Presentation for

Stockton Boulevard Safety and Transit Enhancement Project (STEP)

Active Transportation Commission Meeting – March 12, 2026

Prepared for

City of SACRAMENTO

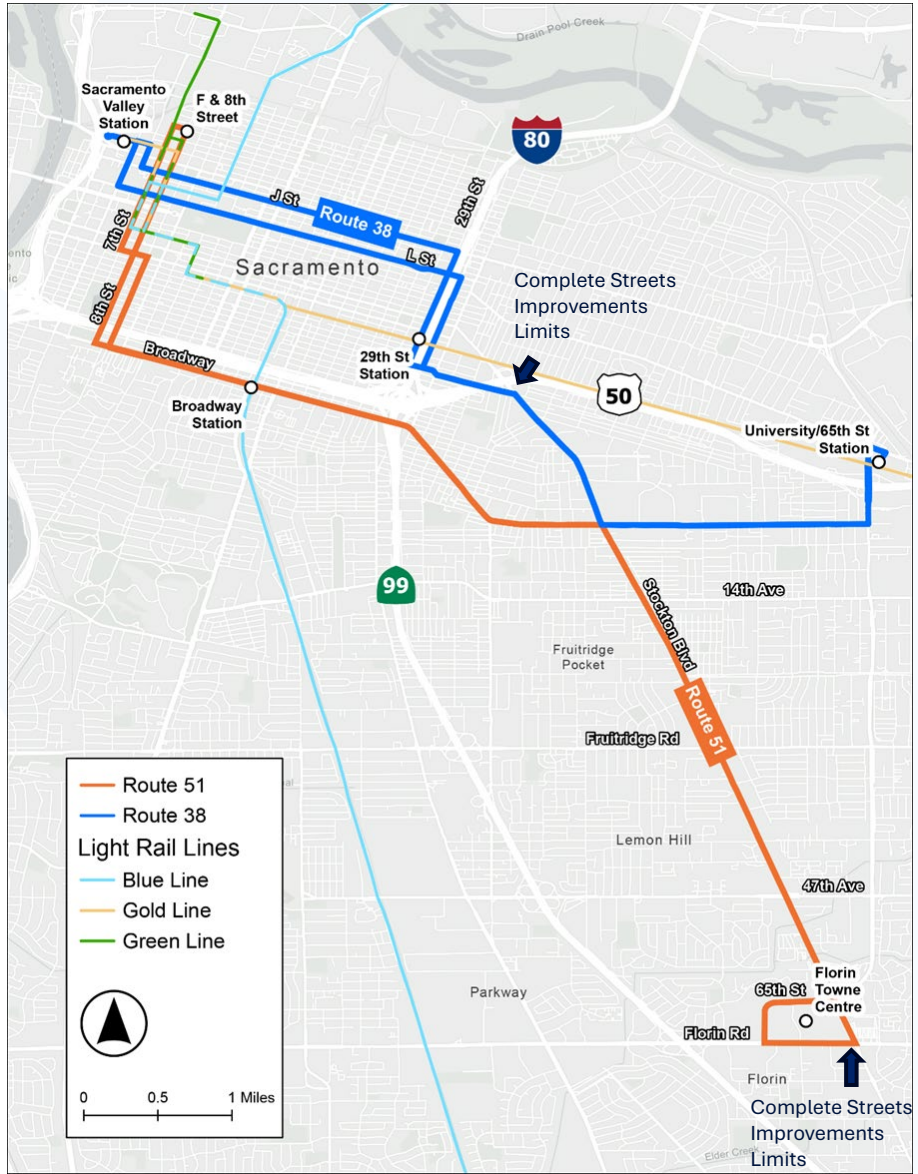
Prepared by

Kimley»Horn
Expect More. Experience Better.

Multimodal and Bus Rapid Transit (BRT) Partnership

- Established multi-jurisdictional partnership
  - City of Sacramento – lead agency for current stages of project
  - Sacramento County
  - SacRT
- Project funded by Federal and State Funds
  - Stage 1 – Alternatives Analysis (2025 – 2026)
  - Stage 2 – Environmental Review & Preliminary Engineering (2026 – 2027)

Project Area Map



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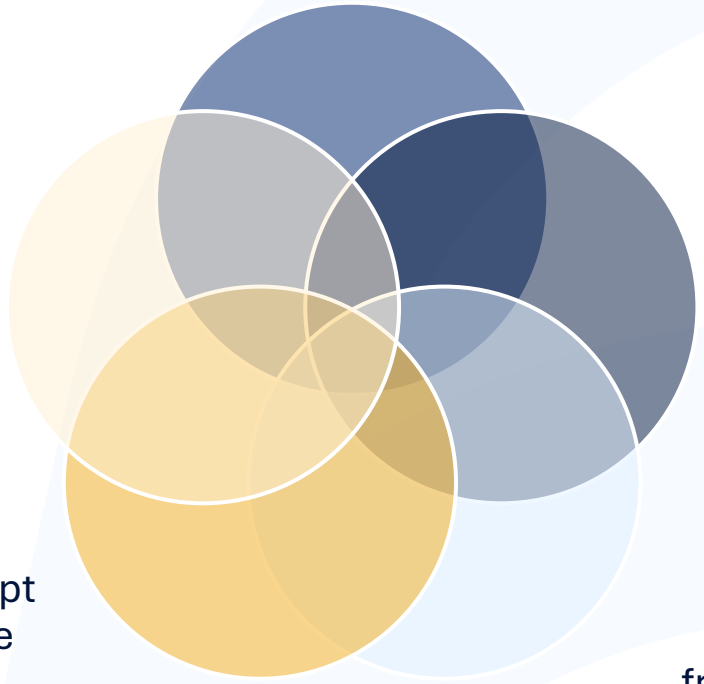
Vision for the Project, Corridor, and Community

Create an inviting and safe environment for all modes and establish a sense of place and community

Safety | enhance safety for all users

Community | facilitate access to opportunities and foster inclusion



Multimodal | advance Complete Streets improvements to transform corridor from vehicular thoroughfare to multimodal corridor

Sustainability | adapt to changing climate and implement durable solutions

Premium Transit | serve riders via frequent, accessible and reliable service

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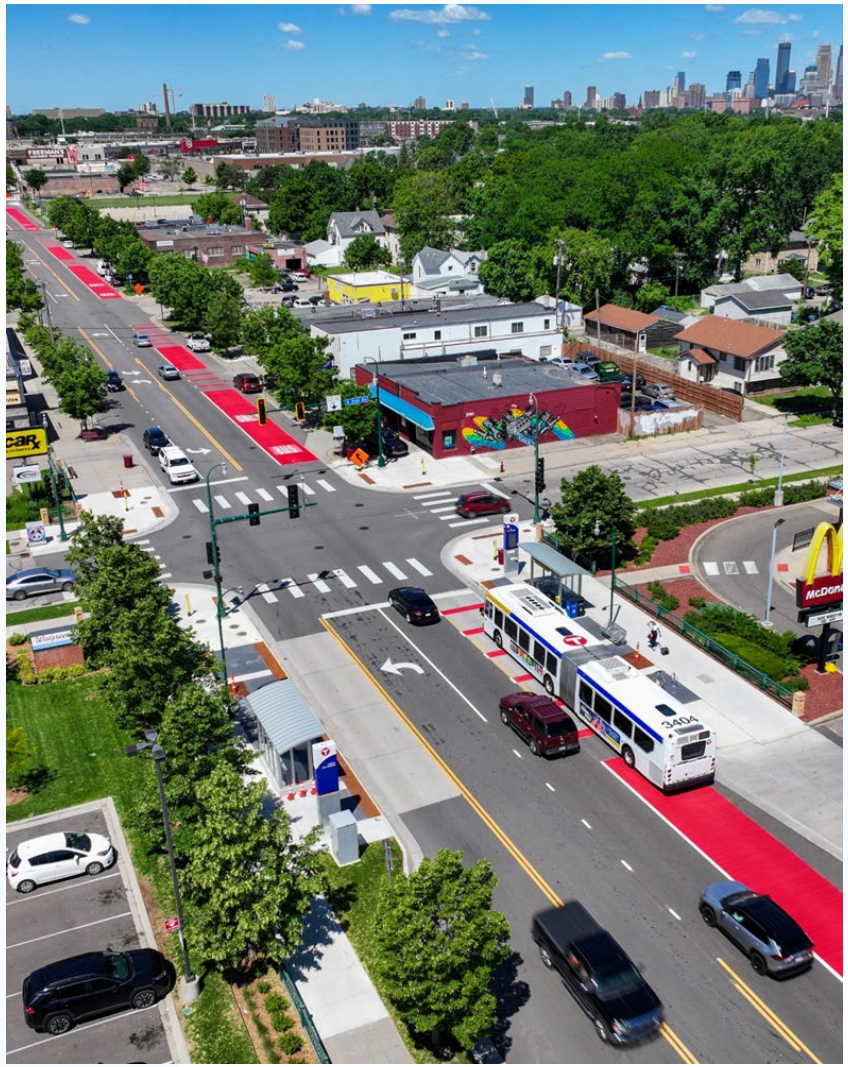
Purpose and Objectives

Purpose	Objective
Improve Safety	Reduce fatal and serious injury crashes and incorporate safety countermeasures.
Improve Multimodal Infrastructure	Provide safe corridors to walk, bicycle, and access transit.
Enhance Transit Service and Customer Experience	Increase transit ridership.
Support Economic Development	Increase access to homes, jobs, education, and services.
Deliver a Fiscally Responsible Project	Develop a cost-effective project that can be built in a reasonable timeframe.

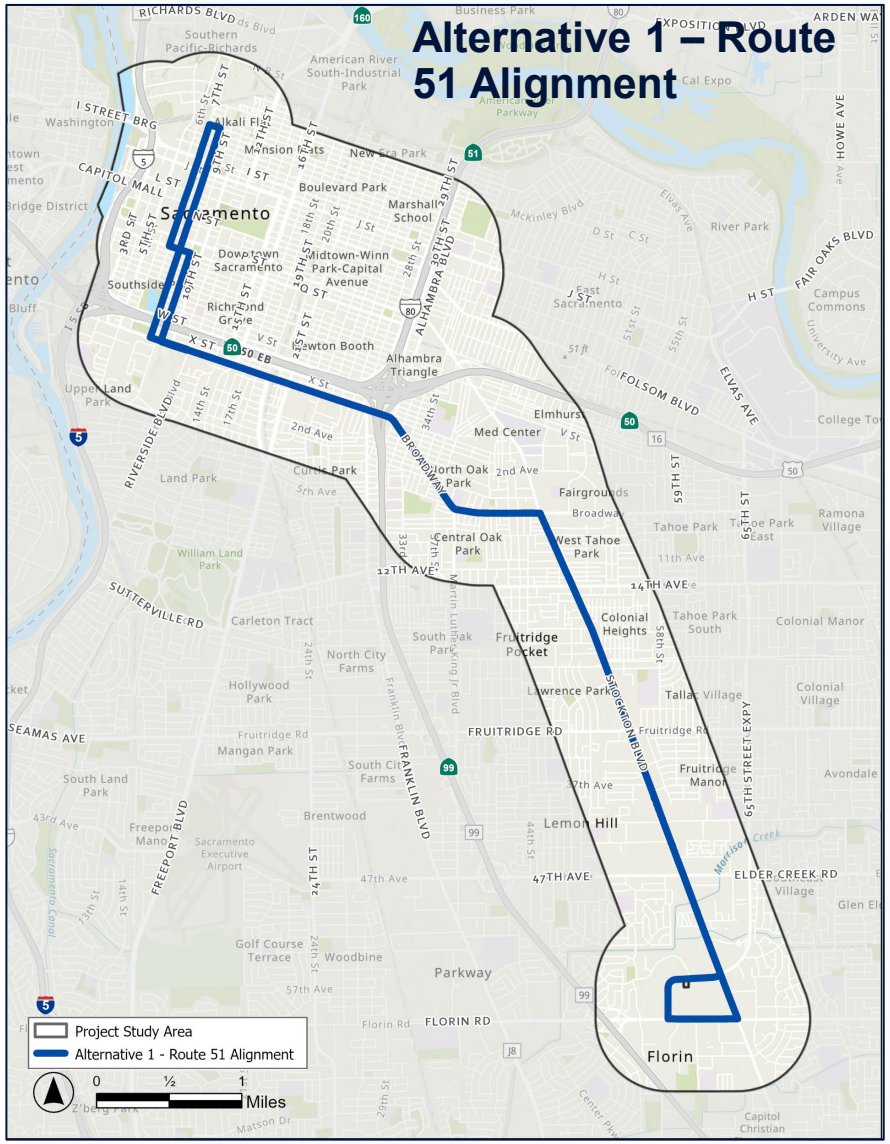
Bus Rapid Transit (BRT) Definition

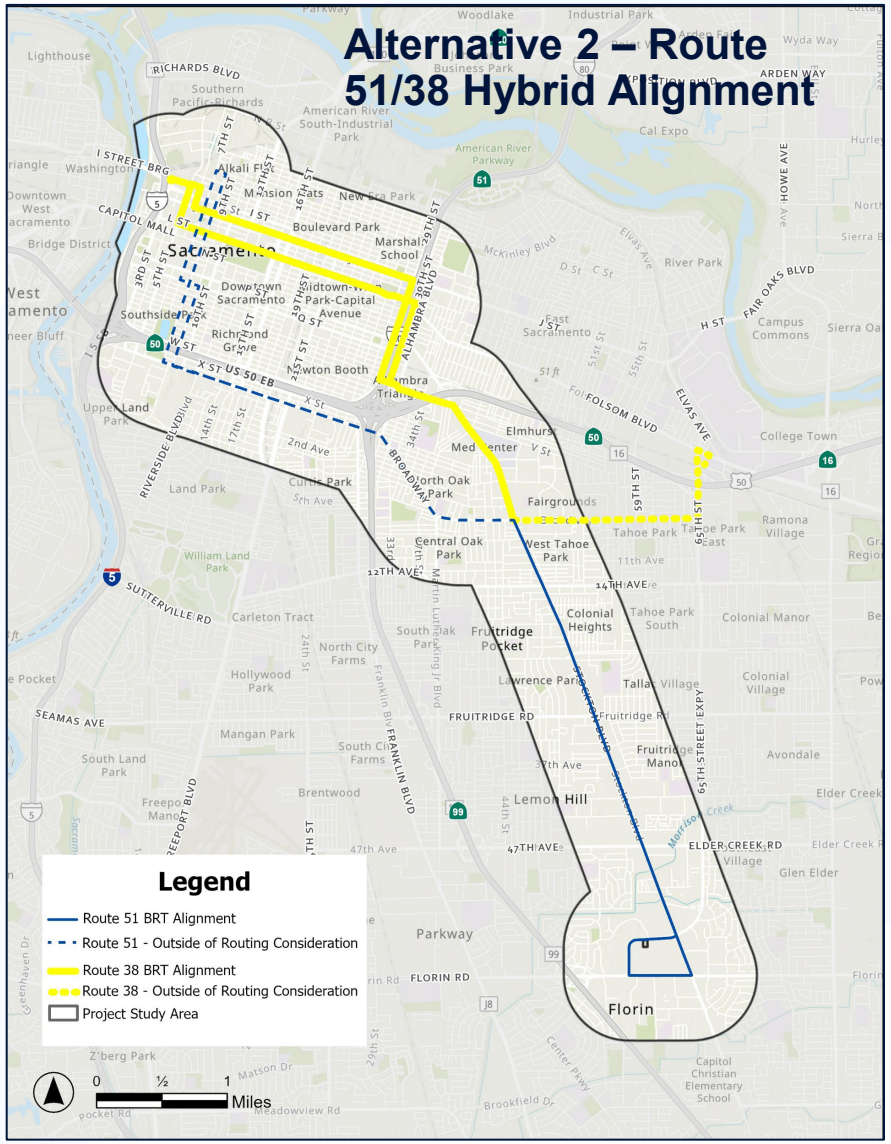
- High-quality bus system that may include:
  - Dedicated bus lanes to provide faster service and consistent travel times
  - Traffic signal priority (TSP) for buses at traffic lights
  - Enhanced stations providing amenities and facilitating faster boarding
  - Frequent service
  - Branding as a differentiated premium service



Metro Transit B Line BRT – Minneapolis, MN

BRT Route Alternatives





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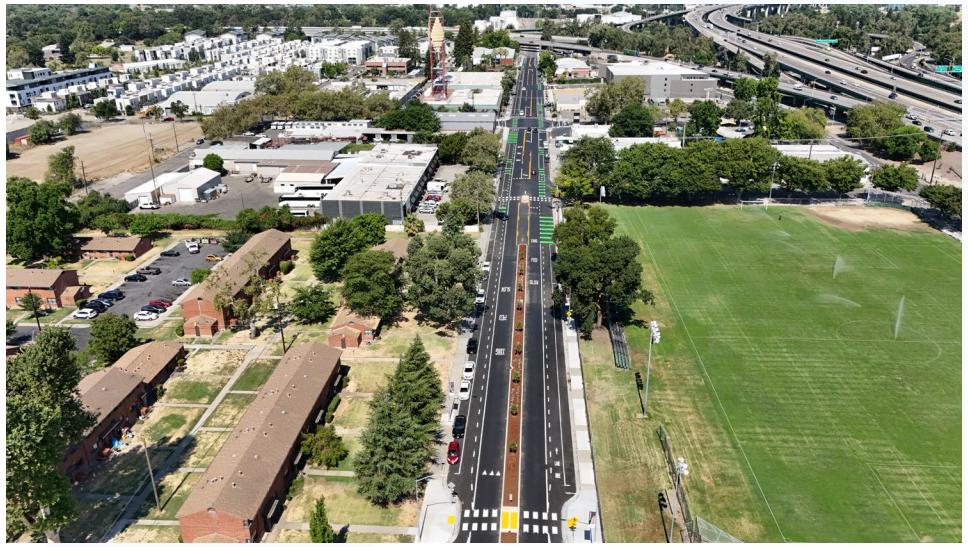
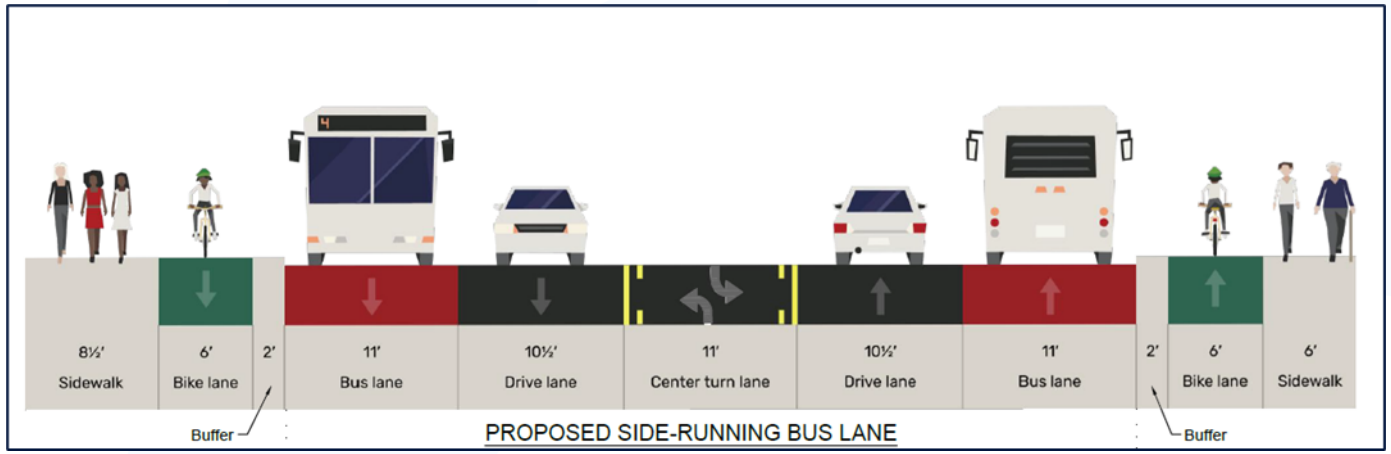
Complete Streets Definition

- Roads designed to be safe for all users
  - Walking
  - Biking (Rolling)
  - Public Transit
  - Driving
- Goal is for street to be comfortable and accessible for everyone, no matter their mode of travel or abilities
- May include bike lanes, wider sidewalks, pedestrian crossings, and dedicated bus lanes



Broadway Complete Streets Project



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Sample Corridor Segment

Stockton Blvd from Elder Creek Rd to 20th Ave – 1.7 miles

Stockton Blvd – Elder Creek to 20th Ave – Existing Conditions

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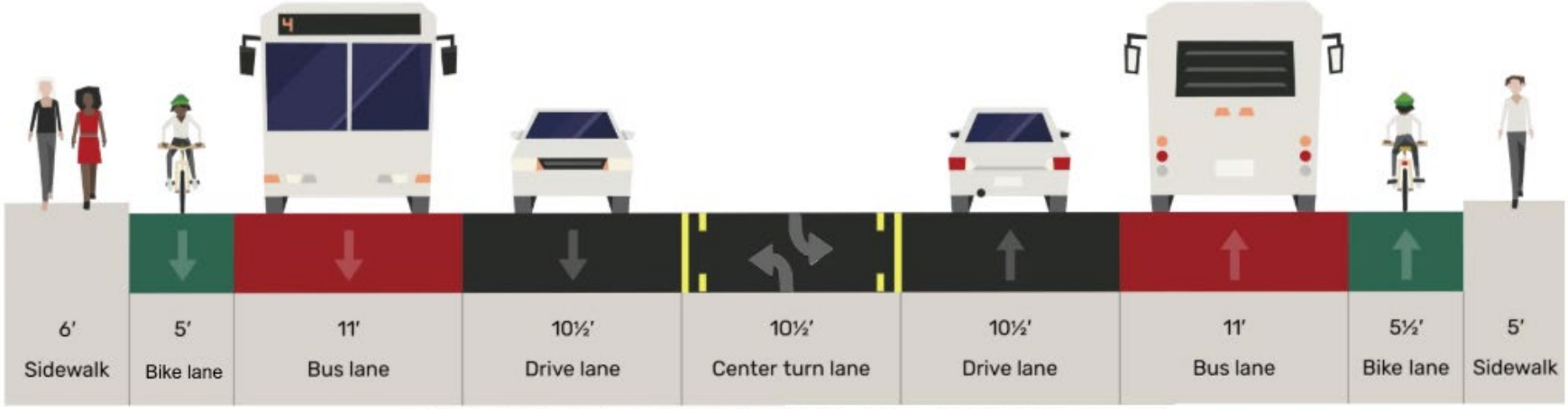
Stockton Blvd – Elder Creek to 20th Ave (Alt A)

- Pros
  - Most cost effective: maintains existing curb-to-curb street width and existing sidewalk
  - Least disruptive: negligible impacts to private property and utilities
  - Opportunity to explore sidewalk widening at locations
- Tradeoffs
  - Narrow Class II bike lanes
  - Nominal improvements for cyclists and pedestrians



PROPOSED SIDE-RUNNING BUS LANE - ALTERNATIVE 1A

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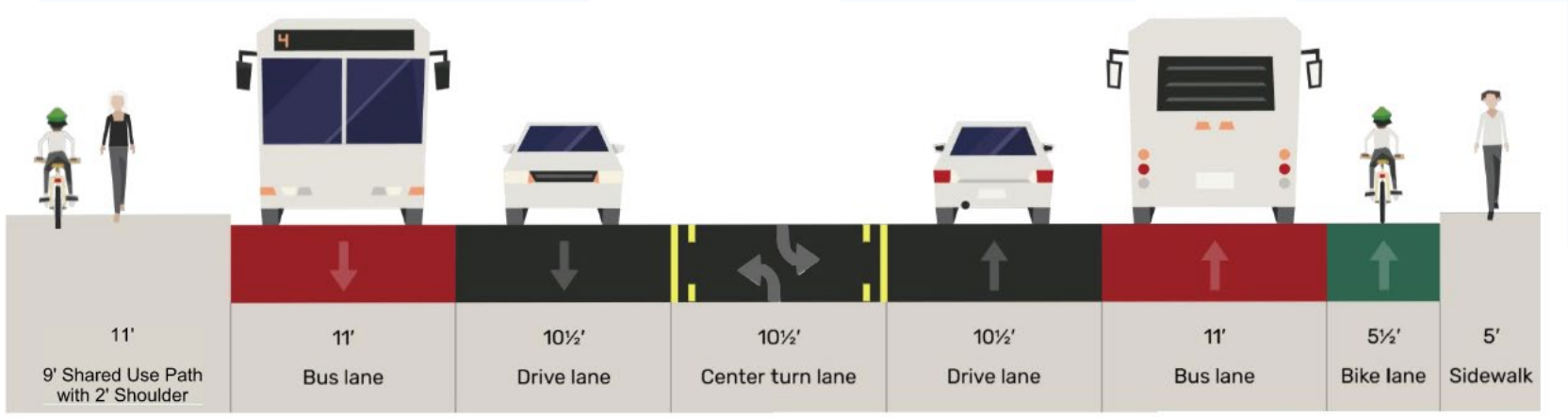
Stockton Blvd – Elder Creek to 20th Ave (Alt B)

- Pros
  - Widens existing sidewalk to provide a shared-use path on one side of road
  - Improvements do not extend beyond the existing back-of-sidewalks
- Tradeoffs
  - Higher cost: requires sidewalk, curb ramp, and driveway reconstruction on one side of road
  - Some utility relocations required to maintain horizontal clearance
  - Constrained (narrow) width of shared-use path, without an adjacent on-street bike lane



PROPOSED SIDE-RUNNING BUS LANE - ALTERNATIVE 1B

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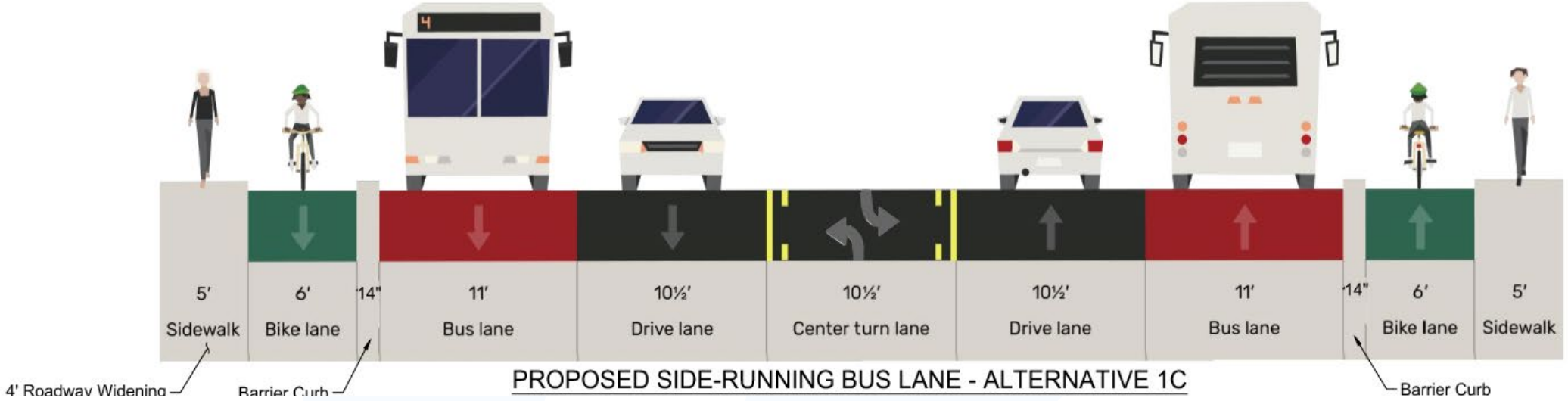
Stockton Blvd – Elder Creek to 20th Ave (Alt C)

- Pros
  - Opportunity to reimagine Stockton Blvd and provide separated (buffered) facilities for cyclists and pedestrians
- Tradeoffs
  - Highest cost: roadway widening requires sidewalk, curb ramp, and driveway reconstruction
  - Conflicts behind the existing back-of-sidewalk, including impacts to overhead utility poles, trees, and property improvements with encroachment in the street right-of-way



PROPOSED SIDE-RUNNING BUS LANE - ALTERNATIVE 1C

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Project Status

Project Phases

Stage 1

Alternatives Analysis (2025-2026) –
Preferred Alternative by Summer 2026

Stage 2

Environmental Review
and Preliminary Design
(2026-2027)

Stage 3

Final Design*
(2028-2029)

Stage 4

Construction*
(2030-2031)

*** Subject to securing funding**

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Contact Information

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