

SacDOT Project Candidate Discussion

Active Transportation Program (ATP) Cycle 7

SacDOT is considering the following projects for submittal to 2025 Active Transportation Program (ATP) Grants:

- Whitney Avenue Road Diet & Multimodal Improvements
- El Camino Avenue Pedestrian Improvements
- Stockton Boulevard Complete Streets Project

SacDOT Project Candidate Discussion

Active Transportation Program (ATP) Cycle 7

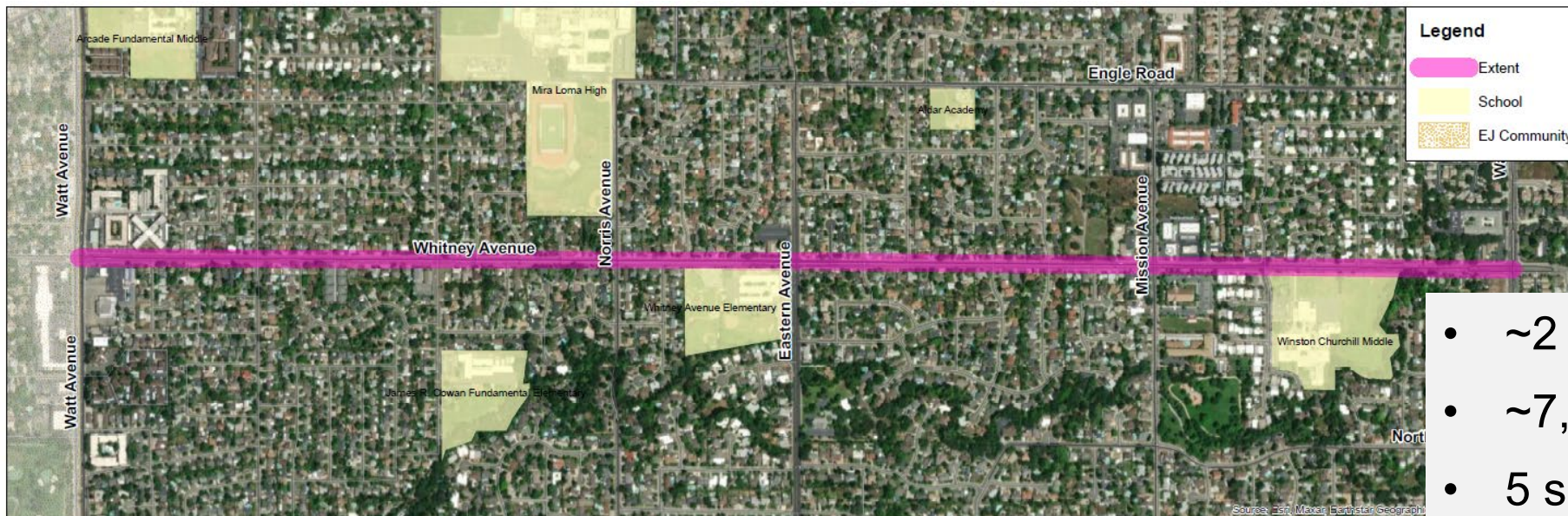
The **Active Transportation Program (ATP) Grants** fund transportation projects that promote walking, biking, and transit uses as an alternative to single occupancy vehicle trips. There are two ATP Grant opportunities: a statewide competition (State ATP) that is managed by Caltrans, and a Regional competition (Regional ATP) that is managed by the Sacramento Area Council of Governments (SACOG). SACOG encourages agencies to submit projects to the State ATP before submission to the Regional ATP. Projects fully funded by the State ATP become ineligible for Regional ATP funding. The 2025 Active Transportation Program (ATP) – Cycle 7 call for projects will be released March 21-22, 2024.

Whitney Avenue Road Diet & Multimodal Improvements

Watt Avenue to Walnut Avenue

“Road diet” with a continuous center turn lane, construction of a Class IV bikeway or buffered Class II bike lanes, sidewalk infill, curb extensions, formalized on-street parking, high-visibility crosswalks, ADA ramp improvements, and non-infrastructure programming.

> SacDOT is considering project eligibility under the ATP quick-build program. Improvements under this program would be limited to minor construction activities using quick-build, semi-permanent materials, such as pavement striping and delineator posts.



- ~2 miles
- ~7,000 ADT existing
- 5 schools within vicinity

WHITNEY AVENUE: WATT AVE TO WALNUT AVE


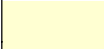






Location	Extent1	Extent2	Length (mi)	Project	Notes/Rationale	Arguments Against	Crashes	HIN	Schools	DAC	Road Diet	Prior Planning
Whitney Ave	Watt Ave	Walnut Ave	2	Road diet with Class IV SRTS, sidewalk infill, ADA curbs & crossings	Very low volume to capacity, high vehicular speeds, high ped activity (esp towards Watt), 3-5 nearby schools (including Edison) Positives: ease of implementation. The traffic volumes are low enough to allow for a road diet. San Juan Unified would support this project due to the multiple schools on Whitney. Whitney Elementary has a high FRPM eligibility. We have a 2012 walk audit.	Negatives: lack of past collisions. Existing bike lane. The argument would need to be that people are biking due to lack of separation from traffic. Most collisions are on Watt, but there are not clear improvements at that location. Whitney Elementary is high FRPM, but Winston Churchill is not. Not within an EJ community	Medium-High	No; Watt Ave is both Ped/Bike HIN; Eastern Ave is Bike HIN	Whitney Ave ES (FRPM), & Churchill ES	No	Yes	Whitney ES SRTS walk audit (2012)

- ~2 miles
- ~7,000 ADT existing; up to 9,500-11,500 ADT future
- Great candidate for a road diet
- 5 schools within immediate vicinity:
 - Whitney Ave ES (on Whitney Ave)
 - Winston Churchill MS (on Whitney Ave)
 - Cowen ES (~1/5 mile)
 - Mira Loma HS (~1/3 mile)
 - Arcade Fundamental MS (~1/2 mile)

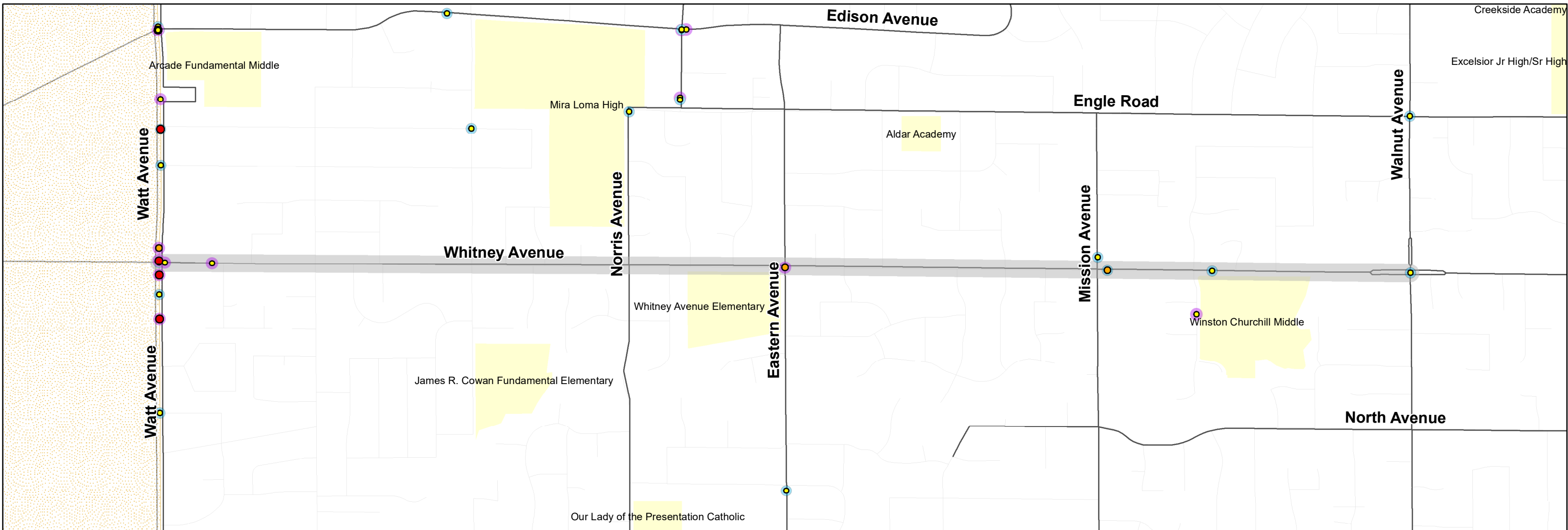
Whitney Avenue Improvements

Crash Data
9/1/18-8/31/23

Legend

 Extent	Crash Severity	Bike or Ped Crash
 School	FSI	InvWith
 EJ Community	 Non-FSI	 Bicycle
	 Severe	 Pedestrian
	 Fatal	

Location	Fatal	Bike	Ped	Severe Injury	Bike	Ped	Non-FSI
Whitney Avenue	3		3	4	1	3	9
Approach	3		3	3		3	5
On Street				1	1		4

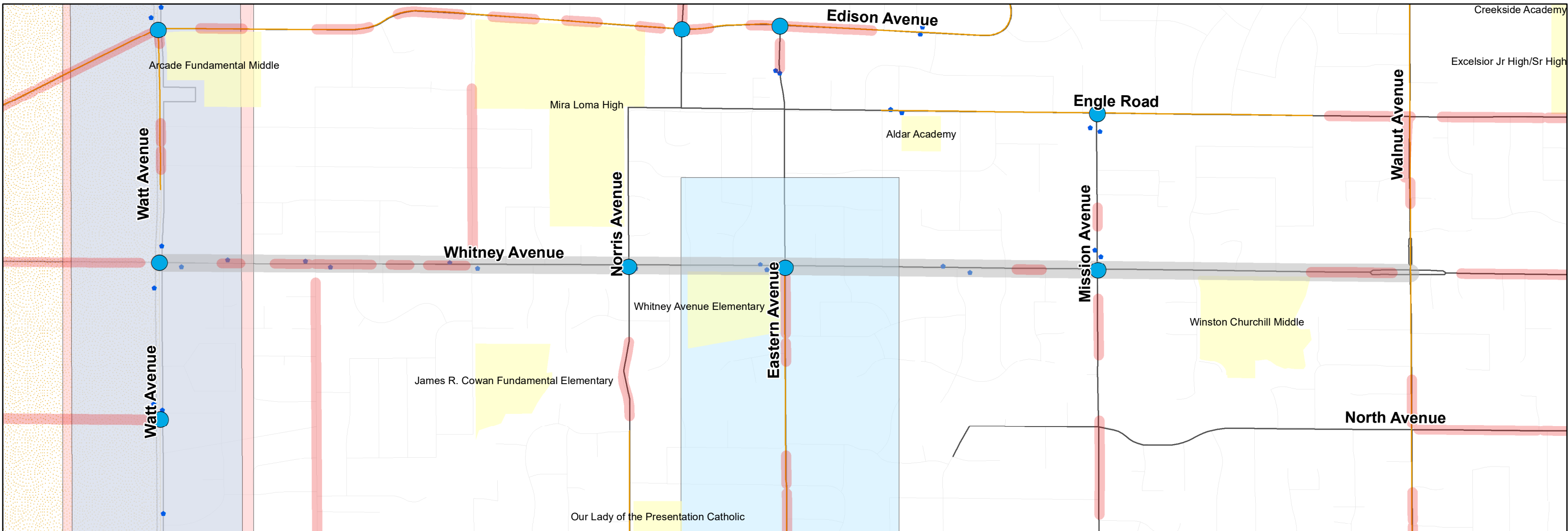


Whitney Avenue Improvements

Sidewalk Gaps and Ped Priority Intersections

Legend

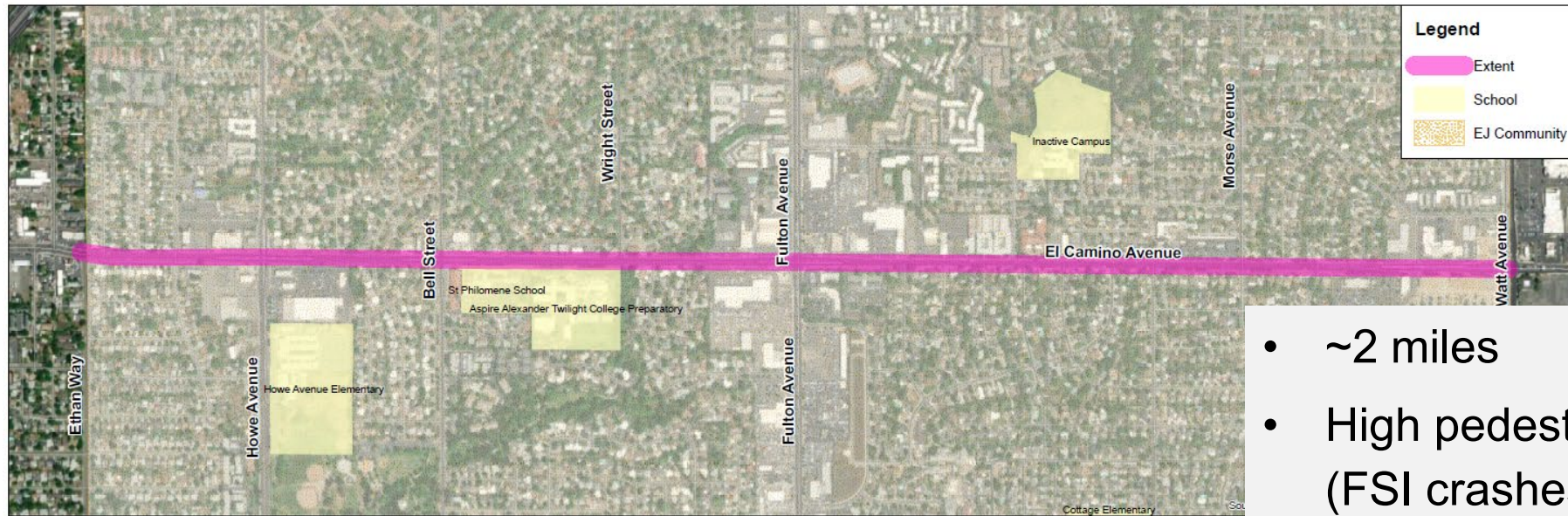
- Extent
- School
- EJ Community
- HIN_Bike
- HIN_Ped
- ATP_PROPOSED_PEDESTRIAN_INTERSECTIONS
- ATP_PROPOSED_SIDEWALK_INFILL
- BusStops



El Camino Avenue Pedestrian Improvements

Ethan Way to Watt Avenue

~0.45-mile of new sidewalk and installing street lighting (between Ethan Way and Bell Street), signalization of El Camino Ave at Drayton Drive, installation of a corner island or curb extension at the southwest corner of the intersection with Fulton Avenue, high visibility crosswalks at several controlled intersections, and ADA ramp improvements.

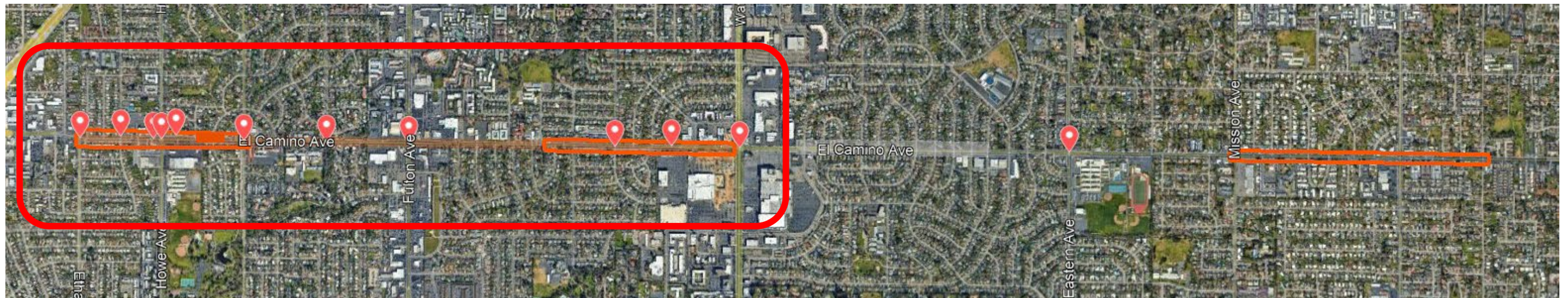


- ~2 miles
- High pedestrian injury roadway (FSI crashes between Ethan Way and Bell Street)
- Environmental Justice community

EL CAMINO AVE: ETHAN WAY TO WATT AVE

Location	Extent1	Extent2	Length (mi)	Project	Notes/Rationale	Arguments Against	Crashes	HIN	Schools	DAC	Road Diet
El Camino Ave	Ethan Way	Watt Ave	2	Sidewalk infill, crosswalks, lighting, some high-vis/protection (pending TE support) Six intersections in need of pedestrian enhancements Several sidewalk gaps on El Camino Ave from Ethan Way to Bell St and Morse Ave to Watt Ave	Sidewalk infill along nearly the entire extent. Katharine Johnson Middle School will relocate to Kentfield Drive. High historical severe/fatal crash data Significant number of sidewalk gap closure/bus stop support from ADA Implementation Plan	Not entirely encompassed by Transportation Disadvantaged Census Tracts Limited to no space for Class IV bicycle improvements in roadway at buildout	High FSI	Ped HIN; Howe, Fulton, and Watt are both Ped/Bike HIN	Katherine Johnson MS to be relocated to Kentfield Drive	Partially	No









- Ped HIN
- Pedestrian priority improvements: sidewalk infill, curb extensions, use of frontage roads
- Bicycle improvements: There is excess room at intersection approaches (especially Watt and Fulton).
- Recommend improvements west of Watt Ave.



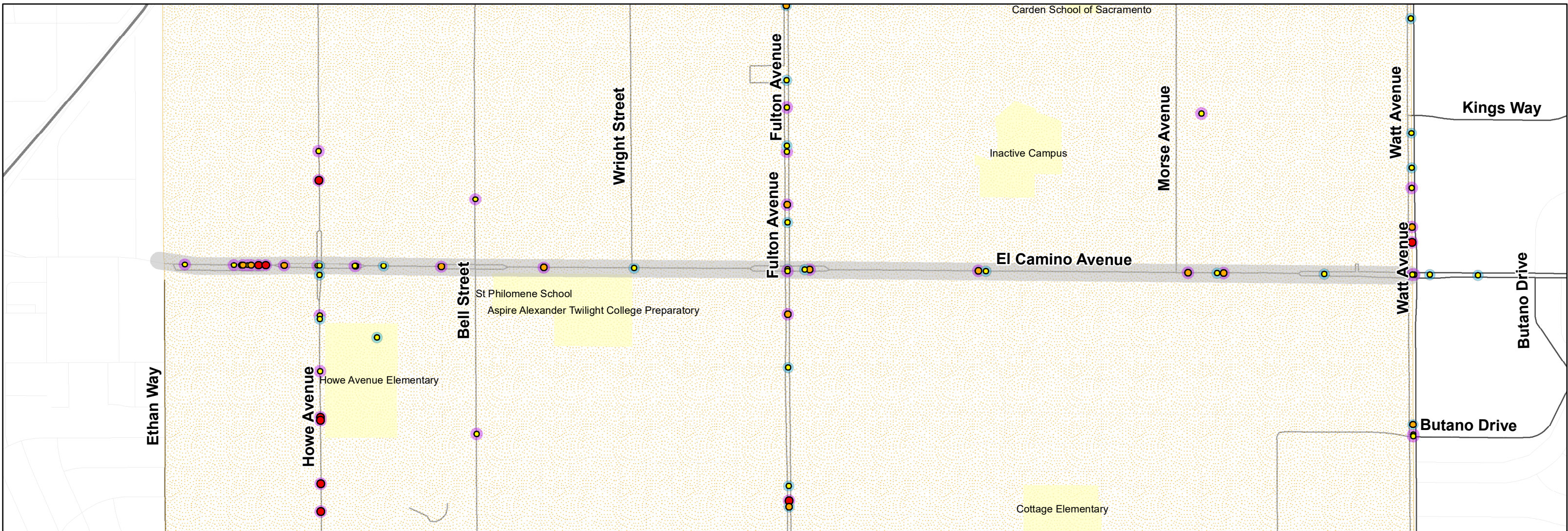
El Camino Improvements

Crash Data
9/1/18-8/31/23

Legend

 Extent	Crash Severity	Bike or Ped Crash
 School	FSI	InvWith
 EJ Community	 Non-FSI	 Bicycle
	 Severe	 Pedestrian
	 Fatal	

Location	Fatal	Bike	Ped	Severe Injury	Bike	Ped	Non-FSI
El Camino Ave	2		2	13	1	12	22
Approach				2		2	7
On Street	2		2	11	1	10	15

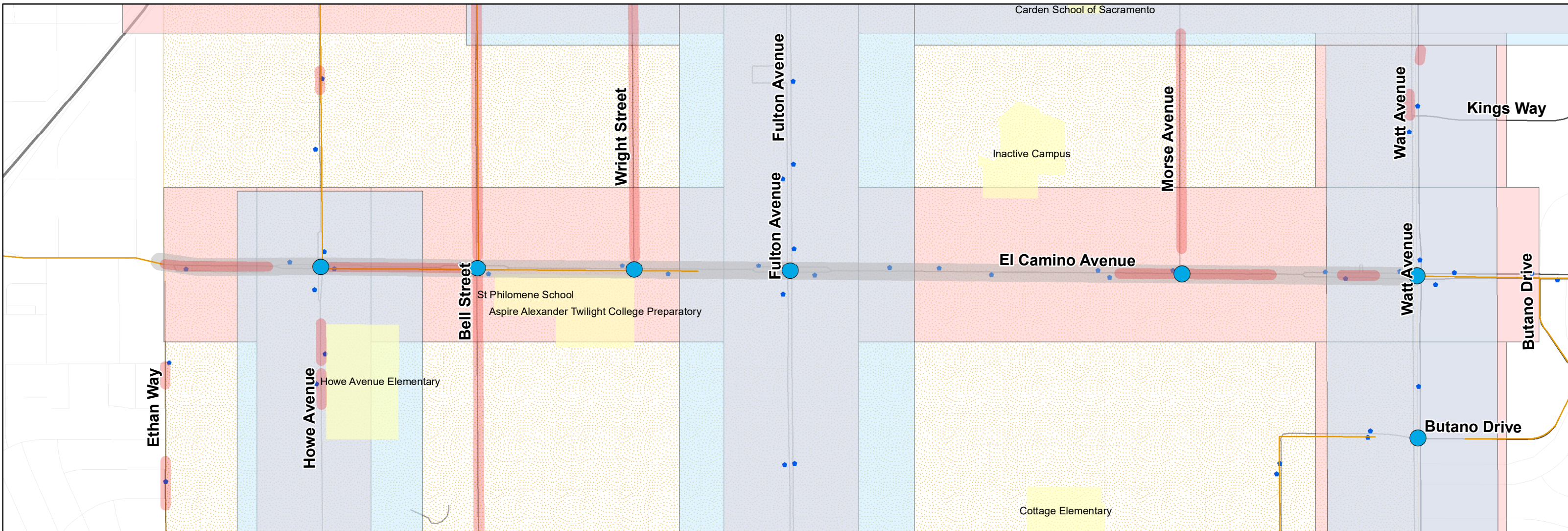


El Camino Improvements

Sidewalk Gaps and Ped Priority Intersections

Legend

- Extent
- School
- EJ Community
- HIN_Bike
- HIN_Ped
- ATP_PROPOSED_PEDESTRIAN_INTERSECTIONS
- ATP_PROPOSED_SIDEWALK_INFILL
- BusStops

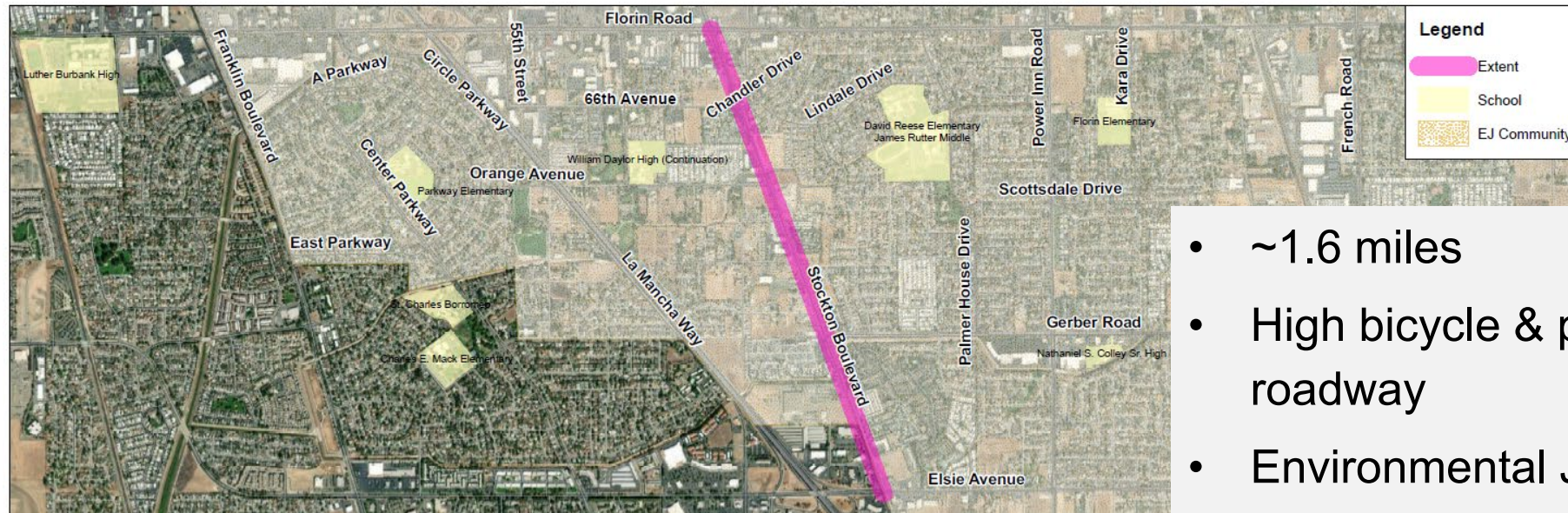


Stockton Boulevard Complete Streets Project

Florin Road to Mack Road/Elsie Avenue

Installation of a Class IV bikeway, 0.9-mile of new sidewalk, signalization of the off-set intersection at Stockton Boulevard/Pomegranate Avenue/Walter Avenue, ADA ramp improvements, and striping.

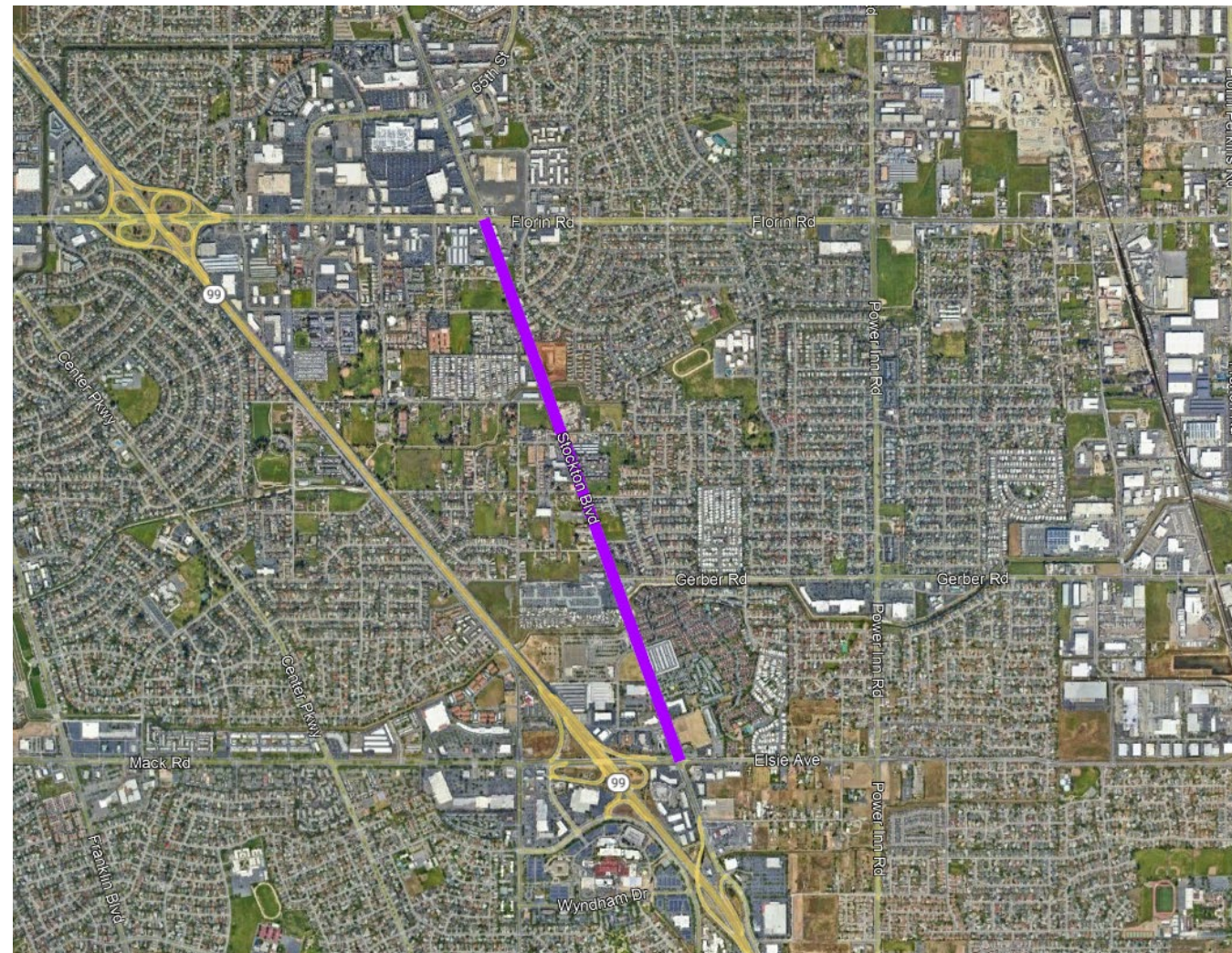
(The County was previously awarded funding for the Project Approval and Environmental Document phase of the project, which is anticipated to be completed in 2025.)



- ~1.6 miles
- High bicycle & pedestrian injury roadway
- Environmental Justice community

STOCKTON BLVD:









Location	Extent1	Extent2	Length (mi)	Project	Notes/Rationale	Arguments Against	Crashes	HIN	Schools	DAC	Road Diet
Stockton Blvd	Florin Rd	Mack Rd/Elsie Ave	1.6	Applied under Cycle 6 for PA&ED. Phase 2 will be PS&E and possibly ROW.				Both Ped/Bike HIN			



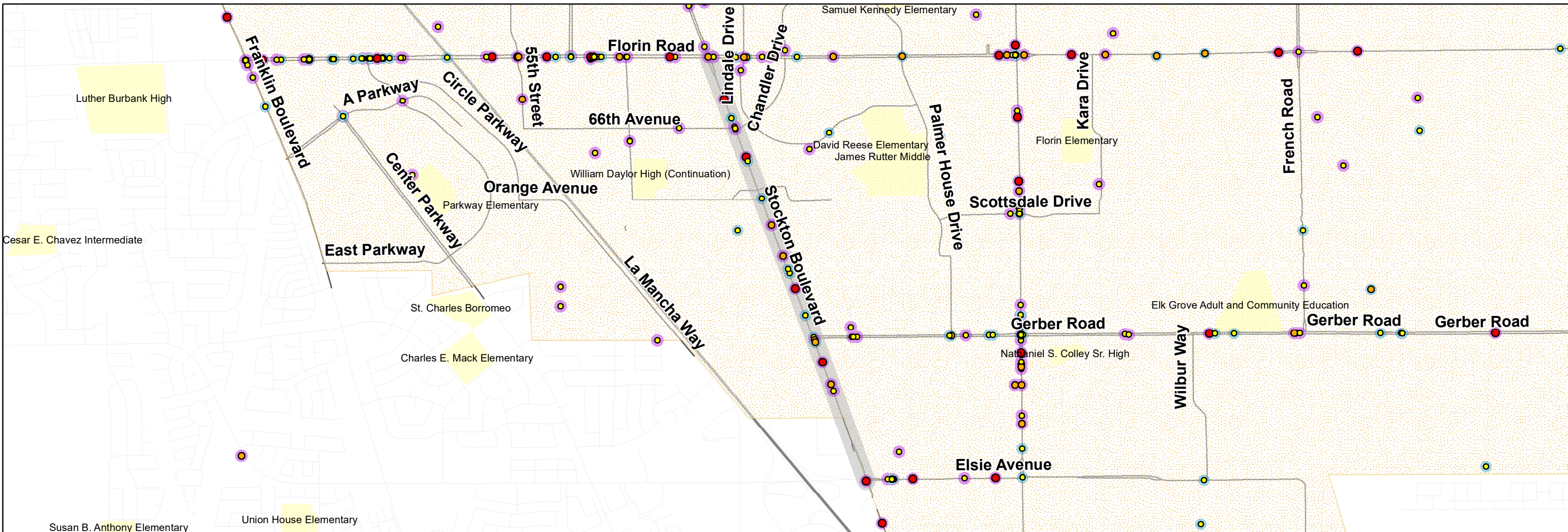
Stockton Blvd

Crash Data
9/1/18-8/31/23

Legend

 Extent	Crash Severity	Bike or Ped Crash
 School	FSI	InvWith
 EJ Community	 Non-FSI	 Bicycle
	 Severe	 Pedestrian
	 Fatal	

Location	Fatal	Bike	Ped	Severe Injury	Bike	Ped	Non-FSI
Stockton Blvd	5		5	7	2	5	13
Approach				2	1	1	3
On Street	5		5	5	1	4	10



Stockton Blvd

Sidewalk Gaps and Ped Priority Intersections

Legend

- Extent
- School
- EJ Community
- HIN_Bike
- HIN_Ped
- ATP_PROPOSED_PEDESTRIAN_INTERSECTIONS
- ATP_PROPOSED_SIDEWALK_INFILL
- BusStops

