



Presentation for

# Stockton Boulevard Safety and Transit Enhancement Project (STEP)

Disability Advisory Commission (DAC) Meeting – March 4, 2026



Prepared for

City of  
**SACRAMENTO**

Prepared by

**Kimley»Horn**

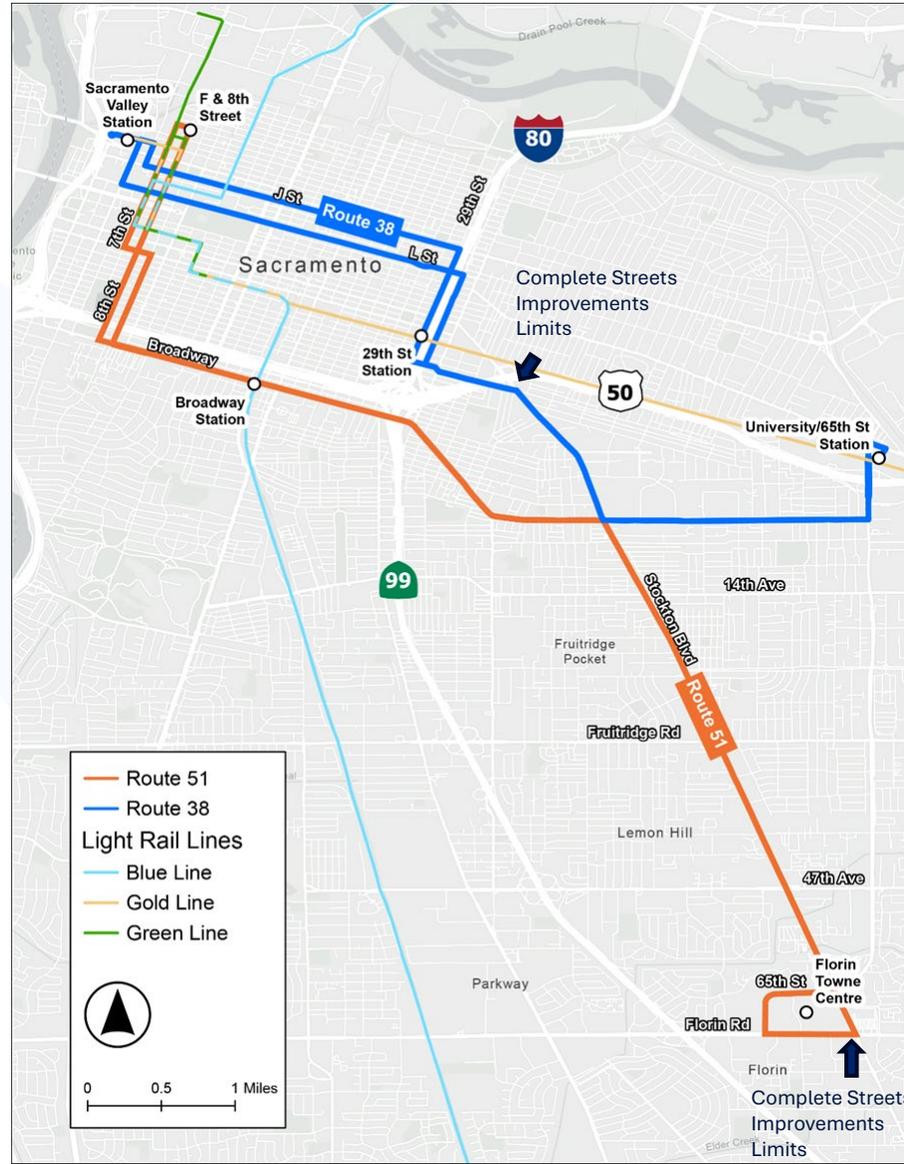
Expect More. Experience Better.

# 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



# Vision for the Project, Corridor, and Community

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

**Community** | facilitate access to opportunities and foster inclusion

**Sustainability** | adapt to changing climate and implement durable solutions

**Safety** | enhance safety for all users

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

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

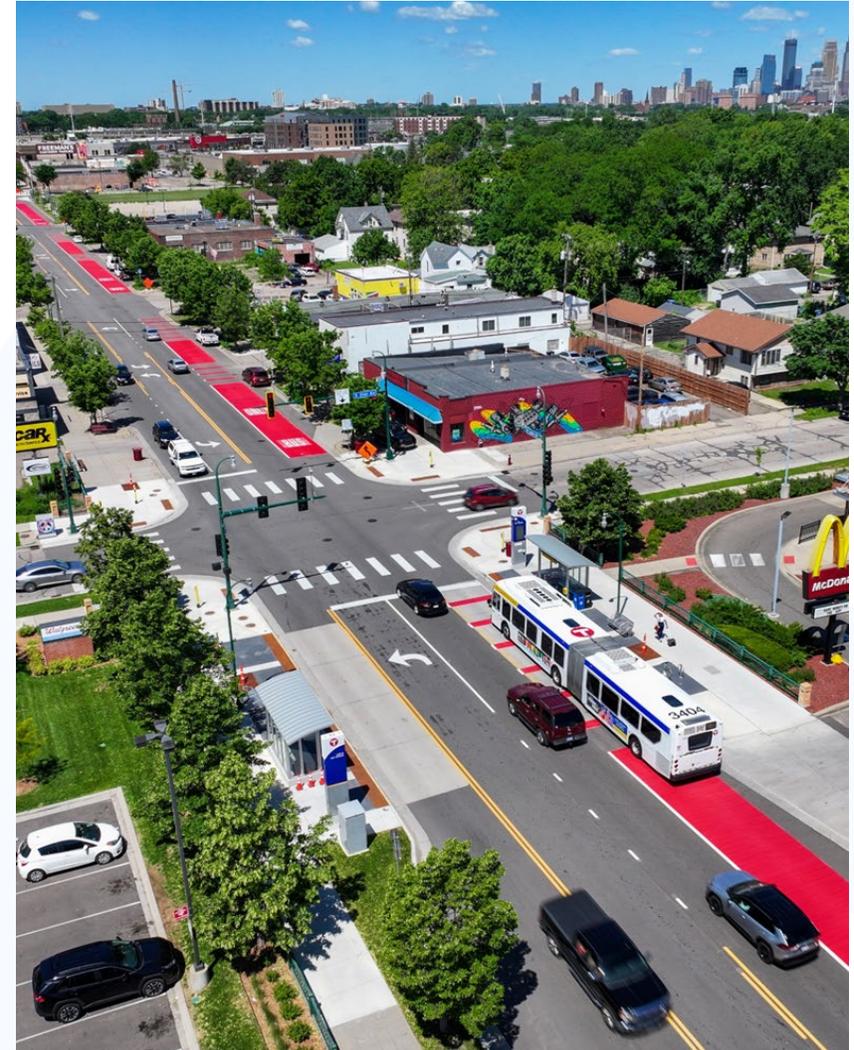


# Purpose and Objectives

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

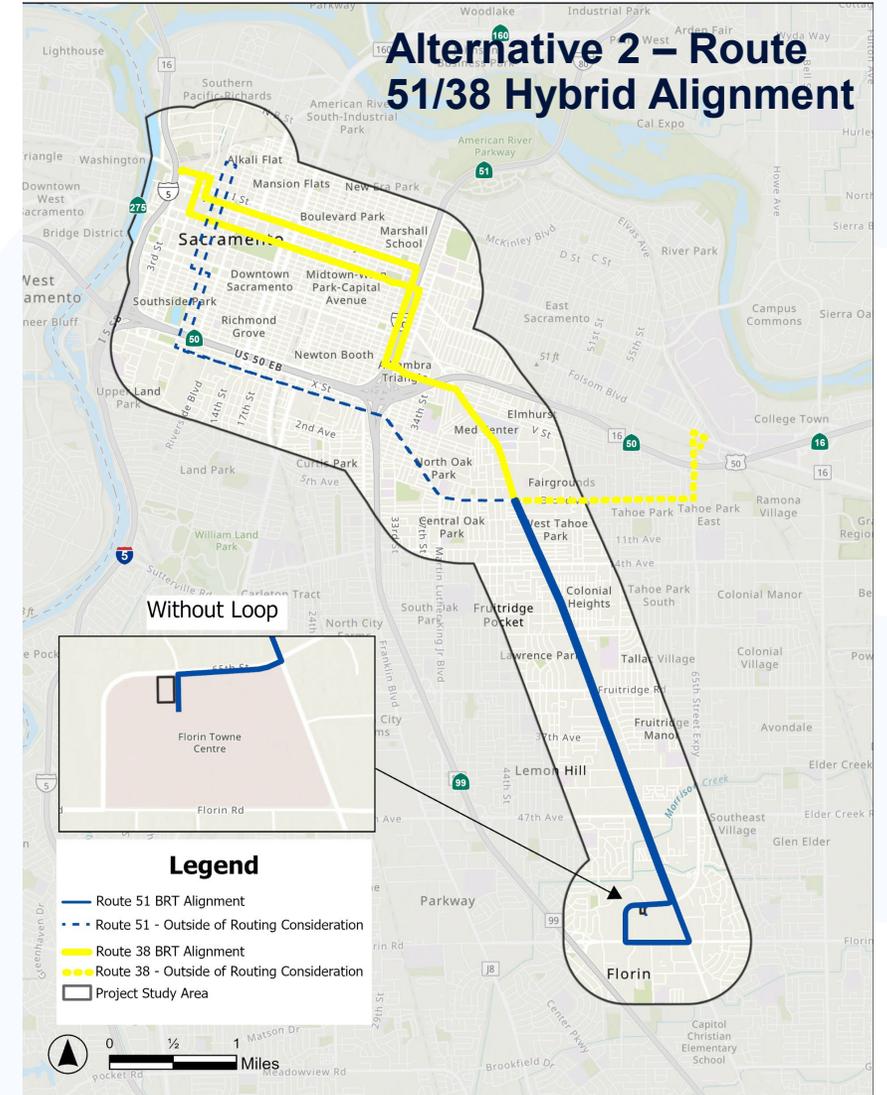
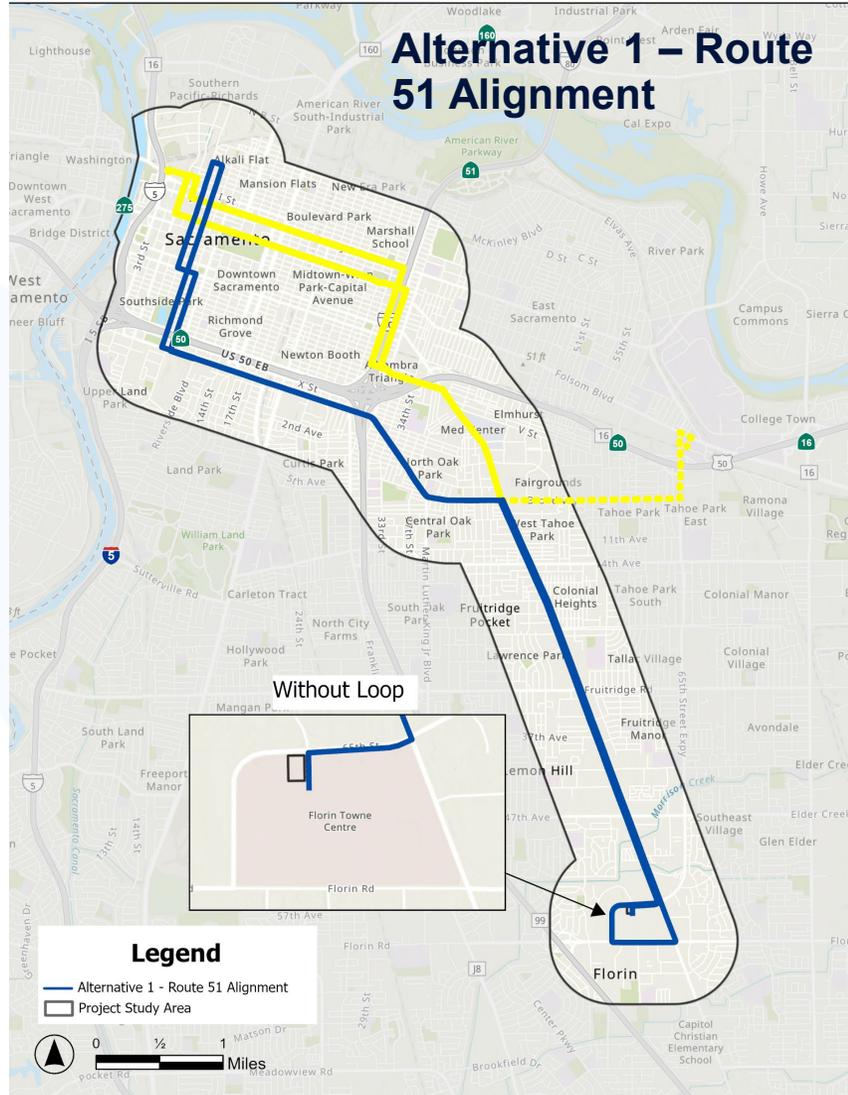
# Bus Rapid Transit (BRT) Definition

- 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

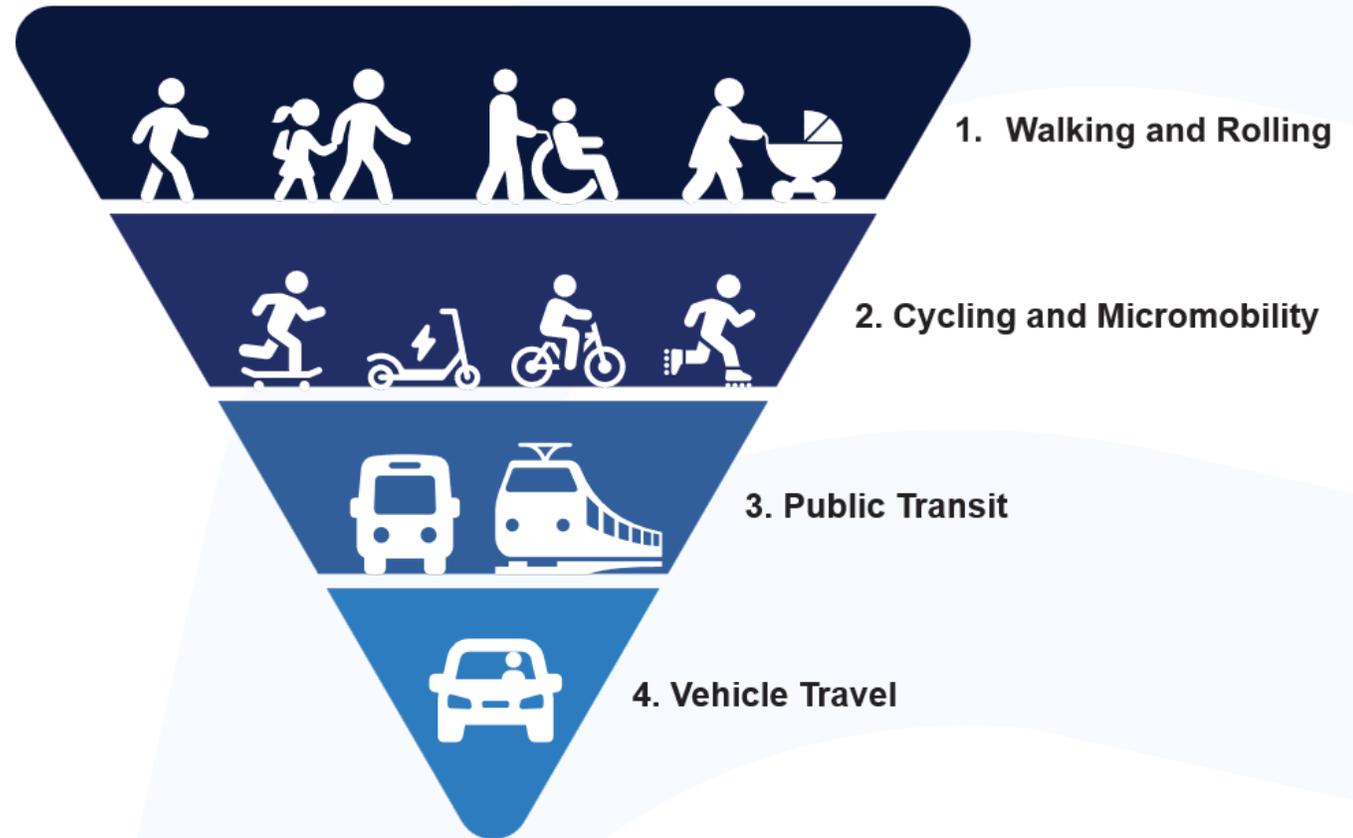
# BRT Route Alternatives



# Complete Streets Definition

- Roads designed to be safe for all users
- 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, improved pedestrian crossings, and dedicated bus lanes

## Travel Mode Hierarchy



# Sample Corridor Segment

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Stockton Blvd from Elder Creek Rd to 20<sup>th</sup> Ave – 1.7 miles

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



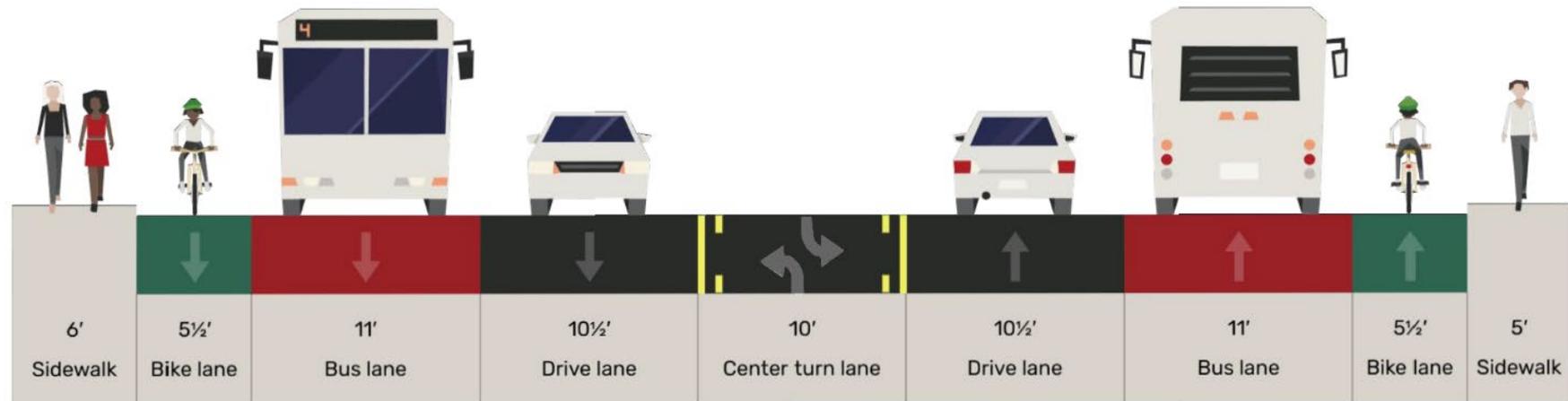
# Stockton Blvd – Elder Creek to 20th Ave (Alt A)

- 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

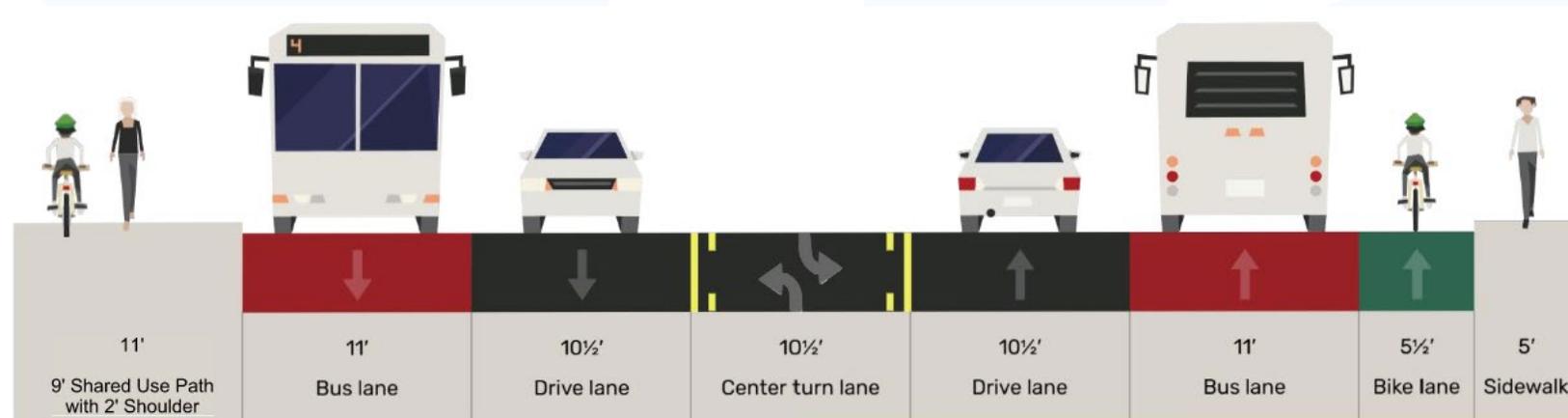
# Stockton Blvd – Elder Creek to 20th Ave (Alt B)

- 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

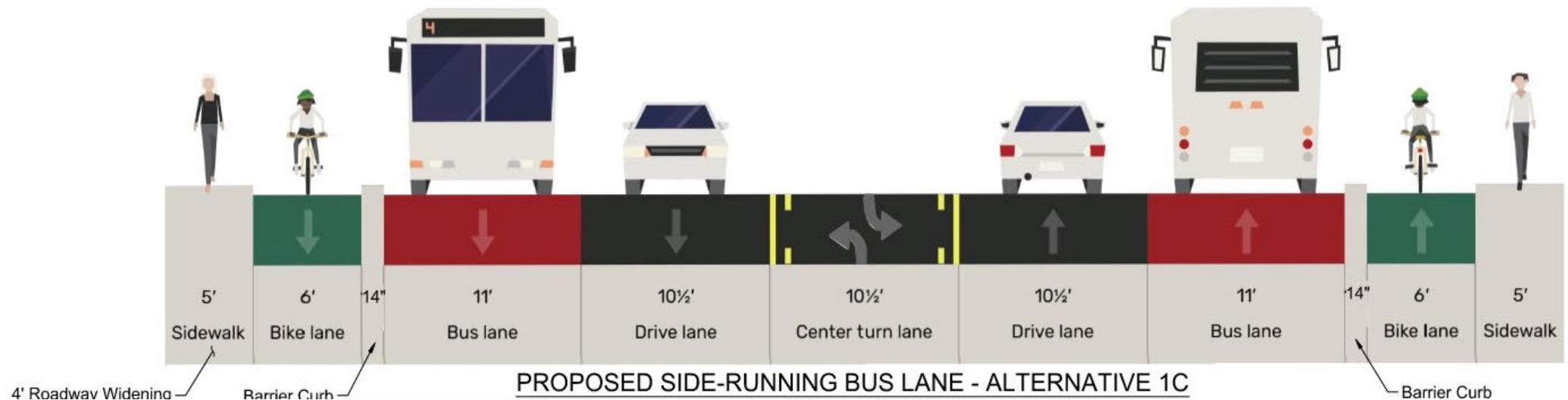
# Stockton Blvd – Elder Creek to 20th Ave (Alt C)

- 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



# Project Status

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# 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

# Contact Information

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