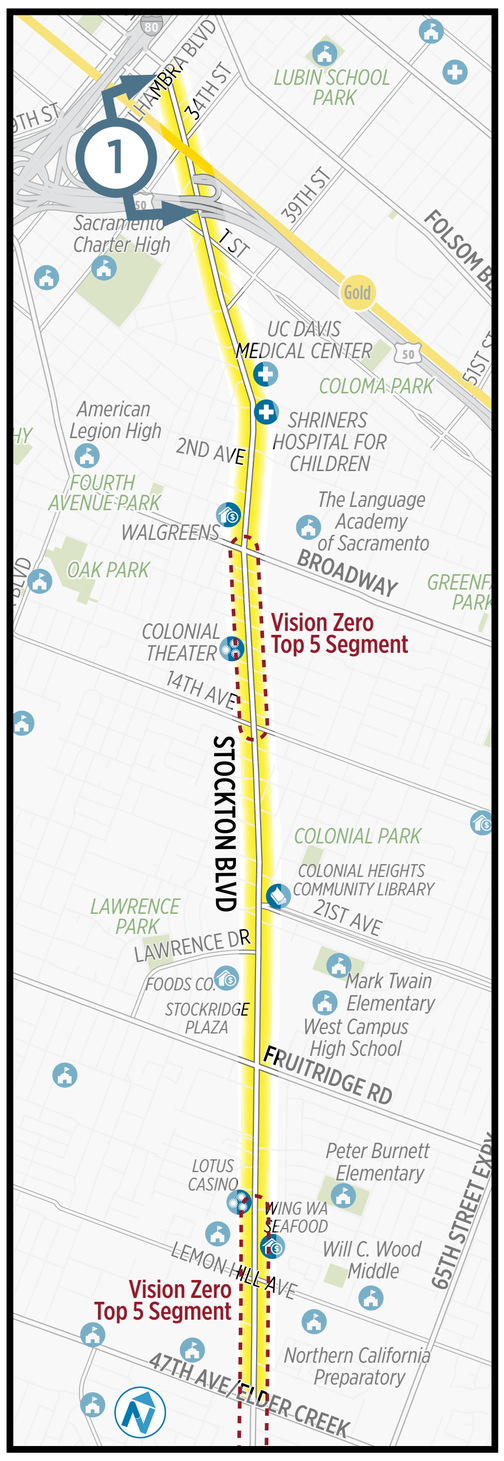
STOCKTON BOULEVARD TRANSPORTATION STUDY

NORTH STOCKTON - 1 ALHAMBRA BLVD TO US 50

City of SACRAMENTO



EXISTING — 1 ALHAMBRA BLVD TO US 50

- CONTINUOUS SIDEWALKS
- NO BIKE FACILITIES
- NO SERVICE
- 5 TRAVEL LANES

TRAFFIC VOLUME ALHAMBRA TO 33RD ST

Capacity
Existing Traffic

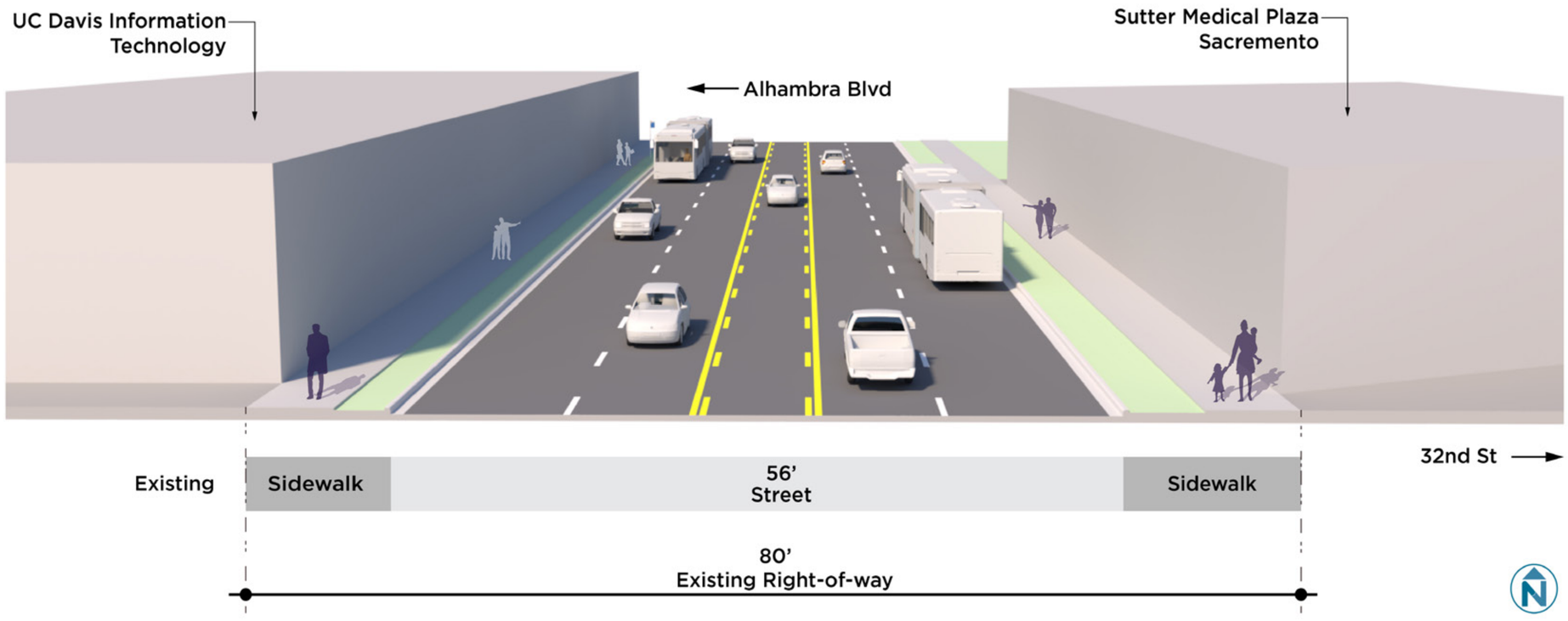
Peak hour traffic 780 vehicles: 390, 390

Traffic capacity per lane per hour: 1,000, 1,000, 1,000, 1,000

Peak hour traffic 691 vehicles: 345, 346

POTENTIAL FOR LANE REDUCTION

CONDITIONS TODAY

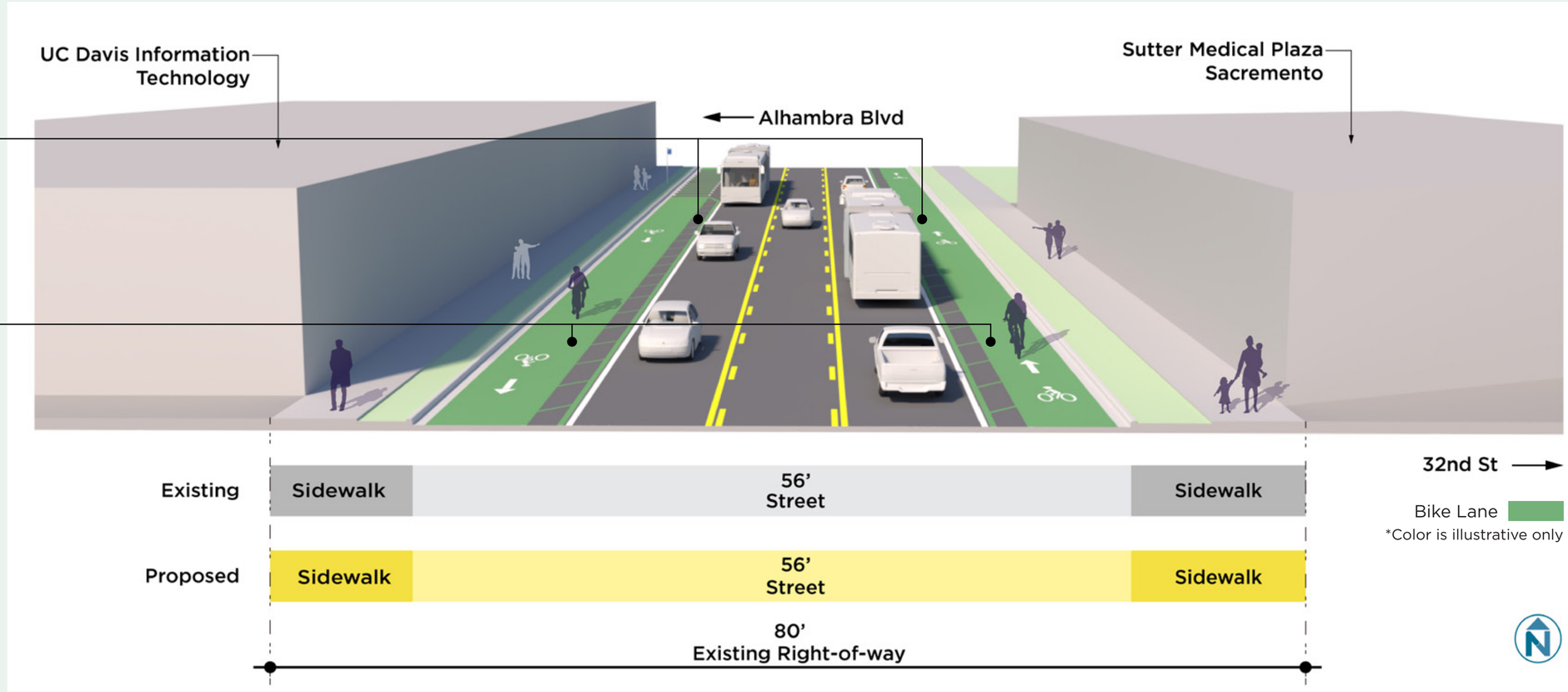


STOCKTON BLVD TRANSPORTATION STUDY

OPTION 1 — BUFFERED BIKE LANES 2 VEHICLE LANES + TURN LANE

Remove One Travel Lane in Each Direction

Buffered Bike Lane



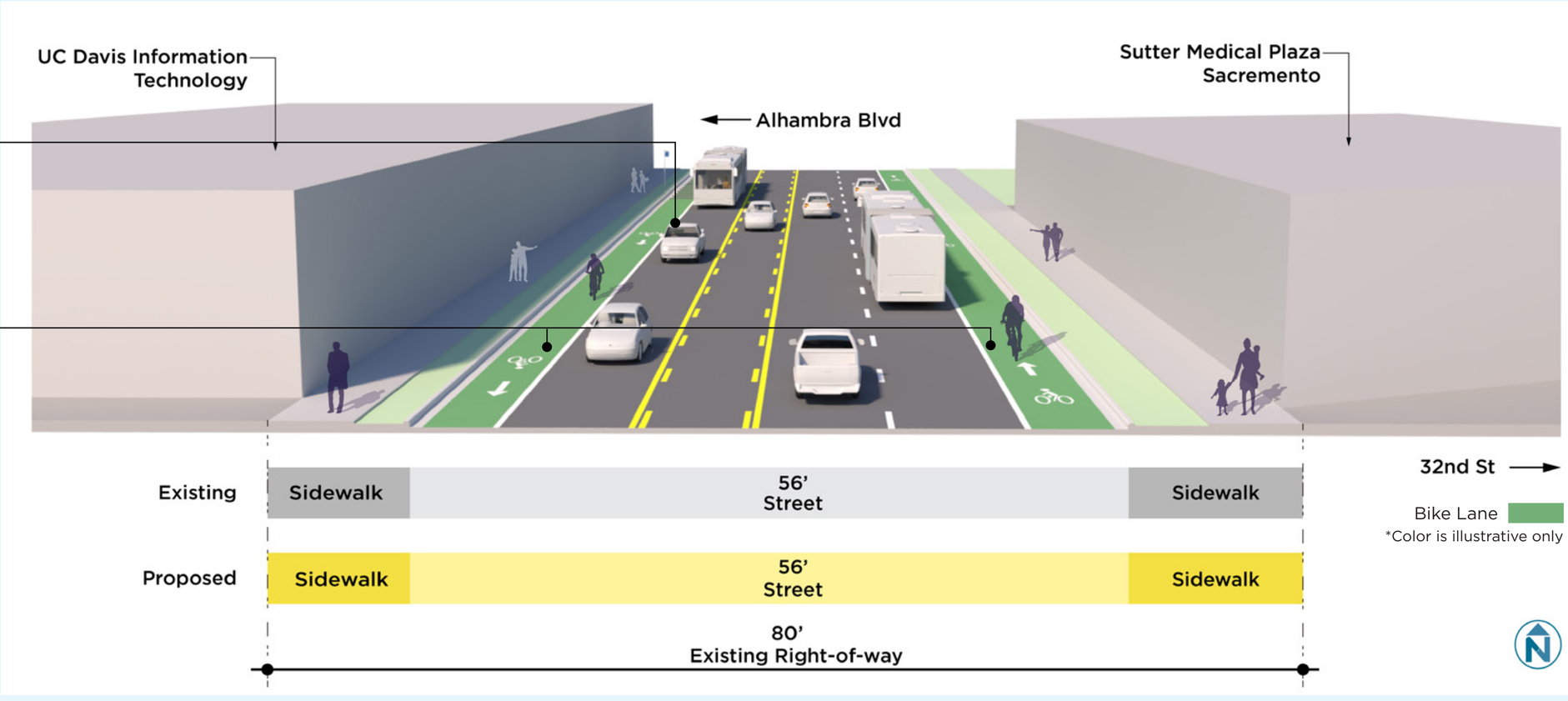
Buffered Bike Lane, Mack Rd

STOCKTON BLVD TRANSPORTATION STUDY

OPTION 2 — BIKE LANES 3 VEHICLE LANES + TURN LANE

Remove One Travel Lane in One Direction

Bike Lane

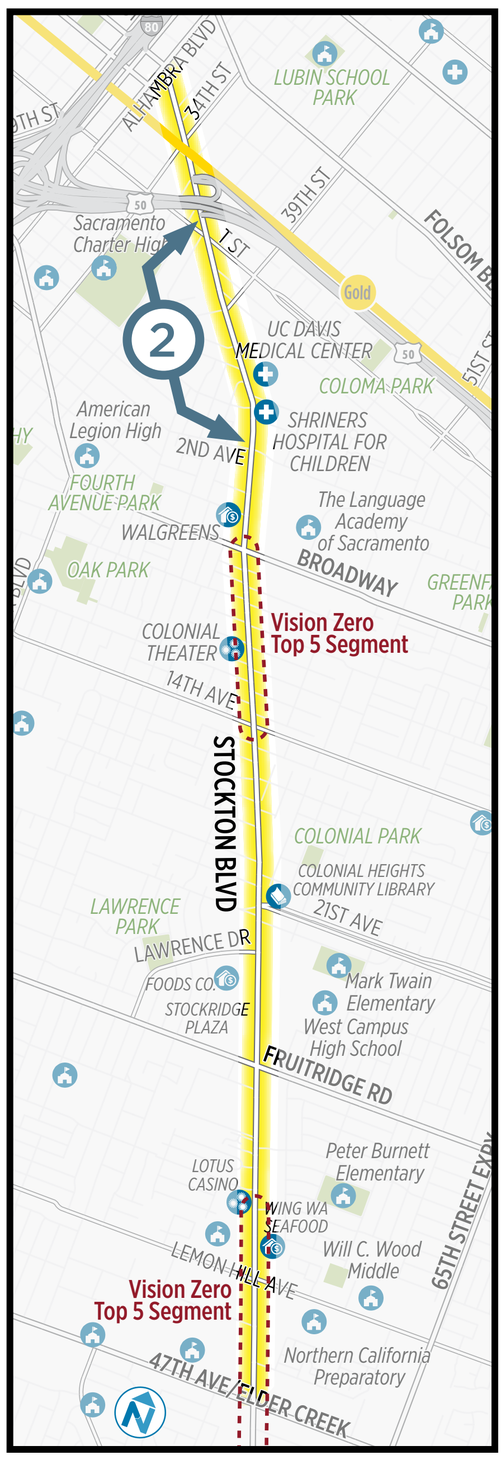


Bike Lane, Cosumnes River Blvd

STOCKTON BOULEVARD TRANSPORTATION STUDY

NORTH STOCKTON - 2 US-50 TO 2ND AVE

City of SACRAMENTO



EXISTING — 2 US-50 TO 2ND AVE

- CONTINUOUS SIDEWALKS
- NO BIKE FACILITIES
- ROUTE 38
- 5 TRAVEL LANES

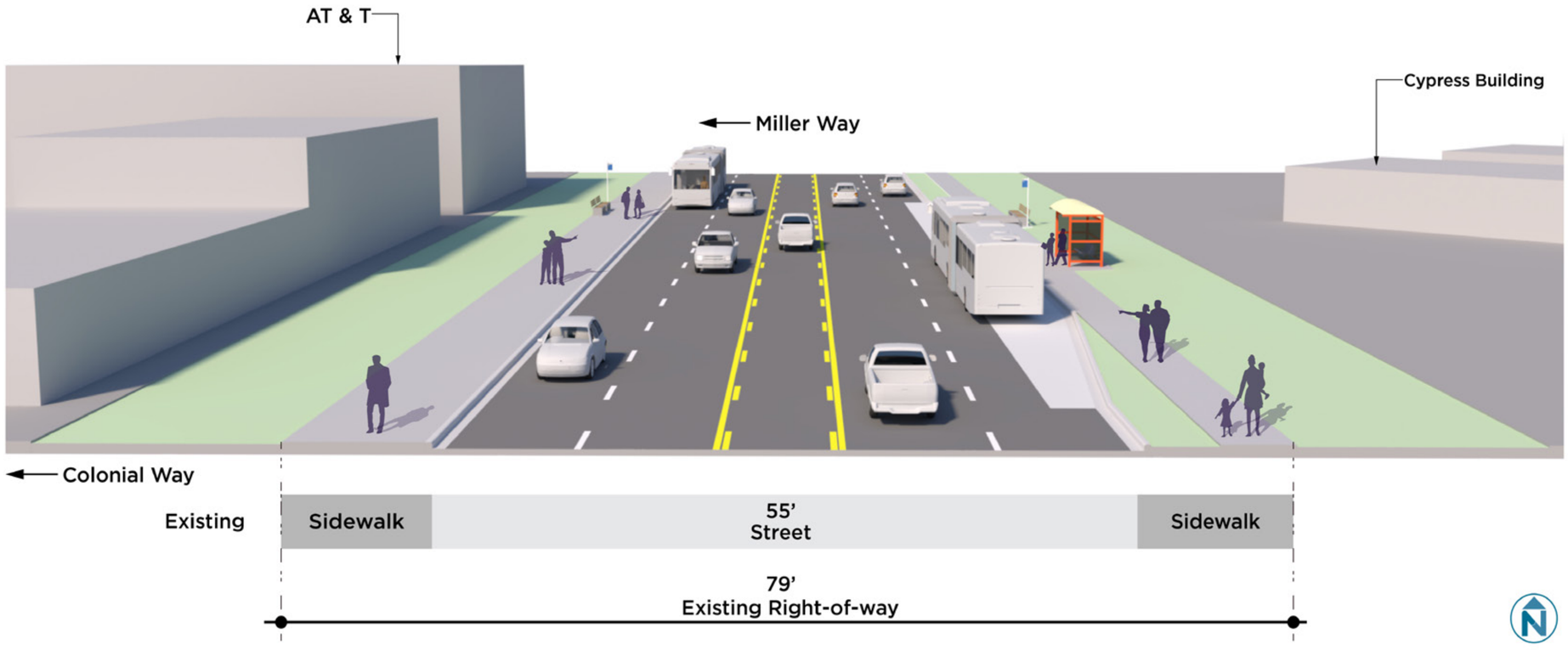
TRAFFIC VOLUME

Capacity
Existing Traffic

Peak hour traffic 1,051 vehicles: 525, 526
Traffic capacity per lane per hour: 1,000, 1,000, 1,000, 1,000
Peak hour traffic 1,305 vehicles: 652, 653

NO LANE REDUCTION PROPOSED

CONDITIONS TODAY



Existing	Sidewalk	55' Street	Sidewalk

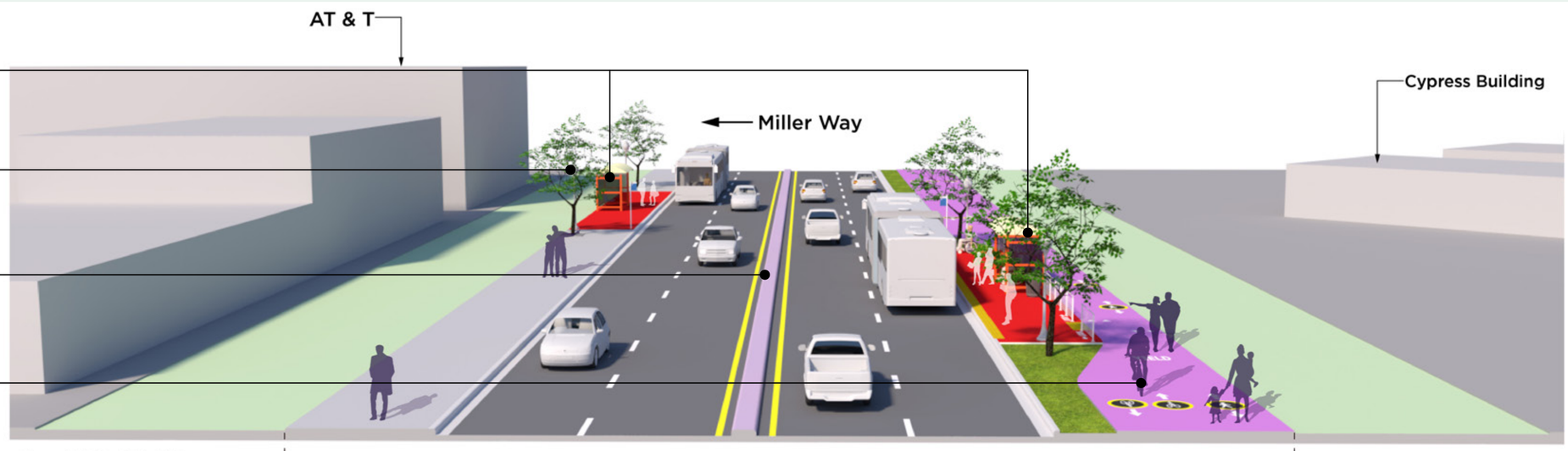
79' Existing Right-of-way

STOCKTON BLVD TRANSPORTATION STUDY

OPTION 1 — SHARED-USE PATH+ENHANCED BUS STOPS 4 VEHICLE LANES

- Enhanced Bus Stop
- Trees
- Remove Center Turn Lane
- Shared-Use Path

Shared-Use Path, Natomas Blvd



Existing	Sidewalk	55' Street	Sidewalk
Proposed	Sidewalk	48' Street	Sidewalk

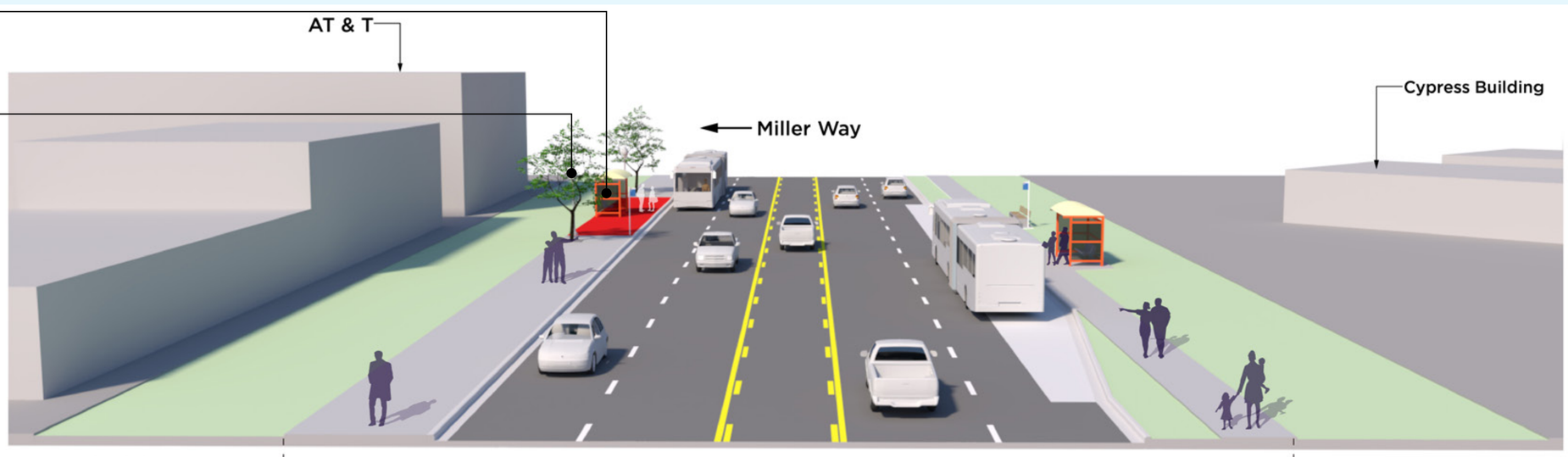
79' Existing Right-of-way

Shared-Use Path
Median
Enhanced Bus Stop
Landscaping
*Color is illustrative only

OPTION 2 — ENHANCED BUS STOP 4 VEHICLE LANES + TURN LANE

- Enhanced Bus Stop
- Trees
- Bike on Alternate Route

Bike Routing through UCD Campus



Existing	Sidewalk	55' Street	Sidewalk
Proposed	Sidewalk	55' Street	Sidewalk

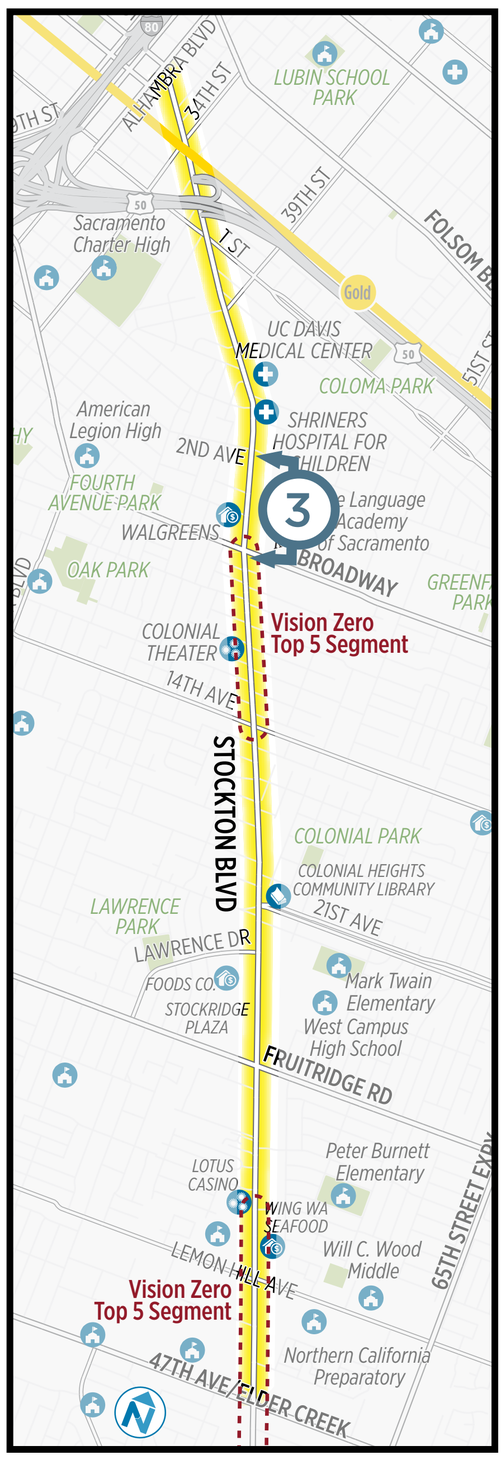
79' Existing Right-of-way

Enhanced Bus Stop
*Color is illustrative only

STOCKTON BOULEVARD TRANSPORTATION STUDY

NORTH STOCKTON - 3 2ND AVE TO BROADWAY

City of SACRAMENTO



EXISTING 3 2ND AVE TO BROADWAY

- CONTINUOUS SIDEWALKS
- NO BIKE FACILITIES
- ROUTE 38
- 5 TRAVEL LANES

TRAFFIC VOLUME

Capacity
Existing Traffic

1,000	1,000	1,000	1,000
428	429	417	417

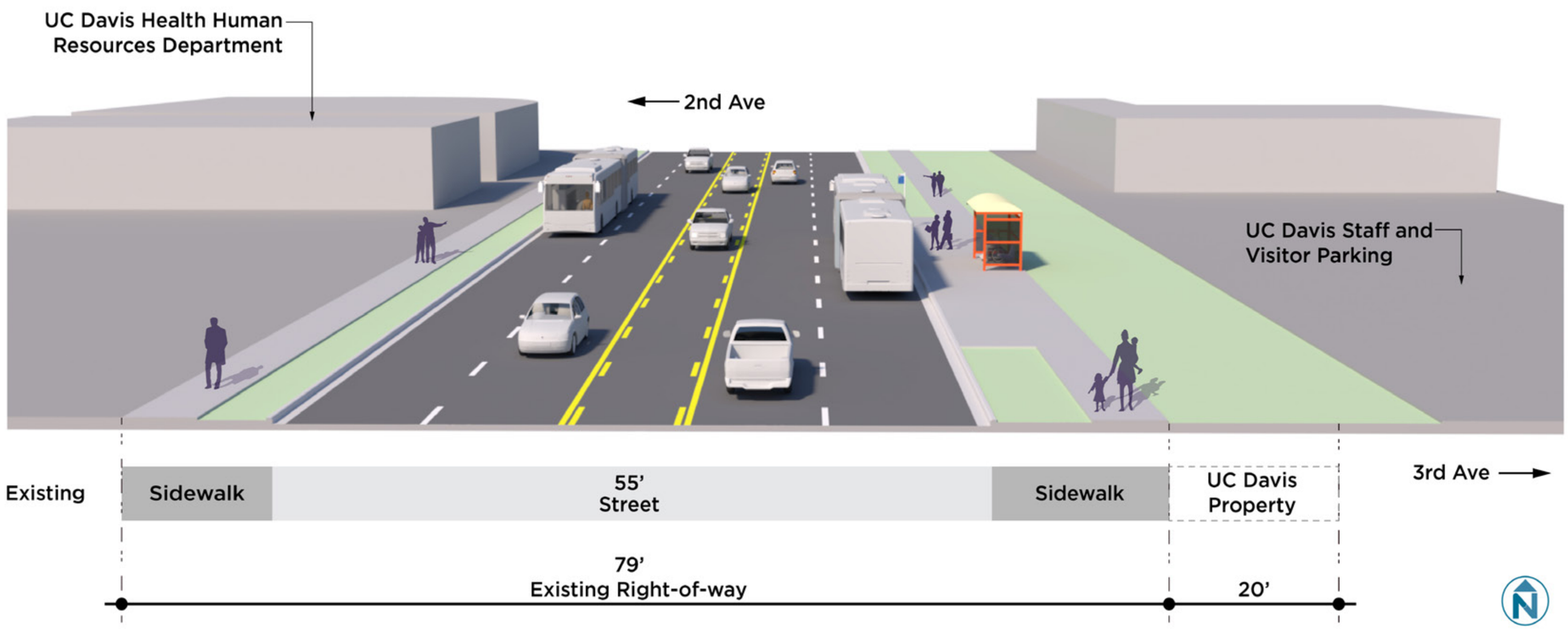
Peak hour traffic 857 vehicles

Peak hour traffic 834 vehicles

Traffic capacity per lane per hour

POTENTIAL FOR LANE REDUCTION

CONDITIONS TODAY

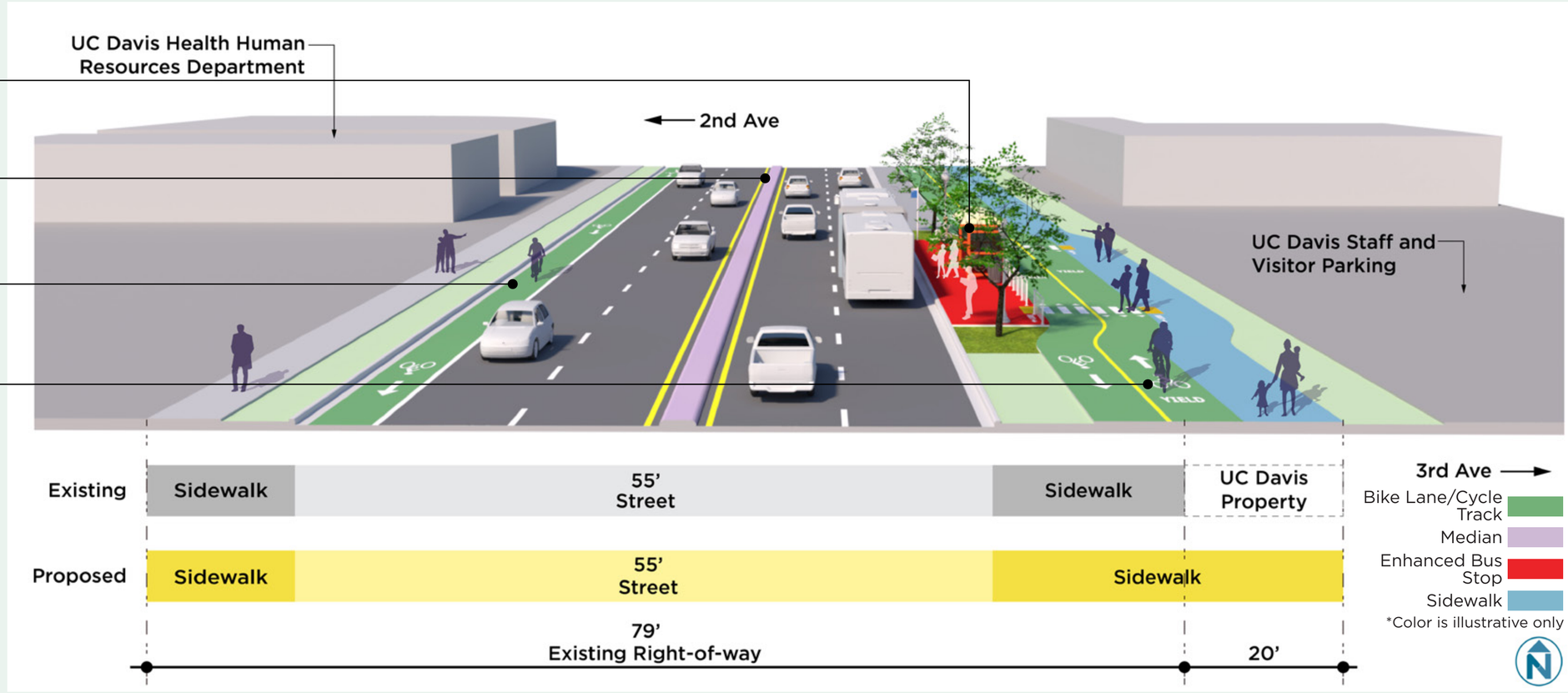


STOCKTON BLVD TRANSPORTATION STUDY

OPTION 1 ENHANCED BUS STOP + BIKE LANE + CYCLE TRACK 4 VEHICLE LANES

- Enhanced Bus Stop
- Remove Center Turn Lane
- Bike Lane
- Cycle Track

Cycle Track, Portland

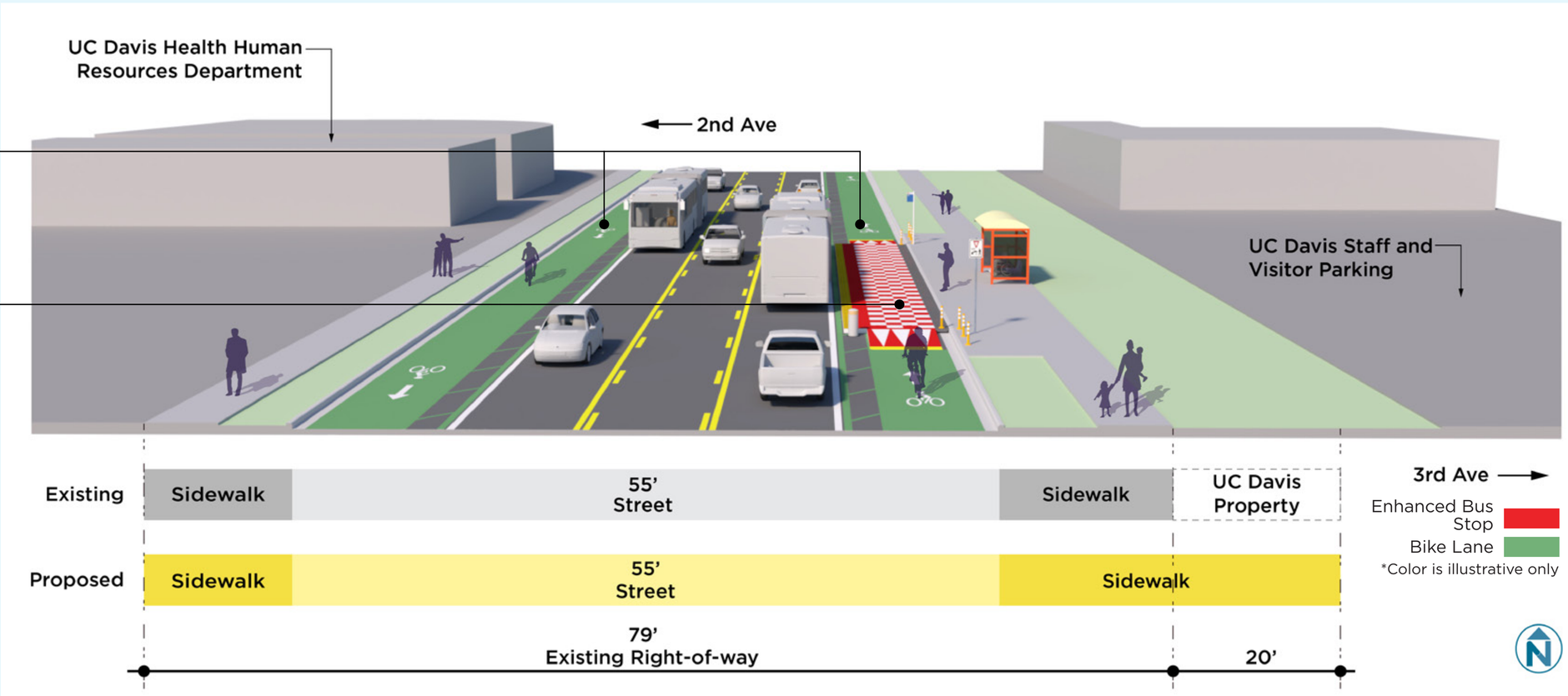


STOCKTON BLVD TRANSPORTATION STUDY

OPTION 2 BUFFERED BIKE LANES 2 VEHICLE LANES + TURN LANE

- Buffered Bike Lane
- Floating Bus Island

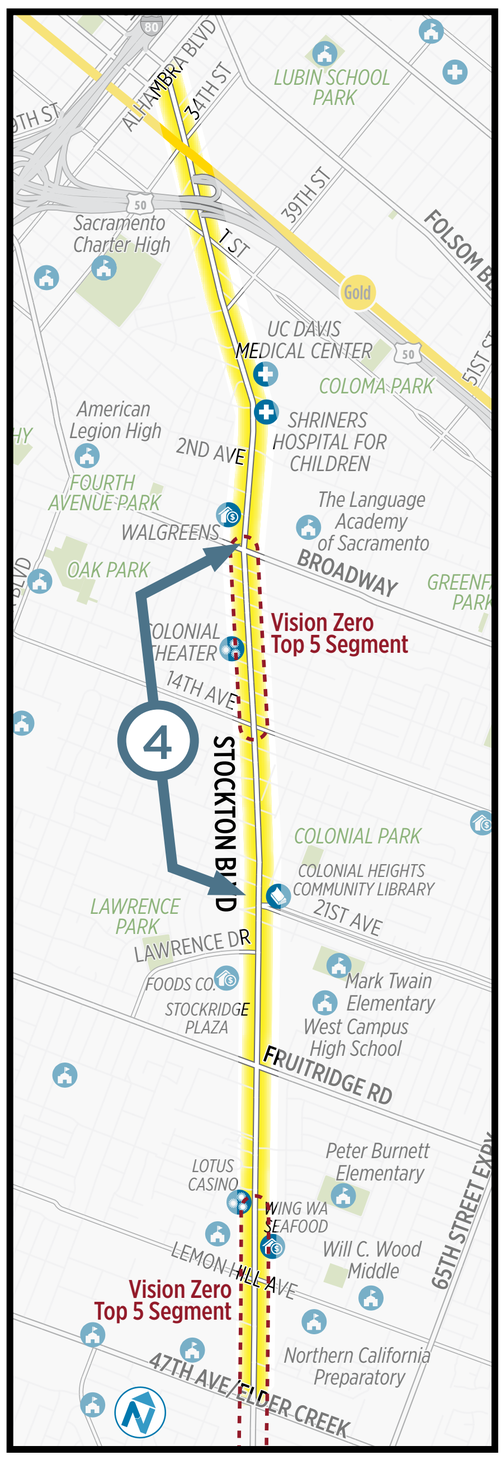
Floating Bus Island, Downtown L.A



STOCKTON BOULEVARD TRANSPORTATION STUDY

CENTRAL STOCKTON 4 - BROADWAY TO 21ST AVE

City of SACRAMENTO



EXISTING 4 BROADWAY TO 21ST AVE

- CONTINUOUS SIDEWALKS
- BIKE LANES
- ROUTE 51
- 5 TRAVEL LANES

TRAFFIC VOLUME

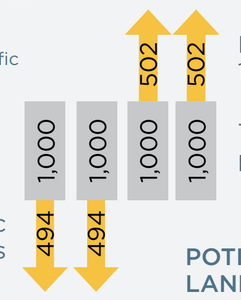
Capacity

Existing Traffic

Peak hour traffic 1,004 vehicles

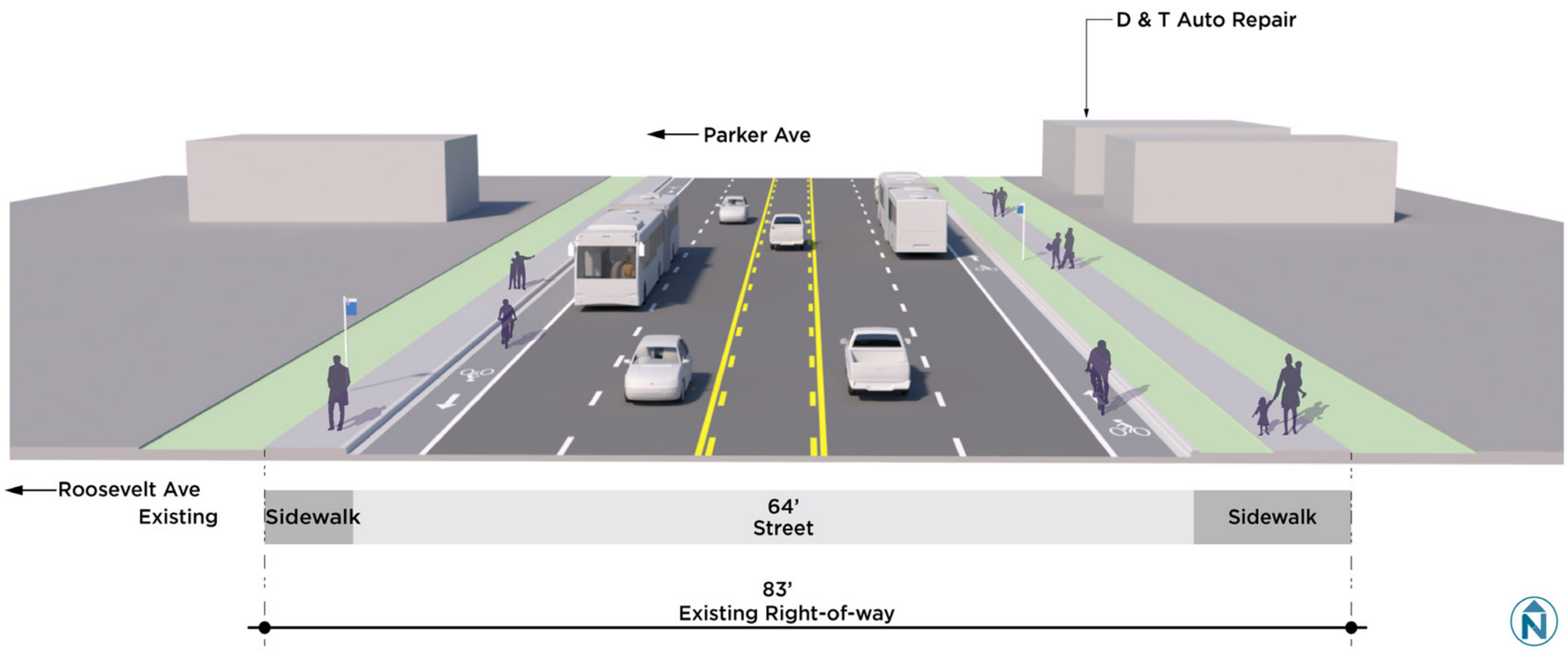
Traffic capacity per lane per hour

Peak hour traffic 988 vehicles



POTENTIAL FOR LANE REDUCTION

CONDITIONS TODAY

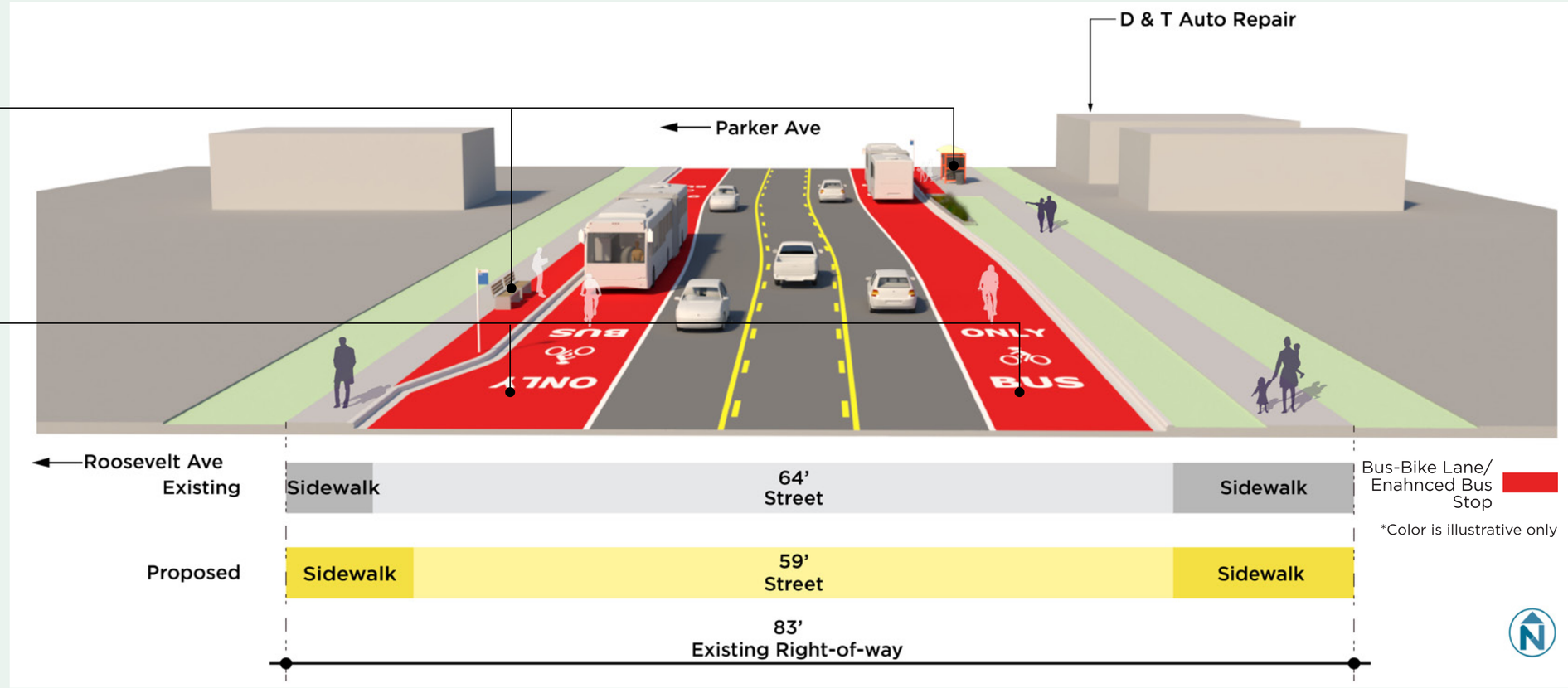


STOCKTON BLVD TRANSPORTATION STUDY

OPTION 1 BUS-BIKE LANES + ENHANCED BUS STOPS 2 VEHICLE LANES + TURN LANE

- Enhanced Bus Stop
- Bus-Bike Lane

Bus-Bike Lane, Boston

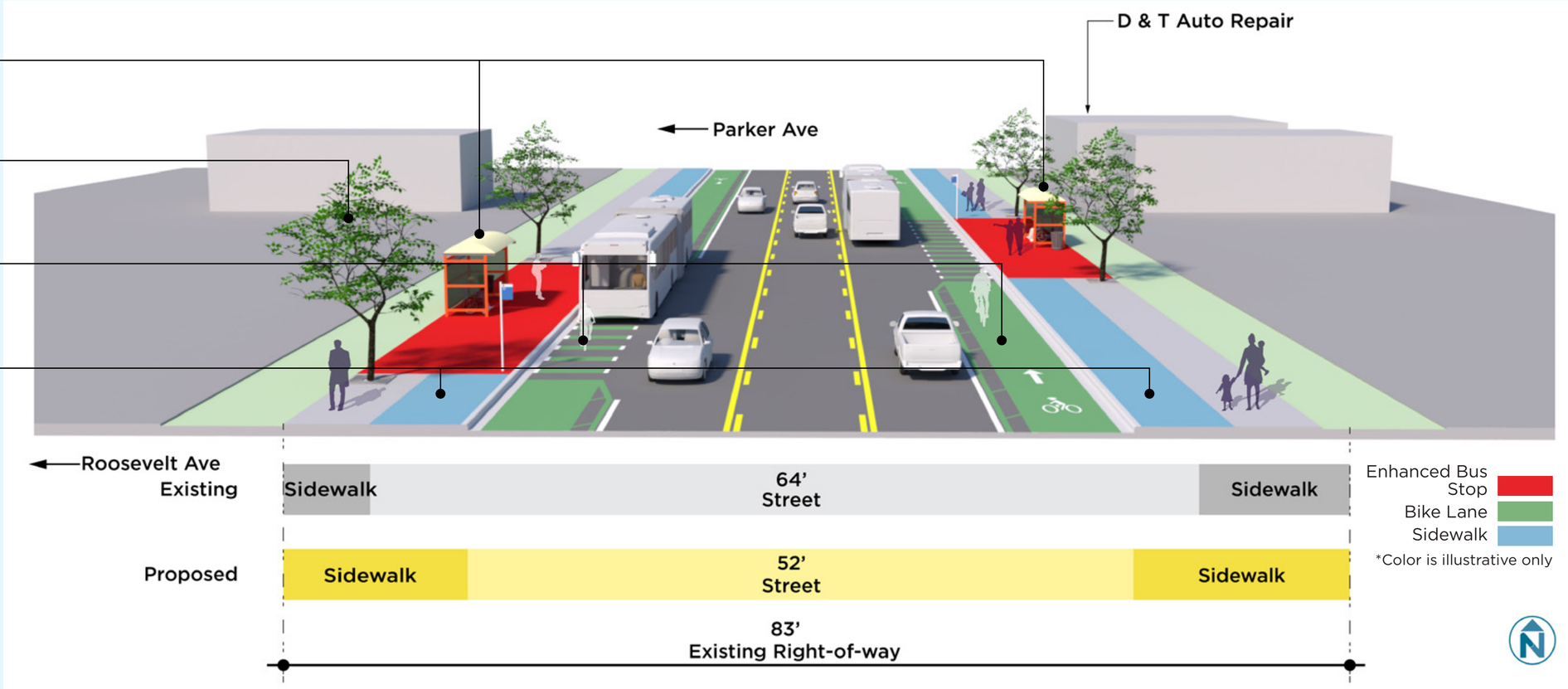


STOCKTON BLVD TRANSPORTATION STUDY

OPTION 2 ENHANCED BUS STOPS + BUFFERED BIKE LANES 2 VEHICLE LANES + TURN LANE

- Enhanced Bus Stop
- Trees
- Buffered Bike Lane
- Wider Sidewalk

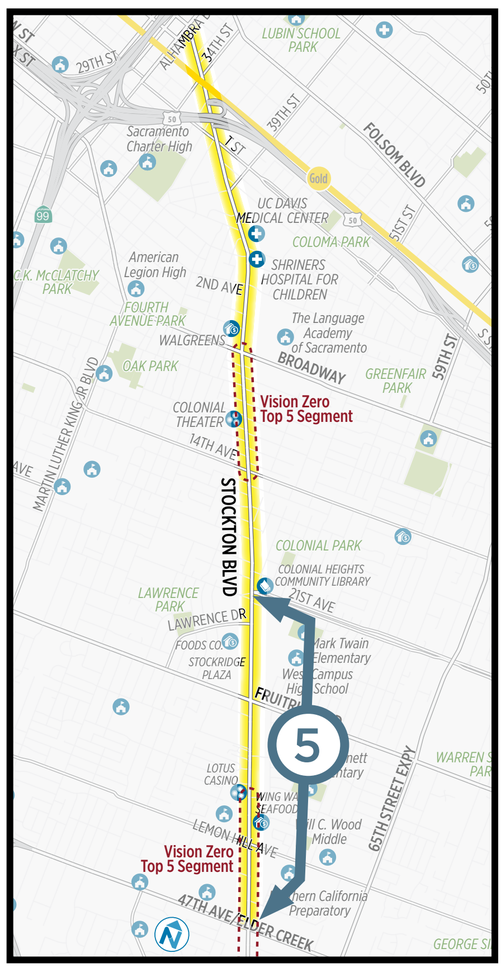
Buffered Bike Lane, Mack Rd



STOCKTON BOULEVARD TRANSPORTATION STUDY

SOUTH STOCKTON - 5 21ST AVE TO 47TH AVE

City of SACRAMENTO



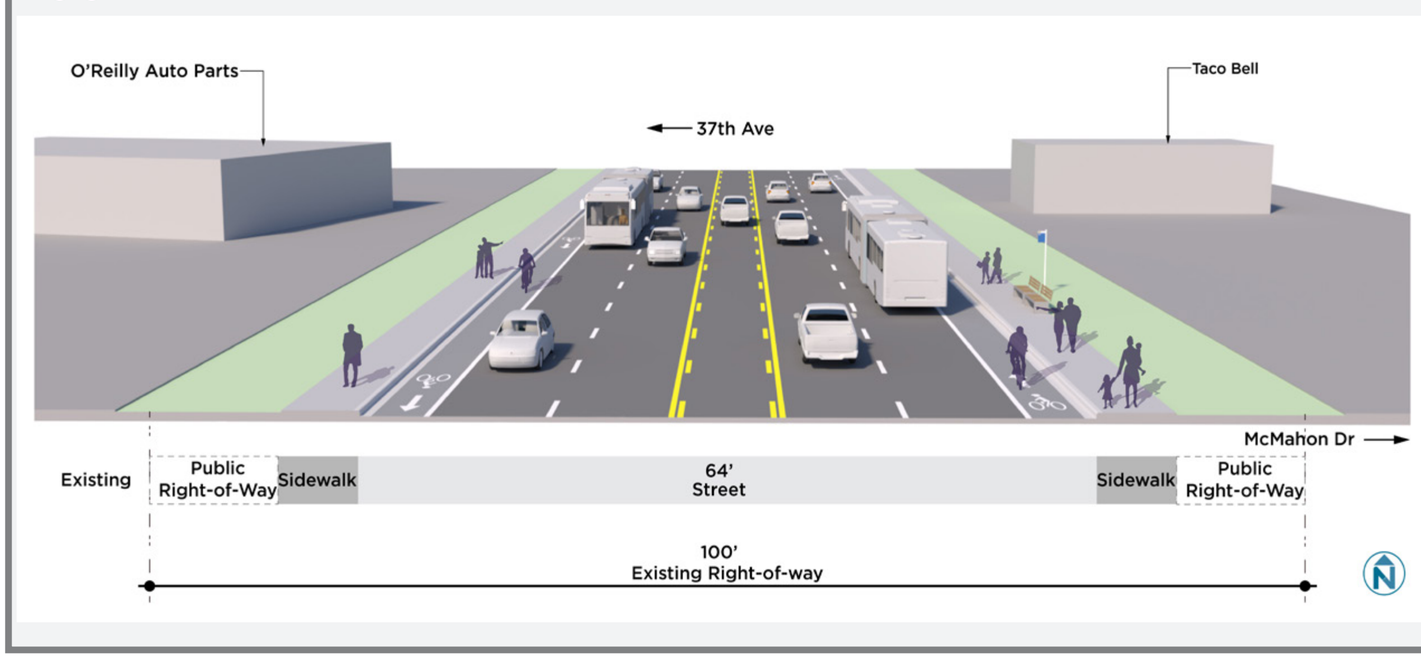
EXISTING 5 21ST AVE TO 47TH AVE

CONTINUOUS SIDEWALKS

ROUTE 51

BIKE LANES

5 TRAVEL LANES

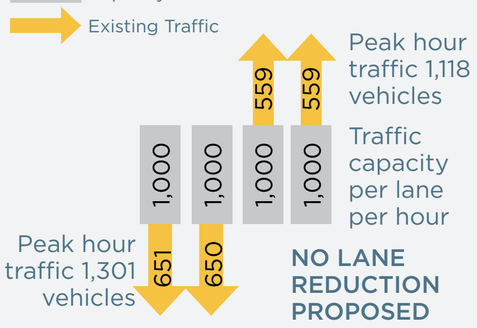


TRAFFIC VOLUME

21st Ave to Fruitridge

Capacity

Existing Traffic



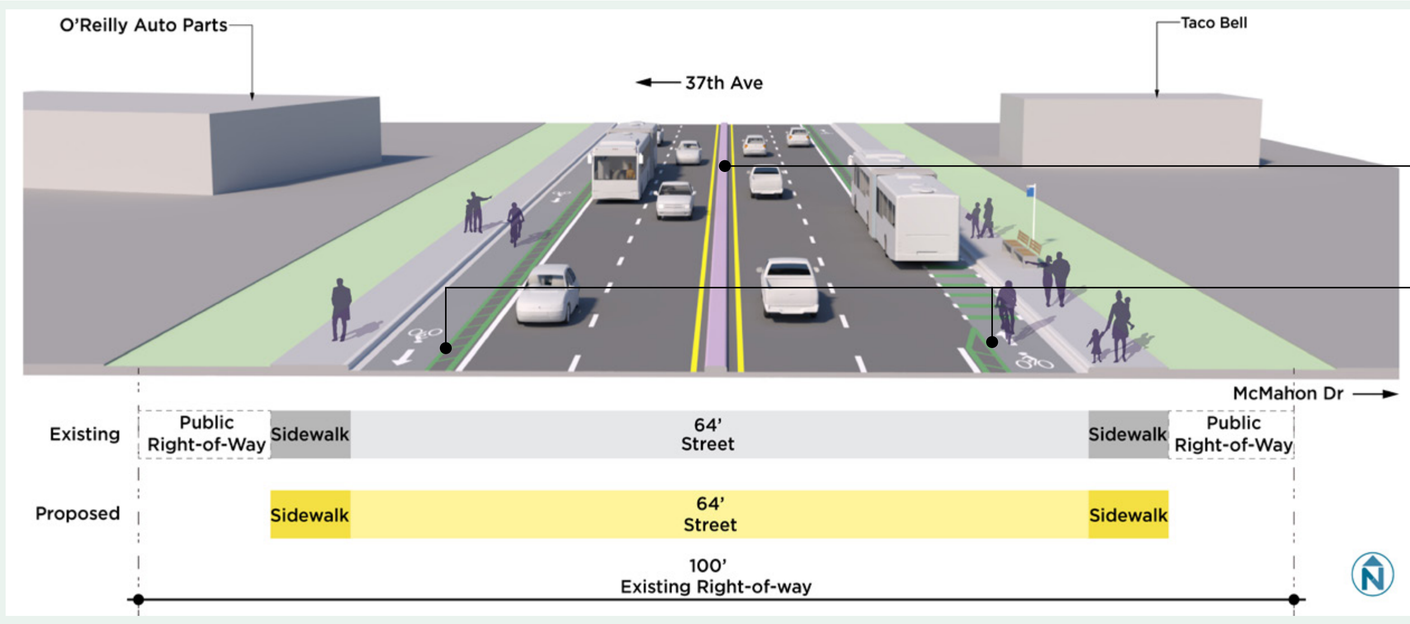
NO LANE REDUCTION PROPOSED

CONDITIONS TODAY

STOCKTON BLVD TRANSPORTATION STUDY

OPTION 1 SHORT-TERM

BUFFERED BIKE LANE 4 VEHICLE LANES



Remove Center Turn Lane

Buffered Bike Lane

Bus-Bike Lane/ Enhanced Bus Stop

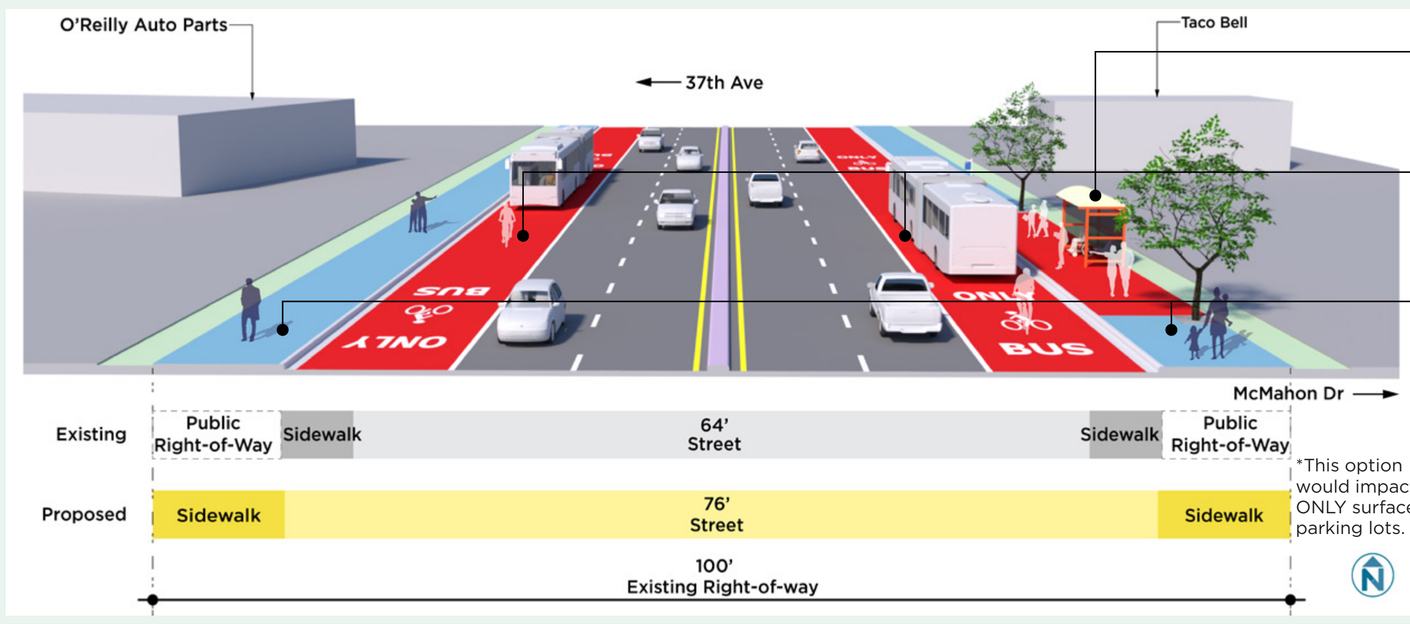
Median

Sidewalk

*Color is illustrative only

OPTION 1 LONG-TERM

ENHANCED BUS STOP BUS-BIKE LANES 4 VEHICLE LANES



*This option would impact ONLY surface parking lots.

Enhanced Bus Stop

Bus-Bike Lane

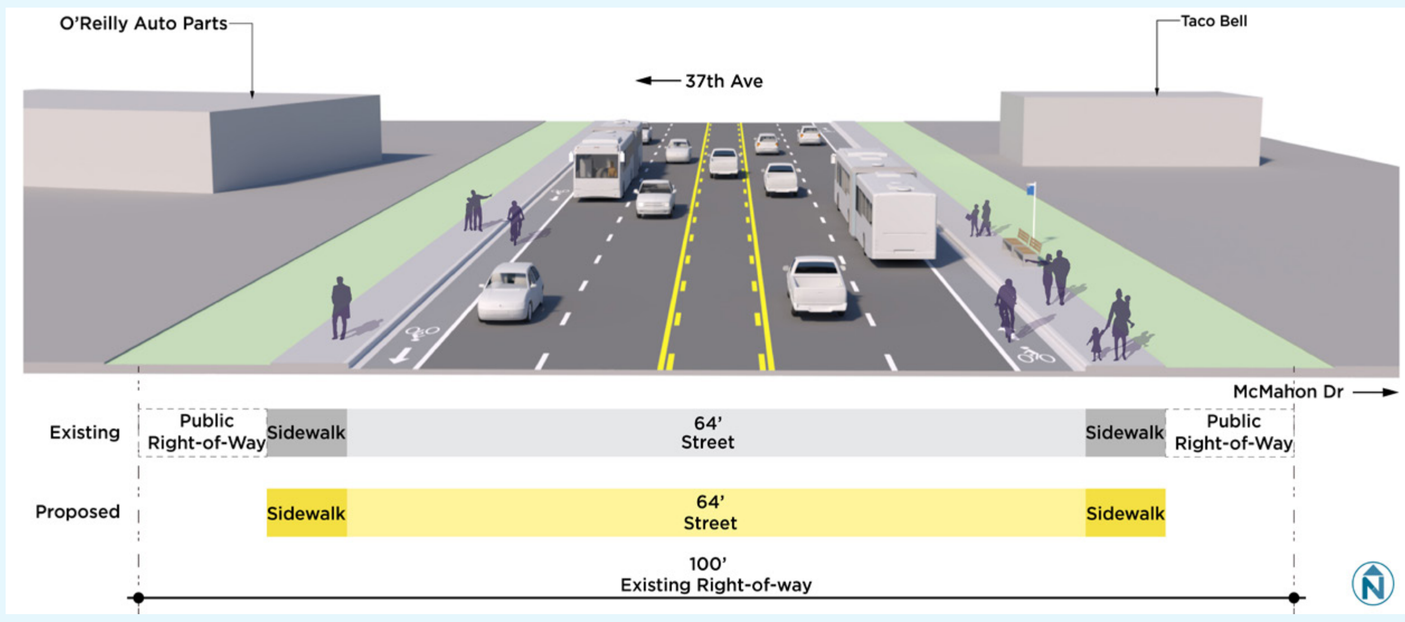
Wider Sidewalk

Bus-Bike Lane, Boston

STOCKTON BLVD TRANSPORTATION STUDY

OPTION 2 SHORT-TERM

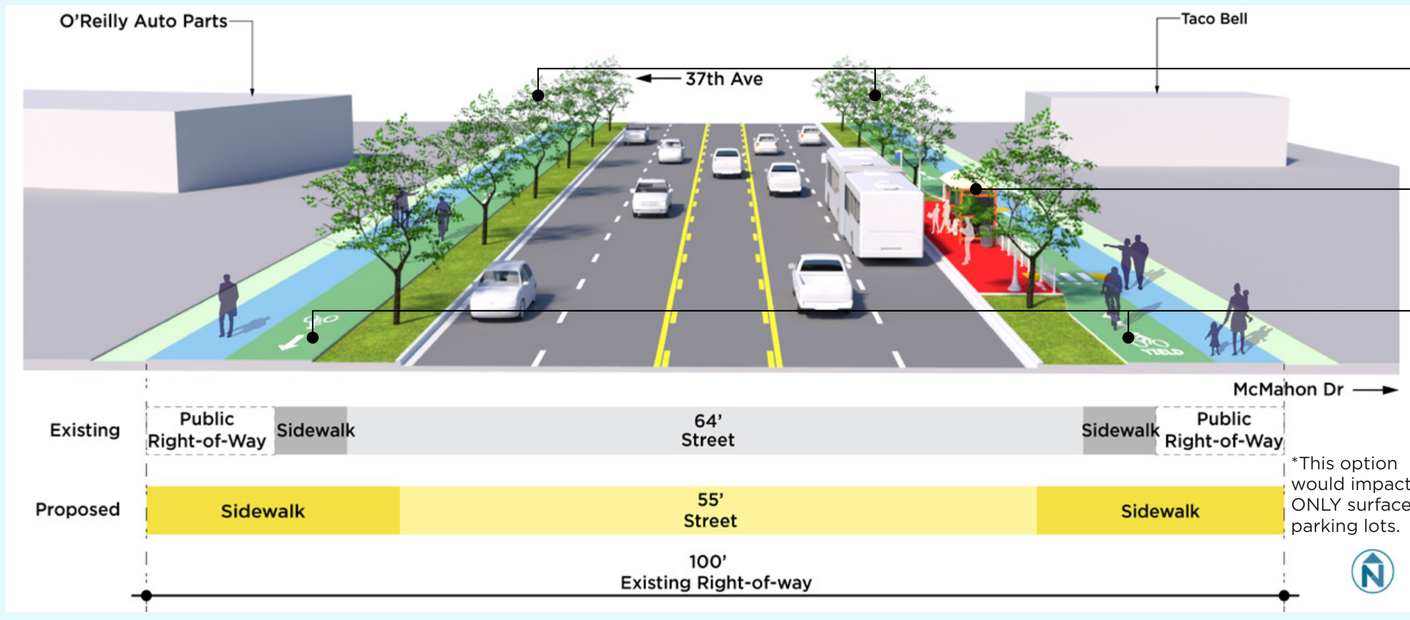
NO CHANGE



Raised Cycle Track, Seattle

OPTION 2 LONG-TERM

ENHANCED BUS STOP RAISED CYCLE TRACK 4 VEHICLE LANES + TURN LANE



*This option would impact ONLY surface parking lots.

Trees

Enhanced Bus Stop

Raised Cycle Track

Enhanced Bus Stop

Raised Cycle Track

Sidewalk

Landscaping

*Color is illustrative only