STOCKTON BOULEVARD TRANSPORTATION STUDY
NORTH STOCKTON - ALHAMBRA BLVD TO US 5

CONSIDERATIONS

- Adds bicycle lanes
- New crossing at 32nd Avenue

Area from 33rd Avenue to US-50 will require additional coordination due to rail crossing.

BENEFITS

- Adds bicycle lanes
- New crossing at 32nd Avenue
**BENEFITS**

- Adds all ages and abilities bike facility connecting directly to the UC Davis campus
- Adds U-turn opportunities at 39th/Miller Way, Colonial Way, and 2nd Avenue
- Preserves most of the existing trees
- Adds bus shelters at Colonial Way, X Street, 2nd Avenue stops
- Preserves all existing travel lanes

**CONSIDERATIONS**

- Removal of center turn lane means drivers will have to make U-turns to access some destinations
**BENEFITS**

- Adds all ages and abilities bicycling facility connecting directly to the UC Davis campus
- Adds in-street bicycle lane southbound for more confident riders
- Provides separate dedicated space for bicyclists and pedestrians on the east side of the street
- Adds crossings at 3rd Avenue and 4th Avenue
- Adds bus shelters at 3rd Avenue southbound stop
- Preserves most of the existing trees
- Preserves all existing travel lanes
- Can be implemented with Aggie Square development

**CONSIDERATIONS**

- Removal of center turn lane means drivers will have to make U-turns to access some destinations
BROADWAY TO 21ST AVE

**EXISTING**
- **CONTINUOUS SIDEWALKS**
- **BIKE LANE**
- **ROUTE 51**
- **5 TRAVEL LANES**

**BENEFITS**
- Creates a protected intersection at Broadway and 21st Avenue for more comfortable bicyclist movements
- Increases transit reliability by adding bus-bicycle lanes
- Significantly widens existing bike facilities with bus-bicycle lanes
- Bus-bicycle lane buffers pedestrians from general purpose traffic
- Bus-bicycle lanes will be used by emergency vehicles
- Reduces delay for drivers by making 14th Avenue a two-phase signal

**CONSIDERATIONS**
- Removes one travel lane in each direction

**CONDITIONS TODAY**
- Peak hour traffic: 1,004 vehicles
- Peak hour traffic: 988 vehicles

**TRAFFIC VOLUME**
- **Capacity**
  - Existing Traffic
- **Traffic capacity per lane per hour**

**EXISTING**
- Revised Right-of-way

**PREFERRED ALTERNATIVE**
- **BUS-BIKE LANES + ENHANCED BUS STOPS**
  - **2 VEHICLE LANES + TURN LANE**

**BENEFITS**
- Upgrades crossings between 7th Avenue and 13th Avenue per Vision Zero work, including a new crossing at 9th Avenue
- Adds crossings at 17th Avenue/San Francisco Boulevard, Parker Avenue, Roosevelt Avenue
- Adds bus shelters at 9th Avenue, 11th Avenue, Roosevelt Avenue

**CONSIDERATIONS**
- Removes one travel lane in each direction
**TRANSIT**

- Adds trees on both sides of the street
- Adds bi-directional path shared by pedestrians and bicyclists on both sides of the street
- Creates a protected intersection at Lemon Hill and 47th/Elder Creek for more comfortable bicyclist movements
- Provides a leading pedestrian interval and restricts right turns on red to provide safer pedestrian crossings at Fruitridge, McMahon, Lemon Hill, and 47th/Elder Creek
- Adds 8 new crossing locations
- Adds 8 bus shelters at all stop pairs without a shelter today
- Preserves all existing travel lanes and center turn lane

**CONSIDERATIONS**

- Design is contingent upon redevelopment and may take many years to construct