



# *RE-IMAGINE NORTH WATT CORRIDOR PLAN*

## *CORRIDOR ADVISORY TEAM MEETING #1*

### *OCTOBER 5, 2023*

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# ***AGENDA***



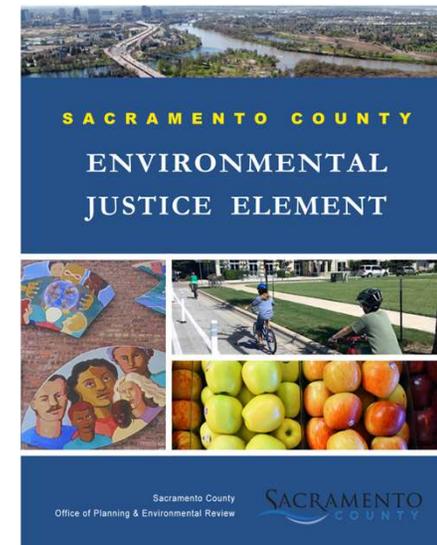
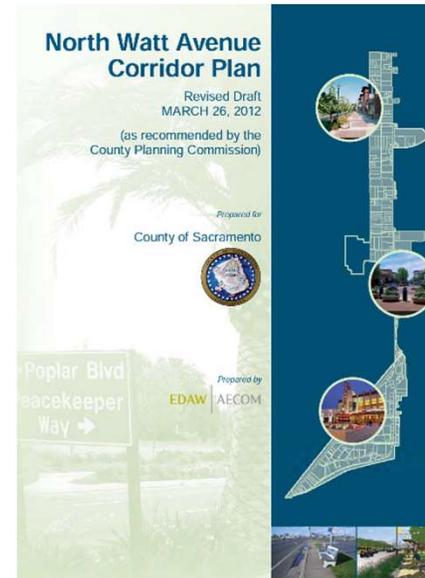
- ***PROJECT BACKGROUND***
- ***EXISTING CONDITIONS***
- ***GROUP DISCUSSION***
- ***MODAL REVIEW***
- ***NEXT STEPS***

A blue-tinted photograph of a street intersection. In the foreground, a utility pole stands on the left. To the right, a street signpost holds two signs: the top one for 'Watt Ave' with a left-pointing arrow and the number '7015', and the bottom one for 'Owens Way' with a right-pointing arrow and the number '3600'. The background shows a residential street with houses, trees, and a clear sky. The text 'PROJECT BACKGROUND' is overlaid in white, bold, italicized font across the middle of the image.

***PROJECT BACKGROUND***

# PROJECT BACKGROUND

- North Watt Avenue Corridor Plan (2012)
  - > Guide infill growth and public improvements
  - > 20-year planning horizon
  - > Expansion of transit with mixed use development
- Designation of the Corridor as a Smart Growth Street
  - > Requirements for vehicle travel
  - > Need for continuous bike and pedestrian facilities that meet design standards
- Location of the Corridor within an Environmental Justice community (2019)
- Updated Corridor Plan funded by Caltrans Sustainable Communities Grant (2022)



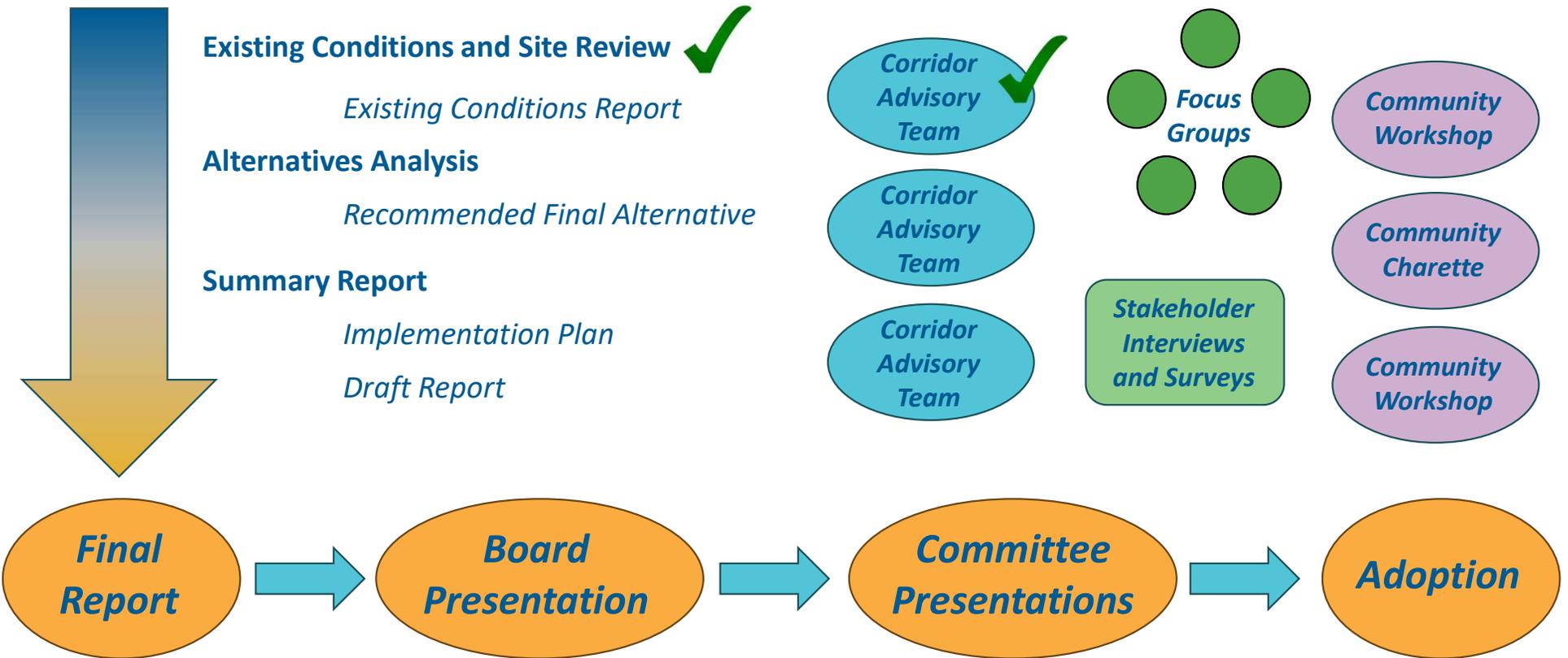
# PURPOSE AND NEED

- Re-Imagine North Watt Avenue as...
  - > Multimodal, Sustainable, and Safe
  - > Equitable and Connected
- Work within existing constraints
  - > Inconsistent existing right-of-way and frontage
  - > High vehicle volumes and speeds
- Comprehensive engagement
  - > Local jurisdictions and regional planning agencies
  - > Residents, business owners, and community-based organizations
  - > Disadvantaged communities



*Rendering of Bascom Avenue in the South Bay.  
(Santa Clara Valley Transportation Authority)*

# SCHEDULE AND STATUS



# PLANNED OUTREACH

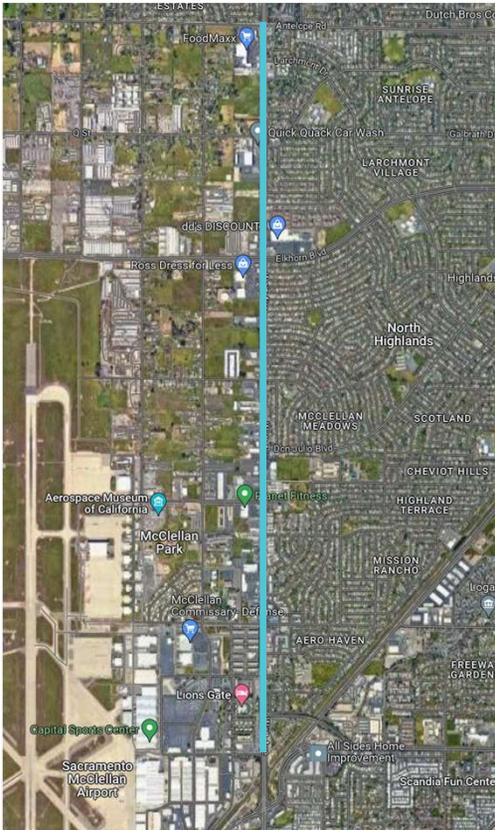
- Corridor Advisory Team
  - > Three meetings to provide feedback on key deliverables
- Stakeholder Interviews and Surveys
  - > Discussions with local and regional agencies, community-based organizations, and disadvantaged community members
  - > Lessons learned, challenges, goals and objectives
- Focus Groups
  - > Small group discussions with disadvantaged communities
- Community Workshops
  - > Open houses and on-site charettes to discuss key project elements



A blue-tinted photograph of a street intersection. In the foreground, a utility pole stands on the left. To the right, a street signpost holds two signs: one for 'Watt Ave' with a left-pointing arrow and the number '7015', and another for 'Owens Way' with a right-pointing arrow and the number '3600'. The 'Owens Way' sign also includes 'SACRAMENTO COUNTY' above it. The background shows a residential street with houses, trees, and a clear sky. A white pickup truck is visible on the left side of the road.

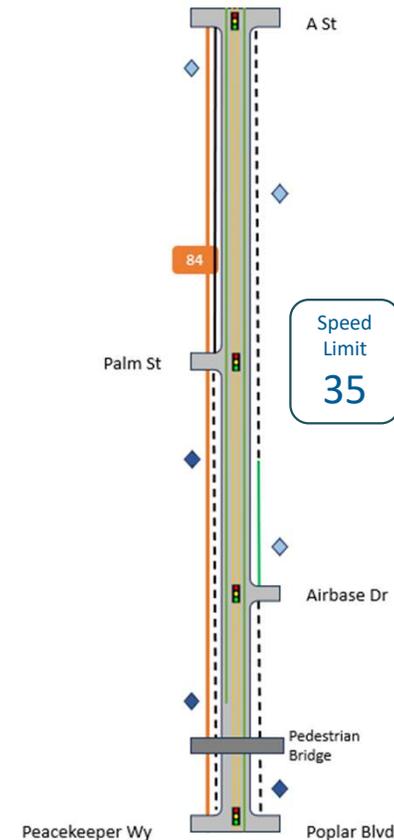
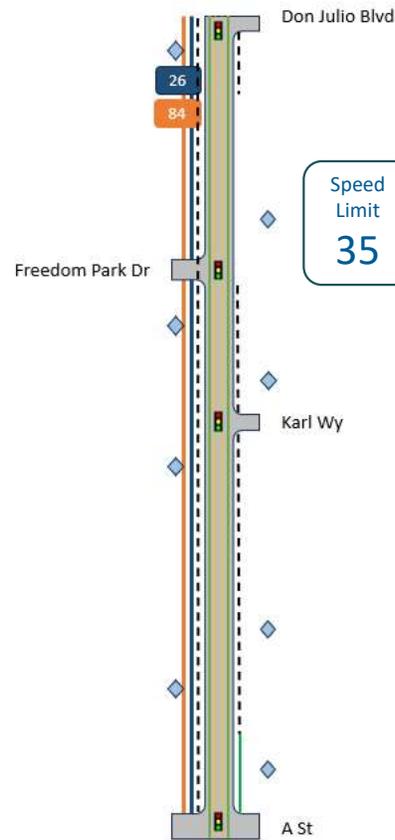
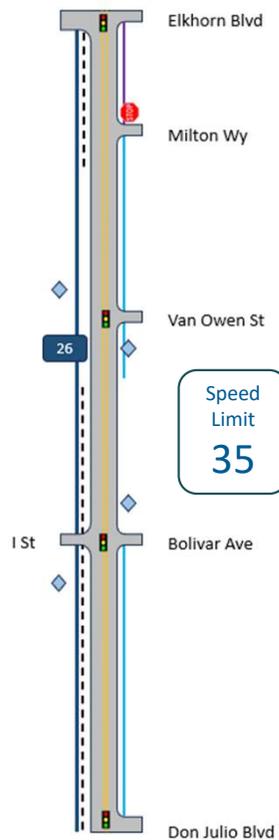
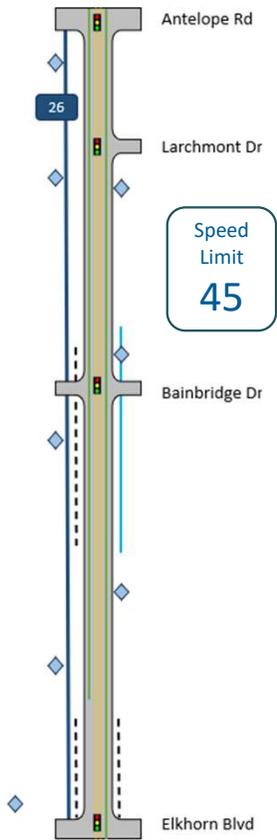
***EXISTING CONDITIONS***

# STUDY AREA EXTENT



- North Watt Avenue
  - > Antelope Road to Peacekeeper Way
  - > 3.0 Mile Corridor
  - > 4-6 Lanes; 35 mph-45 mph speed limit
- Adjacent Land Use
  - > Variety of commercial use either directly adjacent or part of larger combined facilities
  - > Churches, schools, and community centers
  - > Residential uses either directly accessible or on adjacent frontage roads elements

# STUDY AREA SEGMENTS



Legend:

- Class II Bike Lanes
- Bus Stop
- Bus Shelter
- Sound wall
- Frontage Street
- Stop Sign
- Traffic Signal
- Bus Lines
- Bus Route No.
- Parking Edge
- Fenced Edge
- Landscaped Green
- Key Activity Node

# STUDY AREA DESCRIPTION

	ROAD SEGMENT 1	ROAD SEGMENT 2	ROAD SEGMENT 3	ROAD SEGMENT 4
<b>BOUNDARIES</b>	Antelope Road to Elkhorn Boulevard	Elkhorn Boulevard to Don Julio Boulevard	Don Julio Boulevard to A Street	A Street to Peacekeeper Way
<b>LENGTH (APPROX.)</b>	0.96 miles	0.81 miles	0.72 miles	0.53 miles
<b>NUMBER OF LANES</b>	4	4	4 to 6	4
<b>POSTED SPEED LIMIT</b>	45 mph	35 mph	35 mph (25 mph within school zone)	35 mph
<b>ADJACENT LAND USES</b>	NB: Residential SB: Commercial	NB: Residential SB: Commercial	NB: Residential, Commercial SB: Commercial, Industrial	NB: Residential, Commercial SB: Commercial, Government
<b>NOTABLE LOCATIONS</b>	Shopping Plaza (south of U St)	Family Community Church, USPS, Second Slavic Baptist Church	Watt & Freedom Park Center	Citizens Corps/CERT, ARC Community College
<b>MAJOR CROSS-STREETS WITHIN ROAD SEGMENT</b>	<ul style="list-style-type: none"> <li>• Antelope Road</li> <li>• Larchmont Drive</li> <li>• Bainbridge Drive</li> <li>• Turner Drive</li> <li>• Elkhorn Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>• Milton Way</li> <li>• Van Owen Street</li> <li>• Bolivar Avenue</li> <li>• Don Julio Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>• Freedom Park Drive</li> <li>• Karl Way</li> <li>• A Street</li> </ul>	<ul style="list-style-type: none"> <li>• Palm Street</li> <li>• Airbase Drive</li> <li>• Peacekeeper Way</li> </ul>
<b>MEDIAN TYPES INCLUDED</b>	Raised/concrete, some with minor landscaping	Raised/concrete with minor landscaping, striped/painted	Raised/concrete with minor landscaping, striped/painted	Raised/concrete with landscaping, striped/painted

# STUDY AREA DESCRIPTION

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<b>BOUNDARIES</b>	Antelope Road to Elkhorn Boulevard	Elkhorn Boulevard to Don Julio Boulevard	Don Julio Boulevard to A Street	A Street to Peacekeeper Way
<b>EXISTING BICYCLE FACILITIES</b>	Class II - Bike lanes (with exception of section north of Elkhorn Boulevard in SB direction)	None	Class II - Bike lanes	Class II - Bike lanes (with exception of section north of Peacekeeper Way in SB direction)
<b>CONDITION OF PEDESTRIAN FACILITIES</b>	<ul style="list-style-type: none"> <li>Sidewalks are in good condition but lack buffers from traveling lanes</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalks are in good condition but lack buffers from traveling lanes</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalks are in good condition but lack buffers from traveling lanes</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian bridge not ADA-compliant</li> <li>Existing utility poles restrict width of existing sidewalk</li> <li>Some residential streets do not have crosswalks</li> </ul>
<b>IDENTIFIED BUS SHELTER LOCATIONS</b>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>(Routes 84, 93) North of Pedestrian Bridge (SB)</li> <li>(Routes 84, 93) South of Pedestrian Bridge (NB)</li> <li>(Route 84) South of Watt Avenue / Palm Street (SB)</li> </ul>

# SITE WALK

- Project Team performed a site walk
  - > July 17, 2023
  - > Representatives from Sacramento County and the Consultant Team were present
  - > The team walked and drove the corridor, focusing on multimodal conditions along key segments and intersections





***GROUP DISCUSSION***



# ***MODAL REVIEW***

# MODAL REVIEW - PEDESTRIAN

- Sidewalks
  - > Frequent gaps in existing sidewalks along the corridor
  - > Utility poles and other fixed objects reduce available space
  - > Crossing opportunities at signalized intersections
  - > Right-of-Way availability leads to segments where the sidewalk make sudden turns
- CAT observations and feedback
  - > Group Discussion



# MODAL REVIEW - BICYCLE

- Bicycle lanes
  - > Inconsistent along the corridor
  - > Grade changes in the middle of the lane
  - > Not always bi-directional
  - > Lack of a buffer between bicycle lane and high-speed vehicles (Not meeting All Ages and Abilities)
  - > Right-of-Way availability leads to segments where bike lanes make sudden turns
- CAT observations and feedback
  - > Group Discussion



# MODAL REVIEW – TRANSIT

- Transit Service
  - > Multiple lines providing service, overlapping along some segments
- Bus Stop Amenities
  - > Bus shelters only present at the southern edge of the corridor
  - > High volume bus stops often only marked with a sign
  - > Lack bus pullout pads, blocking traffic
  - > Minimal to no shade available
- CAT observations and feedback
  - > Group Discussion



# MODAL REVIEW – AUTO/TRUCK

- Operations

- > Segments and intersections along the corridor meet operational thresholds



- Safety

- > Most common cause of crashes is unsafe speeds and rear-end collisions
- > Approximately 5% of crashes were fatal or resulted in severe injuries
- > The recent Local Roadway Safety Plan identified the intersection of North Watt and Elkhorn as a priority safety intersection

- CAT observations and feedback

- > Group Discussion

***NEXT STEPS***

7015  
Watt Ave  
SACRAMENTO COUNTY  
3600  
Owens Way

# ***NEXT STEPS***

- Outreach
  - > First round of Community workshops, Stakeholder interviews and Focus groups
- Deliverables
  - > Existing Conditions Report under review
  - > Admin Draft to be sent to CAT for review
- Analysis
  - > Alternatives analysis to begin



***THANK YOU***

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