Stockton Boulevard Transportation Plan
Preferred Alternative Outreach
July 2020
COMMUNITY ENGAGEMENT
METHODS

- Outreach May 24, 2020 – July 5, 2020
- Surveys
  - English, Spanish, and Vietnamese
  - 2,187 total responses, and over 2,000 unique comments
- Digital open house
  - Open house recording posted on project website for those who could not attend
- Joined neighborhood organizations virtually
  - Elmhurst, Oak Park, Tahoe Park
- Worked with Community Based Organizations to increase awareness of the survey
  - Asian Resources, La Familia, Sacramento Asian Pacific Chamber of Commerce, South Sacramento Church, Stockton Blvd. Partnership
- Flyers
  - Distributed at Peter Burnett Elementary School and Will C Wood Middle School during emergency food distributions (including in food boxes)
  - Also distributed at food distributions hosted by Asian Resources and La Familia
VIRTUAL TOWN HALL

June 25, 2020

• 1,299 unique viewers

• Hosted on Zoom and streamed via:
  o Council Member Jay Schenirer, District 5 (Facebook)
  o Council Member Eric Guerra, District 6, (Facebook)
  o Sacramento Asian Pacific Chamber of Commerce (Facebook)
  o Stockton Blvd Partnership (Facebook)
  o Tahoe Park Neighborhood Association (Facebook)

• Generally received positively. Conversations focused on improving connectivity to/from Stockton Blvd. with improved lighting, vegetation, safe crossing opportunities, etc.
COMMUNITY PARTNERSHIPS

Presentations
• Elmhurst Neighborhood Association
• Oak Park Neighborhood Association
• South Oak Park Community Association
• Stockton Boulevard Partnership

Collaboration to advertise engagement efforts
• Asian Resources
• La Familia
• Sacramento Asian Pacific Chamber of Commerce
• Vietnamese Chamber of Commerce
ONLINE SURVEY

• Getting the word out
  o Advertised via social media within the corridor study area
  o Distributed through community based organization channels of communication
  o Flyers shared at food distribution locations
• 2,187 people responded to the survey
• Survey was available in Spanish and Vietnamese
  o 16 responses to Spanish version
  o 1 to Vietnamese
**TRAVEL PATTERNS**

- Respondents want viable multimodal travel options on Stockton Boulevard.
- Two-thirds would still prefer to travel by car, but biking, walking, and transit are the next most preferable options.
- Percent increase in mode choice from existing to preferred:
  - Wheelchair or other mobility assistance + 629%
  - Transit +242%
  - Scooter +233%
  - Bicycle +142%
  - Walk +89%
  - Get dropped off -5%
  - Taxi, Lyft, Uber -14%
  - Drive -28%
ALHAMBRA TO US 50
Existing Conditions

EXISTING ALHAMBRA BLVD TO US 50

CONTINUOUS SIDEWALKS
NO BIKE FACILITIES
NO SERVICE
6 TRAVEL LANES

TRAFFIC VOLUME ALHAMBRA TO 33RD ST
Capacity: Existing Traffic
Peak hour traffic: 780 vehicles

CONDITIONS TODAY
Traffic capacity per lane per hour

POTENTIAL FOR LANE REDUCTION

UC Davis Information Technology
Sutter Medical Plaza
Sacramento

Existing Sidewalk
56' Street
Sidewalk

32nd St

80' Existing Right-of-way
Respondents prefer Option 1: Buffered bike lanes + 2 vehicle lanes + turn lane, but the margin is lowest of all segments (51% in favor of Option 1)

What is your preferred option for Alhambra Blvd to US 50? (n = 1,959)

- Option 1: Buffered bike lanes; 2 vehicle lanes + turn lane
- Option 2: Bike lanes; 3 vehicle lanes + turn lane
- Cannot decide
- Other option

• Other ideas and comments
  - Add more trees and landscaping
  - Add physical protection for bike lane in Option 1
  - Add bike parking/bike lockers
US 50 TO 2ND AVENUE

Existing Conditions

EXISTING

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

TRAFFIC VOLUME
- Capacity
- Existing Traffic

CONDITIONS TODAY
- Peak hour traffic 1,305 vehicles
- Traffic capacity per lane per hour
- NO LANE REDUCTION PROPOSED
**US 50 TO 2ND AVENUE**

Preference for Option 1 (Shared-use path + enhanced bus stops; 4 vehicle lanes): 57% in favor

What is your preferred option for US 50 to 2nd Ave? (n = 1,845)

- Option 1: Shared-use path + enhanced bus stops; 4 vehicle lanes
- Option 2: Enhanced bus stops; 4 vehicle lanes + turn lane
- Cannot decide
- Other option

• Other ideas and comments
  - Need wider sidewalks
  - Add more signalized crossings
  - Add more trees and landscaping in this area
  - Designate route for left-turning vehicles at Miller and 2nd Avenue
  - Look at opportunities for bus signal priority
US 50 TO 2ND AVENUE:
ALTERNATE BIKE ROUTE THROUGH UCD CAMPUS

Respondents favor an alternate route

Would you use an alternate route through UCD Campus as an alternative to Stockton Blvd bike lane in this section? (n = 1,784)

Respondent comments:

- Would need good wayfinding signage
- Add more lighting to alternate route
- Detour is too long and adds excessive travel time
- Whatever option is selected, T Street intersection needs improvements for people biking
- “A detour defeats the whole purpose of this project. The point is to make Stockton Blvd which is currently the most direct way in and out of downtown more bicycle friendly.”
2ND AVENUE TO BROADWAY

Existing Conditions

EXISTING

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

TRAFFIC VOLUME

- Capacity
- Existing Traffic

- Peak hour traffic: 857 vehicles
- Traffic capacity per lane per hour

CONDITIONS TODAY

- Peak hour traffic: 934 vehicles
- POTENTIAL FOR LANE REDUCTION

UC Davis Health Human Resources Department

Existing Right-of-way

- 79'

UC Davis Staff and Visitor Parking

Existing

- Sidewalk
- 55' Street
- Sidewalk
- UC Davis Property

3rd Ave

2nd Ave
2ND AVENUE TO BROADWAY

Respondents prefer Option 1: Enhanced bus stop + bike lane + bike path, 4 vehicle lanes

What is your preferred option for 2nd Ave to Broadway? (n = 1,771)

- Option 1: Enhanced bus stop + bike lane + bike path; 4 vehicle lanes
- Option 2: Buffered bike lanes; 2 vehicle lanes + turn lane
- Cannot decide

• Other ideas and comments
  - Concern about buses blocking vehicle traffic at stops
BROADWAY TO 21ST AVENUE

Existing Conditions
BROADWAY TO 21ST AVENUE

Strong preference for Option 2: Enhanced bus stops + buffered bike lanes, 2 vehicle lanes + turn lane

What is your preferred option for Broadway to 21st Ave? (n = 1,724)

- Option 1: Bus-bike lanes + enhanced bus stops; 2 vehicle lanes + turn lane
- Option 2: Enhanced bus stops + buffered bike lanes; 2 vehicle lanes + turn lane
- Cannot decide
- Other option

• Other ideas and comments
  - Adding trees a high priority
  - Need to fix or relocate signal at Stockton and 8th
  - Option 2 design may encourage people biking to enter general traffic lane to pass stopped buses – concerns about safety
21st Avenue to 47th Avenue / Elder Creek Rd

Existing Conditions

**EXISTING** 5 21st Ave to 47th Ave

- Continuous sidewalks
- Bike lanes
- Route 51
- 5 travel lanes

Traffic Volume:
- 21st Ave to Parkridge
- 1,118 vehicles
- Traffic capacity per lane per hour
- Peak hour traffic 1,301 vehicles

Conditions Today:
- No lane reduction proposed

Map of the area showing existing conditions and proposed changes.
**21ST AVENUE TO 47TH AVENUE / ELDER CREEK RD**

Strong preference for Option 2: Enhanced bus stops, raised cycletrack, 4 vehicle lanes + turn lane

Most definitive preference out of all segments

What is your preferred option for 21st Ave to 47th Ave? (n = 1,666)

- 20% Option 1 (Long-Term): Enhanced bus stops, Bus-bike lanes; 4 vehicle lanes
- 72% Option 2 (Long-Term): Enhanced bus stops, Raised bike lanes; 4 vehicle lanes + turn lane
- 5% Cannot decide

• Other ideas and comments
  - Suggestion for center-running BRT
  - Huge support for adding trees
  - Concern about people driving in the bus/bike lane
  - Hesitation about limiting left turn access to businesses
  - Concern that Option 2 shows no change in the short term. Why not at least narrow the travel lanes, add buffer to bike lanes, and improve sidewalks, before building more expensive elements?
RAISED BIKE LANE AT SIDEWALK LEVEL

Respondents strongly favor a raised bike lane (also called cycletrack)

Do you feel that a raised bike lane at sidewalk level would be a good option for Stockton Boulevard? (n = 1,622)

Respondent comments

- Concerns about visibility of people biking when drivers are making turns
- Frustration over lack of consistency in the bike facilities presented along the corridor
- Cost may be prohibitive
- Some respondents are confused about the concept of a raised bike lane – how it works, why it has to be raised
- Concerns about maintenance, and keeping the cycletrack free of debris
Do you feel that shared bus-bike lanes would be a good option for Stockton Boulevard? (n = 1,647)

Themes of comments collected:

- Concern about how bus drivers can yield to/pass people biking
- Bus/bike lanes may attract delivery drivers for use as parking lane
- Drivers likely to drive in the lane during congested times
- Unsure how safe this would be – how do buses and bikes pass one another
RESPONDENT PROFILE

- Young people under age 25 are underrepresented in survey sample
  - 2.8% of survey sample is 18 to 24 years old, versus 9.4% of city population
- Low income people are underrepresented
  - 39% of Sacramento residents have household income under $50,000, but just 17% of survey sample falls into this tier

![Bar chart for age distribution](chart_age.png)

What is your age? (n = 1,667)

- 75 or better
- 65 to 74
- 55 to 64
- 45 to 54
- 35 to 44
- 25 to 34
- 18 to 24
- Under 18

![Bar chart for income distribution](chart_income.png)

What is your annual household income? (n = 1,659)

- $150,000 or more
- $125,000 to $149,999
- $100,000 to $124,999
- $75,000 to $99,999
- $50,000 to $74,999
- $25,000 to $49,999
- $12,000 to $24,999
- Less than $12,000
**RESPONDENT PROFILE**

- Survey oversamples white residents (60%), underrepresents people of color
  - Overall, 33% of Sacramento residents identify as white, 29% Hispanic or Latino, 19% Asian, and 13% Black or African American

- 95% of survey respondents speak English at home, compared to 62% of Sacramento residents
RESPONSES BY ZIP CODE

• More than half of all responses from central corridor area (772 from 95820 and 337 from 95817)