

City of Sacramento
Active Transportation Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2024-00697

3/21/2024

Discussion Item 5.

T Street Bikeway Gap Closure Rehabilitation Project (R15200030)

File ID: 2024-00697

Location: T Street from 34th Street to Stockton Boulevard in District 4, Represented by Councilmember Valenzuela; District 5, Represented by Vice Mayor Maple; and District 6, Represented by Councilmember Guerra

Recommendation: Discuss and provide feedback.

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Presenter: Judy Matsui-Drury, Supervising Engineer, (916) 808-7610, jmatsui-drury@cityofsacramento.org, Department of Public Works

Attachments:

- 1-Description/Analysis
- 2-Location Map
- 3-Concept Plans

Additional Description/Analysis

Issue Detail: T Street is a major east-west bikeway corridor connecting Tahoe Park, Elmhurst, Newton Booth, Southside Park, and Midtown neighborhoods with each other; however, between 34th Street and Stockton Blvd there are limited bike facilities. This section of T Street is on the Vision Zero High Injury Network. The objective of this project is to close the gap in the bikeway network and to improve safety for all street users.

Stockton Boulevard is a five-lane arterial connecting the Central City to South Sacramento. The corridor serves the UC Davis Medical Center at its north end, a growing retail node around 14th Avenue, and Little Saigon to the south.

Many people walk, bicycle, and take the bus along the corridor, but the design of the street prioritizes fast-moving drivers. The City undertook a plan to understand community transportation needs and how safety and mobility could be strengthened for all users.

From 2019 through 2021, the City collected data and heard from the community to identify transportation issues and opportunities for Stockton Boulevard. The results of these efforts were captured in the Stockton Boulevard Corridor Plan (Plan) which was approved by the City Council in 2021. This Plan sets the vision for future transportation investments on the 4.2-mile corridor of

Stockton Boulevard including transportation design elements to achieve community driven goals.

Based on community input, the Plan identified potential design opportunities at key locations to make a better corridor. The potential improvements included features such as: more pedestrian crossings, enhanced crossings, better yielding to pedestrians, continuous bike facilities, faster transit, maintaining access, more reliable vehicle operations, pedestrian-scale lighting, and more landscaping.

Along the corridor, T Street was identified as a location with opportunities to improve safety, mobility, and better serve the community. To achieve this, there are challenges to consider:

- Stockton Boulevard and T Street intersect in a way that may create visibility issues and sharp turning movements for higher speed trucks and vehicles.
- The added signal phase due to the additional access at Gerber Avenue result in longer signal times and operational considerations at the intersection.
- The segment of T Street, between Stockton Boulevard and 34th Street, experiences higher traffic volumes and eastbound queuing due to demands for left-turn movements heading northbound to US 50 competing with right-turn vehicles heading southbound toward UC Davis Medical Center and other southerly destinations. Given the existing roadway width, there is limited opportunity for additional lanes to facilitate directional traffic movements.
- Eastbound T Street bike lanes are not contiguous, transitioning between Class II and Class III facilities along the section of T Street.
- Narrow residential side streets along with narrow sidewalks and residential parking along T Street limit available space for expanded bikeway and pedestrian facilities.

As part of the Department of Public Works' Transportation Corridor Program, staff is taking the next step of developing feasible preliminary engineering design concepts based on efforts from the Stockton Boulevard Corridor Plan. This engineering scoping and feasibility effort focused on T Street from 34th Street to Stockton Boulevard to implement safety improvements, bicycle connectivity and improve pavement conditions to better serve the needs of the community. In addition, this proposed project closes the gap of the recently paved 34th Street, from Truckee Way to T Street, which was deferred due to the Caltrans construction of the US Multimodal Corridor Enhancement and Rehabilitation Project.

Through the project definition and scoping process, City staff consider many issues to arrive at feasible concept alternatives that meet the needs of the community. With an objective of closing a gap in the bikeway network, staff is seeking feedback on the bikeway design concept that has been developed on T Street between 34th Street and Stockton Boulevard. See Attachment 3.

Policy Considerations: The Stockton Blvd Corridor Plan was adopted by the City Council on September 21, 2021. The Plan is the City's guiding concept plan for a common transportation vision for the Stockton Boulevard corridor from Alhambra Boulevard to 47th Avenue. Project specific efforts related to environmental clearance and final design will be taken to the City Council for approval.

Economic Impacts: None.

Environmental Considerations:

California Environmental Quality Act (CEQA): This is an informational action that is not a project that is subject to CEQA because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines §15378(b)(5)). The T Street Rehabilitation Project will undergo appropriate CEQA review at a later date, prior to construction.

Sustainability: Transportation is responsible for 57% of Sacramento's local greenhouse gas emissions, the single largest sector. Providing safe multi-modal transportation alternatives helps to reduce single-occupant vehicle use and contributes towards Sacramento's climate change goals. This feasibility study furthers the City's commitment to sustainability by laying the groundwork to significantly reduce the use of fossil fuels, encourage less driving, reduce dependence on private automobiles, and support expansion of bicycle, pedestrian, and public transit access.

Commission/Committee Action: None.

Rationale for Recommendation: Many people walk, bicycle, and take the bus along the corridor, but the design of the street prioritizes fast-moving drivers. The City undertook a plan to understand community transportation needs and how safety and mobility could be strengthened for all users.

From 2019 through 2021, the City collected data and heard from the community to identify transportation issues and opportunities for Stockton Boulevard. The results of these efforts were captured in the Stockton Boulevard Corridor Plan (Plan) which was approved by the City Council in 2021. This Plan sets the vision for future transportation investments on the 4.2-mile corridor of Stockton Boulevard including transportation design elements to achieve community driven goals.

Based on community input, the Plan identified potential design opportunities at key locations to make a better corridor. The potential improvements included features such as: more pedestrian crossings, enhanced crossings, better yielding to pedestrians, continuous bike facilities, faster transit, maintaining access, more reliable vehicle operations, pedestrian-scale lighting, and more landscaping.

City staff have built upon the Plan's vision by scoping a feasible project concept to propose for future implementation on T Street between 34th Street and Stockton Boulevard. Staff is seeking feedback from the Commission on the proposed bikeway design concept.

Financial Considerations: None.

Local Business Enterprise (LBE): Not Applicable.

Attachment 2 – Location Map T Street Rehabilitation Project (R15200030)



3/4/2024, 8:44:47 AM

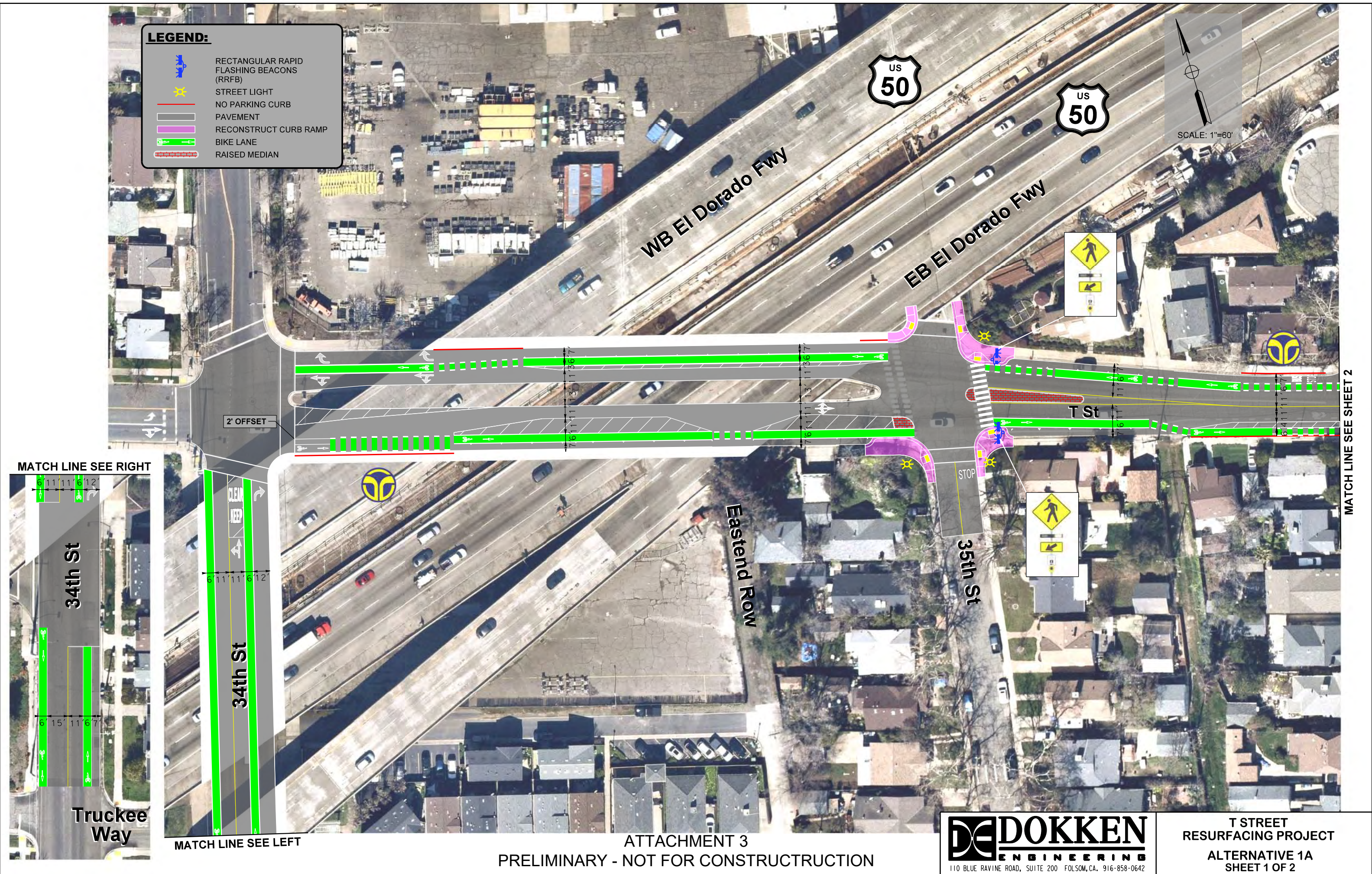
1:4,514



County of Sacramento, Bureau of Land Management, Esri,
HERE, Garmin, INCREMENT P, USGS, EPA, USDA

LEGEND:

-  RECTANGULAR RAPID FLASHING BEACONS (RRFB)
-  STREET LIGHT
-  NO PARKING CURB
-  PAVEMENT
-  RECONSTRUCT CURB RAMP
-  BIKE LANE
-  RAISED MEDIAN



MATCH LINE SEE RIGHT

34th St

Truckee Way

34th St

MATCH LINE SEE LEFT

Eastend Row

35th St

T St

MATCH LINE SEE SHEET 2

ATTACHMENT 3
PRELIMINARY - NOT FOR CONSTRUCTION

DOKKEN
ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200 FOLSOM, CA. 916-858-0642

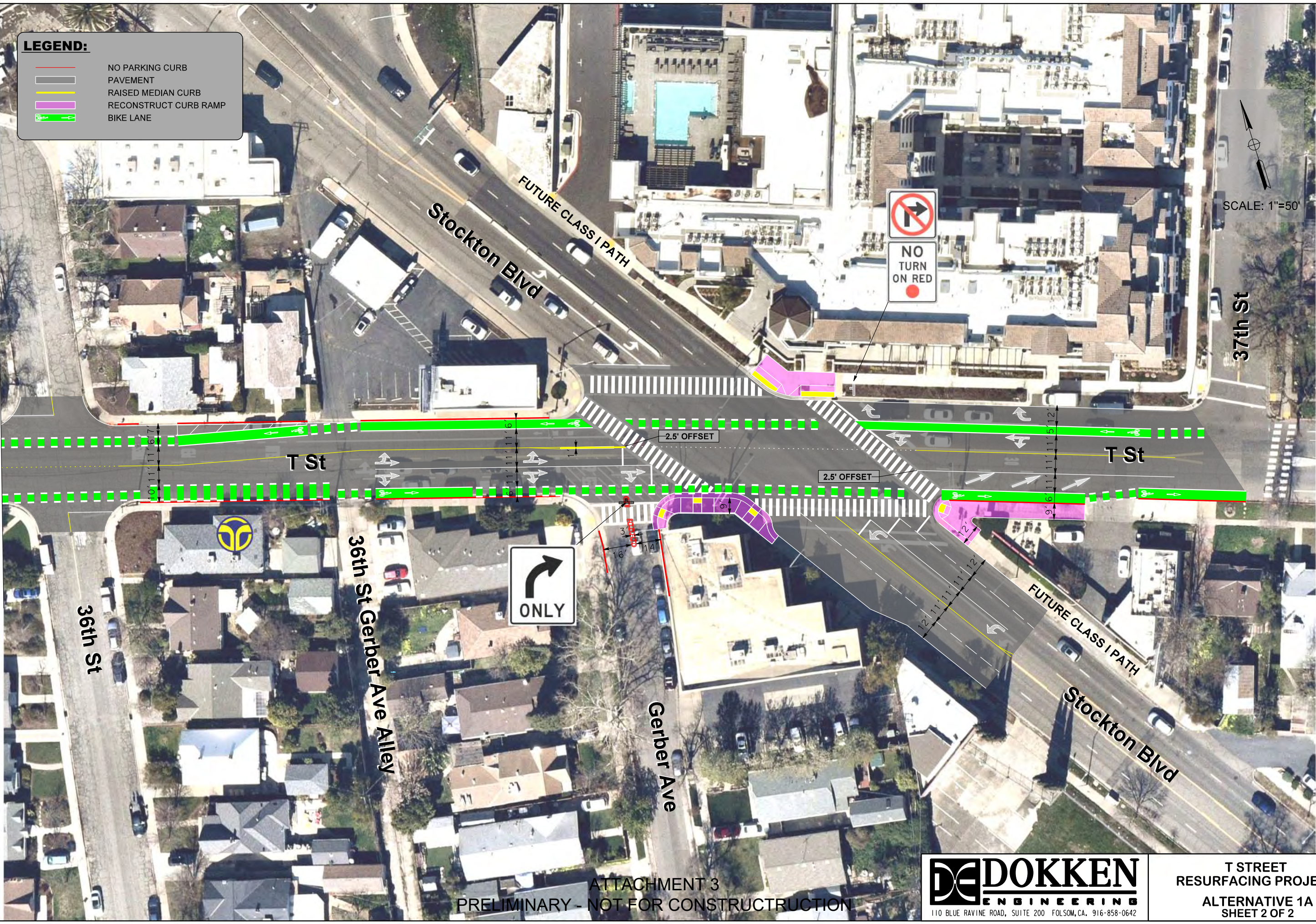
T STREET
RESURFACING PROJECT
ALTERNATIVE 1A
SHEET 1 OF 2

LEGEND:

- NO PARKING CURB
- PAVEMENT
- RAISED MEDIAN CURB
- RECONSTRUCT CURB RAMP
- BIKE LANE

SCALE: 1"=50'

MATCH LINE SEE SHEET 1



ATTACHMENT 3
PRELIMINARY - NOT FOR CONSTRUCTION

DOKKEN
ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200 FOLSOM, CA. 916-858-0642

T STREET
RESURFACING PROJECT
ALTERNATIVE 1A
SHEET 2 OF 2