

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

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**File ID:** 2026-00673

3/12/2026

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**T Street Bikeway Gap Closure Project (R15200030)**

File ID: 2026-00673

**Location:** T Street from 34<sup>th</sup> Street to Stockton Boulevard, District 4, 5, and 6

**Recommendation:** Discuss and provide feedback.

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**Presenter:** Kelli Lacy, Assistant Civil Engineer, (916) 808-8157, KELacy@cityofsacramento.org, Department of Public Works

**Attachments:**

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

**Description/Analysis**

**Issue Detail:**

T Street is a critical transportation link between the Central City, employment centers, health services, and residential neighborhoods. T Street is a popular travel route for bicyclists, pedestrians, transit, and vehicles given the adjacent neighborhoods that have higher rates of commute by bicycling and walking. There is a gap in bicycle facilities on T Street near the intersection with Stockton Boulevard, and the complex geometry and signal operations at the intersection makes the visibility and sight lines challenging.

In March 2024, City staff presented the T Street Bikeway Gap Closure Project to the Active Transportation Commission upon identifying a potentially feasible design concept that accommodates continuous bicycle facilities along T Street, from 34<sup>th</sup> Street through the Stockton Boulevard intersection, as well as enhances pedestrian connectivity along the corridor. Since then, the City procured and hired a consultant team to support the engineering design and community engagement

effort to implement the project.

The project team has been working in coordination with City services, maintenance, operations, and engineering staff as well as Sacramento Regional Transit to develop a corridor design that improves safety, mobility and better serves the community. The project team met with residents, businesses and the community to discuss the project and collect feedback on the proposed improvements. While the team is still evaluating the feedback received thus far, the core project improvements primarily consist of the following:

- Continuous class II bike lanes, from 34<sup>th</sup> Street to 37<sup>th</sup> Street
- Buffered bike lanes and/or on-street parking where space is available
- Westbound bike box on T Street at 34<sup>th</sup> Street
- Pedestrian crossing at 35<sup>th</sup> Street with a pedestrian median island, bulb-outs, and rectangular rapid flashing beacons
- Added sidewalk bulb-out (or widened sidewalk) to improve pedestrian visibility and accessibility at the southwest corner of Stockton Boulevard/T Street/Gerber Avenue
- Added high-visibility crosswalks and infill streetlighting along T Street
- Removal of some on-street parking and the relocation of the westbound bus stop to make room for bike lanes
- Modified traffic signal at Stockton Boulevard and T Street, removing the signal phase for Gerber Avenue; removing the “Keep Clear” marking; and limiting access at Gerber Avenue to right-in/right-out only movement

The project is currently in the public outreach and preliminary engineering phase of development, and the project team is seeking feedback from the Commission on the proposed active transportation improvements within the project limits.

The project is scheduled to move to the final design phase which would be completed in 2027. The construction phase is anticipated to begin in later 2027.

**Policy Considerations:** The Project is consistent with specific Sacramento 2040 General Plan goals and policies of promoting mobility, safety and enhancing livability, sustainability, and economic vitality:

M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

M-1.2 User Prioritization. The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-1.9 Equitable Processes and Outcomes. The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

M-4.1 Application of Safety. The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

M-4.2 Safer Driving Speeds. The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

M-4.3 Vision Zero. The City shall utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

M-4.4 Collaborative Safety Solutions. The City shall collaborate with educational institutions, senior living facilities, community organizations, and other interested parties when developing and implementing programs and improvements that increase safety and encourage the use of active transportation and transit modes.

The **Streets for People** Active Transportation Plan was adopted by the City Council on December 2, 2025. The plan identifies opportunities for bicycle and pedestrian connections along the project that are features included within the scope of the project. Project specific efforts related to environmental clearance and final design will be taken to the City Council for approval.

**Climate Action & Adaptation Plan (CAAP):** This plan will support the City’s mode shift goals in the CAAP to achieve 6% active transportation mode share by 2030 and 12% by 2045, as well as support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045.

**Economic Impacts:** None.

**Environmental Considerations:** California Environmental Quality Act (CEQA): This action is not a project that is subject to CEQA because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines §15378(b)(5).)

**Sustainability:** The plan will support the City’s mode shift goals in the Climate Action & Adaptation Plan to achieve 6% active transportation mode share by 2030 and 12% by 2045, as well as support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045

**Commission/Committee Action:** City staff presented the project to the Active Transportation Commission on March 21, 2024, requesting feedback on the project from the Commission. The feedback received was regarding the consideration of bike boxes, estimated project cost, and future grant funding opportunities to fund the project. Through the project development process, staff has evaluated opportunities for bike boxes in the project scope. The project costs are still being determined while preliminary engineering is being developed. The project will be locally funded.

**Rationale for Recommendation:** Discuss and provide feedback.

**Financial Considerations:** None.

**Local Business Enterprise (LBE):** Not applicable.

# Attachment 2 – Location Map T Street Bikeway Gap Closure Project (R15200030)

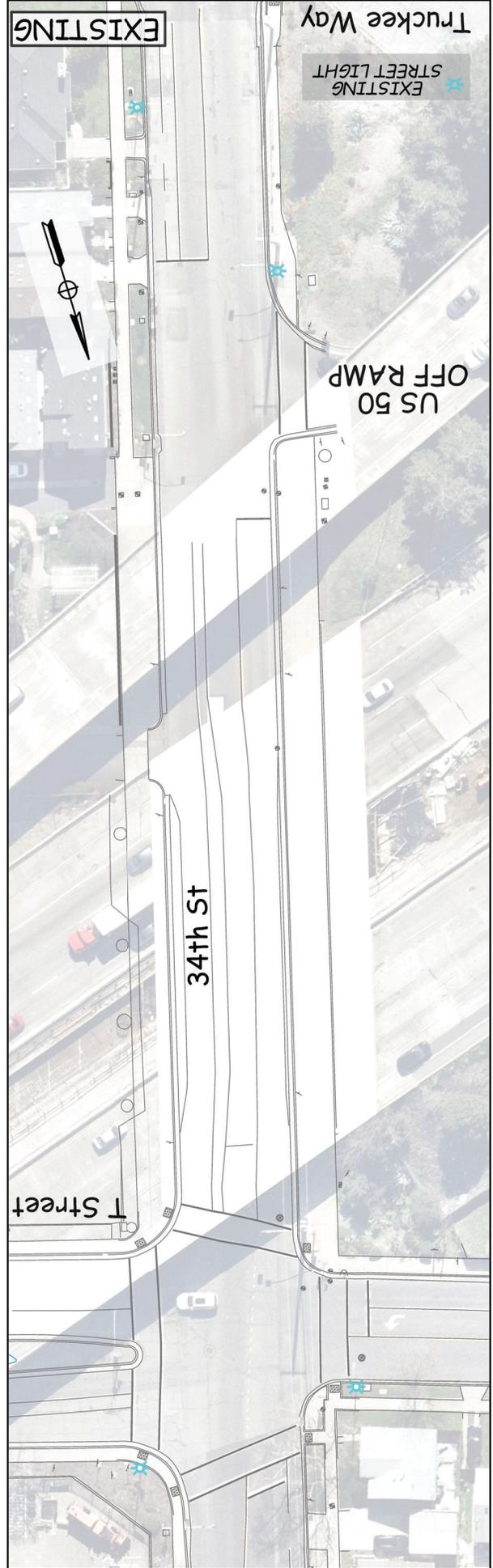
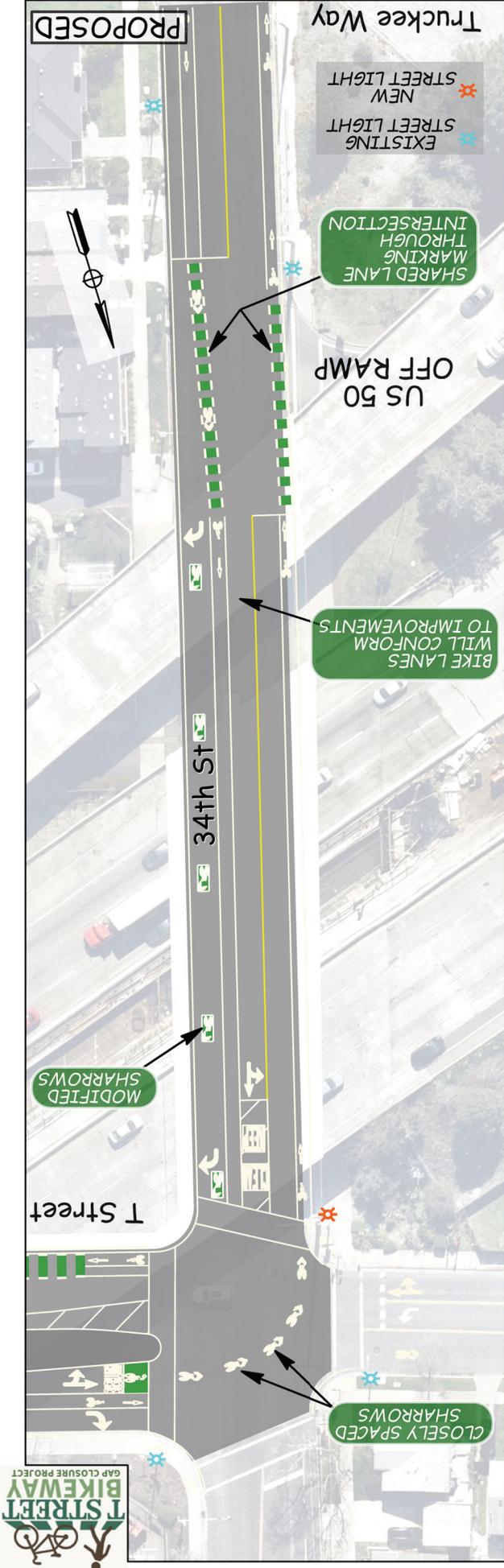


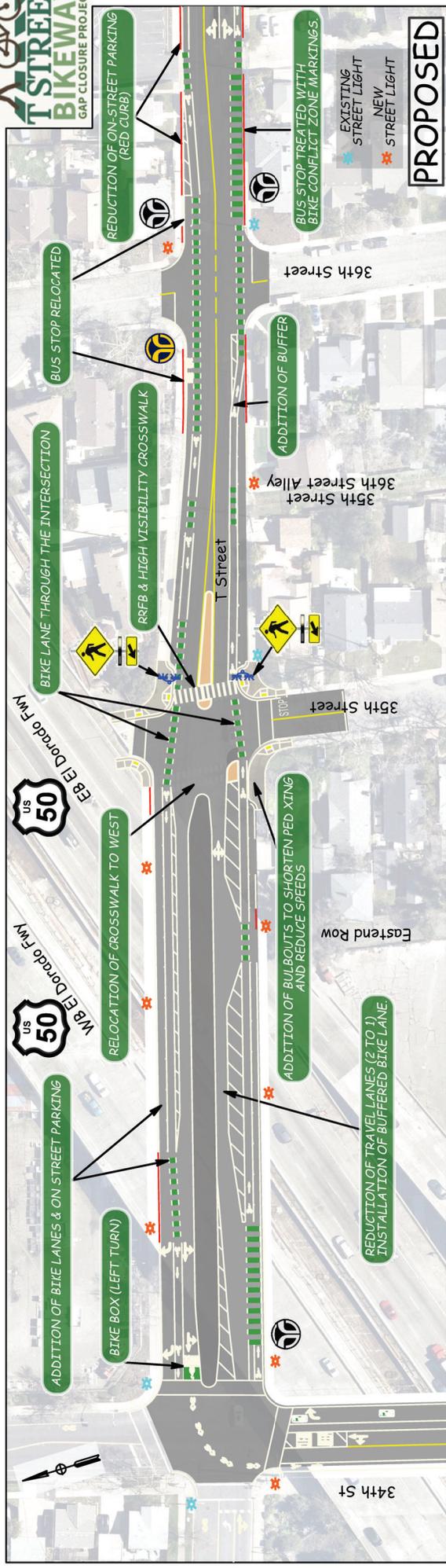
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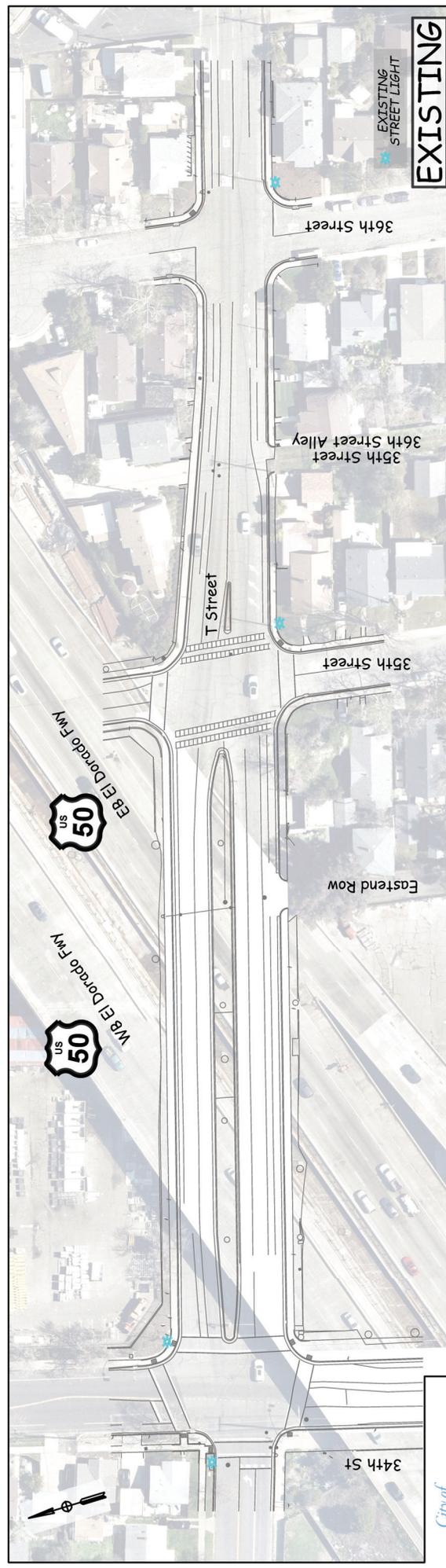


County of Sacramento, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

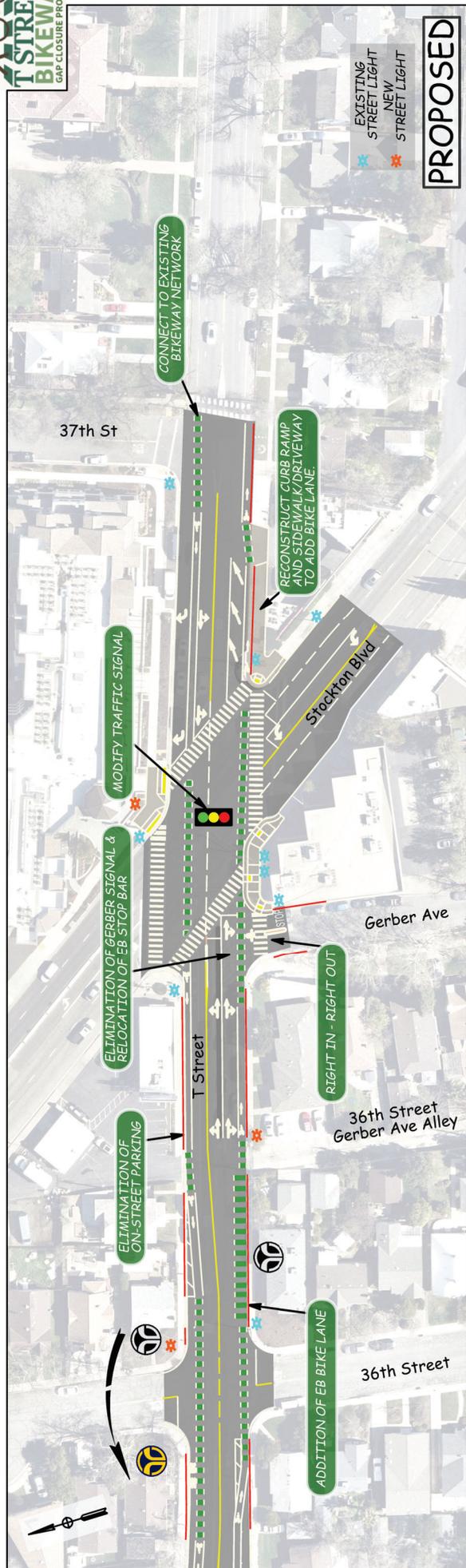




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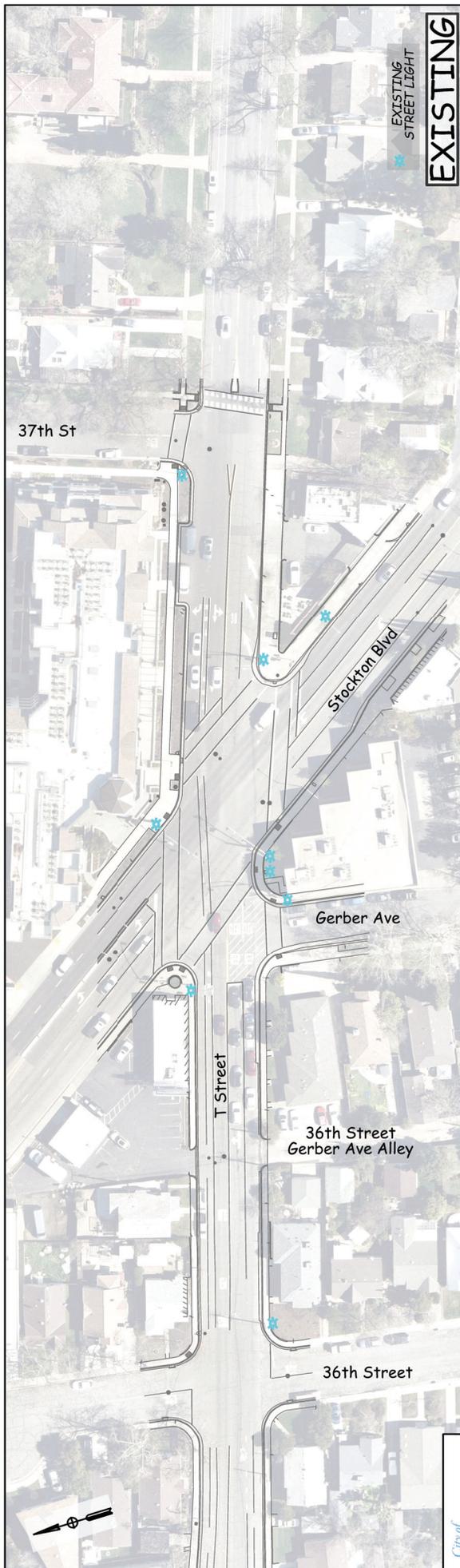


**EXISTING**



**PROPOSED**

EXISTING STREET LIGHT  
NEW STREET LIGHT



**EXISTING**

EXISTING STREET LIGHT

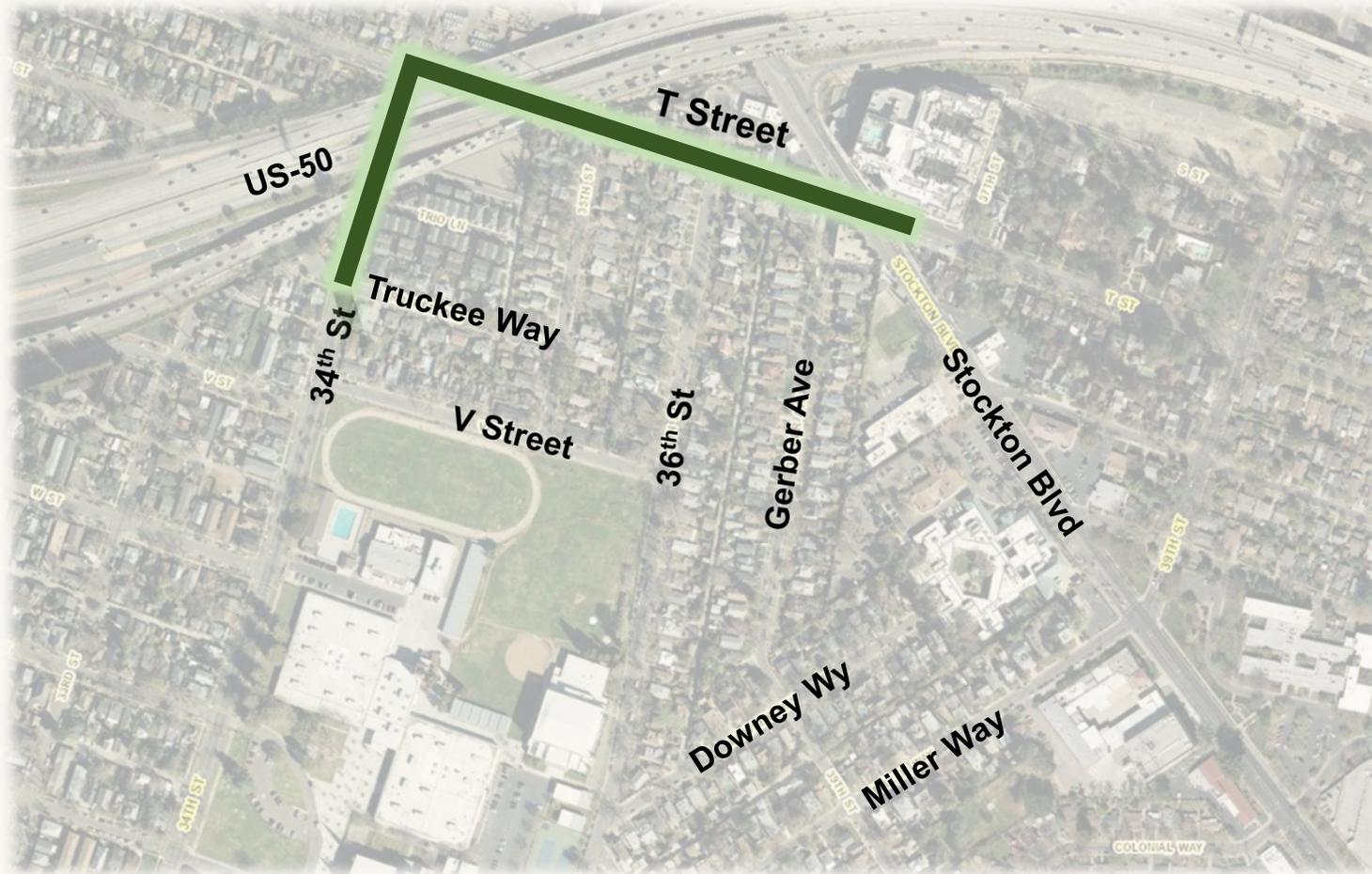
# T Street Bikeway Gap Closure Project

## Presented to the Active Transportation Commission

March 12, 2026



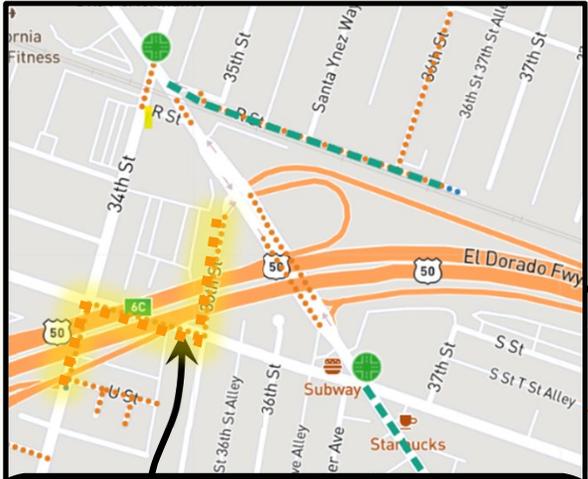
# Where | Project Location



# Background |



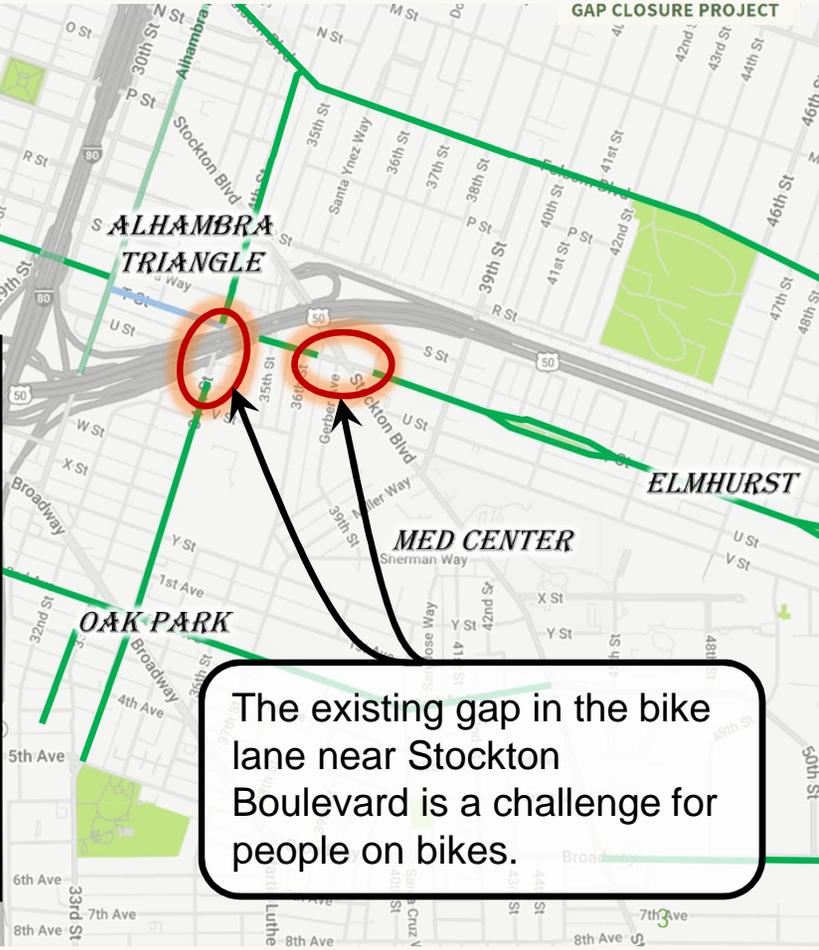
The “Streets for People” planning study used public input to identify priorities for safety, bicycle and pedestrian improvements.



It identified the need for pedestrian crossing improvements at 35<sup>th</sup> Street and intersection improvements at Stockton Blvd

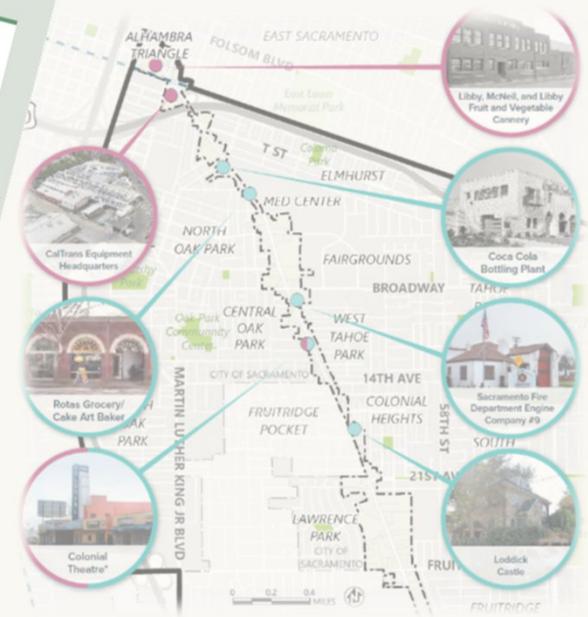


It identified the need for continuous bike lanes on T Street



The existing gap in the bike lane near Stockton Boulevard is a challenge for people on bikes.

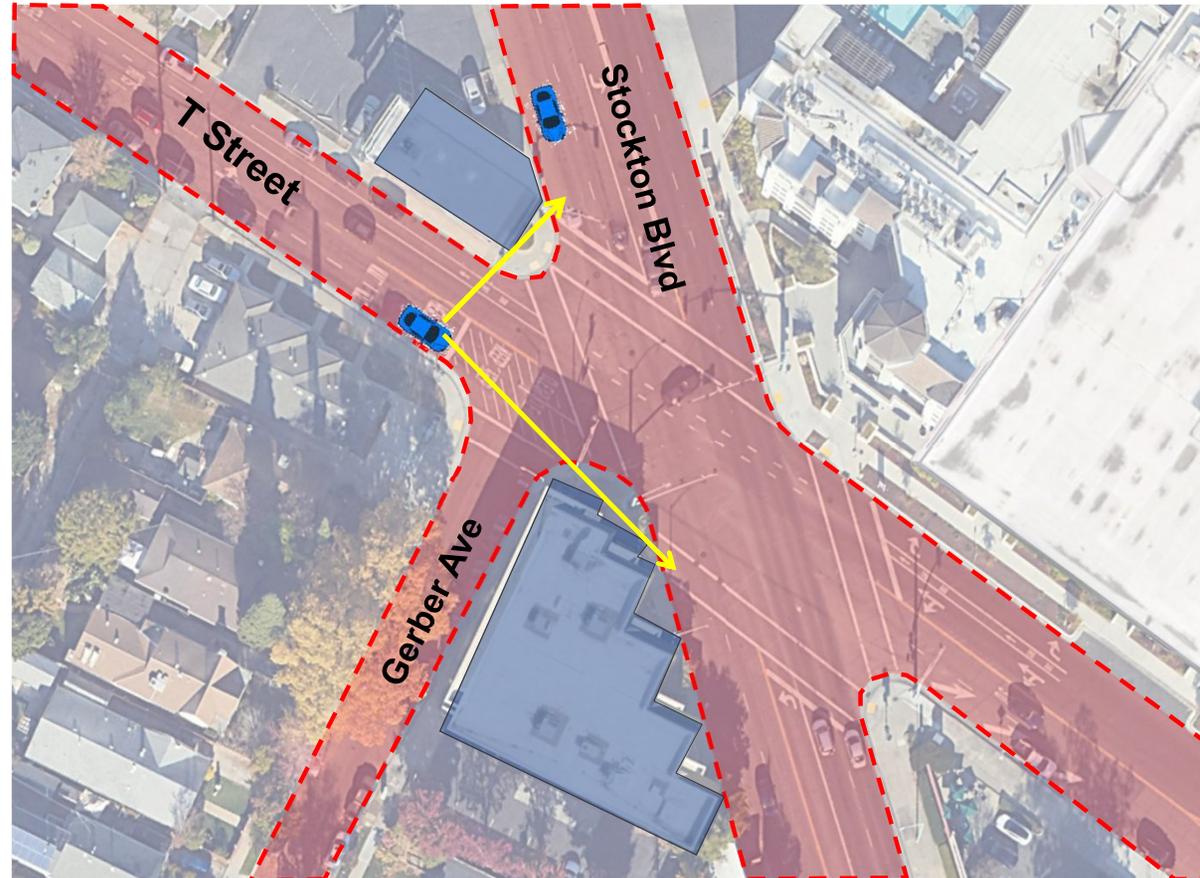
# Background | Stockton Blvd Corridor Plan



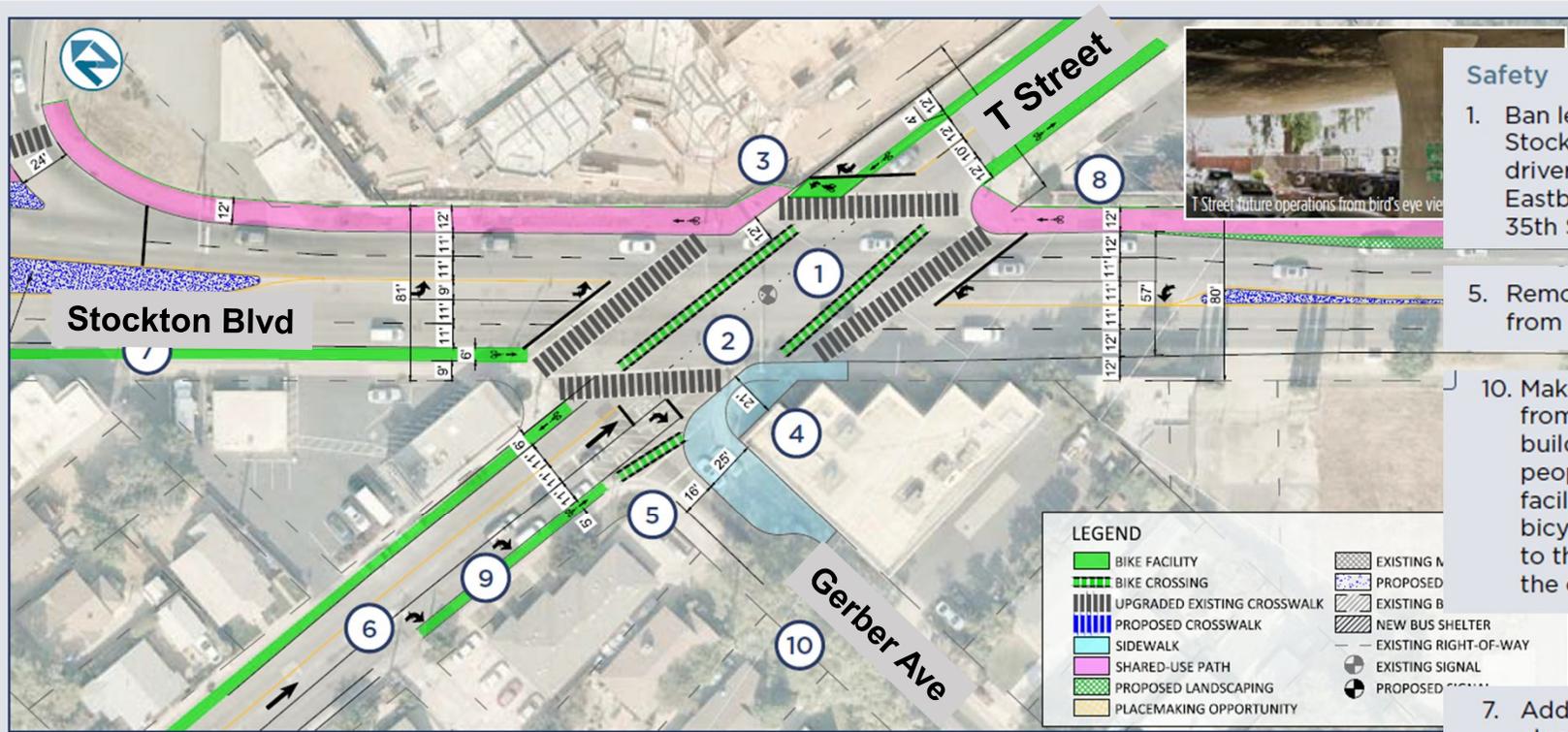
# Background | Unique Challenges



- Multi-legged, skewed intersection
- Extra signal phase for Gerber Ave with low traffic volumes
- Poor sight lines to cross traffic and to crossing pedestrians



# Background | Stockton Blvd Corridor Plan



**LEGEND**

BIKE FACILITY	EXISTING M...
BIKE CROSSING	PROPOSED
UPGRADED EXISTING CROSSWALK	EXISTING B...
PROPOSED CROSSWALK	NEW BUS SHELTER
SIDEWALK	EXISTING RIGHT-OF-WAY
SHARED-USE PATH	EXISTING SIGNAL
PROPOSED LANDSCAPING	PROPOSED SIGNAL
PLACEMAKING OPPORTUNITY	

- Safety**
1. Ban left turns from T Street to Stockton Boulevard. Westbound drivers can turn left at 39th Street. Eastbound drivers can turn left on 35th Street.
  5. Remove Gerber Avenue phase from signal cycle, reducing delay.
  7. Add a bike lane southbound to close a gap in the network.
  10. Make Gerber Avenue access from T Street right-in only and build out a generous space for people walking and bicycling. This facilitates getting southbound bicyclists from the bike lane across to the two-way shared-use path on the east side of the street.

# Why | This Project



## NEED

- T Street is a **critical transportation link** between the Central City, employment centers, health services, and residential neighborhoods
- T Street is a **popular travel route** for bicyclists, pedestrians, transit, and vehicles
- These **neighborhoods** have higher rates of **commute by bicycling and walking**
- There is a **gap in bicycle facilities** on T Street
- Stockton Blvd/T Street/Gerber Ave Intersection has **complex geometry and signal operations**



## GOAL

**Improve safety, mobility, and better serve the community**

# Gerber Ave at T Street & Stockton Blvd Intersection

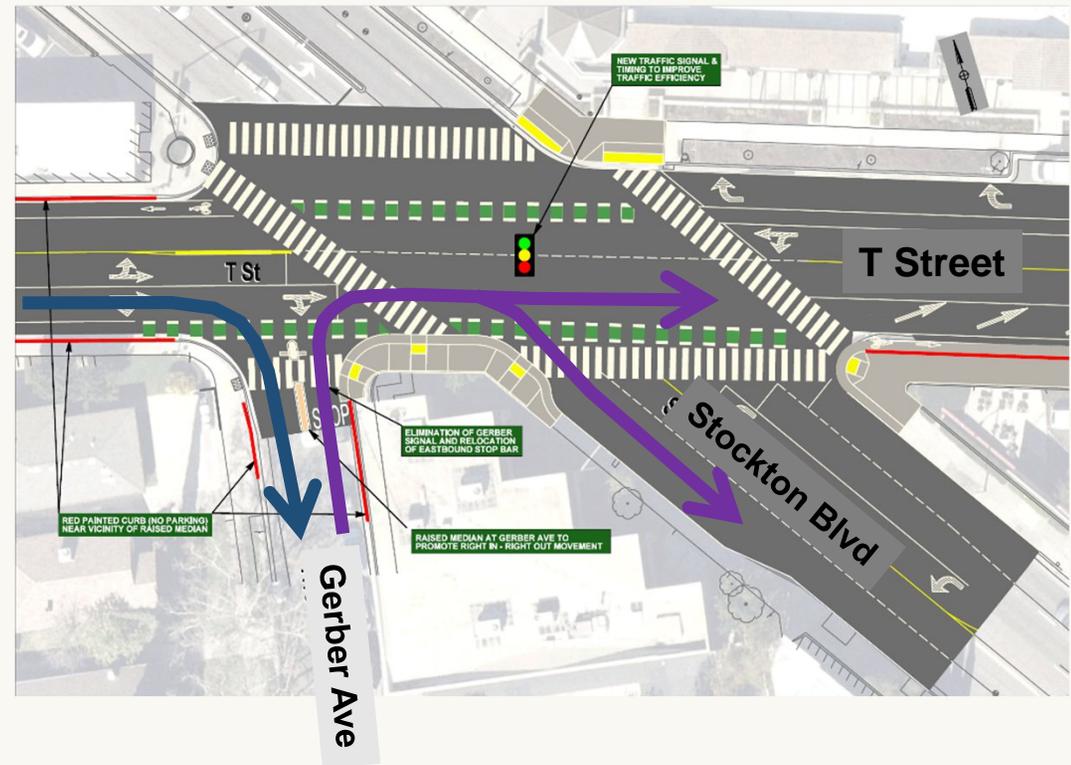


## Recommended changes

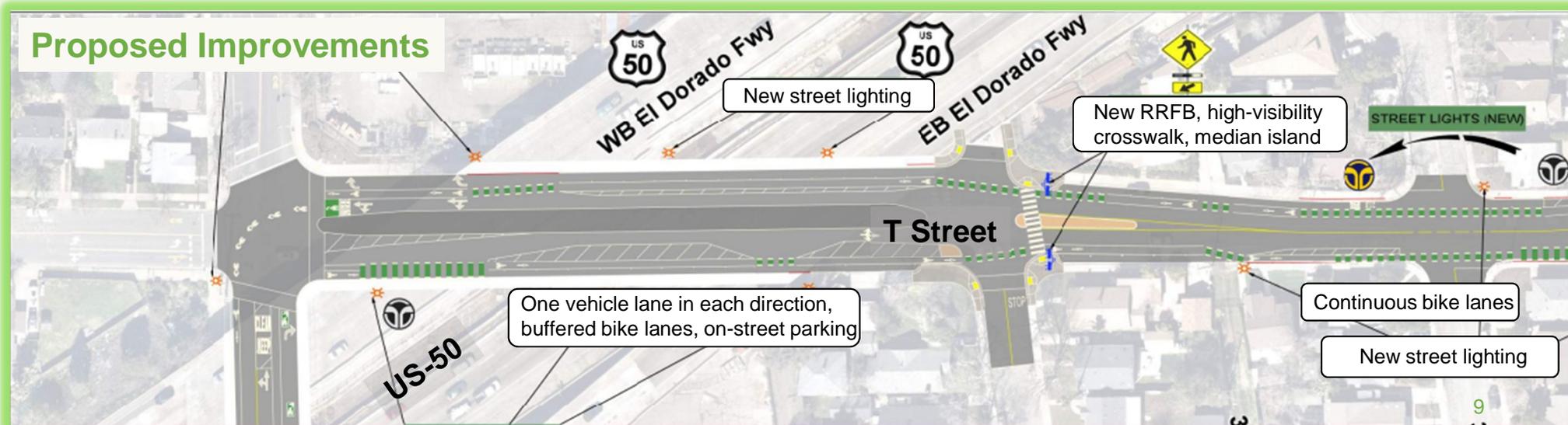
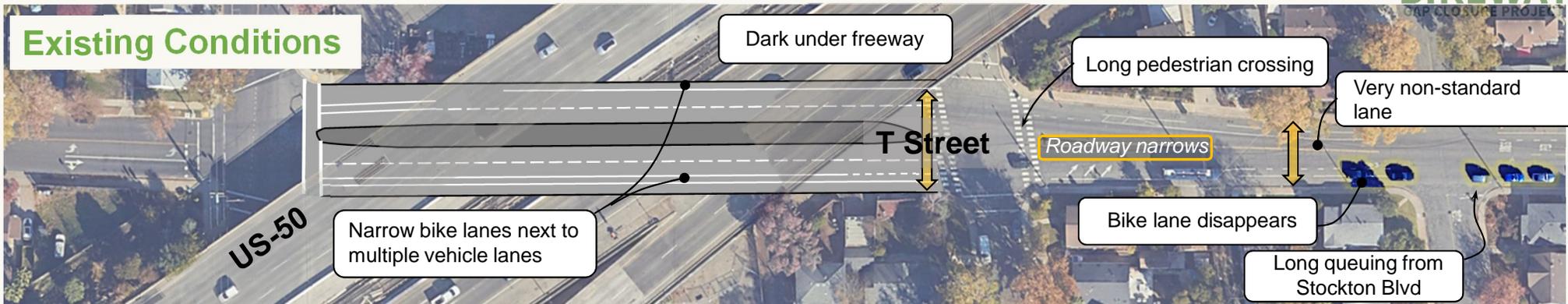
- Modify to only allow right-in/right-out turns
- Eliminate Gerber Ave signal phase
- Move stop bar forward on T Street
- Short curb median, restricted parking

## Benefits

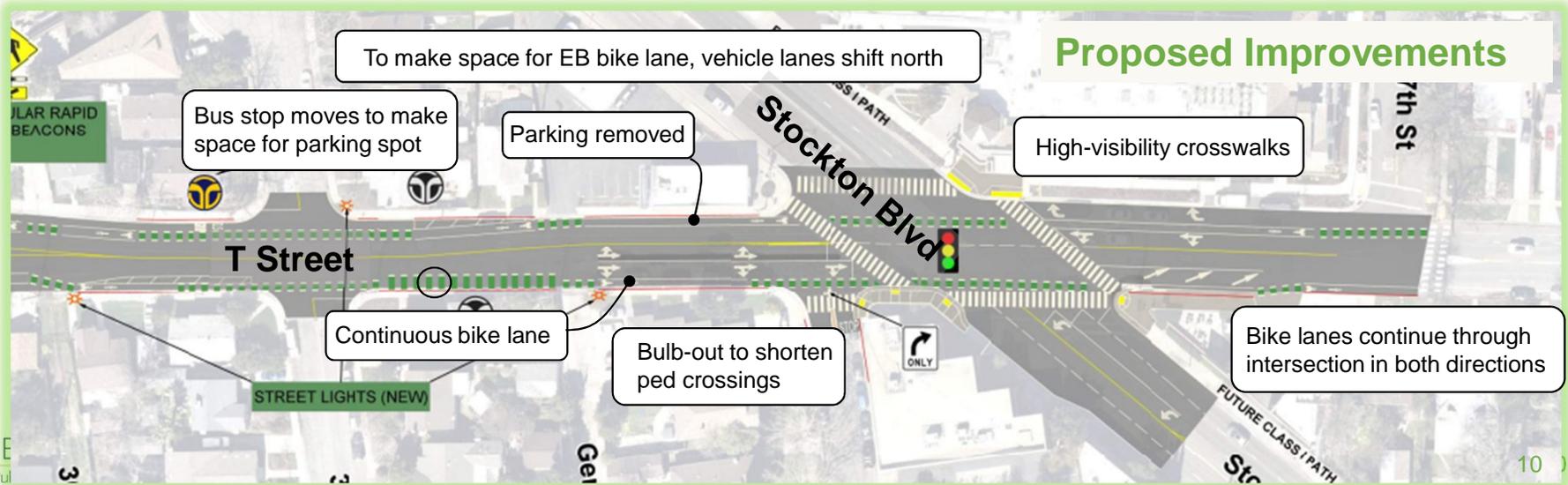
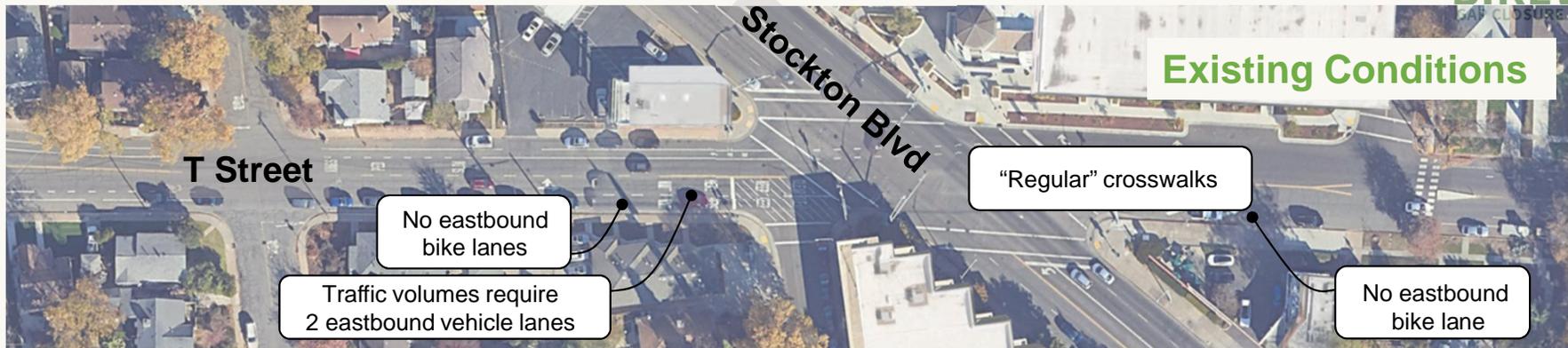
- Fewer conflict points → improved safety
- Improved intersection operations and shorter queues
- Improved sight lines



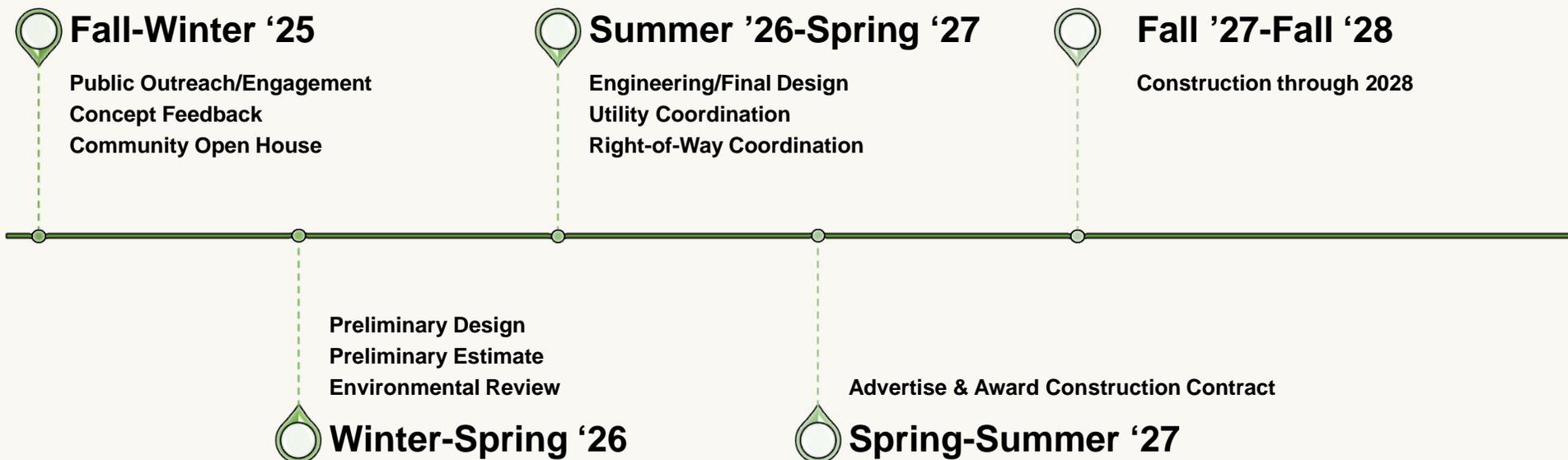
# How | Project Concept | 34<sup>th</sup> St to 36<sup>th</sup> St



# How | Project Concept | 36<sup>th</sup> St to Stockton



# When | Timeline





# Your Feedback



# Gerber Avenue Access Alternatives

