





















NORTHGATE BOULEVARD TRANSPORTATION PLAN

Adopted February 2023







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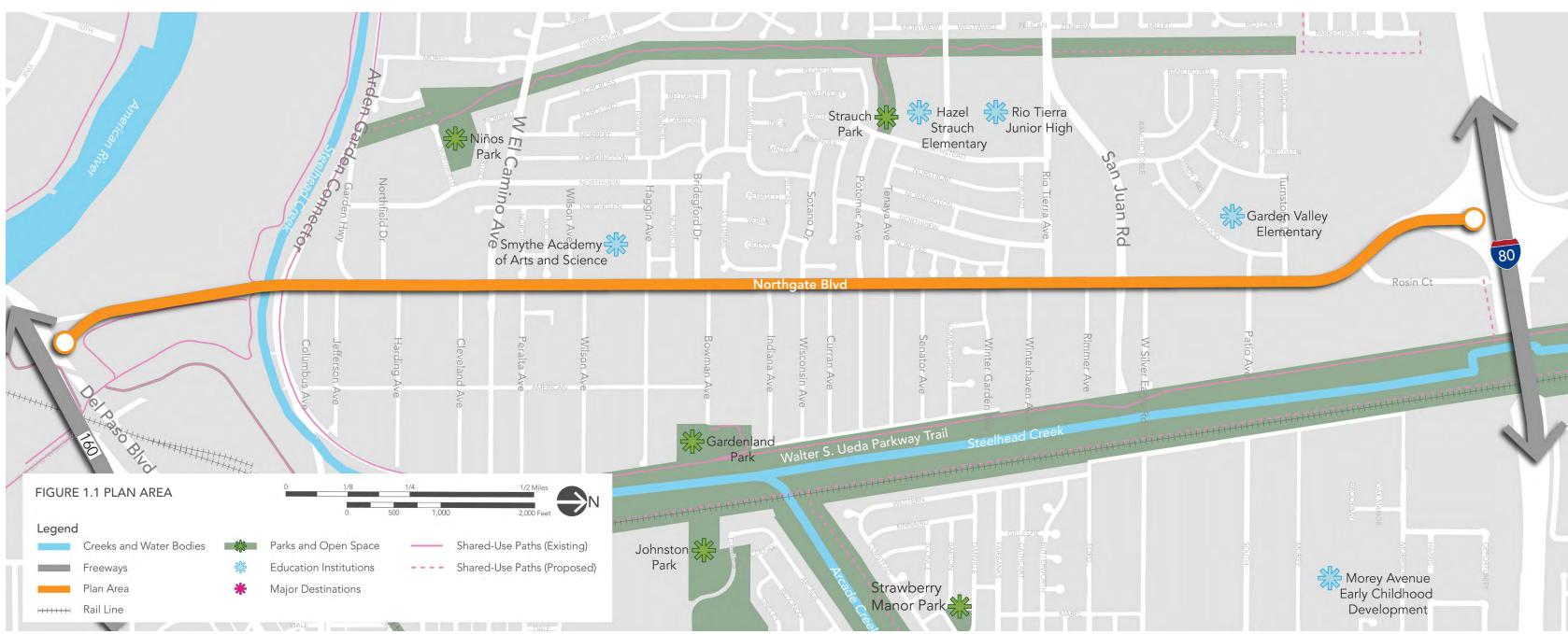
PROJECT BACKGROUND

The Northgate Boulevard Transportation Plan was initiated in response to community interest in improving transportation, safety, and mobility on Northgate Boulevard. Identified as a top 10 corridor in the Vision Zero High Injury Network (HIN), Northgate Boulevard is a commercial corridor with frequent crash patterns identified in the Vision Zero Action Plan. The corridor provides access to a mix of retail, restaurant, and community services and has a rich diversity of Hispanic residents and businesses. Multiple community groups have self-organized to give voice to the transportation, mobility, and safety concerns of the corridor that have culminated the new designs, strategies, and concepts included in this plan. All modes of transportation receive attention in the Plan, which address improving active transportation, maximizing transit usage, movement of goods and services, and the need for personal vehicles.

Plan Area

The Plan Area on Northgate Boulevard is from I-80 in the North to Del Paso Boulevard in the South. The Plan Area is surrounded by a mix of neighborhoods with a variety of housing types, vibrant and diverse businesses, and a range of community services, as shown in **Figure 1.1**. In addition, the Plan Area includes several schools and connects to various parks, open spaces, and trails including Gardenland Park and Walter S. Ueda Parkway Trail.

(Note: due to the length of the Plan Area and the need to clearly present information, all figures in this plan orient Northgate Boulevard so north is facing to the right of the page, except for Figure 1.2)





The priority objectives of this project are to improve transportation **safety** and **mobility** on Northgate Boulevard for all users of the street.

In 2018, the City of Sacramento developed a Vision Zero Action Plan to prioritize safety improvements and make progress toward eliminating all traffic fatalities. Northgate Boulevard is one of the 10 corridors in Sacramento with the highest number of fatal and severe injuries involving people walking, bicycling, and driving (see **Figure 1.2**).

Northgate Boulevard also intersects with other High Injury Network (HIN) corridors. Between January 2016 and December 2020, 261 crashes and 17 killed or seriously injured (KSI) crashes occurred in the Plan Area. There was a slight decrease in injury crashes between 2016 and 2017 yet crashes gradually increased again between 2017 and 2020.

Of all crashes along Northgate Boulevard, the proportion of vehicle-only crashes has **steadily increased** since 2017. The proportion of crashes involving people walking also **increased** during this time period from 7% in 2017 to 27% in 2019. The proportion of crashes involving people

driving has **steadily increased** since 2017. The proportion of crashes involving people walking also **increased** during this time period from 7% in 2017 to 27% in 2019. Crashes involving people walking **dropped** to 20% in 2020. For more details on crash data, reference **Appendix A**.

The Vision Zero Action Plan identified a disproportionate number of crashes occuring on commercial corridors, and includes a crash typology and a series of countermeasures to reduce those crashes. Countermeasures tackle crash reduction from multiple angles: street design, enforcement, and education.

The Vision Zero Action Plan outlines short-term and long-term actions to reach desired Vision Zero outcomes including the following strategies:

- » Incorporate Vision Zero safety principles into all future City plans and design documents.
- » Provide ongoing safety-related training and support to City staff responsible for street design and enforcement activities.
- » Continue building the enhanced bikeway network consistent with the Bicycle Master Plan.



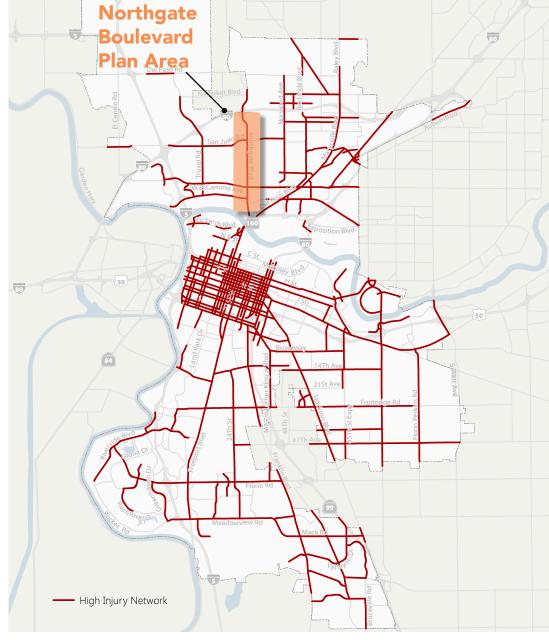


FIGURE 1.2 HIGH INJURY NETWORK AS IDENTIFIED IN THE VISION ZERO ACTION PLAN

RECENT AND CONCURRENT

Numerous previous and current planning

Boulevard Transportation Plan. These efforts

include a combination of citywide planning

Sacramento General Plan Update 2040:

the General Plan. A Draft Land Use Map,

In 2019, the City initiated an update to

Proposed Roadway Changes, and 10

Key Strategies were approved by City Council in January 2021. Plan production is

Gardenland Northgate Strategic

efforts, community efforts, and corridor

plans (for a more comprehensive list of

projects are informing the Northgate

PLANNING PROCESSES

PURPOSE AND GOALS

The City launched a comprehensive, community-focused planning effort in early 2021. This planning effort has resulted in a series of community-supported conceptual street designs for Northgate Boulevard. Each design is organized by planning level design concepts and cost estimates. This will help the City and partner agencies pursue funding to implement street improvements. To achieve these outcomes, the City has identified the following five overarching project goals shown on the riaht.



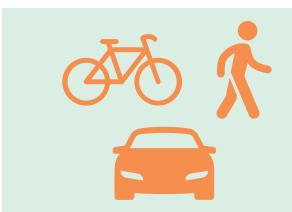
Goal A

Address safety concerns for all users through the design of the corridor



Goal D

Coordinate meaningful equitable community and stakeholder engagement



Goal B

Transform Northgate Boulevard into a multimodal corridor that



Goal F

Build upon previous and concurrent studies and initiatives



Neighborhood Action Plan, 2003: The Strategic Neighborhood Action Plan (SNAP) is a planning and

currently underway.

plans, see **Appendix A**):

decision-making guide informed by neighborhood priorities to uplift place and community health. The Plan is shortrange (three-five years) and identifies actions to achieve established priorities.





Goal C

Integrate community identity through this



COMMUNITY PLANNING PROCESS

The Northgate Boulevard Transportation Plan underwent an extensive community engagement process, which included a variety of engagement methods and activities (see Community Engagement Methods section) that encouraged City residents who live, work, or visit Northgate Boulevard to actively participate in the planning process.

Community engagement for the project was designed to:

- » Listen to and understand community feedback and needs,
- » Create community awareness of the project,
- » Utilize a variety of tools to record community needs,
- » Gather input reflecting the diversity of the project area population,
- » Result in design recommendations that reflect community priorities, preferences and value, and
- » Result in community buy-in to support future plan adoptions and implementations.

The project's three milestones were:

- » Milestone #1 Community Vision: Understand existing conditions and develop community vision.
- » Milestone #2 Emerging Design Concepts: Develop design concepts based on community feedback.
- » Milestone #3 Public Draft Design Concepts: Confirm design concepts based on community feedback.













The community outreach strategy included a variety of engagement tools and activities that encouraged City of Sacramento residents who live, work, or visit Northgate Boulevard to actively participate in the planning process.

COMMUNITY ENGAGEMENT METHODS

The City used a variety of engagement methods to share information and solicit meaningful feedback from the community. This ensured community members were able to conveniently and authentically contribute to the Plan.

Project Webpage

The City launched a project webpage that included all project information and electronic materials such as flyers, maps, and surveys.

Flyers

Multi-lingual (English and Spanish) electronic and paper flyers were developed with hyperlinks to the project webpage. Electronic flyers were posted on the project webpage and shared by neighborhood associations, schools, and other community partners. Paper flyers were placed at key destinations such as busy retail complexes and schools in the project area, and shared directly in person with business owners.

Community Walking Workshop

The project team hosted a 1-mile community walking workshop between Jefferson Avenue to Haggin Avenue. This workshop provided an opportunity to discuss key issues and opportunities. See Appendix C for Walking Workshop summary.

Business Owner Engagement

Business owners in and around the project area were identified to solicit their feedback and participation in the outreach campaign. This included meeting in person with business owners along the Plan Area and encouraging them to participate in engagement and outreach activities to get their feedback on the corridor. This engagement was done in English and Spanish.

Interactive Surveys

A map-based community survey was administered to gather feedback on potential road design changes for the first two milestones of the project. The survey asked for input about general areas in need of attention, as well as the preferred palette of improvements for different modes of travel. The survey was conducted in English and Spanish. It was also available online and in print.

Virtual Community Workshops

Virtual community workshops were held for all three phases of the project. For the Community Vision workshop, the purpose was to develop an overall vision for the corridor and gave an opportunity for the project team to brief the public on the project and to identify key improvements that would help develop concepts for different corridor segments. Key findings from the Existing Conditions Report were

also shared in this workshop. For the Emerging Design Concepts workshop the purpose was to allow people to become familiar with the emerging design framework and provide feedback on specific roadway designs. Lastly, the Public Draft Design Concepts workshop allowed people to affirm the designs and provide final input. Workshop summaries were prepared after each workshop to provide an overview of the comments and questions received from the public. (See Appendix B).

In addition to community engagement, the project team met with the Technical Advisory Group (TAG) at all key milestones of the project. The TAG consisted of key representatives of different City departments including transportation design review, city design, traffic operations.

Open House

The project team held an in-person Open House that provided an opportunity for the community to review and confirm the preferred design concepts. See Appendix B for Open House summary.

Active Transportation Commission

The project team met with the Active Transportation Commission at all three milestones of the project to share community feedback, design concepts, and preferred concepts.















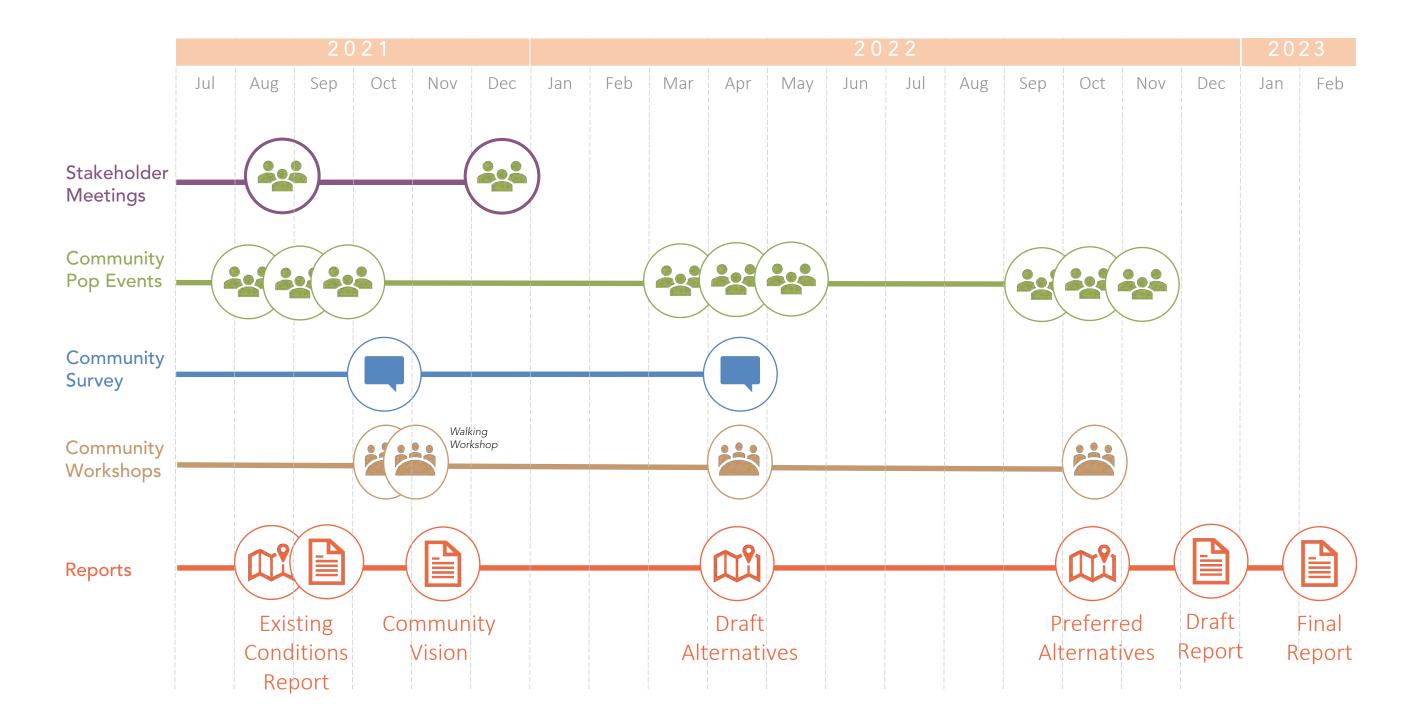
Engagement activities included a community walking workshop, interactive surveys, and community workshops and an open house



PROJECT SCHEDULE

The Northgate Boulevard Transportation Plan was prepared over approximately one and a half years. Since this was a community-driven project, the City developed an approach to ensure the local community was heavily involved and had opportunities to provide input during all stages of the project. The graphic to the right provides an overview of the project schedule. Major stages included:

- 1. Project Kick-Off, July 2021
- 2. Milestone #1 Community Vision, July 2021 October 2021
- 3. Milestone #2 Emerging Design Concepts, March 2022 - May 2022
- 4. Milestone #3 Public Draft Design Concepts, September 2022 - November 2023
- 5. Public Review Draft, December 2022
- 6. Final Report, February 2023





2. EXISTING CONDITIONS AND OPPORTUNITIES

IN THIS CHAPTER

COMMUNITY DESTINATIONS

WELL ESTABLISHED NEIGHBORHOODS

COMMUNITY INVESTMENTS

FUTURE DEVELOPMENT PROJECTS

DISTINCT CORRIDOR SEGMENTS

SAFETY

DRIVING

WALKING

BICYCLING

TRANSIT

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, unprotected and disconnected bikeways, and narrow and obstructed sidewalks, mobility for people walking, biking, and using wheelchairs is compromised along Northgate Boulevard. However, the right-of-way, the roadway and sidewalk space owned and managed by the City, 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 mobility users.

A key first step toward identifying potential opportunities for the Plan 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 also prepared a series of technical studies that provide additional detail and information. Following the existing conditions analysis is a summary of emerging opportunities developed from the community outreach process (see **Appendices A through E** for technical data and community input from the various forums).

NORTHGATE BOULEVARD TRANSPORTATION PLAN

2. EXISTING CONDITIONS AND OPPORTUNITIES

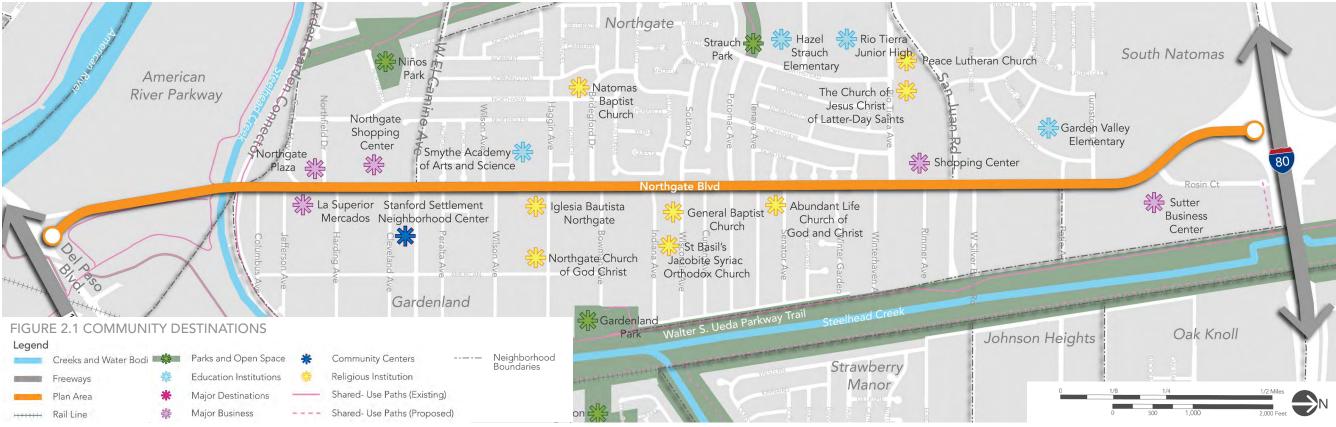
COMMUNITY DESTINATIONS

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

Many 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.

WELL ESTABLISHED NEIGHBORHOODS

Major neighborhoods abutting the corridor include Northgate, South Natomas, Gardenland, and River Gardens, all of which have been around for a number of decades and have longstanding history and intergenerational families. These neighborhoods are close to public parks such as the Niño's Park, Strauch Park, Gardenland Park, and include a number of schools such as Smythe Academy of Arts and Science Hazel Strauch Elementary, Rio Tierra Junior High, Garden Valley Elementary.

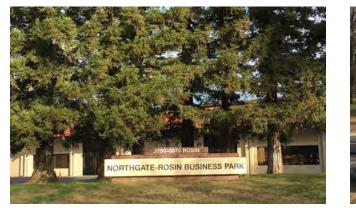




Northgate has a variety of DESTINATIONS that serve a number of WELL ESTABLISHED neighborhoods









Commercial uses and community destinations on Northgate Boulevard

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COMMUNITY INVESTMENTS

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

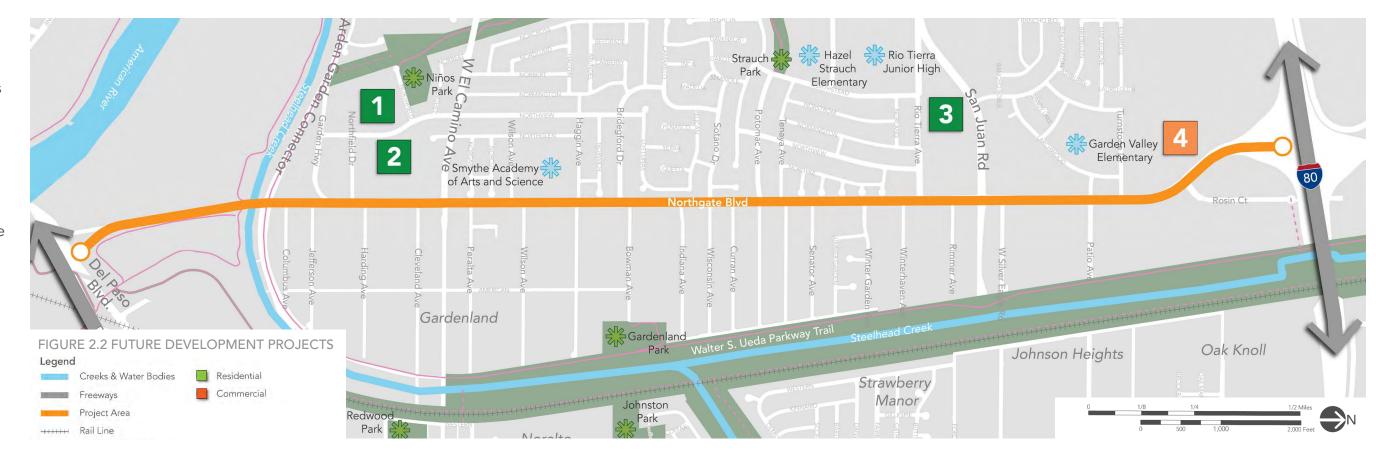
Some on-going improvements which are currently under construction include adding new signals at Rio Tierra and Wisconsin, improving the existing signal at Haggin Ave, and creating a community mural at 2630 Northgate Boulevard. Elected and appointed officials, City staff, and community groups are invested in finding short- and long-term design solutions that meet the needs of the community, provide for multi-modal transportation, and are financially feasible and implementable.

FUTURE DEVELOPMENT PROJECTS

Future developments were also examined as part of understanding the planning context and increased activity and demand for travel to and through Northgate Boulevard (see Figure 2.2).

Development permits and types of development as of December 2021 are shown in the map on the right. 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.

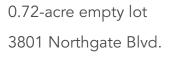


160+

As of December 2021, 160 NEW RESIDENTIAL **UNITS** are planned along Northgate

- 11-unit townhouses Development
 - 0.61 acres of vacant land
 - 2300 Northview Dr.
- 82-unit single-family and duplex development
 - On vacant 9.17-acre parcel 920 San Juan Rd.

- 67-unit multifamily development
 - 100% affordable housing on 1.24acre site
 - 2314 Northview Dr.
- Sonic Restaurant, Chevron Gas, and KFC Restaurant





2630 Northgate Boulevard Community Mural



Site of 2314 Northview Drive

Garden Valley

NORTH SEGMENT

Johnson Heights

Elementary

Rio Tierra

Strawberry

Manor

DISTINCT CORRIDOR SEGMENTS

The corridor has three distinct segments based on character and available right-of-way (see Figure 2.3):

NORTH SEGMENT

Between I-80 and San Juan Road

This segment has a 90 - 120 foot rightof-way with a curb-to-curb distance of 72-74 feet with four travel lanes (two in either direction), a center turn lane, unprotected bikeways, and mostly connected sidewalks.

Mobility Facilities

Sidewalks: 5 feet wide Bikeways: 6 feet wide Transit: Route 113

Travel Lanes: 13-15 feet wide

SOUTH SEGMENT

bikeways, and no sidewalks.

Del Paso Boulevard

Between Arden Garden Connector and

The southern segment has a curb-to-

curb distance of 52 feet with one travel lane in either direction, unprotected

MIDDLE SEGMENT

Between Rio Tierra and Arden Garden

The middle segment is the longest, from San Juan to Arden Garden. The right-of-way is 80', with a curb-to-curb distance is 64 feet with two travel lanes in either direction, a center turn lane,

Mobility Facilities

Travel Lanes: 11 feet wide

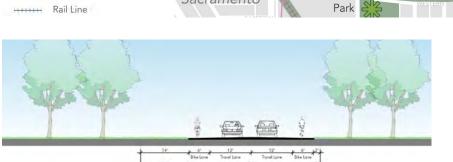
Mobility Facilities

Sidewalks: No

Bikeways: 6 feet wide

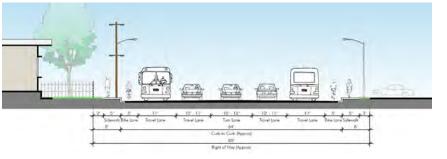
Transit: No

Travel Lanes: 12 feet wide



Old North



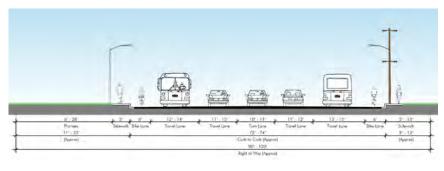


Middle Segment - Existing prototypical section

MIDDLE SEGMENT gate Blvd

Smythe Academy

Gardenland



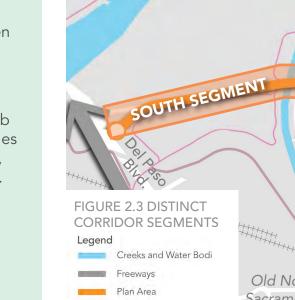
Oak Knoll

North Segment - Existing prototypical section

Connector

unprotected bikeways and sidewalks.

Sidewalks: 5 feet wide Bikeways: 5 feet wide Transit: Route 13 and 113





SAFETY

Improving safety is a key goal of this plan. The top five intersections on Northgate Boulevard for all injury crashes between January 2016 and December 2020 were:

- » W El Camino Ave.
- » Arden Garden Connector
- » Jefferson Ave.
- » San Juan Rd.
- » Haggin Ave.
- » Patio Ave

These intersections are listed by the highest density of crashes and noted with orange arrows on **Figure 2.4**.

During this same period, Killed or Seriously Injured (KSI) crashes involving people walking or bicycling occurred at Del Paso Blvd., Arden Garden Connector, Harding Ave., W El Camino Ave., Bridgeford Dr., Winter Garden Ave., Northgate Boulevard (between Rosin and 80), and Northgate Boulevard at the I-80 overpass (noted in blue circles on **Fig. 2.4**). For more safety information, reference Appendix A.

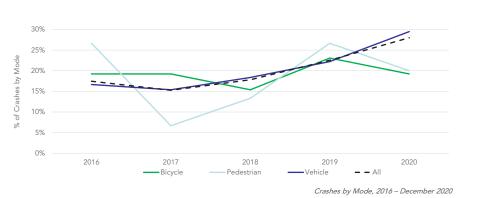




For Corridors with highest number of KSI involving people walking, bicycling, and driving



Between January 2016 and January 2020



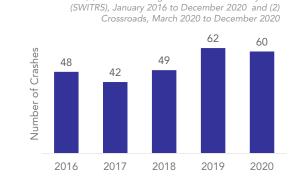
Project Area

High Injury Network (HIN)

Creeks & Water Bodies

Crashes by type of user on Northgate Boulevard from Del Paso Blvd. to I-80





Killed or Seriously Injured Crashed

Total crashes per year on Northgate Boulevard from Del Paso Boulevard to I-80

All Injury Crashes

WALKING

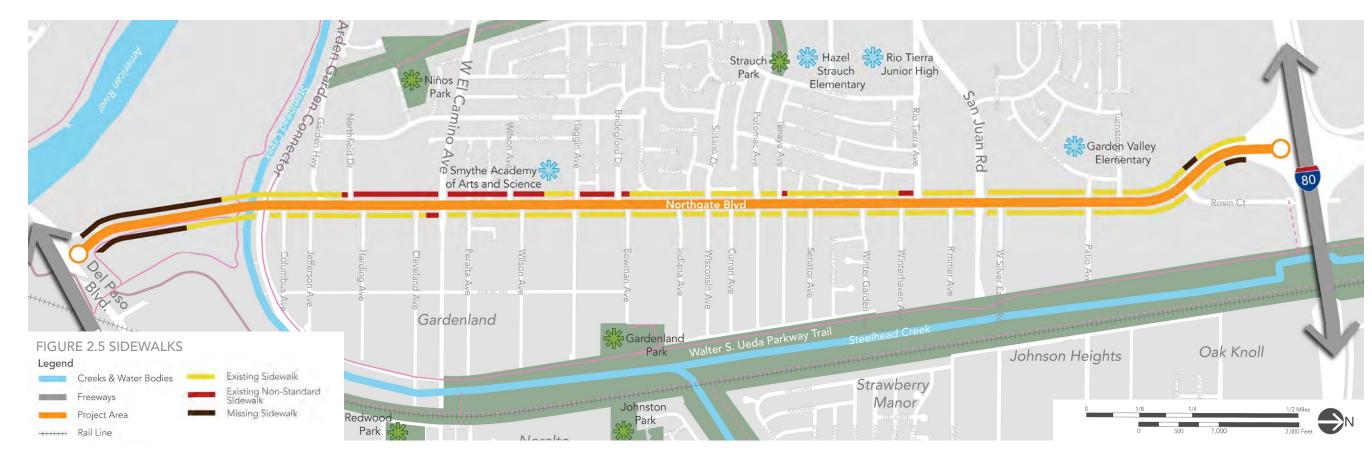
Sidewalks

Sidewalks are a critical part of the street and, when well designed, provide convenience, safety, and a comfortable environment. While some portions of the Plan Area include sidewalks, there are locations that lack infrastructure or have infrastructure that does not meet current standards and/or community needs (see Figure 2.5). This includes missing sidewalks, wide driveways, a lack of landscape strips and trees, and no pedestrian lighting.

Mobility for people with disabilities is a priority for the City. Older sidewalks built before the Americans with Disabilities Act (ADA), and gaps in the sidewalk network make it challenging for people with disabilities to travel along this corridor.

In addition, the engagement process revealed that people want to walk more along Northgate Boulevard. As a result, the following sidewalk improvements were recommended by the community to make walking along Northgate Boulevard more comfortable (see Appendix B and C for more sidewalk information):

- » Street and pedestrian lighting
- » Wider and unobstructed sidewalks
- » Streets trees and shade
- » Direct walking paths to destinations





Portions of the Plan Area LACK SIDEWALK INFRASTRUCTURE or do not meet current standards and community needs









Existing conditions - sidewalks

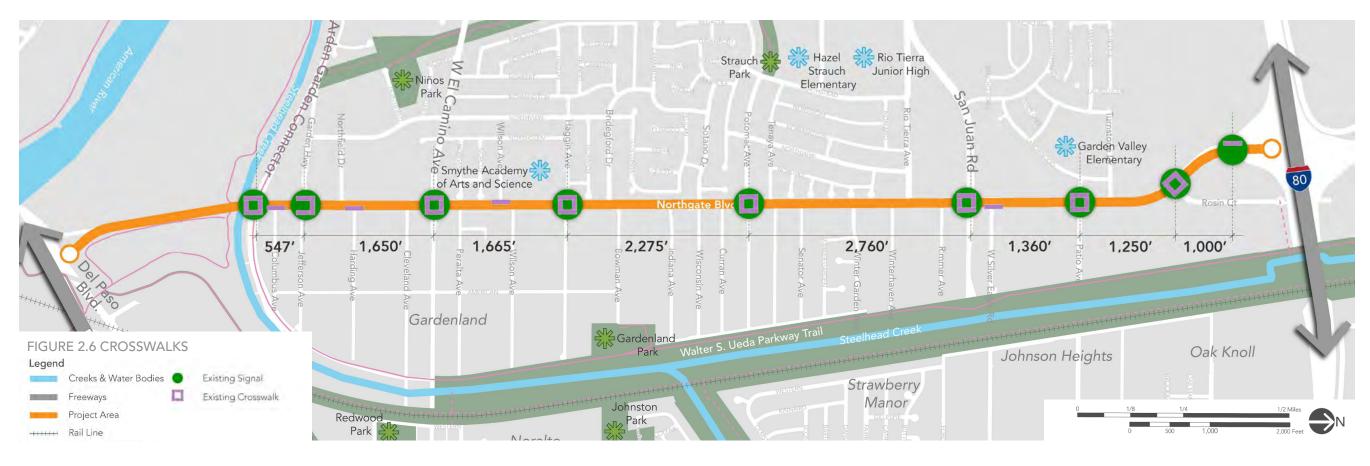
Crosswalks

Crosswalks provide 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 be using the space. Currently, there are excessive distances between marked crosswalks that do not meet adopted guidance of 1,200 feet or less on the High Injury Network (HIN) and within 100 feet of a transit stop (see Figure 2.5). Other crosswalk features that increase the likelihood and severity of pedestrian collisions include marked crosswalks missing enhancements such as high visibility markings or curb extension, pedestrian crosswalks ranging from 65 feet to 95 feet in length, and no curb extensions or refuge islands.

In addition, the engagement process revealed that the community would like to visit destinations on both sides of the street and expressed interest in **improved crosswalks and new crosswalks for frequent crossings** to make crossing more convenient. The following intersections were identified by the community as hotspots for priority location improvements (see **Appendix B and C**):

- » 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.











Existing conditions - crosswalks

14

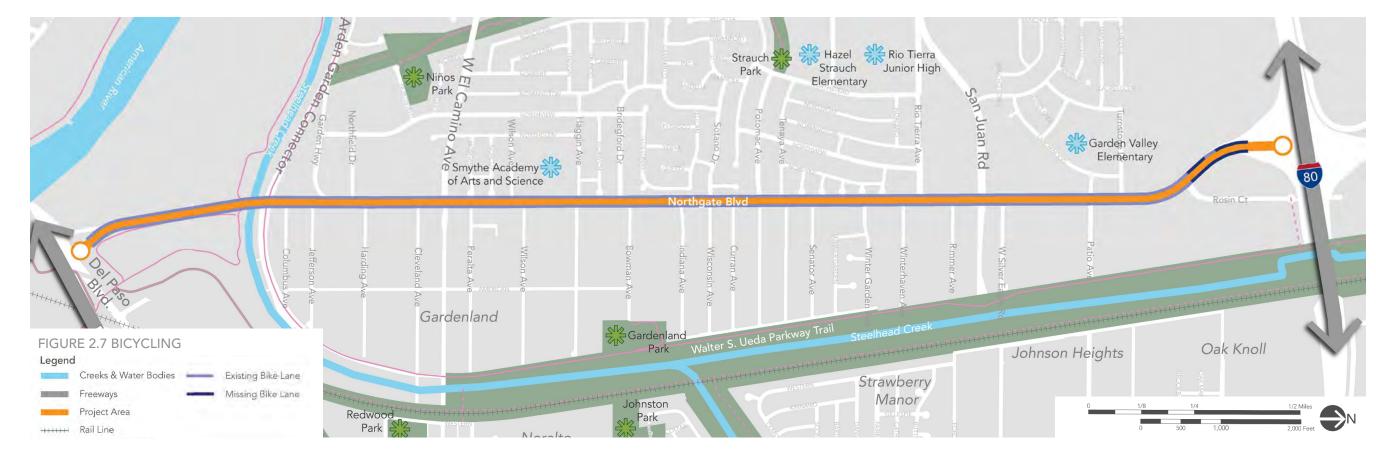
BICYCLING

Currently, bike lanes exist along Northgate Boulevard with gaps mostly near intersections and where bus stops occur along the corridor (see Figure 2.7). Existing bikeways do not currently meet the City's bikeway selection guidelines. Bikeways also do not offer sufficient separation from vehicle traffic for a low-stress and comfortable experience.

According to the Bikeway Facility Selection Guidelines in the Bicycle Master Plan, Northgate should have separated bikeways due to vehicle volumes and speeds. Similarly, there are opportunities to provide 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, which can discourage bicycling to businesses.

Currently, participants do not feel comfortable bicycling along Northgate Boulevard. However, the engagement process revealed a huge community desire to enhance bike facilities for people of all ages. The following bikeway improvements were suggested to make bicycling more comfortable for all users (see **Appendix B** and C for more bicycling information):

- » Improved bicycling connections to destinations
- » Separated bikeways
- Continuous bikeways through intersections
- Secured bike parking at destinations







Percentage of survey respondents who would like to bike along the corridor









Bicycling- existing conditions

TRANSIT

Bus routes 13 and 113 are the two bus routes that travel along the corridor and connect to other destinations in the city. SacRT operates the buses, but the City owns the streets upon which buses run. According to survey respondents, transit is the **least used mode of travel** along the corridor. There are **16 bus stops** along the corridor, with only six stops having either a shelter or bench (see Figure 2.8). Survey respondents also mentioned that the physical conditions contributing to low transit use include obstructed sidewalks, unmarked crosswalks, numerous driveways, and a lack of bus stop shelters (see Appendix B for more technical details).

In addition, the engagement process revealed that people want to improve transit facilities and convenience all along Northgate Boulevard. Even though specific

transit improvements are outside this project's scope of work, survey responses showed support for: improved existing bus stops with shelters, additional bus stops with shelters, better transit connections, and access to regional facilities.

The following intersections were identified as hotspots for priority location improvements (see Appendix B and C for more transit information):

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





Route #13's number of boardings per day along the corridor



Percentage of bus stops that lack shelter or seating along the corridor

63%







Bikeways - existing conditions

NORTHGATE BOULEVARD TRANSPORTATION PLAN

2. EXISTING CONDITIONS AND OPPORTUNITIES O

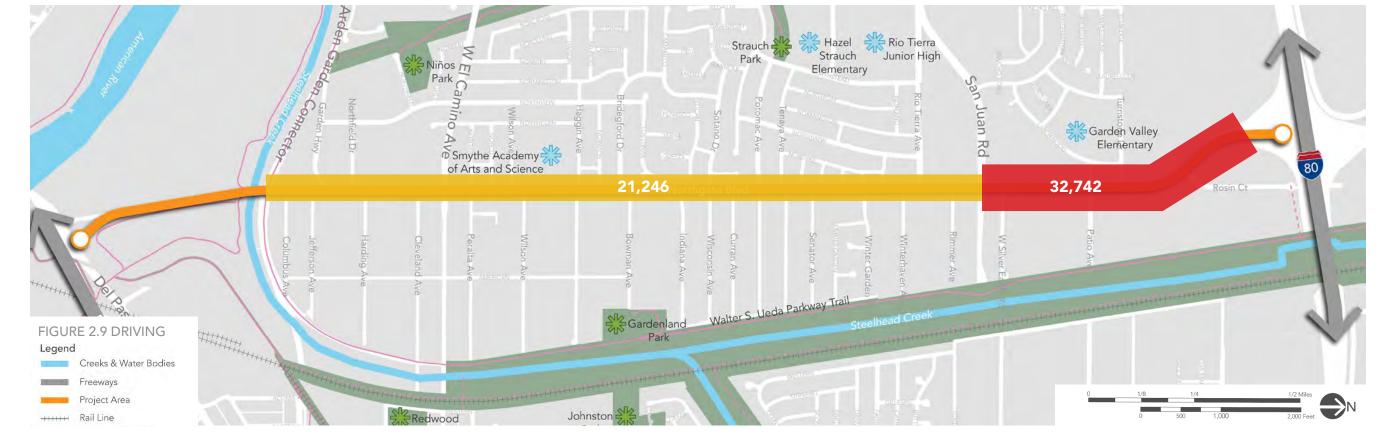
DRIVING

Northgate Boulevard is a five-lane corridor designed to move people through — not to, or across — the corridor. As a result, Northgate Boulevard is mostly traveled by people driving. Specific design features that encourage high driving speed and/ or increase the likelihood and severity of collisions include wide curb radii, long crossing distance, and wide travel lanes. Vehicle counts found that driving volumes over time have **increased** in the middle of the corridor and **decreased** at the northern end, although remain greater in the northern end (see **Figure 2.9**). Data also revealed that 87% of drivers were going above 30 mph, and 3.4% were going over 50 mph. The highest speeds recorded were at night and early morning when there was less driving with Rosin Ct. showing the highest speeds. See **Appendix A** for more information on vehicle counts.

In addition, the engagement process revealed that people want to see more driving 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 Hagen Avenue.

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

- » Del Paso Blvd.
- » Arden Garden Connector
- » El Camino Ave.
- » Haggin Ave.
- » Wisconsin Ave.
- » Potomac Ave.





of people driving go over 30 mph





Existing conditions - driving

7





3. COMMUNITY VISION

IN THIS CHAPTER

COMMUNITY VISION

COMMON DESIGN ELEMENTS

The vision for the area included in the Northgate Boulevard Transportation Plan was developed through input from the engagement events and tools outlined in Chapter 1. By sharing their experiences navigating the corridor, and responding to a series of emerging design concepts, the Northgate Boulevard community has developed a unique, context-specific vision that addresses multi-modal mobility and safety issues along the corridor. This chapter summarizes the community vision and common community design elements.

COMMUNITY VISION

The Northgate community and City have developed a bold vision for the Plan Area. Building upon extensive community input received, Vision Elements, summarized to the right, have been identified that have guided the development of Plan concepts and design options. These Vision Elements are important to align community desires and are incorporated into all future improvements (see Appendix B and C for more community input details).



1. SAFETY

Promote safety through new and improved crosswalks and bicycle facilities, and ensure the corridor meets current standards and is accessible for all users



2. BETTER WALKING/ **BIKING CONNECTIONS**

Promote comfortable and aesthetically-pleasing walking and bicycling experiences and increase connections to adjoining neighborhoods and destinations



3. TRANSIT EFFICIENCY

Improve transit service by enhancing bus stop amenities and relocating stops to more efficient locations



6. NEIGHBORHOOD **IDENTITY**

Celebrate the unique history and characteristics of Northgate Boulevard through gateway elements and public art



7. BUSINESS AND **ECONOMIC DEVELOPMENT**

Encourage multi-modal access to existing destinations and attract new private investment through proposed physical improvements

COMMON DESIGN ELEMENTS

Part of identifying the Vision Elements and developing the design concepts involved gauging community interest in specific design elements. The following section

- Continuous and comfortable sidewalks: Existing sidewalk networks are widened where feasible and made continuous by adding new sidewalks where there gaps exist to allow people of all ages and abilities
- **Enhanced existing crosswalks:** Existing crosswalks are improved with enhanced striping and directional ramps for ADA accessibility, improving crossing safety for all people who are walking. Enhanced crossings also include pedestrian refuge islands

- **New crosswalks:** Proposed crosswalks along the corridor will enhance accessibility with new pedestrian signals and provide additional and safe opportunities for people to cross the street.
- Separated bike facilities/two-way separated bikeway (cycle track): Bike facilities are enhanced by providing wide bike lanes buffered by striping from moving traffic, including a twoway cycle track with vertical protection that provides safety and separation from vehicles.
- Minimized bus and bike conflicts: Bike lanes are enhanced with better signage and striping to ensure bus drivers and people bicycling are aware of conflict zones.
- **Enhanced bus stops:** Bus stops are improved by ensuring ADA compliance, adding amenities like shelters and seating to provide comfort and protect from the rain and sun and co-locating transit stops and pedestrian crossings.

- Additional pedestrian signals: New pedestrian signals improve safety and traffic flow by providing better traffic control for people to cross the street and minimze pedestrian and car conflicts.
- Synchronized existing signals: Signal times are improved to synchronize with people who are driving to alleviate congestion.
- Managed traffic flow with medians: Medians enhance traffic flow and safety by providing separation between opposing travel lanes as well as a refuge for people walking across the road.
- Maintained necessary travel lanes, turn lanes, and parking: Maintaining travel lanes and turn lanes ensures that drivers traveling along the corridor will not be compromised, and preserving parking spaces where the utilization is higher so it serves better adjoining businesses.







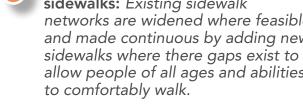


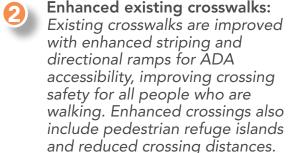




























4. CORRIDOR DESIGN CONCEPTS

IN THIS CHAPTER

DESIGN FRAMEWORK

NORTHERN SEGMENT

MIDDLE SEGMENT

SOUTH SEGMENT A

SOUTH SEGMENT B

DESIGN FRAMEWORK

Northgate Boulevard is poised for significant improvements to make the roadway feel safer and more functional and efficient for the local community and the broader region, regardless of mode of travel. The coordination, timing, and implementation of these improvements will be critical to ensure changes are made efficiently and address core community needs. Community ideas and desires collected throughout the duration of the project were used to develop a Development Framework for Northgate Boulevard (see **Figures 4.1 - 4.5**). This framework provides a common set of design improvements that will be incorporated into each segment along the corridor. Building from the Community Vision and Design Framework, the following chapter identifies specific improvements envisioned for each of the corridor segments. For the complete design concept, please see Appendix G.

Existing and Planned Signals

Excessive distances of up to **2,700 feet currently exist between signals** on
Northgate Boulevard, making it extremely
difficult and dangerous to cross the street.
Existing crosswalks on Northgate Boulevard
will be supported by **two planned signals**and **one signal improvement** that are
under construction as of 2022. See **Figure 4.1**

Proposed Pedestrian Signals

Based on traffic analysis and community feedback, seven new pedestrian signals are being proposed. The new planned and proposed signals will increase the total number of signals in the area from 8 to 18 - a 125% increase. See Figure 4.2.

Existing Crosswalks

Existing crosswalks will be improved with better signage and striping, and will be updated to **ADA compliance and standards**. See **Figure 4.3**.

Proposed Crosswalks

For all of the proposed pedestrian signals, a crosswalk is also proposed. This will increase the number of crosswalks along Northgate Boulevard and decrease excessive distances one will have to travel to cross the street. See Figure 4.4.











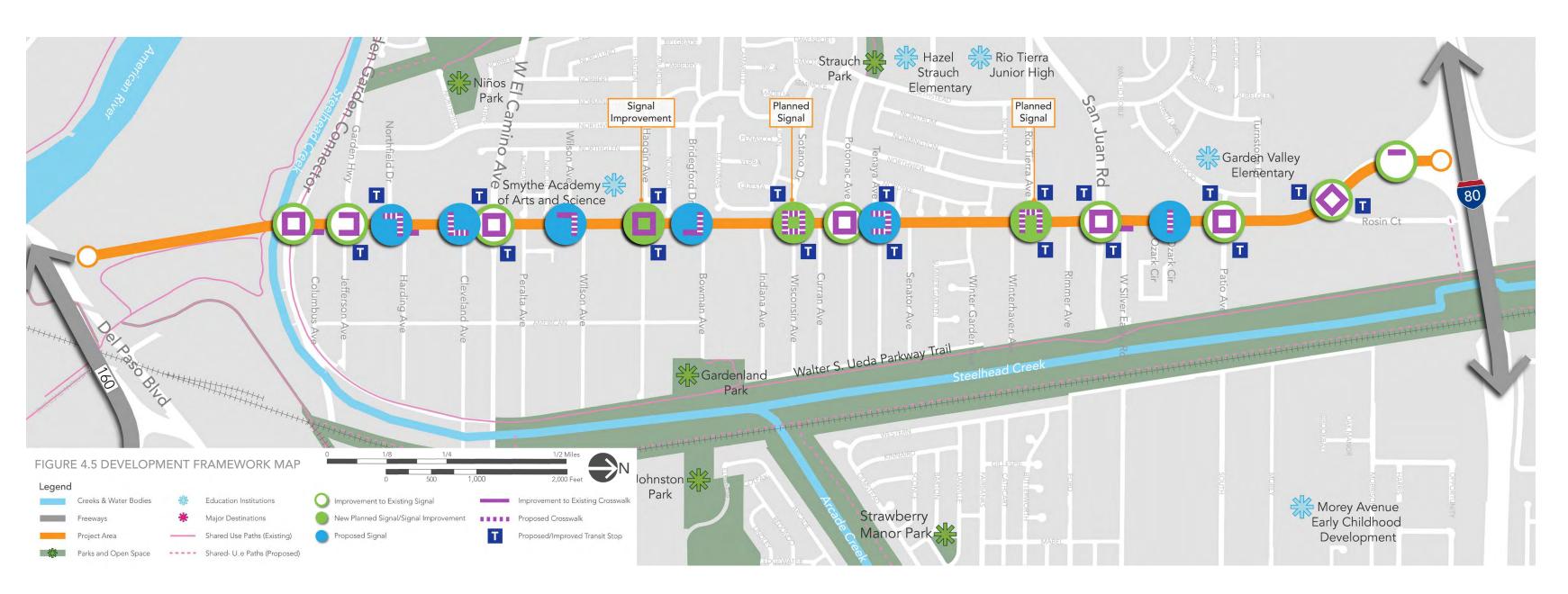
Some existing transit stops will be moved to the far side of the intersection to make it safer, more convenient, and will improve overall traffic flow. The addition of new signals and crosswalks will also serve better the transit stops. See **Figure 4.5**.

Vehicle Design

Goods movement and access supports the local economy as well as community needs. Proposed concepts ensure large vehicles have the ability to make right turns into and out of local streets and commercial centers. This allows:

- » Accommodating CA-Legal (65' truck) at major arterials and specific commercial parcels where large vehicles are used, based on community feedback
- » Designing for 40' buses at all other intersections

This accomodation means that drivers of extra large vehicles may make their turns utilizing all available pavement. This provides access to service local businesses, buses, emergency vehicles and freight, while still ensuring the design meets the desire for better safety on the corridor.



NORTH SEGMENT

Proposed Design Concepts - Separated Bikeway

Between I-80 and San Juan Road

The roadway lanes are reconfigured to 11-foot standard width travel lanes that can accommodate buses, and creates space for separated bikeways on both sides of the street to further improve connectivity with adjacent neighborhoods. The reconfiguration also allows for a wider physical median in the center of the road and wider sidewalks. Transit stops are improved with bus shelters, adequate sidewalk space for ADA compliance, and other supportive amenities. Two new signals with crosswalks are added are Ozark Circle and Turnstone Drive, along with improved existing signal times that are synchronized with vehicle traffic.

1 New continuous sidewalks

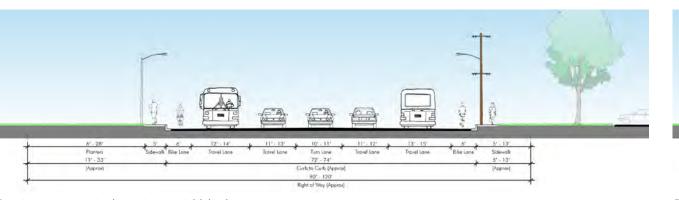
New crosswalks

3 New separated bikeways

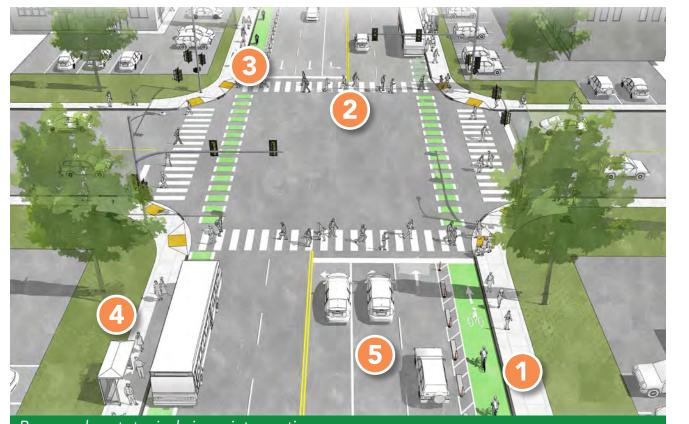
4 Enhanced transit facilities

2 travel lanes in each direction with left turn lanes

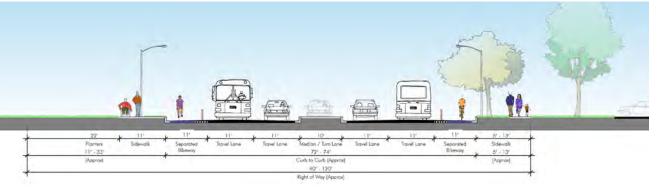




Existing prototypical section - mid-block



Proposed prototypical view - intersection



Proposed prototypical section - mid-block



Key map - North Segment



Continuous sidewalks



Separated bikeways with two travel lanes



Improved existing and new crosswalks

Turnstone Drive

Proposed improvements at the Turnstone Drive intersection are intended to improve east-west connections for people walking and bicycling, especially for students trying to get to Garden Valley Elementary School. This is acheived by adding a new pedestrian signal and crosswalk at Turnstone Drive on the south side of the street and creating a center median will allow for a pedestrian refuge. For people biking, a separated bikeways with bike crosswalks through the intersection will be created. To ensure existing traffic volumes are not impacted, two travel lanes are maintained.



Key map - Turnstone Drive

New continuous 4

Enhanced transit facilities

New crosswalks 5 with pedestrian signal

2 travel lanes in each direction

New separated bikeways

Ozark Circle

The proposed improvements at the Ozark Circle intersection will continue the same enhancements at Turnstone Drive and improve east-west connections for people walking and bicycling through this area. A new pedestrian signal and crosswalk will be placed at Ozark Circle on the south side of the street, and a center median will be created to provide a pedestrian refuge. This will better connect busineses on both sides of Northgate.

For people biking, a separated bikeways with bike crosswalks through the intersection will be created. To ensure existing traffic volumes are not impacted, two travel lanes in each direction are maintained.



Key map - Ozark Circle

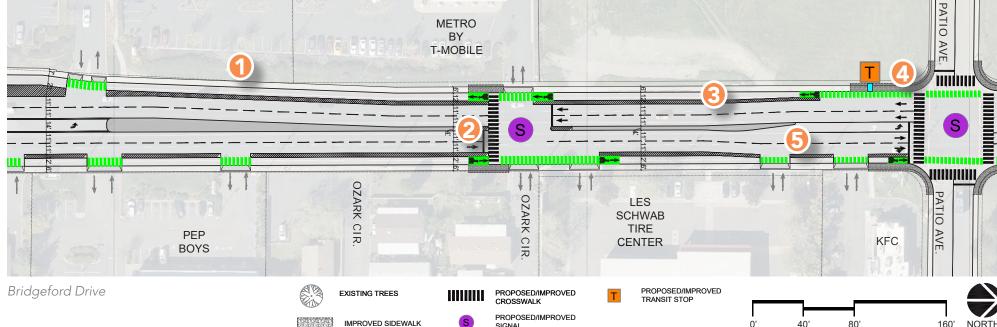
New continuous sidewalks Enhanced transit facilities

New crosswalks with pedestrian signal at Ozark Cir

2 travel lanes in each direction

New separated bikeways





MIDDLE SEGMENT

Proposed Design Concepts - Separated Bikeway

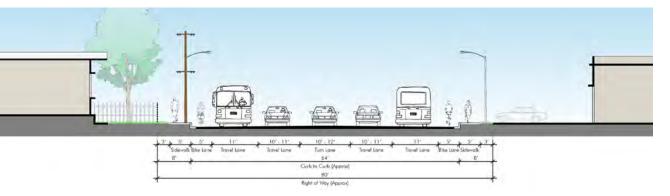
Between San Juan Road and Garden Highway

The roadway lanes are reconfigured to 11-foot standard width travel lanes, with one lane in each direction, that can accommodate buses, and creates space for separated bikeways on both sides of the street to further improve connectivity with adjacent neighborhoods. The reconfiguration also allows for a wider physical median in the center of the road and wider sidewalks. Transit stops are improved with bus shelters, adequate sidewalk space for ADA compliance, and other supportive amenities. Five new signals with crosswalks are added in this segment, along with improved existing signal times that are synchronized with vehicle traffic.

- New continuous sidewalks
- New crosswalk with a pedestrian traffic signal at 5 locations
- New separated bikeways
- Enhanced transit facilities
- 1 travel lane in each direction with a turn lane



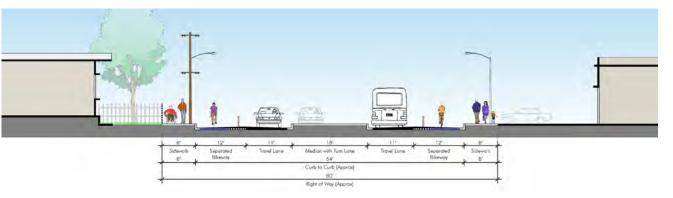
Existing prototypical view - intersection



Existing prototypical section - mid-block



Proposed prototypical view - intersection



Proposed prototypical section - mid-block



Key map - Middle Segment



Managed traffic flow with medians



New crosswalks



Enhanced transit facilities

Tenaya Avenue

Tenaya Avenue is a staggered intersection with proposed improvements that include a new pedestrian signal and crosswalk at Tenaya Avenue on the north side of the street, and widened sidewalks on the west side of the street. This allows residents in the adjacent neighborhood to better traverse Northgate Boulevard. For people bicycling, separated bikeways with bike crosswalks through the intersection are proposed. Transit facilities are also improved by positioning transit stops closer to crosswalks. To ensure enough space is available to develop these improvements, travel lanes will be reduced to one travel lane in either direction

A wide center median will also be added to provide a pedestrian refuge. The median has been designed to incorporate proper turning movement of all vehicles and median cut-throughs are provided to maintain business access on the east side. This ensures connectivty to establishments such as the Abundant Life Church of God in Christ.



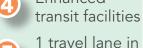
Key map - Tenaya Avenue

New continuous 4 Enhanced sidewalks

New crosswalks 5 with pedestrian

New separated bikeways

signal



1 travel lane in each direction



Bridgeford Drive

Similar to Tenaya, Bridgeford is a staggered intersection with proposed improvements that enhance east-west connections for people walking and bicycling. This includes widened sidewalks on the west side of the street adjacent to the Northgate neighborhood, and a new pedestrian signal and crosswalk at Bridgeford Drive on the north side of the street. For people bicycling, separated bikeways will continue through this intersection. Transit facilities are also improved by positioning transit stops closer to crosswalks. Travel lanes will also be reduced to one travel lane in either direction to allow for these proposed improvements.

A wide center median will continue through this intersection and be be designed to incorporate proper turning movement of all vehicles and provide median cut-throughs to maintain access to businesses such as Galdy's Bakery and Top Auto Repair. A pedestrian refuge will also be provided for people walking from Bridgeford Drive to Bowman Avenue on the east side.



Key map - Bridgeford Drive

New continuous

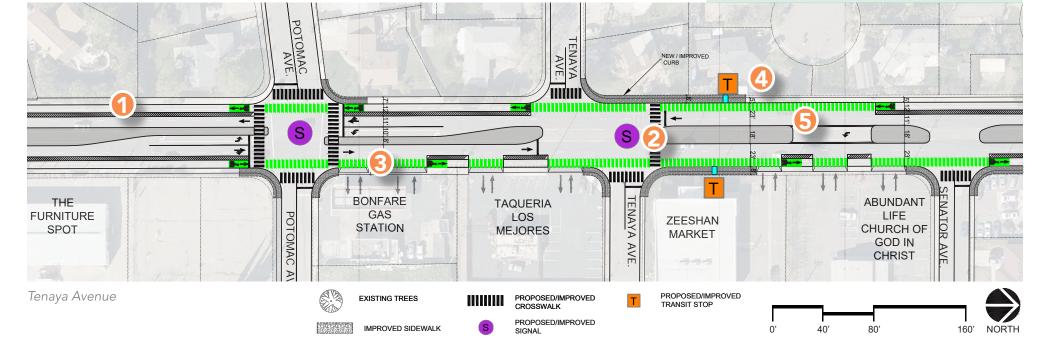
A Enhanced transit facil sidewalks

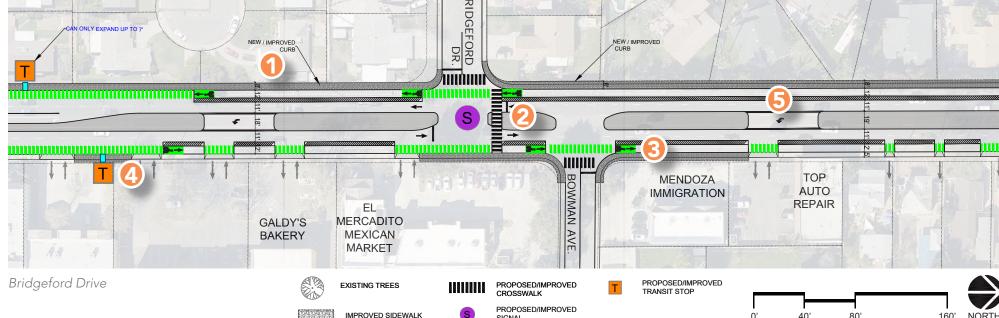
transit facilities

New pedestrian signal with crosswalk

1 travel lane in each direction

New separated bikeways





Wilson Avenue

Wilson Avenue is another staggered intersection that reduces travel lanes from two to one travel lane in either direction to enhance east-west connections for people walking and bicycling. Improvements for people walking includes a new pedestrian signal and crosswalk at Wilson Avenue on the north side of the street, and widened sidewalks on the west side of the street. This allows for safer walking conditions for students attending Smythe Academy of Arts and Science. To ensure safer cycling conditions for these students and other users. separated bikeways with bike crosswalks through the intersection are proposed.

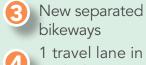
A wide center median will also be added to provide a pedestrian refuge for pedestrians continuing to walk from eastern side of Wilson Avenue to the western side. The median has been designed to incorporate proper turning movement of all vehicles. Median cut-throughs are provided to maintain access to the Smythe Academy of Arts and Science and shopping strips on the east side.



Key map - Wilson Avenue

New continuous sidewalks

New crosswalks with pedestrian signal



each direction

Cleveland Avenue

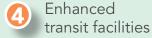
Cleveland Avenue is a T-intersection with similar improvements that include widening the sidewalks on both sides of the street to El Camino and adding a new pedestrian signal and crosswalk at Cleveland Avenue on the south side of the street. Cycling conditions are improved by creating separated bikeways with bike crosswalks through the intersection. To ensure enough space is available to develop these improvements, travel lanes will be reduced to one travel lane in either direction.

A wide center median will also be added to provide a pedestrian refuge for people accessing the numerous retail establishments on both sides of Northgate. The median has been designed to incorporate proper turning movement of all vehicles and median cut-throughs are provided to maintain vehicular access to businesses.

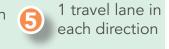


Key map - Cleveland Drive

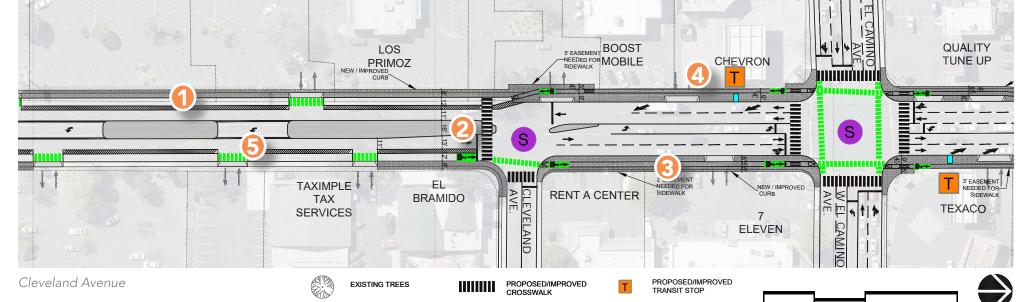












IMPROVED SIDEWALK



IMPROVED SIDEWALK

4. CORRIDOR DESIGN CONCEPTS NORTHGATE BOULEVARD TRANSPORTATION PLAN

Northfield Drive

Northfield Drive is also a T-intersection that reduces travel lanes from two to one travel lane in either direction to enhance eastwest connections for people walking and bicycling. This includes widened sidewalks on the west side of the street adjacent to shopping strips, and a new pedestrian signal and crosswalk at Northfield Drive on the north side of the street. For people bicycling, separated bikeways will continue through this intersection. Transit facilities are also improved by positioning transit stops closer to crosswalks.

The median has also been designed to incorporate proper turning movement of all vehicles, and median cut-throughs are provided to maintain vehicular business access. A wide center median will also be added to provide a pedestrian refuge for people accessing retail on both sides of the road.



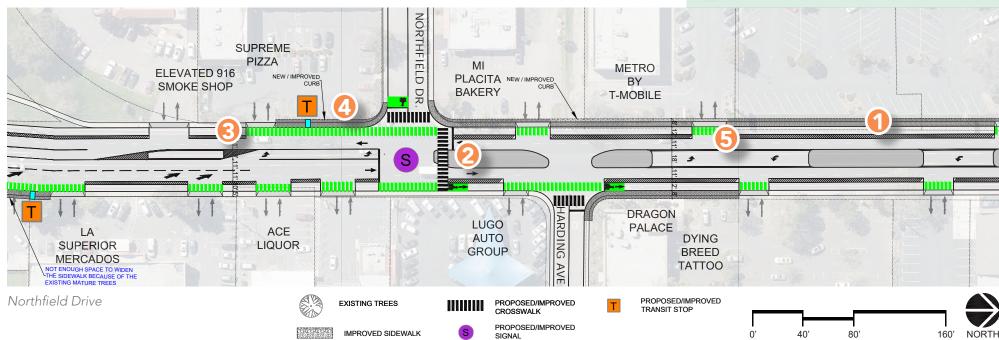
Key map - Northfield Drive











4. CORRIDOR DESIGN CONCEPTS

SOUTH SEGMENT A

Proposed Design Concepts - Two-Way Separated Bikeway

Between San Juan Road and Garden Highway

The roadway lanes are reconfigured to 11-foot standard width travel lanes, with travel lanes that transition from one to two lanes as we go further South, that can accommodate buses, and creates space for a two-way separated bikeway on the west side of the street to further improve connectivity with adjacent neighborhoods. The reconfiguration also allows for a wider physical median in the center of the road and wider sidewalks. Transit stops are improved with bus shelters, adequate sidewalk space for ADA compliance, and other supportive amenities. Additionally, existing signal times are improved by synchronizing with vehicle traffic.

New continuous sidewalks

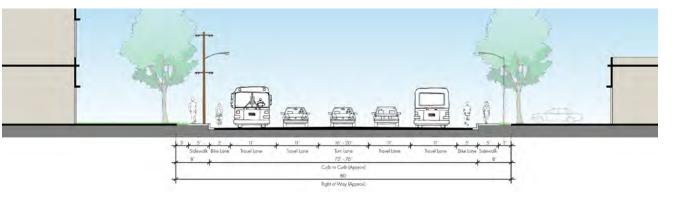
Improved existing crosswalks

Two-way separated bikeways (cycle-track)

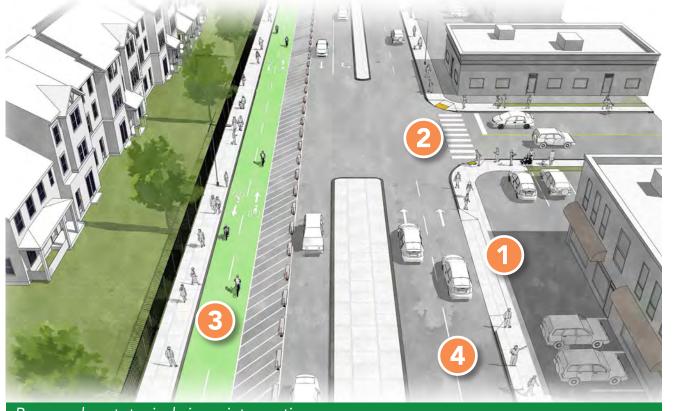
1-2 travel lane in each direction with left turn lanes



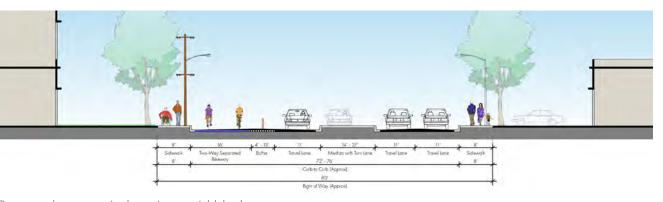
Existing prototypical view - intersection



Existing prototypical section - mid-block



Proposed prototypical view - intersection



Proposed prototypical section - mid-block



Key map - South Segment A



Continuous sidewalks



Two-way separated bikeways (cycle-track)



Improved existing and new crosswalks

4. CORRIDOR DESIGN CONCEPTS NORTHGATE BOULEVARD TRANSPORTATION PLAN

Between Arden Garden Connector to Garden Highway

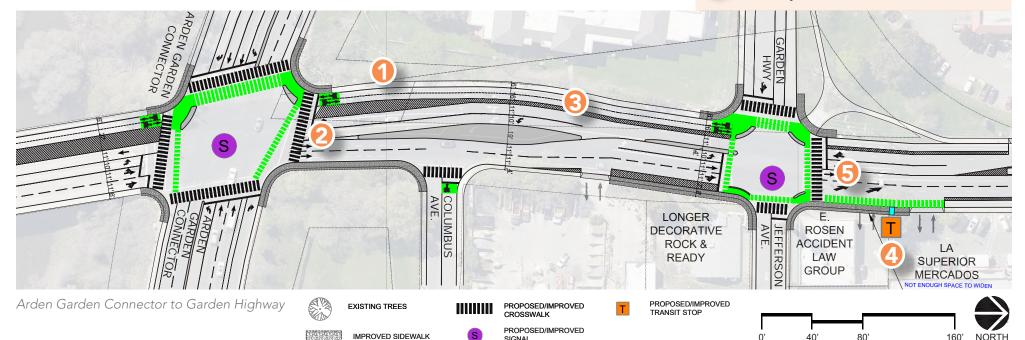
The design concept includes new continuous and ADA compliant sidewalks on both sides of the street. For areas where there are gaps in the sidewalks, new sidewalks will be added. Existing signals and crosswalks will be improved to enhance pedestrian safety. A two-way cycle track will be located on the west side to enhance comfort and connection for people bicycling to and from the Niño's Parkway and the American River Parkway.

Additional proposed improvements include wider medians that separate people driving from people walking and bicycling and provide opportunities for future landscaping improvements, and travel lanes transitioning from one lane to two lanes with necessary left turn lanes that allow proper turning movement and access to adjoining properties.



Key map - Arden Garden Connector to Garden Highway

- - New pedestrian signal with crosswalk
- bikeways
- New continuous 4 Enhanced transit facilities
 - 2 travel lanes in each direction
- New separated



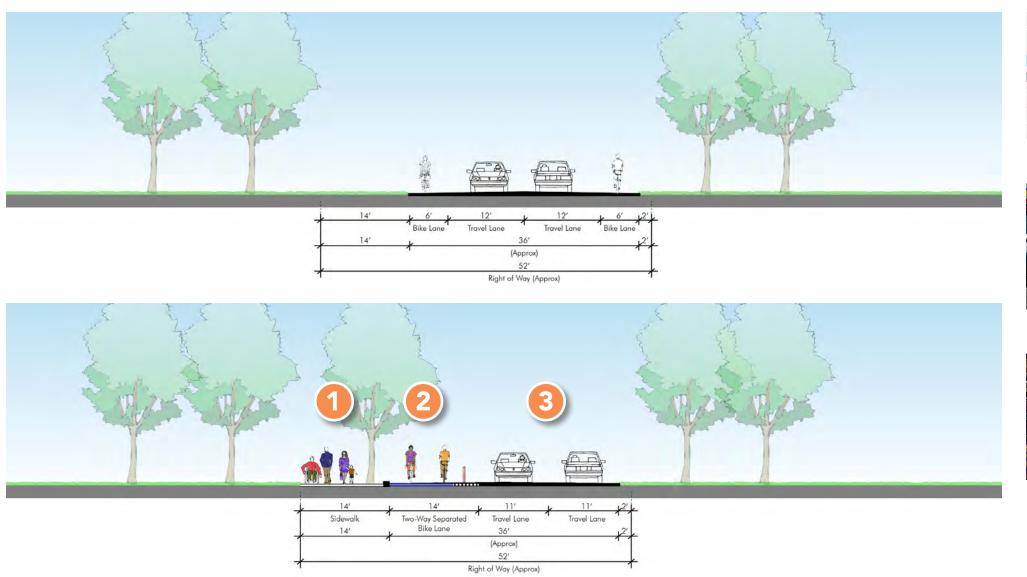
SOUTH SEGMENT B

Proposed Design Concepts - Two-Way Separated Bikeway

Between Arden Garden Connector and Del Paso Boulevard

The roadway lanes are reconfigured to 11-foot standard width travel lanes, with one lane in each direction, and continues the two-way separated bikeway on the west side of the street to further improve connectivity with adjacent neighborhoods. There are no signals in this segment except at Arden Garden Connector.

- New continuous sidewalks on west side
- Two-way separated bikeways (cycle-track)
- Reduced travel lane widths for traffic calming





Key map - South Segment B



Continuous sidewalks



Two-way separated bikeways (cycle-track)

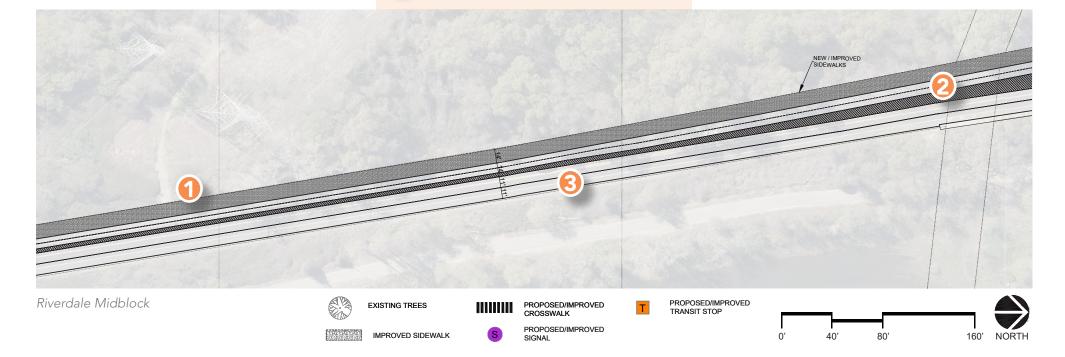
Riverdale Midblock

Going further south towards Arden Garden, the two-way separated cycle track continues on the West side of the street until Del Paso Boulevard. The new concept proposes improved existing signals and crosswalks, new and wider sidewalks on the west side, a two-way cycle track on the west side, and maintained travel lanes with reduced lane widths to accommodate the cycle track and wider sidewalks.

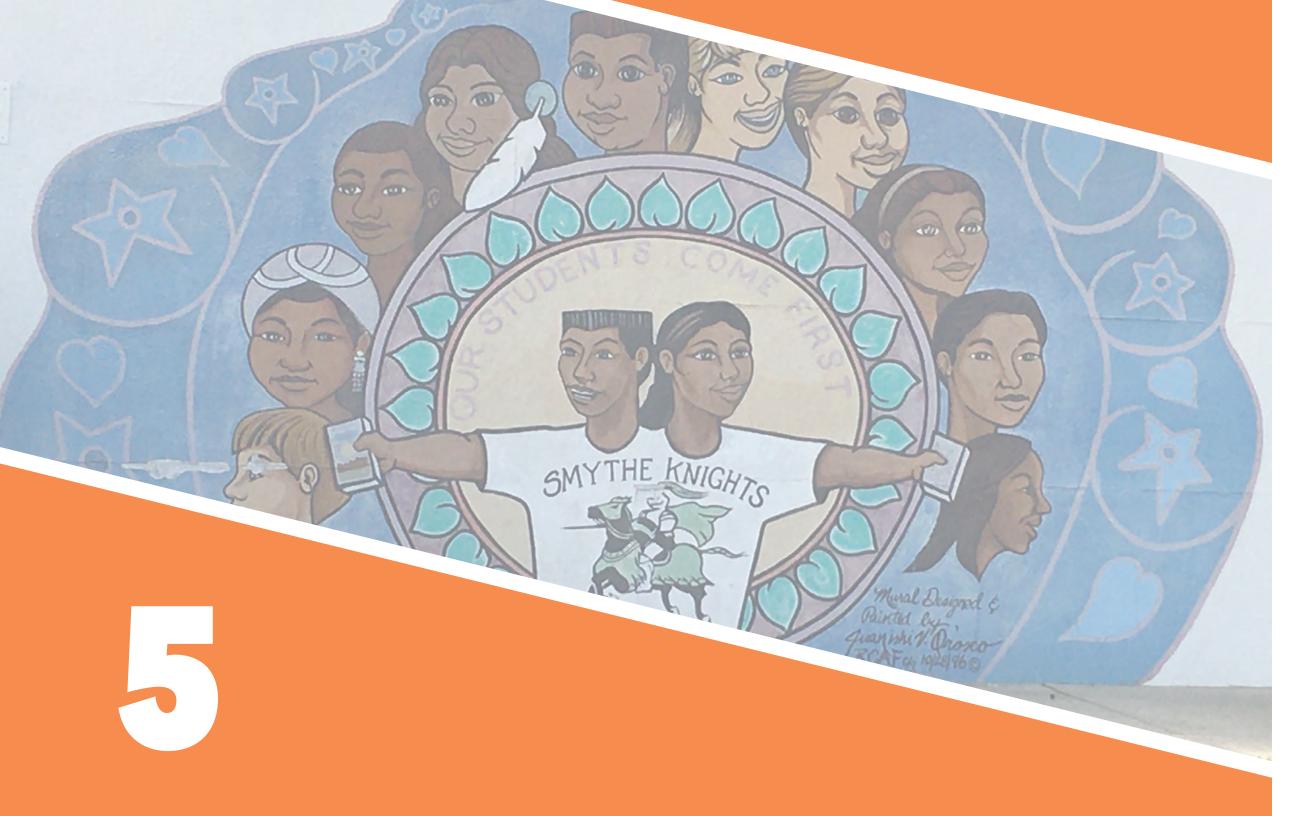


Key map - Riverdale Midblock

- 1 New continuous sidewalks on west side
- Two-way separated bikeways (cycle track)
- Reduced travel lane widths for traffic calming







5. IMPLEMENTATION

IN THIS CHAPTER

PROJECT COST

MAJOR COST CATEGORIES

IMPLEMENTATION PATH

PROJECT COST

To bring a project of this magnitude from concept to reality will cost a significant amount of money. Projects like Northgate Boulevard rely on local funds and grants from the state and federal government to take this concept further. There are many grant sources available, but competition is strong and grants still require matching local funds.

State and federal funds are made available through competitive funding rounds which are typically announced every two to three years. Typical awards for corridor improvements range from three to nine million dollars, depending on the administering agency. When the grant programs become available, the City will identify a segment for which to request funding based on the program and its typical award amounts. For this planning document, the corridor has been described as three different segments, but the actual implementation phasing may occur differently based on the funding being pursued.

Construction

The construction cost of \$70,110,000 was estimated based on the preliminary design concepts and recent construction bid unit costs with an escalation factor to account for future construction. Major cost items include roadway, bike, and sidewalk improvement, as well as new traffic signals. A contingency factor was included to account for refinement of project design, changes in project details, or unforeseen changes in construction costs.

Actual project costs will be determined by surveyed base mapping, geotechnical reports, concept refinement, environmental reviews, right of way availability, project phasing, and bid conditions at the time of advertisement. Project costs would be reviewed prior to any grant application or initiation of a Capital Improvement Project to revalidate and update the assumptions in this study as necessary.

Right-of-Way

In addition to construction costs, right of way costs were assumed that include temporary construction easements for items such driveway modifications, curb ramps reconstruction, signal equipment poles and cabinets. It is assumed that the project be constructed almost exclusively within the roadway prism and right of way acquisition would not be needed along the entire project frontage. Further refinement in subsequent phases of design will more accurately identify specific right of way needs.

Delivery

Project delivery costs are included in the estimates provided in this study. These costs encompass all of the work to complete subsequent phases including preliminary engineering, environmental documentation, final design, right of way engineering, and construction oversight. These costs have been based on an analysis of historical delivery costs.

MAJOR COST CATEGORIES

Preliminary Design and Environmental Clearance

- » Conducts public and stakeholder engagement to refine the proposed concepts developed from the planning study, and ensure it meets the community and stakeholder needs.
- Advances the engineering and design of the project to a 30% level of completion.
 Better defines project solutions, footprint, feasibility and costs.
- » Identifies a project's potential impacts and mitigates significant impacts on the community and the environment.
- » Determines implementation pathways, including how the project will be phased and built.

Final Design Documentation

- » Advances the engineering and design of the project to a 60%, 90% and 100% level of design.
- » Public and stakeholder engagement continues during the final design phase, to inform the community of the proposed project and what to anticipate during construction.
- Obtains necessary rights of way and permissions and permits to construct the project.

Construction, Inspection and Certification

- » Includes hiring contractors and building the work to city standards.
- » Includes opportunities for local contractors and businesses to work on the proposed project and what to anticipate during construction.

NORTHGATE BOULEVARD TRANSPORTATION PLAN

5. IMPLEMENTATION

IMPLEMENTATION PATH

The City will continue to engage with the community in the future phases of design and implementation and ensure their vision for Northgate Boulevard continues to advance. Figure 5.1 outlines the implementation path that will allow for the delivery of improvements that the community deserves.

PRELIMINARY DESIGN AND **ENVIRONMENTAL CLEARANCE**

YEAR







STEPS

- 1. Evaluates and discloses project impacts on many aspects of the natural, social, and economic environment
- 2. Establish the permitting requirements for construction
- 3. Establishes a funding plan through construction accounting for all project delivery and construction costs
- 4. Pass federal environmental review to open up opportunity for federal funding

Understand community needs, issues, and ideas

OUTCOME

Approved preliminary design and environmental clearance

FINAL DESIGN **DOCUMENTATION**

YEAR









STEPS

- 1. Conduct field survey, understand details of existing infrastructure, grading and utilities
- 2. Develop construction drawings with three or four rounds of review by City technical staff
- 3. Coordinate with utility and property owners to identify adjustments and temporary construction impacts
- 4. Obtain construction permits from resource agencies
- 5. Perform final design and environmental clearance and be ready for construction

Stakeholder review of design progression as specific solutions are developed

OUTCOME

Final construction set

CONSTRUCTION INSPECTION AND CERTIFICATION

YEAR











STEPS

- 1. Create bid documents, advertise the project, and Completed Project award construction contract based on bid price
- 2. File all permits to allow work in the right-of-way
- 3. Manage traffic during construction
- 4. Provide ongoing quality inspection of work
- 5. Project testing, certification and opening

Construction notifications

OUTCOME

Completed project

FIGURE 5.1 IMPLEMENTATION PATH

APPENDIX A



TECHNICAL ANALYSIS

SUMMARY





NORTHGATE BOULEVARD TRANSPORTATION PLAN

RECENT AND CONCURRENT PLANNING PROCESSES

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. Key efforts reviewed include:

Citywide Plans

- Sacramento General Plan 2035, City of Sacramento, 2015
- South Natomas Community Plan, 2015 (this document was part of the General Plan)
- Vision Zero Sacramento Action Plan, City of Sacramento, 2018
- City of Sacramento Bicycle Master Plan, City of Sacramento, 2018
- Pedestrian Crossing Guidelines, 2021
- Sacramento General Plan Update 2040, City of Sacramento, Ongoing

Partner Agency Plan

SacRT Forward Alternatives Report, 2018

Community-Based Plans

- Gardenland Northgate Strategic Neighborhood Action Plan, 2003
- Northgate Streetscape Master Plan, 2006

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.

Relevant Goals:

- Provide a multimodal transportation system that supports the social, economic and environmental vision, goals, and objectives of the City.
- Increase multimodal accessibility throughout the city and region with an emphasis on walking, bicycling, and riding transit.
- Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.
- Design, construct, and maintain a universally accessible, safe, convenient, integrated and wellconnected pedestrian system that promotes walking.
- The City shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users.

South Natomas Community Plan, 2015

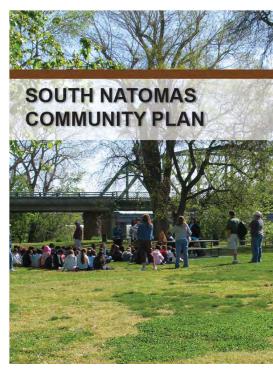
The South Natomas Community Plan was created to put forth community-based policies to increase livability. The plan analyzes the history and planning context in South Natomas and includes relevant policies from the 1988 General Plan Update that affect the area.

Relevant Policies:

- The City shall discourage drive-through commercial uses.
- The City shall acquire and maintain of right-of-way for the extension of light rail service into the community.

SACRAMENTO 2035 GENERAL PLAN





Vision Zero Sacramento Action Plan, City of Sacramento, 2018

The City of Sacramento developed a Vision Zero Action Plan to prioritize safety improvements and make progress toward eliminating all traffic fatalities. The Action Plan found that 79% of collisions resulting in death or serious injury occurred on 14% of the street network. Northgate Boulevard was classified as a High Injury Network street and is the 6th worst corridor overall.

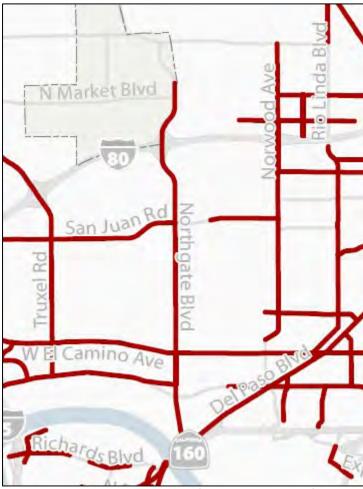
The Action Plan includes a crash typology and a series of countermeasures to reduce those crashes. Countermeasures tackle crash reduction from multiple angles: street design, enforcement, and education. It outlines short-term and long-term actions.

Relevant Strategies:

- Incorporate Vision Zero safety principles into all future City plans and design documents.
- Provide ongoing safety-related training and support to City staff responsible for street design and enforcement activities.
- Enhance street lighting to improve visibility throughout the HIN.
- Revisit pedestrian crossing guidelines for signalized and unsignalized intersections.
- Continue building the enhanced bikeway network consistent with the Bicycle Master Plan.

Key Findings:

- Crash victims who walk are **10 times more likely** to be killed or seriously injured in Sacramento than crash victims who drive.
- Between 2009 and 2015, collisions where someone was killed or seriously injured while biking or walking increased 63%.
- Unsafe speed is the leading cause of crashes. 2/3 of fatal crashes occur on streets with a posted speed of 40 mph or higher.
- About 44% of fatal crashes and half of pedestrian KSI crashes occur in the City's Disadvantaged Communities, which account for only 25% of the roadway network.



High Injury Network (HIN) Northgate Boulevard is the 6th Highest crash corridor in the city and serves a disadvantaged community

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.

Goals:

- Increase Ridership: 7% bicycle mode share for commuting by 2020
- Increase Safety: Zero bicyclist fatalities by 2020
- Increase Connectivity: Double the percentage of residents that can conveniently reach a continuous low-traffic-stress bikeway network* by 2025
- Increase Equity: Equitable investments in bicycling facilities and programs for all neighborhoods by 2020

Northgate Boulevard was identified as a gap in the network and an unsafe bike route in community feedback. In the list of recommended infrastructure projects, buffered bike lanes are proposed from N Market Blvd. to Rosin Court on Northgate Boulevard (north of the Northgate Boulevard Transportation Plan study area).

Pedestrian Crossing Guidelines, City of Sacramento, 2021

The City of Sacramento's Pedestrian Crossing Guidelines provide information on the siting and design of crossings.

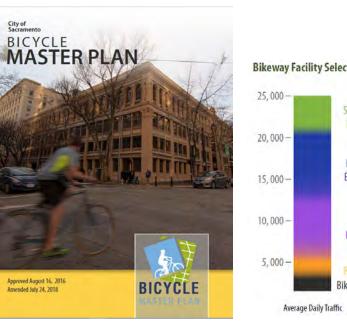
Goals:

- Help City staff select pedestrian crossing treatments for new marked crosswalks
- Enhance existing marked crosswalks in combination with the guidance provided in the City of Sacramento

A critical element is recommending different types of crossings based on vehicle Average Daily Traffic, number of lanes per direction, presence of a median, and posted speed. The bigger the road and the faster and heavier the traffic, greater protection is needed to create a safe crossing.

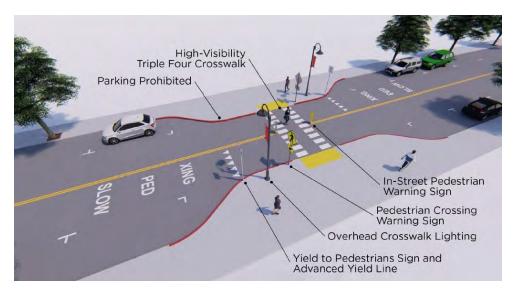
Treatments include high-visibility crosswalks, raised crosswalks, yield to pedestrian signage, curb extensions, refuge islands, pedestrian signalization.

The guidelines provide a definition, considerations, and example design renderings to communicate safety improvements.





City of Sacramento Bicycle Master Plan, 2018



Pedestrian Crossing Guidelines, 2021 - Example of Design Elements that Enhance Crosswalk Visibility

SacRT Forward, 2018

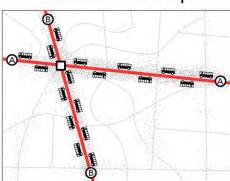
The Sacramento Regional Transit District, known as SacRT, runs buses and light rail throughout the city.

SacRT commissioned a study in 2018 to understand how service might evolve to meet two different alternatives:

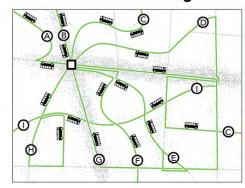
- "High Coverage" or lots of routes covering most areas of the city, but with low frequencies and a short daily schedule
- "High Frequency, High Ridership" meaning service would be concentrated on major roads and buses would run more frequently and for more hours of the day

This study focused on laying out the tradeoffs of these two alternatives. For example, high coverage means a person does not have to walk far to a bus stop, but since buses must cover so many streets, it might only run every 45 minutes to an hour. Service focused on major roads means a person might have to walk farther to the bus stop, but service could run every 15 or 20 minutes.

Maximum Ridership



Maximum Coverage



Plan Implementation

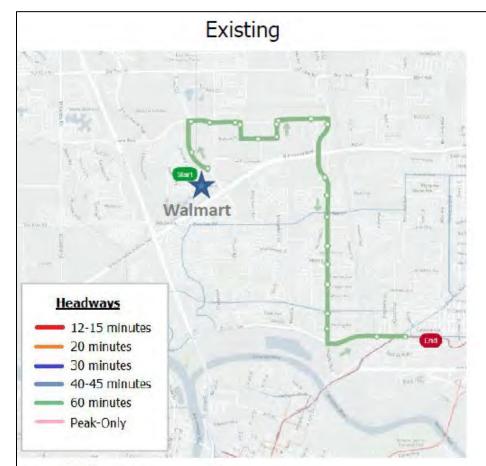
As part of this plan the following changes were implemented to service along Northgate Boulevard:

- Buses now arrive every 45 minutes instead of every 60 minutes
- Service was added on weekends

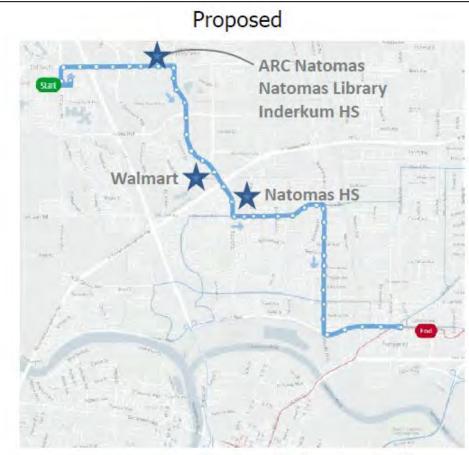
Route 13 Changes

Route 13 serves Northgate Boulevard. Below are route changes implemented by SacRT as part of SacRT Forward.

Proposed routing changes to Route 62



- 363 passengers/day
- 19.1 passengers/hour
- Largely industrial service area



- Reroute extend to two high schools, library, and junior college
- Improve weekday frequency to 45 minutes
- Add Saturday and Sunday/Holiday service
- Forecast 440 passengers/day

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.

Relevant Key Strategies:

- Facilitate compact mixed-use development in key commercial corridors to create vibrant walkable and transit-supportive neighborhoods.
- Use an equity framework to prioritize and fund infrastructure improvements in historically disinvested and underserved neighborhoods.
- Right-size streets to fit today's mobility needs to prioritize walking, biking, and transit over automobile use.
- Eliminate City-mandated parking minimums citywide and introduce parking maximums.

Gardenland-Northgate Strategic Neighborhood Action Plan, City of Sacramento, 2003

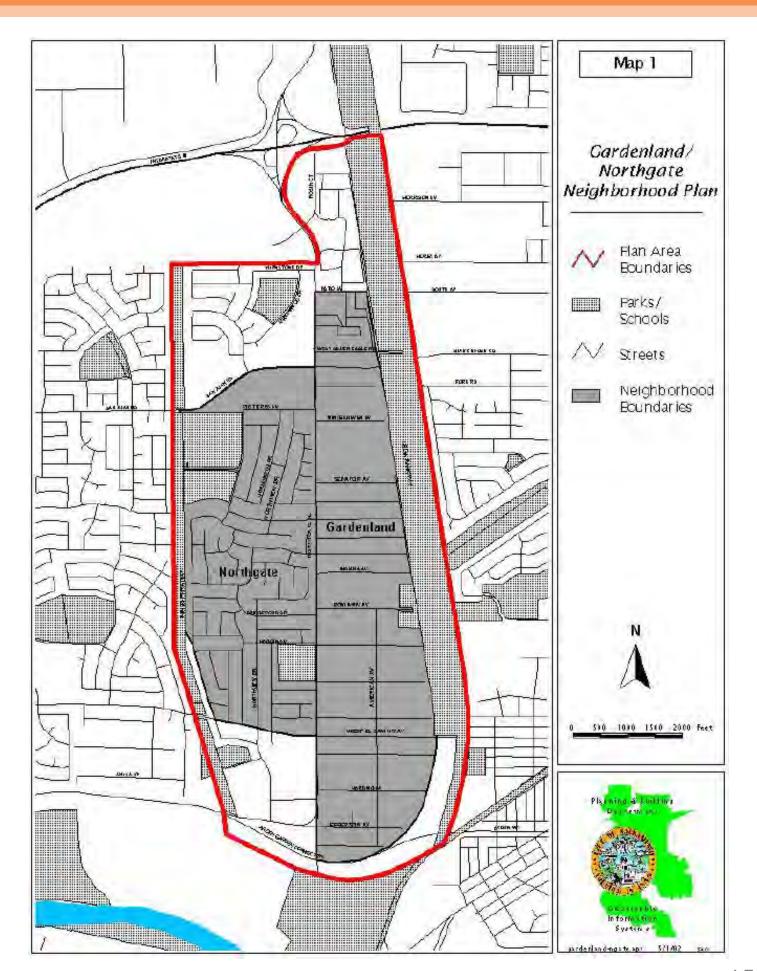
The Strategic Neighborhood Action Plan (SNAP) is a planning and decision-making guide informed by neighborhood priorities to uplift place and community health. The plan is short-range (3-5 years) and identifies actions to achieve established priorities.

The plan is organized thematically into four categories:

- 1. Housing and Infill
- 2. Neighborhood Beautification and Safety
- 3. Commercial Corridors
- 4. Parks and Recreation

Relevant Strategies:

- Make traffic safety improvements in front to Smythe School on Northgate Boulevard. Improvements may include installation of a median, pedestrian crossing, and/or pedestrian signal in front of the school.
- Make traffic safety improvements at the intersection of West El Camino and Northview Drive to assist safe pedestrian crossing.
- Prepare a Master Plan for Northgate Boulevard.
 Possible components of a plan would be lighting,
 design, infrastructure/traffic improvements,
 establishing commercial nodes on Northgate, and
 promoting housing.



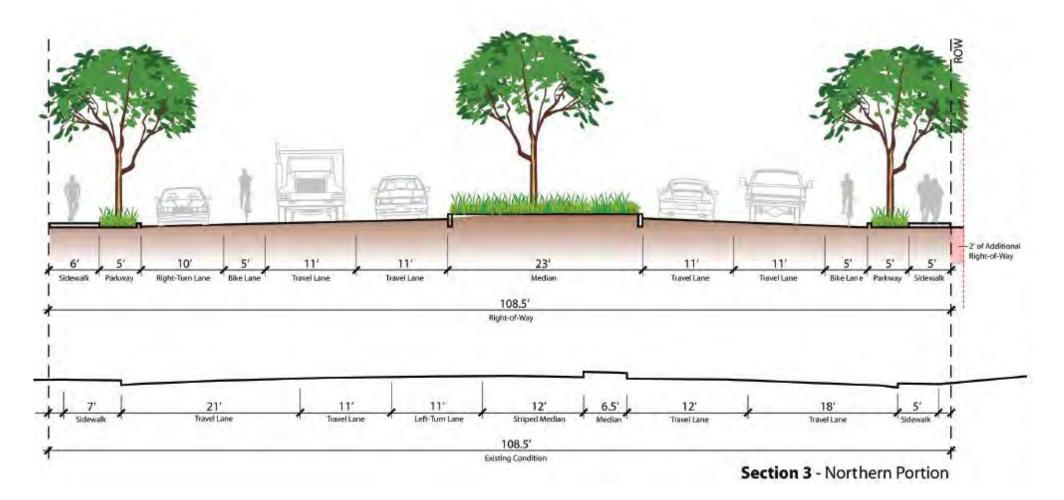
Northgate Streetscape Master Plan, City of Sacramento 2006

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.

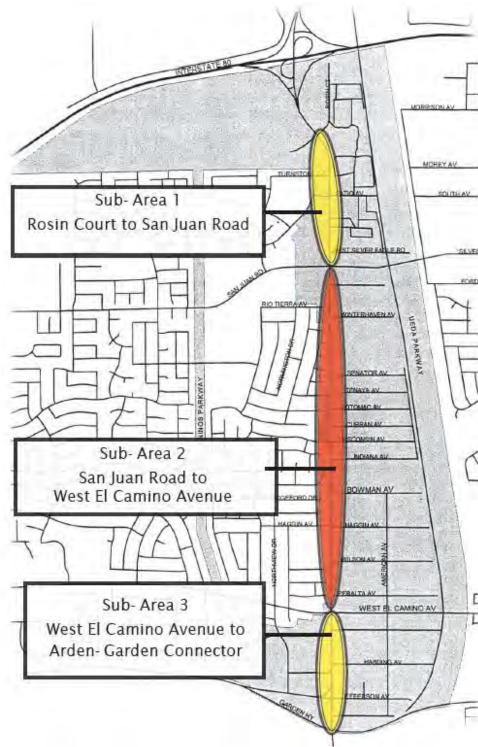
Existing conditions identified three sub-areas along Northgate, each defined by land use intensity and type. The plan introduces interventions to improved pedestrian safety and access including high visibility crosswalks, widened crosswalks, and curb ramps.

Relevant Strategies

- The plan puts forth a preferred option that fits within the existing right-of-way except for a couple spot locations. The option replaces the center turn lane with a median from Rosin Court to Arden Garden Connector. The median ranges from 6'-23'.
- Detailed recommendations on landscaping, lighting, furnishing, and other urban design elements are included in the plan.







Northgate Boulevard Sub-Area Map

TRAFFIC

Historic Traffic Volumes

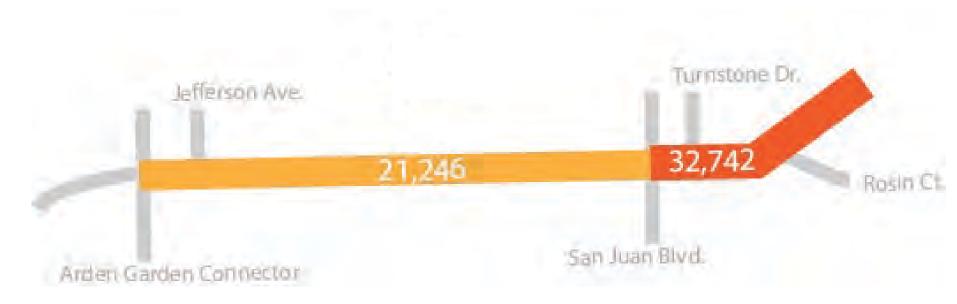
Today, Northgate Boulevard's traveled way, or the space between sidewalks, is used primarily by people driving cars, buses, and trucks. Understanding how that space is being used provides a baseline to build future alternatives.

Historic ADT was available for 2017 and 2018 (right). ADT was higher north of San Juan Blvd., likely due to traffic accessing I-80. South of San Juan Blvd., ADT indicates that lane reallocation is worth exploring. This means the street could function effectively even with less travel lanes. This project will use community input and traffic modeling to verify any changes to travel lanes.

Data Collection

New data was collected during a weekday in fall 2021. Data collection included:

- Speed and volume of cars at Jefferson Ave., Haggin Ave., and Rosin Ct. during a 24-hour period
- Turning movements of drivers and counts of bicyclists and pedestrians at Arden Garden Connector, El Camino Ave., Haggin Ave., and San Juan Rd. Counts were collected from 7-9 am and 2:45-7:15 pm. The long afternoon collection time captured both school and commute traffic.



Average Daily Traffic (ADT) or the total number of vehicles using the corridor in a 24-hour period (2018)

Lane Reallocation

Communities find that streets need to accommodate growing and changing needs within the same space.
Reallocating a vehicle lane (often called a "road diet") is an opportunity to rethink how that space is used.

Traffic volumes are a starting point to see if lane reallocation is feasible.

Many agencies use an ADT of 15,000-25,000 as a threshold for a street that can operate with one lane per direction. Peak hour volumes of 1,000 per hour is another threshold often used.

Traffic volumes alone are not the only consideration. Other critical factors include:

- Availability of alternate routes
- Availability of alternate means of getting around
- How the change meets larger City goals and policies

The decision to change the design of a street rests on how the City and community weigh the tradeoffs of decisions. Lane reallocation may inconvenience drivers but make Northgate Boulevard safer for people walking or bicycling.



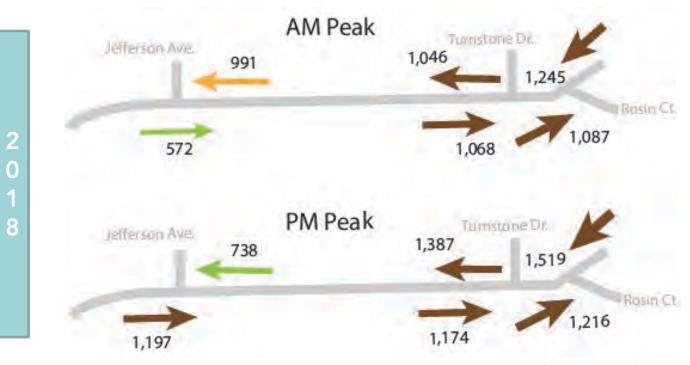
Peak Hour Conditions

The 2021 peak volumes were compared to 2018 to understand trends. Data was not available at the exact same intersections, but can still be used for an overall identification of trends.

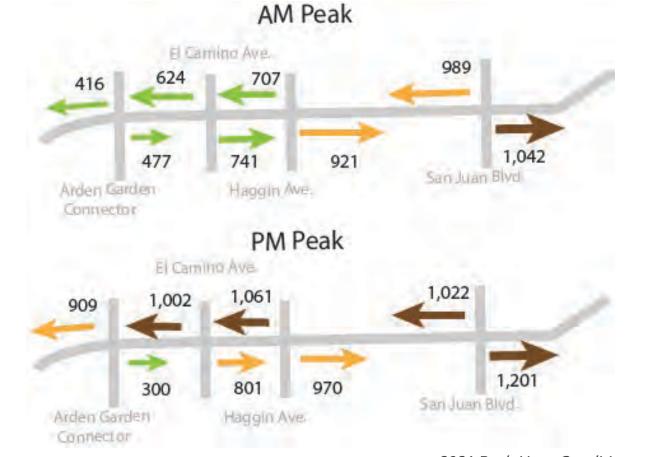
Note that since turn movement counts, used for this graphic, were taken at slightly different locations than the ADT counts on the previous page, the totals differ slightly. This is due to drivers turning on and off the corridor.

Key Findings

- Similar to the previous comparison of historic ADT, the peak volumes at Rosin Ct. decreased slightly from 2018 to 2021, while volumes around El Camino and Haggin Aves. increased.
- The time when the peak hour occurs differs by location. The evening peak hour at Arden Garden Connector and El Camino Ave. was 4:30-5:30 pm. At Haggin Ave. and San Juan Rd., the peak hour was 2:45-3:45 pm, likely due to school traffic from Smythe Academy K-6.



2018 Peak Hour Conditions



0

2021 Peak Hour Conditions

Intersection Movements

Often times capacity is added at intersections in the form of right or left turn lanes to process traffic.

Volumes of through and turn movements at intersections reveal opportunities to rethink use of street space.

Key Findings

Arden Garden Connector

There is a strong travel pattern of people driving south on Northgate Boulevard turning left onto Arden Garden Connector eastbound, as well as the opposite pattern – people driving west on Arden Garden Connector and turning right on Northgate Boulevard.

El Camino Ave.

There are high turning movements in all directions, right and left, at this location. El Camino Ave. is a primary east-west route.

Haggin Ave.

Turn volumes are low at this intersection. Access to Smythe Academy is on Northgate Boulevard, meaning school traffic likely does not use Haggin Ave.

San Juan Rd.

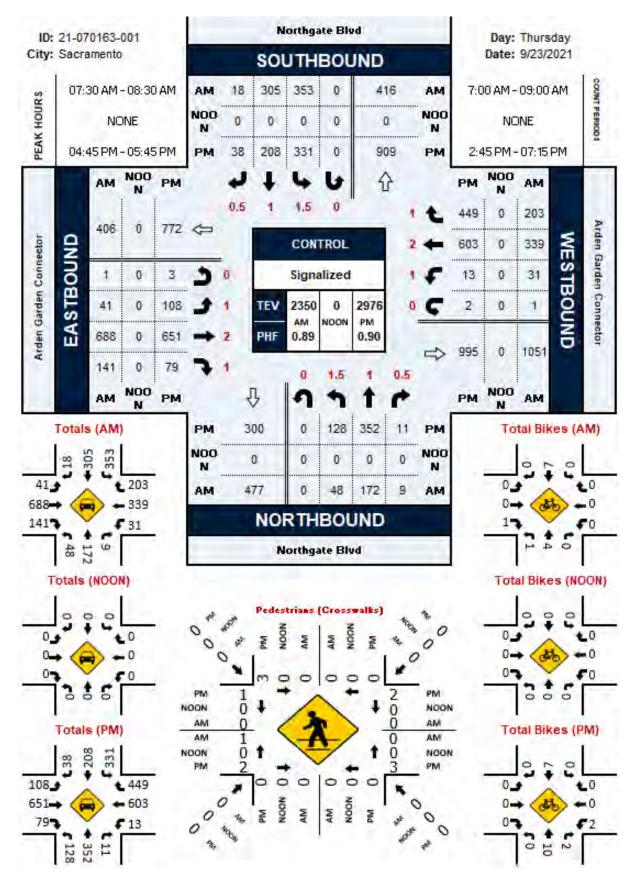
This intersection has two left turn lanes on Northgate Boulevard. Volumes of left turns are much higher on the north side of the intersection. U-turns are allowed and are fairly common southbound. There were zero northbound U-turns.

Full traffic data collection sheets can be found in Appendix F

Walking/Bicycling Activity

The highest amount of pedestrian activity was at Haggin Ave., where an average of 71 people were counted during morning and evening peak hours.

Bike activity was highest at Arden Garden Connector, likely due to connections to several trails.



Turning movement counts at Arden Garden Connector

SAFETY

Are Crashes More Common At Intersections Or Midblock?

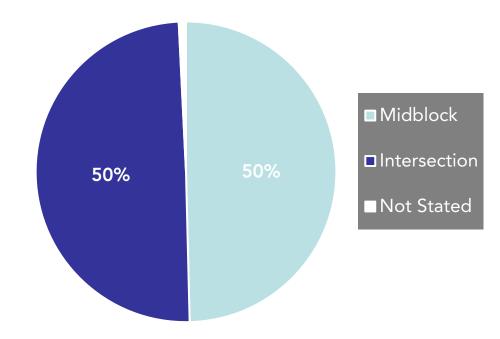
Crashes on Northgate Boulevard were equally likely to occur at an intersection versus not at an intersection (police reports classify these as midblock, though they don't necessarily occur at the midblock point of an intersection).

Most Common Movements Preceding Collisions

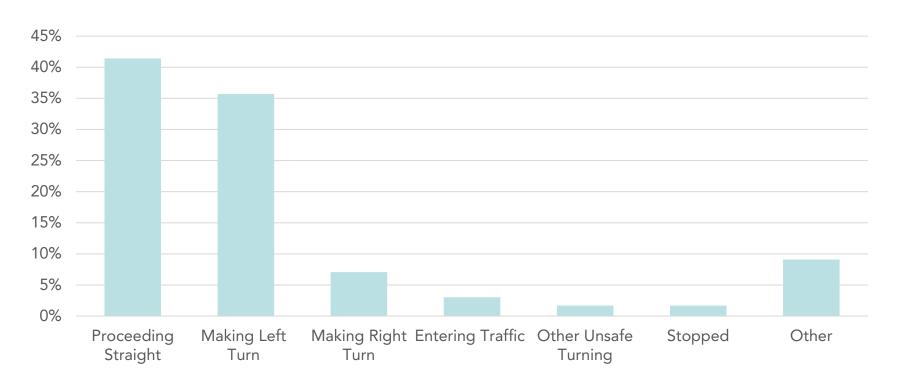
What movement were travelers making just prior to the collision? Examining the movement preceding a crash can help in identifying potential countermeasures to reduce the frequency and severity of crashes. **The top five movements** preceding collisions for all modes and all injury crashes on Northgate Boulevard were:

- Proceeding straight
- Making a left turn
- Making a right turn
- Entering traffic, or
- Other unsafe turning

Sources: (1) Statewide Integrated Traffic Records System (SWITRS), January 2016 to December 2021 and (2) Crossroads, March 2020 to March 2021



Location of Crashes Along Northgate Boulevard



Other includes Changing Lanes, Traveling Wrong Way, Ran Off Road, Other, Not Stated, Merging, Making U-Turn, Slowing/Stopping, Passing Other Vehicle

What Causes Killed or Seriously Injured (KSI) Crashes?

Police reports from crashes typically report a Primary Crash Factor (PCF). The PCF is the "best describes the primary or main cause of the collision,"* according to the reporting officer.

The top three PCF for crashes occurring along Northgate Boulevard are:

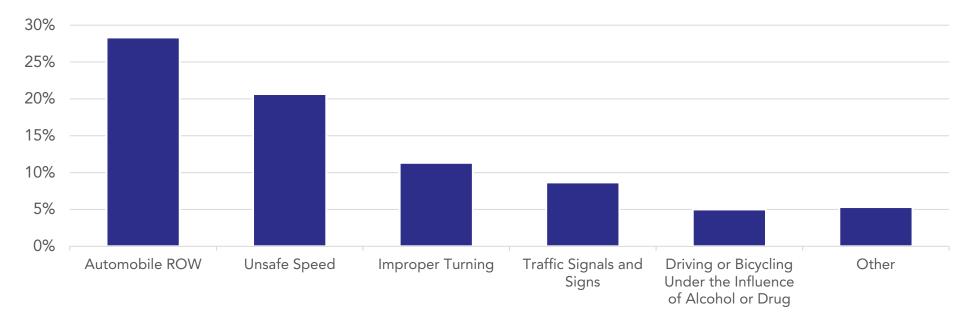
- Automobile Right of Way (ROW)**
- Unsafe Speed
- Improper Turning

*California Highway Patrol. Collision Investigation Manual. Revised February 2003.

**Driver had the right of way and that was infringed upon by another traveler (driver, pedestrian, or cyclist)

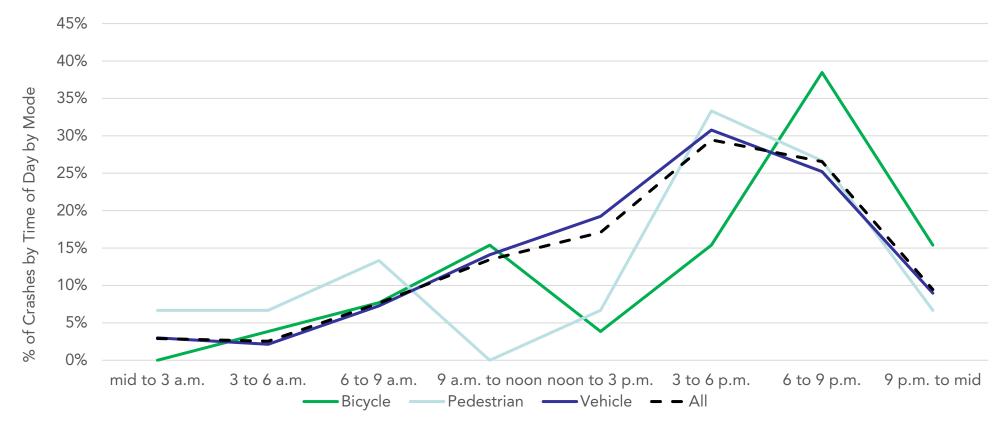
When Do Crashes Occur?

Crashes were examined by mode of travel involved in the crash and the time of day the crash occurred. 38% of bicycle-involved crashes on Northgate Boulevard occur between 6 and 9 p.m., while 33% of pedestrianinvolved crashes occur between 3 and 6 p.m.



Other includes Unknown, Wrong Side of Road, Pedestrian Violation, Pedestrian ROW, Unsafe Lane Change, Other Hazardous, Following Too Closely, Other Than Driver, Other Improper Driving

Total Primary Crash Factors (PCF) Along Northgate Boulevard



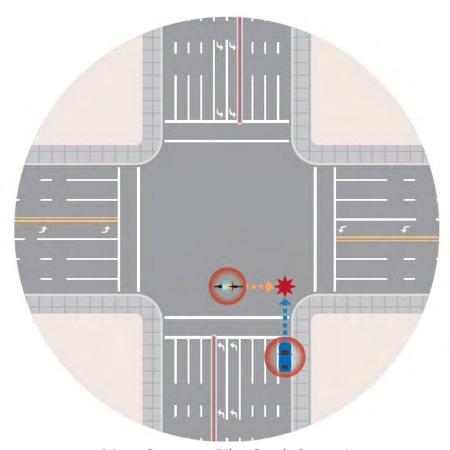
Sources: (1) Statewide Integrated Traffic Records System (SWITRS), January 2016 to December 2021 and (2) Crossroads, March 2020 to March 2021

Crashes by Time

Crashes Involving People Biking

From January 2016 to March 2021, twenty-six (26) crashes along Northgate Boulevard involved people riding bikes. The most common types of crashes were:

- Motor vehicle proceeding straight; bicyclist proceeding straight (58%)
- Motor vehicle making left turn; bicyclist proceeding straight (16%)
- Motor vehicle proceeding straight; bicyclist proceeding wrong way (16%)



Most Common Bike Crash Scenario

In the most common crash type involving people biking (motor vehicle proceeding straight and bicyclist proceeding straight), approximately half take place at intersections and half occur elsewhere along the street segment.

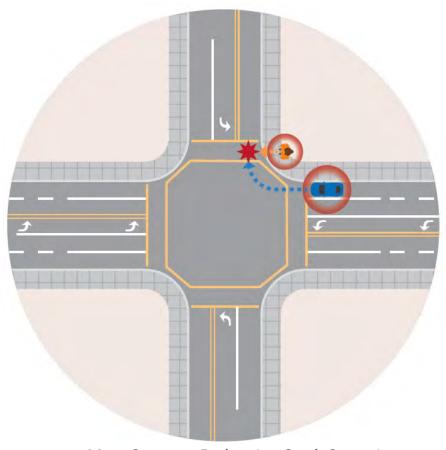
Potential countermeasures that could be considered to reduce this crash risk are:

- Bicycle signal phase
- New traffic signals at previously unsignalized intersection
- Protected bike lane
- Education and enforcement

Crashes Involving People Walking

From January 2016 to March 2021, sixteen (16) crashes along Northgate Boulevard involved people walking. The most common types of crashes were:

- Motor vehicle making left turn; pedestrian crossing in crosswalk at intersection (13%)
- Motor vehicle making right turn; pedestrian crossing in crosswalk at intersection (13%)
- Motor vehicle proceeding straight; pedestrian not crossing in crosswalk (13%)



Most Common Pedestrian Crash Scenario

Two of the most common crash types involving people walking occur when vehicles are turning left or right at intersections while pedestrians are in the crosswalk.

Potential countermeasures that could be considered to reduce this crash risk are:

- Leading pedestrian interval (LPI)
- Right-turn-on-red restrictions
- Curb extensions or radius reductions
- Median or centerline hardening

Top 10 Vision Zero Action Plan Crash Profiles On Northgate

The 2018 Vision Zero Action Plan identified the ten most frequently seen KSI crash profiles seen in the City of Sacramento. The table below highlights the degree to which the Top 10 crash profiles occur on Northgate Boulevard. Crashes may fall under multiple crash profiles (e.g., broadside crashes involving a bicyclist also occurred in a commercial area), therefore column totals may exceed 100%.

Top 10 KSI Crash Profiles	Percent of crashes on Northgate	Percent of KSI crashes on Northgate	Percent of citywide KSI crashes*
Unsafe Speed on Non-Local Streets – Northgate is classified as an arterial			10
Alcohol Involved	22	12	25
35+ MPH Streets (Northgate is 40 mph for length of study area)	100	100	65
30+ MPH Streets – Bicycle Involved	9	29	85
Broadside Crashes – Bicycle Involved	6	25	44
Driver Making Left or Right Turn – Bicycle/Pedestrian Involved	4	18	8
Crashes in Commercial Areas	65	4	26
60+ Year Old Pedestrians	11	12	9
Pedestrian Crossing Outside of an Intersection or Crosswalk	3	6	7
Pedestrian Crashes Near Transit Stops (within 200')	62	6	17

Sources: (1) Statewide Integrated Traffic Records System (SWITRS), January 2016 to December 2021 and (2)

Crossroads, March 2020 to March 2021

*City of Sacramento's Vision Zero Action Plan analyzed 2009 to 2015 crash data

There are several KSI crash profiles that occur more frequently on Northgate Boulevard than city-wide that are important to point out, for example driver making left or right turn – bicycle/pedestrian involved (18% of KSI crashes on Northgate Boulevard) and crashes involving pedestrians 60 and older (12% of KSI crashes on Northgate Boulevard). These findings highlight important areas to focus on for infrastructure improvements, awareness and education along the corridor.

APPENDIX A-15

TRANSIT OPPORTUNITIES

Methodology

- An interview was conducted with SacRT facilities staff to understand opportunities to improve access to stops along Northgate Boulevard.
- This appendix details stop-by-stop discussions
 Each page shows the existing stops (in red) and proposed relocation, if applicable (in blue).

Route	Hours of Operation	Service Area	Major Destinations	Frequency (min)
Mon – Fri: 6 a.m. – 9 p.m. 13 – Natomas/Arden Sat: 7:30 a.m 9:30 p.m. Sun: 7:30 a.m 7:30 p.m.	North Sacramento:	Arden Fair Mall Transit	45	
	·	El Centro & Del Paso to Butano & El Camino	Center, Arden/Del Paso Blue Line, Walmart on Truxel	45
113 – North Market Commuter	Mon – Fri: 7:00 a.m 5:30 p.m.	Truxel & Gateway Park to Arden/Del Paso	Arden/Del Paso Blue Line, Gateway Park	4 round trips per day

Northgate Boulevard Service Summary

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.

The map (Fig. 3.9) below shows boarding (red) and alighting (blue) activity per stop along the study area. Route 13 carried 363 passengers per day before the pandemic. The section of Route 13 traveling through the study area carries 73 boardings per day, while Route 113 only carries 11 boardings. Route 86 running on San Juan Rd has relatively high ridership at the intersection of Northgate Boulevard and San Juan Rd.

Key Findings

- Boardings are highest at El Camino Ave.
- 60% of bus stops have no shelter or seating



Jefferson

- Northbound
 - o Stop is between driveways
 - Move stop south closer to intersection (might not be enough room)
- Southbound
 - o Stop is far from Jefferson. Bus turns left at Arden.
 - o Move stop closer to intersection



Location Map







Northbound



Southbound

El Camino Ave.

- Northbound
 - o Stop is between driveways
 - Move stop south closer to intersection in front of Texaco
 - Due to landscaping pinch point, may not meet ADA
- Southbound
 - o Far from intersection due to poles in sidewalk
 - Would like to be closer to intersection, but concerned about high speed right turning drivers from El Camino to Northgate southbound hitting bus











Northbound



Southbound

Haggin Ave.

- Northbound
 - o Far from intersection
 - o Move stop closer to intersection
- Southbound
 - o Must stay near side
 - o Rolled curb only



Location Map







Northbound



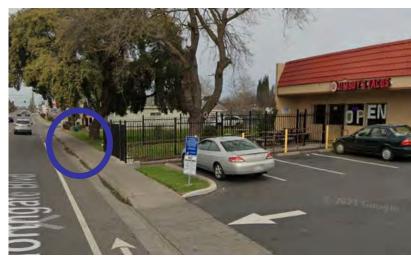
Southbound

Sontano Dr. / Wisconsin Ave.

- Northbound
 - o Near side, far from intersection
 - o Move far side just past Jimboy's driveway
- Southbound
 - o Far from intersection
 - Move closer to intersection, put 5'x8' landing in a wave in the wall







Northbound







Location Map

Tenaya Ave. / Senator

- Northbound
 - o Serves grocery
 - No crossing remove unless can add a crossing
- Southbound
 - o Serves grocery opposite side
 - No crossing remove unless can add crossing





Existing



Proposed

Location Map



Northbound



Southbound

Wintergarden

- Northbound
 - o Stop requested to serve housing complex
 - o Low ridership
 - o No crossing
- Southbound
 - No Southbound stop
 - City to build new signal at Rio Tierra/Winterhaven
 - o Remove Wintergarden stop
 - Create new stop pair at Rio Tierra/Winterhaven











Northbound

San Juan Ave.

- Northbound
 - o Far from intersection
 - o Only stop with a shelter on corridor
 - o Move to Quick Quack car wash
- Southbound
 - o Far from intersection
 - Concern about high speed drivers turning from San Juan onto Northgate then into driveway – could clip bus if stop moved closer to intersection
 - San Juan is a transfer location ideal to minimize distance from intersection









Proposed





Northbound



Southbound

Patio Ave.

- Northbound
 - o Far from intersection
 - o Move 100' from intersection
 - Avoid guidewire (mirror breaks) put stop
 40' ahead of guidewire
- Southbound
 - o Future Sonic development
 - o Move stop closer to intersection











Northbound



Southbound

Rosin Ct.

- Northbound
 - o Far from intersection
 - o Move stop closer to intersection
 - Stay near side utilize Taco Bell sidewalk/access
- Southbound
 - McDonald's southern walkway not compliant
 - o No change





Northbound





Existing



Proposed





Southbound

APPENDIX A



TRAFFIC, SAFETY, AND TRANSIT

SUMMARY





NORTHGATE BOULEVARD TRANSPORTATION PLAN

APPENDIX B



WORKSHOP AND OPEN HOUSE SUMMARIES

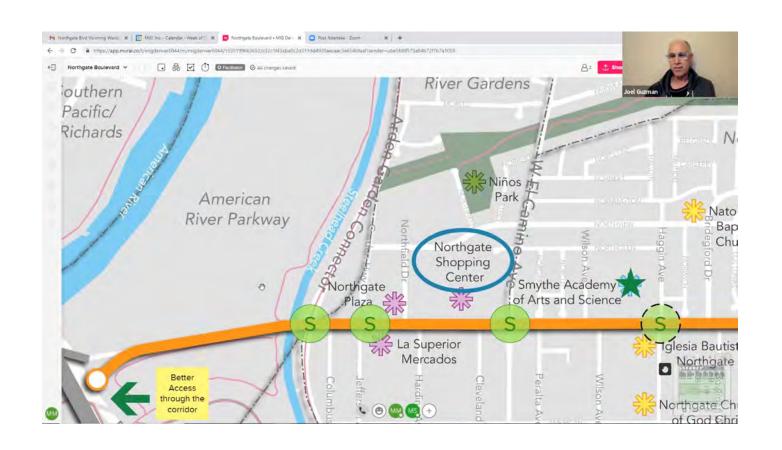
SUMMARY

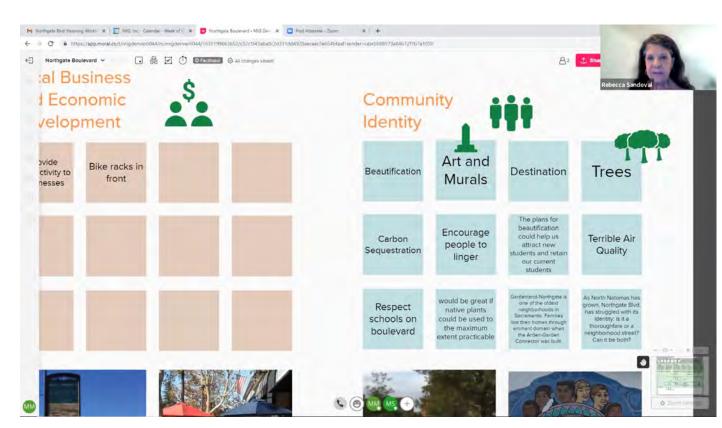




NORTHGATE BOULEVARD TRANSPORTATION PLAN

Phoenix to draft language







MILESTONE #1: COMMUNITY VISION WORKSHOP

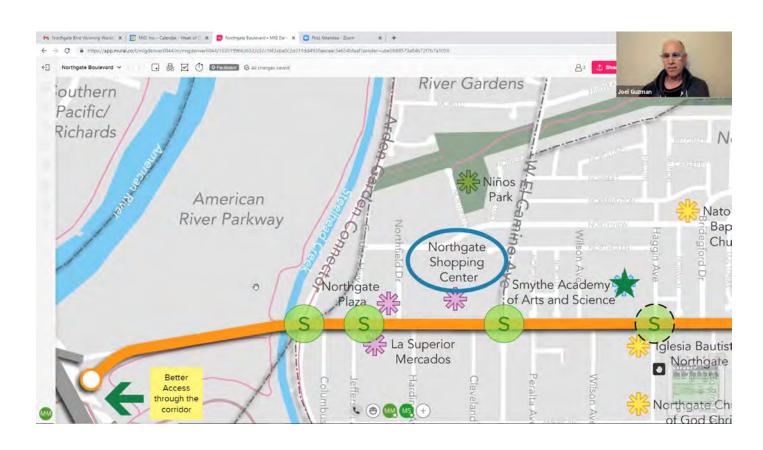
SUMMARY

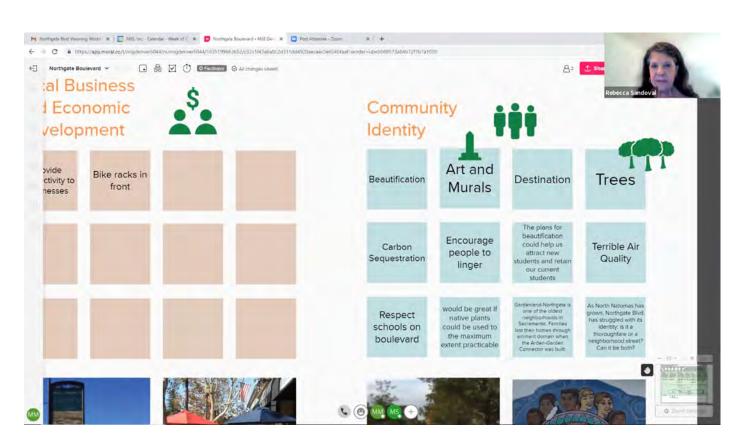




NORTHGATE BOULEVARD TRANSPORTATION PLAN

- Community Visioning Workshop #1 occurred on **October 27th, 2021,** from 6:30 pm 8:00 pm.
- The virtual workshop was held on **Zoom** and included **Mentimeter polling** and an interactive discussion with **MURAL**.
- 23 people attended the meeting.
- The **video zoom recording** of the Community Visioning Workshop #1 has been posted on the project website: www.northgateblvd.com





OVERVIEW

- The purpose of Community Visioning Workshop #1 was to provide an overview of the **existing conditions**, discuss the emerging **community vision**, and identify specific **improvements** for the corridor.
- City Team included:
 - Leslie Mancebo, Project Manager, City of Sacramento
- Consultant Team included:
 - Mukul Malhotra, MIG
 - Rishi Dhody, MIG
 - Isaac Gonzalez, DIYSL
 - Stephanie Wright, NN
 - Julie Rhoten, Stanford Settlement
- This document provides a summary of the Community Visioning Workshop #1.



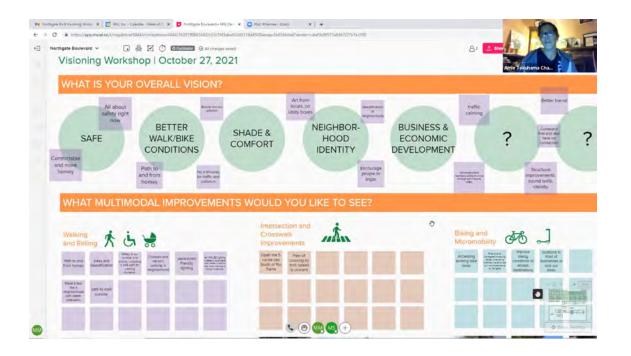
MEETING AGENDA

- Welcome and Introductions
- Project Purpose, Goals and Process
- Community Assets, Issues and Opportunities
- Emerging Community Vision and Goals
- Community Discussion
- Next Steps

Emerging Community Vision

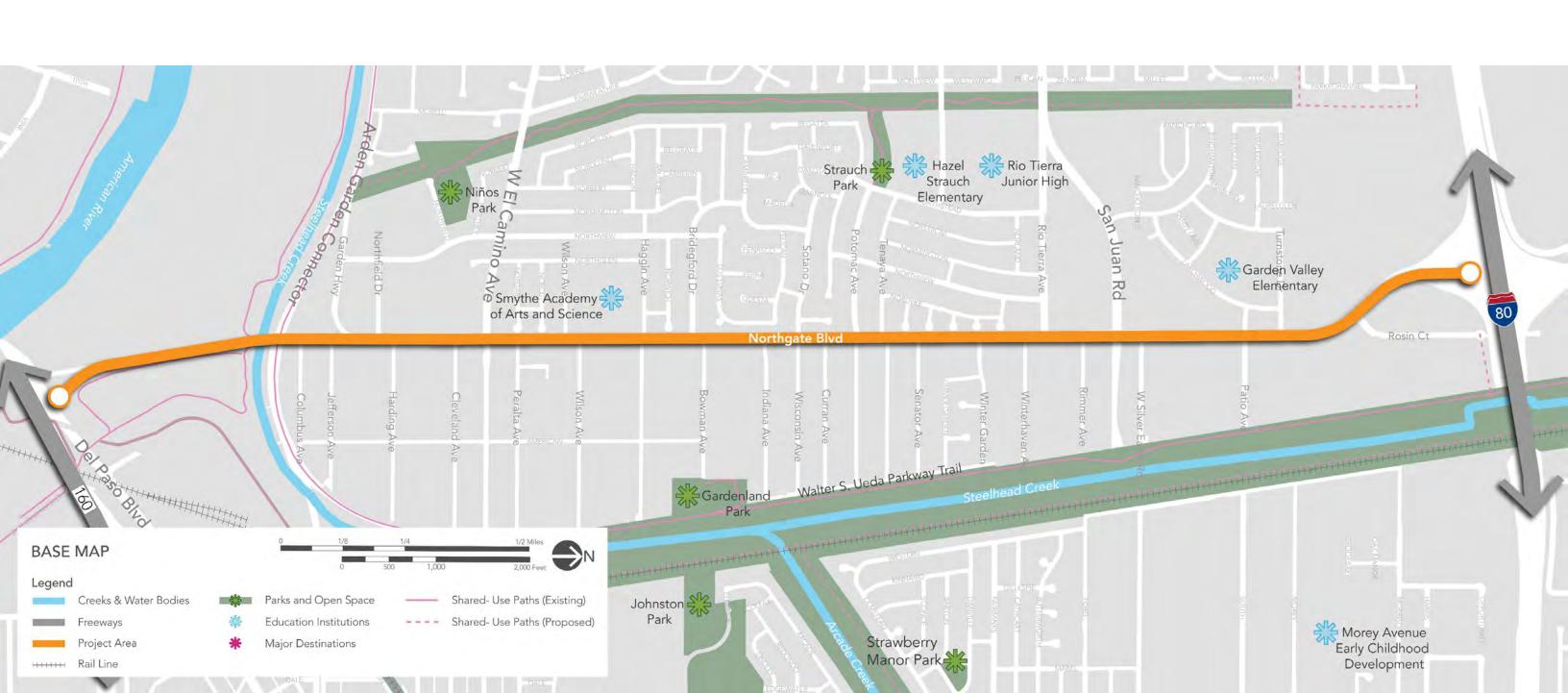






STUDY AREA

The study area limits are from I-80 in the North to Del Paso Boulevard in the South.



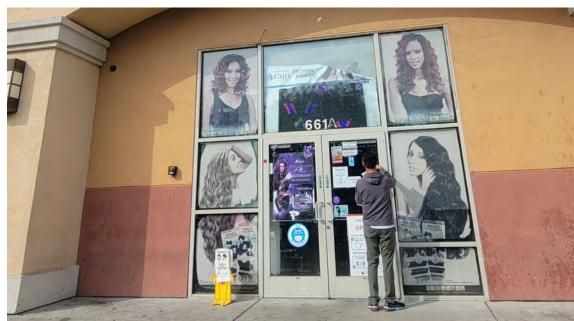
PROJECT GOALS

- Safety for all users.
- Multi-modal Mobility for people who walk, bike, take transit, and drive.
- Community identity.
- · Meaningful and equitable community and stakeholder engagement.
- Develop conceptual designs for short- and long-term improvements.
- Coordinate and build upon previous and concurrent studies and initiatives.

COMMUNITY AND STAKEHODLER ENGAGEMENT

- Schools and School District
- Garden Land Northgate Neighborhood Association
- Neighborhood Association Greenhouse
- Youth Soccer Clinic at Ninos Park
- Health/Wellness Event at Northgate Park
- La Superior Clinic
- Dia De Los Muertos Celebration
- Business Engagement







COMMUNITY EVENTS AND MATERIALS

- Community Mapita Survey
 - Bi-lingual English and Spanish
 - Engaging, online and in-person, interactive survey
 - Launched: Sep 17th, 2021

NORTHGATE BOULEVARD TRANSPORTATION PLAN: SURVEY



In June 2021, the City began a comprehensive planning effort to identify community values and needs for Northquite Boulevard. Based on community consultation throughout the project, technical analysis, and best practices in roadway safety and design, the plan will identify an implementable vision for the corridor.

Please complete the survey questions on pages 1-4 in pen or pencil and submit this back to the staff. We will collect all submitted survey responses and include your feedback into our project recommendations for Northgate Boulevard!

Travel along Northgate Boulevard:

If you live or work in the area shown on the map, let us know nearby cross streets or destinations to help us get an understanding of how well the survey has reached the community. (This question is optional) SIDE WALK IS TO NERROW also TO SLAWIN

Before we get started, we would like to know more about you and your relationship to Northgate Boulevard: How do you usually travel along Northgate Blvd:

- O Bike
- Ride the bus
- Other, please specify.

If you selected other, please tell us more: WALKING Wheelchair Side walk To WERROW

Viaje a lo largo de Northgate Blvd: Si vive o trabaja en el área que se muestra en el mapa, háganos saber las calles o destinos cercanos para ayudarnos a comprender si la encuesta fue bien proporcionada a la comunidad. (Esta pregunta es opcional)

NORTHGATE BOULEVARD

Antes de comenzar, nos gustaría saber más sobre usted y su relación con Northgate Boulevard:

ENCUESTA: PLAN DE TRANSPORTE DE

mejores prácticas en diseño y seguridad vial, el plan identificará una visión implementable para el corredor.

Por favor, complete las preguntas de la encuesta en las páginas 1-4 con pluma o lápiz y entréguelas al personal. ¡Recopilaremos todas las respuestas de la encuesta y incluiremos sus comentarios en nuestras recomendaciones para el

En junio del 2021, la Ciudad comenzó un esfuerzo de planificación integral para identificar los valores comunitarios y las

necesidades de Northgate Boulevard. A través de consultaciones con la comunidad a lo largo del proyecto, análisis técnicos y

- ¿Cómo viajas normalmente a lo largo de Northgate Blvd?
- Caminar Bicicleta
- Viaja en autobús
- Conducir
- Otros, por favor especifique

Instrucciones:

proyecto Northgate Boulevard!

Si seleccionó otro, favor de proveer más información a continuación:

Cómo le gustaría viajar a lo largo de Northgate Blvd:

- Caminar Bicicleta
- En autobús
- O Conducir
- Otros, por favor especifique

(City of Sacramento Comm...

Instructions

You will be asked to place a pin on the map for many of the questions in this survey. First, click on the colored pin marker. This window will disappear and you can move the marker (or the map) to place it where you want to answer. Once you place your pin, this window will automatically reappear.

You can zoom in and out using the +/- buttons on the right and move around the map using your mouse or buttons on the map. You can also search by address using the magnifying glass. When you are done you can move to the next page by clicking the arrow at the bottom of the page. Let's begin!

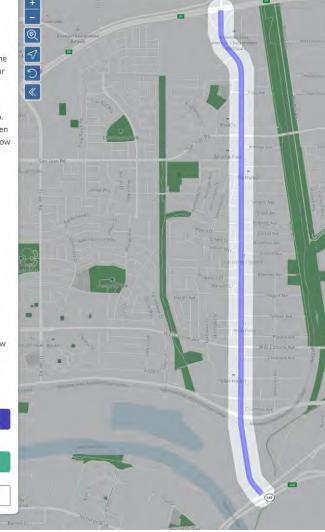
The survey is divided into several topics:

- · Travel Along Northgate Blvd
- · Overarching Community Vision and Goals
- · Improving Northgate Blvd for Pedestrians
- · Improving Northgate Blvd for Bicyclists
- · Improving Northgate Blvd for Bus Riders · Enhancing Local Business and Economic Development
- · Celebrating Community Identity and the Natural
- · Tell us about yourself

The questions below (Home, Work) are optional and the responses will be used to help the project team understand how well the survey has reached the community. If you live or work out of the area, feel free to zoom out and find your home and place of work.

Place this pin near your home



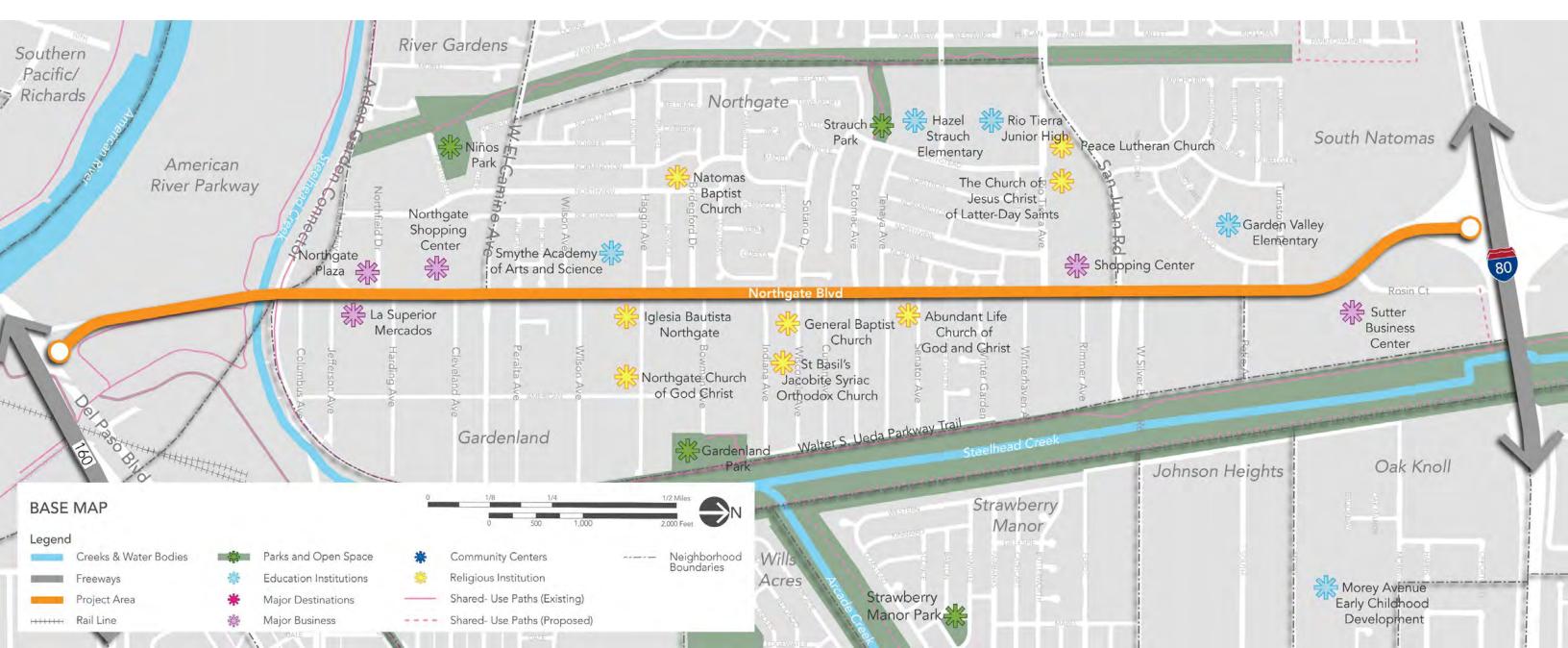




COMMUNITY ASSETS, ISSUES & OPPORTUNITIES

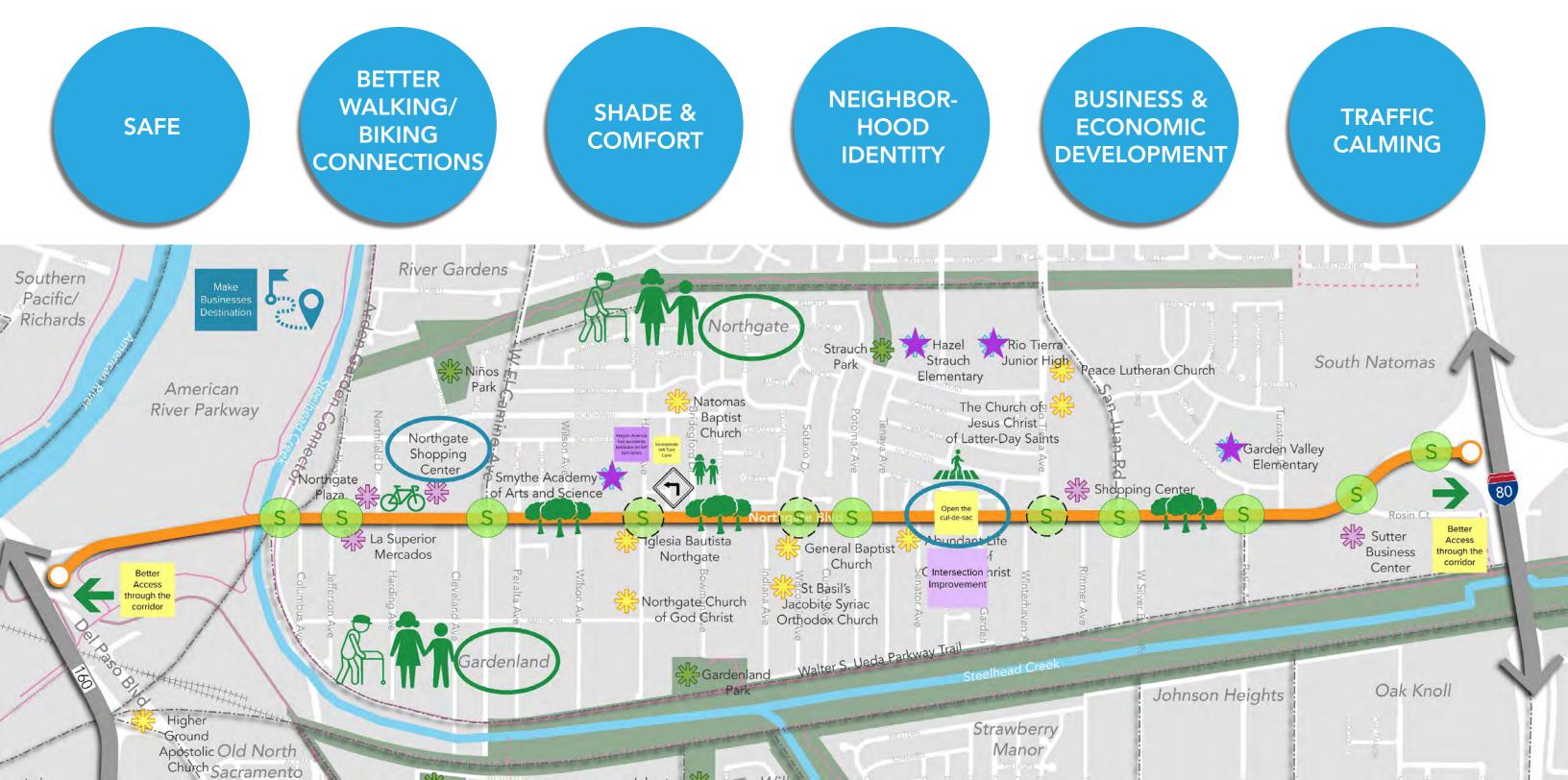
- The consultant team presented the community assets,
 issues and opportunities existing in the corridor.
- The **community affirmed** these assets, issues and opportunities.





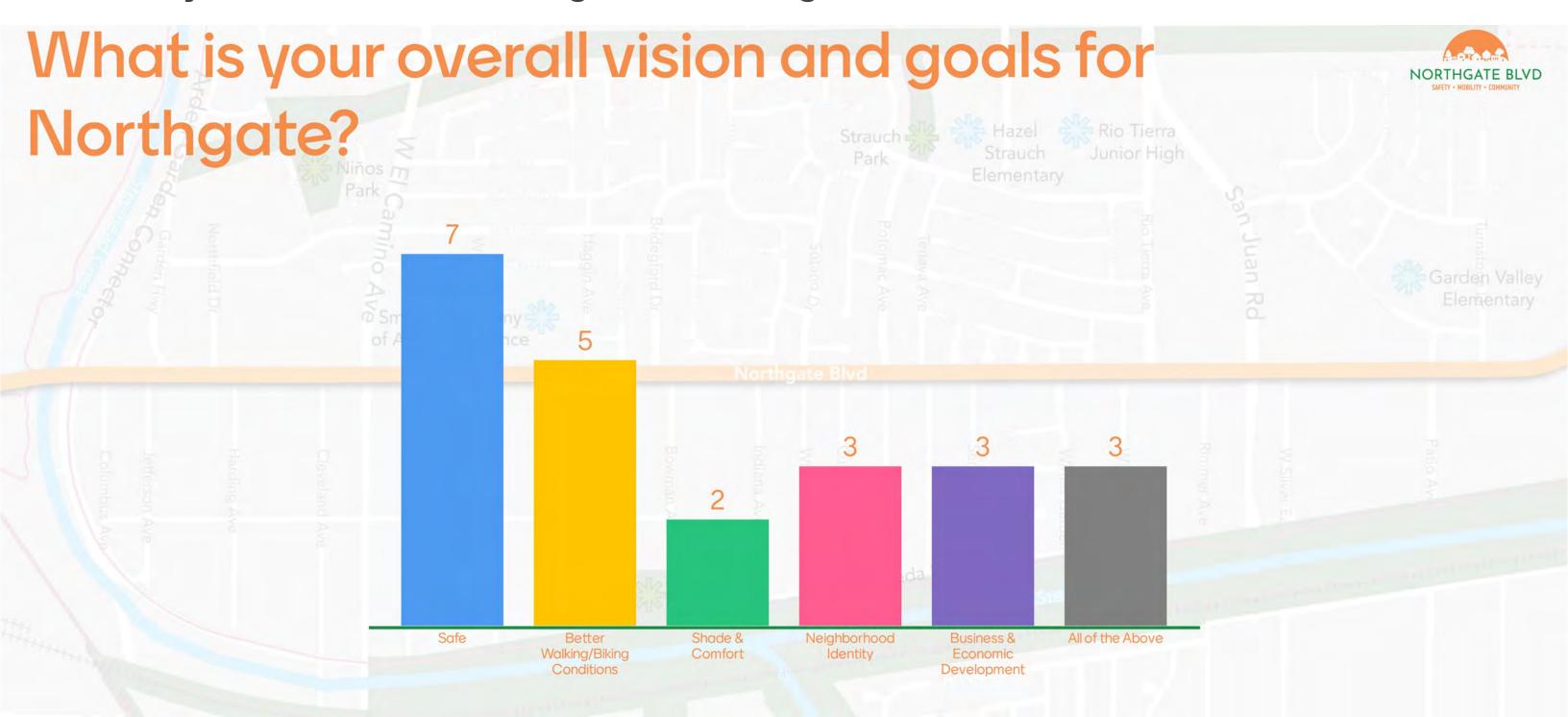
COMMUNITY VISION

• The consultant team presented the **emerging vision** which was affirmed by the community.

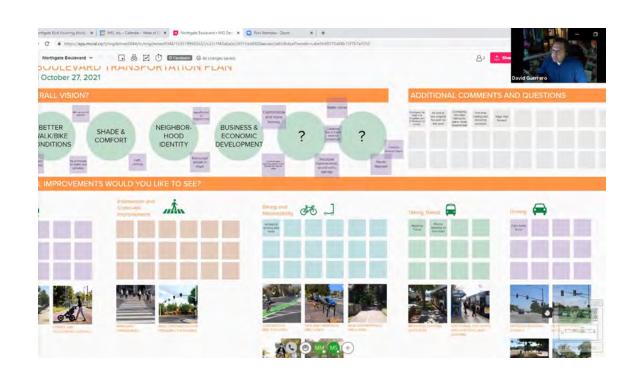


COMMUNITY VISION

- The consultant team conducted a **live polling for the emerging vision** through Mentimeter. Below are the results of the polling.
- Safety was the #1 vision and goal for Northgate Boulevard.



- The consultant team then opened the forum for community discussion.
- Participants were requested to share additional vision and goals they would like included in the study.
- The discussion focused on specific improvement types such as:
 - Sidewalks
 - Crosswalks
 - Biking and Micro mobility
 - Driving
 - Transit
 - Local Business and Economic Development
 - Community Identity
 - Additional Improvements



Sidewalks

- The consultant team presented the emerging opportunities to the community which included:
 - Wider and unobstructed sidewalks
 - Street trees and shade
 - Street and pedestrian lighting
- The community affirmed the emerging
 opportunities and provided additional input on the
 improvements.







Sidewalks

- Enhance **safety** for all users especially children and seniors.
- Consider planting street trees.
- Explore installing ped friendly lighting.
- Provide **direct walking paths** to homes and other destinations.



Crosswalks

- The consultant team presented the emerging opportunities to the community which included:
 - Improved crosswalks
 - New crosswalks for frequent crossings
- The community affirmed the emerging
 opportunities and provided additional input on the
 improvements.





Crosswalks

- Improve intersections/add connectivity from Nordyke Drive cul-de-sacs to Northgate Boulevard.
- Consider reducing **vehicular speed** or explore traffic calming alternatives.



Biking and Micro mobility

- The consultant team presented the emerging opportunities to the community which included:
 - Continuous, well connected bike facilities
 - Improved bike connections to existing and planned trails
 - New and improved bike parking
 - Buffered bike facility
 - Shared bike facility
- The community affirmed the emerging
 opportunities and provided additional input on the
 improvements.



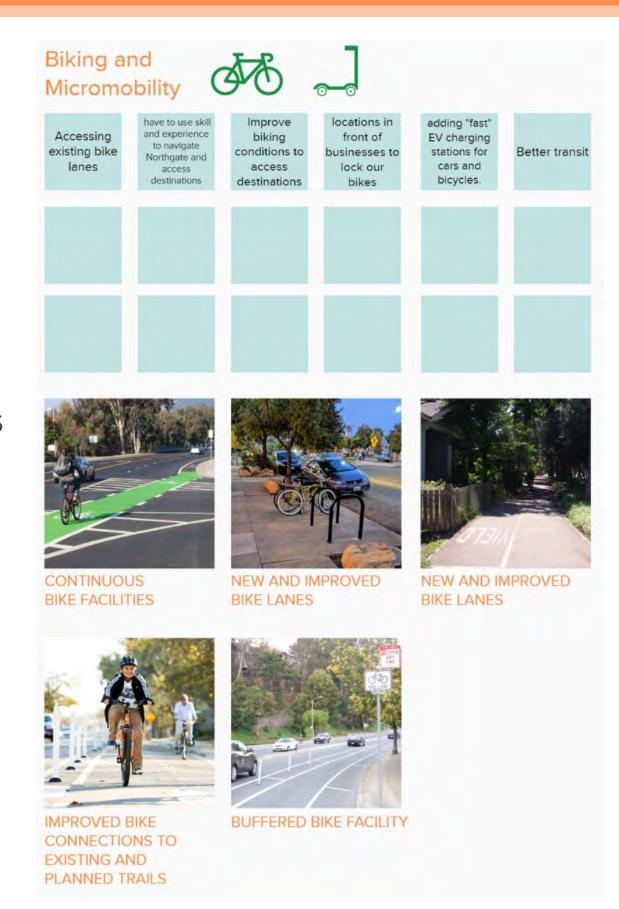






Biking and Micro mobility

- Examine safer bike facilities, particularly near major destinations such as shopping centers and schools.
- Enhance access to existing bike lanes on other major corridors.
- Consider installing bike amenities such as bike racks at businesses along Northgate Boulevard.



Transit

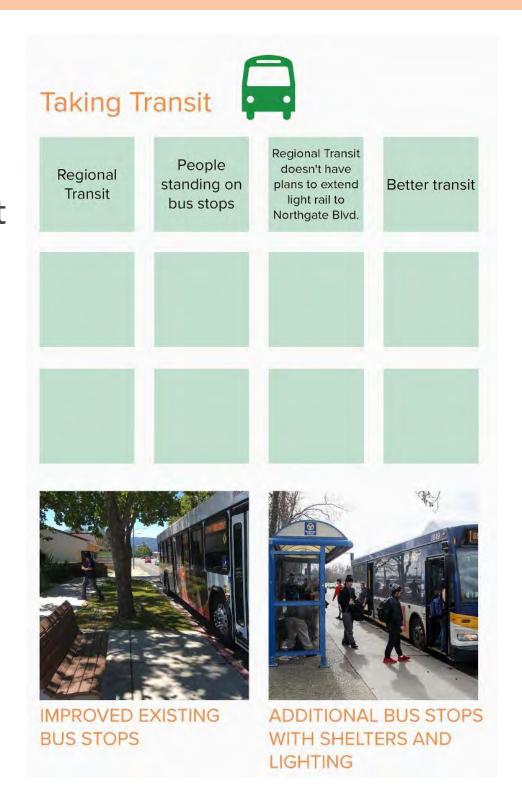
- The consultant team presented the emerging opportunities to the community which included:
 - Improve existing bus stops
 - Additional bus stops with shelters
- The community affirmed the emerging
 opportunities and provided additional input on the
 improvements.





Transit

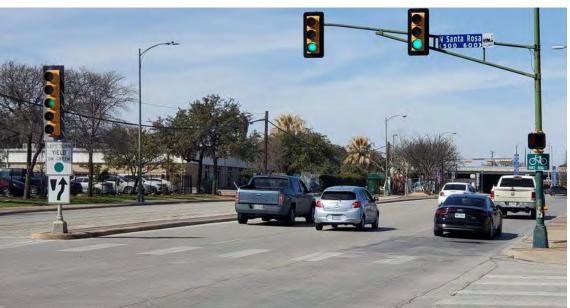
- Better transit connections
- Improve transit stop amenities to allow people to sit while waiting for buses
- Improve access to regional transit facilities



Driving

- The consultant team presented the emerging opportunities to the community which included:
 - Improved existing signals
 - New signalized intersections
 - Manage traffic speed
 - Manage traffic flow with medians
- The community affirmed the emerging
 opportunities and provided additional input on the improvements.







Driving

- Examine adding **left turn lanes** at accident prone intersections such as Hagen Avenue.
- Consider planting trees in center median for traffic calming.
- Calm traffic by reducing speed along Northgate
 Boulevard or explore other traffic calming
 alternatives.



Local Business and Economic Development

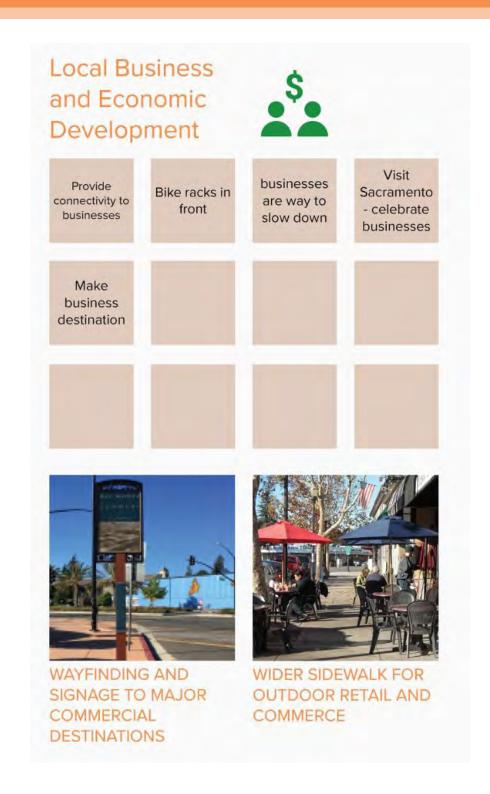
- The consultant team presented the emerging opportunities to the community which included:
 - Wayfinding and signage to major commercial destinations
 - Wider sidewalks for outdoor retail and commerce at key locations
- The community affirmed the emerging
 opportunities and provided additional input on the improvements.





Local Business and Economic Development

- Provide connectivity to businesses.
- Make businesses a destination.
- Install bike racks at businesses.



Community Identity

- The consultant team presented the emerging opportunities to the community which included:
 - Natural elements to improve water quality and create a distinctive sense of place
 - Spaces to celebrate community identity
- The community affirmed the emerging
 opportunities and provided additional input on the
 improvements.





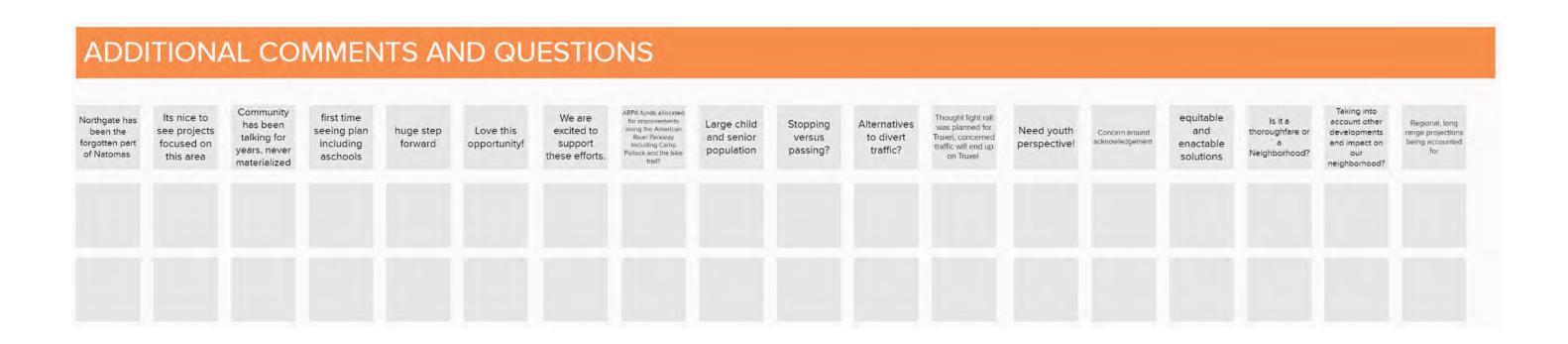
Community Identity

- Enhance beauty of the corridor.
- Integrate art from local artists on blank facades and utility boxes.
- Celebrate community identity.
- Encourage people to linger, not pass.
- Add more trees and native plants in improving the overall air quality of the corridor.



Additional Comments and Questions

- Residents are happy that neighborhood is being engaged.
- Youth and senior perspectives are critical.
- Practicable and equitable solutions are needed.
- Is Northgate a thoroughfare or a neighborhood?



NEXT STEPS

On-going Community Engagement (Sep to Mid Nov)

- Community Visioning Survey Started Sep 17th and ended Nov 14th
- Walking workshop On Oct 30th from 10:00 am to 12:00 pm

Summarize Existing Conditions Analysis – (End of Nov)

- Vision
- Community Feedback
- Additional Traffic Data

Develop Emerging Design Alternatives (Jan/Feb 2022)



MILESTONE #2: EMERGING DESIGN CONCEPTS

SUMMARY

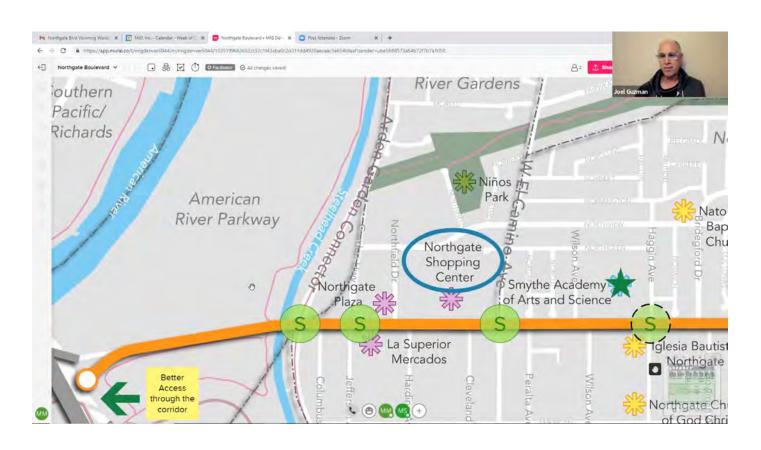


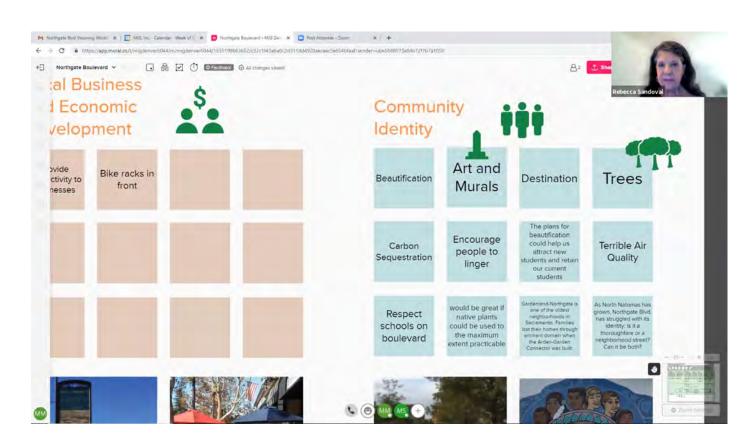


NORTHGATE BOULEVARD TRANSPORTATION PLAN

INTRODUCTION

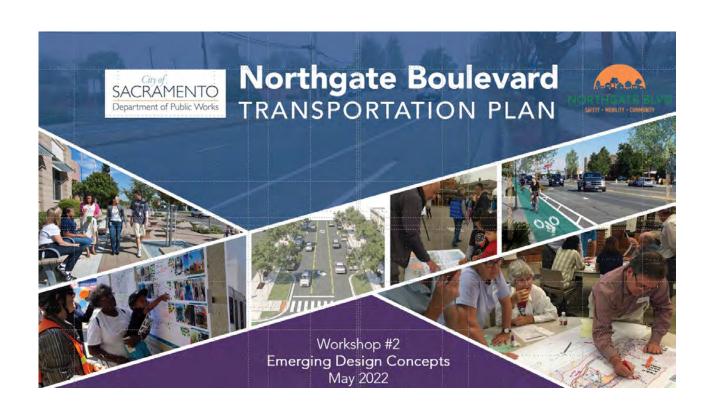
- Emerging Design Concepts Workshop #2 occurred on **May 11th, 2022,** from 6:30 pm 8:00 pm.
- The virtual workshop was held on **Zoom** and included an interactive discussion with **MURAL.**
- 28 people attended the meeting.
- The **video zoom recording** of the Emerging Design Concepts Workshop #2 will be posted on the project website: www.northgateblvd.com





OVERVIEW

- The purpose of Emerging Design Concepts Workshop #2 was to provide an overview of the emerging design concepts and allow participants to weigh in on their preferred options.
- City Team included:
 - Leslie Mancebo, Project Manager, City of Sacramento
- Consultant Team included:
 - Mukul Malhotra, MIG
 - Rishi Dhody, MIG
 - Isaac Gonzalez, DIYSL
 - Stephanie Wright, NN
 - Julie Rhoten, Stanford Settlement
- This document provides a summary of the Design Concepts Workshop #2.

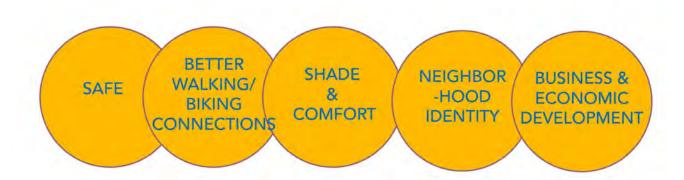


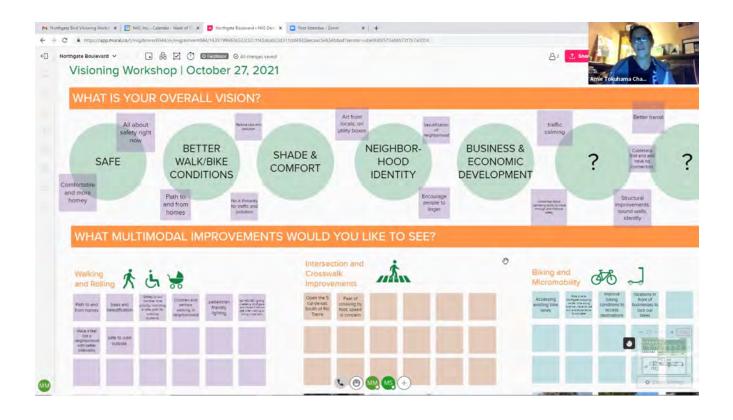
MEETING AGENDA

- Welcome and Introductions
- Project Purpose, Goals and Process
- Community Vision and Goals
- Emerging Design Framework Discussion
- Emerging Design Concepts Discussion
- Next Steps

Emerging Community Vision

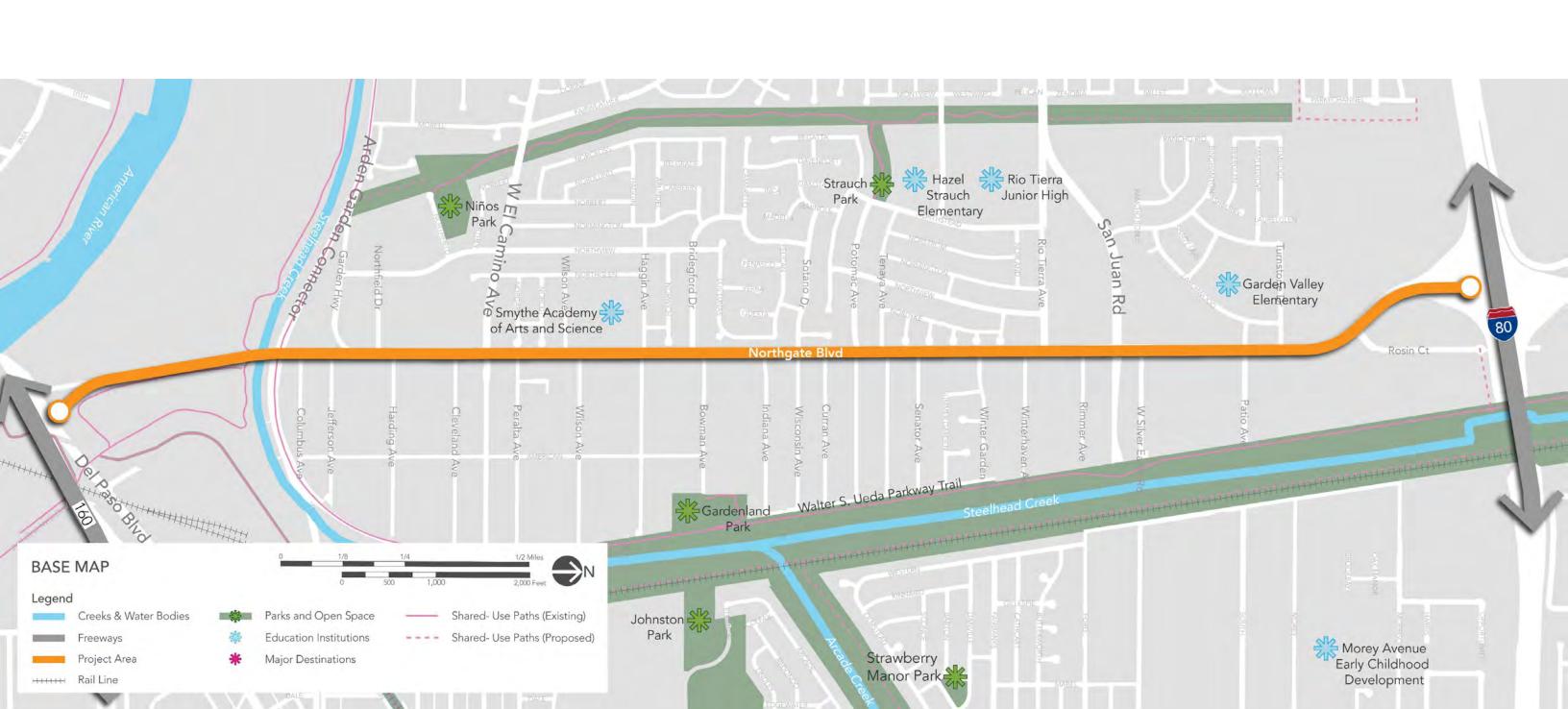






PROJECT AREA

The project area limits are from I-80 in the North to Del Paso Boulevard in the South.

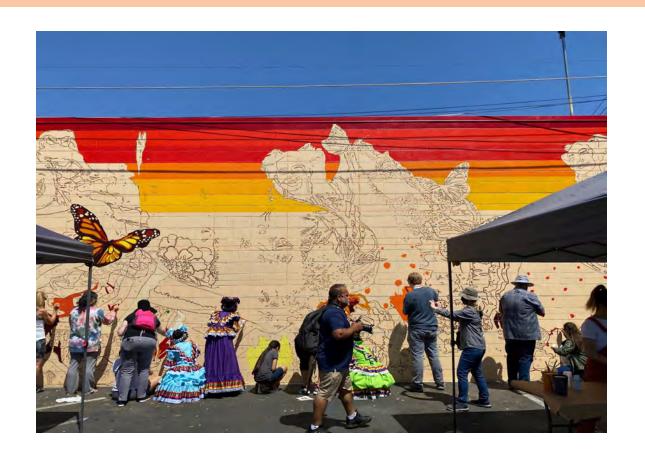


PROJECT GOALS

- Safety for all users.
- Multi-modal Mobility for people who walk, bike, take transit, and drive.
- Community identity.
- · Meaningful and equitable community and stakeholder engagement.
- Develop conceptual designs for short- and long-term improvements.
- Coordinate and build upon previous and concurrent studies and initiatives.

COMMUNITY AND STAKEHODLER ENGAGEMENT

- Gardenland Northgate Neighborhood Association
- South Natomas United
- Twin Rivers USD
- Smythe Elementary School
- Youth Workshop at Stanford Settlement
- Vaccination clinics at Stanford Settlement
- Screen on the Green at Gardenland Park
- Business Contacting
- Republic Youth Soccer Clinic at Ninos Park
- South Natomas Library
- Dia de los Muerto Festival

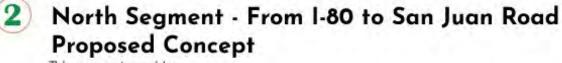




COMMUNITY EVENTS AND MATERIALS

Community Mapita Survey

- Bi-lingual English and Spanish
- Engaging, online and in-person, interactive survey
- Launched: 4/11/2022 Closed: 5/15/2022



This concept provides:

- Sidewalk and sidewalk ramp improvements
- Trees to provide shade where the sidewalk is wide enough.
- Separated bikeways all along the street.
- Enhanced transit facilities at the bus stop with shelter and amenities.
- Reduced travel lane widths to encourage traffic calming, and synchronized traffic signals to improve traffic flow.







Marked Crosswalk











Concrete Separators



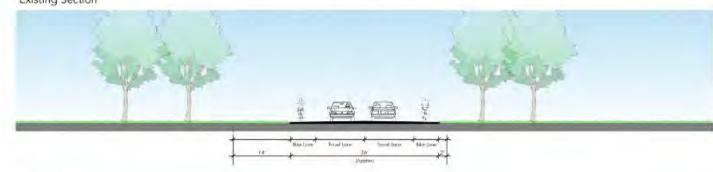
Seperated Bikeway Seperated Bikeway with Seperated Bikeway with Bollards



Segmento Sur Parte 2 - De Arden Garden Connector hasta Del Paso Blvd Concepto Propuesto

Este concepto tiene los siguientes cambios

- Mejoramientos de banqueta y de rampas banqueta
- Árboles para proporcionar sombra donde la banqueta sea lo suficientemente ancha
- Carriles de bicicleta separados de dos vías a lo largo del lado oeste del segmento con cruces peatonales para bicicletas a través de intersecciones para proporcionar una conectividad mejorada entre Ninos Parkway y American River Trail
- Reducción en la anchura de los carriles de vehículo para fomentar la calma del tráfico **Existing Section**



Proposed Concept





cuando hay

espacio disponible









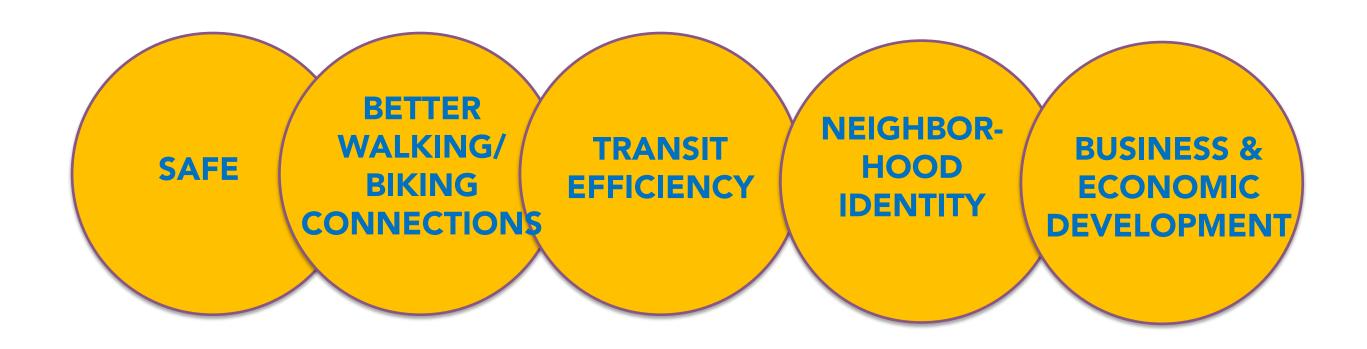
dos sentidos

Paso de peatones para bicicletas a través de la intersección

COMMUNITY VISION

The consultant team presented the **Community Vision** for the corridor which was affirmed by the community.





COMMUNITY DESIGN FRAMEWORK

The consultant team presented the community design framework for the corridor.

- 1 Maintain existing curbs and trees, where possible
- 2 Maintain necessary travel lanes and turn lanes



COMMUNITY DESIGN FRAMEWORK

The consultant team presented the community design framework for the corridor.

Provide continuous and comfortable sidewalks







COMMUNITY DESIGN FRAMEWORK

The consultant team presented the community design framework for the corridor.

- 4 Enhance existing crosswalks
- 5 Provide new crosswalks at intersections







The consultant team presented the community design framework for the corridor.

- Create continuous bike facilities to create a connected bike network
- 7 Provide separated bike facilities where possible







The consultant team presented the community design framework for the corridor.

- 8 Create more comfortable bus boarding zones
- Provide "mixing zones" for transit and bike users







The consultant team presented the community design framework for the corridor.

- 10 Synchronize existing and new signals
- 11 Manage traffic flow with medians







The consultant team presented the emerging design framework which included:

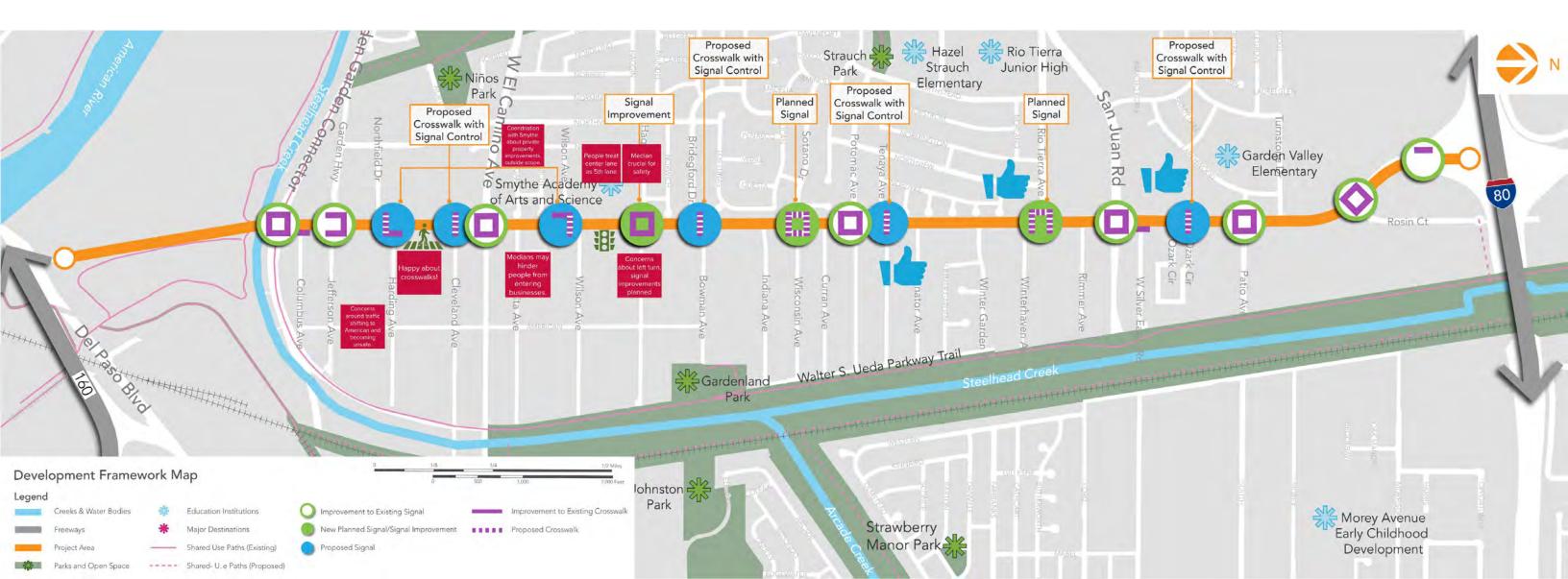
- Improvements to Existing Signal
- New Planned Signal and Signal Improvements
- Proposed Signal with Crosswalks



COMMUNITY DESIGN FRAMEWORK - GROUP DISCUSSION

The community affirmed the **emerging design framework** and provided additional feedback:

- New crosswalk and signal at Cleveland Ave. will make the intersection safe for the community and nearby schools.
- Concerns about median hindering residents from entering businesses.
- · Improvement to signal at Haggin Ave. will make left turns safer.
- Medians will create safer intersections.



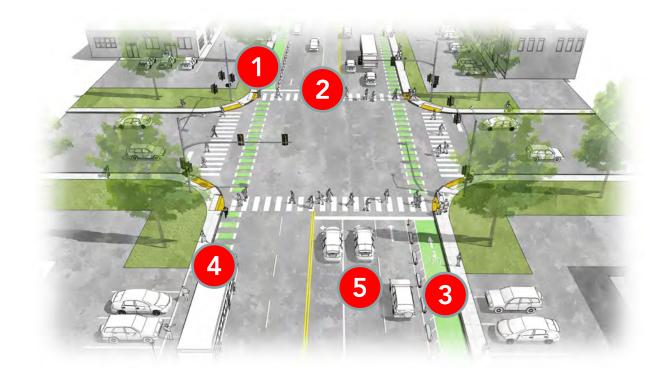
EMERGING CONCEPTS

- The consultant team then presented the emerging design concepts for the corridor.
- The consultant team then opened the forum for the community discussion.
- Participants were requested to share what they liked and disliked about each design.
- The discussion focused on design concepts for the following segments:
 - North Segment From I-80 to San Juan Road
 - Middle Segment From San Juan Road to Northfield Drive
 - South Segment From Northfield Drive to Del Paso Boulevard

EMERGING CONCEPTS

North Segment – 1-80 to San Juan Road

- The consultant team presented the emerging design to the community which included:
- 1 New continuous sidewalks
- New crosswalk at Ozark Cir
- 3 New separated bikeways
- Enhanced transit facilities
- 2 travel lanes in each direction with left turn lanes
- The community affirmed the emerging opportunities and/or provided additional input on the improvements.



EMERGING CONCEPTS - COMMUNITY DISCUSSION

North Segment – 1-80 to San Juan Road

- Overall support for separated
 bikeways and wider bike lanes
- Liked the concept which creates
 wider bike lanes and makes safer
 access to nearby schools



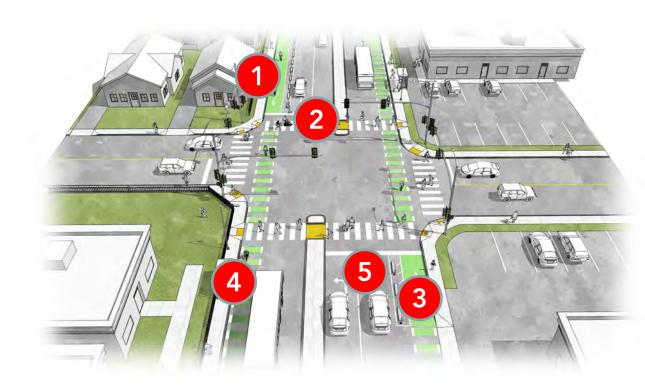
EMERGING CONCEPTS

Middle Segment –San Juan Road to Northfield Drive

- The consultant team presented the emerging design to the community which included:
- 1 New continuous sidewalks
- New crosswalks with a traffic signal at Tenaya

 Ave, Bridgeford Dr, Wilson Ave, Cleveland Ave,

 Harding Ave
- New separated bikeways
- 4 Enhanced transit facilities
- 1 travel lane in each direction with turn lanes
- The community affirmed the emerging
 opportunities and/or provided additional input on
 the improvements.



EMERGING CONCEPTS - COMMUNITY DISCUSSION

Middle Segment –San Juan Road to Northfield Drive

- Desire for wider and continuous sidewalks
- Liked the concept of making wider
 bike lanes and safer access near
 schools
- Overall support for lane reduction and safer intersections
- Concerns regarding bottleneck of traffic
- Concerns around non-residents passing through the corridor

Middle Segment - San Juan Road to Northfield Drive



Strategy to reduce non-residents from passing through the corridor.

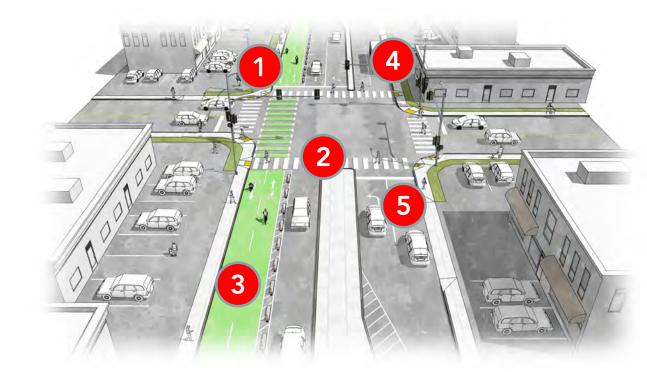
Aplify destinations, community enjoy boulevard.

I would like to so the middle part Northgate widened, to mal it safer and mor of a space buffe

EMERGING CONCEPTS

South Segment (Part 1) – Northfield Drive to Arden Garden

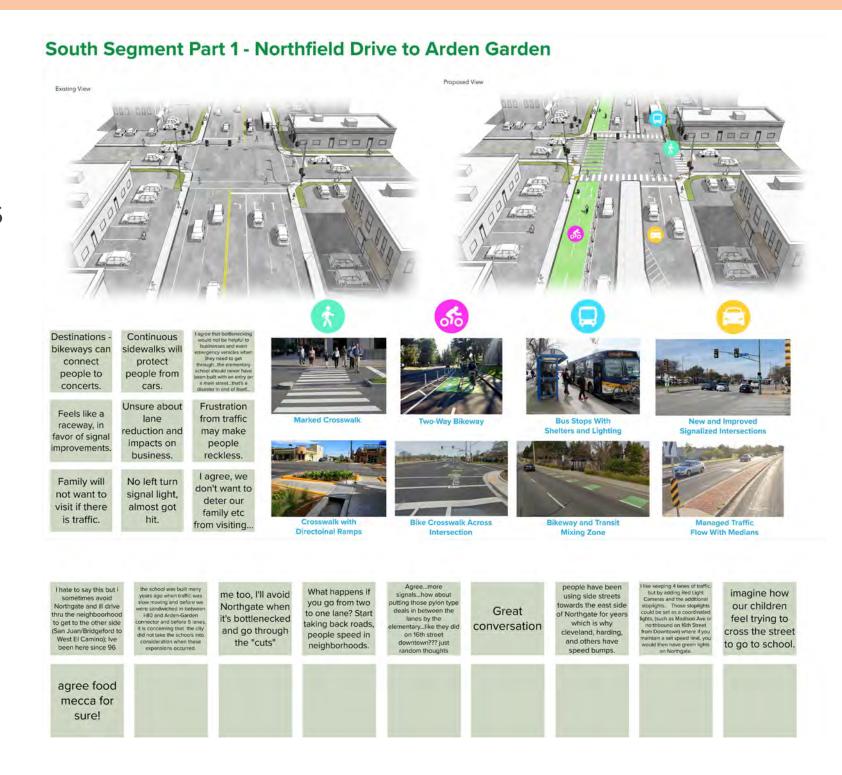
- The consultant team presented the emerging design to the community which included:
- 1 New continuous sidewalks
- 2 Improved existing crosswalks
- Two-way separated bikeways (cycle track)
- Enhanced transit facilities
- 5 1 travel lane in each direction and with turn lanes
- The community affirmed the emerging
 opportunities and/or provided additional input on
 the improvements.



EMERGING CONCEPTS - COMMUNITY DISCUSSION

South Segment (Part 1) – Northfield Drive to Arden Garden

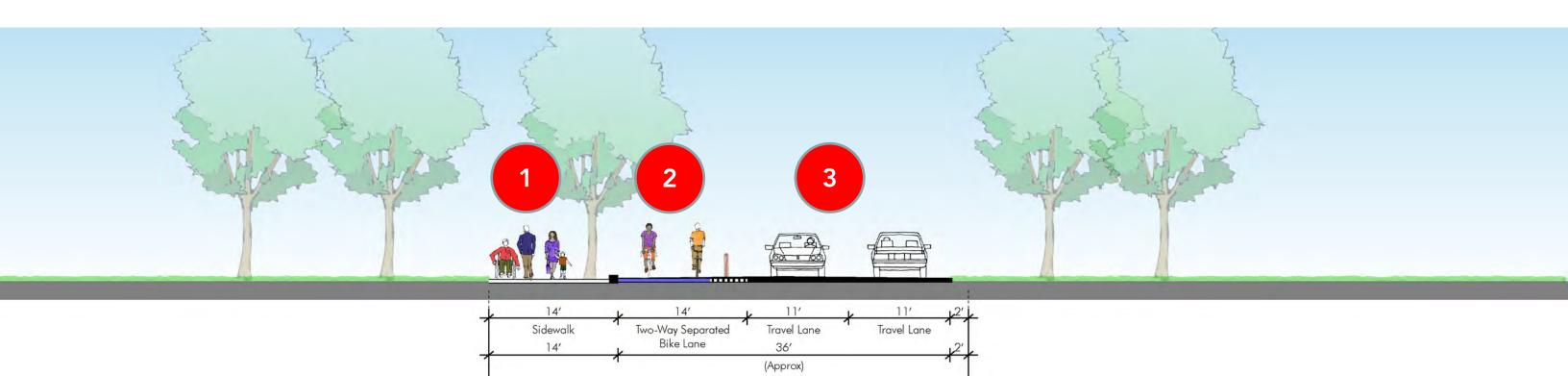
- Desire for safer and wider intersections
 near schools
- Overall support for signal and intersection improvements
- Concerns around increased traffic and bottleneck with proposed lane reductions.
- Concerns about access to businesses with lane reduction.
- Support for bikeway connectivity to popular destinations and restaurants



EMERGING CONCEPTS

South Segment (Part 2) – Arden Garden to Del Paso Blvd.

- The consultant team presented the emerging design to the community which included:
- 1 New continuous sidewalks on West side of the street
- Two-way separated bikeways (cycle track)
- Reduced travel lane widths for traffic calming
- The community affirmed the emerging opportunities and/or provided additional input on the improvements.



EMERGING CONCEPTS - COMMUNITY DISCUSSION

South Segment (Part 2) – Arden Garden to Del Paso Blvd.

- Support for bikeway connectivity along the river
- Desire to make it safe with adequate
 lighting



EMERGING CONCEPTS - COMMUNITY DISCUSSION

Additional Comments and Questions

- Interest in adding murals, banners, and artwork.
- Desire for slower traffic.
- Overall appreciation for engagement efforts.

ADDITIONAL COMMENTS AND QUESTIONS

Good conversation. thank u for the forum

We hope the mural and new banners will help slow people down and want them to get out to look at the art. Other art is also in the works.

NEXT STEPS

On-going Community Engagement (April to May)

Community Survey – Ended on May 15: NorthgateBlvd.com

Refine Preferred Design Concept (June/July 2022)

Community Engagement #3 – Preferred Concept – Aug/Sep 2022



MILESTONE #3: PUBLIC DRAFT DESIGN CONCEPTS AND OPEN HOUSE

SUMMARY

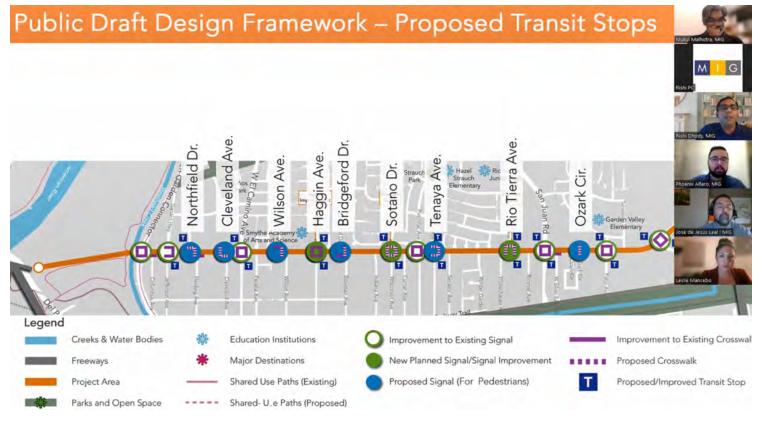




NORTHGATE BOULEVARD TRANSPORTATION PLAN

INTRODUCTION

- Public Draft Design Concepts Workshop #3 occurred on October 17th, 2022, from 6:30pm – 8:00 pm.
 - The virtual workshop was held on Zoom and included an interactive discussion with MURAL.
 - Over 18 people attended the meeting
 - The **video zoom recording** of the Public Draft Design Concepts Workshop #3 will be posted on the project website: www.northgateblvd.com
- The Community Open House occurred on October 22, 2022, from 11:30 am to 1:30 pm
 - Over 23 people attended the Open House





OVERVIEW

- The purpose of Public Draft Design Concepts Workshop #3 was to provide an overview of the public draft design concepts and allow participants to weigh in on their preferred options.
- City Team included:
 - Leslie Mancebo, Project Manager, City of Sacramento
- Consultant Team included:
 - Mukul Malhotra, MIG
 - Rishi Dhody, MIG
 - Phoenix Alfaro, MIG
 - Isaac Gonzalez, DIYSL
 - Stephanie Wright, NN
 - Julie Rhoten, Stanford Settlement
- This document provides a summary of the Public Draft Design Concepts Workshop #3.



MEETING AGENDA

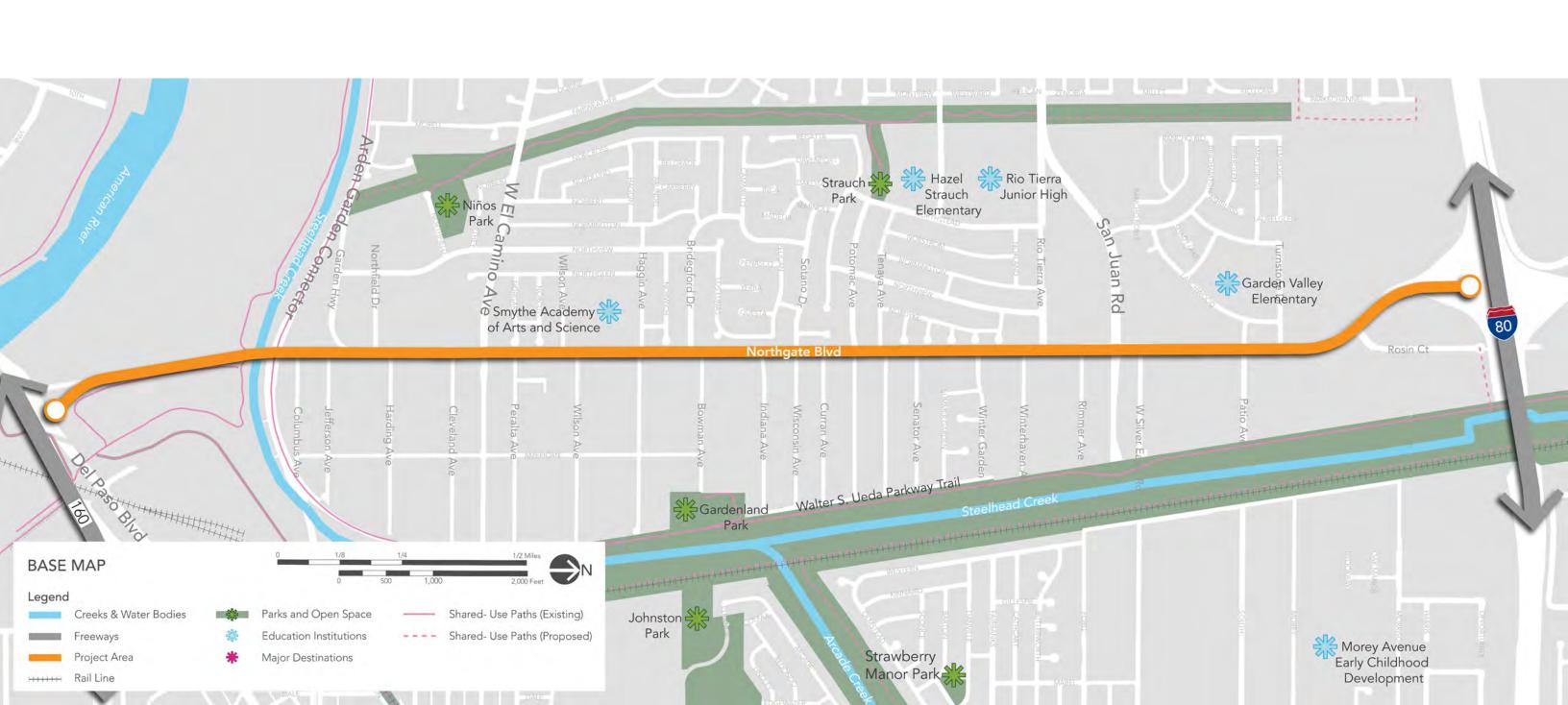
- Welcome and Introductions
- Project Purpose, Goals and Process
- Community Vision and Goals
- Public Draft Design Framework Discussion
- Public Draft Design Concepts Discussion
- Next Steps





PROJECT AREA

The project area limits are from I-80 in the North to Del Paso Boulevard in the South.

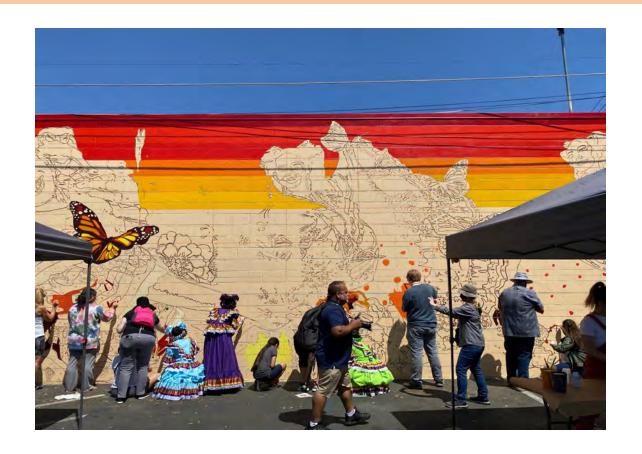


PROJECT GOALS

- Safety for all users.
- Multi-modal Mobility for people who walk, bike, take transit and drive.
- Community identity.
- Meaningful and equitable community and stakeholder engagement.
- Develop conceptual designs for short- and long-term improvements.
- Coordinate and build upon previous and concurrent studies and initiatives.

COMMUNITY AND STAKEHODLER ENGAGEMENT

- Gardenland Northgate Neighborhood Association
- South Natomas United
- Twin Rivers USD
- Smythe Elementary School
- Youth Workshop at Stanford Settlement
- Vaccination clinics at Stanford Settlement
- Screen on the Green at Gardenland Park
- Business Contacting
- Republic Youth Soccer Clinic at Ninos Park
- South Natomas Library
- Dia de los Muerto Festival





PROJECT PROCESS - COMMUNITY EVENTS AND MATERIALS

NORTHGATE BOULEVARD TRANSPORTATION PLAN



WE WANT TO HEAR FROM YOU!

In June 2021, the City began a planning effort to identify community values and needs for Northgate Boulevard. Based on community feedback throughout the project, technical analysis, and best practices in roadway safety and design, the plan will unveil the preferred design concept for the corridor.

HOW TO GET INVOLVED:

PREFERRED DESIGN - WORKSHOP:

Monday, October 17, 2022 from 6:30 pm - 8:00 pm Visit project website for Zoom link

PREFERRED DESIGN - OPEN HOUSE: (IN-PERSON)

Saturday, October 22, 2022 from 11:30 am - 1:30 pm

Location: Garden Valley Elementary School Cafeteria 3601 Larchwood Dr.

CITY CONTACT:

916.808.5581

Leslie Mancebo, Transportation Planner LMancebo@cityofsacramento.org

SACRAMENTO

PROJECT WEBSITE: northgateblvd.com





PROJECT AREA

LET'S TALK **ABOUT** NORTHGATE!













This concept provides:

- . Sidewalk and sidewalk ramp improvements
- Trees to provide shade where the sidewalk is wide enough.
- . Separated bikeways all along the street.
- Enhanced transit facilities at the bus stop with shelter and amenities.
- · Reduced travel lane widths to encourage traffic calming, and synchronized traffic signals to improve traffic flow.

















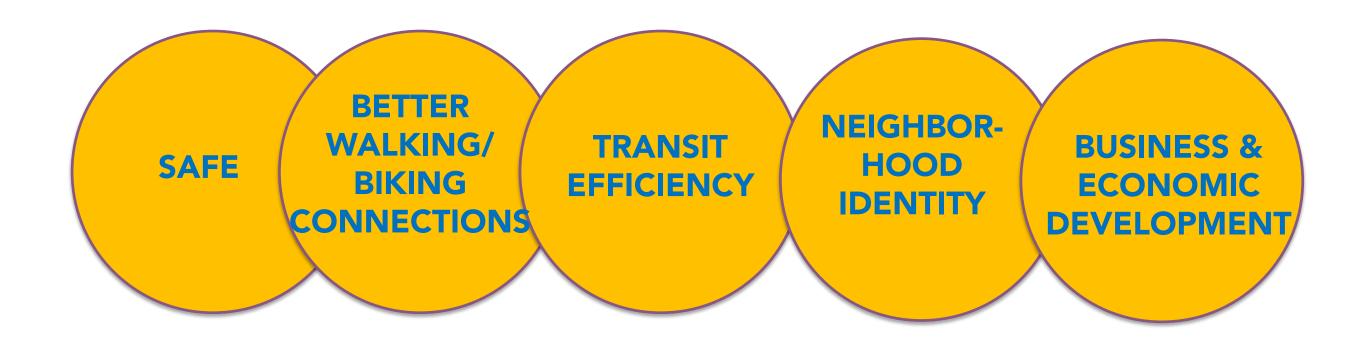




COMMUNITY VISION

The consultant team presented the Community Vision and Public Draft Design Framework for the corridor which was affirmed by the community.





COMMUNITY VISION

The consultant team presented various **improvement opportunities** and the community **affirmed the overall vision** for the corridor.



Provide Comfortable Connections to Destinations for

Provide Comfortable Connections to Destinations for People Walking & Biking







COMMUNITY VISION

The **community** would like to see improvements to sidewalks and crosswalks to improve overall **safety**. Biking, **walking**, and transit improvements are the **top priorities** for the community. The community would like to **bike**, **walk**, and use **transit** facilities.

Sidewalk and Crosswalk Improvements



Street and Pedestrian Lighting 67%



Wider Sidewalks

64%



Street Trees and Shade



Improved Crosswalks 59%



New Crosswalks

53%

##% of people responded to the type of the improvement

Bike Improvements



Improved Bike Connections 71%



Continuous Bike Facilities 67%



New and Improved
Bike Parking

42%



Buffered and Separated Bike Facilities 69%



Shared Bike Facilities

60%

Transit and Driving Improvements



Improved Existing
Bus Stops
89%



Additional Bus Stops with Shelters 51%



Improved Existing
Traffic Signals
63%



Managed Traffic Speed for Safety 61%



Manage Traffic Flow with Medians 58%

##% of people responded to the type of the improvement

Economic Development & Community Identity Improvements



Outdoor Retail and Commerce 69%



Wayfinding and Signage 63%



Natural Elements to Improve Water 74%



Celebrate
Community Identity
68%

##% of people responded to the type of the improvement

PUBLIC DRAFT DESIGN FRAMEWORK

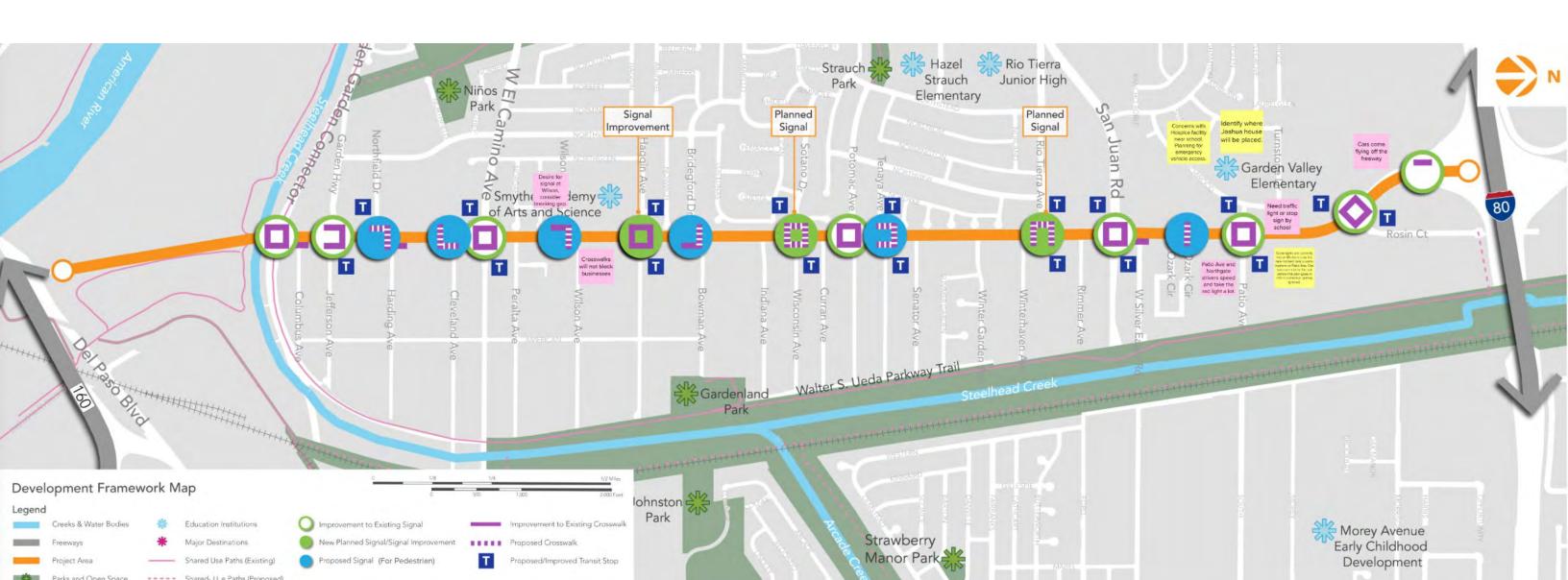
- The consultant team presented the public draft design framework for the corridor which included:
 - Improvements to Existing Signal
 - New Planned Signal and Signal Improvements
 - Proposed Signal with Crosswalks
- The community affirmed the proposed signals to improve overall connectivity and safety.



PUBLIC DRAFT DESIGN FRAMEWORK - COMMUNITY DISCUSSION

The community affirmed the draft design framework and provided additional feedback:

- New signal at Turnstone Dr. to improve better connectivity to Garden elementary School
- Provide adequate street lighting improvements
- Improvement to sidewalks that are obstructed by utilities



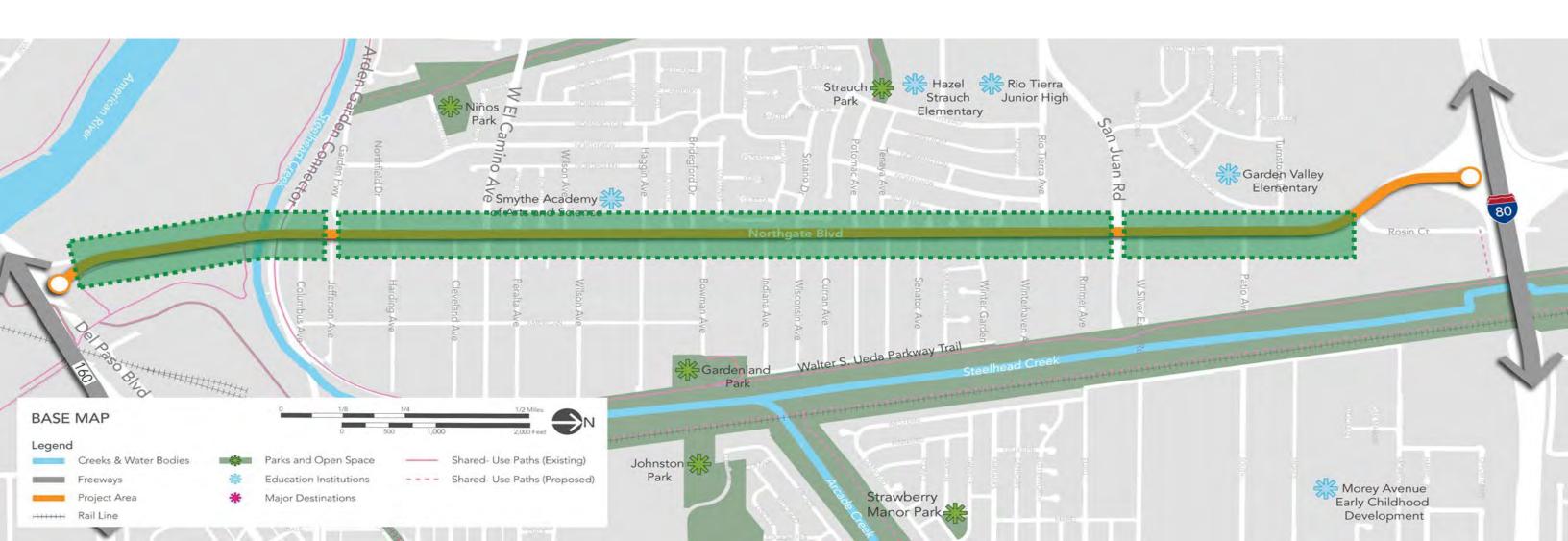
PUBLIC DRAFT DESIGN FRAMEWORK - COMMUNITY DISCUSSION

The community affirmed the draft design framework and provided additional feedback:

- Incorporate dedicated left turn signals at major intersections
- Improvements to the crosswalk and signal at Patio Ave. will make the intersection safe for the community and nearby schools.
- Ensure crosswalks don't hinder residents from entering businesses
- Consider reducing the speed limit and adding more security vigilance
- Add a left turn on Wilson Ave.
- Make medians decorative and add trees
- Desire for ADA improvements and providing access for everyone

PUBLIC DRAFT DESIGN CONCEPTS

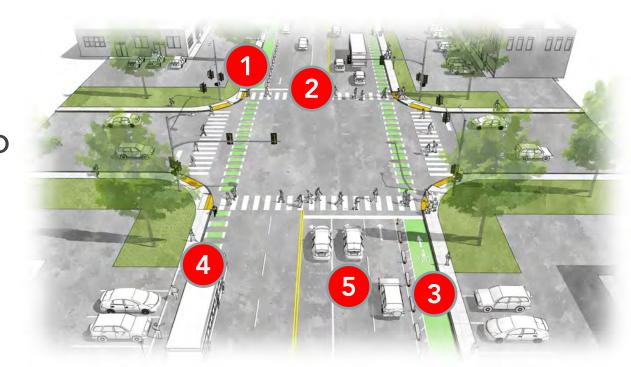
- The consultant team presented the design concepts for the following segments:
 - North Segment From I-80 to San Juan Rd.
 - Middle Segment From San Juan Rd. to Garden Way
 - South Segment From Garden Hwy. to Del Paso Blvd.



PUBLIC DRAFT DESIGN CONCEPT - NORTH SEGMENT

North Segment – 1-80 to San Juan Road

- The consultant team presented the design concept to the community which included:
- New continuous sidewalks
- New crosswalk at Ozark Cir
- New separated bikeways
- Enhanced transit facilities
- 2 travel lanes in each direction with left turn lanes
- The community affirmed the design concepts and provided additional input on the improvements.



NORTH SEGMENT- COMMUNITY DISCUSSION

North Segment – 1-80 to San Juan Road

- Overall support for wider sidewalks and additional transit stop amenities
- Add bus amenities such as a bench or shelter
- Support for a safer corridor
- Incorporate dedicated left turn signals at major intersections like Patio Ave.
- Consider reducing the speed limit and adding more security vigilance
- New signal with left turn and crosswalk at Turnstone Dr. to improve better connectivity to Garden Valley Elementary School
- Pedestrian-activated crosswalk at San Juan



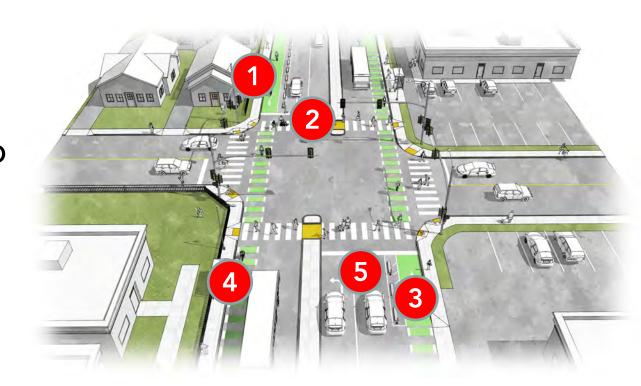
PUBLIC DRAFT DESIGN CONCEPT - MIDDLE SEGMENT

Middle Segment – San Juan Rd to Garden Hwy

- The consultant team presented the design concept to the community which included:
- New continuous sidewalks
- New crosswalks with a traffic signal at Tenaya

 Ave, Bridgeford Dr, Wilson Ave, Cleveland Ave,

 Harding Ave
- New separated bikeways
- Enhanced transit facilities
- 1 travel lane in each direction with turn lanes
- The community affirmed the design concept and provided additional input on the improvements.



MIDDLE SEGMENT - COMMUNITY DISCUSSION

Middle Segment – San Juan Road to Garden Highway

- Consider relocating light poles and improving bus stops to give more accessibility to all pedestrians
- Add bus amenities such as a bench or shelter
- Keep median consistent with California Standards
- Add left turn on Cleveland and Harding



MIDDLE SEGMENT - COMMUNITY DISCUSSION

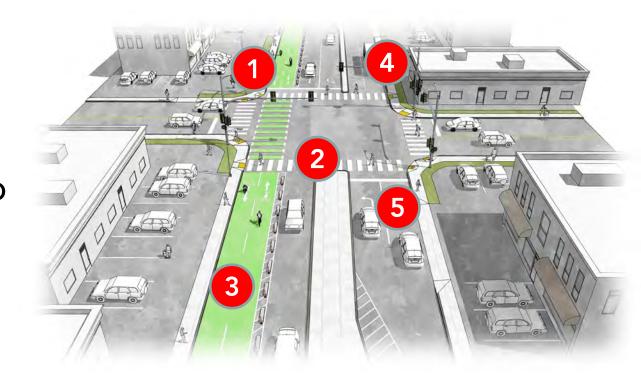
Middle Segment – San Juan Road to Garden Highway

- Liked the concept of crosswalk improvements at Cleveland Ave.
- Overall support for transit stops
- Concerns regarding bottleneck of traffic
- Overall support to widen sidewalks and landscape buffers and medians
- Add more lighting to Silver Eagle Rd.
- Add SB left turn into El Pollo Loco
- Consider Midblock crossing between Ozark and Silver Eagle
- Creak median at Hagin Ave

PUBLIC DRAFT DESIGN CONCEPT- SOUTH SEGMENT A

South Segment (Part A) – Garden Highway to Arden Garden Connector

- The consultant team presented the design concept to the community which included:
- New continuous sidewalks
- Improved existing crosswalks
- Two-way separated bikeways (cycle-track)
- Enhanced transit facilities
- 1-2 travel lane in each direction and with left turn lanes
- The community affirmed the design concept and provided additional input on the improvements.

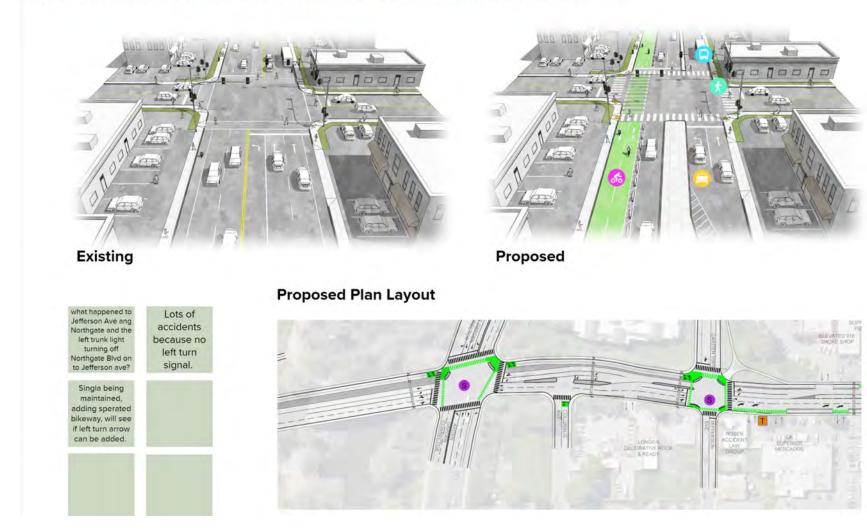


SOUTH SEGMENT A - COMMUNITY DISCUSSION

South Segment (Part A) – Garden Highway to Arden Garden Connector

- Overall support for wider sidewalks
- Support for raised bike lanes
- Improvement to sidewalks that are obstructed by utilities
- Provide adequate street lighting improvements
- Overall support for signal and intersection improvements

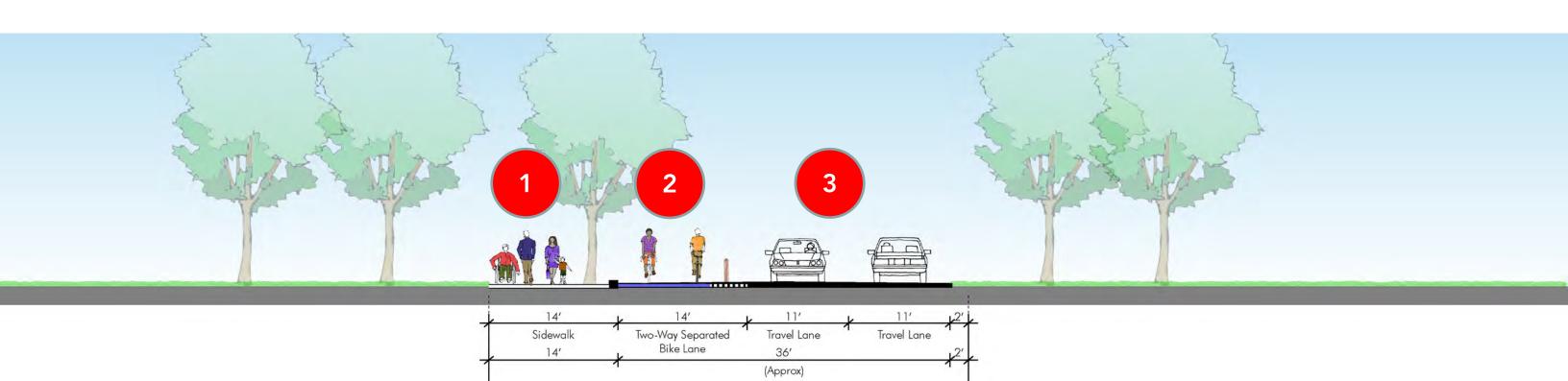
South Segment A - Garden Highway to Arden Garden Connector



PUBLIC DRAFT DESIGN CONCEPT - SOUTH SEGMENT B

South Segment B - Arden Garden Connector to Del Paso Boulevard

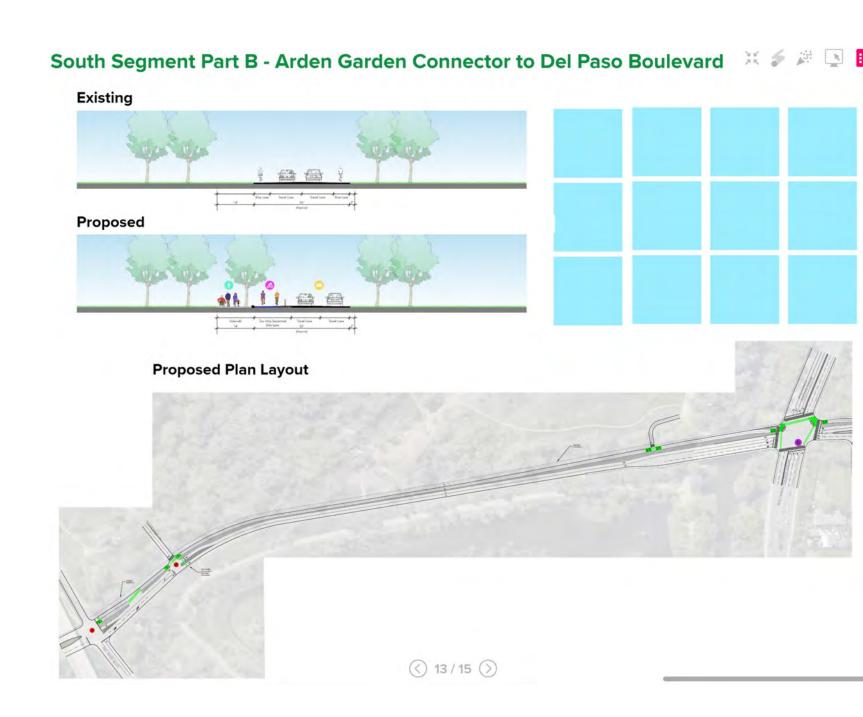
- The consultant team presented the design concept to the community which included:
- New continuous sidewalks on West side of the street
- Two-way separated bikeways (cycle-track)
- Reduced travel lane widths for traffic calming



SOUTH SEGMENT B - COMMUNITY DISCUSSION

South Segment (Part B) – Arden Garden to Del Paso Blvd.

• The community affirmed the design concept.



PUBLIC DRAFT DESIGN CONCEPTS - COMMUNITY DISCUSSION

Additional Comments and Questions

- Overall approval and appreciation for the public draft design concepts and engagement efforts
- Appreciation of inclusivity to all users in the design

ADDITIONAL COMMENTS AND QUESTIONS

You guys are doing a great job. Thank you.

When will these slides be available to look at online? Would love to have a closer look at them!

I appreciate your attention to the most vulnerable!!

NEXT STEPS

- Refine Public Draft Design Concept (Nov/Dec 2022)
- Public Draft Plan (Dec 2022 Jan 2023)

PROJECT WEBSITE: northgateblvd.com



APPENDIX C



COMMUNITY SURVEY

SUMMARY AND ANALYSIS SEP 18, 2021 TO NOV 15, 2021

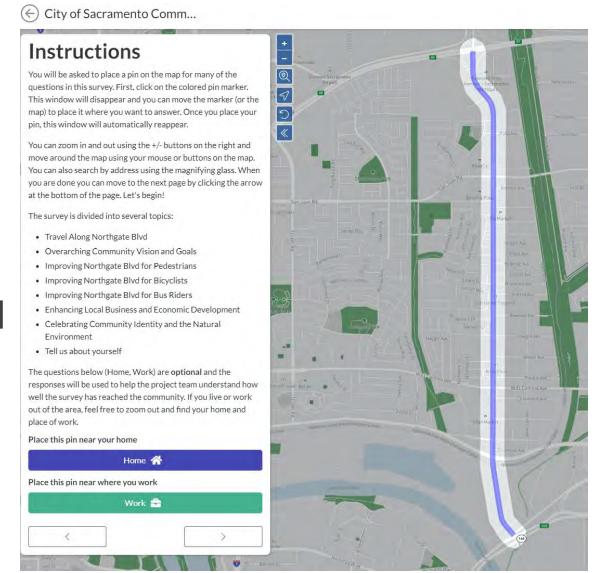




NORTHGATE BOULEVARD TRANSPORTATION PLAN

SURVEY OVERVIEW

- Survey became available on September 18, 2021 and closed on November 15, 2021.
- It was available in English and Spanish.
- The online version of the survey was created using
 Maptionnaire, which is a map-based survey tool used to facilitate simple and effective public participation.



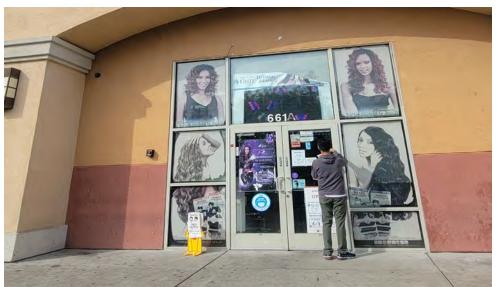
Clip shot of the online version of the survey

SURVEY OVERVIEW

The **online** and **paper** versions of the survey were distributed using the following methods:

- Shared on the project webpage
- Flyering and Business Cards
- Pop-Events
- Door-to-Door Canvassing
- Community Walk Audits
- Community Workshop







Outreach photos where the survey was distributed

OVERALL RESPONSE

Over 165 respondents

- o 115 online survey submissions
- o 50 paper survey submissions
- o 2 responses in Spanish
- Over 134 respondents completed the entire survey
- This analysis examines all the responses collected and summarizes key findings to present a clear vision on what the community wants to see for the future of Northgate Blvd.



Mapita Survey Hot-spot Analysis



DEMOGRAPHICS

AGE

The age of survey respondents ranged from under 18 - 65 + years old. 35 - 44-year-olds made up most of respondents.

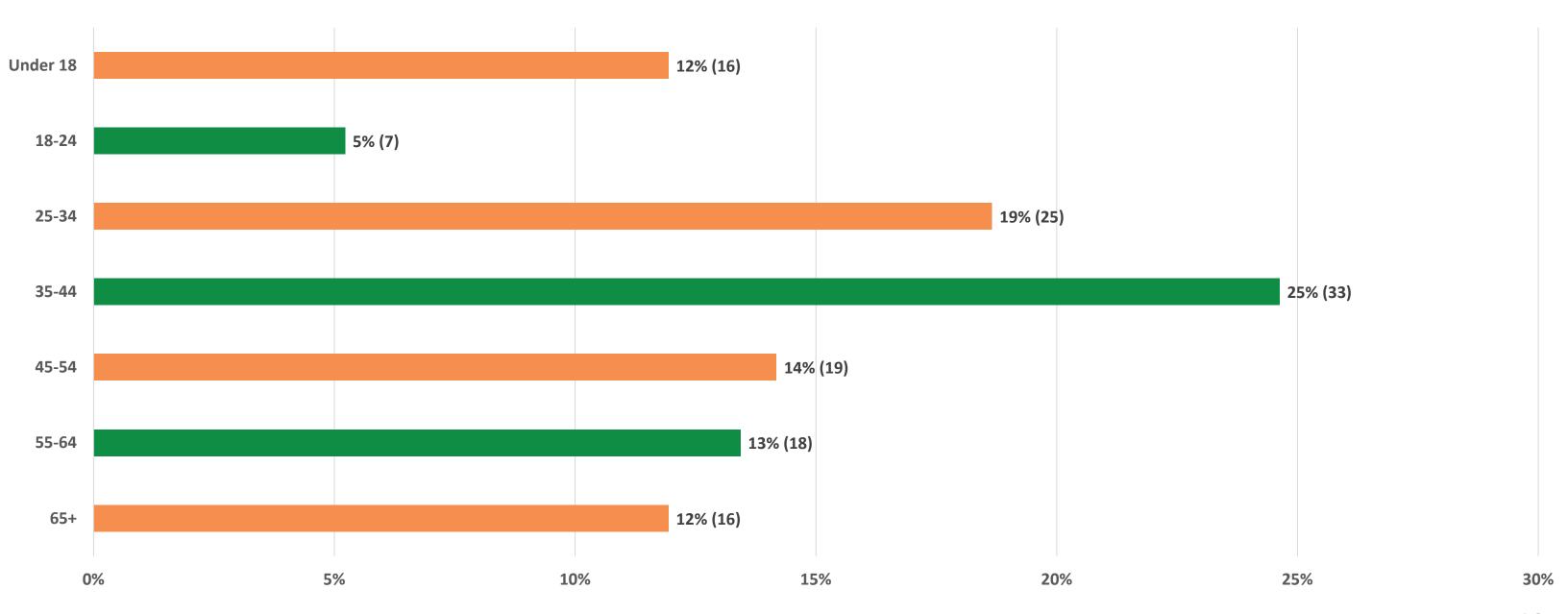


Fig B: Age Chart

GENDER

Most survey respondents identified as **female**. Males make up the second largest group, but it is important to note that 1 respondent identified as non-binary.

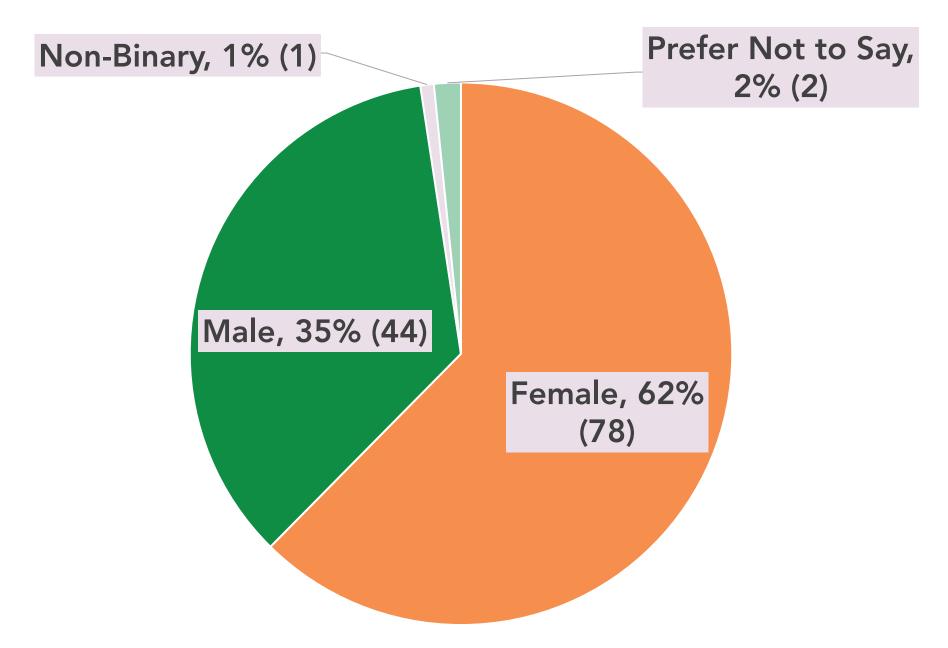


Fig C: Gender of survey respondents

RACE/ETHNICITY

Hispanic/Latino makes up **32%** which is the largest racial/ethnic group of survey respondents.

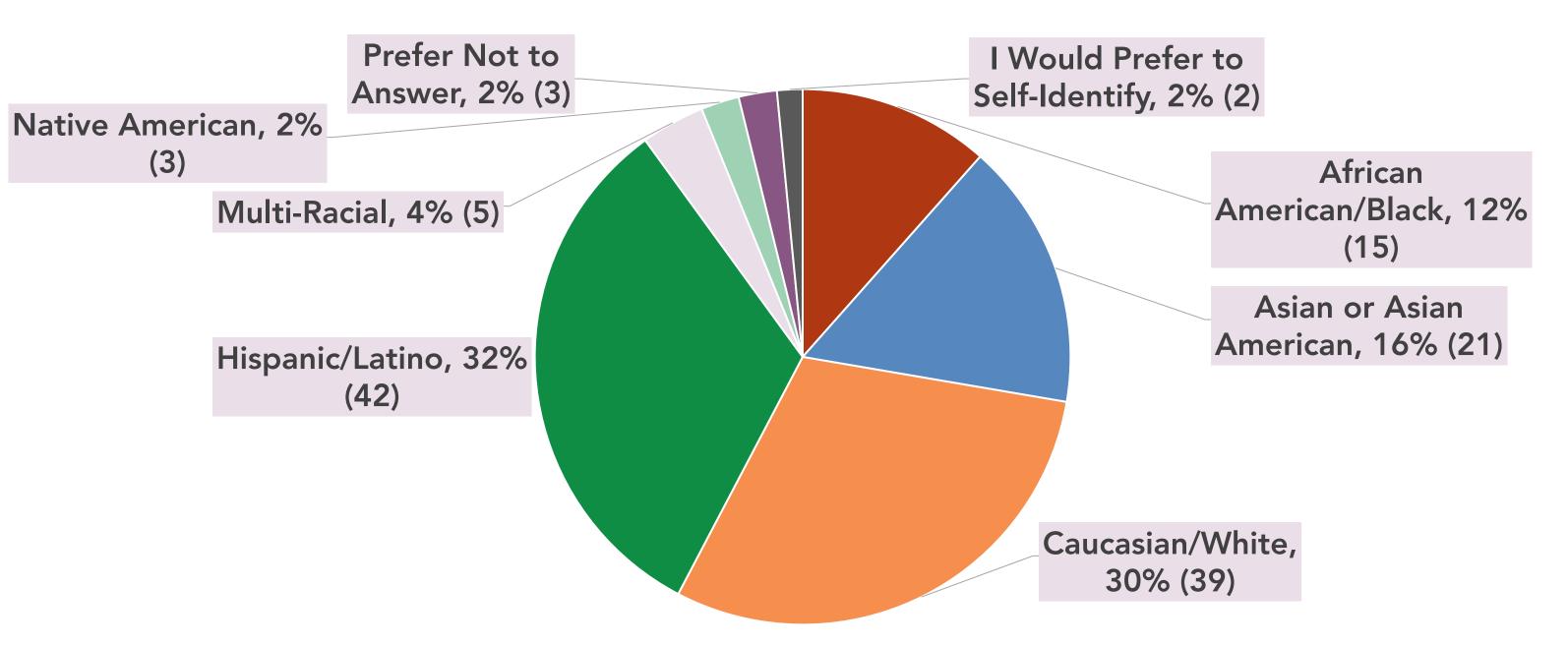


Fig D: Race/ethnicity of survey respondents

HOW LONG HAVE YOU LIVED OR WORKED IN AND AROUND THE AREA?

Most survey respondents have lived or worked in and around the area for more than 10 years.

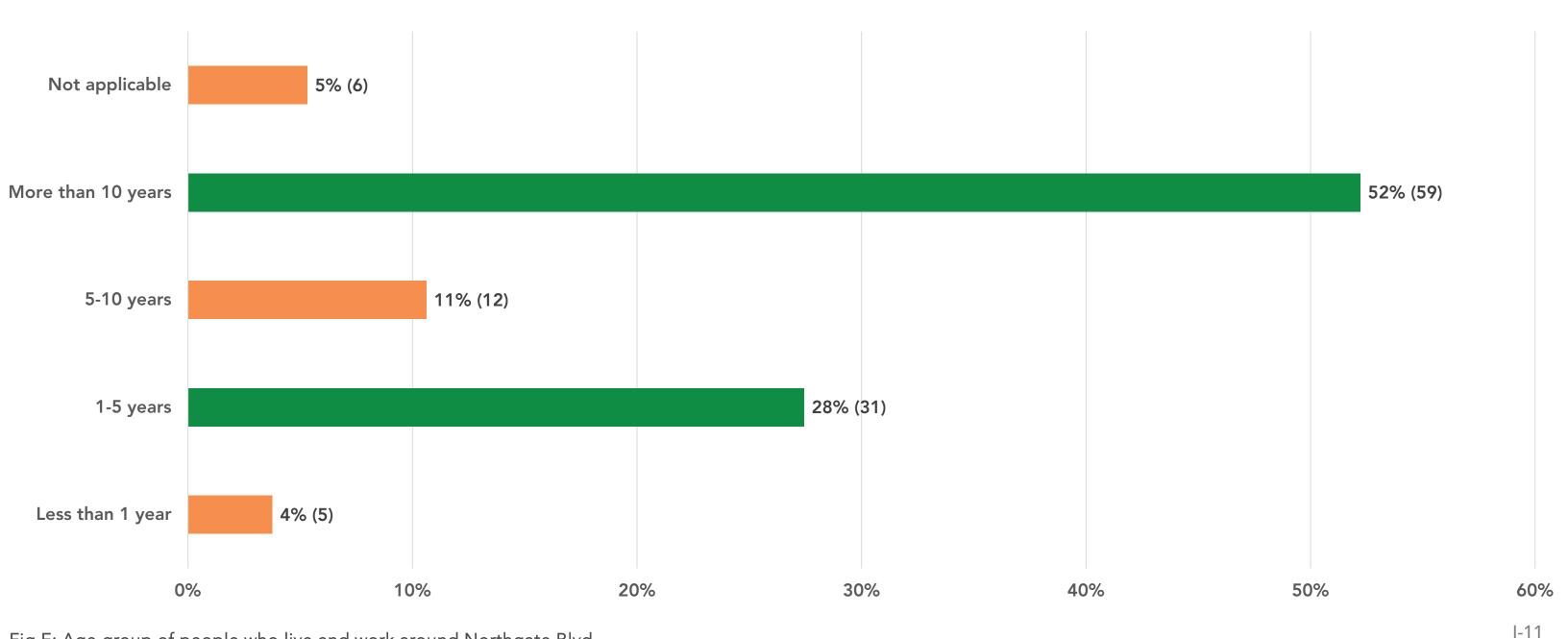
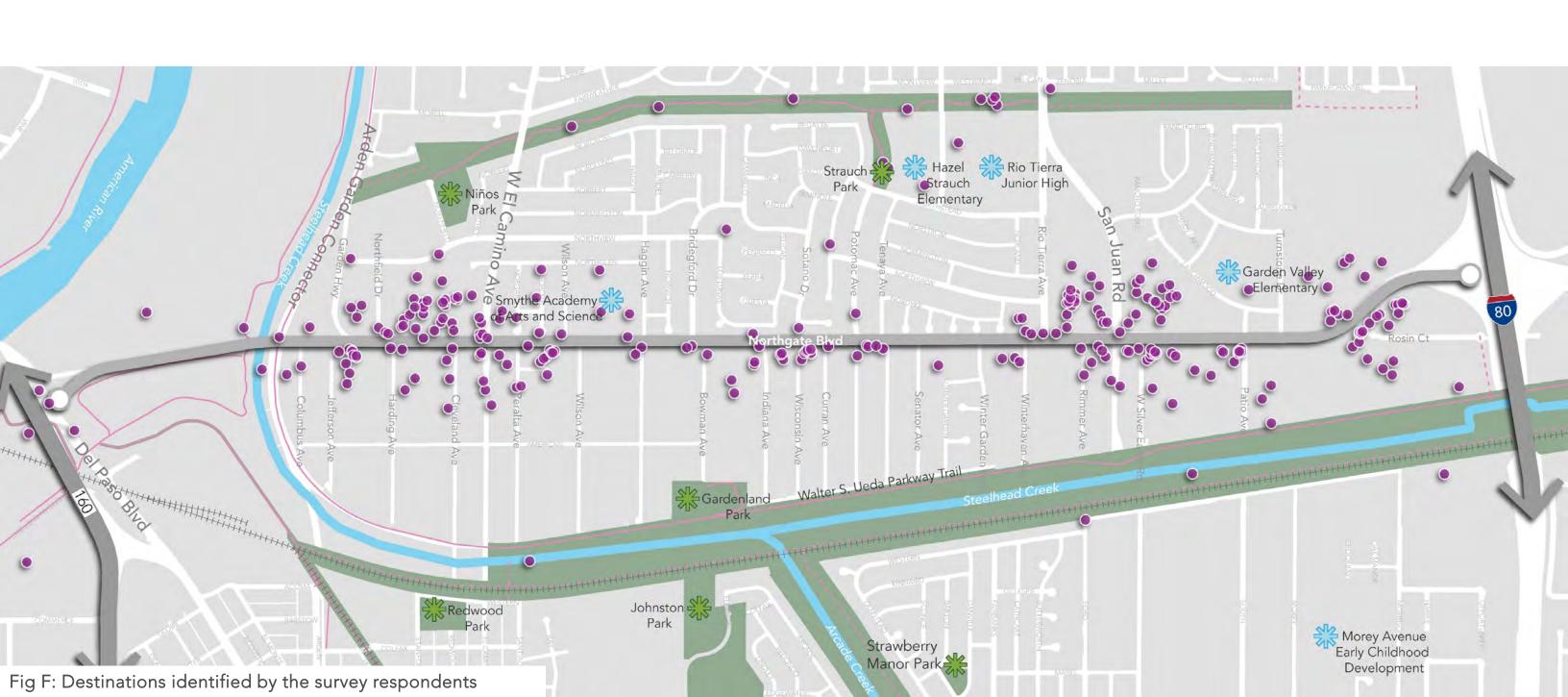


Fig E: Age group of people who live and work around Northgate Blvd.

WHERE PEOPLE SHOP, PLAY, OR VISIT

About 386 destinations were identified by the survey respondents.





COMMUNITY VISION

VISION ELEMENTS

The vision elements shown to the right were identified through the common themes found in responses from the survey. This included looking at the overall responses for the questions asked and the open-ended comments that were received.











COMMUNITY VISION

Over 80% of responses from people surveyed said they would like to improve safety for people walking, biking, taking transit and drive.

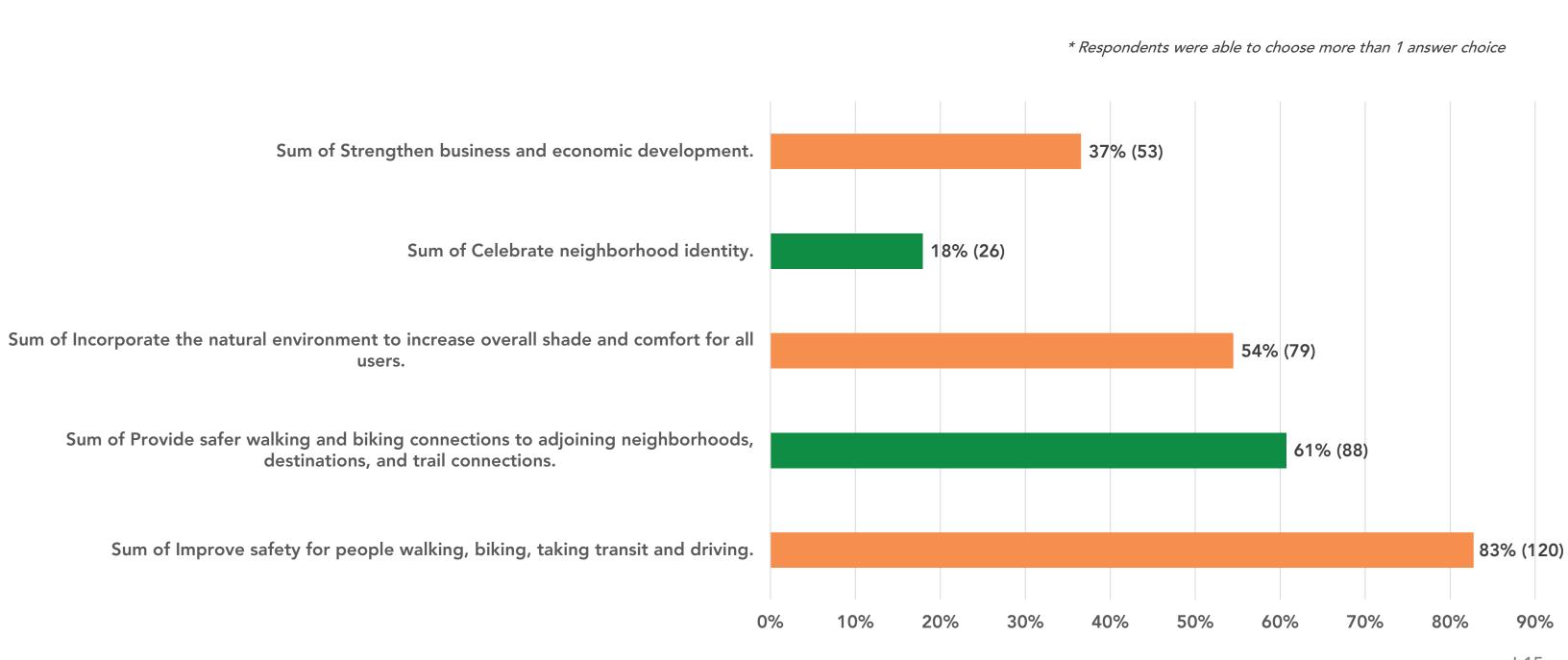


Fig G: Community Vision

OTHER COMMUNITY VISION COMMENTS

Replace the old fence

"More bus stop covers/shade"

Help the trees and add more greenery

Beautification in general, cleaner look

Red light cameras!

Reduce reckless and excessive speeding by installing roundabouts or speed bumps in intersections that are big enough

Reduce litter on the streets

Get rid of utilities poles on sidewalks down the blvd.

Help the homeless that live along the streets

Make Northgate a destination rather than just a drive through

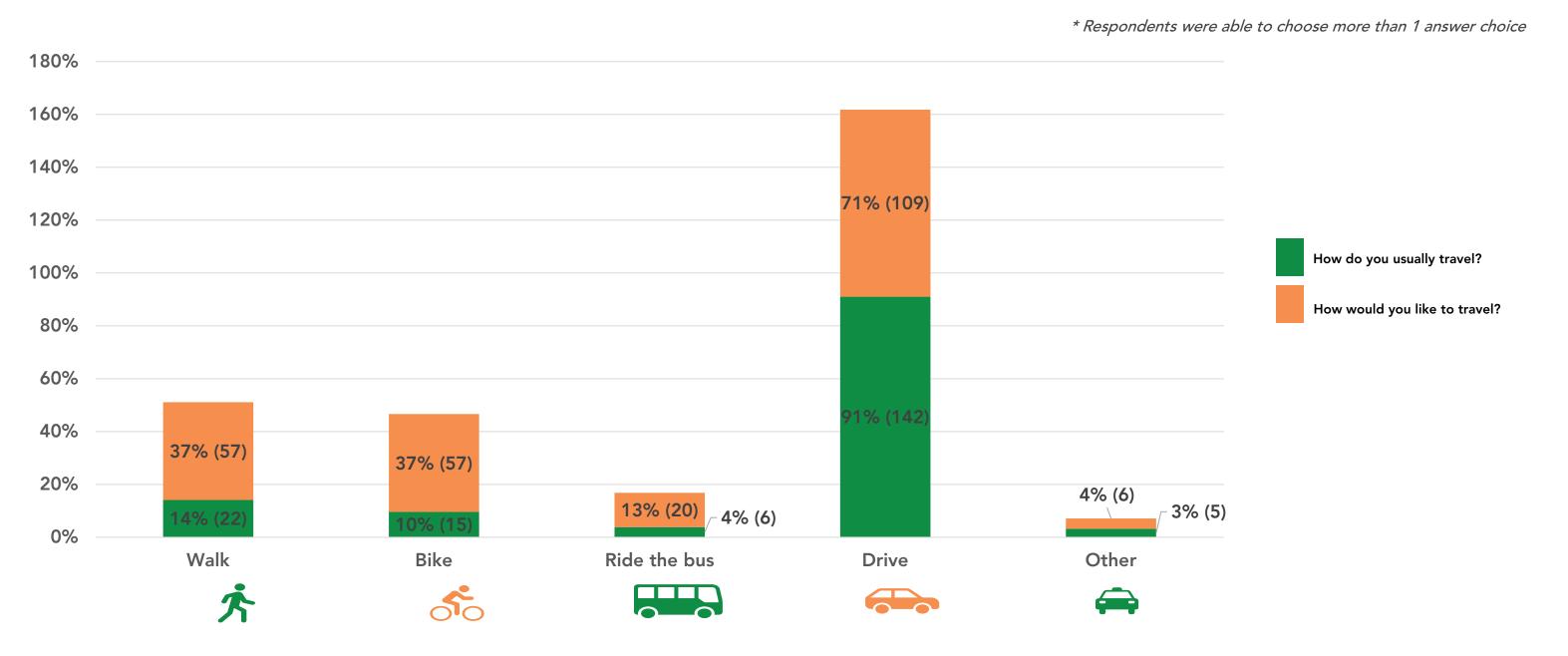
Better lighting!



MULTI-MODAL MOBILITY IMPROVEMENTS

MODE SHIFT ANALYSIS

A mode shift analysis was performed using responses from the survey to compare current and preferred modes of travel along Northgate Blvd. Overall, there was a desire to decrease the amount of driving and increase the use of other modes of transportation such as walking, biking, and riding the bus.



MODE SHIFT ANALYSIS -WALKING

Currently 14% of people walk on the corridor, but there is a desire to increase the amount of people walking to 37%.







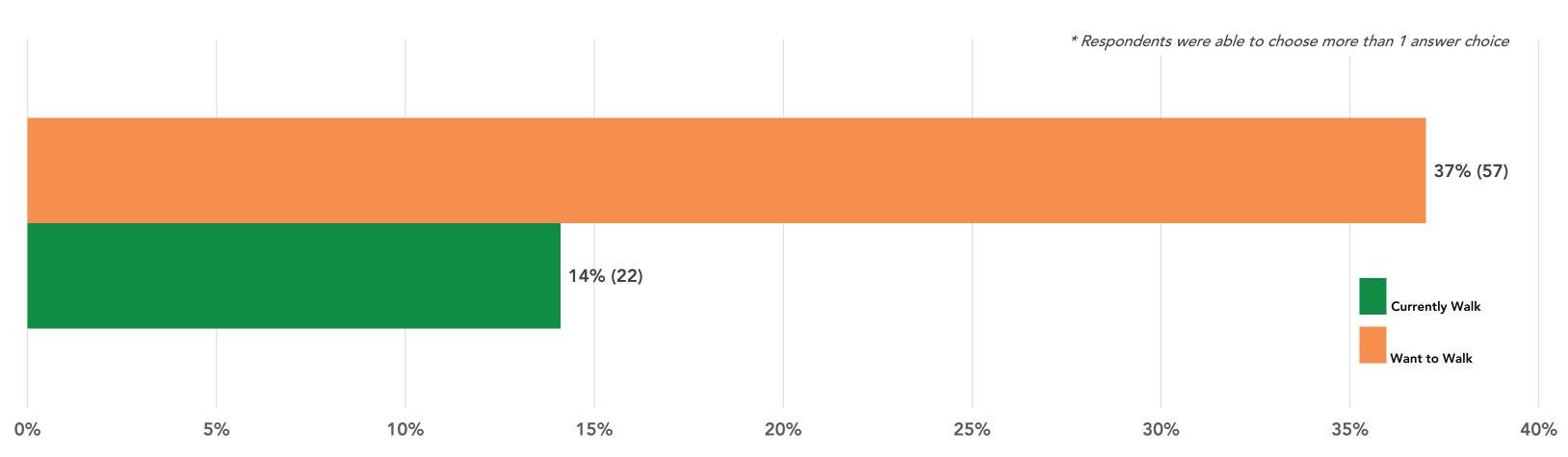
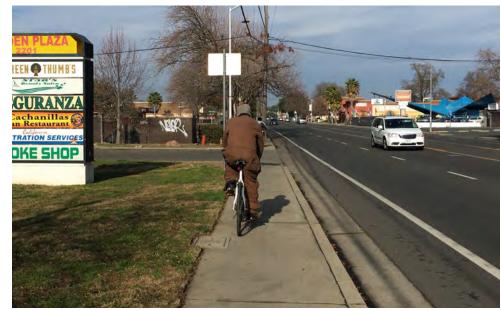


Fig I: Mode Shift Analysis - Walking

MODE SHIFT ANALYSIS -BIKING

Currently 10% of people bike on the corridor, but there is a desire to increase the amount of people biking to 37%.







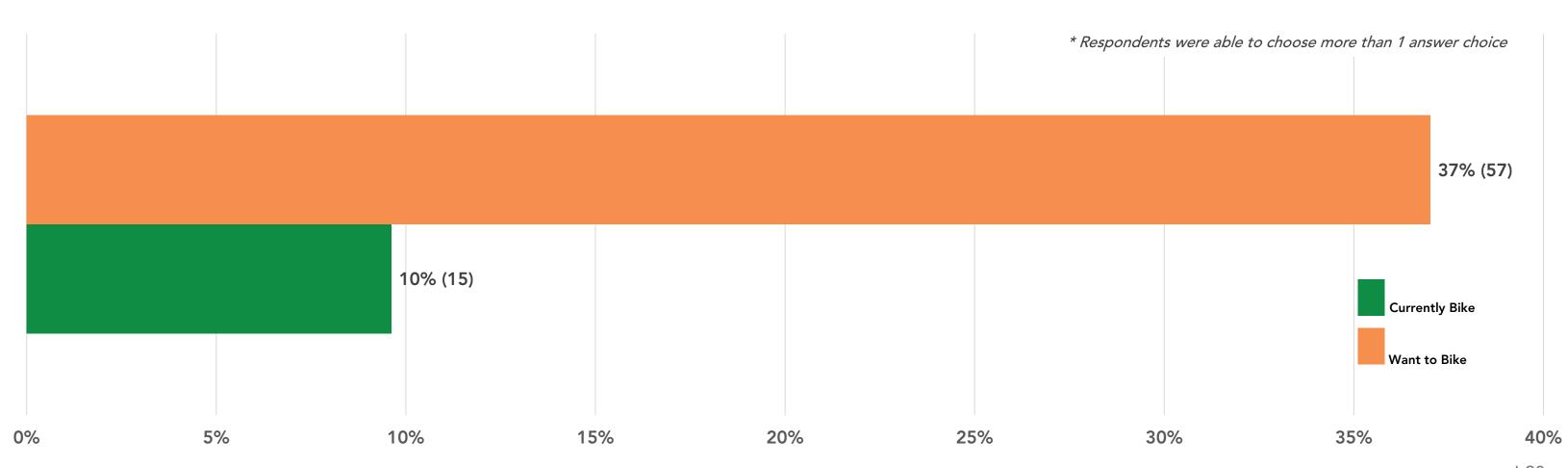
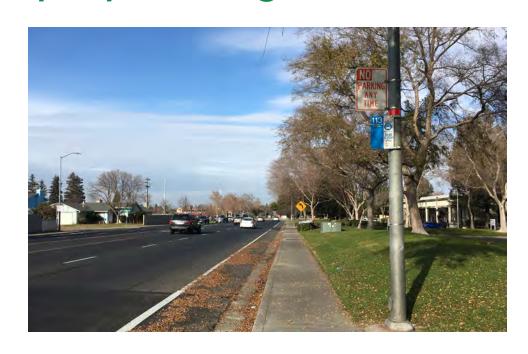


Fig J: Mode Shift Analysis - Biking

I-20

MODE SHIFT ANALYSIS -TRANSIT

Currently 4% of people ride the bus, but there is a desire to increase the amount of people taking transit to 13%.





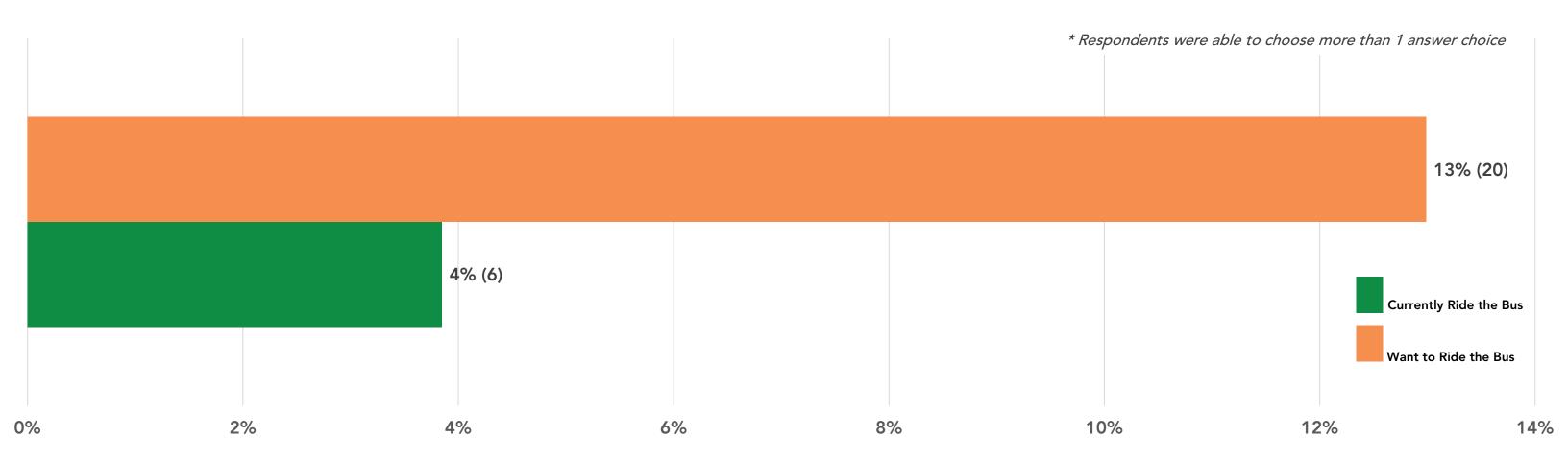


Fig K: Mode Shift Analysis - Transit

MODE SHIFT ANALYSIS - DRIVING

Currently 91% of people drive on the corridor, but there is a desire to decrease the amount of people driving to 71%.







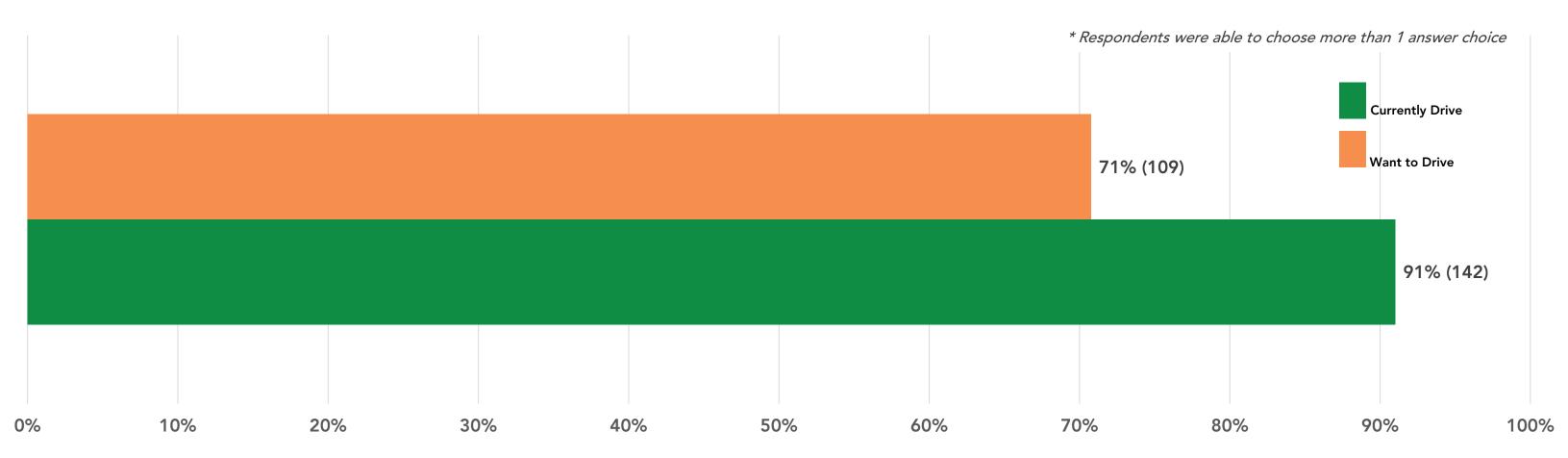


Fig L: Mode Shift Analysis - Biking



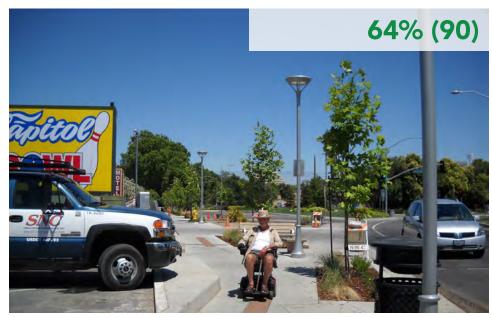
EMERGING OPPORTUNITIES

WALK AND ROLL IMPROVEMENTS

About 67% of responses from people said they would like to see more street and pedestrian lighting. 64% people also desire wider and unobstructed sidewalks.



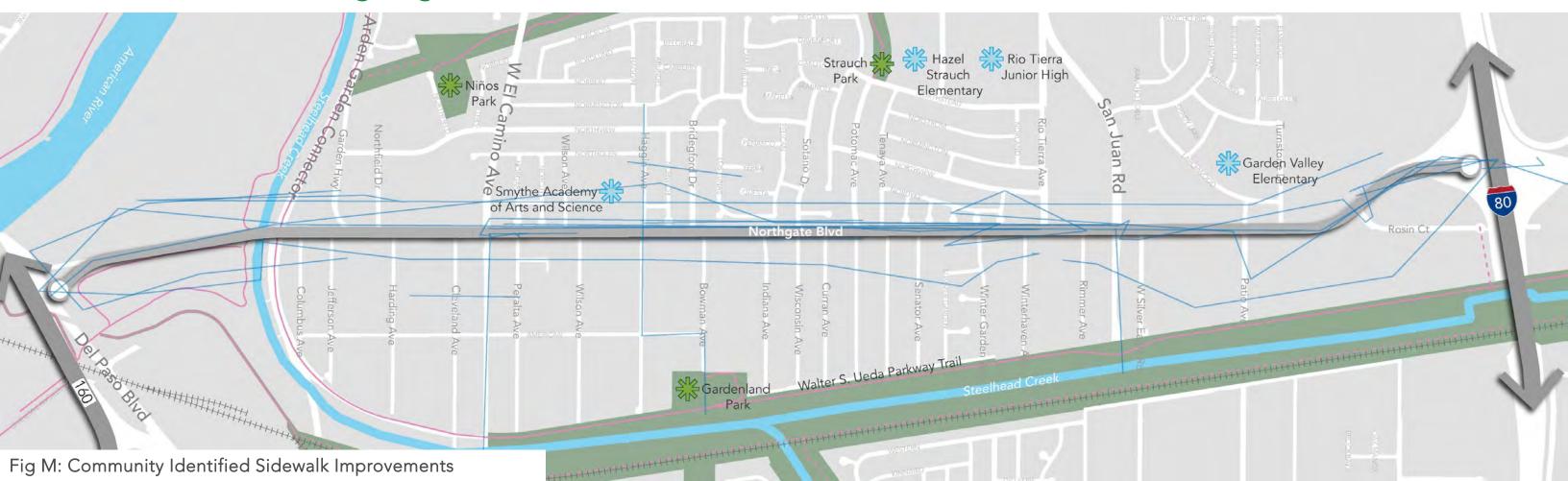
Street and Pedestrian Lighting



Wider Sidewalks



Street Trees and Shade



WALK AND ROLL IMPROVEMENTS

As you walk along Northgate Blvd., are there other issues or challenges that you experience that you would like to improve?

- Broken glass and litter.
- Homeless block the way.
- Cracks in the sidewalk/no sidewalks.
- Deteriorating and unkept fencing from W El Camino to Rio Tierra St, west side of Northgate.
- Drivers running red lights.
- Slow traffic down with beautification.
- Replace wood and chain link fences with soundwalls and landscaping.

CROSSWALK IMPROVEMENTS

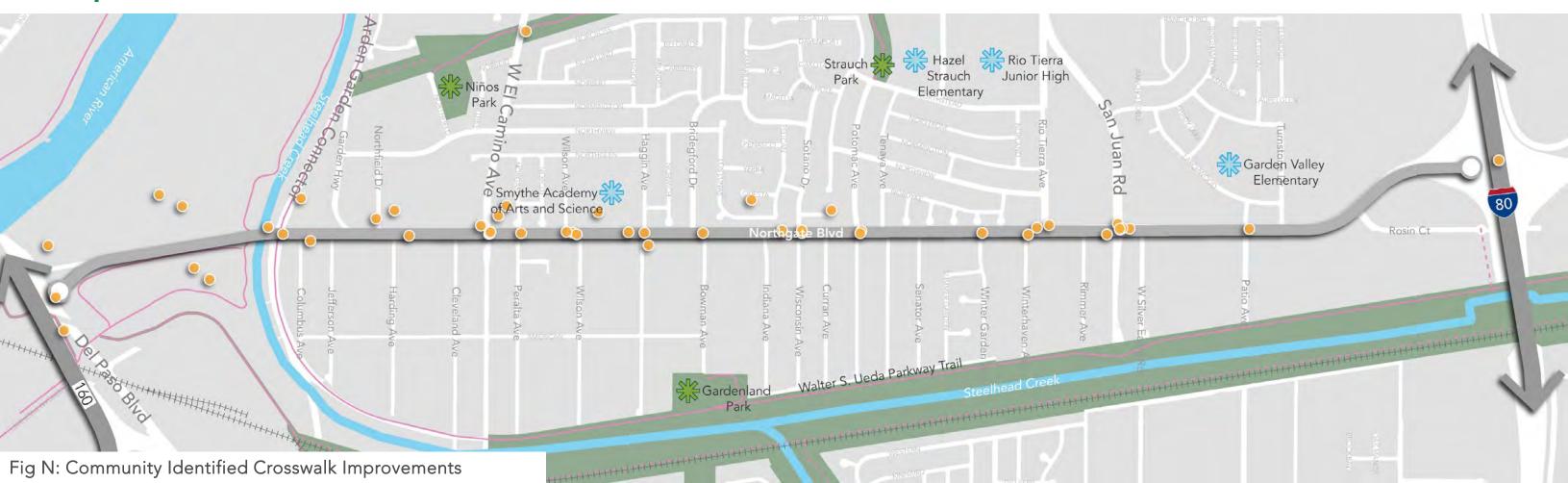
About 59% of responses supported improving existing crosswalks and 53% supported new and more opportunities to cross the street.



53% (75)

Improved Crosswalks

New Crosswalks



CROSSWALK IMPROVEMENTS

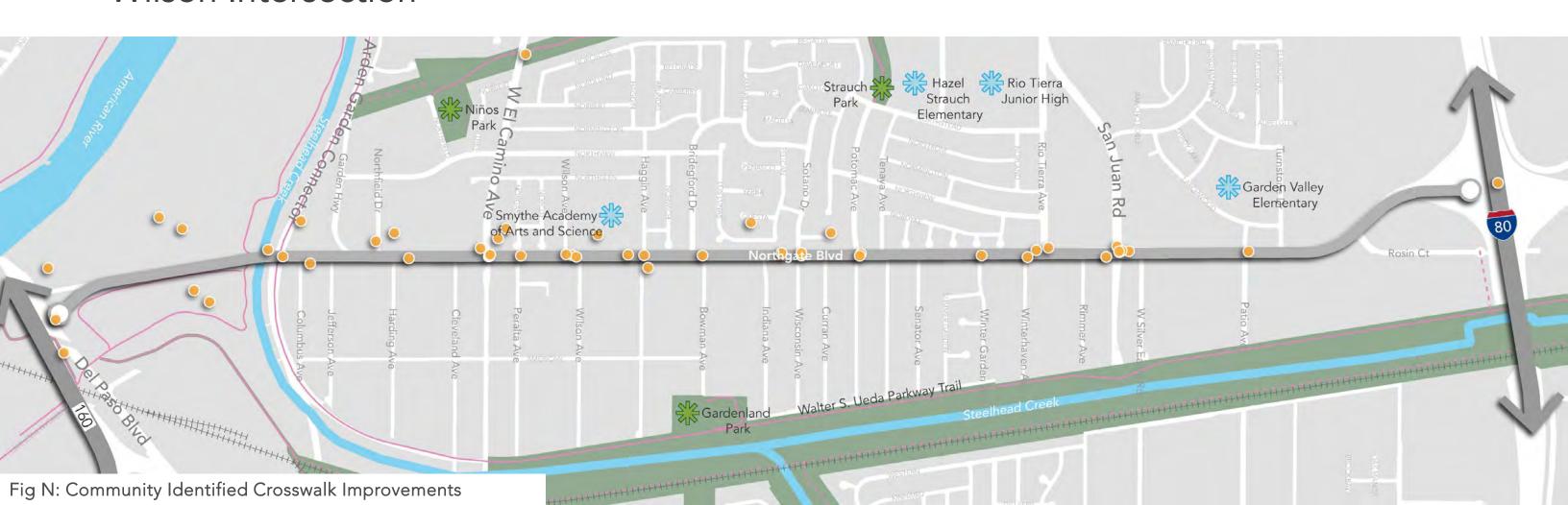
Priority Crosswalk Improvements

Existing Intersections:

- San Juan Intersection
- El Camino Intersection

New Proposed Intersections:

- Between Rio Tierra and Winterhaven
- Wilson Intersection



BIKE IMPROVEMENTS

Connectivity was a common theme found in all responses from the survey. 71% of responses supported **improving bike connections** to existing and planned destinations.



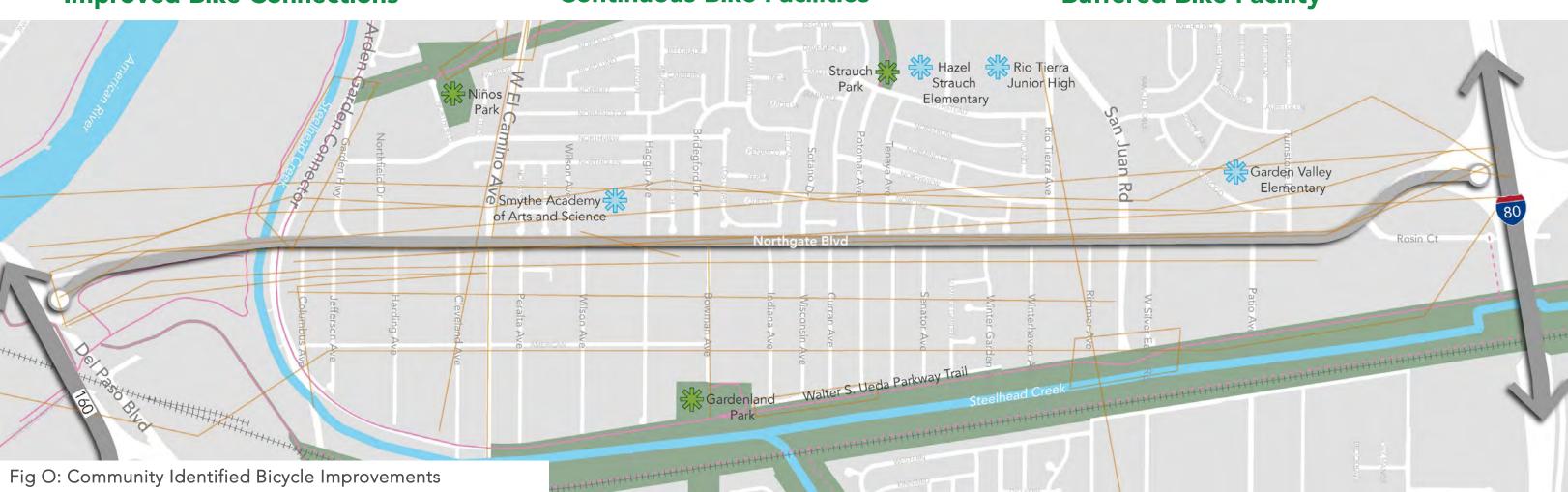
67% (83)



Improved Bike Connections

Continuous Bike Facilities

Buffered Bike Facility



BIKE IMPROVEMENTS

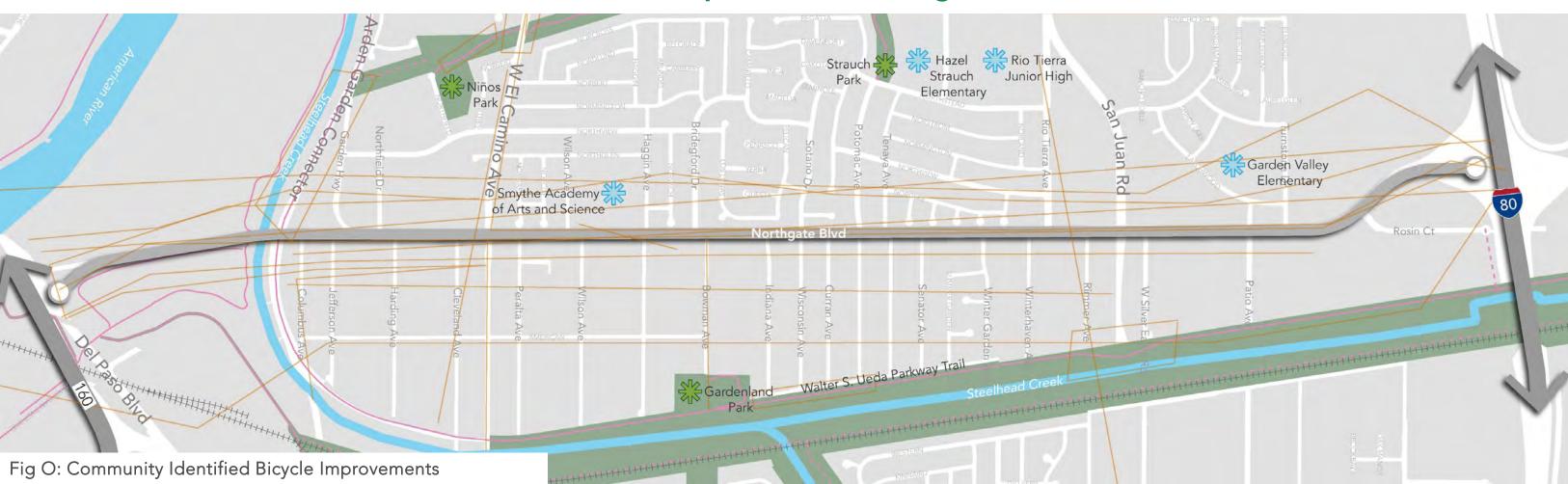
When it comes to a preferred bike facility, 69% of responses supported buffered bike facilities.



Shared Bike Facilities



New and Improved Bike Parking



BIKE IMPROVEMENTS

When biking along Northgate Blvd, are there other issues or challenges that you experience that you would like to improve?

- All bike lanes need to be physically separated.
- It is scary to bike because bikers are right beside speeding cars. Bike trails will be nice to have.
- Right now, the bike lanes are too narrow.
- The connection from Northgate to Hwy 160 is awful for bikes.
- There is an obscene amount of glass and debris in the bike lane.
- Potholes and speeding cars cause unsafe conditions.

TRANSIT IMPROVEMENTS

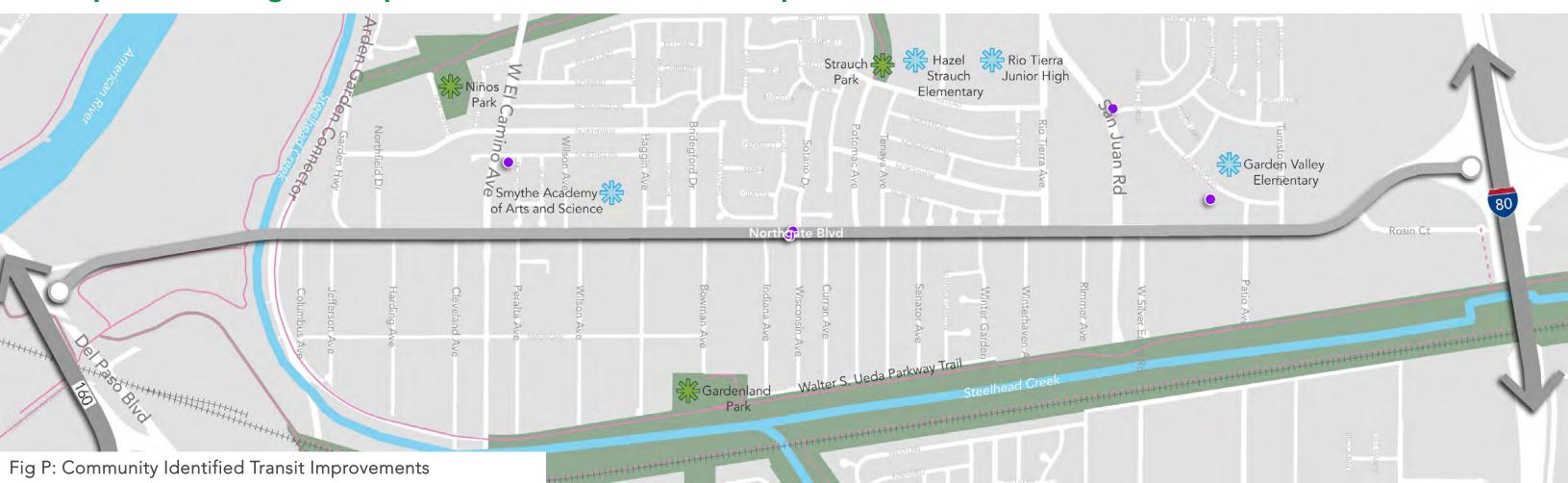
According to survey, there is a desire to use more transit if it was more convenient and efficient. 89% of responses supported improving existing bus stops.



Improved Existing Bus Stops



Additional Bus Stops with Shelters



TRANSIT IMPROVEMENTS

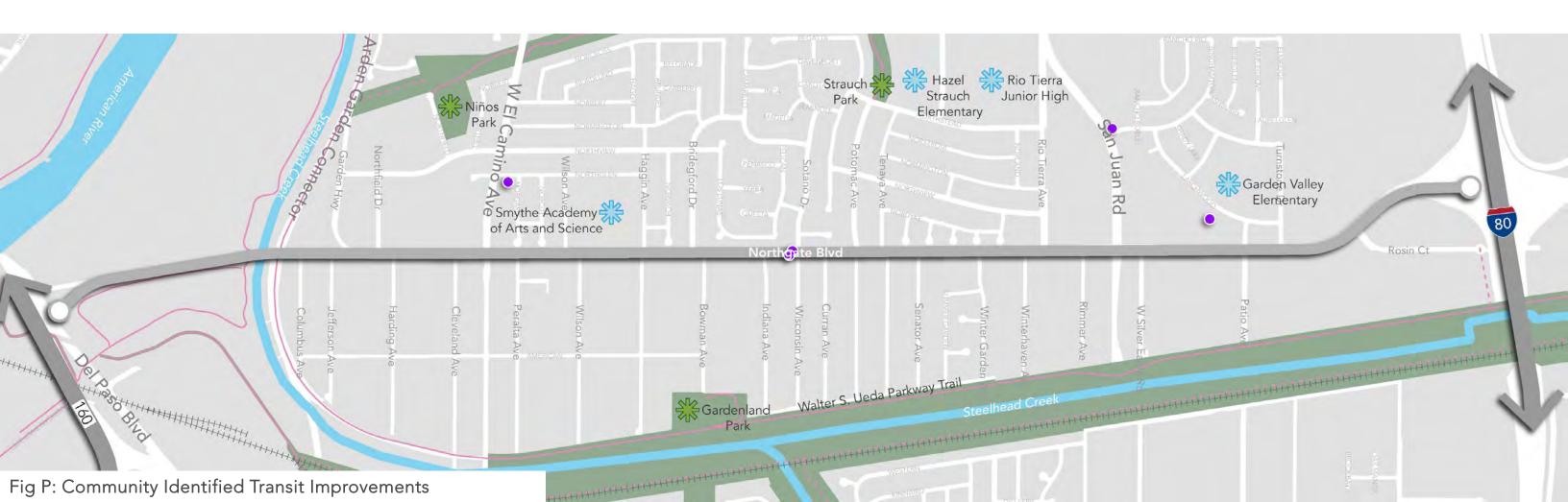
Priority Transit Improvements

Existing Bus Stops:

- Bus stop located at the NW corner of San Juan and Binghamton
- Bus stops located south of Sotano/Wisconsin
- Bus stop outside the 7-11 on El Camino

New Proposed Bus Stops:

• Intersection of Ozark.

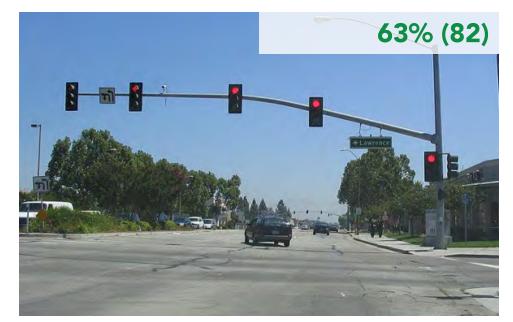


TRANSIT IMPROVEMENTS

As you move through the corridor using transit, are there other issues or challenges that you experience with transit that you would like to improve?

- Additional bus routes to shopping areas in North Natomas and downtown.
- Being harassed by homeless people.
- Buses block the bike lane.
- Design distinctive bus stops for Northgate and W. El Camino.
- It's not obvious where the stops are.

More than 90% of people currently drive along the corridor. There is support for improving existing signals (63%).



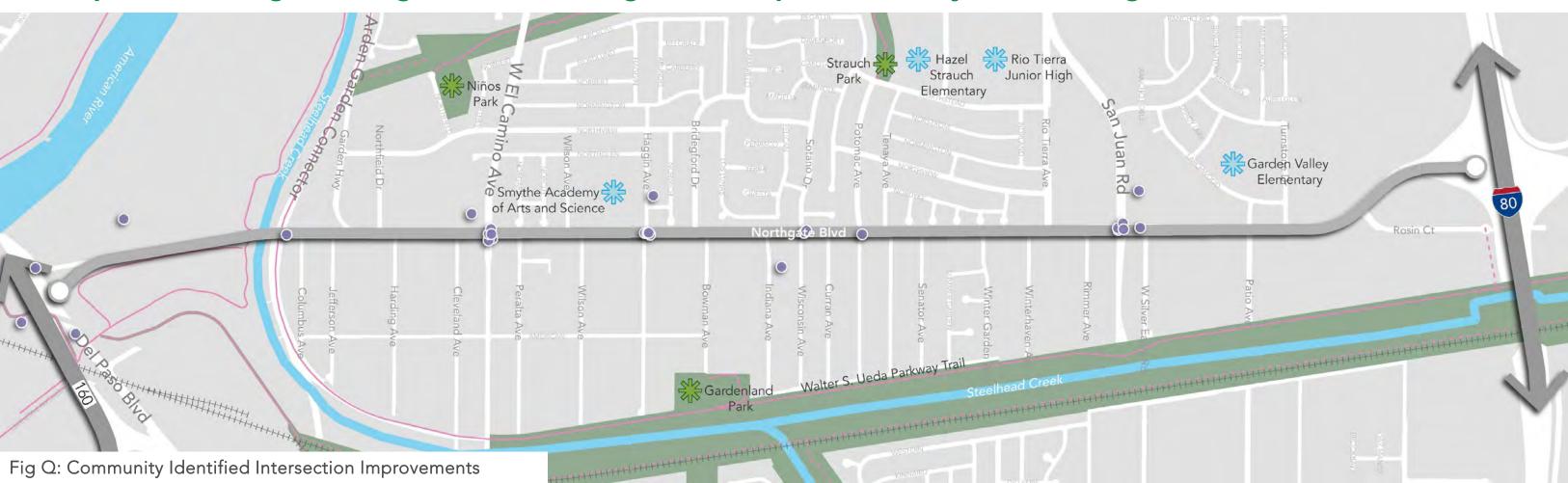
Improved Existing Traffic Signals



Managed Traffic Speed for Safety



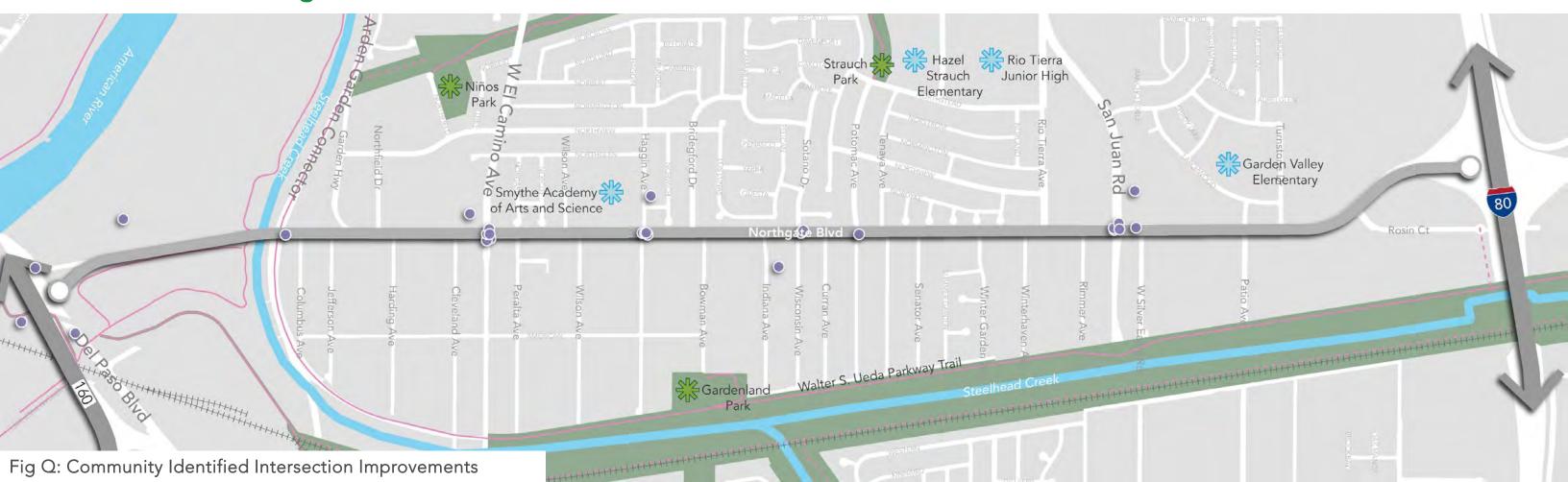
Manage Traffic Flow with Medians



There is also a support adding new signalized intersections (53%).



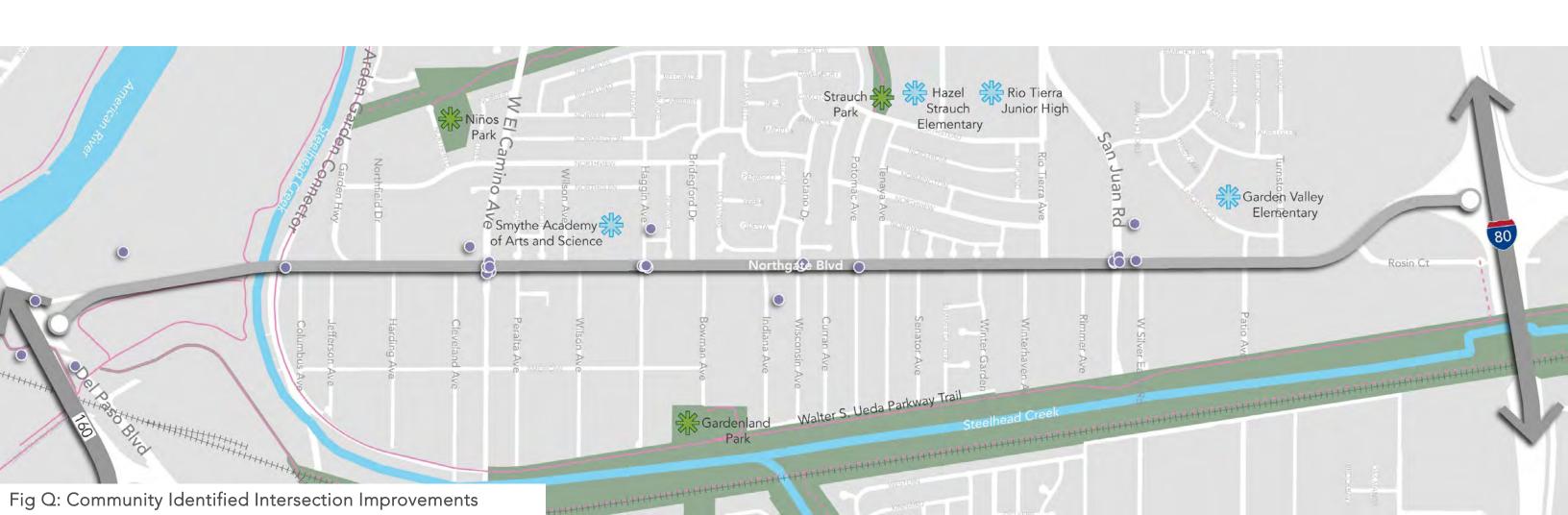
Additional Traffic Signals



Priority Automobile Improvements

Existing Intersection Improvements:

- San Juan Rd.
- Haggin Ave.
- El Camino Ave.
- Del Paso Blvd.



As you drive along Northgate Blvd, are there other issues or challenges that you experience while driving that you would like to improve?

- Cars traveling at high speeds and ignoring speed bumps.
- Drivers running lights, speeding.
- Protected turn lanes especially at the intersection of Jefferson.
- Medians might help with the dangerous drivers who are always in a hurry.
- Lighting! It is horrible driving at night on Northgate Blvd.
- Lower speed limits. "Improving traffic flow" usually just leads to wider lanes and more dangerous cities, let's not make that happen here.

As you drive along Northgate Blvd, are there other issues or challenges that you experience while driving that you would like to improve?

- Reduce the number of used car lots on Northgate.
- More lighting outside of the businesses for people to see.
- Northgate does not have a place that marks Northgate as a destination. The street is
 ugly and there are not places that are pleasant to sit outside of a business.
- Outdoor plaza for consumers to hangout after buying food.
- Permanent location for food trucks/vendors.

ECONOMIC DEVELOPMENT IMPROVEMENTS

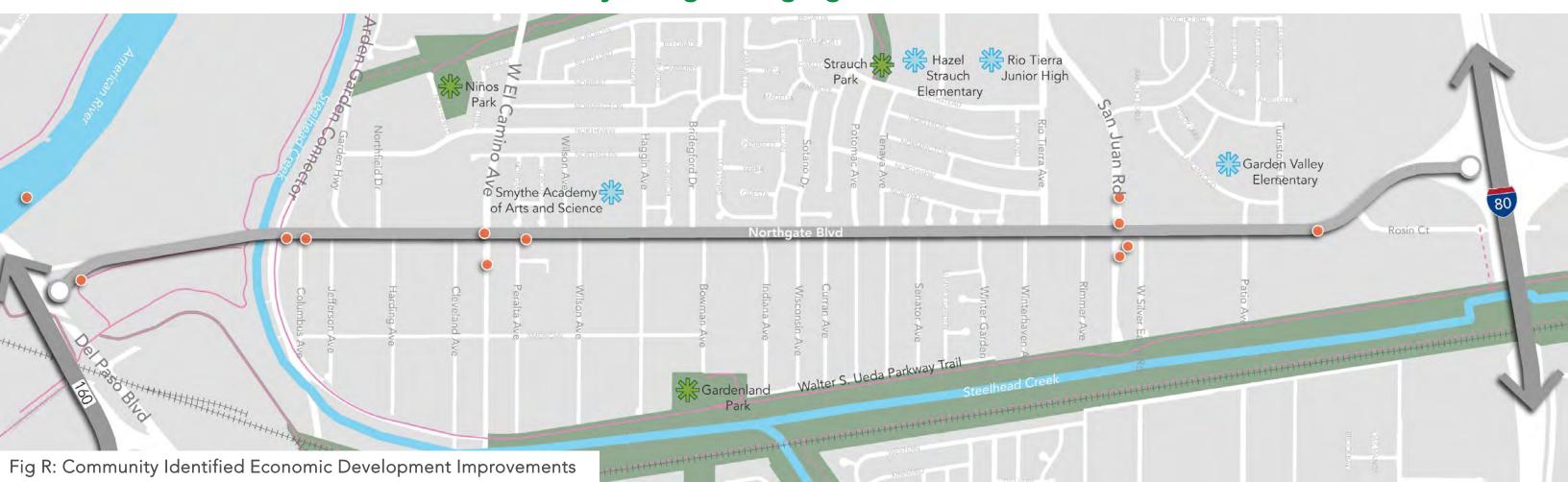
There is a strong interest in supporting economic development and local businesses. About 69% of respondents supported wider sidewalks for outdoor retail and commerce.



Outdoor Retail and Commerce



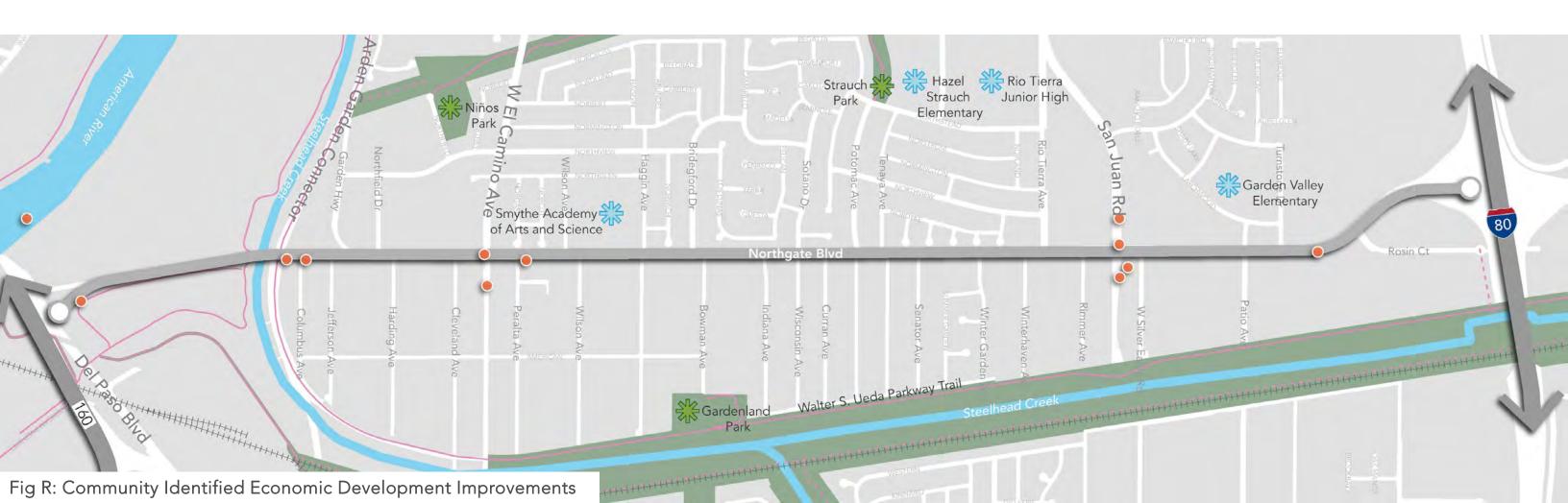
Wayfinding and Signage



ECONOMIC DEVELOPMENT IMPROVEMENTS

Priority Wayfinding and Signage Improvements

- Around the San Juan Intersection
- Around the El Camino Intersection
- Arden-Garden Connector Intersection



ECONOMIC DEVELOPMENT IMPROVEMENTS

Are there other improvements or opportunities to support local businesses, destinations, and guide economic development that you think are important?

- Adequate free parking.
- At the site of the new mural, would be great to set a seating area for all the Taco Truck customers. Maybe a small stage for events.
- Building, parking lot, fencing and property improvements.
- Clean up the area so that folks will be encouraged to shop and eat and even mingle.
 Maybe even include some mini parks green space with a bench or some shade not places where people will necessarily hang out like at a regular park, but a sort of resting and chatting space perhaps.
- More traffic cameras!
- Tree canopy is a must for this area.

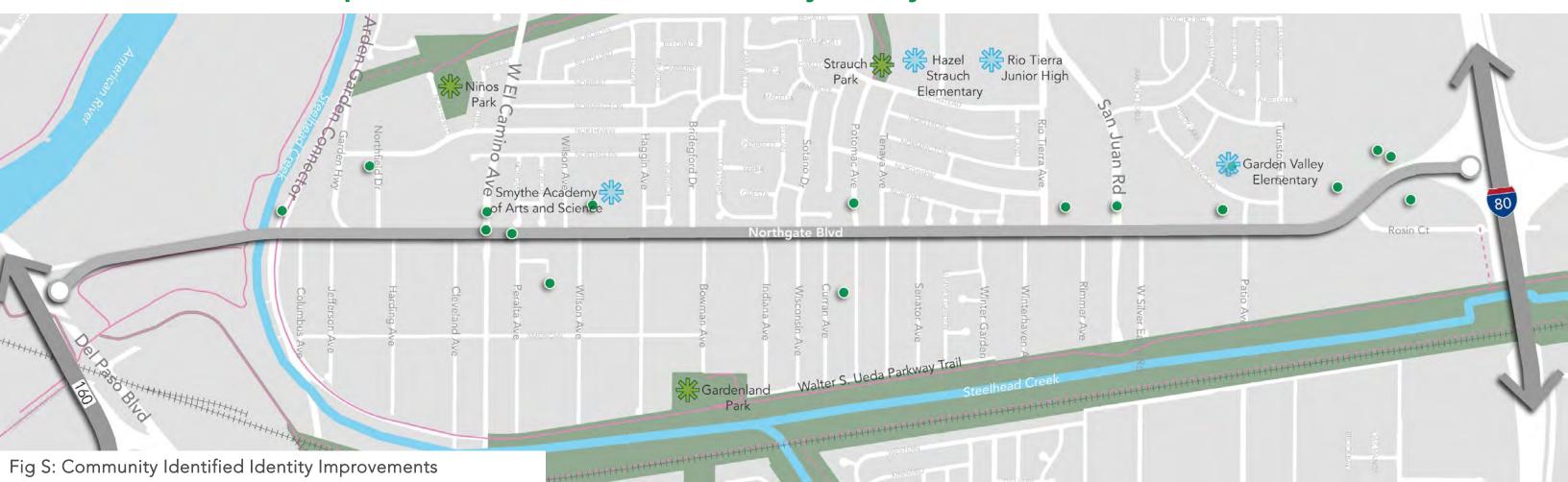
There is a strong interest in adding natural features and art along Northgate Blvd. 74% of respondents supported adding natural elements to create a sense of place.



Natural Elements to Improve Water

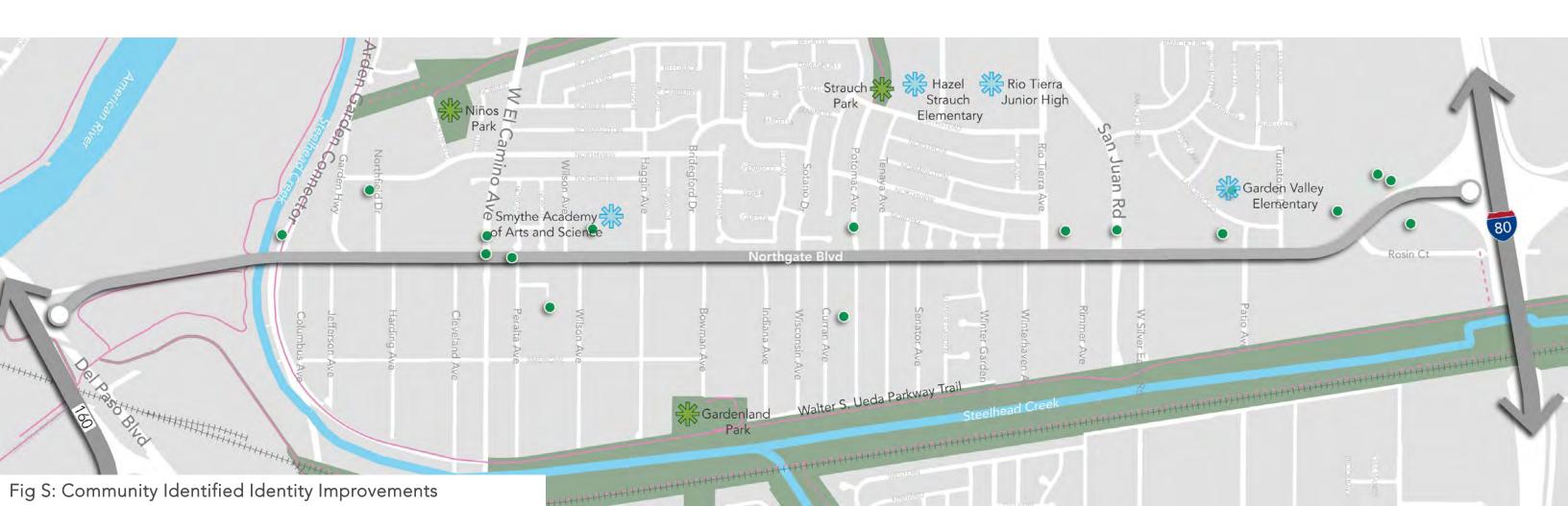


Celebrate Community Identity



Priority Art Improvements

- Around the Rosin Intersection
- Around the El Camino Intersection and Alethea Elementary
- Around Garden Valley Elementary
- Around the San Juan Intersection



Are there other opportunities to celebrate community identity that are important to you?

- Consult with local artists.
- Convert one of the empty fields into a vendor's market with benches, shaded area and art. A place to meet.
- Ethnic food truck parks that are clean, safe and well-lit at night.
- I love the idea of murals to brighten and rejuvenate the area and celebrate the primarily Latino culture of this corridor. Flags would also be a nice touch perhaps. And some sort of annual event on Northgate Blvd. Fulton Avenue has the annual Cruise Fest. Perhaps Northgate could have an annual something or another that celebrates the heritage and potentially brings people in to learn more. Something that goes beyond a movie in the park.

Are there other opportunities to celebrate community identity that are important to you?

- I think something that speaks to the history and diverse culture would bring unity to the area.
- Replace the barbed wire fencing with wall of art.
- Some pictures/plaques with historical photos and information. Northgate was heavily lived in by migrant farm workers.

ADDITIONAL IDEAS OR COMMENTS

Additional Comments

- Anything helps. We do want Northgate to become a corridor for commuters to bypass
 5 to get to the North Natomas.
- Better passageways for services for parks, need more lighting and more security, need to be safer.
- Bury overhead wires to improve appearance of Northgate Blvd.
- I think the main problem in Northgate right now is safety or security and too many homeless in the area.
- I would really like to see this corridor become a viable business district and perhaps include an art center or some similar type of space"
- It would be nice to have a drinking fountain in the area of Northgate and Garden Highway. Currently there is an open grass field. It would be cool to see that corner in a more natural settings. Maybe paths through the area.
- Save the Oak trees please!

APPENDIX D



WALKING WORKSHOP

SUMMARY OCT 30, 2021

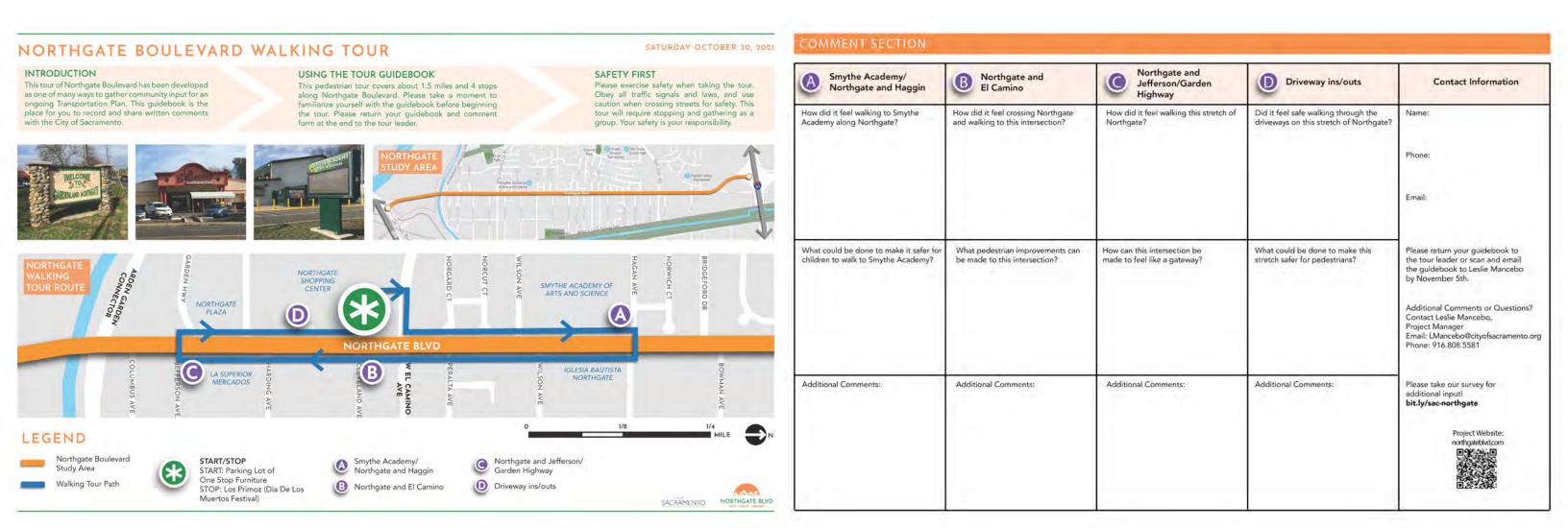




NORTHGATE BOULEVARD TRANSPORTATION PLAN

OVERVIEW

- A walking workshop was held on October 30th, 2021.
- Approximately 10 people attended this in-person event.
- This tour of Northgate Blvd. was developed as one of the many ways to **gather** community input.
- A walking tour guidebook was prepared that included the walking route and questionnaires to record observations made by the community.



WALKING WORKSHOP - LOCATIONS

- 4 observation stops were included in the workshop:
 - A. Smythe Academy: Northgate Blvd. and Haggin Ave.
 - B. El Camino Ave. Intersection

Study Area

Walking Tour Path

- C. Jefferson Ave/Arden Garden Connector Intersection
- D. Northgate Shopping Center Driveway ins/outs

START: Parking Lot of

STOP: Los Primoz (Dia De Los

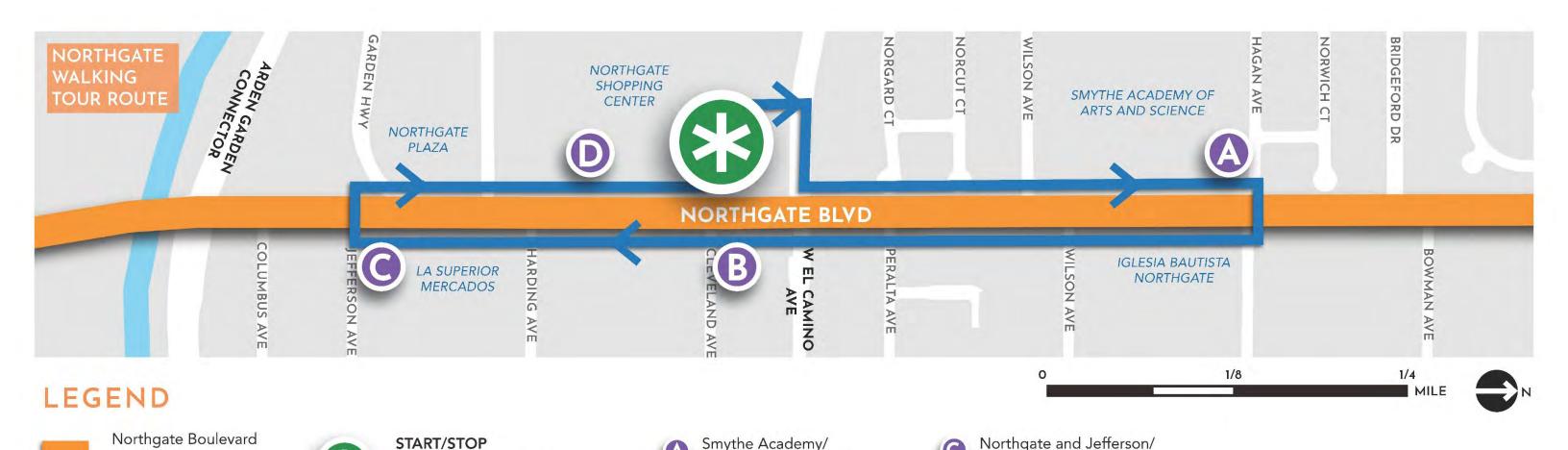
One Stop Furniture

Muertos Festival)



NORTHGATE BLVD

SACRAMENTO



Northgate and Haggin

Northgate and El Camino

Garden Highway

Driveway ins/outs

WALKING WORKSHOP - LOCATIONS OBSERVED

- 3 additional locations were identified by the community:
 - E. Jedidiah Smith Trail
 - F. Northfield Drive

Study Area

Walking Tour Path

G. Walk along Northgate Blvd. between El Camino Ave. and Arden Garden

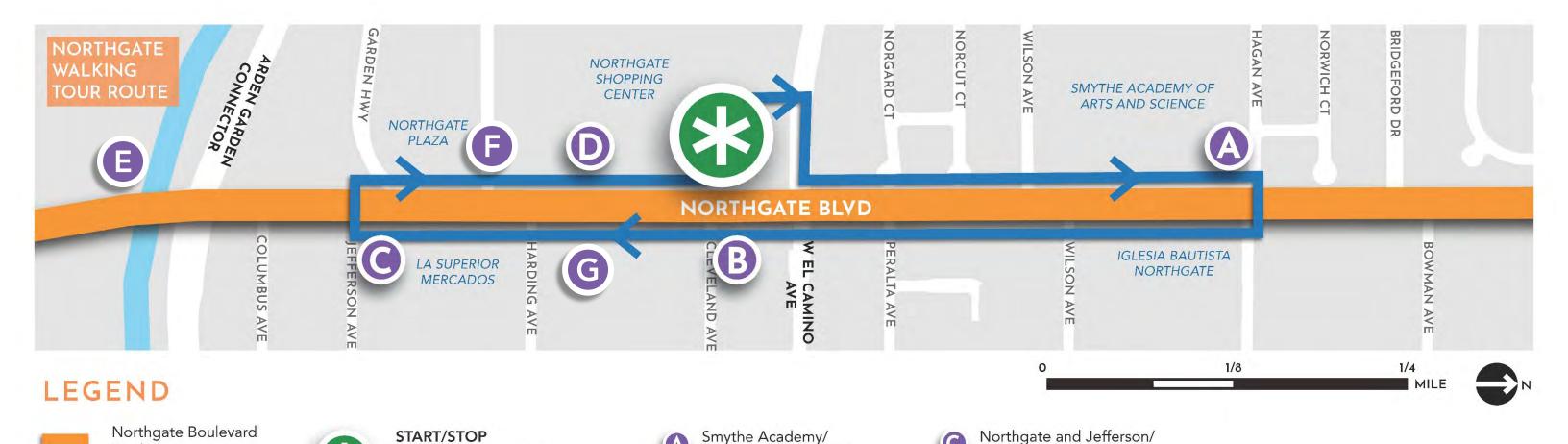
START: Parking Lot of

STOP: Los Primoz (Dia De Los

One Stop Furniture

Muertos Festival)





Northgate and Haggin

Northgate and El Camino

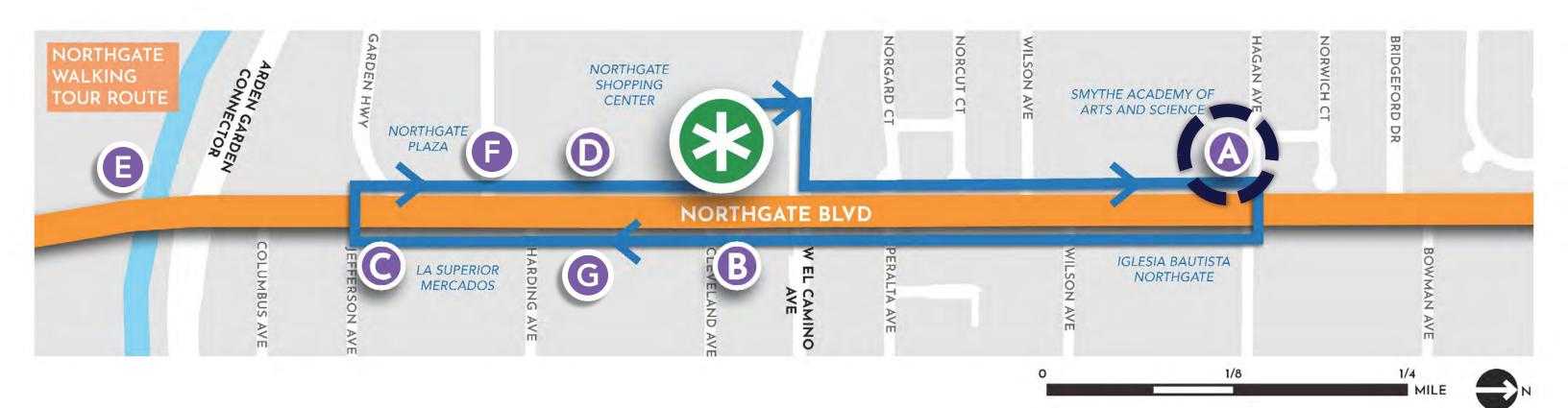
Garden Highway

Driveway ins/outs



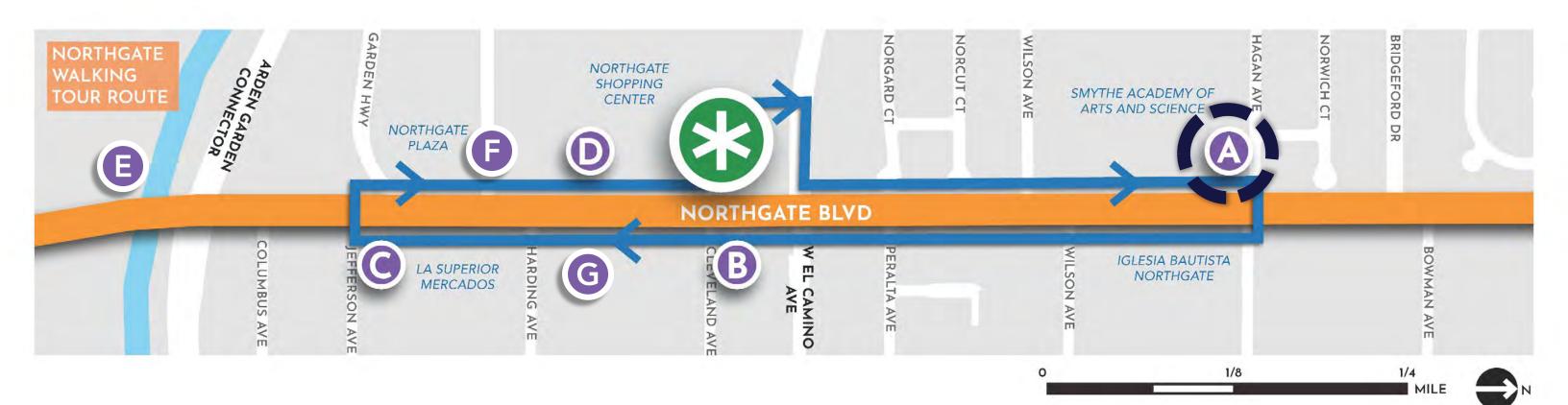
LOCATION A - SMYTHE ACADEMY

- Significant amount of trash along the sidewalk, caught against fences.
- Very narrow sidewalk.
- Rolled curb made it feel inviting for vehicles to drive onto sidewalk.
- Vehicles traveling fast, loud, can feel them.
- Mud built up on the sidewalk between the curb near Smythe.



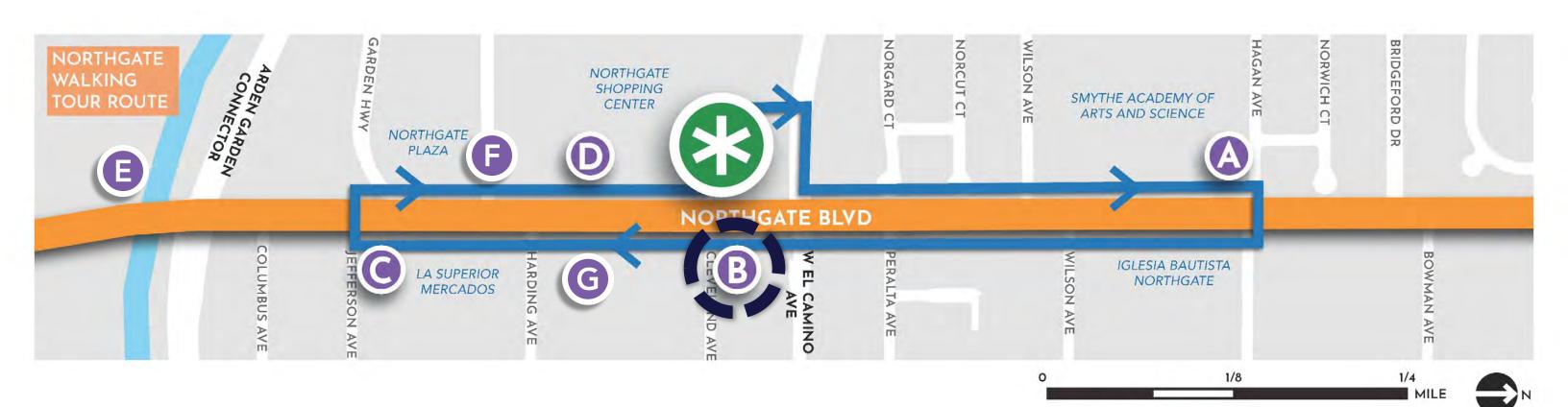
LOCATION A - SMYTHE ACADEMY

- No shade on this portion of the Blvd.
- School circulation issues at drop-off/pick-up.
- Observed motorists driving in the bike lane.
- Obstructions in sidewalk (utility poles) as well as overgrown plants on fences make it impossible for two people to walk side-by-side.



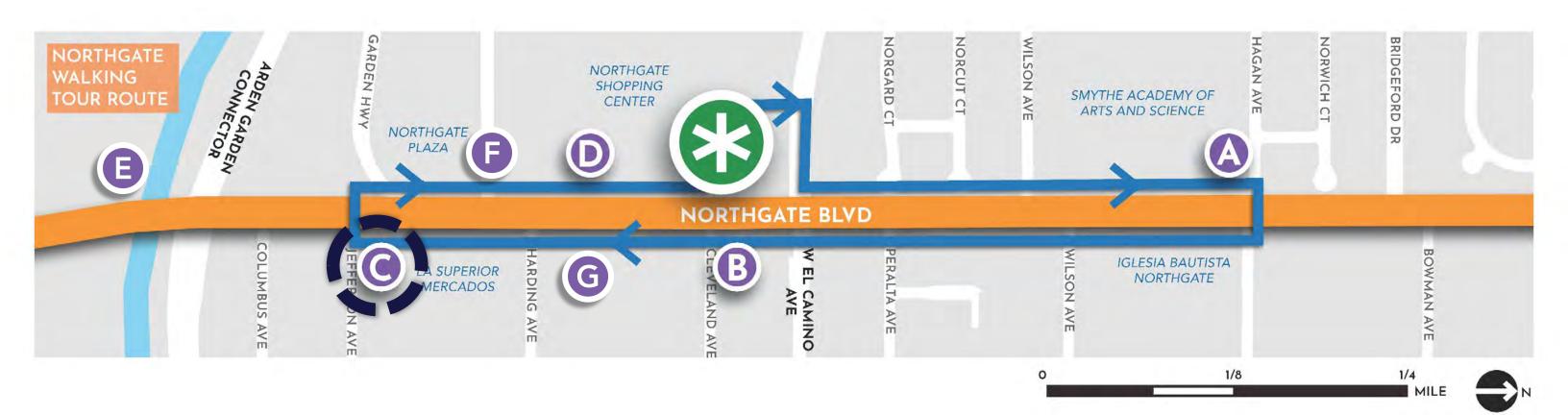
LOCATION B - EL CAMINO AVE.

- Ped signal wasn't long enough for the group to cross, let alone children, older adults, and disabled.
- Part of the problem is that peds must wait a couple of seconds after the ped signal to cross to make sure all motorists stop.
- Motorists make right turn on red without watching for pedestrians.
- Not enough space on corners to allow pedestrians to wait, and when they are waiting, feel very close to traffic.



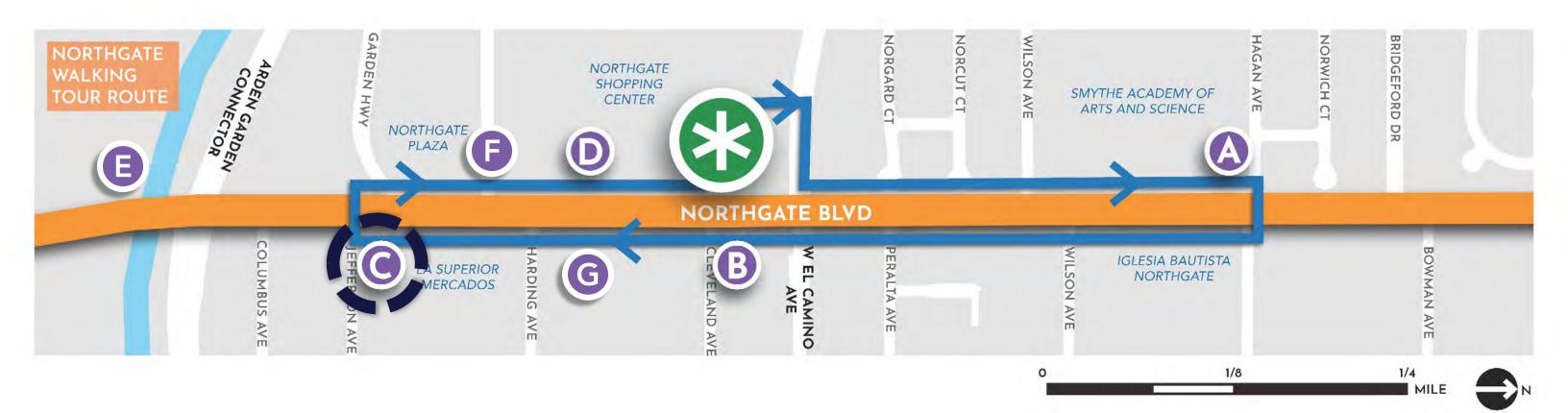
LOCATION C - JEFFERSON AVE. / ARDEN GARDEN

- Concern about speed through the intersection as vehicles travel down the slope.
 Observed vehicle speeding from westbound Arden-Garden onto northbound
 Northgate.
- Concern about unprotected left in both directions but especially southbound
 Northgate onto Jefferson, compounded by the high speeds on northbound Northgate.



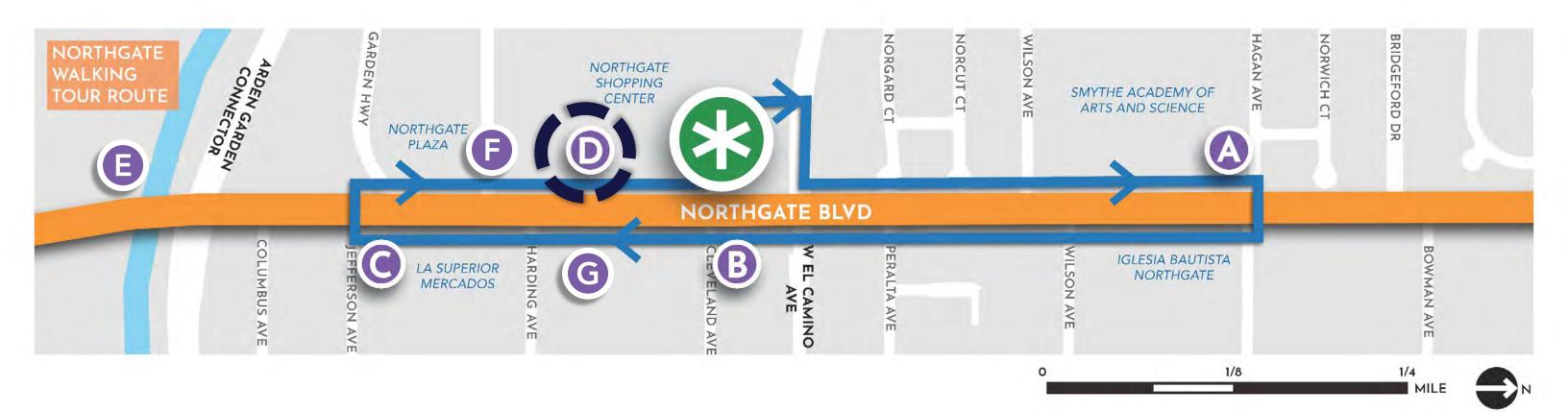
LOCATION C - JEFFERSON AVE. / ARDEN GARDEN

- Observe vehicles not yielding to through movement when making a left turn turning vehicles are so focused on oncoming traffic that they do not look for bikes and peds.
- If motorist yields properly, sometimes sit for several signal cycles.
- While on the walk, we observed a red light runner.



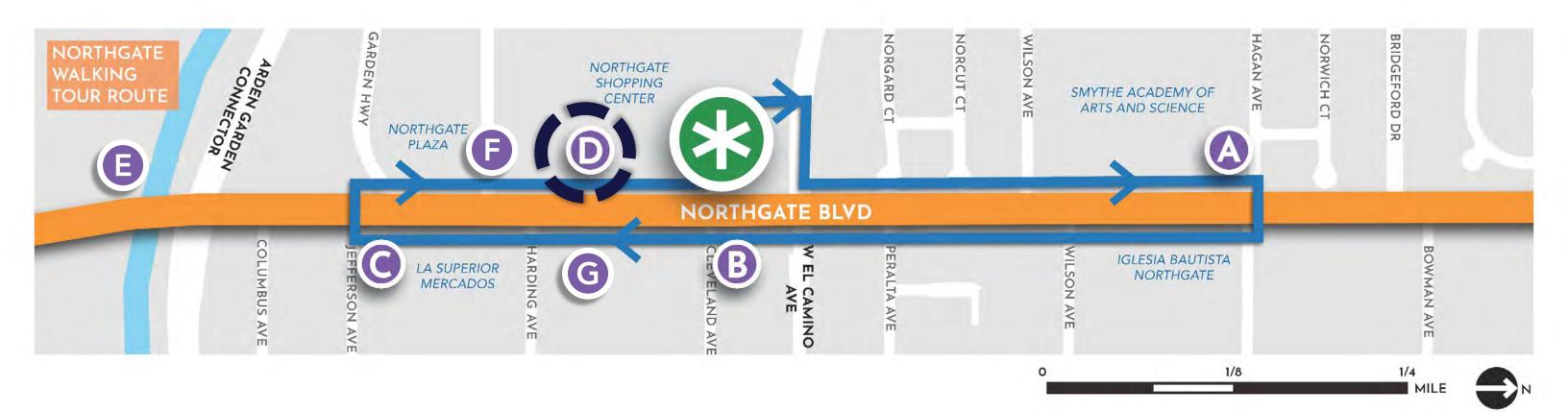
LOCATION D - NORTHGATE SHOPPING CENTER

- Driveways are heavily used.
- Motorists not watching for pedestrians at shopping center driveways.
- Observed potential conflicts in the center left turn lane.
- Observed people with grocery bags crossing Northgate to and from the shopping center (no crosswalk).



LOCATION D - NORTHGATE SHOPPING CENTER

- Observed speeding and motorists driving across parking lanes within the shopping center parking lot.
- At north end of shopping center, along El Camino, bike lane narrows significantly and observed conflicts with vehicles turning right onto Northgate.



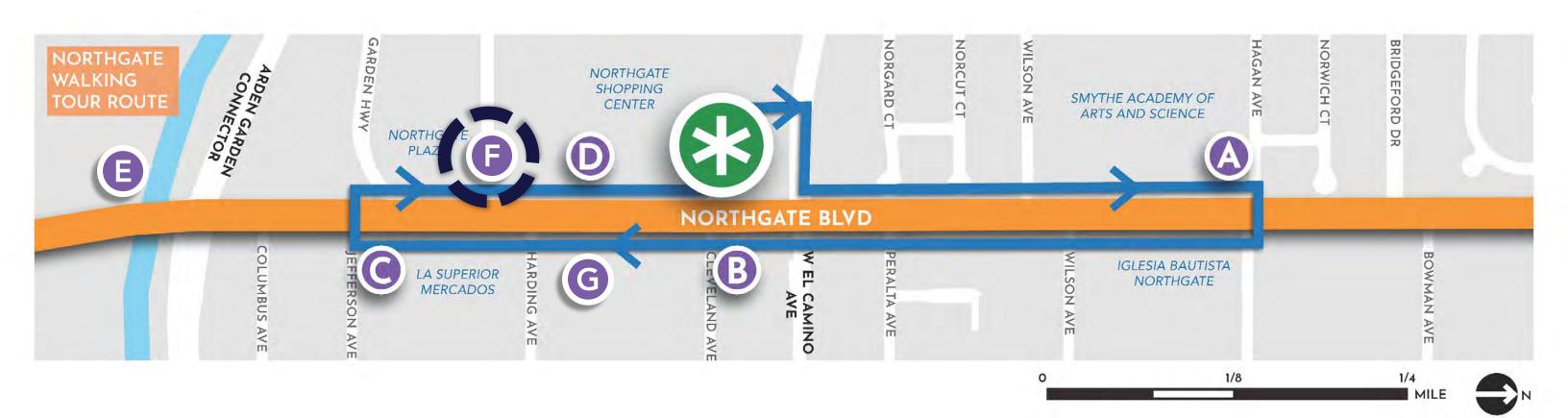
LOCATION E - JEDIDIAH SMITH TRAIL

- This location wasn't part of the walking workshop, but it was pointed out as a barrier to accessing the shared use paths along the river.
- Access to the Ninos Parkway is on the west side of Northgate.
- It is uncomfortable (possibly illegal with the double yellow centerline) to cross Northgate on a bike at this location to connect from American River to Ninos Parkway.
- To travel north on Northgate people ride against southbound traffic on the narrow sidewalk.
- The desire is to get to Garden Hwy/Jefferson to connect to Nino Parkway.



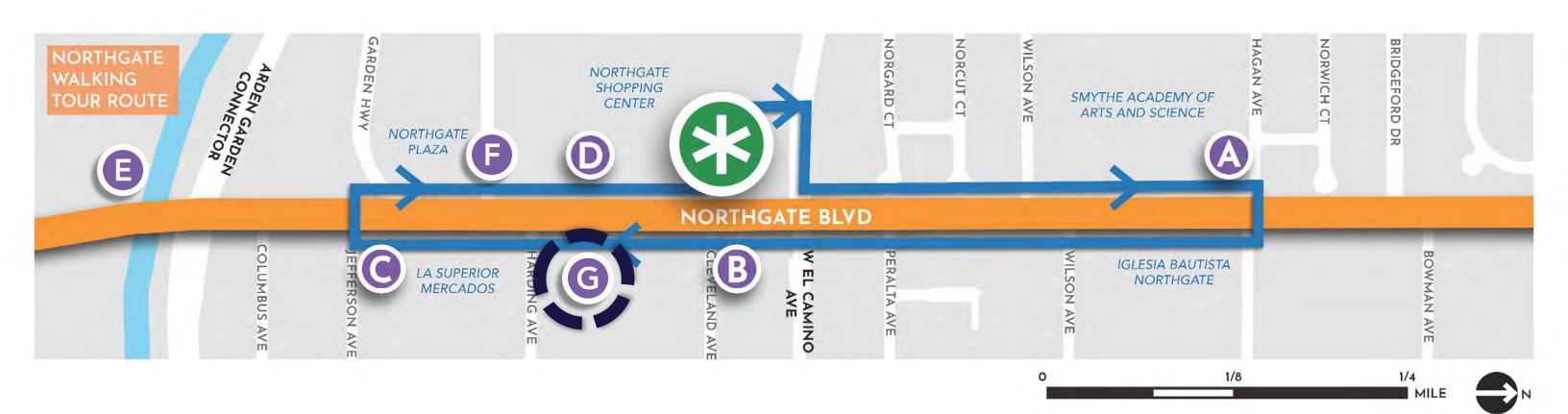
LOCATION F - NORTHFIELD DR. INTERSECTION

- Desire to improve comfort along Northfield to connect to Mutual Housing.
- Concerns about the motorhomes parked along Northfield.
- It was said that 5-600 kids living at Mutual Housing, highest density of children in the region.
- More housing proposed along Northfield.



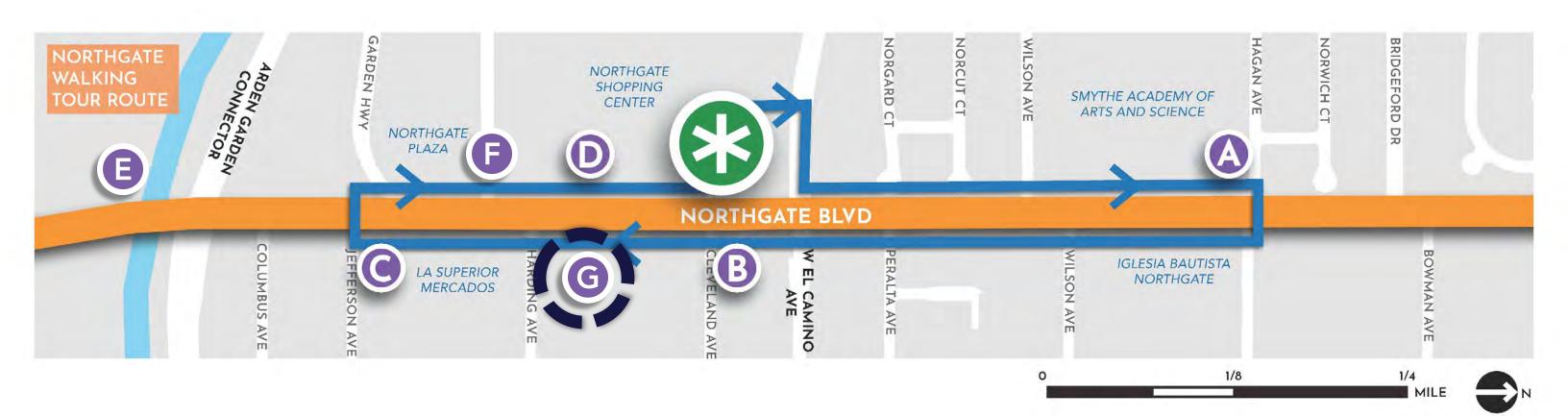
LOCATION G - BETWEEN EL CAMINO AVE. & ARDEN GARDEN

- Noisy.
- Can feel the wind of the trucks traveling by, they feel close, even closer to the people using bike lanes.
- There are a lot of roots breaking up sidewalks.
- There aren't many visual queues looking up the Blvd. to encourage motorists to slow down.



LOCATION G - BETWEEN EL CAMINO AVE. & ARDEN GARDEN

- No amenities at bus stops.
- Long distance without crosswalk, people driving across the street from one parking lot to another.
- Crossing the stop controlled side streets is uncomfortable.



GENERAL OBSERVATIONS

- The group expressed that they like the PHB on El
 Camino Ave near Del Paso
- This group liked the idea of a road diet, but recognize the need for community driven advocacy to garner wide support
- One participant reported that Northgate was once two lanes







APPENDIX E



TRAFFIC COUNTS





NORTHGATE BOULEVARD TRANSPORTATION PLAN

Appendix: 2021 Traffic Counts

The following pages contains data collected Fall 2021

Speed and Average Daily Traffic data were recorded at key intersections along Northgate Boulevard. Hourly counts were collected North of (N/O) and South of (S/O) to estimate average speed and volume at the following intersections:

- Rosin (N/O and S/O)
- Haggin (N/O and S/O)
- Jefferson (N/O and S/O)

Turn Movement Counts (TMC) record vehicle, pedestrian, and bicycle moving North, South, East, and West at key intersections on Northgate and Freeport Boulevard. TMC were used as a means of estimating ADT at the following intersections:

- Northgate and San Juan
- Northgate and Haggin
- Northgate and El Camino
- Northgate and Arden Garden Connector
- Freeport and Oregon

Parking Occupancy data was collected at Freeport Boulevard for all 34 blockfaces that allow parking. Counts were conducted from 7:00 - 8:30 AM and 4:00 - 5:30 PM.

SPEED

Northgate Blvd N/O Rosin Ct

Day: Thursday **Date:** 9/23/2021

City: Sacramento

Project #: CA21_070164_005

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	4	10	51	74	60	44	14	1	0	0	0	259
01:00	0	1	2	5	31	42	47	36	11	1	1	1	1	179
02:00	2	2	1	14	40	54	44	27	5	5	0	0	0	194
03:00	0	2	1	8	25	39	53	26	11	8	0	0	1	174
04:00	1	0	1	5	43	84	74	47	22	10	1	0	0	288
05:00	0	0	1	20	101	166	188	87	35	9	2	0	0	609
06:00	0	6	8	82	203	306	237	108	28	11	2	1	0	992
07:00	22	27	62	168	524	647	302	90	28	3	4	0	0	1877
08:00	20	44	87	186	470	554	279	112	13	2	0	1	0	1768
09:00	6	20	72	194	463	428	210	86	18	8	2	0	0	1507
10:00	23	27	86	187	461	489	224	75	29	12	9	4	3	1629
11:00	28	50	119	261	581	518	231	40	13	2	1	0	0	1844
12:00 PM	25	39	106	304	628	587	234	69	17	3	0	0		2012
13:00	15	32	100	266					15	4	0			1958
14:00	55	56	125	265	627	641	265	78	14	3	1	0		2130
15:00	63	96	124	245	656		340			5	0			2348
16:00	61	69	135	261	695	751	304	103	20	8	1	0	0	2408
17:00	44	56	123	267	599		345		36	13	3	3		2283
18:00	12	20	49	121	429	568	366	155	53	17	3	2	0	1795
19:00	10	17	50	122	401	523	295			13	3			1579
20:00	4	5	12	103	296	405	298	108	30	9	0	0	0	1270
21:00	0	5	5	60	179		228	105	31	6	1	0	0	932
22:00	0	4	8	34	139			81	20	5	2	2	0	700
23:00	0	2	6	34	90			58			1	0		463
Totals % of Totals	391 1%	581 2%	1287 4%	3222 10%	8278 27%	9443 30%	5236 17%	2002 6%	538 2%	164 1%	37 0%	14 0%		31198 100%
70 OI 10tais	170	270	470	1070	2170	30%	1770	070	270	170	070	070	076	10070
AM Volumes	102	180	444	1140	2993	3401	1949	778	227	72	22	7	5	11320
% AM	0%	1%	1%	4%	10%	11%	6%	2%	1%	0%	0%	0%	0%	36%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	07:00	07:00	08:00	05:00	10:00	10:00	10:00	10:00	07:00
Volume	28	50	119	261	581	647	302	112	35	12	9	4	3	1877
PM Volumes	289	401	843	2082	5285	6042	3287	1224	311	92	15	7	0	19878
% PM	1%	1%	3%	7%	17%	19%	11%	4%	1%	0%	0%	0%		64%
PM Peak Hour	15:00	15:00	16:00	12:00	16:00	16:00	18:00	18:00	18:00	18:00	17:00	17:00		16:00
Volume	63	96	135	304	695	751	366	155	53	17	3	3		2408
Directional Peak Periods			AM 7-9			NOON 12-2				PM 4-6		Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			3645	\longleftrightarrow	12%	3970	←	13%	4691	←	15%	18892	←	61%

Ctypot Nome	Divoction	Percentiles Percentiles Percentiles											
Street Name	Direction	15th	50th	Average	85th	95th	ADT						
Northgate Blvd	Summary	29	36	36	43	48	31198						

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

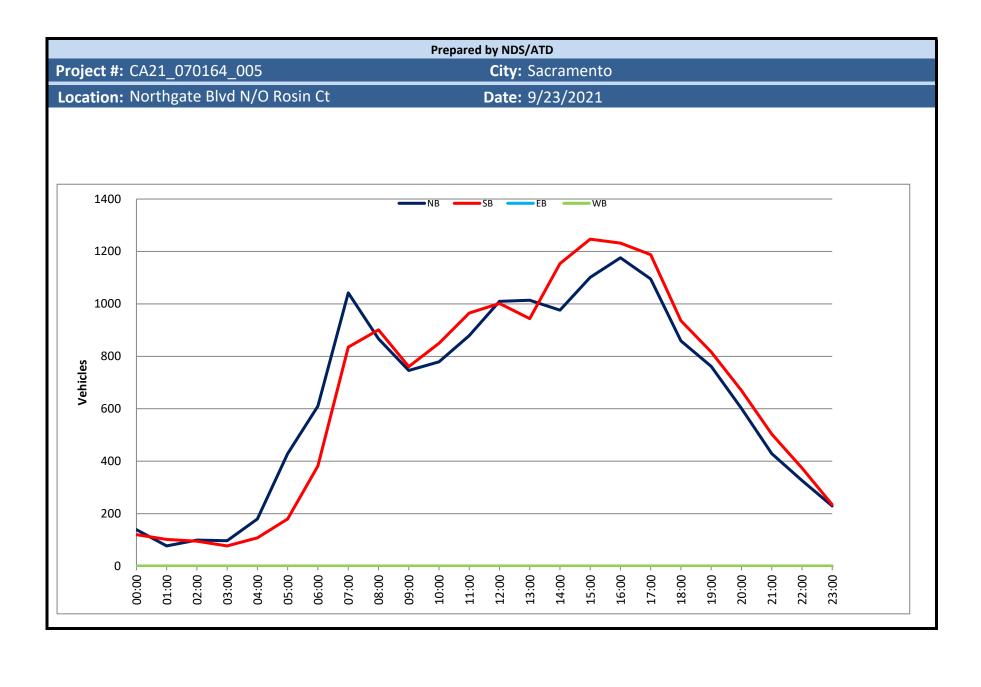
VOLUME

Northgate Blvd N/O Rosin Ct

Day: Thursday **Date:** 9/23/2021

City: Sacramento
Project #: CA21_070164_005

	D	A 11 V 7		ALC.		NB	SB		EB		WB						T	otal
DAILY TOTALS					15,522	15,522 15,676			0 0								31,198	
AM Period	NB		SB		EB	WB	TC	TAL	PM Period	NB		SB		ЕВ		WB	TC	DTAL
00:00	37		32		0	0	69		12:00	251		290		0		0	541	
00:15 00:30	37 35		37 26		0 0	0 0	74 61		12:15 12:30	255 263		252 232		0 0		0	507 495	
00:45	30	139	25	120	0	0	55	259	12:45	241	1010	228	1002	0		0	469	2012
01:00	22		30		0	0	52		13:00	262		230		0		0	492	
01:15 01:30	24 15		29 21		0 0	0 0	53 36		13:15 13:30	231 262		253 230		0 0		0	484	
01:45	16	77	22	102	0	0	38	179	13:45	259	1014	231	944	0		0	490	1958
02:00	21		19		0	0	40		14:00	238		276		0		0	514	
02:15	31		28		0	0	59		14:15	237		271		0		0	508	
02:30 02:45	34 13	99	28 20	95	0 0	0 0	62 33	194	14:30 14:45	219 282	976	288 319	1154	0 0		0 0	507 601	2130
03:00	20		13		0	0	33		15:00	269	3,0	292	1131	0		0	561	
03:15	25		14		0	0	39		15:15	265		311		0		0	576	
03:30 03:45	26 26	97	23 27	77	0 0	0 0	49 53	174	15:30 15:45	276 291	1101	326 318	1247	0 0		0 0	602	2348
04:00	38	97	18	//	0	0	56	1/4	16:00	306	1101	318	1247	0		0	624	2340
04:15	26		21		0	0	47		16:15	286		314		0		0	600	
04:30	54	400	31	400	0	0	85	200	16:30	321	4476	322	4000	0		0	643	2400
04:45 05:00	62 64	180	38 47	108	0	0	100	288	16:45 17:00	263 287	1176	278 343	1232	0		0	541 630	2408
05:15	82		34		0	0	116		17:15	265		299		0		0	564	
05:30	149		38		0	0	187		17:30	291		288		0		0	579	
05:45	134	429	61	180	0	0	195	609	17:45	252	1095	258	1188	0		0	510	2283
06:00 06:15	115 166		83 68		0	0 0	198 234		18:00 18:15	195 222		272233		0		0	467 455	
06:30	160		93		0	0	253		18:30	235		214		0		0	449	
06:45	169	610	138	382	0	0	307	992	18:45	207	859	217	936	0		0	424	1795
07:00	171		122		0	0	293		19:00	201		228		0		0	429	
07:15 07:30	242 299		201 237		0	0	443 536		19:15 19:30	181 193		207 209		0		0	388 402	
07:45	330	1042	275	835	0	0	605	1877	19:45	187	762	173	817	0		0	360	1579
08:00	251		260		0	0	511		20:00	149		171		0		0	320	
08:15 08:30	205 205		247 219		0	0 0	452 424		20:15 20:30	146 152		161 168		0		0	307	
08:30 08:45	206	867	175	901	0	0	381	1768	20:45	154	601	169	669	0		0	323	1270
09:00	166		189		0	0	355		21:00	131		152		0		0	283	
09:15	208		172		0	0	380		21:15	110		103		0		0	213	
09:30 09:45	194 178	746	199 201	761	0	0 0	393 379	1507	21:30 21:45	94 94	429	124 124	503	0		0	218 218	932
10:00	167	740	228	701	0	0	395	1307	22:00	84	723	124	303	0		0	208	
10:15	175		189		0	0	364		22:15	88		87		0		0	175	
10:30	190	770	211	950	0	0	401	1620	22:30	87 67	226	82	274	0		0	169	700
10:45 11:00	247 190	779	222	850	0	0	469	1629	22:45 23:00	67 64	326	81 63	374	0		0	148 127	700
11:15	197		255		0	0	452		23:15	71		67		0		0	138	
11:30	240	070	241	0.05	0	0	481	4044	23:30	38		55		0		0	93	4.00
11:45	252	879	239	965	0	0	491	1844	23:45	56	229	49	234	0		0	105	463
TOTALS		5944		5376				11320	TOTALS		9578		10300					19878
SPLIT %		52.5%		47.5%				36.3%	SPLIT %		48.2%		51.8%					63.7%
	D	AILY 1	ΓΟΤΔ	ALS.		NB	SB		EB		WB						T	otal
						15,522	15,67	6	0		0						31	,198
AM Peak Hour		07:15		11:15				07:30	PM Peak Hour		15:45		15:30					15:45
AM Pk Volume		1122		1025				2104	PM Pk Volume		1204		1276					2476
Pk Hr Factor		0.850		0.884				0.869	Pk Hr Factor		0.938		0.979					0.963
7 - 9 Volume		1909		1736				3645	4 - 6 Volume		2271		2420					4691
7 - 9 Peak Hour		07:15		07:30				07:30	4 - 6 Peak Hour		16:00		16:15					16:15
7 - 9 Pk Volume		1122		1019				2104	4 - 6 Pk Volume		1176		1257					2414



SPEED

Northgate Blvd S/O Rosin Ct

Day: Thursday **Date:** 9/23/2021

City: Sacramento
Project #: CA21_070164_006

Summary

Summary														
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	5	18	15	25	49	68	50	15	6	1	0	0	0	252
01:00	10	15	11	21	31	36	45	13	3	2	1	0	0	188
02:00	6	14	11	14	47	42	28	11	6	2	0	0	0	181
03:00	5	4	2	9	20	43	44	21	11	1	0	0	0	160
04:00	4	7	3	7	40	67	66	31	14	3	0	0	0	242
05:00	4	7	11	36	103	180	136	69	16	6	1	0	0	569
06:00	15	37	34	100	191	254	191	66	27	8	0	0	0	923
07:00	83	105	138	247	402	378	209	56	11	3	1	0	0	1633
08:00	55	125	157	206	420	421	208	69	24	2	1	0	0	1688
09:00	48	79	97	157	330	400	159	58	6	4	0	0	0	1338
10:00	68	96	128	181	407	375	141	41	5	1	1	0	0	1444
11:00	86	104	135	209	443	425	166	35	8	3	2	0	0	1616
12:00 PM	83	103	136	232	509	491	198	61	10	0	0	0	0	1823
13:00	59	103	118	191	450	539	265	86	14	0	2	0	0	1827
14:00	56	89	150	259	562	630	248	54	9	2	0	0	0	2059
15:00	84	135	188	265	582	650	287	83	11	5	0	0	0	2290
16:00	68	116	150	261	606	658	268	87	8	4	2	1	0	2229
17:00	63	107	120	240	553	714	290	96	18	3	0	0	0	2204
18:00	46	79	84	194	426	562	278	105	28	4	2	0	0	1808
19:00	21	52	92	182	485	462	193	65	14	4	1	0	0	1571
20:00	8	46	53	154	352	382	197	58	9	1	0	1	0	1261
21:00	10	31	38	101	250	293	161	49	9	5	0	0	0	947
22:00	6	33	34	66	195	209	132	39	9	0	3	0	0	726
23:00	8	28	21	37	92	134	77	34	9	0	0	0	0	440
Totals	901	1533	1926	3394	7545	8413	4037	1302	285	64	17	2		29419
% of Totals	3%	5%	7%	12%	26%	29%	14%	4%	1%	0%	0%	0%		100%
AM Volumes	389	611	742	1212	2483	2689	1443	485	137	36	7	0	0	10234
% AM	1%	2%			8%	9%	5%	2%	0%	0%	0%	U	O	35%
AM Peak Hour	11:00	08:00	08:00		11:00	11:00	07:00	05:00		06:00	11:00			08:00
Volume	86	125	157	247	443	425	209	69	27	8	11:00			1688
PM Volumes	512	922	1184	2182	5062	5724	2594	817	148	28	10	2	0	19185
% PM	2%	3%	1184 4%		17%	19%	2394 9%	3%	148	28 0%	0%		U	65%
% Pivi PM Peak Hour	15:00	15:00	4% 15:00		16:00	17:00	9% 17:00	18:00		15:00				15:00
Volume	84	135	188	265	606	714	290	105	28	5	3	10.00		2290
<u></u>	rectional Pe		100	AM 7-9	000		NOON 12-2		20	PM 4-6		Off	Peak Volun	
ווס		All Speeds	Volume	AIII /-J	%	Volume		%	Volume	1 141 7-0	%	Volume	. Cak voidii	%
			3321	← →	11%	3650	\longleftrightarrow	12%	4433	← →	15%	18015	← →	61%
			JJ_1		/5	2333		/5			-5/0			3-70

Ctypot Nome	Divoction			Perce	ntiles		
Street Name	Direction	15th	50th	Average	85th	95th	ADT
Northgate Blvd	Summary	25	35	34	42	46	29419

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

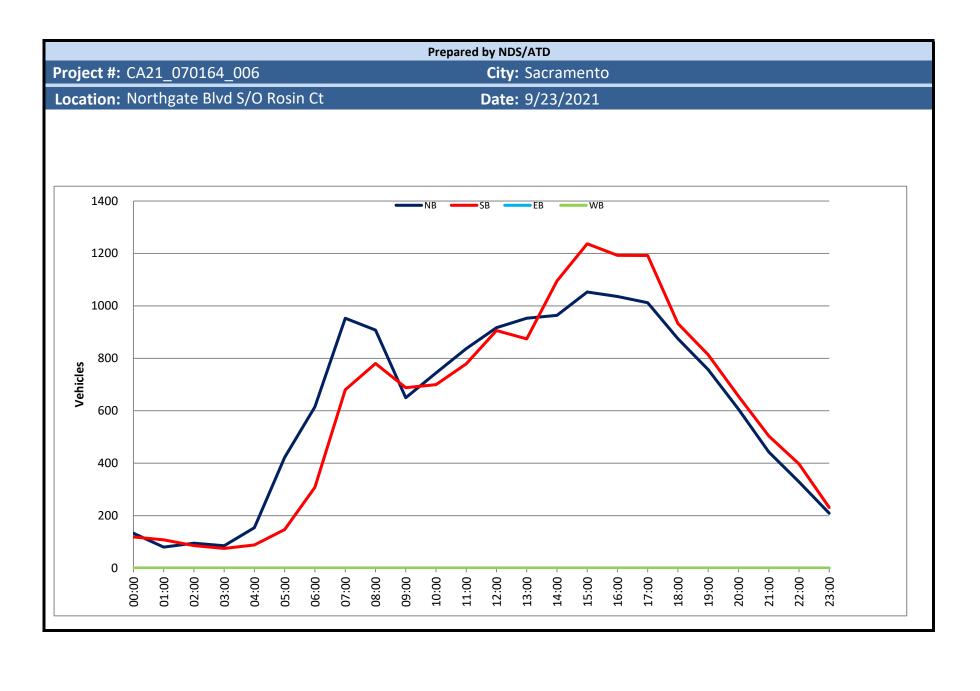
VOLUME

Northgate Blvd S/O Rosin Ct

Day: Thursday **Date:** 9/23/2021

City: Sacramento
Project #: CA21_070164_006

						NB		SB		EB		WB							To	tal
	D	AILY 1	ΓΟΤΑ	NLS		14,830		4,589		0		0								419
AM Period	NB		SB		EB	WB		TO.	TAL	PM Period	NB		SB		EB		WB		TO	TAL
00:00	36		24		0	0		60		12:00	217		258		0		0		475	
00:15	29		37		0	0		66		12:15	229		225		0		0		454	
00:30	37	122	27	110	0	0		64	252	12:30	253	017	218	006	0		0		471	1022
00:45 01:00	31 19	133	31 30	119	0	0		62 49	252	12:45 13:00	218 237	917	205 216	906	0		0		423 453	1823
01:15	19		35		0	0		54		13:15	217		239		0		0		456	
01:30	18		24		0	0		42		13:30	255		216		0		0		471	
01:45	24	80	19	108	0	0		43	188	13:45	244	953	203	874	0		0		447	1827
02:00 02:15	22 31		22 23		0 0	0 0		44 54		14:00 14:15	221 238		259 255		0 0		0 0		480 493	
02:30	29		17		0	0		46		14:30	227		289		0		0		516	
02:45	13	95	24	86	0	0		37	181	14:45	278	964	292	1095	0		0		570	2059
03:00	11		16		0	0		27		15:00	267		312		0		0		579	
03:15 03:30	27 28		17 14		0 0	0 0		44 42		15:15 15:30	241 273		301 313		0 0		0 0		542 586	
03:45	19	85	28	75	0	0		47	160	15:45	272	1053	311	1237	0		0		583	2290
04:00	28		13		0	0		41		16:00	246		298		0		0		544	
04:15	21		15		0	0		36		16:15	245		301		0		0		546	
04:30 04:45	51 54	154	31 29	88	0 0	0 0		82 83	242	16:30 16:45	289 256	1036	306 288	1193	0 0		0 0		595 544	2229
04:45	69	134	40	00	0	0		83 109	242	17:00	249	1030	356	1133	0		0		605	2223
05:15	79		22		0	0		101		17:15	248		287		0		0		535	
05:30	152		29		0	0		181		17:30	274		288		0		0		562	
05:45	122	422	56 81	147	0	0		178	569	17:45 18:00	241	1012	261 270	1192	0		0		502 498	2204
06:00 06:15	125 162		49		0	0		206 211		18:15	220		232		0		0		498 452	
06:30	152		78		0	0		230		18:30	219		214		0		0		433	
06:45	176	615	100	308	0	0		276	923	18:45	208	875	217	933	0		0		425	1808
07:00	180		107		0	0		287		19:00	190		222		0		0		412	
07:15 07:30	207 269		148 198		0 0	0 0		355 467		19:15 19:30	187 187		204 196		0		0 0		391 383	
07:45	297	953	227	680	0	0		524	1633	19:45	193	757	192	814	0		0		385	1571
08:00	273		251		0	0		524		20:00	148		172		0		0		320	
08:15	218		190		0	0		408		20:15	148		150		0		0		298	
08:30 08:45	210 207	908	170 169	780	0 0	0		380 376	1688	20:30 20:45	143 167	606	171 162	655	0 0		0 0		314 329	1261
09:00	149	300	182	700	0	0		331	1000	21:00	125	000	158	033	0		0		283	1201
09:15	150		175		0	0		325		21:15	106		110		0		0		216	
09:30	179	650	146	500	0	0		325	4000	21:30	109		120		0		0		229	0.47
09:45 10:00	172 175	650	185 168	688	0	0		357 343	1338	21:45 22:00	103 79	443	116 129	504	0		0		219 208	947
10:15	156		180		0	0		336		22:15	102		87		0		0		189	
10:30	193		152		0	0		345		22:30	78		99		0		0		177	
10:45	220	744	200	700	0	0		420	1444	22:45	70	329	82	397	0		0		152	726
11:00 11:15	190 196		184 174		0 0	0 0		374 370		23:00 23:15	57 67		62 61		0		0		119 128	
11:15	219		232		0	0		451		23:15	36		61 63		0		0 0		99	
11:45	232	837	189	779	0	0		421	1616	23:45	49	209	45	231	0		0		94	440
TOTALS		5676		4558					10234	TOTALS		9154		10031						19185
SPLIT %		55.5%		44.5%					34.8%	SPLIT %		47.7%		52.3%						65.2%
						NB		SB		ЕВ		WB							To	tal
	D	AILY 1	OTA	NLS		14,830		4,589		0		0								419
AM Peak Hour		07:30		11:30					07:30	PM Peak Hour		14:45		16:15						15:00
AM Pk Volume		1057		904					1923	PM Pk Volume		1059		1251						2290
Pk Hr Factor		0.890		0.876					0.917	Pk Hr Factor		0.952		0.879						0.977
7 - 9 Volume		1861		1460		0	0		3321	4 - 6 Volume		2048		2385		0		0		4433
7 - 9 Peak Hour		07:30		07:30					07:30	4 - 6 Peak Hour		16:30		16:15						16:15
7 - 9 Pk Volume		1057		866					1923	4 - 6 Pk Volume		1042		1251						2290
Pk Hr Factor		0.890		0.863		0.000 0.	.000		0.917	Pk Hr Factor		0.901		0.879		0.000		0.000		0.946



SPEED

Northgate Blvd N/O Haggin Ave

 Day: Thursday
 City: Sacramento

 Date: 10/28/2021
 Project #: CA21_070164_003

Summary														
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	3	6	23	45	32	20	7	2	1	0	140
01:00	0	0	2	3	13	17	34	28	8	4	1	0	0	110
02:00	0	0	1	0	5	16	23	18	10	2	1	0	0	76
03:00	0	0	0	2	4	18	29	30	7	2	2	1	0	95
04:00	0	1	1	4	5	16	29	46	18	8	5	0	0	133
05:00	1	0	3	4	20	57	91	70	41	15	7	0	0	309
06:00	1	2	4	12	50	121	186	133	50	20	2	0	0	581
07:00	4	11	21	77	175	354	341	210	47	14	2	0	0	1256
08:00	4	12	33	80	172	363	365	164	50	16	2	0	0	1261
09:00	1	3	9	19	114	279	355	226	76	13	5	1	0	1101
10:00	3	5	18	29	91	302	364	214	55	16	7	1	0	1105
11:00	8	4	13	62	211	410	415	160	41	7	2	1	0	1334
12:00 PM	9	15	37	108	312	498	395	170	44	7	2	0	0	1597
13:00	1	6	19	86	218	489	467	197	67	13	2	0	0	1565
14:00	4	8	18	51	212	463	510	226	84	14	2	0	0	1592
15:00	12	9	20	93	273	520	522	228	63	13	5	0	0	1758
16:00	6	12	26	67	224	533	576	250	70	25	1	1	0	1791
17:00	2	2	26	78	316	571	586	285	52	17	6	1	0	1942
18:00	11	7	28	67	241	519	459	190	59	13	0	1	0	1595
19:00	4	4	19	36	137	306	367	200	37	11	3	0	0	1124
20:00	0	4	8	12	85	211	277	160	41	9	7	0	0	814
21:00	2	2	2	14	62	136	206	129	56	12	5	0	0	626
22:00	1	0	5	4	23	83	155	101	52	10	0	2	0	436
23:00	0	0		2	11	51	85	59		7	2	0		241
Totals	74	107	318	913	2980	6356	6882	3526	1068	275	73			22582
% of Totals	0%	0%	1%	4%	13%	28%	30%	16%	5%	1%	0%	0%		100%
AM Volumes	22	38	106	295	866	1976	2277	1331	423	124	38	5	0	7501
% AM	0%	0%	0%	1%	4%	9%	10%	6%	2%	1%	0%	0%		33%
AM Peak Hour	11:00	08:00	08:00		11:00	11:00	11:00	09:00	09:00	06:00	05:00			11:00
Volume	8	12	33	80	211	410	415	226	76	20	7	1		1334
PM Volumes	52	69	212	618	2114	4380	4605	2195	645	151	35	5	0	15081
% PM	0%	0%	1%	3%	9%	19%	20%	10%	3%	1%	0%	0%		67%
PM Peak Hour	15:00	12:00	12:00	12:00	17:00	17:00	17:00	17:00	14:00	16:00	20:00	22:00		17:00
Volume	Volume 12			108	316	571	586	285	84	25	7	2		1942
Dir	Directional Peak Perio			AM 7-9		1	NOON 12-2		<u>'</u>	PM 4-6		Off	Peak Volum	nes
	All Spee				%	Volume		%	Volume		%	Volume		%
	All Spe			←→	11%	3162	←	14%	3733	←→	17%	13170	← →	58%

Ctwoot Name	Direction			Perce	ntiles		
Street Name	Direction	15th	50th	Average	85th	95th	ADT
Northgate Blvd	Summary	33	40	40	47	51	22582

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

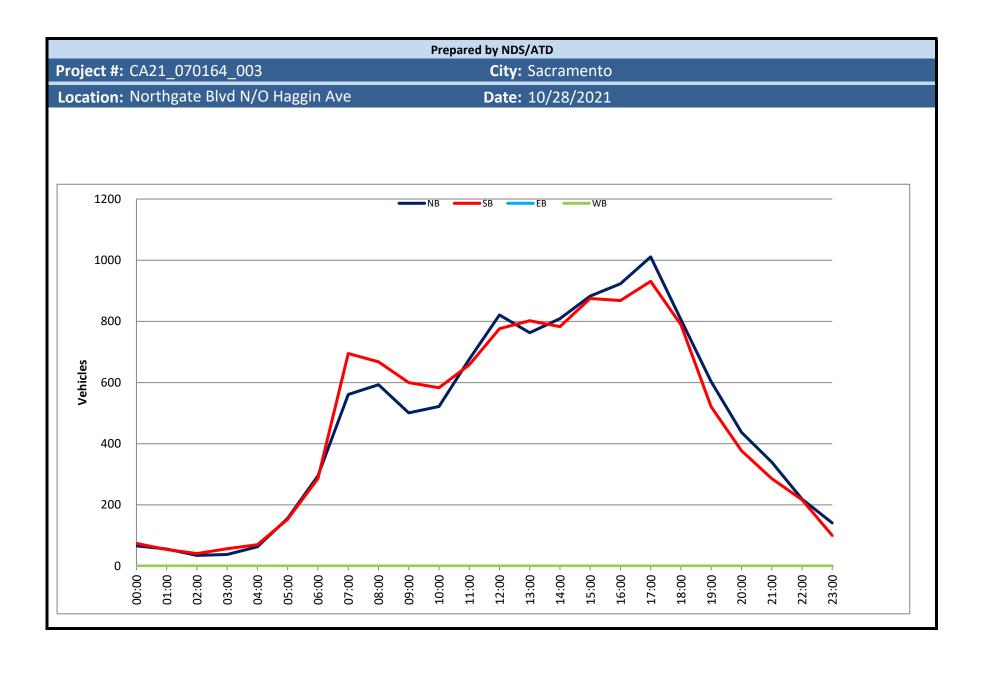
VOLUME

Northgate Blvd N/O Haggin Ave

Day: Thursday **Date:** 10/28/2021

City: Sacramento
Project #: CA21_070164_003

	D	AILY 1	ΓΩΤΑ	AIS		NB		SB		EB		WB							To	otal
				\LJ		11,318		11,264		0		0							22,	,582
AM Period	NB		SB		EB	WB		ТО	TAL	PM Period	NB		SB		EB		WB		TO	TAL
00:00	15		22		0	0		37		12:00	190		163		0		0		353	
00:15 00:30	19 17		17 19		0 0	0 0		36 36		12:15 12:30	168 179		215 218		0 0		0 0		383 397	
00:30	15	66	16	74	0	0		31	140	12:45	284	821	180	776	0		0		464	1597
01:00	11		19		0	0		30		13:00	202		223		0		0		425	
01:15	17		13		0	0		30		13:15	175		202		0		0		377	
01:30	18 10	56	9 13	Ε.Λ	0	0		27	110	13:30 13:45	202 184	762	188	802	0 0		0		390 373	1565
01:45 02:00	13	30	<u></u>	54	0	0 0		23	110	14:00	193	763	189 200	802	0		0		393	1565
02:15	4		11		0	0		15		14:15	194		187		0		0		381	
02:30	8		11		0	0		19		14:30	187		199		0		0		386	
02:45	10	35	12	41	0	0		22	76	14:45	235	809	197	783	0		0		432	1592
03:00 03:15	7 10		14 11		0 0	0 0		21 21		15:00 15:15	212 229		212213		0 0		0 0		424 442	
03:30	12		18		0	0		30		15:30	227		229		0		0		456	
03:45	9	38	14	57	0	0		23	95	15:45	215	883	221	875	0		0		436	1758
04:00	19		15		0	0		34		16:00	226		244		0		0	Ţ	470	
04:15 04:30	6 21		10 24		0 0	0 0		16 45		16:15 16:30	226 230		212 214		0 0		0 0		438 444	
04:45	17	63	21	70	0	0		38	133	16:45	241	923	198	868	0		0		439	1791
05:00	26		27		0	0		53		17:00	236		253		0		0		489	
05:15	29		31		0	0		60		17:15	275		262		0		0		537	
05:30	49	456	54	452	0	0		103	200	17:30	264	1011	213	024	0		0		477	1012
05:45 06:00	52 60	156	41 50	153	0	0 0		93 110	309	17:45 18:00	236 224	1011	203 214	931	0		0		439 438	1942
06:15	73		70		0	0		143		18:15	213		183		0		0		396	
06:30	72		80		0	0		152		18:30	182		192		0		0		374	
06:45	90	295	86	286	0	0		176	581	18:45	187	806	200	789	0		0		387	1595
07:00 07:15	100 118		121 127		0	0		221 245		19:00 19:15	183 148		141 127		0		0		324 275	
07:13	140		209		0	0		349		19:30	135		147		0		0		282	
07:45	203	561	238	695	0	0		441	1256	19:45	137	603	106	521	0		0		243	1124
08:00	187		218		0	0		405		20:00	117		102		0		0		219	
08:15	140		165		0	0		305		20:15	118		82		0		0		200	
08:30 08:45	116 150	593	144 141	668	0 0	0 0		260 291	1261	20:30 20:45	113 89	437	103 90	377	0		0 0		216179	814
09:00	139	333	157	000	0	0		296	1201	21:00	90	437	88	377	0		0	1	178	014
09:15	121		173		0	0		294		21:15	98		65		0		0		163	
09:30	111		134		0	0		245		21:30	68		67		0		0		135	
09:45	130	501	136	600	0	0		266	1101	21:45	84	340	66 79	286	0		0		150	626
10:00 10:15	135 134		142 133		0	0 0		277 267		22:00 22:15	66 58		78 47		0		0		144 105	
10:30	131		151		0	Ö		282		22:30	60		48		0		0		108	
10:45	122	522	157	583	0	0		279	1105	22:45	35	219	44	217	0		0		79	436
11:00	167		159		0	0		326		23:00	39		26		0		0		65 72	
11:15 11:30	154 180		138 186		0 0	0 0		292 366		23:15 23:30	37 33		36 16		0		0 0		73 49	
11:45	175	676	175	658	0	0		350	1334	23:45	32	141	22	100	0		0		54	241
TOTALS		3562		3939					7501	TOTALS		7756		7325						15081
SPLIT %		47.5%		52.5%					33.2%	SPLIT %		51.4%		48.6%						66.8%
	-	Λ IL V-3		115		NB		SB		ЕВ		WB							To	otal
	D	AILY 1		(L2)		11,318		11,264		0		0							22,	,582
AM Peak Hour		11:30		07:30					07:30	PM Peak Hour		16:45		17:00						16:45
AM Pk Volume		713		830					1500	PM Pk Volume		1016		931						1942
Pk Hr Factor		0.938		0.872					0.850	Pk Hr Factor		0.924		0.888						0.904
7 - 9 Volume		1154		1363					2517	4 - 6 Volume		1934		1799						3733
7 - 9 Peak Hour		07:30		07:30						4 - 6 Peak Hour		16:45		17:00						16:45
7 - 9 Pk Volume		670		830						4 - 6 Pk Volume		1016		931						1942
Pk Hr Factor		0.825		0.872		0.000	0.000		0.850	Pk Hr Factor		0.924		0.888		0.000	0.	.000		0.904



SPEED

Northgate Blvd S/O Haggin Ave

Day: Thursday **Date:** 9/23/2021

City: Sacramento
Project #: CA21_070164_004

Summary

Summary														
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	2	5	18	57	70	34	11	3	1	0	0	201
01:00	1	0	0	3	4	30	38	19	14	4	1	0	0	114
02:00	0	0	1	4	9	7	26	20	5	8	1	0	0	81
03:00	0	0	0	3	3	24	28	27	8	1	0	0	0	94
04:00	0	0	0	1	5	28	48	33	19	5	0	1	0	140
05:00	0	1	1	2	16	61	116	67	27	9	1	1	0	302
06:00	0	0	0	5	46	143	183	127	48	17	3	0	0	572
07:00	3	6	52	109	222	317	272	134	42	11	1	0	0	1169
08:00	5	14	30	77	211	403	296	135	33	10	5	0	0	1219
09:00	1	3	6	35	145	343	333	137	43	10	1	0	0	1057
10:00	1	4	15	45	194	443	390	145	19	8	2	1	0	1267
11:00	0	2	26	81	313	401	362	146	32	2	1	0	0	1366
12:00 PM	0	6	27	59	239	518	393	153	34	12	2	1	0	1444
13:00	1	4	12	54	237	498	392	155	40	16	1	0	0	1410
14:00	6	24	101	185	369	493	342	123	27	6	2	0	0	1678
15:00	3	9	29	113	319	610	538	195	47	1	0	0	0	1864
16:00	2	7	25	72	276	596	515	230	51	16	3	1	0	1794
17:00	0	1	18	78	294	616	518	241	48	18	2	1	0	1835
18:00	1	2	14	50	189	451	468	210	54	13	3	0	0	1455
19:00	0	1	10	51	213	396	394	142	26	13	5	0	0	1251
20:00	0	1	2	26	140	286	292	131	35	5	8	0	0	926
21:00	0	1	3	9	55	187	177	121	44	12	2	1	0	612
22:00	0	0	1	9	44	108	162	76	35	13	1	0	0	449
23:00	0	0	0	5	32	74	88	35	23	13	2	0	0	272
Totals	24	86	375	1081	3593	7090	6441	2836	765	226	48	7		22572
% of Totals	0%	0%	2%	5%	16%	31%	29%	13%	3%	1%	0%	0%		100%
AM Volumes	11	30	133	370	1186	2257	2162	1024	301	88	17	3	0	7582
% AM	0%	0%			5%	10%	10%	5%	1%	0%	0%			34%
AM Peak Hour	08:00	08:00			11:00	10:00	10:00	11:00			08:00			11:00
Volume	5	14	52	109	313	443	390	146	48	17	5			1366
PM Volumes	13	56		711	2407	4833	4279	1812		138	31	1 4	0	14990
% PM	0%	0%			11%	4633 21%	19%	8%	2%	1%	0%			66%
PM Peak Hour	14:00	14:00			14:00	17:00	15:00	17:00						15:00
Volume	14.00	24	101	185	369	616	538	241	54	17.00	20.00	12.00		1864
<u></u>	ectional Pe			AM 7-9	303		NOON 12-2		J+	PM 4-6		Off	<u>l</u> Peak Volum	
)		All Speeds		AIVI /-3	%	Volume	10011 12-2	%	Volume	1 141 7-0	%	Volume	i cak voluli	% %
		5 5 5 5 5	2388	← →	11%	2854	\longleftrightarrow	13%	3629	\longleftrightarrow	16%	13701	← →	61%
					/0	_00.		-5/0	3323		-5/0	10,01		O = / 0

Ctroot Nome	Divoction			Perce	ntiles		
Street Name	Direction	15th	50th	Average	85th	95th	ADT
Northgate Blvd	Summary	33	39	39	46	50	22572

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

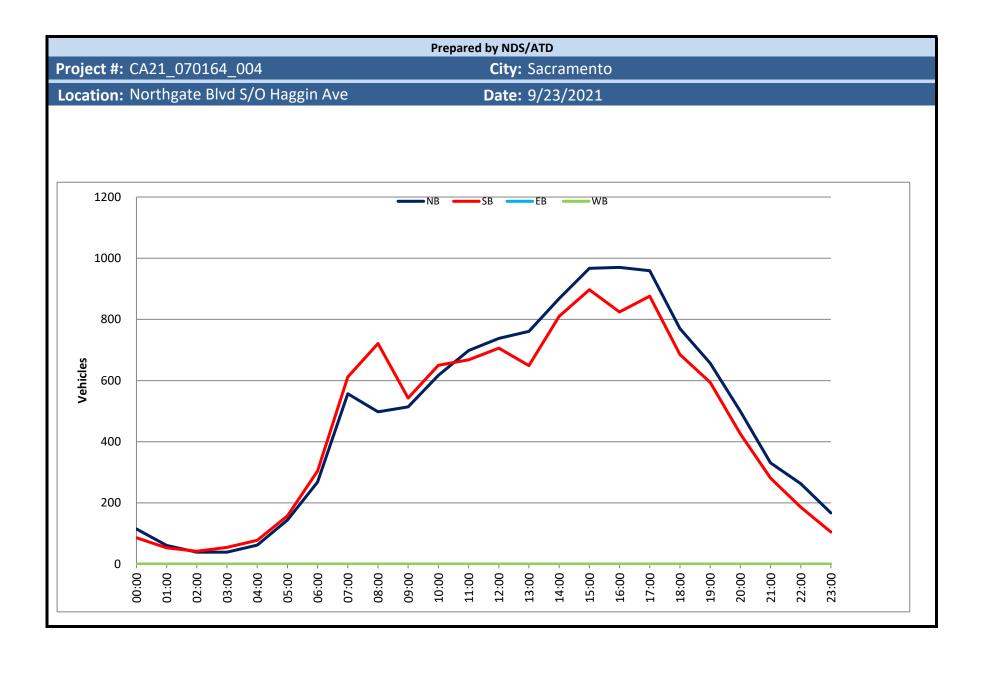
VOLUME

Northgate Blvd S/O Haggin Ave

Day: Thursday **Date:** 9/23/2021

City: Sacramento
Project #: CA21_070164_004

	D	AILY 1	ΓΩΤΑ	AIS		NB		SB		ЕВ		WB							То	tal
			1017	123		11,563		11,009		0		0							22,	572
AM Period	NB		SB		EB	WB		ТО	TAL	PM Period	NB		SB		EB		WB		ТО	TAL
00:00	31		28		0	0		59		12:00	192		174		0		0		366	
00:15 00:30	29 37		22 13		0 0	0 0		51 50		12:15 12:30	191 179		173 176		0 0		0 0		364 355	
00:45	18	115	23	86	0	0		41	201	12:45	176	738	183	706	0		0		359	1444
01:00	17		14		0	0		31		13:00	188		158		0		0		346	
01:15	12		10		0	0		22		13:15	184		158		0		0		342	
01:30	13	C1	16	F2	0	0		29	111	13:30	205	761	176	C40	0		0		381	1.410
01:45 02:00	19 9	61	13 15	53	0	0 0		32 24	114	13:45 14:00	184 197	761	157 159	649	0		0		341 356	1410
02:15	15		7		0	0		22		14:15	204		210		0		0		414	
02:30	7		12		0	0		19		14:30	197		188		0		0		385	
02:45	8	39	8	42	0	0		16	81	14:45	270	868	253	810	0		0		523	1678
03:00 03:15	6 16		11 10		0 0	0		17 26		15:00 15:15	232 231		226 230		0 0		0 0		458 461	
03:30	8		17		0	0 0		25		15:30	254		228		0		0		482	
03:45	9	39	17	55	0	0		26	94	15:45	250	967	213	897	0		0		463	1864
04:00	10		17		0	0		27		16:00	242		216		0		0		458	
04:15	14		9		0	0		23		16:15	244		194		0		0		438	
04:30 04:45	11 27	62	22 30	78	0 0	0 0		33 57	140	16:30 16:45	249 235	970	220 194	824	0 0		0 0		469 429	1794
05:00	18	02	32	70	0	0		50	140	17:00	218	970	239	024	0		0		457	1/94
05:15	33		36		0	0		69		17:15	277		216		0		0		493	
05:30	48		47		0	0		95		17:30	266		201		0		0		467	
05:45	45	144	43	158	0	0		88	302	17:45	198	959	220	876	0		0	_	418	1835
06:00 06:15	65 46		69 73		0	0 0		134 119		18:00 18:15	202 201		171 158		0		0		373 359	
06:30	55		73 73		0	0		128		18:30	191		194		0		0		385	
06:45	102	268	89	304	0	0		191	572	18:45	176	770	162	685	0		0		338	1455
07:00	98		83		0	0		181		19:00	165		168		0		0		333	
07:15	125		132		0	0		257		19:15	158		163		0		0		321	
07:30 07:45	149 185	557	186 211	612	0 0	0 0		335 396	1169	19:30 19:45	168 166	657	127 136	594	0 0		0 0		295 302	1251
08:00	153	337	226	012	0	0		379	1109	20:00	132	037	122	334	0		0		254	1231
08:15	123		191		0	0		314		20:15	152		96		0		0		248	
08:30	111		177		0	0		288		20:30	100		111		0		0		211	
08:45	111	498	127	721	0	0		238	1219	20:45	116	500	97	426	0		0		213	926
09:00 09:15	108 139		113 119		0 0	0 0		221 258		21:00 21:15	84 89		79 70		0		0		163 159	
09:30	125		161		0	0		286		21:30	76		76		0		0		152	
09:45	142	514	150	543	0	0		292	1057	21:45	82	331	56	281	0		0		138	612
10:00	144		158		0	0		302		22:00	90		75		0		0	T	165	
10:15	157		165		0	0		322		22:15	79 50		45 26		0		0		124	
10:30 10:45	154 162	617	157 170	650	0 0	0 0		311 332	1267	22:30 22:45	50 44	263	36 30	186	0		0 0		86 74	449
11:00	171	01/	159	030	0	0		330	1207	23:00	44	203	38	100	0		0		82	773
11:15	151		162		0	0		313		23:15	51		24		0		0		75	
11:30	189		173		0	0		362	4000	23:30	36		23	4.0-	0		0		59	0.70
11:45	187	698	174	668	0	0		361	1366	23:45	36	167	20	105	0		0		56	272
TOTALS		3612		3970					7582	TOTALS		7951		7039						14990
SPLIT %		47.6%		52.4%					33.6%	SPLIT %		53.0%		47.0%						66.4%
	D	AILY 1	ΓΟΤΔ	\LS		NB		SB		EB		WB								otal
						11,563		11,009		0		0							22,	572
AM Peak Hour		11:30		07:30					11:30	PM Peak Hour		16:45		14:45						14:45
AM Pk Volume		759		814					1453	PM Pk Volume		996		937						1924
Pk Hr Factor		0.988		0.900					0.992	Pk Hr Factor		0.899		0.926						0.920
7 - 9 Volume		1055		1333					2388	4 - 6 Volume		1929		1700						3629
7 - 9 Peak Hour		07:15		07:30						4 - 6 Peak Hour		16:45		17:00						16:30
7 - 9 Pk Volume		612		814						4 - 6 Pk Volume		996		876						1848
Pk Hr Factor		0.827		0.900		0.000	0.000		0.899	Pk Hr Factor		0.899		0.916		0.000	U.	000		0.937



SPEED

Northgate Blvd N/O Garden Hwy/Jefferson Ave

 Day: Thursday
 City: Sacramento

 Date: 10/28/2021
 Project #: CA21_070164_001

Summary

Summary														
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	1	7	17	39	33	13	6	2	0	0	0	119
01:00	0	2	2	4	20	33	31	14	5	0	0	0	0	111
02:00	0	0	0	3	13	14	19	16	4	1	0	0	0	70
03:00	0	0	2	4	14	33	19	7	7	1	1	0	0	88
04:00	1	1	3	8	10	36	26	15	7	4	0	0	0	111
05:00	1	3	11	12	36	71	58	38		3	1	0	0	248
06:00	2	1	8	25	88	140	121	65	31	2	0	0	0	483
07:00	10	20	35	77	176	260	193	63	13	5	1	0	0	853
08:00	1	15	42	77	194	295	207	78	29	2	1	0	0	941
09:00	7	24			166	248	167	51	14	5	0	0	0	785
10:00	4	26		89	186	255	155	60	17	2	0			844
11:00	11	26		111	224	287	132	61	8	2	0	0	0	931
12:00 PM	14	28		134	325	321	185	49	13	4	0	0	0	1145
13:00	13	38	80	150	284	342	156	50	10	0	0	0	0	1123
14:00	15	37	95	143	297	347	201	55	17	3	1	0	0	1211
15:00	15	47	87	173	375	422	179	55	9	1	0	0	0	1363
16:00	31	65	117	192	364	388	217	54	14	3	1	0	0	1446
17:00	30	57	118	236	428	393	147	30	8	0	0	0	0	1447
18:00	20	39	100	195	358	296	116	42	4	2	0	0	0	1172
19:00	16	26	48	88	188	201	133	34	7	1	0	0	0	742
20:00	5	18	31	52	117	173	128	45	10	3	0	0	0	582
21:00	2	3	10	30	64	159	112	38	12	8	0	0	0	438
22:00	0	0	4	11	49	86	104	46	12	4	0	0	0	316
23:00	0	0	3	11	43	49	53	21	7	0	1	0	0	188
Totals	198	477	1028	1895	4036	4888	2892	1000	278	58	7			16757
% of Totals	1%	3%	6%	11%	24%	29%	17%	6%	2%	0%	0%			100%
AM Volumes	37	119	263	480	1144	1711	1161	481	155	29	4	0	0	5584
% AM	0%	113			7%	10%	7%	3%	1%	0%	0%		U	33%
AM Peak Hour	11:00	10:00			11:00	08:00	08:00	08:00		07:00				08:00
Volume	11.00	26	69	11.00	224	295	207	78	31	5	03.00			941
PM Volumes	161	358		1415	2892	3177	1731	519		29	3	0	0	11173
% PM	1%	2%			17%	19%	10%	3%	1%	0%	0%			67%
PM Peak Hour	16:00	16:00			17:00	15:00	16:00	14:00		21:00				17:00
Volume	31	65	118	236	428	422	217	55	17	8	1			1447
	ectional Pe			AM 7-9			NOON 12-2			PM 4-6		Off	Peak Volum	
]		All Speeds			%	Volume	-	%	Volume		%	Volume		%
		·	1794	\longleftrightarrow	11%	2268	\longleftrightarrow	14%	2893	\longleftrightarrow	17%	9802	← →	58%

Ctypot Nome	Divoction			Perce	ntiles		
Street Name	Direction	15th	50th	Average	85th	95th	ADT
Northgate Blvd	Summary	27	36	35	43	48	16757

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

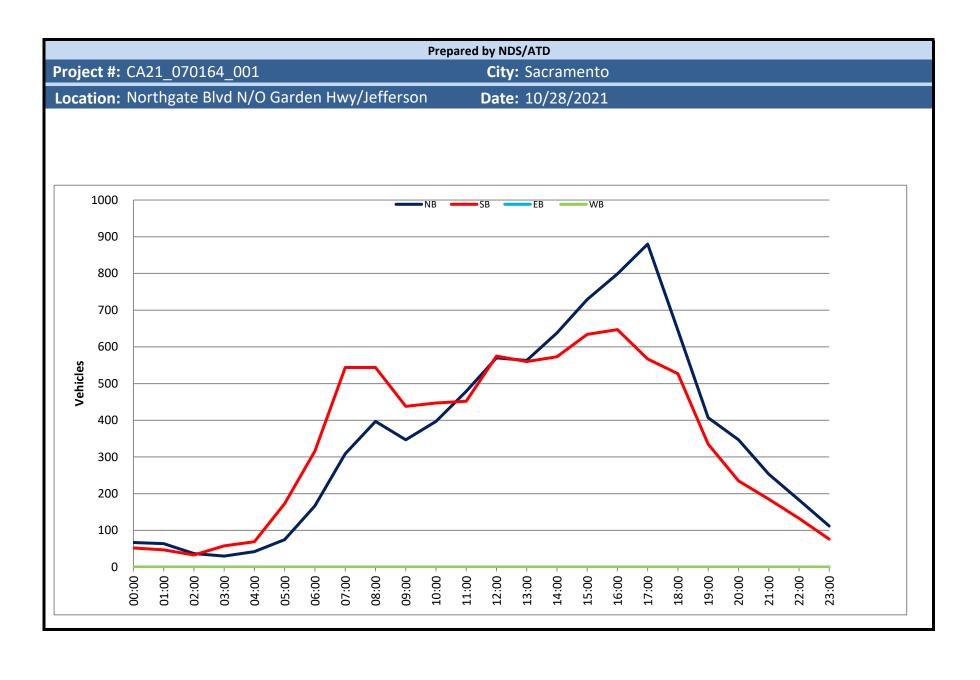
VOLUME

Northgate Blvd N/O Garden Hwy/Jefferson Ave

Day: Thursday **Date:** 10/28/2021

City: Sacramento
Project #: CA21_070164_001

																C/(ZI_0/	_		
	D	AILY 1	ΓΩΤΛ	21		NB		SB		EB		WB						To	otal
	U,	AILI		(L)		8,537		8,220		0		0						16	,757
AM Period	NB		SB		EB	WB		TO	TAL	PM Period	NB		SB		EB	V	VB	TO	TAL
00:00	19		19		0	0		38		12:00	141		137		0		0	278	
00:15	19		11		0	0		30		12:15	108		152		0		0	260	
00:30 00:45	18 11	67	12 10	52	0 0	0 0		30 21	119	12:30 12:45	164 157	570	147 139	575	0 0		0	311 296	1145
01:00	19	07	13	32	0	0		32	119	13:00	136	370	147	373	0		0	283	1145
01:15	13		9		0	0		22		13:15	134		149		0		0	283	
01:30	22		16		0	0		38		13:30	144		146		0		0	290	
01:45	10	64	9	47	0	0		19 21	111	13:45	149	563	118	560	0		0	267 268	1123
02:00 02:15	11 8		10 8		0	0 0		16		14:00 14:15	140 184		128 140		0		0	324	
02:30	8		7		0	0		15		14:30	133		158		0		0	291	
02:45	10	37	8	33	0	0		18	70	14:45	181	638	147	573	0		0	328	1211
03:00	7		10		0	0		17		15:00	176		155		0		0	331	
03:15 03:30	8 8		10 19		0 0	0 0		18 27		15:15 15:30	190 160		150 167		0		0	340 327	
03:45	7	30	19	58	0	0		26	88	15:45	203	729	162	634	0		0	365	1363
04:00	12		15		0	0		27		16:00	175		173		0		0	348	
04:15	10		10		0	0		20		16:15	203		166		0		0	369	
04:30	13	42	25	60	0	0		38	444	16:30	213	700	162	647	0		0	375	4.4.6
04:45 05:00	7 11	42	19 25	69	0	0 0		26 36	111	16:45 17:00	208	799	146 151	647	0		0	354 352	1446
05:15	17		39		0	0		56		17:00 17:15	254		156		0		0	410	
05:30	24		46		0	0		70		17:30	226		115		0		0	341	
05:45	23	75	63	173	0	0		86	248	17:45	199	880	145	567	0		0	344	1447
06:00	34		62		0	0		96		18:00	184		141		0		0	325	
06:15 06:30	43 44		78 73		0	0		121 117		18:15 18:30	175 135		137 129		0		0	312 264	
06:45	46	167	103	316	0	0		149	483	18:45	151	645	120	527	0		0	271	1172
07:00	43		102		0	0		145		19:00	123		91		0		0	214	
07:15	73		118		0	0		191		19:15	104		89		0		0	193	
07:30	67	200	153	F 4 4	0	0		220	0.53	19:30	94	407	83	225	0		0	177	742
07:45 08:00	126 107	309	171 144	544	0	0 0		297 251	853	19:45 20:00	86 105	407	72 60	335	0		0	158 165	742
08:15	92		152		0	0		244		20:15	78		64		0		0	142	
08:30	87		135		0	0		222		20:30	83		48		0		0	131	
08:45	111	397	113	544	0	0		224	941	20:45	81	347	63	235	0		0	144	582
09:00 09:15	96 83		118 112		0	0		214 195		21:00 21:15	62 73		52 45		0		0	114 118	
09:30	75		95		0	0		170		21:30	58		42		0		0	100	
09:45	93	347	113	438	0	0		206	785	21:45	60	253	46	185	0		0	106	438
10:00	96		113		0	0		209		22:00	52		40		0		0	92	
10:15	108 97		117		0	0		225		22:15 22:30	45 56		32 37		0		0	77	
10:30 10:45	96	397	109 108	447	0 0	0 0		206 204	844	22:45	56 30	183	24	133	0		0	93 54	316
11:00	121	33,	114	,	0	0		235	311	23:00	30	100	18		0		0	48	310
11:15	117		99		0	0		216		23:15	21		25		0		0	46	
11:30	121	470	126	450	0	0		247	024	23:30	34	442	15	7.0	0		0	49	100
11:45 TOTALS	120	479 2411	113	452 3173	0	0		233	931 5584	23:45 TOTALS	27	112 6126	18	76 5047	0		0	45	188 11173
SPLIT %		43.2%		56.8%					33.3%	SPLIT %		54.8%		45.2%					66.7%
	D	AILY 1	ГОТА	\LS		NB		SB		EB		WB							otal
						8,537		8,220		0		0						16	,757
AM Peak Hour		11:45		07:30					11:45	PM Peak Hour		16:45		15:30					16:30
AM Pk Volume		533		620					1082	PM Pk Volume		889 0.875		668					1491
Pk Hr Factor 7 - 9 Volume		0.813 706		0.906 1088		0	0		0.870 1794	Pk Hr Factor 4 - 6 Volume		0.875 1679		0.965 1214		Ω	0		0.909 2893
7 - 9 Volume 7 - 9 Peak Hour		07:45		07:30						4 - 6 Peak Hour		16:45		16:00					16:30
7 - 9 Pk Volume		412		620						4 - 6 Pk Volume		889		647					1491
Pk Hr Factor		0.817		0.906		0.000	0.000		0.854	Pk Hr Factor		0.875		0.935		0.000	0.000		0.909



SPEED

Northgate Blvd S/O Garden Hwy/Jefferson Ave

 Day: Thursday
 City: Sacramento

 Date: 10/28/2021
 Project #: CA21_070164_002

Summary

Summary														
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	9	20	29	39	16	4	0	0	0	0	0	117
01:00	0	0	5	14	23	35	22	2	0	1	0	0	0	102
02:00	0	0	3	11	20	18	15	2	2	0	0	0	0	71
03:00	0	0	6	12	24	26	11	2	0	0	0	0	0	81
04:00	0	1	5	14	28	37	12	5	0	1	0	0	0	103
05:00	7	8	21	33	45	49	37	12	7	2	0	0	0	221
06:00	17	18	31	61	83	115	80	30	8	2	0	0	0	445
07:00	41	47	110	161	200	207	97	33	7	2	0	0	0	905
08:00	39	56	88	157	232	230	108	28	13	0	0	0	0	951
09:00	26	33	69	134	204	184	84	20	4	1	0	0	0	759
10:00	27	45	78	158	204	203	85	26	8	1	0	0	0	835
11:00	40	44	90	193	222	217	88	19	2	0	0	0	0	915
12:00 PM	62	69	120	216	238	259	96	27	10	2	0	0	0	1099
13:00	44	56	103	199	260	255	94	25	4	0	0	0	0	1040
14:00	48	75	114	213	298	260	118	32	8	1	0	0	0	1167
15:00	40	58	133	260	367	315	111	31	5	1	0	0	0	1321
16:00	64	83	155	278	352	329	116	27	8	1	1	0	0	1414
17:00	76	111	164		380	324	89	23	6	0	0	0	0	1465
18:00	36	41	111	217	293	231	100		5	1	1	0		1052
19:00	10	17		118	158	194	85	25	1	0	0	0	0	665
20:00	0	6		79	150	184	99	23	2	0	0	0		568
21:00	0	1	12	47	105	168	53	16		0	1	0		407
22:00	0	0	_	28	89	113	62	19		1	0	J		319
23:00	0	0				56	29			0	0	0	0	182
Totals	577	769		2946	4061	4048	1707	452	107	17	3			16204
% of Totals	4%	5%	9%	18%	25%	25%	11%	3%	1%	0%	0%			100%
AM Volumes	197	252	515	968	1314	1360	655	183	51	10	0	0	0	5505
% AM	1%	2%			8%	8%	4%	1%	0%	0%				34%
AM Peak Hour	07:00	08:00	07:00	11:00	08:00	08:00	08:00	07:00	08:00	05:00				08:00
Volume	41	56	110	193	232	230	108	33	13	2				951
PM Volumes	380	517	1002	1978	2747	2688	1052	269	56	7	3	0	0	10699
% PM	2%	3%	6%	12%	17%	17%	6%	2%	0%	0%	0%			66%
PM Peak Hour	17:00	17:00	17:00	17:00	17:00	16:00	14:00	14:00	12:00	12:00	16:00			17:00
Volume	76	111	164	292	380	329	118	32	10	2	1			1465
Dii	rectional Pe	ak Periods		AM 7-9			NOON 12-2			PM 4-6		Off	Peak Volum	nes
		All Speeds	Volume		%	Volume		%	Volume		%	Volume		%
			1856	\longleftrightarrow	11%	2139	← →	13%	2879	\longleftrightarrow	18%	9330	\longleftrightarrow	58%

Ctwoot Name	Direction			Perce	ntiles		
Street Name	Direction	15th	50th	Average	85th	95th	ADT
Northgate Blvd	Summary	24	33	32	40	44	16204

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

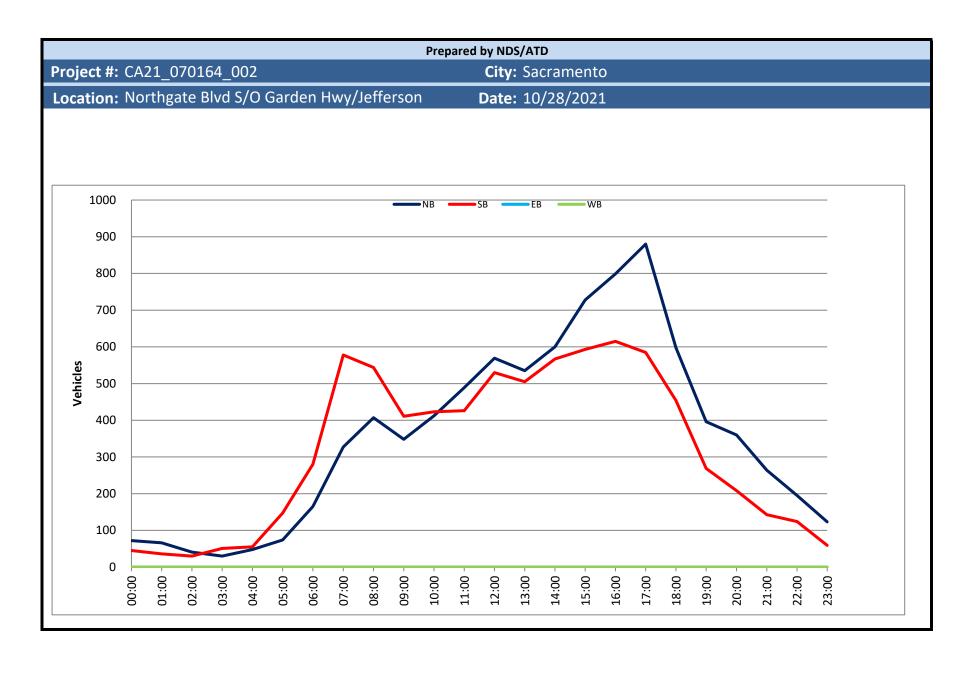
VOLUME

Northgate Blvd S/O Garden Hwy/Jefferson Ave

Day: Thursday **Date:** 10/28/2021

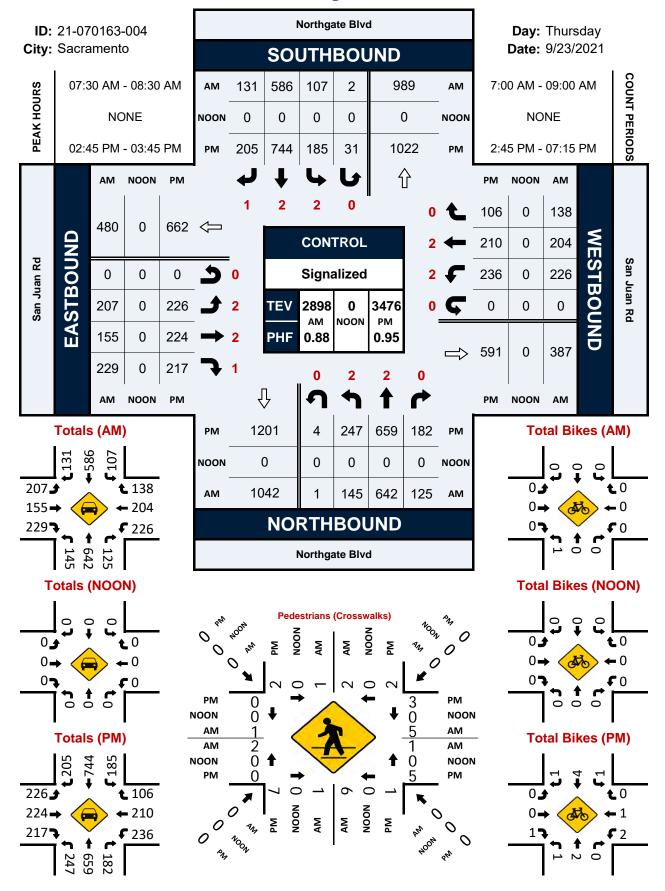
City: Sacramento
Project #: CA21_070164_002

D1:00		_	A 11 3/ 7	готл	u.c		NB	SB		ЕВ		WB						To	otal
000		D,	AILY	IUIA	VL2		8,526	7,67	8	0		0						16	,204
00-15	AM Period	NB		SB		EB	WB	TO	OTAL	PM Period	NB		SB		EB	WB		TC	OTAL
00:40 18																			
00.05				•											-	_			
01:50 12			72		45				117			569		530	-	_			1099
01:30	01:00			13			0						137		0	0			
01-85 12 66 8 36 0 0 0 20 102 13-45 138 535 113 505 0 0 251 1040						_									-	_			
02:00 11 10 0 0 21 14:00 137 119 0 0 256 10:02:15 8 6 0 0 14 14:15 16:11 15:30 0 0 314 14:15 16:11 15:7 0 0 0 384 10:02:30 8 7 0 0 15 14:30 13:1 15:7 0 0 0 384 10:02:30 7 11 0 0 18 15:00 175 13:9 0 0 334 10:03:30 7 7 11 0 0 18 15:00 175 13:9 0 0 314 10:03:30 3:15 7 0 0 326 16:15 15:15 18:1			66		36				102			535		505	_	_			1040
02:30 8												- 555							2010
02.45				6											_				
03:00 7			<i>/</i> 11	7	30	_			71			600		567	-	_			1167
03:49 9 17 0 0 0 26 15:30 168 157 0 0 0 325 03:45 5 30 16 51 0 0 0 29 16:00 185 160 593 0 0 345 04:15 9 8 0 0 0 17 16:15 197 15:1 0 0 0 348 04:30 12 21 0 0 0 33 16:30 217 15:7 0 0 348 04:30 12 21 0 0 0 33 16:30 217 15:7 0 0 347 1414 05:00 12 19 0 0 31 17:00 194 16:2 0 0 356 13:21 05:00 12 19 0 0 31 17:00 194 16:2 0 0 356 13:00 05:15 14 31 0 0 0 45 17:15 763 177 0 0 0 356 05:45 27 43 147 0 0 79 221 17:45 207 891 126 585 0 0 333 14:55 06:00 35 50 0 0 0 85 18:00 172 121 0 0 293 06:15 47 67 0 0 0 118 18:15 15:30 13:30 15:30 17:30			71	11	30			_	7 1			000		307				_	1107
03:45 5 30 16 51 0 0 21 81 15:45 196 728 160 593 0 0 356 122 104:00 13 16 0 0 0 29 16:00 185 116:0 0 0 0 345 144 18 10 50 0 0 17 16:15 197 151 0 0 348 144 18 10 50 0 0 24 103 16:30 177 157 0 0 347 1414 16:50 12 19 0 0 0 31 17:00 194 16:0 0 0 347 1414 16:50 0 141 141 17:00 16:30 147 147 16 15 16 16 16 16 16 16				•		0	0								0				
Dec Color Color			20		Г1				01			720		F02	_				1221
Od:15			30		51				81			728		593					1321
Del-45																_			
05:00						_										_			
DS:15		1	48		55				103			799		615					1414
05:30															_				
Deciding Sign Sig						0	0								0	0			
06:15			74		147				221			880		585					1465
06:30 37 71 0 0 108 18:30 123 1111 0 0 234 1052						0	0								0	_			
O6-45						0	0								0	0			
O7:15		49	165	92	280	0	0		445			598	103	454	0	0		243	1052
O7:30						0	_								0	0			
O7:45						0	-								0	0			
08:15 98 156 0 0 254 20:15 81 54 0 0 135 08:30 97 115 0 0 212 20:30 90 48 0 0 138 09:00 94 120 0 0 214 21:00 59 41 0 0 100 09:00 94 120 0 0 214 21:05 59 41 0 0 100 09:30 74 82 0 0 156 21:30 69 36 0 0 105 09:45 104 348 104 411 0 0 208 759 21:45 62 264 36 0 0 105 0 105 0 0 105 0 0 105 0 0 0 105 0 0 105 0 0 0 0 0 </td <th></th> <td></td> <td>327</td> <td></td> <td>578</td> <td></td> <td></td> <td></td> <td>905</td> <td></td> <td></td> <td>396</td> <td></td> <td>269</td> <td>0</td> <td>_</td> <td></td> <td></td> <td>665</td>			327		578				905			396		269	0	_			665
08:30 97 115 0 0 212 951 20:35 84 360 58 208 0 0 142 568 09:00 94 120 0 0 214 21:00 59 41 0 0 142 568 09:00 94 120 0 0 214 21:00 59 41 0 0 100 09:15 76 105 0 0 181 21:15 74 31 0 0 105 09:45 104 348 104 411 0 0 208 759 21:45 62 264 35 143 0 0 97 407 10:00 111 100 0 0 215 22:15 49 35 0 0 84 10:30 95 122 0 0 217 22:30 58 28 0 0 </td <th></th> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td>															0				
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09:00 94			407		544				951			360		208	0	0			568
09:30																			
09:45							_								0	_			
10:00			3/18		<i>/</i> 111		_		759			264		1/13	0	_			407
10:30		1	340		411				733			204		143					407
10:45 97 412 95 423 0 0 192 835 22:45 34 195 25 124 0 0 59 319 11:00 130 101 0 0 0 231 23:00 32 13 0 0 0 45 11:15 112 99 0 0 0 211 23:15 26 20 0 0 0 45 11:30 125 106 0 0 231 23:30 36 7 0 0 0 43 11:45 122 489 120 426 0 0 242 915 23:45 29 123 19 59 0 0 48 182 TOTALS 2479 3026 5505 TOTALS 6047 4652 10695 SPLIT % 45.0% 55.0% 34.0% SPLIT % 56.5% 43.5% 66.09 AM Peak Hour 11:45 07:30 NB SB EB WB SB SB SB SB SB SB S				106		0	0						35		0	0			
11:00			442		422	0			025			105		124	0	0			240
11:15 112 99 0 0 211 23:15 26 20 0 0 46 11:30 125 106 0 0 231 23:30 36 7 0 0 43 11:45 122 489 120 426 0 0 242 915 23:45 29 123 19 59 0 0 48 182 TOTALS 2479 3026 5505 TOTALS 6047 4652 10699 SPLIT % 45.0% 55.0% 34.0% SPLIT % 56.5% 43.5% 66.09 DAILY TOTALS NB SB EB WB WB Total 16.20 NB SB EB WB WB 16.30 16.30 AM Peak Hour 11:45 07:30 07:30 PM Peak Hour 17:00 16:30 16:30 PK Hr Factor 0.888 0.919 0.871 PK Hr Factor 0.837 0.908 0.862 7 - 9 Volume			412		423				835			195		124					319
11:30 125 106 0 0 231 23:30 36 7 0 0 43 11:45 122 489 120 426 0 0 242 915 23:45 29 123 19 59 0 0 48 182 TOTALS 2479 3026 5505 TOTALS 6047 4652 10695 SPLIT % 45.0% 55.0% 34.0% SPLIT % 56.5% 43.5% 66.09 DAILY TOTALS NB SB EB WB WB Total 16.204 AM Peak Hour 11:45 07:30 07:30 PM Peak Hour 17:00 16:30 16:30 AM Pk Volume 540 691 1098 PM Pk Volume 880 643 15:17 Pk Hr Factor 0.888 0.919 0.871 Pk Hr Factor 0.837 0.908 0.862 7 - 9 Volume 734 11:22 0 1856 4 - 6 Volume 16:30 16:30 7 - 9 Peak Hour 0						0									0	0			
TOTALS 2479 3026 5505 TOTALS 6047 4652 10695 SPLIT % 45.0% 55.0% 34.0% SPLIT % 56.5% 43.5% 66.09 DAILY TOTALS NB SB EB WB WB Total 8,526 7,678 0 0 0 16:30 16:30 AM Peak Hour 11:45 07:30 07:30 PM Peak Hour 17:00 16:30 16:30 AM Pk Volume 540 691 1098 PM Pk Volume 880 643 1517 Pk Hr Factor 0.888 0.919 0.871 Pk Hr Factor 0.837 0.908 0.862 7 - 9 Volume 734 1122 0 0 1856 4 - 6 Volume 1679 1200 0 0 2879 7 - 9 Peak Hour 07:45 07:30 07:30 4 - 6 Peak Hour 17:00 16:30 16:30 16:30 7 - 9 Pk Volume 427 691 0 <th></th> <th></th> <th></th> <th></th> <th></th> <th>-</th> <th>_</th> <th></th> <th>0.15</th> <th></th> <th></th> <th>400</th> <th>7</th> <th></th> <th>0</th> <th>0</th> <th></th> <th></th> <th>100</th>						-	_		0.15			400	7		0	0			100
SPLIT % 45.0% 55.0% 34.0% SPLIT % 56.5% 43.5% 66.09 DAILY TOTALS NB SB EB WB WB Total 8,526 7,678 0 0 16:30 16:30 AM Peak Hour 11:45 07:30 PM Peak Hour 17:00 16:30 16:30 AM Pk Volume 540 691 1098 PM Pk Volume 880 643 1517 Pk Hr Factor 0.888 0.919 0.871 Pk Hr Factor 0.837 0.908 0.862 7 - 9 Volume 734 1122 0 0 1856 4 - 6 Volume 1679 1200 0 0 2879 7 - 9 Peak Hour 07:45 07:30 07:30 4 - 6 Peak Hour 17:00 16:30 16:30 7 - 9 Pk Volume 427 691 0 1098 4 - 6 Pk Volume 880 643 0 0 15:17		122		120		0	0	242			29		19		0	0		48	
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Pk Hr Factor 0.888 0.919 0.871 Pk Hr Factor 0.837 0.908 0.862 7 - 9 Volume 734 1122 0 1856 4 - 6 Volume 1679 1200 0 2879 7 - 9 Peak Hour 07:45 07:30 4 - 6 Peak Hour 17:00 16:30 16:30 7 - 9 Pk Volume 427 691 0 1098 4 - 6 Pk Volume 880 643 0 0 1517	AM Peak Hour		11:45		07:30				07:30			17:00		16:30					16:30
7 - 9 Volume 734 1122 0 1856 4 - 6 Volume 1679 1200 0 2879 7 - 9 Peak Hour 07:45 07:30 07:30 4 - 6 Peak Hour 17:00 16:30 16:30 7 - 9 Pk Volume 427 691 0 1098 4 - 6 Pk Volume 880 643 0 0 1517																			1517
7 - 9 Peak Hour 07:45 07:30 07:30 4 - 6 Peak Hour 17:00 16:30 16:30 7 - 9 Pk Volume 427 691 0 1098 4 - 6 Pk Volume 880 643 0 0 1517							0									0	0		0.862
7 - 9 Pk Volume 427 691 0 1098 4 - 6 Pk Volume 880 643 0 0 1517																			
Pk Hr Factor 0.841 0.919 0.000 0.000 0.871 Pk Hr Factor 0.837 0.908 0.000 0.000 0.862)											0.862



Northgate Blvd & San Juan Rd

Peak Hour Turning Movement Count



Location: Northgate Blvd & San Juan Rd City: Sacramento Control: Signalized

Project ID: 21-070163-004
Date: 9/23/2021

Data - Totals

NS/EW Streets:		Northgat	te Blvd			Northgat	te Blvd			San Jua	an Rd			San Jua	n Rd		
		NORTH	BOUND	Accommendation		SOUTH	BOUND			EASTB	OUND	-		WESTE	OUND		
AM	2	2	0	0	2	2	1	0	2	2	1	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	117	40	0	10	68	11	0	29	19	22	0	12	19	18	0	380
7:15 AM	17	115	26	0	27	90	14	1	30	34	25	0	56	29	36	0	500
7:30 AM	21	160	27	1	21	120	20	0	44	24	56	0	72	65	35	0	666
7:45 AM	44	192	28	0	22	157	36	0	63	37	66	0	63	57	55	0	820
8:00 AM	50	160	42	0	35	166	44	2	60	47	50	0	56	54	27	0	793
8:15 AM	30	130	28	0	29	143	31	0	40	47	57	0	35	28	21	0	619
8:30 AM	22	144	31	0	24	107	21	1	34	28	23	0	23	29	14	0	501
8:45 AM	24	105	22	1	22	97	20	1	39	24	27	0	32	22	24	0	460
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	223	1123	244	2	190	948	197	5	339	260	326	0	349	303	230	0	4739
APPROACH %'s :	14.01%	70.54%	15.33%	0.13%	14.18%	70.75%	14.70%	0.37%	36.65%	28.11%	35.24%	0.00%	39.57%	34.35%	26.08%	0.00%	
PEAK HR :	(7:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	145	642	125	1	107	586	131	2	207	155	229	0	226	204	138	0	2898
PEAK HR FACTOR :	0.725	0.836	0.744	0.250	0.764	0.883	0.744	0.250	0.821	0.824	0.867	0.000	0.785	0.785	0.627	0.000	0.884
		0.86	55			0.83	36			0.89	90			0.8	1		0.004

		NORTH	BOUND	Annual An		SOUTH	BOUND			EASTB	OUND	00000		WESTE	BOUND		
PM	2	2	0	0	2	2	1	0	2	2	1	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:45 PM	60	189	51	0	37	190	46	8	49	42	40	0	77	50	26	0	865
3:00 PM	54	146	46	0	44	207	66	6	57	50	43	0	77	64	24	0	884
3:15 PM	74	156	45	1	65	182	45	7	61	88	83	0	37	50	22	0	916
3:30 PM	59	168	40	3	39	165	48	10	59	44	51	0	45	46	34	0	811
3:45 PM	52	181	39	1	46	220	44	7	34	33	53	0	43	54	33	0	840
4:00 PM	44	166	33	5	56	207	57	6	43	47	39	0	44	56	30	0	833
4:15 PM	54	154	35	1	34	194	48	7	47	43	55	0	39	49	28	0	788
4:30 PM	69	167	40	1	53	199	46	8	49	55	39	0	46	54	21	0	847
4:45 PM	68	168	40	0	50	180	55	4	48	49	49	0	35	50	32	0	828
5:00 PM	50	147	39	1	55	219	50	11	55	44	54	0	46	36	30	0	837
5:15 PM	56	165	36	2	46	195	52	4	43	54	53	0	44	69	12	0	831
5:30 PM	81	187	38	1	52	166	45	13	37	46	50	0	32	62	20	0	830
5:45 PM	44	168	45	1	39	172	53	7	41	37	35	0	54	54	15	0	765
6:00 PM	51	135	38	0	41	177	51	8	48	49	31	0	32	38	22	0	721
6:15 PM	49	130	27	1	29	157	42	11	35	48	34	0	39	50	29	0	681
6:30 PM	45	156	36	3	42	158	39	9	42	32	45	0	27	36	14	0	684
6:45 PM	47	131	22	1	34	126	38	5	36	37	31	0	27	58	22	0	615
7:00 PM	58	101	26	1	27	123	29	9	48	34	37	0	40	43	24	0	600
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1015	2815	676	23	789	3237	854	140	832	832	822	0	784	919	438	0	14176
APPROACH %'s:	22.41%	62.16%	14.93%	0.51%	15.72%	64.48%	17.01%	2.79%	33.47%	33.47%	33.07%	0.00%	36.62%	42.92%	20.46%	0.00%	
PEAK HR:		02:45 PM -		5.5.70	. 5 7.0	3	11.0.70	,0	5576	3370	30.0.70	2.2270	33.32,0	,_,		3.3376	TOTAL
PEAK HR VOL :	247	659	182	4	185	744	205	31	226	224	217	0	236	210	106	0	3476
PEAK HR FACTOR :	0.834	0.872	0.892	0.333	0.712	0.899	0.777	0.775	0.926	0.636	0.654	0.000	0.766	0.820	0.779	0.000	
		0.9			<u>. –</u>	0.90				0.71				0.8			0.949

Location: Northgate Blvd & San Juan Rd City: Sacramento Control: Signalized

Data - Bikes

Project ID: 21-070163-004 **Date:** 9/23/2021

								Data -	DIKC3								_
NS/EW Streets:		Northgat	te Blvd			Northga	te Blvd			San Ju	uan Rd			San Ju	uan Rd		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	TBOUND		
AM	2	2	0	0	2	2	1	0	2	2	1	0	2	2	0	0	and a second
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	6
APPROACH %'s:	100.00%	0.00%	0.00%	0.00%	20.00%	40.00%	40.00%	0.00%									
PEAK HR :		07:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.25	50					•									0.250

		NORTH	BOUND			SOUTH	BOUND	Асстандамина		EASTB	OUND			WESTE	OUND		
PM	2	2	0	0	2	2	1	0	2	2	1	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	4
3:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	1	1	0	0	0	1	0	1	1	0	0	5
3:45 PM	0	0	11	0	0	0	0	0	0	1	0	0	0	1	11	0	4
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3
4:15 PM	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	4
6:00 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:00 PM	3	0	0	0	1	0	0	0	2	0	1	0	0	2	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ΕT	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	3	5	1	2	4	4	1	4	6	3	0	6		1	0	51
APPROACH %'s:	30.77%	23.08%	38.46%	7.69%	18.18%	36.36%	36.36%	9.09%	30.77%	46.15%	23.08%	0.00%	42.86%	50.00%	7.14%	0.00%	
PEAK HR :		02:45 PM -							_	_			_				TOTAL
PEAK HR VOL :	1	2	0	0	1	4	1	0	0	0	1	0	2	1	0	0	13
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.650
		0.37	/5			0.50)()			0.2	00			0.37	/5		0.000

National Data & Surveying Services Intersection Turning

Location: Northgate Blvd & San Juan Rd

Location: Northgate Blvd & San Juan Rd

Date: 9/23/2021

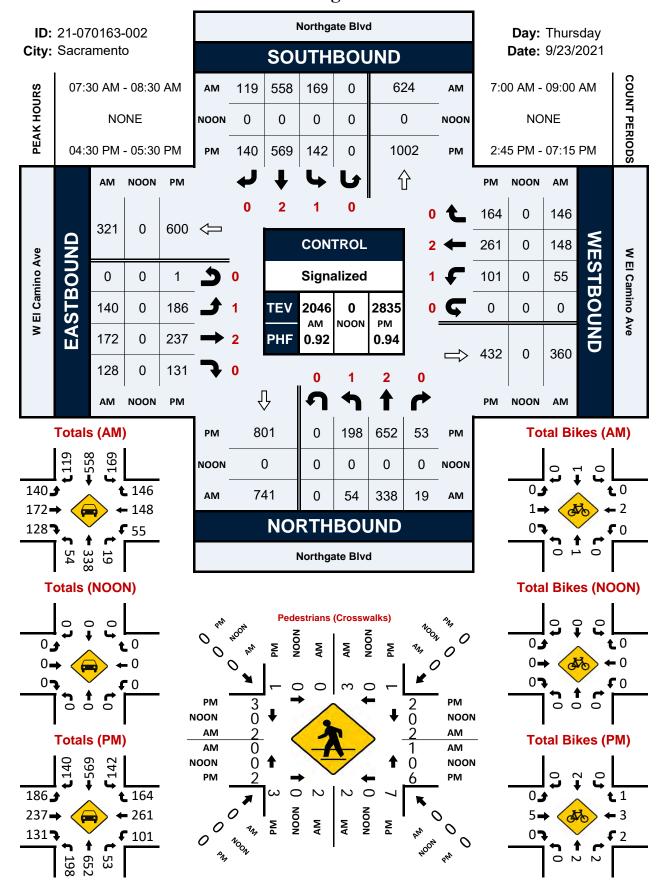
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Northga	ate Blvd	Northga	ate Blvd	San Ju	uan Rd	San Ju	ıan Rd	
AM	NORT	H LEG	SOUT	H LEG	EAST	Γ LEG	WES	Γ LEG	
Alvi	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	1	0	0	1	0	0	3
7:15 AM	1	3	0	1	2	4	0	0	11
7:30 AM	1	1	0	2	0	0	1	0	5
7:45 AM	0	0	1	2	0	3	1	1	8
8:00 AM	0	0	0	2	0	2	0	0	4
8:15 AM	0	1	0	0	1	0	0	0	2
8:30 AM	1	0	0	0	1	1	0	0	3
8:45 AM	2	0	0	0	0	3	0	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	5	2	7	4	14	2	1	41
APPROACH %'s:	54.55%	45.45%	22.22%	77.78%	22.22%	77.78%	66.67%	33.33%	
PEAK HR:	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	2	1	6	1	5	2	1	19
PEAK HR FACTOR:	0.250	0.500	0.250	0.750	0.250	0.417	0.500	0.250	0.504
	0.3	375	9.0	583	0.5	500	0.3	375	0.594

DIV	NOR	TH LEG	SOUT	H LEG	EAST	LEG	WEST	LEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:45 PM	2	1	4	0	4	1	0	0	12
3:00 PM	0	0	3	1	0	1	0	0	5
3:15 PM	0	1	0	0	1	0	0	0	2
3:30 PM	0	0	0	0	0	1	0	0	1
3:45 PM	0	1	1	2	1	1	0	0	6
4:00 PM	1	0	0	0	0	1	0	0	2
4:15 PM	0	1	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	2	1	0	0	4
4:45 PM	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	2	0	0	0	0	3
5:45 PM	0	0	1	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	1	0	0	0	0	2
6:30 PM	0	0	1	0	0	0	0	0	1
6:45 PM	0	2	1	0	0	0	0	0	3
7:00 PM	3	0	0	0	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	8	12	6	9	7	0	0	48
APPROACH %'s:	42.86%	57.14%	66.67%	33.33%	56.25%	43.75%			
PEAK HR :	02:45 PM	- 03:45 PM							TOTAL
PEAK HR VOL :	2	2	7	1	5	3	0	0	20
PEAK HR FACTOR :	0.250	0.500	0.438	0.250	0.313	0.750			0.417
	0.	333	0.5	500	0.4	100			0.417

Northgate Blvd & W El Camino Ave

Peak Hour Turning Movement Count



Location: Northgate Blvd & W El Camino Ave City: Sacramento Control: Signalized

Data - Totals

Project ID: 21-070163-002 **Date:** 9/23/2021

_																	
NS/EW Streets:		Northgat	e Blvd			Northgat	e Blvd			W EI Cam	ino Ave			W EI Cam	ino Ave		
		NORTHI	BOUND			SOUTHI	BOUND			EASTB	OUND			WESTB	OUND		
AM	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
7 1101	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	59	4	0	16	69	10	0	22	30	15	0	4	26	17	0	276
7:15 AM	9	60	6	0	15	105	13	0	36	40	32	0	14	38	16	0	384
7:30 AM	5	80	5	0	28	130	25	0	30	43	29	0	17	36	37	0	465
7:45 AM	17	92	5	0	55	150	33	0	29	51	33	0	8	41	42	0	556
8:00 AM	12	89	1	0	39	160	46	0	53	37	34	0	14	30	31	0	546
8:15 AM	20	77	8	0	47	118	15	0	28	41	32	0	16	41	36	0	479
8:30 AM	15	73	8	0	26	110	26	0	24	31	22	0	15	31	23	0	404
8:45 AM	11	77	8	0	24	89	16	0	26	29	25	0	18	29	26	0	378
												-					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	93	607	45	0	250	931	184	0	248	302	222	0	106	272	228	0	3488
APPROACH %'s:	12.48%	81.48%	6.04%	0.00%	18.32%	68.21%	13.48%	0.00%	32.12%	39.12%	28.76%	0.00%	17.49%	44.88%	37.62%	0.00%	
PEAK HR :	C	7:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	54	338	19	0	169	558	119	0	140	172	128	0	55	148	146	0	2046
PEAK HR FACTOR :	0.675	0.918	0.594	0.000	0.768	0.872	0.647	0.000	0.660	0.843	0.941	0.000	0.809	0.902	0.869	0.000	0.920
		0.90)1			0.86	53			0.88	37			0.93	38		0.920

		NORTHI	BOUND			SOUTH	BOUND			EASTB	BOUND	anno wanno		WESTE	BOUND		
PM	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:45 PM	37	172	15	1	48	162	52	0	47	60	48	0	17	39	39	0	737
3:00 PM	30	121	17	0	51	128	51	0	51	45	30	1	27	42	62	0	656
3:15 PM	35	135	18	0	38	149	28	0	48	70	35	0	20	46	47	0	669
3:30 PM	30	166	9	0	41	134	41	0	43	54	30	0	25	51	42	0	666
3:45 PM	29	161	14	0	44	142	41	0	50	64	31	0	26	59	41	0	702
4:00 PM	52	162	21	1	41	131	32	0	55	65	37	0	15	61	26	0	699
4:15 PM	34	173	14	0	38	119	31	0	61	72	34	0	16	55	31	0	678
4:30 PM	49	165	11	0	29	147	29	0	52	60	33	0	24	71	44	0	714
4:45 PM	40	152	14	0	32	130	33	0	47	61	30	0	23	67	40	0	669
5:00 PM	49	150	17	0	37	153	40	0	41	58	30	0	22	64	34	0	695
5:15 PM	60	185	11	0	44	139	38	0	46	58	38	1	32	59	46	0	757
5:30 PM	39	165	15	0	26	131	35	3	44	72	32	0	26	63	53	0	704
5:45 PM	44	113	6	0	36	122	34	0	43	57	33	0	18	60	45	0	611
6:00 PM	37	132	13	0	48	102	36	0	35	67	30	0	20	60	27	0	607
6:15 PM	46	124	17	0	31	104	25	0	40	45	30	0	18	48	48	0	576
6:30 PM	36	130	15	0	27	111	37	0	44	49	25	0	9	55	26	0	564
6:45 PM	23	115	13	0	36	89	44	0	34	41	25	0	13	58	28	0	519
7:00 PM	29	97	10	0	26	92	38	0	40	46	33	0	28	35	25	0	499
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	699	2618	250	2	673	2285	665	3	821	1044	584	2	379	993	704	0	11722
APPROACH %'s :	19.59%	73.35%	7.00%	0.06%	18.56%	63.02%	18.34%	0.08%	33.50%	42.59%	23.83%	0.08%	18.26%	47.83%	33.91%	0.00%	
PEAK HR :		04:30 PM -		2.00.0	12.00.0	22.02.3		2,00.0	22.00.0			2.00.0				2,00,0	TOTAL
PEAK HR VOL :	198	652	53	0	142	569	140	0	186	237	131	1	101	261	164	0	2835
PEAK HR FACTOR :	0.825	0.881	0.779	0.000	0.807	0.930	0.875	0.000	0.894	0.971	0.862	0.250	0.789	0.919	0.891	0.000	
	0.882					0.92				0.9				0.94			0.936

Location: Northgate Blvd & W El Camino Ave City: Sacramento Control: Signalized

Data - Bikes

Project ID: 21-070163-002 **Date:** 9/23/2021

-								Dutu	DINUS								•
NS/EW Streets:		Northgat	te Blvd			Northga	te Blvd			W EI Cam	ino Ave			W EI Cam	nino Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
AM	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
7 7	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
												0					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	0	0	0	2	0	0	0	1	0	0	1	2	0	0	8
APPROACH %'s:	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :		07:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.625
		0.25	50			0.2	50			0.25	50			0.5	00		0.023

		NORTH	IBOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
PM	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:45 Pl	О	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
3:00 P	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3
3:15 Pl	О	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
3:30 PI	M 1	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	5
3:45 Pl	M 1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 Pl	О	0	0	0	1	0	0	0	0	2	0	0	1	0	1	0	5
4:15 Pl	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4:30 Pl	О	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 Pl		1	1	0	0	1	0	0	0	2	0	0	11	0	0	0	6
5:00 Pl	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	4
5:15 Pl	III .	0	1	0	0	1	0	0	0	2	0	0	0	1	1	0	6
5:30 Pl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 P		0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
6:00 Pl	II II	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
6:15 Pl	III .	1	0	0	0	0	0	0	0	2	0	0	1	0	0	0	4
6:30 Pl	II II	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	4
6:45 Pl		0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	3
7:00 Pl	0	1	1	0	0	1	0	0	3	1	0	0	0	0	0	0	7
									_								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES	III	7	3	0	2	11	4	0	4	12	3	0	4	5	4	0	61
APPROACH %'s			25.00%	0.00%	11.76%	64.71%	23.53%	0.00%	21.05%	63.16%	15.79%	0.00%	30.77%	38.46%	30.77%	0.00%	
PEAK HR		04:30 PM -				_	_		_	_			_	_			TOTAL
PEAK HR VOL	: 0	2	2	0	0	2	0	0	0	5	0	0	2	3	1	0	17
PEAK HR FACTOR	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.625	0.000	0.000	0.500	0.750	0.250	0.000	0.708
		0.5	00			0.50)()			0.62	25			0.7	50		

Location: Northgate Blvd & W El Camino Ave **City:** Sacramento

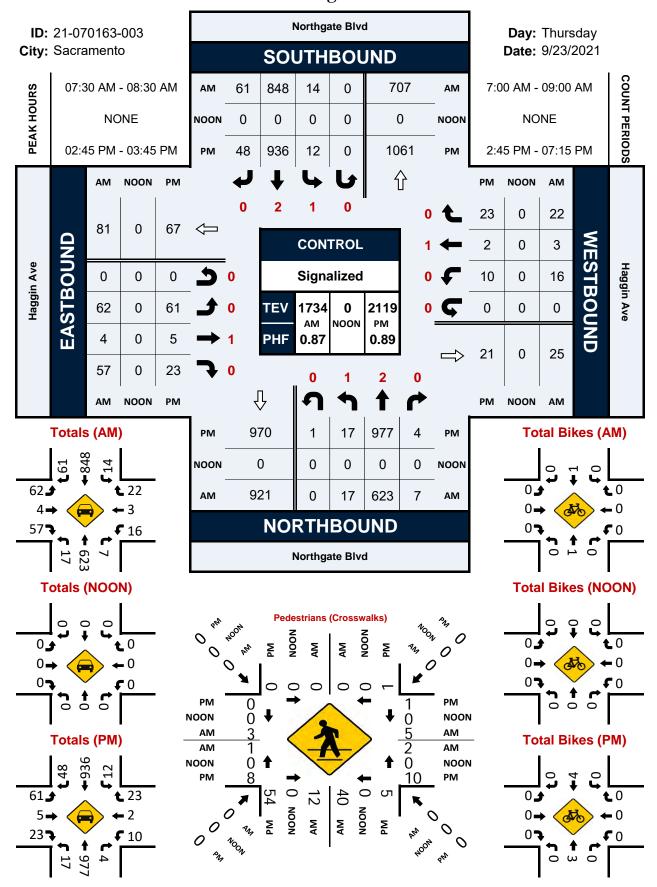
Project ID: 21-070163-002 **Date:** 9/23/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Northg	ate Blvd	Northga	ate Blvd	W El Cai	mino Ave	W El Ca	mino Ave		
AM	NORT EB	H LEG WB	SOUT EB	H LEG WB	EAST NB	T LEG SB	WES NB	T LEG SB	TOTAL	HOUR TOTAL
7:00 AM 7:15 AM 7:30 AM	0 0 0	0 0 2	0 0 0	1 0 0	0 0 0	1 0 1	0 0 0	0 0 0	2 0 3	9
7:45 AM 8:00 AM	0	0	0	2	0	0	0	0	4	9
8:15 AM 8:30 AM 8:45 AM	0 0 0	0 0 0	0 1 1	0 0 0	1 1 0	0 0 1	0 0 0	0 0 0	2 2	
TOTAL VOLUMES : APPROACH %'s :	EB 0 0.00%	WB 3 100.00%	EB 4 57.14%	WB 3 42.86%	NB 2 33.33%	SB 4 66.67%	NB 0 0.00%	SB 2 100.00%	TOTAL 18	
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0	- 08:30 AM 3 0.375	2 0.250	2 0.250	1 0.250	2 0.500	0	2 0.250	TOTAL 12 0.750	
		375	-	500	•	750	•	250		! •
PM	EB	TH LEG WB	EB	H LEG WB	NB	T LEG SB	NB	T LEG SB	TOTAL	
2:45 PM 3:00 PM 3:15 PM	4 0 1	1 0 0	1 1 1	1 4 1	0 1	0 0 2	1 1 0	0 0 1	9 6 7	16
3:30 PM 3:45 PM	0	0 0	1 1	0	0	0 1	0	0	1 2	
4:00 PM 4:15 PM 4:30 PM	0 0 0	0 0 1	1 1 0	2 0 0	0 1 0	0 1 0	0 1 0	0 2 1	3 6 2	19
4:45 PM 5:00 PM	0	0	0	3	2	1	1	0	8	41
5:15 PM 5:30 PM 5:45 PM	0 1 4	0 0 1	2 2 2	4 0 3	2 2 2	0 1 2	0 0 4	1 2 0	9 8 18	
6:00 PM 6:15 PM	0	4 0	4 2 3	4 2	1 0	1 0	0	3 0	17 4	37
6:30 PM 6:45 PM 7:00 PM	2 0 0	1 0	2 2	1 0	2 1 0	1 0	0 0 0	0 0 0	10 6 2	
TOTAL VOLUMES : APPROACH %'s :	EB 13 61.90%	WB 8 38.10%	EB 27 50.94%	WB 26 49.06%	NB 17 56.67%	SB 13 43.33%	NB 9 45.00%	SB 11 55.00%	TOTAL 124	
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	04:30 PM 1 0.250	- 05:30 PM 1 0.250	3 0.375	7 0.438 417	6 0.750	2 0.500	2 0.500	3 0.750 625	TOTAL 25 0.694	
	U.		0.2	T 1 /	0.0	JO 1	0.0	020		ı

Northgate Blvd & Haggin Ave

Peak Hour Turning Movement Count



Location: Northgate Blvd & Haggin Ave City: Sacramento Control: Signalized

Data - Totals

Project ID: 21-070163-003 **Date:** 9/23/2021

NS/EW Streets:		Northgat	e Blvd			Northgat	e Blvd			Haggin	Ave			Haggin	Ave		
		NORTH	BOUND	American		SOUTHI	BOUND			EASTB	OUND			WESTE	BOUND		
AM	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	104	0	0	0	98	2	0	10	1	1	0	2	0	4	0	222
7:15 AM	2	106	2	0	1	137	8	0	19	0	2	0	3	0	2	0	282
7:30 AM	3	154	1	0	2	212	15	0	13	0	10	0	3	0	4	0	417
7:45 AM	5	159	0	0	6	217	17	0	13	0	12	0	2	2	8	0	441
8:00 AM	9	167	5	0	1	231	20	0	25	3	20	0	7	1	9	0	498
8:15 AM	0	143	1	0	5	188	9	0	11	1	15	0	4	0	1	0	378
8:30 AM	0	121	0	0	2	146	7	0	6	0	3	0	1	0	4	0	290
8:45 AM	1	131	1	0	3	143	4	0	4	0	4	0	3	2	4	0	300
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	1085	10	0	20	1372	82	0	101	5	67	0	25	5	36	0	2828
APPROACH %'s :	1.79%	97.31%	0.90%	0.00%	1.36%	93.08%	5.56%	0.00%	58.38%	2.89%	38.73%	0.00%	37.88%	7.58%	54.55%	0.00%	
PEAK HR :	C	7:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	17	623	7	0	14	848	61	0	62	4	57	0	16	3	22	0	1734
PEAK HR FACTOR :	0.472	0.933	0.350	0.000	0.583	0.918	0.763	0.000	0.620	0.333	0.713	0.000	0.571	0.375	0.611	0.000	0.870
		0.89	94			0.91	6			0.64	11			0.60	03		0.070

		NORTH	BOUND			SOUTHE	BOUND	Tana da Antonia		EASTB	OUND	ana		WESTE	BOUND		
PM	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:45 PM	5	265	0	1	4	244	13	0	36	4	13	0	1	2	6	0	594
3:00 PM	2	242	0	0	2	231	12	0	13	0	4	0	2	0	5	0	513
3:15 PM	5	223	2	0	2	226	11	0	7	1	6	0	5	0	7	0	495
3:30 PM	5	247	2	0	4	235	12	0	5	0	0	0	2	0	5	0	517
3:45 PM	2	247	3	0	4	213	11	0	10	0	4	0	1	1	3	0	499
4:00 PM	6	234	3	0	3	219	9	0	9	0	4	0	1	0	1	0	489
4:15 PM	5	243	6	1	5	198	8	0	13	1	1	0	1	0	5	0	487
4:30 PM	2	241	6	0	3	210	11	0	5	0	6	0	3	1	1	0	489
4:45 PM	3	234	3	0	2	196	12	0	3	0	3	0	2	2	7	0	467
5:00 PM	5	209	6	0	3	245	19	0	4	1	2	0	4	0	1	0	499
5:15 PM	3	277	3	0	0	223	10	0	8	0	2	0	0	0	3	0	529
5:30 PM	2	255	5	0	0	201	8	0	6	0	4	0	4	0	3	0	488
5:45 PM	2	197	1	0	1	208	13	0	14	0	10	0	4	0	2	0	452
6:00 PM	1	203	5	0	2	169	14	0	6	1	4	0	2	0	2	0	409
6:15 PM	7	196	2	0	1	157	7	0	5	0	4	0	2	0	5	0	386
6:30 PM	4	186	2	0	3	193	6	0	13	0	3	0	2	0	1	0	413
6:45 PM	4	169	1	0	2	162	6	0	5	2	3	0	1	0	2	0	357
7:00 PM	0	167	2	0	1	171	6	0	11	0	1	0	3	0	2	0	364
-	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	63	4035	52	2	42	3701	188	0	173	10	74	0	40	6	61	0	8447
APPROACH %'s:	1.52%	97.18%	1.25%	0.05%	1.07%	94.15%	4.78%	0.00%	67.32%	3.89%	28.79%	0.00%	37.38%	5.61%	57.01%	0.00%	
PEAK HR:		02:45 PM -		0.0070	1.0770	71.1070	1.7070	0.0070	67.6276	0.0770	20.7770	0.0070	07.0070	0.0170	07.0170	0.0070	TOTAL
PEAK HR VOL :	17	977	4	1	12	936	48	0	61	5	23	0	10	2	23	0	2119
	0.850	0.922	0.500	0.250	0.750	0.959	0.923	0.000	0.424	0.313	0.442	0.000	0.500	0.250	0.821	0.000	
	- 1000	0.92			300	0.95		3.000	J	0.42			3.300	0.72		5.000	0.892

Location: Northgate Blvd & Haggin Ave **City:** Sacramento

Control: Signalized

Data - Bikes

Project ID: 21-070163-003 Date: 9/23/2021

_								Data -	DIK62								_
NS/EW Streets:		Northgat	te Blvd			Northga	te Blvd			Haggi	in Ave			Haggi	n Ave		
		NORTH	BOUND	American		SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
AM	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
3 33 3	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :		07:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.25	50			0.25	50										0.500

		NORTH	IBOUND			SOUTH	BOUND			EASTE	BOUND	апания		WES ⁻	ΓBOUND		-
PM	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	Woodness of the Control of the Contr
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 PM		0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
6:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	11	0	0	0	13	0	0	0	0	1	0	0	0	0	0	25
APPROACH %'s:	0.00%		0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :		02:45 PM -															TOTAL
PEAK HR VOL :	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438
		0.3	75			0.5	00										0.100

National Data & Surveying Services Intersection Turning

Location: Northgate Blvd & Haggin Ave

Location: Northgate Blvd & Haggin Ave

Date: 9/23/2021

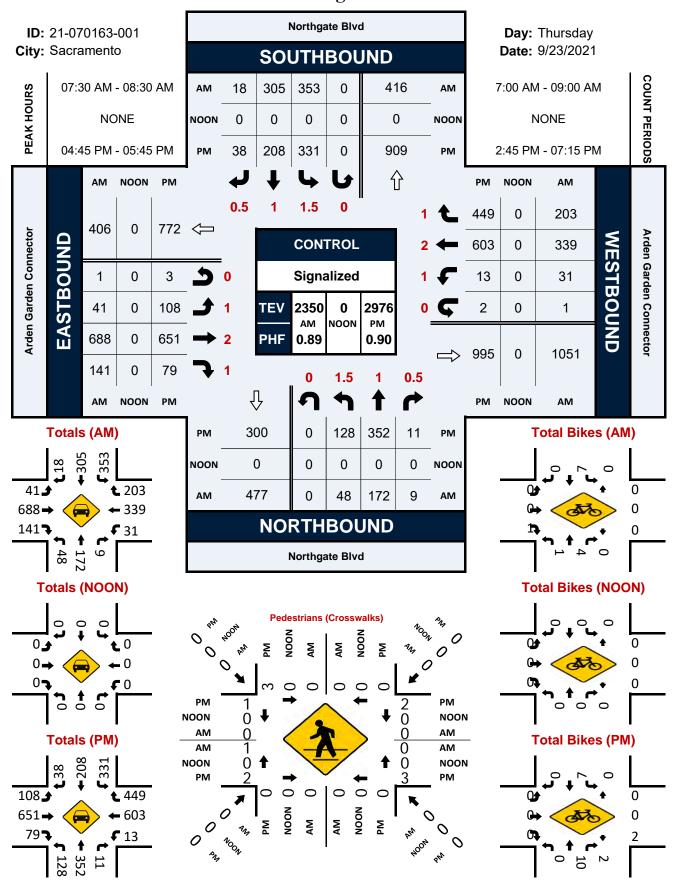
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Northga	te Blvd	Northga	ate Blvd	Hagg	in Ave	Haggi	n Ave	
ΛΝЛ	NORTH	l LEG	SOUT	H LEG	EAST	ΓLEG	WEST	ΓLEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	3	1	2	0	3	10
7:45 AM	0	0	1	22	0	0	1	0	24
8:00 AM	0	0	9	15	0	3	0	0	27
8:15 AM	0	0	1	0	1	0	0	0	2
8:30 AM	1	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	12	40	3	5	1	3	65
APPROACH %'s:	100.00%	0.00%	23.08%	76.92%	37.50%	62.50%	25.00%	75.00%	
PEAK HR:	07:30 AM -	08:30 AM							TOTAL
PEAK HR VOL :	0	0	12	40	2	5	1	3	63
PEAK HR FACTOR:			0.333	0.455	0.500	0.417	0.250	0.250	0.583
			0.5	542	0.5	583	0.3	333	0.583

D0.4	NORT	TH LEG	SOUT	H LFG	FAST	LEG	WEST	LFG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:45 PM	0	0	44	2	4	0	8	0	58
3:00 PM	0	1	9	3	4	1	0	0	18
3:15 PM	0	0	0	0	1	0	0	0	1
3:30 PM	0	0	1	0	1	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	1	0	0	2
4:15 PM	0	1	0	0	0	1	0	0	2
4:30 PM	0	2	0	0	0	0	0	2	4
4:45 PM	1	0	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	2	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	2	2
5:30 PM	1	1	4	0	3	0	0	0	9
5:45 PM	0	0	0	0	2	0	0	1	3
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	2	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	1	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	6	58	5	19	5	9	5	109
APPROACH %'s:	25.00%	75.00%	92.06%	7.94%	79.17%	20.83%	64.29%	35.71%	
PEAK HR :	02:45 PM	- 03:45 PM							TOTAL
PEAK HR VOL :	0	1	54	5	10	1	8	0	79
PEAK HR FACTOR :		0.250	0.307	0.417	0.625	0.250	0.250		0.341
	0.	250	0.3	21	0.5	550	0.2	50	0.341

Northgate Blvd & Arden Garden Connector

Peak Hour Turning Movement Count



Location: Northgate Blvd & Arden Garden Connector **City:** Sacramento

Control: Signalized

Data - Totals

Project ID: 21-070163-001 Date: 9/23/2021

_								Data -	Totals								-
NS/EW Streets:		Northgat	te Blvd			Northga	te Blvd		Ar	den Garder	n Connector	-	Ar	den Garder	n Connector		
		NORTH	BOUND	Annanae		SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
AM	1.5	1	0.5	0	1.5	1	0.5	0	1	2	1	0	1	2	1	0	
7	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	17	0	0	45	24	6	0	12	85	12	0	3	63	33	0	303
7:15 AM	8	27	1	0	69	64	2	0	8	104	14	0	5	62	34	0	398
7:30 AM	19	30	3	0	82	81	5	0	7	165	35	0	7	76	45	0	555
7:45 AM	11	57	3	0	86	90	5	0	12	204	40	0	12	88	52	0	660
8:00 AM	10	45	1	0	93	63	2	0	7	162	36	1	4	71	45	1	541
8:15 AM	8	40	2	0	92	71	6	0	15	157	30	0	8	104	61	0	594
8:30 AM	8	25	2	0	74	45	7	0	20	153	16	1	6	83	43	0	483
8:45 AM	10	29	1	0	61	51	6	0	11	128	18	1	2	74	40	0	432
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	77	270	13	0	602	489	39	0	92	1158	201	3	47	621	353	1	3966
APPROACH %'s:	21.39%	75.00%	3.61%	0.00%	53.27%	43.27%	3.45%	0.00%	6.33%	79.64%	13.82%	0.21%	4.60%	60.76%	34.54%	0.10%	
PEAK HR :	(07:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	48	172	9	0	353	305	18	0	41	688	141	1	31	339	203	1	2350
PEAK HR FACTOR :	0.632	0.754	0.750	0.000	0.949	0.847	0.750	0.000	0.683	0.843	0.881	0.250	0.646	0.815	0.832	0.250	0.000
		0.80	06			0.93	34			0.85	51			0.82	29		0.890

		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WEST	BOUND		
PM	1.5	1	0.5	0	1.5	1	0.5	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:45 PM	21	98	3	0	79	56	10	0	48	161	14	1	11	125	88	0	715
3:00 PM	17	60	2	0	83	46	8	0	29	130	20	0	5	119	82	1	602
3:15 PM	24	71	3	0	78	62	11	0	44	170	22	1	1	108	92	0	687
3:30 PM	11	81	2	0	94	53	13	0	35	172	19	0	4	156	107	0	747
3:45 PM	21	77	11	0	80	59	17	0	35	141	29	0	2	115	94	0	671
4:00 PM	18	86	8	0	81	56	10	0	36	157	27	1	5	125	104	0	714
4:15 PM	17	84	1	0	71	62	11	0	34	165	25	0	3	130	103	0	706
4:30 PM	34	95	5	0	86	63	10	0	28	150	20	0	2	145	99	0	737
4:45 PM	25	75	11	0	76	39	8	0	27	169	19	0	3	153	104	0	699
5:00 PM	26	85	3	0	83	66	10	0	15	149	15	0	3	137	105	0	697
5:15 PM	44	106	2	0	93	51	12	0	43	150	21	1	5	163	132	2	825
5:30 PM	33	86	5	0	79	52	8	0	23	183	24	2	2	150	108	0	755
5:45 PM	21	60	5	0	66	36	14	0	28	112	18	0	2	126	87	0	575
6:00 PM	25	47	2	0	63	28	12	0	43	112	23	0	1	122	91	0	569
6:15 PM	7	63	1	0	78	39	13	0	25	102	6	0	2	104	83	0	523
6:30 PM	11	42	4	0	55	33	13	0	23	107	13	0	3	111	73	2	490
6:45 PM	13	33	5	0	47	24	8	0	38	89	11	1	4	113	67	0	453
7:00 PM	8	41	5	0	50	21	9	0	32	83	6	1	2	87	86	0	431
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	376	1290	58	0	1342	846	197	0	586	2502	332	8	60	2289	1705	5	11596
APPROACH %'s:	21.81%	74.83%	3.36%	0.00%	56.27%	35.47%	8.26%	0.00%	17.09%	72.99%	9.68%	0.23%	1.48%	56.39%	42.01%	0.12%	
PEAK HR :		04:45 PM -															TOTAL
PEAK HR VOL :	128	352	11	0	331	208	38	0	108	651	79	3	13	603	449	2	2976
PEAK HR FACTOR :	0.727			0.000	0.890	0.788	0.792	0.000	0.628	0.889	0.823	0.375	0.650	0.925	0.850	0.250	0.902
		27 0.830 0.550 0.000 0.808				0.9	07			0.9	06			0.8	83		0.702

Location: Northgate Blvd & Arden Garden Connector **City:** Sacramento

0.417

Control: Signalized

Data - Bikes

Project ID: 21-070163-001 Date: 9/23/2021

<u> </u>								Data -	DIK62								
NS/EW Streets:		Northgat	e Blvd			Northgat	te Blvd		Ar	den Garde	n Connector		Ar	den Garder	Connector		
		NORTHE	BOUND	American		SOUTH	BOUND	Anna		EASTE	BOUND			WESTB	OUND		
AM	1.5	1	0.5	0	1.5	1	0.5	0	1	2	1	0	1	2	1	0	
7 (10)	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:15 AM	0	3	1	0	0	2	0	0	0	0	0	0	2	0	0	0	8
7:30 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	1	0	2	0	1	0	1	0	0	0	0	0	0	1	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	9	1	2	0	10	0	1	0	0	2	0	2	1	1	0	30
APPROACH %'s :	7.69%	69.23%	7.69%	15.38%	0.00%	90.91%	0.00%	9.09%	0.00%	0.00%	100.00%	0.00%	50.00%	25.00%	25.00%	0.00%	
PEAK HR :		07:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	1	4	0	0	0	7	0	0	0	0	1	0	0	0	0	0	13
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.813
		0.41	7			0.58	33	-		0.2	50			VL WT WR WU 0 1 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			

0.250

0.583

		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WESTE	BOUND		
PM	1.5	1	0.5	0	1.5	1	0.5	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:45 PM	0	11	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	2	0	10
3:15 PM	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
3:30 PM	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	4
3:45 PM	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	0	7
4:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	2	0	0	0	1	0	0	0	0	1	0	1	0	0	0	5
4:30 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	0	6
4:45 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	2	0	0	0	5
5:45 PM	0	3	11	0	0	1	0	1	0	0	0	0	0	0	1	0	7
6:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:15 PM	0	4	0	0	0	2	0	0	0	0	0	0	1	0	1	0	8
6:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
7:00 PM	0	7	2	0	0	5	0	0	0	0	0	0	2	0	1	0	17
	NII	NIT	ND	NILI	CI	СТ	CD	CII	ГІ	ГТ	ΓD	ГП	14/1	\ \ /T	WD	\ \ /	TOTAL
TOTAL VOLUMES	NL 1	NT 49	NR	NU	SL 2	ST 38	SR 0	SU	EL 0	ET	ER 2	EU 0	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	1.82%	49 89.09%	5 9.09%	0 0.00%		38 92.68%	0.00%	ı 2.44%	0.00%	0 0.00%	2 100.00%	0.00%	6 50.00%	0 0.00%	6 50.00%	0 0.00%	110
PEAK HR :		04:45 PM -		0.00%	4.00%	72.00%	0.00%	2.4470	0.00%	0.00%	100.00%	0.00%	30.00%	0.00%	30.00%	0.00%	TOTAL
PEAK HR :	0	10	2	0	0	7	0	0	0	0	0	0	2	0	0	0	21
PEAK HR VOL : PEAK HR FACTOR :	0.000	0.625	0.500	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	21
PEAK HK FACIUR :	0.000	0.025		0.000	0.000	0.565		0.000	0.000	0.000	0.000	0.000	0.230	0.000		0.000	0.875
		0.73				0.30).							0.23			

National Data & Surveying Services Intersection Turning

Location: Northgate Blvd & Arden Garden Connector

Location: Northgate Blvd & Arden Garden Connector

Date: 9/23/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Northgate Blvd		Northgate Blvd		Arden Garden Connector		Arden Garden Connector		
ΛΙΛ	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	2	0	0	2
8:45 AM	0	0	0	1	0	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	3	1	2	7
APPROACH %'s:			0.00%	100.00%	0.00%	100.00%	33.33%	66.67%	
PEAK HR:	07:30 AM - 08:30 AM		071307						TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :							0.250		0.250
							0.2	250	0.250

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:45 PM	0	0	0	0	0	0	1	0	1
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	3	4
4:00 PM	1	0	0	0	0	1	1	0	3
4:15 PM	0	0	0	0	1	0	1	2	4
4:30 PM	0	0	0	0	1	0	1	1	3
4:45 PM	1	0	0	0	1	0	1	0	3
5:00 PM	1	0	0	0	1	0	1	0	3
5:15 PM	1	0	0	0	1	2	0	0	4
5:30 PM	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	1	1	2
6:00 PM	0	0	1	0	0	1	0	2	4
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	1	0	1	1	4
6:45 PM	0	0	0	0	1	0	1	2	4
7:00 PM	0	0	0	0	0	1	1	1	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	1	2	0	7	5	10	14	43
APPROACH %'s :	80.00%	20.00%	100.00%	0.00%	58.33%	41.67%	41.67%	58.33%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	3	0	0	0	3	2	2	1	11
PEAK HR FACTOR :	0.750				0.750	0.250	0.500	0.250	0.688
	0.750					0.417		0.750	

APPENDIX F



DESIGN LAYOUTS





NORTHGATE BOULEVARD TRANSPORTATION PLAN

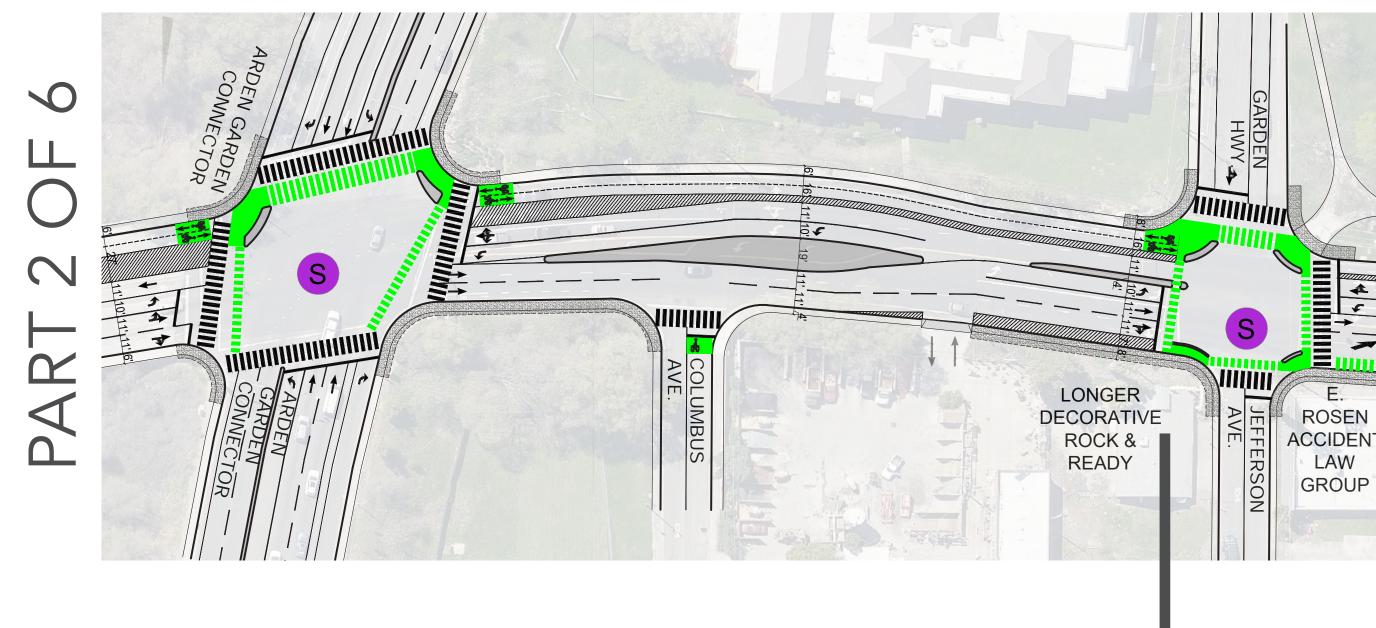
PUBLIC REVIEW DRAFT - DESIGN LAYOUT



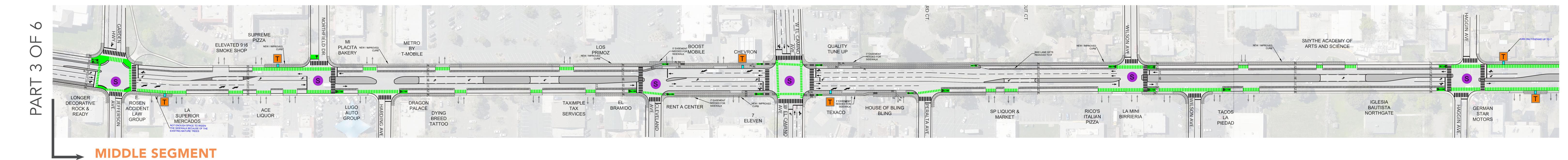


DEL PASO BOULEVARD TO GARDEN HIGHWAY

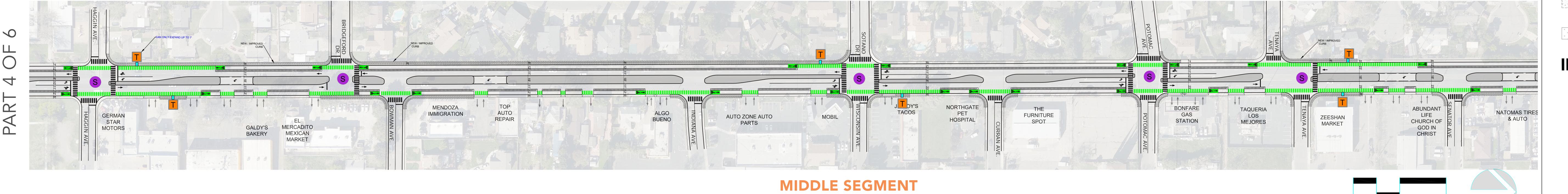


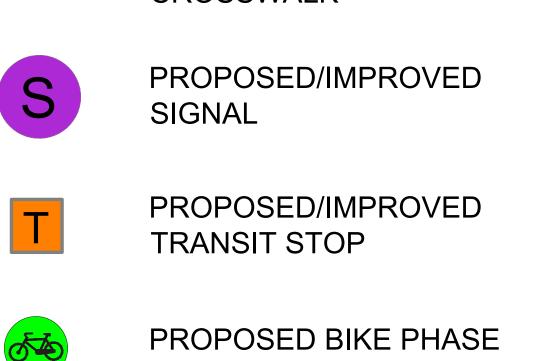


GARDEN HIGHWAY TO HAGGIN AVENUE



HAGGIN AVENUE TO SENATOR AVENUE





IMPROVED SIDEWALK

PROPOSED PLANTER

LEGEND

PUBLIC REVIEW DRAFT - DESIGN LAYOUT





SENATOR AVENUE TO OZARK CIRCLE

