PART I
INTRODUCTION
BACKGROUND

The Northgate Boulevard Transportation Plan was initiated in response to community interest in improving safety and mobility on Northgate Boulevard for all community members. A few traits of Northgate Boulevard include:

- A top 10 corridor on the Vision Zero High Injury Network
- A commercial corridor which is one of the top trends containing crash patterns identified in the Vision Zero Action Plan
- Provides access to a mix of retail, restaurant, and community services
- Located in neighborhoods that have a diverse population
- Enthusiastic and engaged community groups that have self-organized to give voice to the transportation safety concerns of the corridor

The objective of the project is to improve transportation safety and mobility on Northgate Boulevard. Through the City’s Vision Zero Action Plan, the City identified the High Injury Network (HIN). The HIN is only 14% of the streets in Sacramento, yet it is where 79% of crashes occur. Northgate Boulevard is on the High Injury Network where safety intervention is most pressing.

All modes of transportation are critical in the Plan, which will address improving active transportation, maximizing transit usage, maintaining the movement of goods and services, and recognizing the need for personal vehicles.
REPORT OUTLINE

The purpose of this Existing Conditions Report is to identify key community assets, analyze and summarize existing physical conditions, present community feedback, and identify a draft vision for the future of Northgate Boulevard. A detailed summary of technical data and community input are included in a series of technical memorandum.

See Appendices for the detailed technical analysis and community input received from various public forums.
INTRODUCTION

PURPOSE AND GOALS

This effort will result in a series of community-supported conceptual street designs for Northgate Boulevard. Each design will be organized by block-level cost estimates and a short-term/long-term implementation plan. This will help the City of Sacramento and partner agencies pursue funding to implement street improvements. To achieve these outcomes, the City of Sacramento has identified the following five overarching project goals:

1. Transform Northgate Boulevard into a multimodal corridor that serves all users
2. Address safety concerns for all users through the design of the corridor
3. Integrate community identity through this process
4. Coordinate meaningful equitable community and stakeholder engagement
5. Build upon previous and concurrent studies and initiatives
STUDY AREA

The study area (Fig. 1.1) on Northgate Boulevard is from I-80 in the North to Del Paso Blvd. in the South. The study area is surrounded by neighborhoods with a mix of housing types and a vibrant and diverse mix of businesses and community services (Fig. 2.1). In addition, the study area includes several schools and connects to various parks, open spaces, and trails.
Numerous previous and current planning projects are being used to inform the Northgate Boulevard Transportation Plan. These efforts include citywide planning efforts as well as visions created by the community. Refer to Appendix A for a complete summary of all recent and concurrent planning processes. Key efforts reviewed include:

Citywide Plans

- **Sacramento General Plan 2035, City of Sacramento, 2015** - The General Plan’s Mobility Element addresses the infrastructure and service needs of various modes of transport. The Plan calls for the creation of a balanced, multimodal network that meets the needs of all road users.

- **South Natomas Community Plan, 2015 (part of the General Plan)** - The South Natomas Community Plan was created to put forth community-based policies to increase livability. The Plan analyzes the history and planning context in South Natomas and includes relevant policies from the 1988 General Plan Update that affect the area.


- **City of Sacramento Bicycle Master Plan, City of Sacramento, 2018** - The City of Sacramento’s Bicycle Master Plan provides a blueprint for developing a bicycle network that is safe and accessible for residents of all ages and abilities.

- **Pedestrian Crossing Guidelines, 2021** - The City of Sacramento’s Pedestrian Crossing Guidelines provide information on the siting and design of crossings.

- **Sacramento General Plan Update 2040, City of Sacramento, Ongoing** - In 2019, the City initiated an update to the General Plan. A Draft Land Use Map, Proposed Roadway Changes, and 10 Key Strategies were approved by City Council in January 2021. Plan production is currently underway and should be complete in Spring 2022.

Partner Agency Plans

- **SacRT Forward Alternatives Report, 2018** - The Sacramento Regional Transit District, known as SacRT, runs buses and light rail throughout the city. SacRT commissioned a study in 2018 to understand how service might evolve to meet two different alternatives.

Community-Based Plans

- **Gardenland Northgate Strategic Neighborhood Action Plan, 2003** - The Strategic Neighborhood Action Plan (SNAP) is a planning and decision-making guide informed by neighborhood priorities to uplift place and community health. The Plan is short-range (three-five years) and identifies actions to achieve established priorities.

- **Northgate Streetscape Master Plan, 2006** - The Northgate Boulevard Streetscape Master Plan was created in response to needs expressed by the community through the Northgate SNAP. The study area spans from Rosin Court to Arden Garden Connector.
COMMUNITY OUTREACH PROCESS

The community outreach strategy includes a variety of engagement tools and activities for community members who live, work, or visit Northgate Boulevard to actively participate in the planning process. The strategy includes opportunities to provide information about the project and collect meaningful input, using tools that include interactive community workshops, online and hand-delivered surveys, and pop-up events to provide options for community members to participate in a manner that is convenient and comfortable for them. The City of Sacramento is committed to a multi-pronged approach to community engagement that captures the values, ideas, and concerns of all community members in an authentic and detailed manner.

Community engagement for the project is designed to:

• Increase community awareness of the project
• Offer a variety of tools to record community needs
• Gather input that reflects the diversity of the study area population
• Ensure the design recommendations reflect community priorities, preferences and values
• Foster community buy-in to support future plan adoptions and implementations

Project Webpage

The City of Sacramento launched a project webpage in September 2021 that includes all project information and electronic materials such as flyers, maps, and surveys. The webpage will be updated throughout the project as new materials become available. The webpage can be viewed at: http://northgateblvd.com/

Flyering

Bi-lingual (Spanish and English) electronic and paper flyers were developed with hyperlinks to the project website. Electronic flyers were posted on the project webpage and shared by neighborhood associations, schools, and other community partners. In addition, paper flyers were placed at key destinations such as busy retail complexes and schools in the study area.
Interactive Survey

A map-based community survey was administered to gather roadway design input during the visioning phase of the project. The survey asked about the overall vision for Northgate Boulevard, general areas in need of attention, as well as the preferred palette of improvements for different modes of travel. The survey was in English and Spanish. It was also available online and in print. See Appendix C for the Community Survey Summary and Analysis.

Community Walking Workshop

On October 30, 2021, the project team hosted a community walking workshop along a section of the corridor. This audit provided an opportunity to discuss key issues and opportunities at:

- Smythe Academy
- Northgate and El Camino intersection
- Northgate and Jefferson/Garden Highway intersection
- Northgate Shopping Center

See Appendix D for the Walking Workshop Summary.

Pop-up Events

In-person pop-up events were held at:

- Vaccination clinics at Stanford Settlement
- Screen on the Green at Gardenland Park
- Sacramento Republic Youth Soccer Clinic at Ninos Park
- South Natomas Library

These events allowed community members to learn more about the project and provide feedback through the paper or digital survey. See Appendix E for the Other Community Events & Meetings Summary.
INTRODUCTION

Business Owner Engagement

Business owners in and around the study area were identified to solicit their feedback and participation in the outreach campaign. See Appendix E for the Other Community Events & Meetings Summary.

Youth Engagement

Youth in the study area were invited to solicit their feedback and participation in the outreach campaign. In addition, the project team hosted a youth listening session at Stanford Settlement during the afterschool program. Approximately 12 middle and high school students attended and shared their experiences on Northgate Boulevard and their vision for the neighborhood in the future. See Appendix E for the Other Community Events & Meetings Summary.

Virtual Community Workshop

The purpose of the community workshop was to develop an overall vision for the corridor. In addition, the workshop gave an opportunity for the project team to brief the public on the project and identify key improvements that will help develop concepts for different corridor segments. See Appendix B for the Community Visioning Workshop #1 Summary.
## PROJECT SCHEDULE

The study is being conducted over approximately one and a half years. Since this is a community-driven project, the City of Sacramento has developed an approach that will ensure the local community is heavily involved and has opportunities to provide input during all stages of the project. The graphic to the right provides an overview of the project schedule. Major stages include:

1. Project Kick-Off, July 2021
2. Existing Conditions Report, Fall 2021
3. Affirm Community Vision, Winter 2021
4. Design Alternatives, Spring 2022
5. Second Round of Public Forums, Spring 2022
6. Third Round of Public Forums, Summer 2022
7. Draft Report, Fall 2022
8. Final Report, January 2023

### Public Engagement Process

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<thead>
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<th>2022</th>
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<td>Jul</td>
<td>May</td>
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<tr>
<td>Existing Conditions Report</td>
<td>Aug</td>
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<td>Affirm Community Vision</td>
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<td>Final Report</td>
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### Timeline

- **Stakeholder Meetings**
- **Community Pop Events**
- **Community Survey**
- **Community Workshops**
- **Reports**
  - Existing Conditions Report
  - Community Vision
  - Draft Alternatives
  - Preferred Alternatives
  - Draft Report
  - Final Report

*Project Schedule*
PART II
NEIGHBORHOOD CONTEXT

NORTHGATE BOULEVARD TRANSPORTATION PLAN
INTRODUCTION

Northgate Boulevard is home to a vibrant and diverse mix of businesses and community services and is surrounded by neighborhoods with a mix of housing types (Fig. 2.1). As a starting point to this project, it is key to understand the rich character, important existing features and community investment present along the corridor. These assets are important and need to be built upon during the planning and design process.

The following section identifies key existing community assets based on feedback received from the community walking workshop, community workshop, and an online survey. They are organized into the following categories:

- Community Destinations
- Community Investments
- Future Development Projects
COMMUNITY DESTINATIONS

Many destinations attract people to Northgate Boulevard. Fig. 2.1 identifies the key community destinations. This includes key assets that serve many needs for the local and regional community, such as shopping centers, business parks, public schools, religious establishments, parks, and community open spaces.

Smaller, locally-owned stores and businesses along Northgate have been owned and operated by the same families for generations and are a key part of the corridor’s character. This includes smaller stores, restaurants, auto repair shops, grocery stores, and many other businesses.

Major neighborhoods abutting the corridor include:
- Northgate
- South Natomas
- Gardenland
- River Gardens

These neighborhoods are close to public parks such as:
- Niño’s Park
- Strauch Park
- Gardenland Park

Schools located near the corridor include:
- Smythe Academy of Arts and Science
- Hazel Strauch Elementary
- Rio Tierra Junior High
- Garden Valley Elementary

Parkways that run parallel to the corridor include:
- Ninos Parkway
- Ueda Parkway

There are opportunities to move people with different needs to these destinations along Northgate Boulevard.
Fig. 2.1: Community Destinations
COMMUNITY INVESTMENTS

In addition to the physical assets along Northgate Boulevard, there is also significant community investment in the area. Community members have sought out community improvements which have resulted in streetscape and park enhancements and public art. This Plan will incorporate and build on the work completed by previous efforts.

Some on-going improvements include:
• Adding new signals at Rio Tierra Ave. and Wisconsin Ave.
• Improving the existing signal at Haggin Ave.
• Creating a community mural at 2630 Northgate Blvd.

Along with the community’s investments along Northgate Boulevard, the City hopes to seek short- and long-term improvements along the corridor. Elected and appointed officials, City and County staff, and community groups are invested in finding design solutions that meet the needs of the community, provide for multi-modal transportation, and are financially feasible and implementable.
Future developments were also examined as part of understanding the planning context. Upcoming developments will increase activity and influence demand for travel to and through Northgate Boulevard.

Current development permits and types of development were mapped in Fig. 2.2. There will be a total of 160 new residential units in the Northgate Boulevard area, including a mix of townhouses, duplexes, single-family, and multifamily residences.

All planned development will occur on the west side of Northgate Boulevard. Residential sites 1, 2, and 3 will be behind existing retail; creating an opportunity for a walking connection between housing and retail.

San Juan Road, along site 3, is also served by a bus route.

11-unit townhouses Development
0.61 acres of vacant land
2300 Northview Dr.

67-unit multifamily development
100% affordable housing on 1.24 acre site
2314 Northview Dr.

82-unit single-family and duplex development
On vacant 9.17-acre parcel
920 San Juan Rd.

Sonic Restaurant, Chevron Gas, and KFC Restaurant
0.72-acre empty lot
3801 Northgate Blvd.

Fig. 2.2: Future Projects

Legend
- Streams & Water Bodies
- Parks and Open Space
- Education Institutions
- Major Destinations
- Residential
- Commercial
- Shared-Use Paths (Existing)
- Shared-Use Paths (Proposed)
INTRODUCTION

Northgate Boulevard is a five-lane, north-south oriented roadway that serves many different land uses and modes of transportation. Given the variety of development, the curb-to-curb width (five lanes across, with two through lanes per direction on most segments), and narrow bicycle and pedestrian facilities, mobility is restricted in some locations along Northgate Boulevard.

However, the right-of-way and range of uses provide an important opportunity to reconfigure the street to incorporate safety improvements and create a more enjoyable multi-modal corridor that meets the needs of all community members.

A key first step for identifying potential opportunities for the study area is understanding the existing conditions. The following section summarizes key information and key findings related to the existing physical conditions along the corridor. The project team prepared a series of technical studies that provide additional detail and information (see Appendix A). Finally, community input from the engagement process is presented following the existing conditions analysis.

The summary in this section is divided into the following topics:

• Distinct Corridor Segments
• Vehicular Traffic
• Sidewalks
• Crosswalks
• Bikeways
• Transit
• Safety
• Economic Development
• Community Identity
EXISTING CONDITIONS

DISTINCT CORRIDOR SEGMENTS

The corridor has three distinct segments based on character and available right-of-way (Fig. 3.1).

NORTH SEGMENT – I-80 to Rio Tierra Ave.

MIDDLE SEGMENT – Rio Tierra to Arden Garden Connector

SOUTH SEGMENT – Arden Garden Connector to Del Paso Blvd.
**NORTH SEGMENT**
(Between I-80 and Rio Tierra Ave)

This segment has a curb-to-curb distance of 72-74 feet with four travel lanes (two in either direction), a center turn lane, bikeways, and mostly attached sidewalks.

The east side of this segment has commercial and office uses. The west side has undeveloped parcels and a shopping center with grocery stores and restaurants. There are street trees on some of these properties.

**Street Size and Lanes**
90 - 120 foot ROW with five lanes

**Mobility Facilities**
- Sidewalks: 5 feet wide
- Bikeways: 6 feet wide
- Transit: Yes
- Travel Lanes: 13-15 feet wide
**MIDDLE SEGMENT**
(Between Rio Tierra and Arden Garden Connector)

The middle segment is the longest, from Rio Tierra to Arden Garden. The curb-to-curb distance is 64 feet with two travel lanes in either direction, a center turn lane, bikeways and sidewalks.

The east side of this segment has commercial uses. The west side is mostly the side yards of single-family homes that face the side streets. This segment includes Smythe Academy. There are street trees on some of these properties.

**Street Size and Lanes**
80-foot ROW with five lanes

**Mobility Facilities**
- Sidewalks: 5 feet wide
- Bikeways: 5 feet wide
- Transit: Yes
- Travel Lanes: 11 feet wide

---

**EXISTING CONDITIONS**

![Existing Middle Segment (looking North)](image-url)
**SOUTH SEGMENT**
(Between Arden Garden Connector and Del Paso Blvd.)

The southern segment has a curb-to-curb distance of 52 feet with one travel lane in either direction, bikeways, and no sidewalks.

The corridor is bound on both sides by the American River Parkway.

**Street Size and Lanes**
52-foot ROW with two lanes

**Mobility Facilities**
- Sidewalks: No
- Bikeways: 6 feet wide
- Transit: No
- Travel Lanes: 12 feet wide

*Existing South Segment (looking North)*
VEHICULAR TRAFFIC

Northgate Boulevard is mostly traveled by automobiles. A majority of people surveyed mentioned that they drive.

Key Findings

• **Wide curb radii** at intersections encourage drivers to make higher-speed right turns, which increases the likelihood and severity of collisions.

• **Long crossing distances at intersections**, often with uncontrolled right turn lanes, increase the likelihood of collisions between drivers and people walking.

• **Dedicated right turn lanes** for vehicles can increase traffic flow and pose a safety risk to people walking and biking given higher vehicle speeds.

• **Wide travel lanes** that go up to 15 feet encourage drivers to travel at fast speeds.

• **Driveways that intersect with sidewalks and bikeways** create potential conflicts with people walking and biking.

• **Left turns from driveways** create potential vehicle-to-vehicle collisions.

• **Two-way center turn lanes** allow vehicles to turn at any point along the corridor but increases the number of conflict points.
VEHICULAR TRAFFIC

Vehicle traffic counts were collected during a 24-hour period at three locations along Northgate Boulevard. See Appendix A for full details. Compared to historical data, all-day volumes increased 5% from 2018 to 2021 at Haggin Ave. and decreased by 5% at Rosin Ct.

In terms of volumes per hour, the charts show that volumes at Jefferson and Haggin Ave. are higher in the afternoon than in the morning. In addition, volumes at Jefferson Ave. are much higher northbound in the afternoon, indicating a flow of traffic heading north away from city center.

1,000 vehicles is a threshold used by some communities for the capacity of a single lane of traffic. At Rosin Crt., traffic exceeded 1,000 per hour in one or both directions from 7:00 am to 8:00 am and noon to 6:00 pm.

Key Findings
• Traffic volumes over time have increased in the middle of the corridor and decreased at the northern end. (Note: Vehicular counts were conducted during the Covid-19 pandemic, and may not be reflective of standard conditions.)
How Fast Are People Driving?

According to the Vision Zero Action Plan, speeding contributes to safety outcomes and also affects comfort. For example, the USDOT estimates that 50% of pedestrians would survive a crash at 30 mph.

The posted speed limit is 40 mph north of Arden Garden Connector. It is 45 mph south of that point. Speed data was collected in fall 2021 at three locations (charts provided). During the data collection period, 87% of drivers were going above 30 mph, and 3.4% were going over 50 mph.

Key Findings

- The highest speeds recorded were at night and early morning when there was less traffic.
- Data at Rosin Ct. showed the highest speeds, with early morning and late-night speeds reaching 44 miles per hour.
- There was not a significant difference between northbound and southbound speeds.
- During the middle of the day, drivers were often recorded driving under the posted speed.

Additional traffic analysis can be found in Appendix A
VEHICULAR TRAFFIC

The map below (Fig. 3.2) shows the locations of opportunities to improve existing intersections based on community input.

Community engagement revealed that people want to see more traffic efficiency through the following improvements:

- Improved Existing Traffic Signals
- Manage Traffic Speed with Traffic Calming Alternatives
- Manage Traffic Flow with Medians
- Left Turn Lanes at Hagginn Avenue

The following intersections were identified as hotspots for priority location improvements:

- Del Paso Blvd.
- Arden Garden Connector
- El Camino Ave.
- Hagginn Ave.
- Wisconsin Ave.
- Potomac Ave.
- San Juan Rd.
SIDEWALKS

Sidewalks are a critical part of the street and, when well designed, provide convenience, safety and comfort for people walking and in wheelchairs. While some portions of the study area include sidewalks, some locations lack the infrastructure or have infrastructure that does not meet current standards and community needs.

Mobility for people with disabilities is a priority for the City. The Northgate corridor is older, and there are locations on the corridor with infrastructure that does not meet current accessibility standards.

Key Findings

• The southern section of the corridor has missing sidewalks, creating a discontinuous path that makes walking difficult, particularly for people with disabilities.

• Some areas have sidewalks that are not ADA compliant and do not meet current accessibility standards.

• Wide driveways and surface parking adjacent to sidewalks result in an environment that discourages walking.

• Sidewalks are adjacent to the street and do not include landscape strips and trees that separate the street and provide shade.

• Pedestrian-scaled lighting, which helps people walking navigate in the dark and provides a sense of safety is lacking throughout the corridor.
EXISTING CONDITIONS - SIDEWALKS

SIDEWALKS

While most of the corridor has sidewalks, there are sections that have gaps or are in the condition that poses challenges for people walking. The map below (Fig. 3.3) shows the location of missing sidewalks and existing non-standard sidewalks.
EMERGING OPPORTUNITIES – SIDEWALKS

SIDEWALKS

The map below (Fig. 3.4) shows opportunities for sidewalk improvements. Based on community input there is a desire to improve sidewalks along the entire corridor.

Community engagement revealed that people want to walk more along Northgate Boulevard. As a result, the following sidewalk improvements were recommended to make walking along Northgate Boulevard more comfortable.

- Street and Pedestrian Lighting
- Wider and Unobstructed Sidewalks
- Streets Trees and Shade
- Direct Walking Paths to Destinations
CROSSWALKS

Crosswalks are opportunities for people walking and bicycling to cross a street. They also serve as a visual representation to drivers that vulnerable road users are in the area and may use this space.

Key Findings

• The distances between marked crosswalks are an average of 1,200 feet and, in some areas of the corridor, up to 2,700 feet. This is greater than the City goal of every 1,200 feet on the HIN and within 100 feet of a transit stop.

• Existing marked crosswalks do not have enhancements such as high visibility markings or curb extensions.

• Marked crosswalks on the corridor range from 65 feet to 95 feet in length, the width of the street. It would take a slower-moving pedestrian like a senior or person with disabilities 34 seconds to cross the street (compared to 14 seconds crossing a street on the grid).

• The corridor has no curb extensions or refuge islands, tools to improve crossing conditions for those walking.
CROSSWALKS

The spacing of the current crosswalks and signals are shown in Fig. 3.5. The average distance between crossings is 1,560 feet.
CROSSWALKS

The map below (Fig. 3.6) shows the locations of emerging opportunities to explore solutions to improve crosswalks. Based on community input there is a desire to improve crosswalks at all the intersections throughout the corridor.

Community engagement revealed that there is a desire to visit destinations on both sides of the street and community members expressed the following improvements to make crossing more convenient:

- Improved Crosswalks
- New Crosswalks for Frequent Crossings

The following intersections were identified as hotspots for priority improvements:

- Del Paso Blvd.
- Arden Garden Connector
- Harding Ave.
- El Camino Ave.
- Wilson Ave.
- Haggin Ave.
- Bridgeford Dr.
- Wisconsin Ave.

- Potomac Ave.
- Winter Garden Ave.
- Winterhaven Ave.
- San Juan Rd.
- Patio Ave.
BIKEWAYS

Northgate Boulevard has bikeways along the entire corridor. However, there are locations where the bikeway is dropped at intersections.

Key Findings

• Given the vehicle volumes and speeds, Northgate Boulevard should have separated bikeways according to the Bike Lane Facility Selection Guidelines in the Bicycle Master Plan.

• There are no bike boxes, green markings at conflict points, or bikeway markings through intersections along this corridor.

• There are no known bike racks or lockers on the corridor. This can discourage bicycling to the businesses.
EXISTING CONDITIONS - BIKEWAYS

BIKEWAYS

On-street bike lanes exist along the length of the corrido with gaps at intersections shown in Fig. 3.7.
BIKEWAYS

The map below (Fig. 3.8) shows opportunities for improved bikeways based on community input. Community engagement revealed that participants do not feel comfortable bicycling along Northgate Boulevard. The following bikeway improvements were suggested to make bicycling more comfortable for all users:

- Improved Bicycling Connections to Destinations
- Separated Bikeway
- Continuous Bikeways Through Intersections
- Secured Bike Parking at Key Destinations

Fig. 3.8: Community Identified Bikeway Improvements
Access to bus stops is important to support mobility. This section describes bus stop access along the corridor. SacRT runs buses, but the City of Sacramento owns the streets upon which buses run. There is an opportunity for the City to improve access conditions.

Key Findings

- **Obstructions are present along sidewalks**, making it difficult for people with strollers or using wheelchairs to pass.

- **Marked crossings are not present at all bus stop locations.** Legally crosswalks exist at all intersections; however, drivers may not be aware of this law.

- **Numerous driveways** result in bus stops pushed far from intersections and marked crossings.

Additional transit access issues are discussed in Appendix A.
EXISTING CONDITIONS – TRANSIT

TRANSIT

Route 13 and 113 travel along Northgate Boulevard. Route 13 turns at San Juan Rd. and runs every 45 minutes. Route 113 runs five times per day and travels farther north to Truxel & Gateway Park.

Route 13 carried **363 passengers per day** before the pandemic. The map (Fig. 3.9) below shows boarding (red) and alighting (blue) activity per stop. The section of Route 13 traveling through the study area carries **73 boardings per day**. Boarding data was not available for Route 113.

Key Findings
- Boardings are highest at El Camino Ave.
- 63% of bus stops have no shelter or seating

Fig. 3.9: Stop Level Activity

Legend
- Blue circles: Boardings
- Red circles: Alightings
- Green: Parks and Open Space
- Orange: Project Area

Legend
- Red: Rail Line
- Turquoise: Local Bus
- Purple: Trails
- Light Red: Stop Amenities
- Light Blue: Crocks & Water Bodies
- Dark Green: Parcels
- Dark Brown: Total Activity Alightings
- Red with white line: Boardings
- Red with white dot: No shelter and no bench
- Orange with white line: Shelter or bench

*Average daily weekly activity boardings and alightings.
EXISTING CONDITIONS – TRANSIT

TRANSPORT

Most bus stops along the corridor lack shelter and seating, and some stops are not located near a marked crosswalk (Fig. 3.10).

Fig. 3.10: Transit Facilities
**TRANSIT**

Based on the community feedback, the map below (Fig. 3.11) shows the locations of emerging opportunities to explore solutions to improve transit facilities.

In addition, the engagement process revealed that people want to improve transit facilities and convenience all along Northgate Boulevard. People want to see the following transit facility improvements to make traveling more convenient. Even though specific transit improvements are outside this project’s scope of work, responses showed support for:

- Improved Existing Bus Stops with Shelters
- Additional Bus Stops with Shelters
- Better Transit Connections
- Access to Regional Transit Facilities

The following intersections were identified as hotspots for priority improvements:

- El Camino Ave.
- Wisconsin Ave.
- San Juan Rd.
- Patio Ave.
SAFETY

Connections To Vision Zero

Vision Zero Sacramento is a citywide program aiming to eliminate serious traffic injuries and fatalities by 2027.

The 2018 Vision Zero Action Plan identified a city-wide High Injury Network (HIN). Northgate Boulevard is ranked 6th citywide on the list of corridors with the highest number of KSI involving people walking, bicycling, and driving.

Crashes along Northgate Boulevard

Police-reported crash data from the Statewide Integrated Traffic Records System (SWITRS) was examined to understand crash characteristics along Northgate.

Between January 2016 and December 2020, 261 crashes and 17 KSI crashes occurred in the study area.

Key Findings

- There was a slight decrease in injury crashes* between 2016 and 2017 yet crashes gradually increased again between 2017 and 2020.
- The share of vehicle-only crashes has steadily increased since 2017. The share of pedestrian-involved crashes also increased during this time period from 7% in 2017 to 27% in 2019. Pedestrian-involved crashes dropped to 20% in 2020.

* Analysis excludes Property Damage Only (PDO)

Sources: (1) Statewide Integrated Traffic Records System (SWITRS), January 2016 to December 2020 and (2) Crossroads, March 2020 to December 2020
Where Do Crashes Occur Most Often?

The top five intersections on Northgate Boulevard for all injury crashes (excluding Property Damage Only) between January 2016 and March 2021 are W El Camino Ave., Arden Garden Connector, Jefferson Ave., San Juan Rd., Haggin Ave., and Patio Ave. (listed by the highest density of crashes and noted with red arrows on Fig. 3.12).

During this same period, Killed our Seriously Injured (KSI) crashes involving people walking or bicycling (noted in blue circles on Fig. 3.12) occurred at Del Paso Blvd., Arden Garden Connector, Harding Ave., W El Camino Ave., Bridgeford Dr., Winter Garden Ave., Northgate Boulevard (between Rosin & 80), and Northgate Boulevard at the I-80 overpass.

Why focus on Killed or Serious Injury (KSI) crashes?

As noted in the 2018 Vision Zero Action Plan, accounting for fatal and serious injury crashes in Vision Zero analysis work acknowledges the outsized impact of these crashes and focuses the City’s efforts on improvements with the greatest benefit to help the City fulfill its commitments on health and safety.

Key Findings

- The top three behaviors* contributing to crashes along Northgate Boulevard are:
  - Automobile Right of Way
  - Unsafe Speed
  - Improper Turning
- Crashes gradually increased between 2017 and 2020.
- The share of pedestrian-involved crashes has increased from 7% in 2017 to 27% in 2019. Pedestrian-involved crashes dropped to 20% in 2020.

Additional crash analysis can be found in Appendix A

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* Unsafe speed: traveling at a speed that is unreasonable or imprudent for environmental conditions (e.g., weather, visibility, traffic, surface or width of roadway) and may endanger the safety of persons or property.

*Automobile Right of Way (ROW): a road user violated an automobile’s right-of-way (e.g., turned out of a driveway in front of another vehicle causing a crash or proceeded through an intersection when another vehicle had the legal right-of-way)

*Improper Turning: may involve not following traffic signs or signals before turning, failing to signal, and failing to take surroundings into account.
ECONOMIC DEVELOPMENT

Based on the community feedback, the map below (Fig. 3.13) shows the locations of opportunities to explore economic development improvements.

In addition, the engagement process revealed that people want to support economic development and local businesses along Northgate Boulevard. Even though specific economic development improvements are outside this project’s scope of work, responses showed support for:

- Wider Sidewalks for Outdoor Retail and Commerce
- Wayfinding and Signage to Major Destinations
- Install Bike Racks at Businesses

The following locations were identified as hotspots for priority improvements:

- Del Paso Blvd.
- Arden Garden Connector
- El Camino Ave.
- San Juan Rd.
- Between Patio Ave. and Rosin Ct.
COMMUNITY IDENTITY

Based on the community feedback, the map below (Fig. 3.14) shows the locations of opportunities to explore community identity improvements.

In addition, the engagement process revealed that people want to celebrate community identity along Northgate Boulevard. Even though specific community identity improvements are outside this project’s scope of work, responses showed support for:

• Spaces to Celebrate Community Identity
• Natural Elements to Create Distinctive Sense of Place
• Beautify the Corridor
• Integrate Art from Local Artists on Blank Facades and Utility Boxes
• Trees and Native Plants

The following intersections were identified as hotspots for priority improvements:

• Arden Garden Connector
• El Camino Ave.
• Wilson Ave.
• Potomac Ave.
• San Juan Rd.
• Patio Ave.
• Rosin Ct.
PART IV
EMERGING VISION
VISION ELEMENTS

There are opportunities for improvements on Northgate Boulevard so that it functions more safely, efficiently and comfortable for all users. This section introduces initial Vision Elements identified by the community that will help guide the development of plan concepts and design alternatives.

Identifying a vision for the future is a key initial step in the planning process. Building upon extensive community input received to date, five emerging Vision Elements have been identified throughout the community outreach process. *(Please see Appendix B, C, and D for detailed community engagement summaries).*

These Vision Elements are important for ensuring future improvements are aligned with community desires. Ultimately, the goal of this project is to incorporate these Vision Elements into all future improvements.

1. **Improve Safety** for people walking, biking, taking transit, and driving

2. **Provide Safer Walking/Bike Connections** to adjoining neighborhoods and destinations including schools, parks, and retail

3. **Improve Comfort** for people walking and biking including separation from traffic, shade, and other features

4. **Celebrate Neighborhood Identity** through meaningful placemaking opportunities

5. **Strengthen Business and Economic Development** by supporting local businesses
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