Regional Transportation and Infrastructure Gaps and Opportunities Analysis

The gaps and opportunities analysis is informed by the existing conditions analysis by:

- scrutinizing infrastructural and land use mismatches;
- assessing prevalent transportation challenges, particularly those associated with single-occupancy vehicles (SOVs); and
- evaluating the hurdles facing alternative modes of transportation.

This multifaceted examination aims to shed light on critical deficiencies while identifying strategic opportunities for improvements that mobility hubs could support.

Communities

Table 1: Gaps and opportunities - communities

Gaps/Challenges	Opportunities for mobility hubs
Racial distribution indicates diverse communities with varying transportation needs	Design inclusive mobility hubs that respond to the specific needs of diverse communities, including multilingual services
Varied median household incomes with lower incomes in specific urban and rural areas	Support the implementation of affordable mobility solutions at hubs in lower income areas to enhance access to employment and services
Environmental Justice Areas indicating communities with higher needs for infrastructure that supports equitable accessibility	Ensure planning of mobility hubs includes Environmental Justice Areas to improve access to jobs, schools, and services for underserved communities

Infrastructure and land use

Table 2: Gaps and opportunities - infrastructure and land use

Gaps/Challenges	Opportunities for mobility hubs
Designated Green Zones focus on sustainable transportation, but current infrastructure is limited to the planned Green Zones and will not provide access to/from all needed destinations	Use Green Zones as key areas for developing mobility hubs that promote sustainable transportation options and for expanding the current EV charging infrastructure network
High-employment areas are concentrated in specific zones, suggesting targeted needs for first mile/last mile commute	Include mobility hubs near high-employment areas to facilitate efficient commutes and reduce SOV usage.
Employment zones are shifting to suburban areas (e.g., Rancho Cordova, South Placer County, West Sacramento)	Create more intra and inter cities connections in the network

Transportation and Mobility

Table 3: Gaps and opportunities – transportation and mobility

Gaps/Challenges	Opportunities for mobility hubs
Car-centered region: 83% of mode share is vehicular (passengers and freight), 61% of those are private SOV [1]	Opportunities for hubs to support a decrease of SOV commutes and greenhouse emissions
Relatively small share of commuters using alternative modes (just under 15%)	Support first/last mile by providing multi-modal transportation services and activities around transit stations
High congestion levels, poor road maintenance, growing traffic fatalities	Create more opportunities for alternative transportation and transit within high-frequency routes (e.g. connecting Sacramento city with commercial and

[1] Mode share data source: Replica Analysis: Cal-Nev, Spring 2023, Thu. Filtered for origins and destinations in 6-county SACOG region.

	employment hubs in Woodland, Yuba City, and Davis)
Transit ridership is still recovering from Covid-19, less plentiful high-frequency inter-cities/inter-counties services	Opportunities for mobility hubs to be deployed in local transit centers offering higher levels of service
Need for more first/last mile options (e.g., in Yolo County) despite high-frequency bus	Establish neighborhood hubs in areas with high intersection density
Low network connectivity for pedestrians and bikes outside of Sacramento and Davis	Establish neighborhood hubs in areas with high intersection density
Limited micromobility access and Zipcar locations outside of Downtown Sacramento & West Sacramento	Hubs can support the expansion of shared micromobility services