivery trucks to older/more polluting cars in this area. The result is a lot of opportunities for conflict and very poor air quality. It is also not shaded, its bumpy (poor road or manholes in bike lane), and there is a lot of broken glass/debris. These things make it generally unpleasant to ride on Stockton and only the most intense cyclists will use it. I'd love to see it improved, but I think the best way may be to truly focus on a parallel street where there are fewer cars and conflict opportunities. I bike 8 miles from East Sacramento to South Sacramento and I'll only be passed by 10 cars in the neighborhoods. On Stockton, it could be as many as hundreds.

Florin Road | Online Feedback

- My comment is about the reduced speeds in all school areas. Currently, the school signage in my area simply says “25 MPH when children are present”. I am hoping that the new rules and signage are more specific, which is why I believe drivers ignore the current speed limit. I understand it’s difficult to pinpoint specific days/times considering all school activities. Electronic reduced speed signs operate even when the school is closed, so drivers ignore it. How can speed limits be enforced when the sign reading “when children are present” is so vague? Specifying class times and school activities wouldn’t include all afterschool activities, but it would be better.



Community Open House | Marysville / El Camino Corridors

On June 6th, the Vision Zero project team held a community open house at the Greater Sacramento Urban League, located on the Marysville Boulevard corridor.

Participants were given opportunities to contribute their ideas, input, and questions for the Vision Zero Top Five Study through interactive board displays.

The meeting was structured in an open house format and organized by corridor and organized into two information stations. The information stations focused on proposed countermeasures for the Marysville Boulevard and El Camino Avenue corridors as part of the Vision Zero Top Five Study. Community members were encouraged to provide their input directly onto the display boards at each information station.



David Carter, Fehr and Peers, discusses the Marysville Corridor with a community member.

Below is the feedback received from each information station.
The full-size board displays from each station can be found in the appendix.

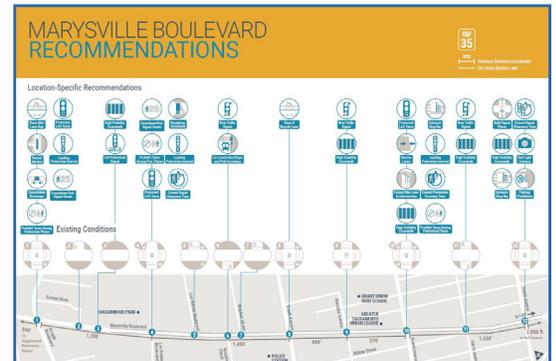
Marysville Boulevard Corridor Feedback

Marysville Recommendations

- Intersection 8: Class II Bike Lane: Need education for any new features or improvements.
- Intersection 9: Square up intersections and add curb extensions by the park and Grant Union High School.
- Intersection 9: Consider pedestrian scramble where there are a lot of pedestrians, like by Grant Union High School.

Marysville Location-Specific Recommendations

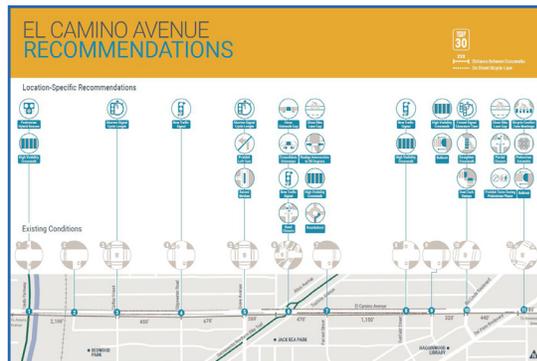
- Overall: widen sidewalks with extra space.
- Overall: Watch for blind spots with parking and separated bike lanes.
- Streetlights: Better lighting (brighter bulbs)
- Parking: Approve on-street parking.



El Camino Avenue Corridor Feedback

El Camino Recommendations

- Overall: Replace and widen bike lanes on El Camino Avenue.
- Overall: The sidewalk gap closure is good.
- Intersection 5: Traction Avenue, west of Jack Park is not needed. Eliminate it!
- Intersection 8: Anything to help with visibility is good at the Rio Linda crossing.
- Intersection 11: Pedestrian Scramble: I like the pedestrian scramble at this intersection. This way pedestrians can move in all directions, and I don't think it would affect traffic too much.
- Intersection 11: Citations are what get peoples' attention when speeding or running lights.



El Camino Avenue | Online Feedback

- Need to change El Camino Avenue to possibly four lanes, two each way. Maybe put in some roundabouts. There also needs to be one or two more pedestrian crossing lights and better bike lanes.
- I live on El Camino Avenue, across from Cantalier Street and have noticed many senior neighbors trying to cross at the cross walk in front of my house at the Cantalier intersection. With the recent purchase of the church across the street there is much more foot traffic at this intersection (which is nice!) but please post better speed signage and paint or make the cross walk more visible as I have had to stop traffic for seniors more than once at this intersection/crossing. A speed bump here may be useful. I support bike lanes on El Camino Avenue and hope additional bike racks are added to the highly walkable area along with bike rentals. Please consider adding public water fountains near bike racks or bike friendly areas along this route as well. It's hot and cyclists or pedestrians could use water fountain breaks.

Public Notification

The project team completed an extensive notification process for the Let's Move community event and each community open house. The purpose of creating and completing such an extensive notification plan was to inform the public about the project, its goals, and ask community members who were notified to share the project and event information with their fellow communities.

For each event, a list of businesses, community associations, and individuals were notified by phone and email to share the event information with their organization along the adjacent corridor. A general email was also sent to all individuals who signed up throughout the City of Sacramento's email database for their specific corridor.

Below is a list of organizations and groups who helped share information about the project and events through email, social media, or printed flyer:

- AARP
- A World of Tomorrow
- Broadway Coffee
- City of Sacramento
- Classy Hippie Tea Company
- Councilmember Larry Carr, District 8
- Councilmember Jay Schenrier, District 5
- Councilmember Allen Warren, District 2
- Inn off Capitol Park
- Oak Park Art Garden
- Old Soul Broadway
- Next Door
- North Sacramento Beat
- North Sacramento Chamber of Commerce
- Sac365
- Sacramento Area Bicycle Advocates (SABA)
- Sacramento Building Healthy Communities (SacBHC)
- Sacramento Regional Baptist Church
- Sacramento State
- SacTRU
- Sierra 2 Center
- Stockton Boulevard Partnership
- Strapping Store
- Vibe Health Bar
- WALK Sacramento



Appendix

■ Project Boards

- What We Heard
- Broadway
- North Stockton
- South Stockton
- Florin
- Marysville
- El Camino

■ Public Notification Flyers

ABOUT THE VISION ZERO TOP FIVE STUDY

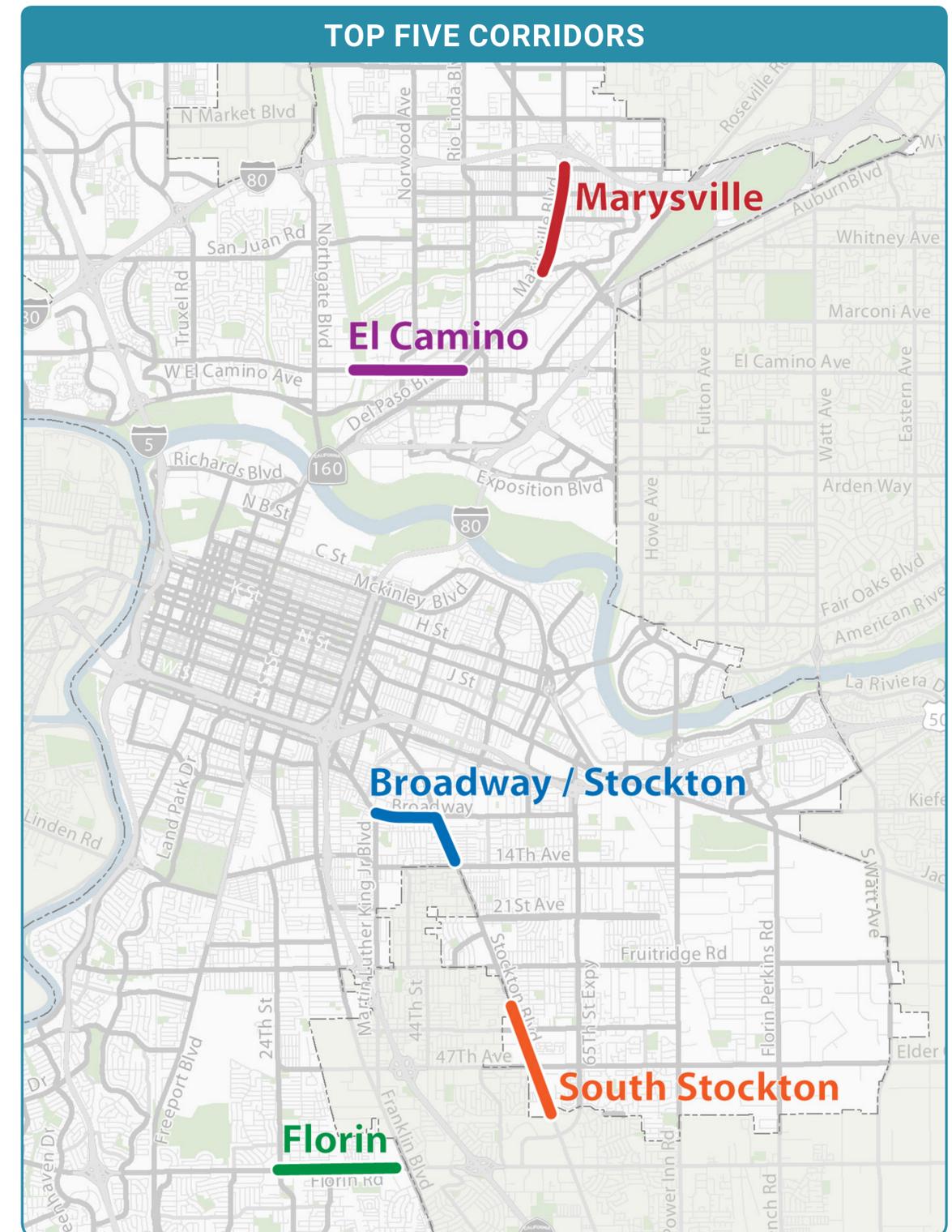
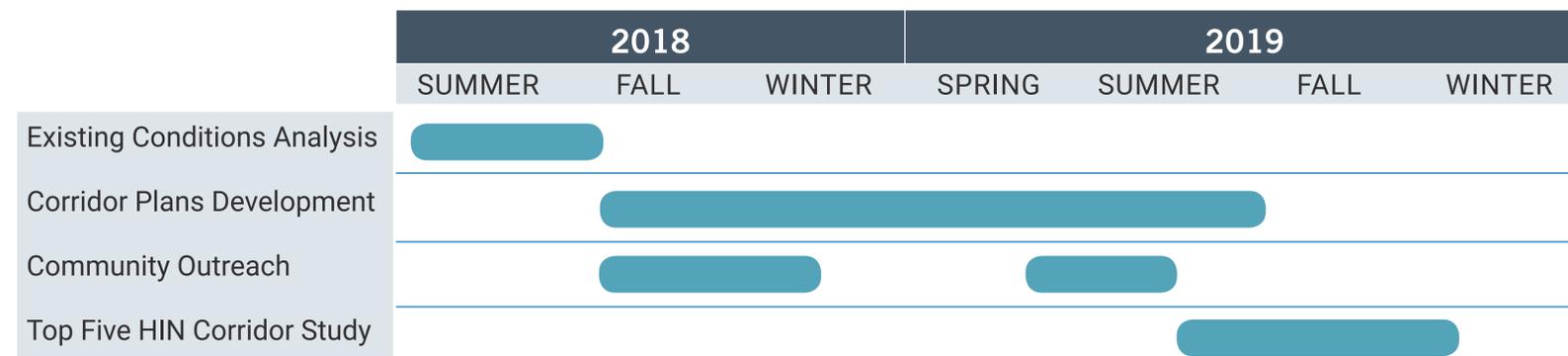


In 2017, the City of Sacramento identified the five corridors in Sacramento with the **highest numbers of fatal and serious crashes** involving pedestrians, bicyclists, and motorists.

The Vision Zero Top Five Corridor Study is analyzing 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 will identify improvements for each of these corridors that can be implemented in the near-term.

Project Schedule



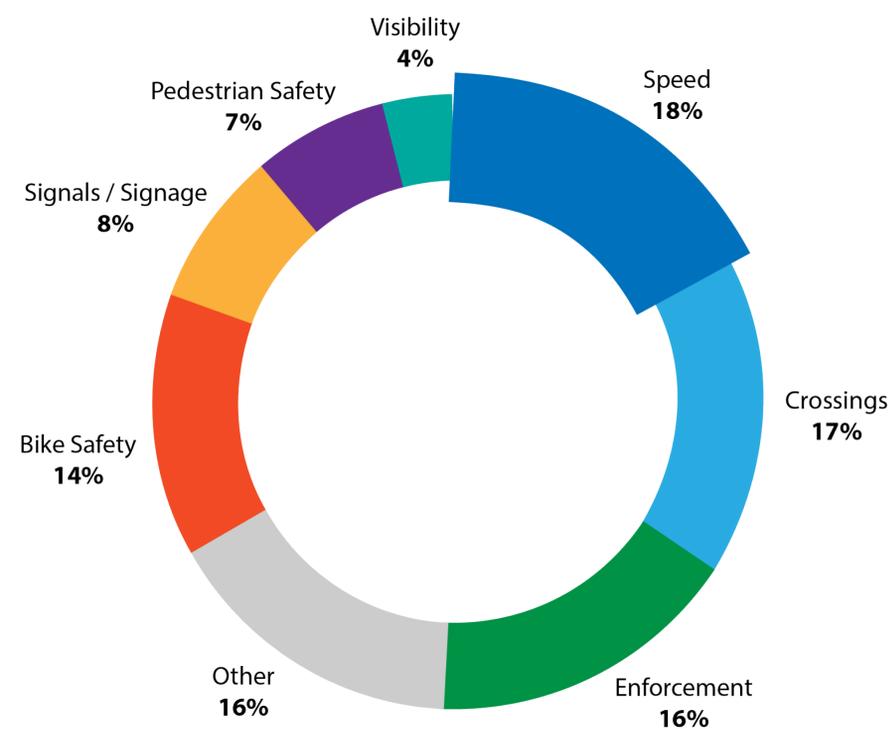
WHAT WE HEARD

VISION ZERO TOP FIVE STUDY

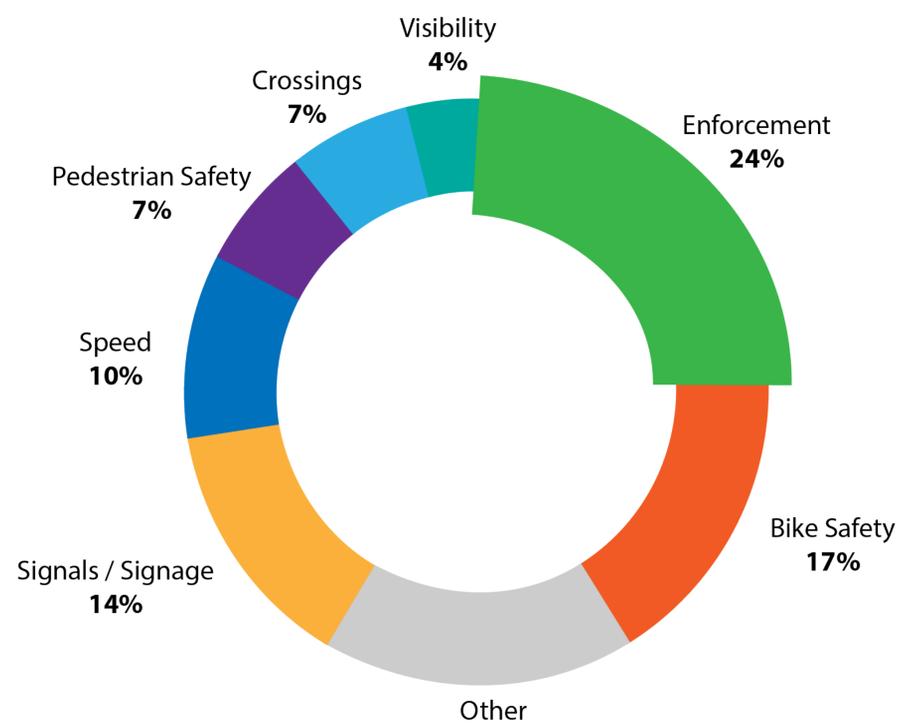


The Vision Zero team held a six pop-up events and two community workshops from October through December 2018, to engage community members who regularly travel along the five corridors and discuss their experiences walking, biking, and driving along the corridor. Below is an overview of the community feedback comments received from events at each corridor, distributed into relevant categories.

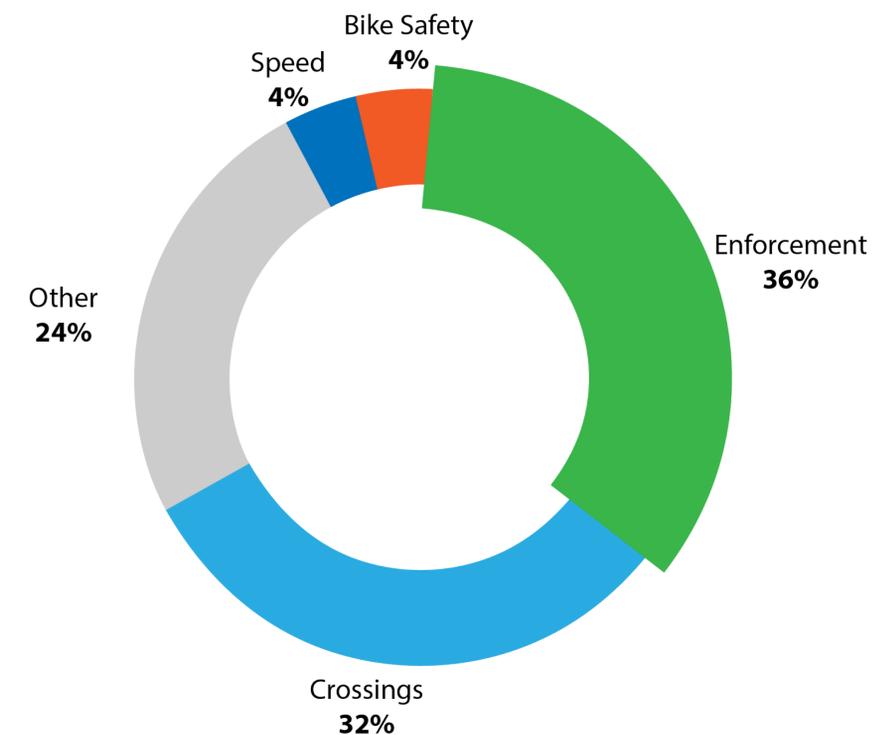
Broadway / Stockton Corridor



South Stockton



Florin



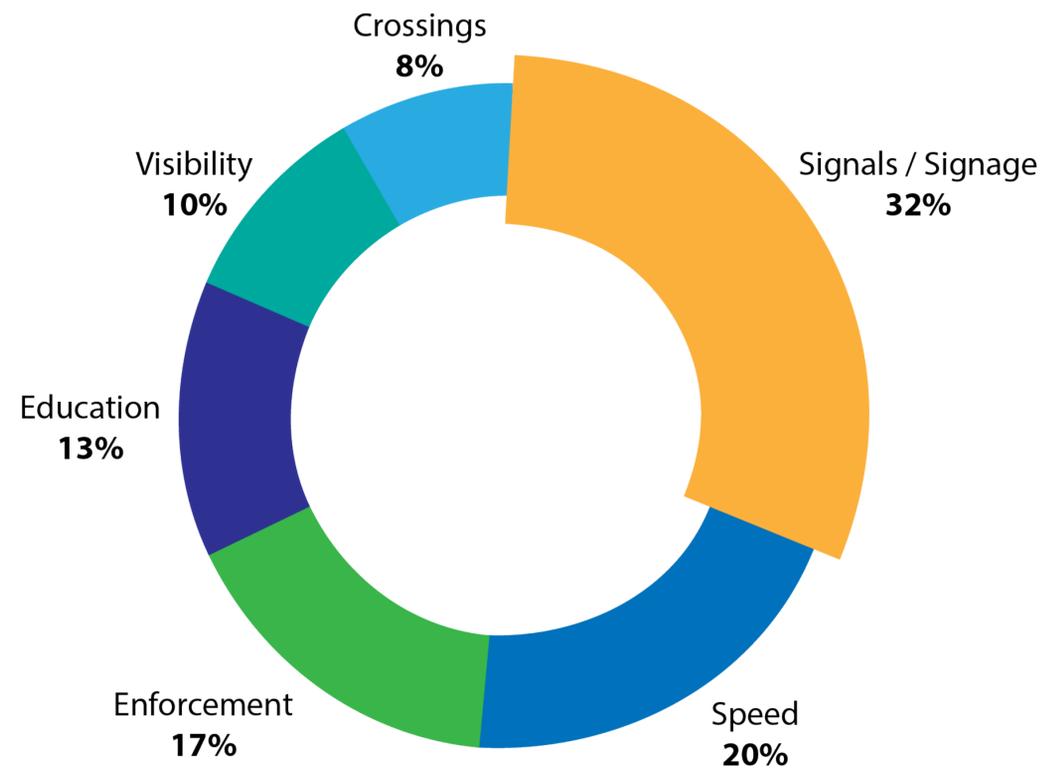
WHAT WE HEARD

VISION ZERO TOP FIVE STUDY

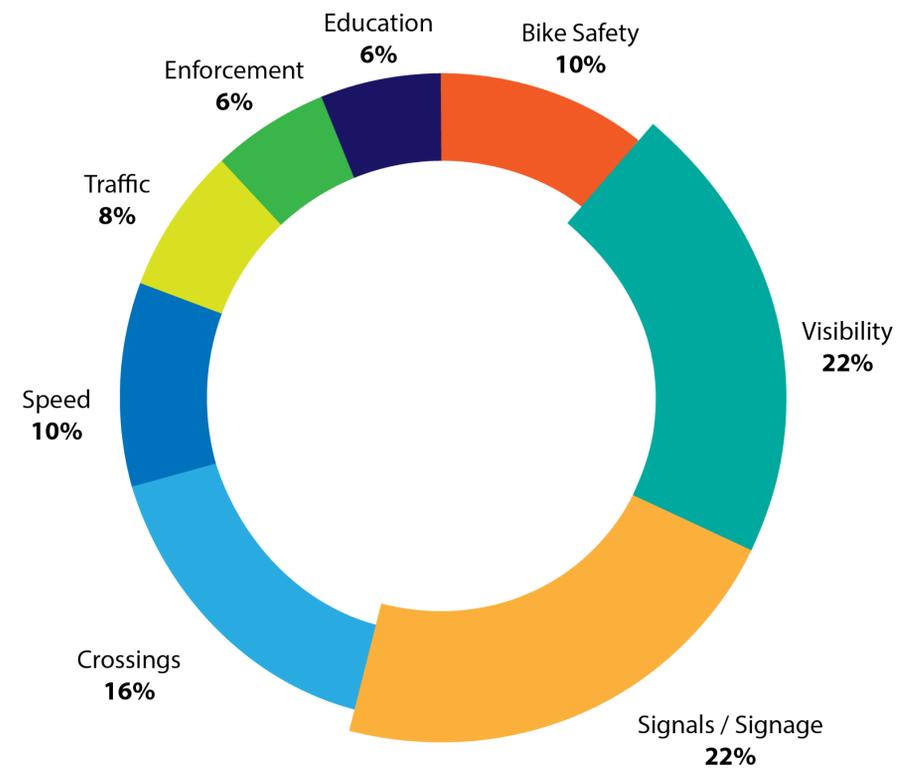


Below is an overview of the community feedback comments received from events at each corridor, distributed into relevant categories.

Marysville



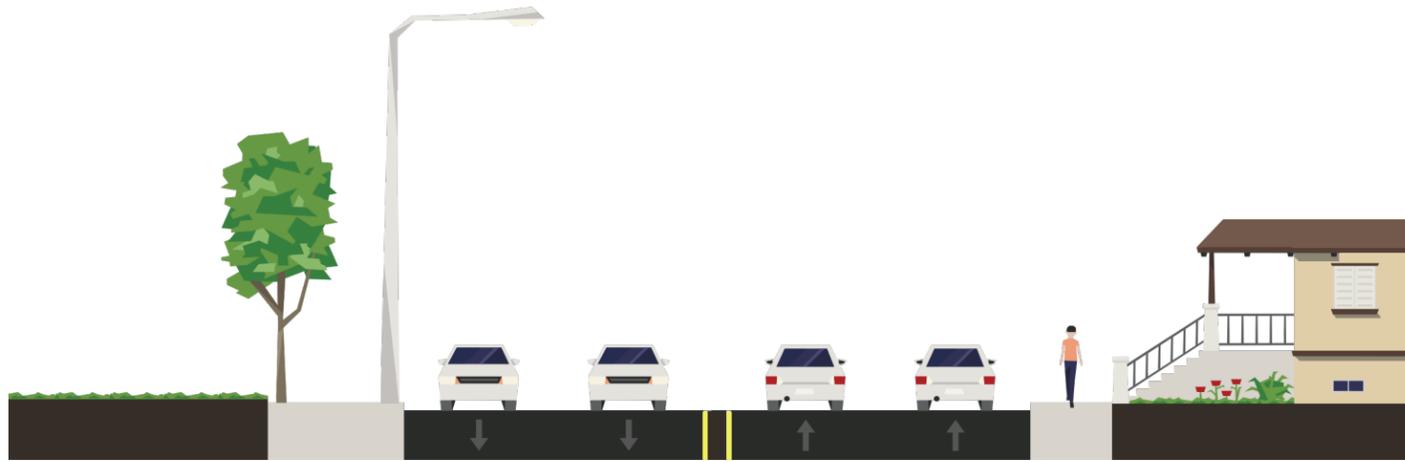
El Camino



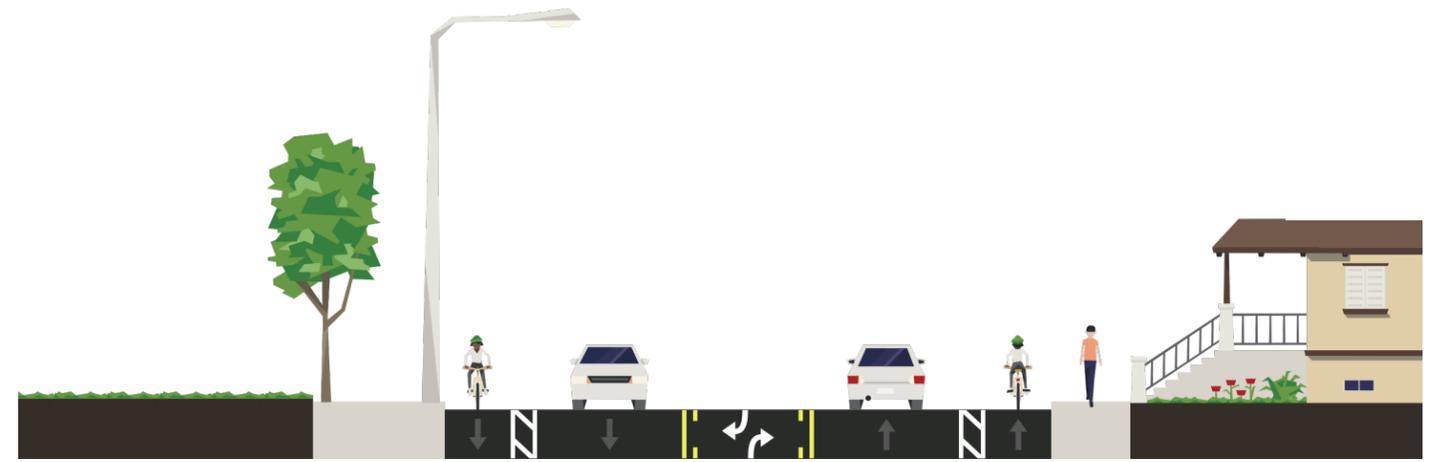
BROADWAY CORRIDOR-WIDE RECOMMENDATIONS

SPEED LIMIT
30

XXX Distance Between Crosswalks
..... On-Street Bicycle Lane



What You See Today



What's Proposed

Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

Corridor-Wide Recommendations



Road Diet



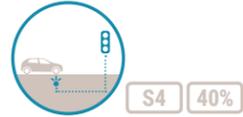
Separated/
Buffered Bikeway



Advanced Dilemma-
Zone Detection



BROADWAY IMPROVEMENTS



Advanced Dilemma-Zone Detection

Signals/Signage

Advanced dilemma-zone detection enhances safety at signalized intersections by modifying traffic control signal timing on the fly to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to red light running.



Consolidate Driveways

Bike Safety, Pedestrian Safety, Visibility

Reducing the number of driveway entrances/exits through consolidation limits the exposure of bicyclists, pedestrians, and drivers to vehicles entering or exiting driveways, reducing conflicts.



High Visibility Crosswalk

Crossings, Pedestrian Safety, Visibility

A crosswalk designed to be more visible to approaching drivers, striped with ladder markings using high-visibility material such as thermoplastic tape instead of paint.



New Traffic Signal

Signals/Signage

New traffic signals help organize travel of all modes at an intersection, limiting interactions between vehicles, pedestrians, and bicyclists with conflicting movements. New signals can have a traffic calming effect on long, high-speed straightaways.



Road Diet

Speed, Pedestrian Safety, Bike Safety, Crossings

Road diets generally reassign space in the roadway from vehicle travel lanes to create room for bicycle facilities, wider sidewalks, or center turn lanes. Road diets optimize street space to benefit all users by improving the safety and comfort of pedestrians and bicyclists, and reducing vehicle speeds and the potential for rear end collisions.



Separated/Buffered Bikeway

Bike Safety

Designated bicycle lanes, separated from vehicle traffic by a physical barrier, usually bollards, landscaping, or parked cars. These facilities can increase safety by decreasing opportunities for collisions with over-taking vehicles, and reducing the risk of dooring.

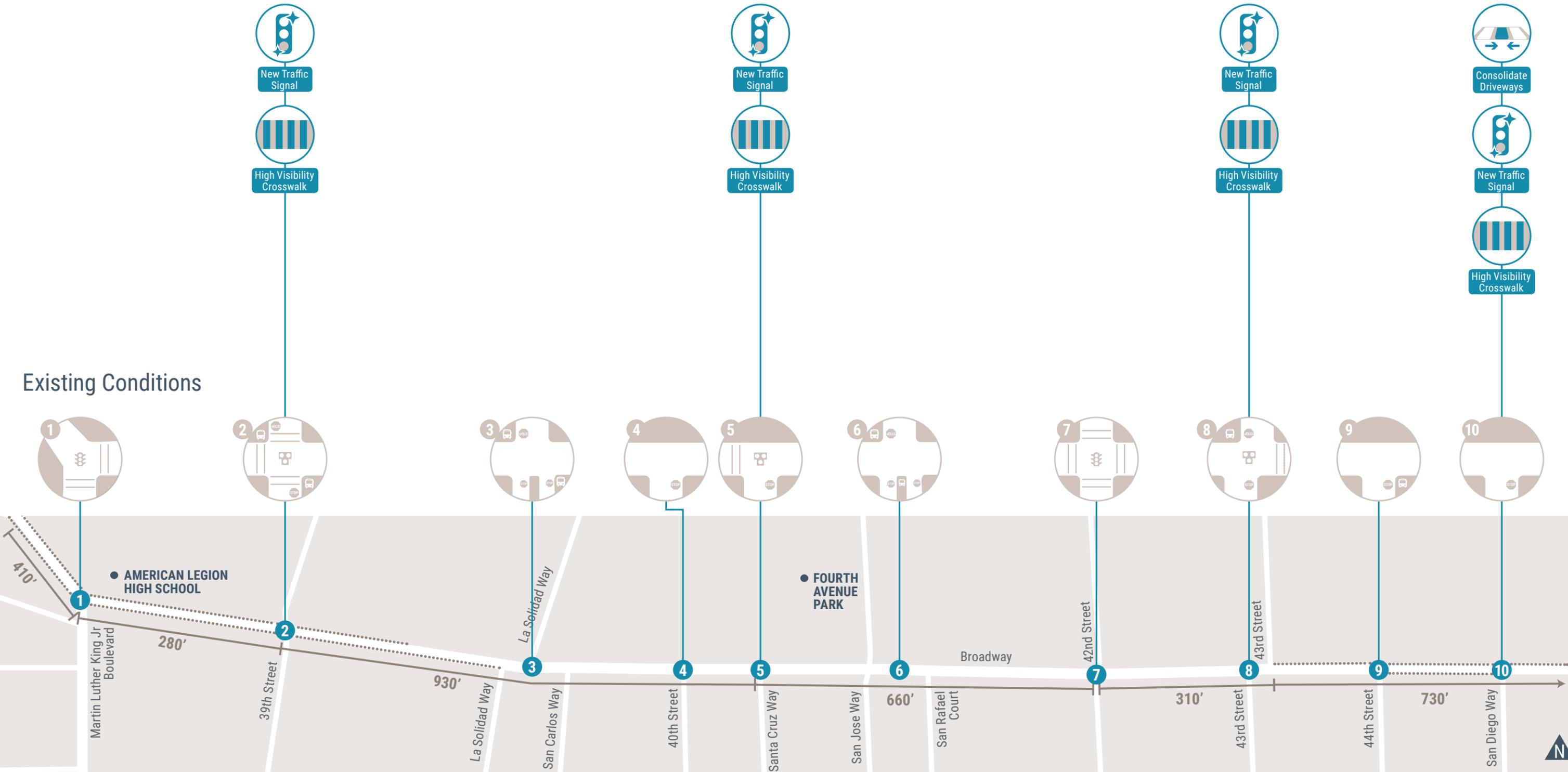
BROADWAY RECOMMENDATIONS

SPEED LIMIT
30

XXX
Distance Between Crosswalks
..... On-Street Bicycle Lane

Location-Specific Recommendations

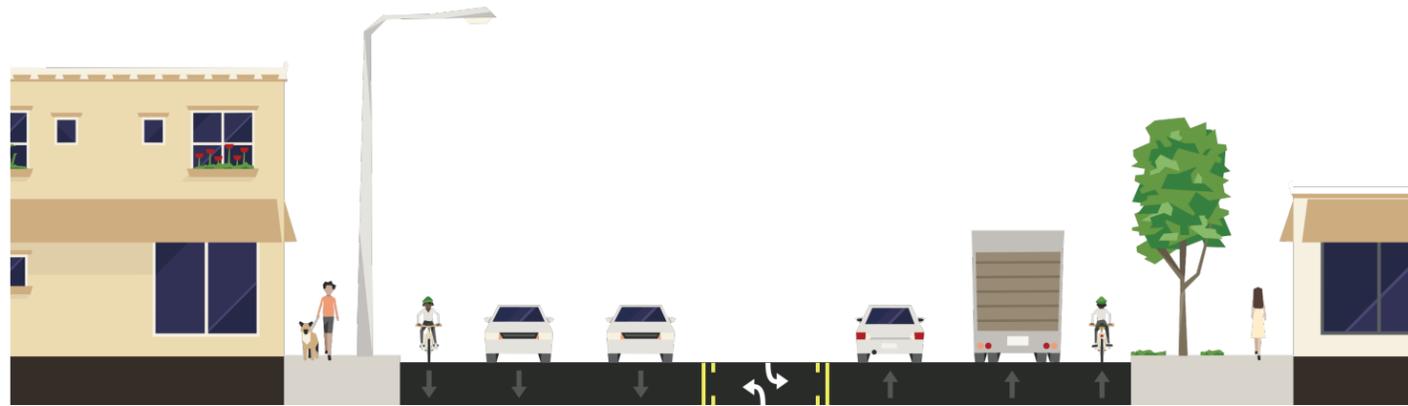
Existing Conditions



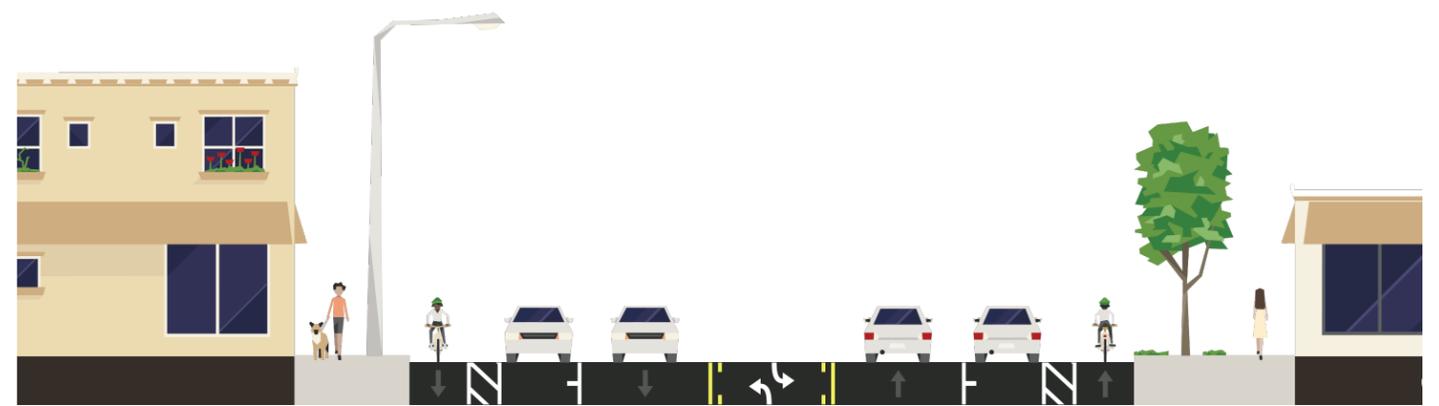
NORTH STOCKTON BOULEVARD CORRIDOR-WIDE RECOMMENDATIONS

SPEED
LIMIT
35

XXX
Distance Between Crosswalks
.....
On-Street Bicycle Lane



What You See Today



What's Proposed

Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

Corridor-Wide Recommendations



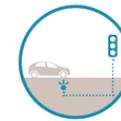
Road
Diet



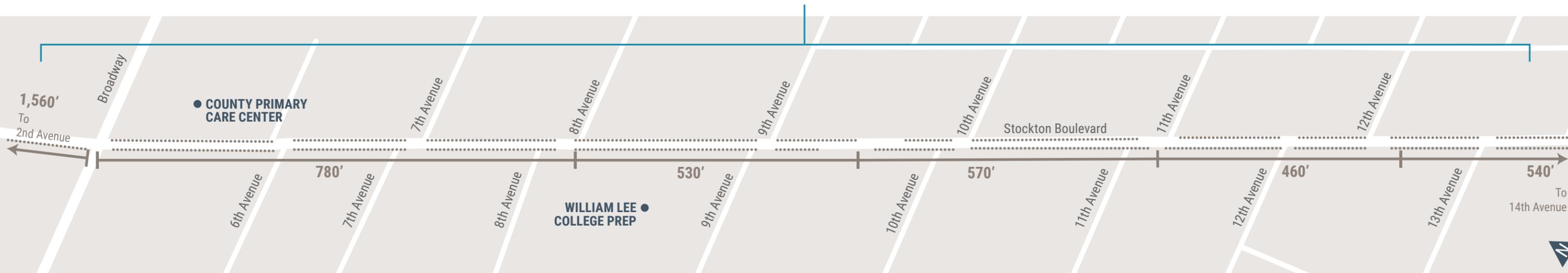
Separated/
Buffered
Bikeway



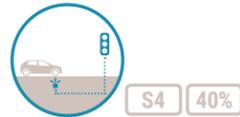
Bus Boarding
Islands



Advanced Dilemma-
Zone Detection



NORTH STOCKTON BOULEVARD IMPROVEMENTS



S4 40%

Advanced Dilemma-Zone Detection

Signals/Signage

Advanced dilemma-zone detection enhances safety at signalized intersections by modifying traffic control signal timing on the fly to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to red light running.



Bus Boarding Islands

Bike Safety

Dedicated waiting and boarding areas for passengers that are separated from the sidewalk by a bike channel, eliminating conflicts between transit vehicles and bikes at stops.



R36 35%

Close Bike Lane Gap

Bike Safety

Closing gaps between bicycle lanes increases the amount of dedicated facilities bicyclists can use, reducing mixing of bicyclists and drivers and increasing network connectivity and visibility of bicyclists in the roadway.



Consolidate Driveways

Bike Safety, Pedestrian

Reducing the number of driveway entrances/exits through consolidation limits the exposure of bicyclists, pedestrians, and drivers to vehicles entering or exiting driveways, reducing conflicts.



Dual Curb Ramps

Pedestrian Safety

Dual curb ramps improve ADA accessibility at all intersection approaches so that pedestrians with mobility challenges, or those pushing carts or strollers, can safely enter and exit all crosswalks.



S3 15%

Extend Pedestrian Crossing Time

Crossings, Pedestrian Safety

Increases time for pedestrian walk phases, and can better accommodate vulnerable populations such as children and the elderly.



S3 15%

Extend Signal Clearance Time

Signals/Signage

Extending yellow and all red time allows drivers and bicyclists to safely cross through a signalized intersection before conflicting traffic movements are permitted to enter the intersection.



NS6/NS17/NS18 25-35%

High Visibility Crosswalk

Crossings, Pedestrian Safety, Visibility

A crosswalk designed to be more visible to approaching drivers, striped with ladder markings using high-visibility material such as thermoplastic tape instead of paint.



Intersection Tightening

Crossings, Pedestrian Safety, Speed, Visibility

Uses temporary materials like paint, plastic bollards, and reflective markers to visually and physically narrow the street at intersections, which can create a shorter crossing for pedestrians and slows vehicles approaching the intersection and turning.



59%

Leading Pedestrian Interval

Crossings, Pedestrian Safety, Visibility

Traffic signals timed to allow pedestrians a short head start in crossing an intersection to minimize conflicts with turning vehicles and improve pedestrian visibility.



NS3 25%

New Traffic Signal

Signals/Signage

New traffic signals help organize travel of all modes at an intersection, limiting interactions between vehicles, pedestrians, and bicyclists with conflicting movements. New signals can have a traffic calming effect on long, high-speed straightaways.



35%

Pedestrian Scramble

Crossings, Pedestrian Safety, Signals/Signage

Restricts vehicular movements to provide an exclusive signal phase allowing pedestrians to cross in all directions, including diagonally.



10%

Prohibit Left Turn

Bike Safety, Crossings, Pedestrian Safety, Signals/Signage

Bans left turns at locations where a turning vehicle may conflict with pedestrians in the crosswalk or where opposing traffic volume is high. Reduces pedestrian interaction with vehicles when crossing.



S13/NS12/R9 25% - 45%

Raised Median

Crossings, Pedestrian Safety, Speed

Curbed sections in the center of the roadway that are physically separated from vehicular traffic. Raised medians can also help control access to and from side streets and driveways, reducing conflict points.



Red Light Camera

Signals/Signage

Red light cameras can be used for automated enforcement to issue citations to drivers running red lights at signalized intersections, and may discourage this behavior.

NORTH STOCKTON BOULEVARD IMPROVEMENTS



Relocate Crosswalk

↗ Crossings, Pedestrian Safety, Visibility

Relocating existing crosswalks can help improve pedestrian visibility, shorten crossing distances, and minimize conflicts with vehicles. In some cases, crosswalks currently located between two legs of an offset intersection may be moved to the far side of the intersection to minimize the number of conflicting vehicle turning movements.



R15 30%

Road Diet

↗ Speed, Pedestrian Safety, Bike Safety, Crossings

Road diets generally reassign space in the roadway from vehicle travel lanes to create room for bicycle facilities, wider sidewalks, or center turn lanes. Road diets optimize street space to benefit all users by improving the safety and comfort of pedestrians and bicyclists, and reducing vehicle speeds and the potential for rear end collisions.



R36 35%

Separated/Buffered Bikeway

↗ Bike Safety

Designated bicycle lanes, separated from vehicle traffic by a physical barrier, usually bollards, landscaping, or parked cars. These facilities can increase safety by decreasing opportunities for collisions with over-taking vehicles, and reducing the risk of dooring.



S3 15%

Shorten Signal Cycle Length

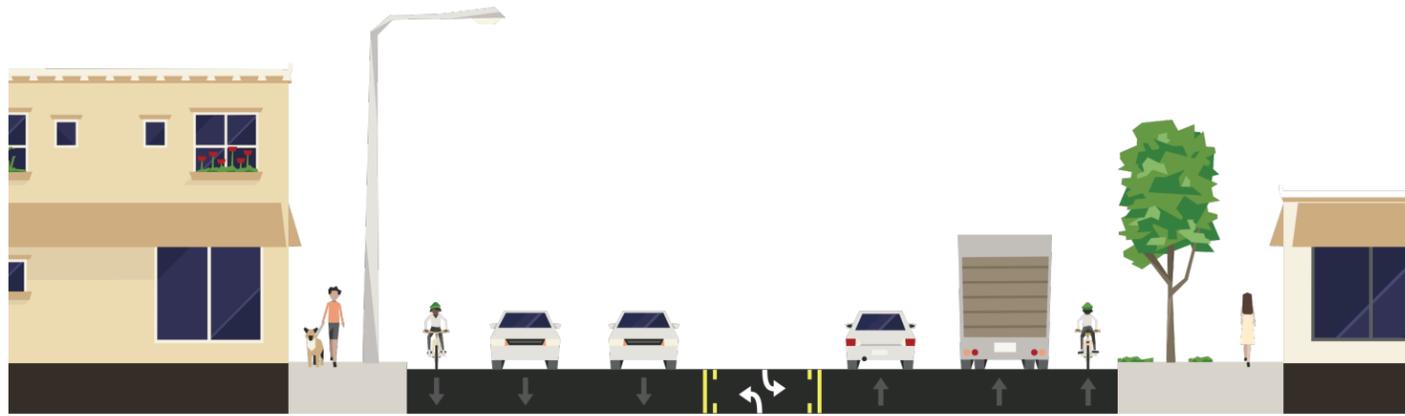
↗ Signals/Signage

Reducing the cycle length at intersections may reduce the delay experienced by vehicles, bicyclists, and pedestrians. When delay is significant, road users are more inclined to ignore signal indications.

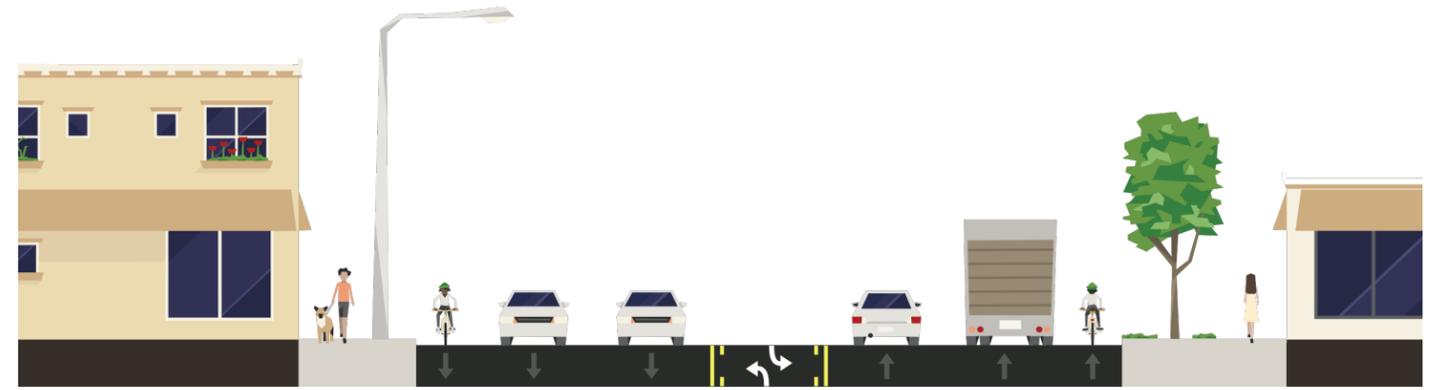
SOUTH STOCKTON BOULEVARD CORRIDOR-WIDE RECOMMENDATIONS

SPEED
LIMIT
40

XXX
Distance Between Crosswalks
.....
On-Street Bicycle Lane



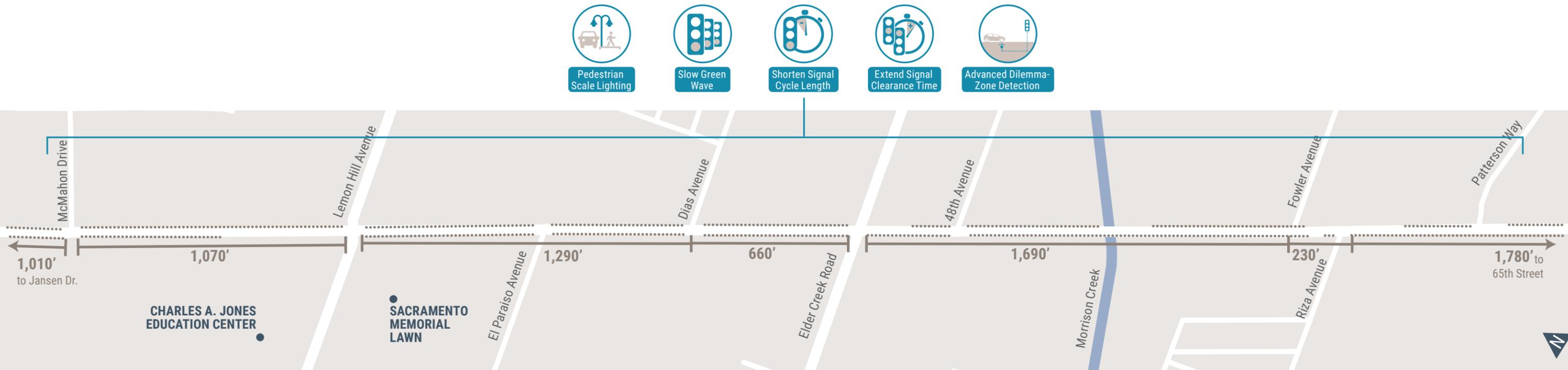
What You See Today



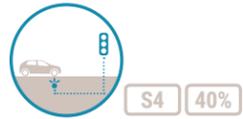
What's Proposed

Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

Corridor-Wide Recommendations



SOUTH STOCKTON BOULEVARD IMPROVEMENTS



S4 40%

Advanced Dilemma-Zone Detection

Signals/Signage

Advanced dilemma-zone detection enhances safety at signalized intersections by modifying traffic control signal timing on the fly to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to red light running.



S21 15%

Advance Stop Bar

Crossings, Pedestrian Safety

A stop bar placed ahead of the crosswalk at stop signs and signals reduces instances of vehicles encroaching on the crosswalk.



Bike Safety

Bicycle Conflict Zone Markings

Green pavement within a bicycle lane to increase visibility of bicyclists and to reinforce bicycle priority. The green pavement is used as a spot treatment in conflict areas such as driveways.



Bike Safety, Pedestrian Safety, Visibility

Consolidate Driveways

Reducing the number of driveway entrances/exits through consolidation limits the exposure of bicyclists, pedestrians, and drivers to vehicles entering or exiting driveways, reducing conflicts.



S19 25%

Countdown Pedestrian Signal Heads

Crossings, Pedestrian Safety, Signals/Signage

Displays "countdown" of seconds remaining on the pedestrian signal. Countdown indications improve safety for all road users, and are required for all newly installed traffic signals where pedestrian signals are installed.



Dual Curb Ramps

Pedestrian Safety

Dual curb ramps improve ADA accessibility at all intersection approaches so that pedestrians with mobility challenges, or those pushing carts or strollers, can safely enter and exit all crosswalks.



Extend Bike Lane to Intersection

Bike Safety

In locations where a bike lane is dropped due to the addition of a right turn pocket, the intersection approach may be restriped to allow for bicyclists to move to the left side of right-turning vehicles ahead of reaching the intersection.



S3 15%

Extend Pedestrian Crossing Time

Crossings, Pedestrian Safety

Increases time for pedestrian walk phases, and can better accommodate vulnerable populations such as children and the elderly.



S3 15%

Extend Signal Clearance Time

Signals/Signage

Extending yellow and all red time allows drivers and bicyclists to safely cross through a signalized intersection before conflicting traffic movements are permitted to enter the intersection.



NS6/NS17/NS18 25-35%

High Visibility Crosswalk

Crossings, Pedestrian Safety, Visibility

A crosswalk designed to be more visible to approaching drivers, striped with ladder markings using high-visibility material such as thermoplastic tape instead of paint.



Intersection Tightening

Crossings, Pedestrian Safety, Speed, Visibility

Uses temporary materials like paint, plastic bollards, and reflective markers to visually and physically narrow the street at intersections, which can create a shorter crossing for pedestrians and slows vehicles approaching the intersection and turning.



59%

Leading Pedestrian Interval

Crossings, Pedestrian Safety, Visibility

Traffic signals timed to allow pedestrians a short head start in crossing an intersection to minimize conflicts with turning vehicles and improve pedestrian visibility.



S12/NS16 25-45%

Pedestrian Refuge Island

Crossings, Pedestrian Safety, Speed, Visibility

Pedestrian refuge islands provide a protected area for pedestrians at the center of the roadway. They reduce the exposure time for pedestrians crossing the intersection and simplify crossings by allowing pedestrians to focus on one direction of traffic at a time.



S1/NS1/R1 35-40%

Pedestrian Scale Lighting

Crossings, Pedestrian Safety, Visibility

Appropriate quality and placement of lighting can enhance an environment as well as increase comfort and safety. Pedestrian-scale lighting is lower in height than standard streetlighting and is spaced closer together.



Prohibit Turn During Pedestrian Phase

Bike Safety, Crossings, Pedestrian Safety, Signals/Signage

Restricts left or right turns during the pedestrian crossing phase at locations where a turning vehicle may conflict with pedestrians in the crosswalk. This restriction may be displayed with a blank-out sign.

SOUTH STOCKTON BOULEVARD IMPROVEMENTS



S3 15%

Provide Green Time For Bikes

🔗 Bike Safety, Signals/Signage

Provide or prolong the green phase when bicyclists are present to provide additional time for bicyclist to clear the intersection. Can occur automatically in the signal phasing or when prompted with bicycle detection. Topography should be considered in clearance time.



S13/NS12/R9 25% - 45%

Raised Median

🔗 Crossings, Pedestrian Safety, Speed

Curbed sections in the center of the roadway that are physically separated from vehicular traffic. Raised medians can also help control access to and from side streets and driveways, reducing conflict points.



🔗 Signals/Signage

Remove Dual Left Turn Lanes

Restriping an approach so there is a single left-turn lane instead of dual lefts can help simplify an intersection and create room for a road diet or other geometric improvements.



🔗 Bike Safety, Pedestrian Safety, Speed

Remove Right Turn Slip Lane

Closing a free-flow right-turn slip lane can help slow right turning drivers, eliminates an uncontrolled crossing for pedestrians, and shortens pedestrian crossing distances. The space reclaimed in closing the slip lane can be reused as pedestrian space to widen sidewalks, enhance curb ramps, or provide more space for street furniture.



NS10 20%

Remove Sight Obstruction

🔗 Visibility

Remove objects that may prevent drivers and pedestrians from having a clear sightline. May include trimming or removing landscaping, or removing or relocating large signs.



S3 15%

Shorten Signal Cycle Length

🔗 Signals/Signage

Reducing the cycle length at intersections may reduce the delay experienced by vehicles, bicyclists, and pedestrians. When delay is significant, road users are more inclined to ignore signal indications.



🔗 Signals/Signage, Speed

Slow Green Wave

A series of traffic signals coordinated to allow for uninterrupted bicycle traffic flow or slower vehicle travel speeds through several intersections along a corridor. Coordinating signals for a slower travel speed gives bicyclists more time to cross safely and encourages drivers to travel at slower speeds.



🔗 Signals/Signage

Stop Sign

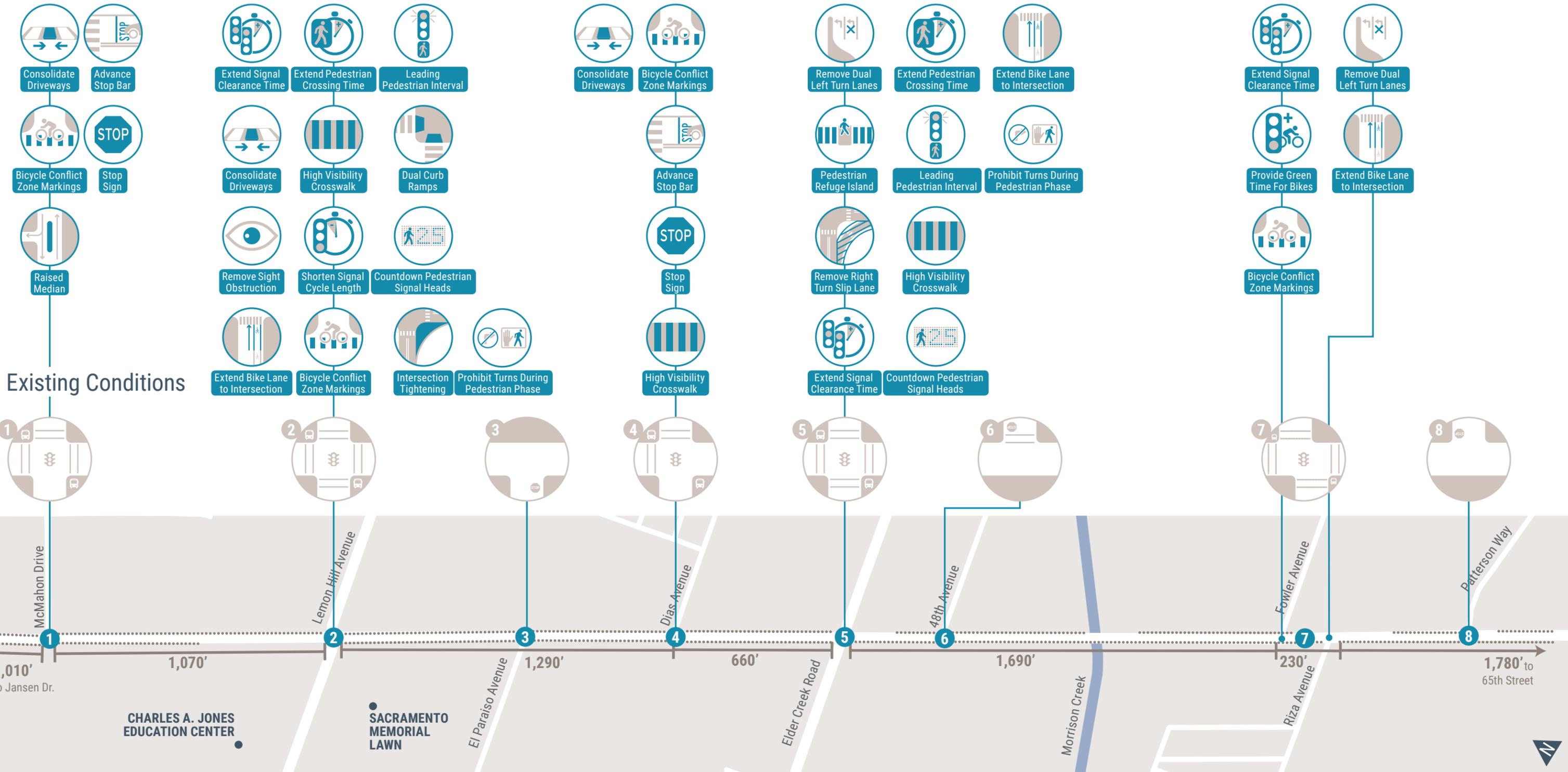
When warranted, stop signs provide a cue to drivers to stop and wait for vehicles, bicyclists, and pedestrians to cross before proceeding.

SOUTH STOCKTON BOULEVARD RECOMMENDATIONS

SPEED LIMIT
40

XXX
Distance Between Crosswalks
..... On-Street Bicycle Lane

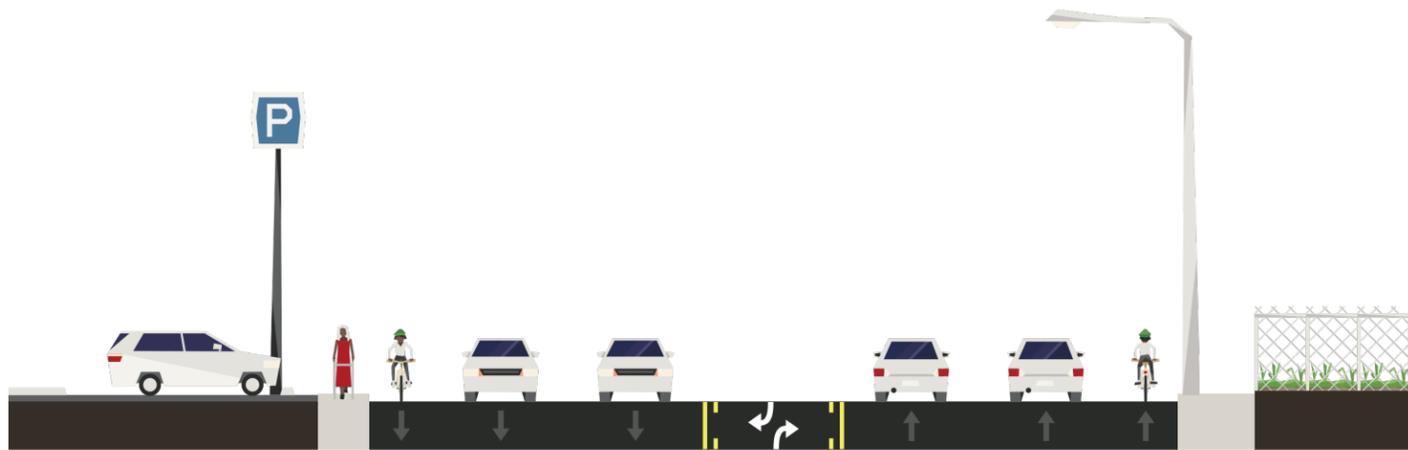
Location-Specific Recommendations



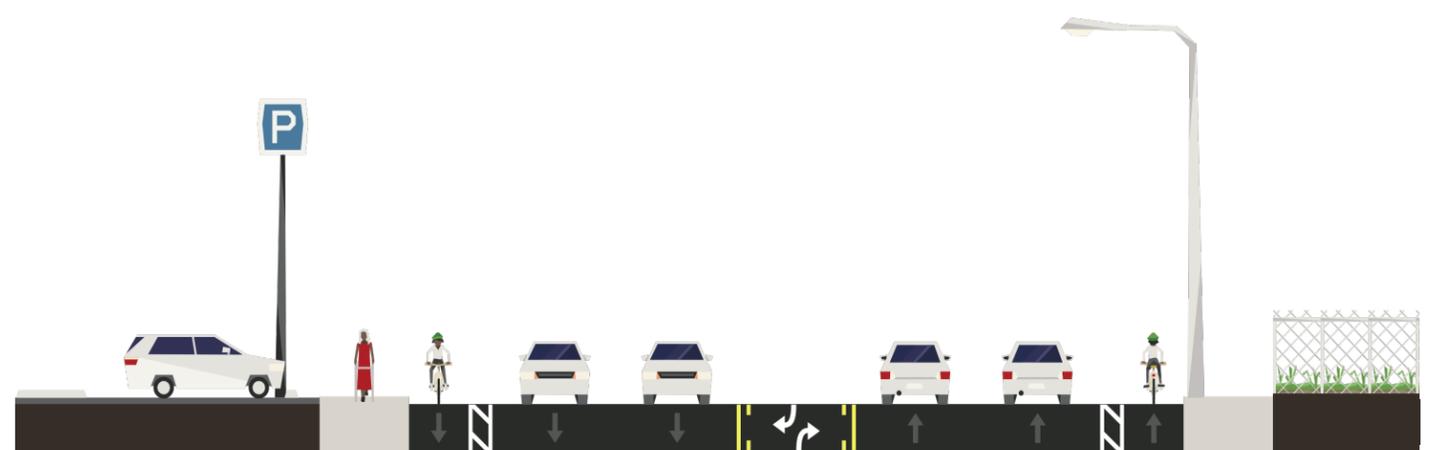
FLORIN ROAD CORRIDOR-WIDE RECOMMENDATIONS

SPEED LIMIT
40

XXX Distance Between Crosswalks
..... On-Street Bicycle Lane



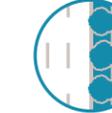
What You See Today

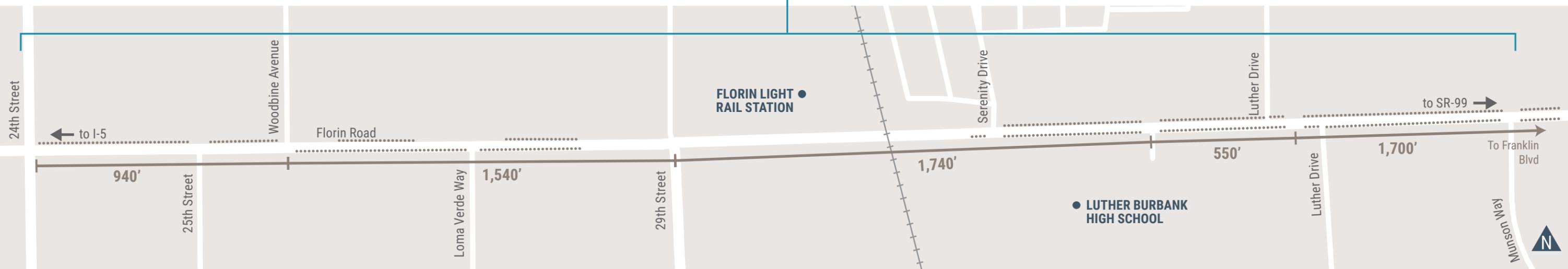


What's Proposed

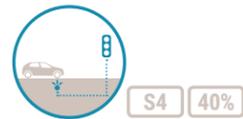
Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

Corridor-Wide Recommendations

- 
Narrow Lanes
- 
Separated/Buffered Bikeway
- 
Pedestrian Scale Lighting
- 
Consolidate Driveways
- 
Widen Sidewalk
- 
Landscape Buffer
- 
Slow Green Wave
- 
Bicycle Conflict Zone Markings
- 
Protected Left Turns
- 
Advanced Dilemma-Zone Detection



FLORIN ROAD IMPROVEMENTS



S4 40%

Advanced Dilemma-Zone Detection

Signals/Signage

Advanced dilemma-zone detection enhances safety at signalized intersections by modifying traffic control signal timing on the fly to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to red light running.



Bicycle Conflict Zone Markings

Bike Safety

Green pavement within a bicycle lane to increase visibility of bicyclists and to reinforce bicycle priority. The green pavement is used as a spot treatment in conflict areas such as driveways.



Bulbout

Crossings, Pedestrian Safety, Speed, Visibility

Raised devices, usually constructed from concrete, landscaping, or paint and plastic materials, that narrow the roadway to reduce speeds of turning vehicles, improve sight lines, and shorten pedestrian crossing distances.



R36 35%

Close Bike Lane Gap

Bike Safety

Closing gaps between bicycle lanes increases the amount of dedicated facilities bicyclists can use, reducing mixing of bicyclists and drivers and increasing network connectivity and visibility of bicyclists in the roadway.



Consolidate Driveways

Bike Safety, Pedestrian Safety, Visibility

Reducing the number of driveway entrances/exits through consolidation limits the exposure of bicyclists, pedestrians, and drivers to vehicles entering or exiting driveways, reducing conflicts.



Dual Curb Ramps

Pedestrian Safety

Dual curb ramps improve ADA accessibility at all intersection approaches so that pedestrians with mobility challenges, or those pushing carts or strollers, can safely enter and exit all crosswalks.



S3 15%

Extend Pedestrian Crossing Time

Crossings, Pedestrian Safety

Increases time for pedestrian walk phases, and can better accommodate vulnerable populations such as children and the elderly.



S3 15%

Extend Signal Clearance Time

Signals/Signage

Extending yellow and all red time allows drivers and bicyclists to safely cross through a signalized intersection before conflicting traffic movements are permitted to enter the intersection.



NS6/NS17/NS18 25-35%

High Visibility Crosswalk

Crossings, Pedestrian Safety, Visibility

A crosswalk designed to be more visible to approaching drivers, striped with ladder markings using high-visibility material such as thermoplastic tape instead of paint.



Landscape Buffer

Pedestrian Safety

Separating drivers from bicyclists and pedestrians using landscaping provides more space between the modes and can produce a traffic calming effect by encouraging drivers to drive at slower speeds, lowering the risk of collision.



59%

Leading Pedestrian Interval

Crossings, Pedestrian Safety, Visibility

Traffic signals timed to allow pedestrians a short head start in crossing an intersection to minimize conflicts with turning vehicles and improve pedestrian visibility.



R3 25%

Median Barrier Fencing

Crossings, Pedestrian Safety

Pedestrian median barriers restrict pedestrians from crossing the median at locations where nearby crossings are available and midblock crossings may have poor sight lines or insufficient safety enhancements for the conditions.



Narrow Lanes

Speed

A reduction in lane width, to 11 feet, produces a traffic calming effect by encouraging drivers to travel at slower speeds, lowering the risk of collision with bicyclists, pedestrians, and other drivers.



NS3 25%

New Traffic Signal

Signals/Signage

New traffic signals help organize travel of all modes at an intersection, limiting interactions between vehicles, pedestrians, and bicyclists with conflicting movements. New signals can have a traffic calming effect on long, high-speed straightaways.



S12/NS16 25-45%

Pedestrian Refuge Island

Crossings, Pedestrian Safety, Speed, Visibility

Pedestrian refuge islands provide a protected area for pedestrians at the center of the roadway. They reduce the exposure time for pedestrians crossing the intersection and simplify crossings by allowing pedestrians to focus on one direction of traffic at a time.

FLORIN ROAD IMPROVEMENTS



S1/NS1/R1 35-40%

Pedestrian Scale Lighting

↗ Crossings, Pedestrian Safety, Visibility

Appropriate quality and placement of lighting can enhance an environment as well as increase comfort and safety. Pedestrian-scale lighting is lower in height than standard streetlighting and is spaced closer together.



Prohibit Turn During Pedestrian Phase

↗ Bike Safety, Crossings, Pedestrian Safety, Signals/Signage

Restricts left or right turns during the pedestrian crossing phase at locations where a turning vehicle may conflict with pedestrians in the crosswalk. This restriction may be displayed with a blank-out sign.



S6/S17 30-55%

Protected Left Turns

↗ Signals/Signage

Protected left turns provide an exclusive phase for left-turning vehicles to enter an intersection separate from conflicting vehicle or pedestrian movements.



S13/NS12/R9 25-45%

Raised Median

↗ Crossings, Pedestrian Safety, Speed

Curbed sections in the center of the roadway that are physically separated from vehicular traffic. Raised medians can also help control access to and from side streets and driveways, reducing conflict points.



R36 35%

Separated/Buffered Bikeway

↗ Bike Safety

Wide sidewalks can provide a more comfortable space for pedestrians. They are particularly helpful at important for locations with high volumes of pedestrians, and for providing space to accommodate people in wheelchairs.



Slow Green Wave

↗ Signals/Signage, Speed

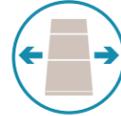
A series of traffic signals coordinated to allow for uninterrupted bicycle traffic flow or slower vehicle travel speeds through several intersections along a corridor. Coordinating signals for a slower travel speed gives bicyclists more time to cross safely and encourages drivers to travel at slower speeds.



Straighten Crosswalk

↗ Crossings, Pedestrian Safety, Visibility

Straightening crosswalks improves sight lines, making pedestrians more visible to oncoming drivers, and may shorten the crossing distance, reducing the length of time required for pedestrians to cross an intersection.



Widen Sidewalk

↗ Pedestrian Safety

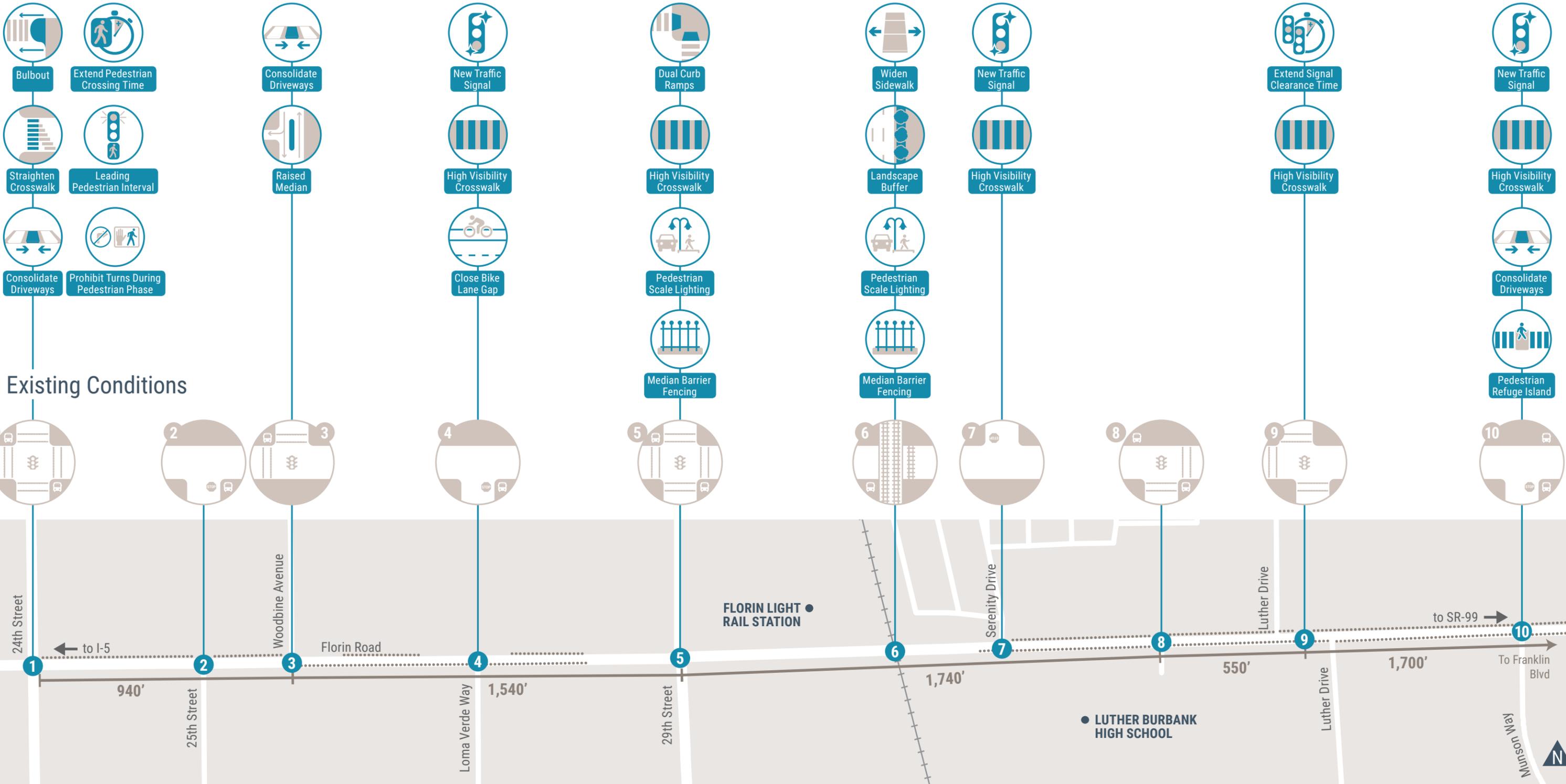
Wide sidewalks can provide a more comfortable space for pedestrians. They are particularly helpful at important for locations with high volumes of pedestrians, and for providing space to accommodate people in wheelchairs.

FLORIN ROAD RECOMMENDATIONS

SPEED LIMIT
40

XXX
Distance Between Crosswalks
..... On-Street Bicycle Lane

Location-Specific Recommendations



MARYSVILLE BOULEVARD CORRIDOR-WIDE RECOMMENDATIONS

SPEED
LIMIT
35

XXX
Distance Between Crosswalks
.....
On-Street Bicycle Lane



What You See Today



What's Proposed

Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

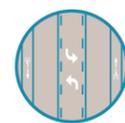
Corridor-Wide Recommendations



Extend Signal Clearance Time



Slow Green Wave



Road Diet



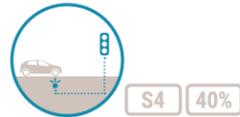
Separated/Buffered Bikeway



Advanced Dilemma-Zone Detection



MARYSVILLE BOULEVARD IMPROVEMENTS



S4 40%

Advanced Dilemma-Zone Detection

Signals/Signage

Advanced dilemma-zone detection enhances safety at signalized intersections by modifying traffic control signal timing on the fly to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to red light running.



S21 15%

Advance Stop Bar

Crossing, Pedestrian Safety

A stop bar placed ahead of the crosswalk at stop signs and signals reduces instances of vehicles encroaching on the crosswalk.



R36 35%

Class II Bicycle Lane

Bike Safety

Five to seven foot wide designated lanes for bicyclist adjacent to vehicle travel lanes, delineated with pavement markings.



R36 35%

Close Bike Lane Gap

Bike Safety

Closing gaps between bicycle lanes increases the amount of dedicated facilities bicyclists can use, reducing mixing of bicyclists and drivers and increasing network connectivity and visibility of bicyclists in the roadway.



Co-Locate Bus Stops and Pedestrian Crossings

Crossing, Pedestrian Safety

Place bus stops and pedestrian crossings in close proximity to allow transit riders to cross the street safely.



Consolidate Driveways

Bike Safety, Pedestrian Safety, Visibility

Reducing the number of driveway entrances/exits through consolidation limits the exposure of bicyclists, pedestrians, and drivers to vehicles entering or exiting driveways, reducing conflicts.



S19 25%

Countdown Pedestrian Signal Heads

Crossings, Pedestrian Safety, Signals/Signage

Displays "countdown" of seconds remaining on the pedestrian signal. Countdown indications improve safety for all road users, and are required for all newly installed traffic signals where pedestrian signals are installed.



Extend Bike Lane to Intersection

Bike Safety

In locations where a bike lane is dropped due to the addition of a right turn pocket, the intersection approach may be restriped to allow for bicyclists to move to the left side of right-turning vehicles ahead of reaching the intersection.



S3 15%

Extend Pedestrian Crossing Time

Crossings, Pedestrian Safety

Increases time for pedestrian walk phases, and can better accommodate vulnerable populations such as children and the elderly.



S3 15%

Extend Signal Clearance Time

Signals/Signage

Extending yellow and all red time allows drivers and bicyclists to safely cross through a signalized intersection before conflicting traffic movements are permitted to enter the intersection.



Full Pedestrian Signal

Crossings, Pedestrian Safety, Signals/Signage

Full pedestrian signals are full traffic signals, with red, amber and green indicators, that may be installed at mid-block locations. These signals provide a protected pedestrian crossing phase when the pedestrian phase is called, but otherwise rest in green for oncoming vehicles.



NS6/NS17/NS18 25-35%

High Visibility Crosswalk

Crossings, Pedestrian Safety, Visibility

A crosswalk designed to be more visible to approaching drivers, striped with ladder markings using high-visibility material such as thermoplastic tape instead of paint.



59%

Leading Pedestrian Interval

Crossings, Pedestrian Safety, Visibility

Traffic signals timed to allow pedestrians a short head start in crossing an intersection to minimize conflicts with turning vehicles and improve pedestrian visibility.



Narrow Lanes

Speed

A reduction in lane width, in 11 feet, produces a traffic calming effect by encouraging drivers to travel at slower speeds, lowering the risk of collision with bicyclists, pedestrians, and other drivers.



NS3 25%

New Traffic Signal

Signals/Signage

New traffic signals help organize travel of all modes at an intersection, limiting interactions between vehicles, pedestrians, and bicyclists with conflicting movements. New signals can have a traffic calming effect on long, high-speed straightaways.

MARYSVILLE BOULEVARD IMPROVEMENTS



30%

Parking Prohibition

↳ Bike Safety, Crossings, Pedestrian Safety, Signals/Signage

By restricting parking at curbs in front of intersection crosswalks, sight lines are cleared between pedestrian crossings and oncoming drivers, reducing the risk of collision (also called "daylighting"). Parking can also be restricted in locations with on-street bicycle facilities to minimize dooring collisions.



Prohibit Turns During Pedestrian Phase

↳ Bike Safety, Crossings, Pedestrian Safety, Signals/Signage

Restricts left or right turns during the pedestrian crossing phase at locations where a turning vehicle may conflict with pedestrians in the crosswalk. This restriction may be displayed with a blank-out sign.



S6/S17 30-55%

Protected Left Turns

↳ Signals/Signage

Protected left turns provide an exclusive phase for left-turning vehicles to enter an intersection separate from conflicting vehicle or pedestrian movements.



S13/NS12/R9 25-45%

Raised Median

↳ Crossings, Pedestrian Safety, Speed

Curbed sections in the center of the roadway that are physically separated from vehicular traffic. Raised medians can also help control access to and from side streets and driveways, reducing conflict points.



Red Light Camera

↳ Signals/Signage

Red light cameras can be used for automated enforcement to issue citations to drivers running red lights at signalized intersections, and may discourage this behavior.



R15 30%

Road Diet

↳ Speed, Pedestrian Safety, Bike Safety, Crossings

Road diets generally reassign space in the roadway from vehicle travel lanes to create room for bicycle facilities, wider sidewalks, or center turn lanes. Road diets optimize street space to benefit all users by improving the safety and comfort of pedestrians and bicyclists, and reducing vehicle speeds and the potential for rear end collisions.



R36 35%

Separated/Buffered Bikeway

↳ Bike Safety

Designated bicycle lanes, separated from vehicle traffic by a physical barrier, usually bollards, landscaping, or parked cars. These facilities can increase safety by decreasing opportunities for collisions with over-taking vehicles, and reducing the risk of dooring.



Slow Green Wave

↳ Signals/Signage, Speed

A series of traffic signals coordinated to allow for uninterrupted bicycle traffic flow or slower vehicle travel speeds through several intersections along a corridor. Coordinating signals for a slower travel speed gives bicyclists more time to cross safely and encourages drivers to travel at slower speeds.



Split Signal Phase

↳ Signals/Signage

Opposing legs of an intersection each receive their own phase



Straighten Crosswalk

↳ Crossings, Pedestrian Safety, Visibility

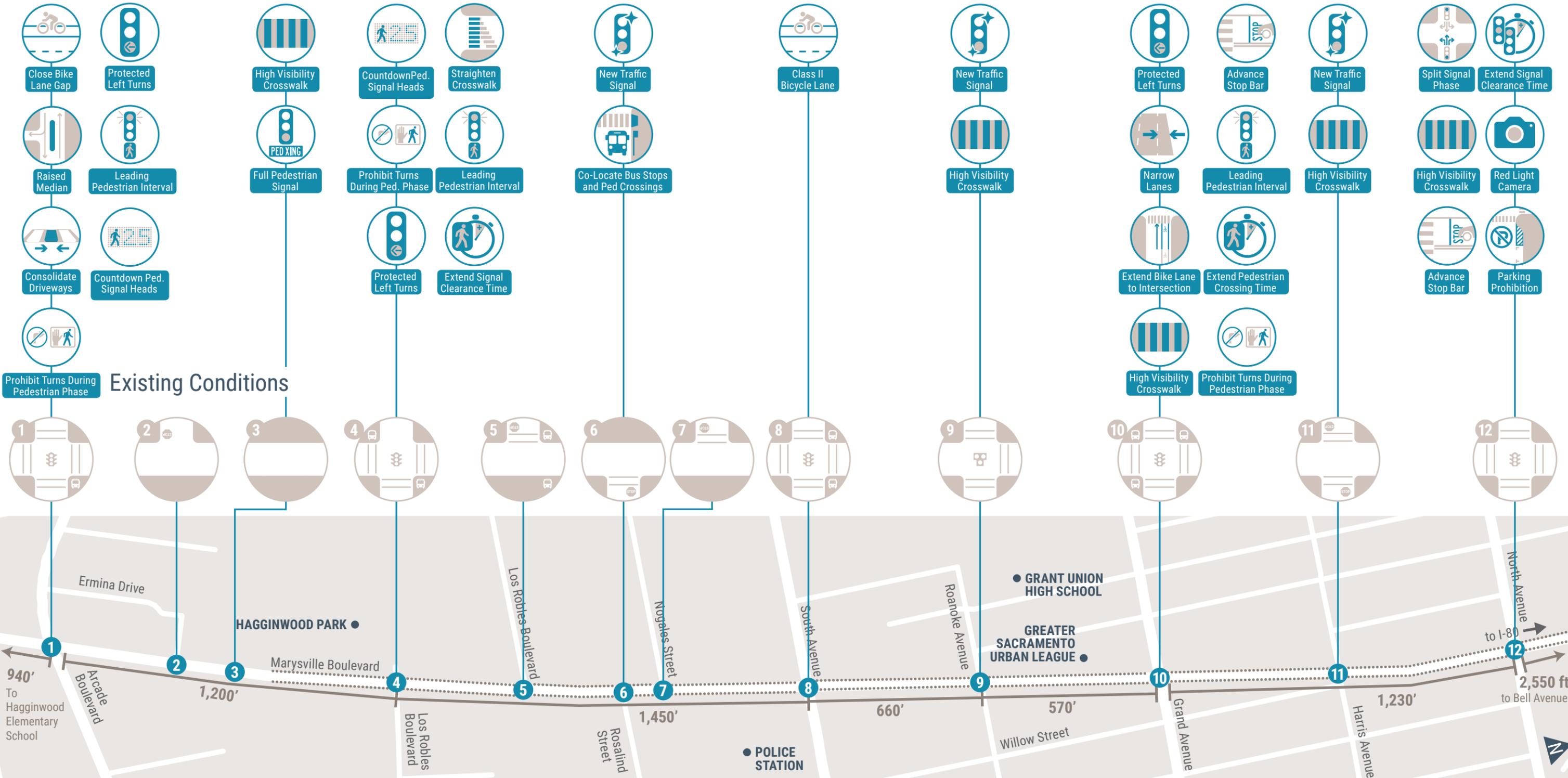
Straightening crosswalks improves sight lines, making pedestrians more visible to oncoming drivers, and may shorten the crossing distance, reducing the length of time required for pedestrians to cross an intersection.

MARYSVILLE BOULEVARD RECOMMENDATIONS

SPEED LIMIT
35

XXX
Distance Between Crosswalks
..... On-Street Bicycle Lane

Location-Specific Recommendations



EL CAMINO AVENUE CORRIDOR-WIDE RECOMMENDATIONS

SPEED LIMIT
30

XXX Distance Between Crosswalks
..... On-Street Bicycle Lane



What You See Today



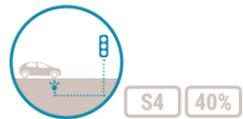
Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

What's Proposed

Corridor-Wide Recommendations



EL CAMINO AVENUE IMPROVEMENTS



S4 40%

Advanced Dilemma-Zone Detection

Signals/Signage

Advanced dilemma-zone detection enhances safety at signalized intersections by modifying traffic control signal timing on the fly to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to red light running.



Bike Safety

Bicycle Conflict Zone Markings

Green pavement within a bicycle lane to increase visibility of bicyclists and to reinforce bicycle priority. The green pavement is used as a spot treatment in conflict areas such as driveways.



Bulbout

Crossings, Pedestrian Safety, Speed, Visibility

Raised devices, usually constructed from concrete, landscaping, or paint and plastic materials, that narrow the roadway to reduce speeds of turning vehicles, improve sight lines, and shorten pedestrian crossing distances.



R36 35%

Close Bike Lane Gap

Bike Safety

Closing gaps between bicycle lanes increases the amount of dedicated facilities bicyclists can use, reducing mixing of bicyclists and drivers and increasing network connectivity and visibility of bicyclists in the roadway.



R37 80%

Close Sidewalk Gap

Pedestrian Safety

Providing continuous sidewalks for pedestrians provides a separated facility for people to walk along the roadway, and can help minimize collisions with pedestrians walking in the road.



Consolidate Driveways

Bike Safety, Pedestrian Safety, Visibility

Reducing the number of driveway entrances/exits through consolidation limits the exposure of bicyclists, pedestrians, and drivers to vehicles entering or exiting driveways, reducing conflicts.



Dual Curb Ramps

Pedestrian Safety

Dual curb ramps improve ADA accessibility at all intersection approaches so that pedestrians with mobility challenges, or those pushing carts or strollers, can safely enter and exit all crosswalks.



S3 15%

Extend Signal Clearance Time

Signals/Signage

Extending yellow and all red time allows drivers and bicyclists to safely cross through a signalized intersection before conflicting traffic movements are permitted to enter the intersection.



NS6/NS17/NS18 25-35%

High Visibility Crosswalk

Crossings, Pedestrian Safety, Visibility

A crosswalk designed to be more visible to approaching drivers, striped with ladder markings using high-visibility material such as thermoplastic tape instead of paint.



NS3 25%

New Traffic Signal

Signals/Signage

New traffic signals help organize travel of all modes at an intersection, limiting interactions between vehicles, pedestrians, and bicyclists with conflicting movements. New signals can have a traffic calming effect on long, high-speed straightaways.



Partial Closure

Bike Safety, Crossings, Pedestrian Safety

Partial closures, using a physical barrier across one direction of traffic at an intersection allow full bicycle and pedestrian passage while restricting vehicle access in one direction. This strategy can be used to minimize conflict points at complicated intersections.



NS19 55%

Pedestrian Hybrid Beacon

Crossings, Pedestrian Safety, Signals/Signage, Speed, Visibility

Pedestrian-activated beacon used at mid-block crosswalks to notify oncoming motorists to stop with a series of red and yellow lights.



Pedestrian Recall Signal Timing

Pedestrian Safety, Signals/Signage

Signals can be put in "recall" for key time periods of the day such as peak business hours or school drop-off/pick-up times. The "WALK" signal would be displayed every signal cycle without prompting by a pedestrian push button.

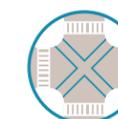


S1/NS1/R1 35-40%

Pedestrian Scale Lighting

Crossings, Pedestrian Safety, Visibility

Appropriate quality and placement of lighting can enhance an environment as well as increase comfort and safety. Pedestrian-scale lighting is lower in height than standard streetlighting and is spaced closer together.



35%

Pedestrian Scramble

Crossings, Pedestrian Safety, Signals/Signage

Restricts vehicular movements to provide an exclusive signal phase allowing pedestrians to cross in all directions, including diagonally.

EL CAMINO AVENUE IMPROVEMENTS



10%

Prohibit Left Turn

🔗 Bike Safety, Crossings, Pedestrian Safety, Signals/Signage

Bans left turns at locations where a turning vehicle may conflict with pedestrians in the crosswalk or where opposing traffic volume is high. Reduces pedestrian interaction with vehicles when crossing.



Prohibit Turns During Pedestrian Phase

🔗 Crossings, Pedestrian Safety, Signals/Signage

Restricts left or right turns during the pedestrian crossing phase at locations where a turning vehicle may conflict with pedestrians in the crosswalk. This restriction may be displayed with a blank-out sign.



S13/NS12/R9

25% - 45%

Raised Median

🔗 Crossings, Pedestrian Safety, Speed

Curbed sections in the center of the roadway that are physically separated from vehicular traffic. Raised medians can also help control access to and from side streets and driveways, reducing conflict points.



Realign Intersection to 90 Degrees

🔗 Crossings, Pedestrian Safety, Speed, Visibility

By eliminating acute or obtuse angles between intersection roadways, intersection sight distance may be improved, allowing drivers to see pedestrians more easily. Right-angle intersections can also help to slow down turning vehicles.



Road Closure

🔗 Bike Safety, Crossings, Pedestrian Safety

Road closures, using a physical barrier, allow full bicycle and pedestrian passage while restricting vehicle access. This strategy can be used to minimize conflict points at complicated intersections or to minimize conflicting movements due to turning vehicles.



S18

35-67%

Roundabout

🔗 Bike Safety, Pedestrian Safety, Signals/Signage

Roundabouts are large circular islands, placed in the middle of an intersection, which direct flow in a continuous circular direction around the intersection. Roundabouts can reduce the number of conflict points, compared to an uncontrolled intersection, and decrease vehicle speeds due to intersection geometry. Converting signalized intersections to roundabouts can be especially effective at complex intersections or intersections with high left-turn volumes.



S3

15%

Shorten Signal Cycle Length

🔗 Signals/Signage

Reducing the cycle length at intersections may reduce the delay experienced by vehicles, bicyclists, and pedestrians. When delay is significant, road users are more inclined to ignore signal indications.



Slow Green Wave

🔗 Signals/Signage, Speed

A series of traffic signals coordinated to allow for uninterrupted bicycle traffic flow or slower vehicle travel speeds through several intersections along a corridor. Coordinating signals for a slower travel speed gives bicyclists more time to cross safely and encourages drivers to travel at slower speeds.



Straighten Crosswalk

🔗 Crossings, Pedestrian Safety, Visibility

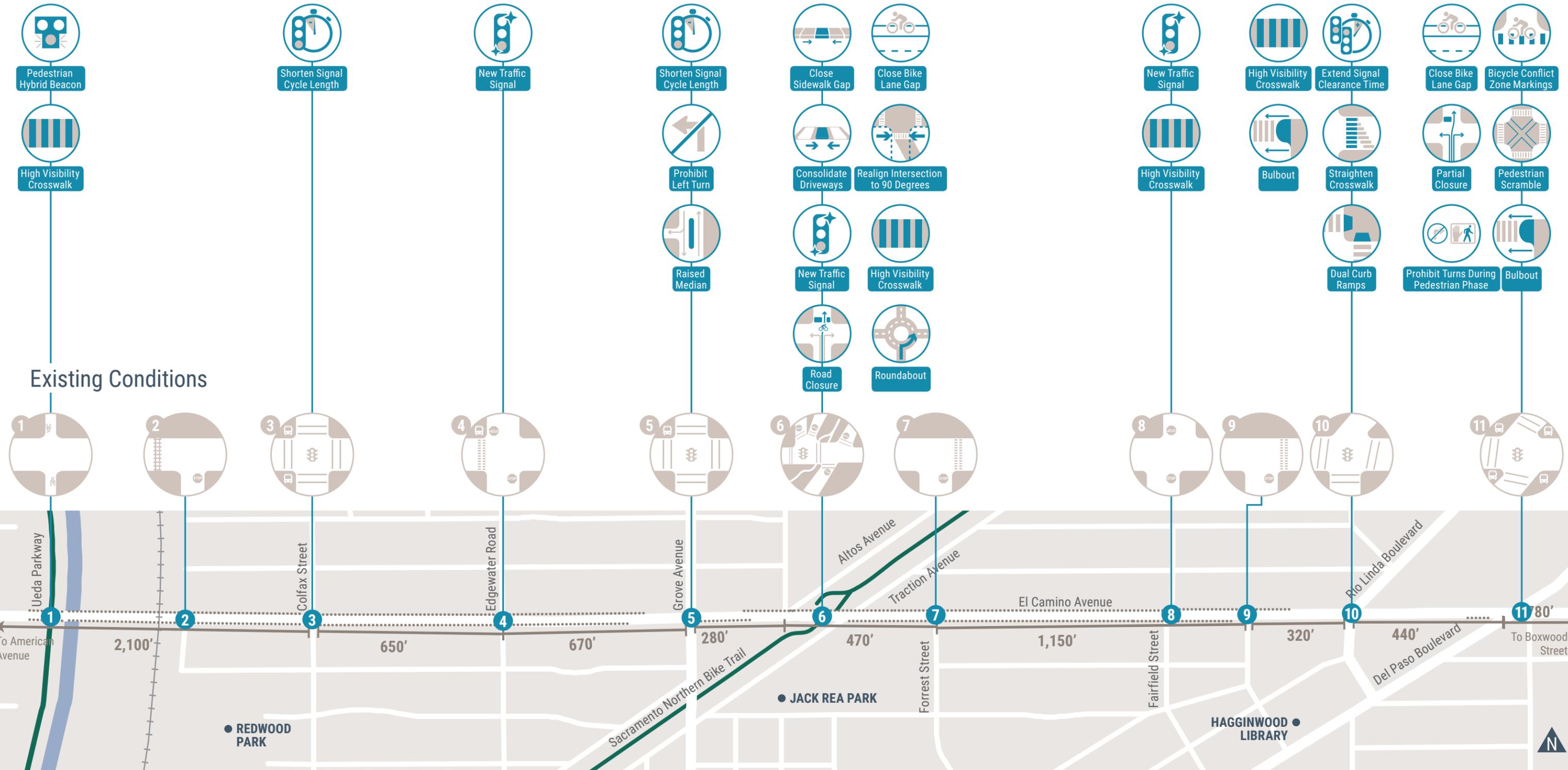
Straightening crosswalks improves sight lines, making pedestrians more visible to oncoming drivers, and may shorten the crossing distance, reducing the length of time required for pedestrians to cross an intersection.

EL CAMINO AVENUE RECOMMENDATIONS

SPEED LIMIT
30

XXX
Distance Between Crosswalks
..... On-Street Bicycle Lane

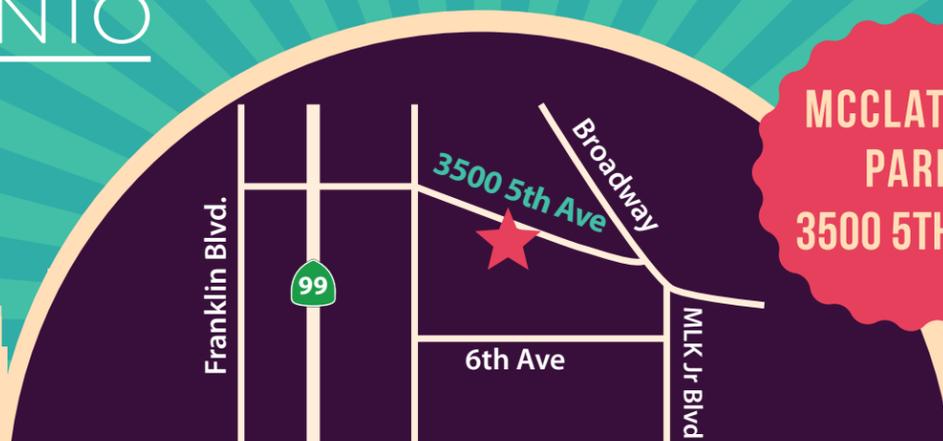
Location-Specific Recommendations



LET'S MOVE!

BUILDING COMMUNITY THROUGH MOVEMENT

City of
SACRAMENTO



**MCCLATCHY
PARK
3500 5TH AVE**

JOIN US

**LEARN ABOUT TRANSPORTATION PROJECTS IN YOUR NEIGHBORHOOD
& CELEBRATE MOVEMENT IN ALL FORMS**

Thursday

May 30

4:30–6:30pm

**ENJOY MUSIC, SNACKS, AND FAMILY-FRIENDLY ACTIVITIES
WHILE WE EXPLORE HOW TO IMPROVE OUR STREETS, MINDS, AND BODIES.**

MOVE!

**your mind and talk to us
about transportation projects
happening in your neighborhood:**

- Envision Broadway in Oak Park Complete Streets Plan
- Vision Zero Top Five Study (Broadway / Stockton corridor)
- Electric Vehicle Blueprint Project

&

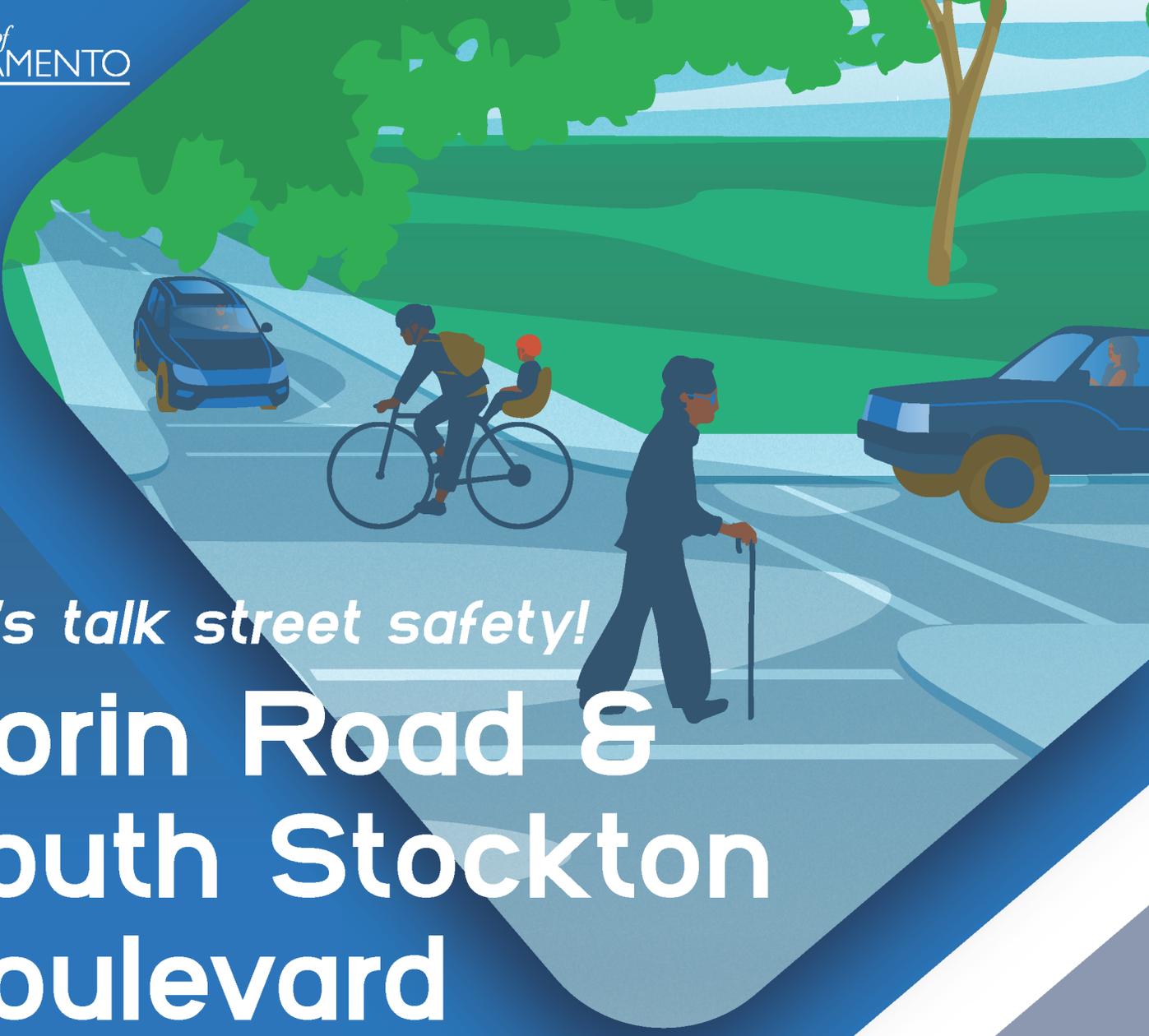
MOVE!

**your body by
participating in:**

- Kids' obstacle course & games
- Group painting
- Guided tai chi
with Classy Hippie Tea Company
- Flow movement / yoga
with Classy Hippie Tea Company

Snacks & light refreshments to be provided by Oak Park Neighborhood Association

RSVP online at letsmovesac.eventbrite.com (RSVP's are requested, not required)



Let's talk street safety!

Florin Road & South Stockton Boulevard

Help the City identify transportation improvements for your neighborhood.

WEDS. JUNE 5

5:00 - 6:30 PM

**Luther Burbank High School
3500 Florin Road**

Join us to learn about and provide your input on proposed improvements to make it safer to walk, bike, and drive on Florin Road and South Stockton Boulevard. The improvements are a part of the City's Vision Zero Top Five Study.



RSVP online at
[visionzerosac1.eventbrite.com](https://www.eventbrite.com/visionzerosac1)
RSVPs are requested, but not required



City of
SACRAMENTO

Let's talk street safety!
**El Camino Avenue &
Marysville Boulevard**

Learn about potential street improvements
coming to your neighborhood!

THURS. JUNE 6

5:00 - 6:30 PM

**Greater Sacramento Urban League
3725 Marysville Boulevard**

Join us to learn about and provide your input
on proposed improvements to make it safer to
walk, bike, and drive on El Camino Avenue and
Marysville Boulevard. The improvements are a part
of the City's **Vision Zero Top Five Study**.

 **311** Español | 中文 | Tagalog | Tiếng Việt | Hmoob | Русский



RSVP online at

visionzerosac2.eventbrite.com

RSVPs are requested, but not required