

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

File ID: 2026-00671

3/12/2026

Stockton Boulevard Safety and Transit Enhancement Project (T15245100)

File ID: 2026-00671

Location: Stockton Boulevard, between Alhambra Blvd and Florin Road, and Bus Routes 38 and 51, District 4, 5, and 6

Recommendation: Review and comment.

Contact: Jesse Gothan, Supervising Engineer, (916) 808-6897, jgothan@cityofsacramento.org, Department of Public Works

Presenter: Jesse Gothan, Supervising Engineer, (916) 808-6897, jgothan@cityofsacramento.org, Department of Public Works

Attachments:

- 1-Description/Analysis
- 2-Presentation

Additional Description/Analysis

Issue Detail: The City of Sacramento has taken the lead in a multi-jurisdictional partnership with Sacramento County and the Sacramento Regional Transit District (SacRT) to evaluate multimodal and safety improvements along Stockton Boulevard, including bus lanes and other transit enhancements, bicycle facilities, and pedestrian upgrades. This project has two primary goals, to create a safer, multimodal corridor and to increase transit ridership. Stockton Blvd includes two of the top five corridors for traffic fatalities and serious injuries. The Stockton Boulevard Safety and Transit Enhancement Project (STEP) will also include an alternatives analysis for Bus Rapid Transit (BRT) treatments along SacRT's Route 51 or 38 alignments between South Sacramento and the Sacramento Valley Station. The installation of BRT treatments along Stockton Boulevard will provide a direct, convenient, and safe travel route for community residents, while pedestrian and bicycle improvements will provide convenient access for surrounding neighborhoods to the community center, essential resources, and economic centers - both adjacent to this corridor and accessible by public transportation.

Through two rounds of Sacramento Area Council of Government (SACOG) grant funding programs,

the City and its partner agencies have been awarded both Federal and State funds to complete preliminary engineering and environmental clearance.

This phase of the project will develop alternatives sufficient to identify the preferred alternative and provide environmental documentation. Staff is requesting the Active Transportation Commission's feedback and comments on the priorities of the proposed alternatives.

Policy Considerations: The action requested supports the City's General Plan goals of improving the transportation system.

General Plan M 1.1.2, providing multimodal choices

General Plan M 1.2.1, providing multimodal access to activity centers such as commercial corridors, employment centers, and transit stops

General Plan M 1.2.4, improving transit access

General Plan M 1.3.3, increasing transit service

General Plan M 3.1.2, filling gaps in complete streets

General Plan M 4.2.6, providing much needed improvements to the bicycle and pedestrian facilities for continuous mobility and connectivity, while expanding transit access and achieving sustainability through reduced dependence on the private automobile.

Economic Impacts: Not applicable.

Environmental Considerations: Once selected, the project will complete state and federal environmental reviews of the preferred alternatives as part of future actions. Under CEQA general rule 15061(B)(3), CEQA applies only to projects which have the potential for causing a significant effect on the environment. These actions are review and comment and will have no effect on the environment, thus are not subject to CEQA.

Federal funds have been appropriated for the project and is, therefore, subject to National Environmental Policy Act (NEPA) review. The appropriate CEQA and NEPA review will take place as part of project development and approval.

Sustainability: The proposed project supports City Council's sustainability priorities. The transportation sector accounts for 57% of community-wide greenhouse gas emissions, the largest single sector in the community. The City's Climate Action Plan includes several implementation measures to reduce vehicle trips. The project would increase active transportation, reduce vehicular

trips, and help ensure more efficient vehicular flow. These actions will reduce greenhouse gas emissions and help improve local air quality.

Commission/Committee Action: None.

Rationale for Recommendation: The action requested is to update the Commission on the project and share public engagement opportunities with their communities.

Financial Considerations: The funding for the Stockton Boulevard STEP alternatives analysis is fully funded with state and federal grants.

Local Business Enterprise (LBE): Not applicable.



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
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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

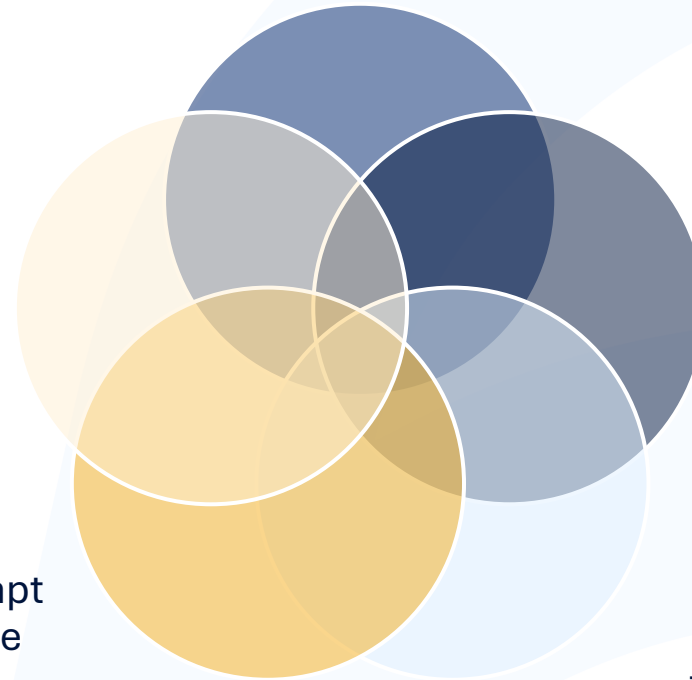
Community |
facilitate access to
opportunities and
foster inclusion

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

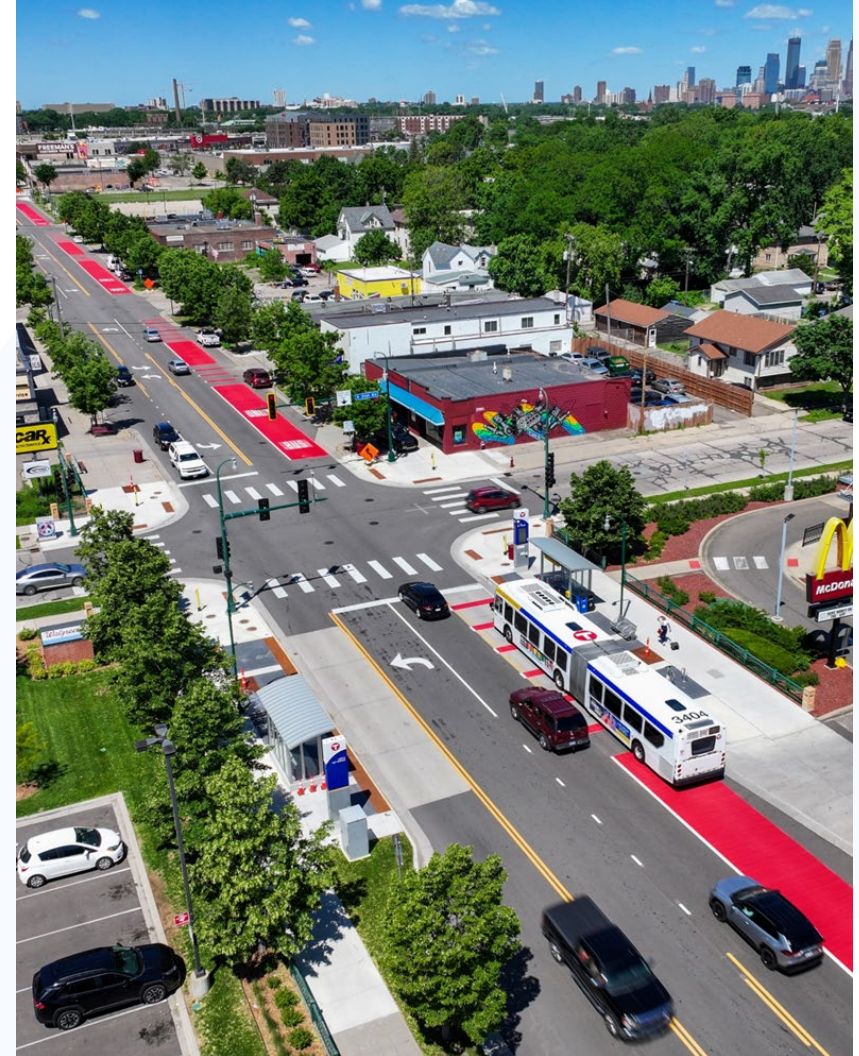


Purpose and Objectives

Purpose	Objective
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.

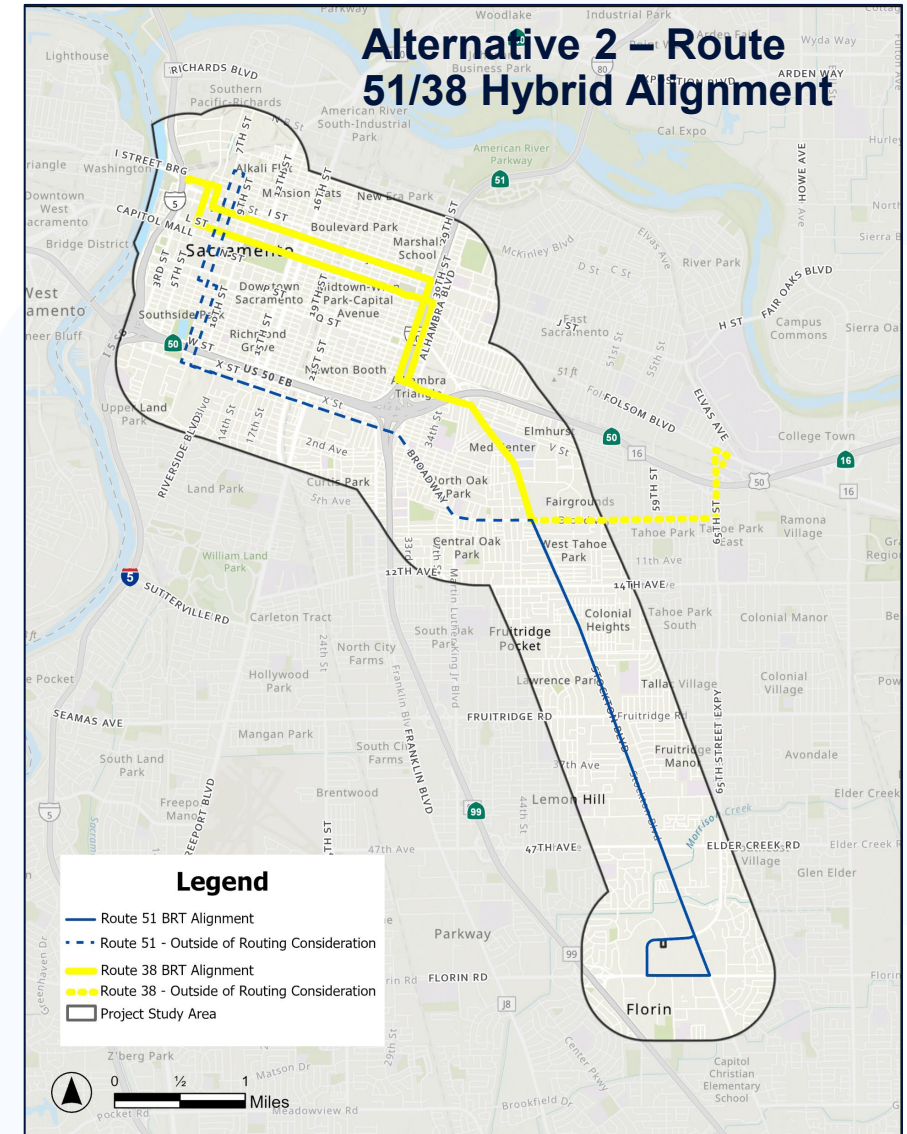
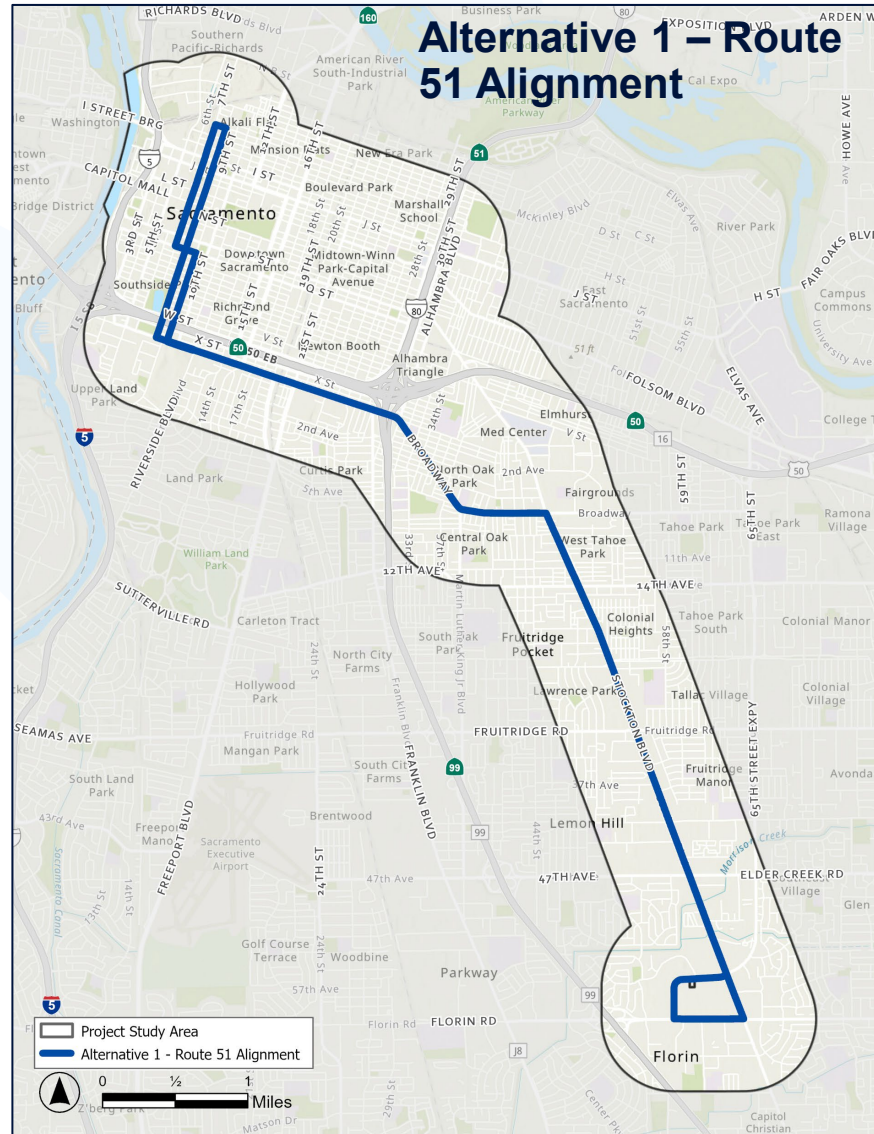
Bus Rapid Transit (BRT) Definition

- 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

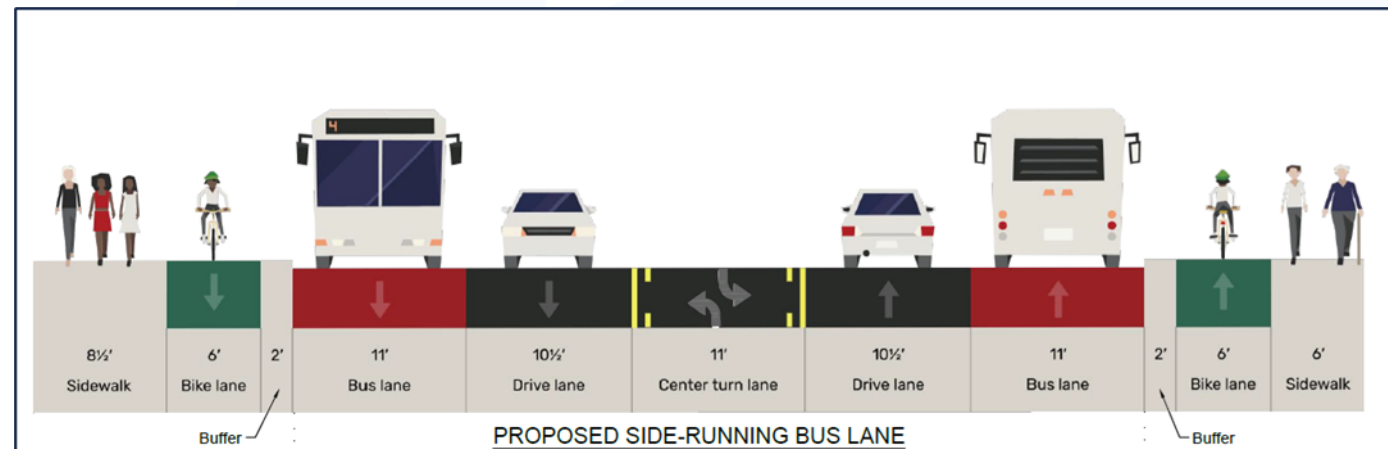


Complete Streets Definition

- 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



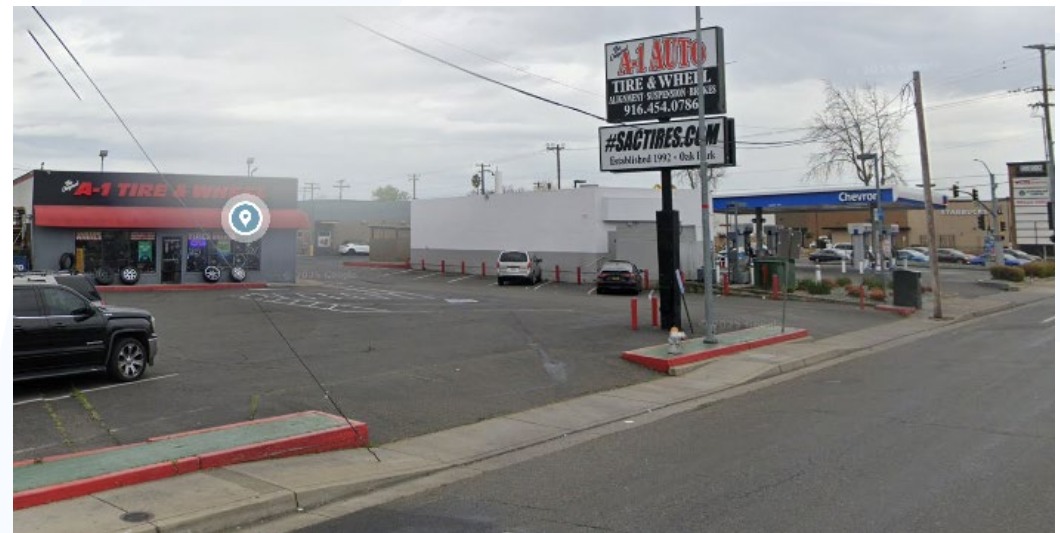
Broadway Complete Streets Project



Sample Corridor Segment

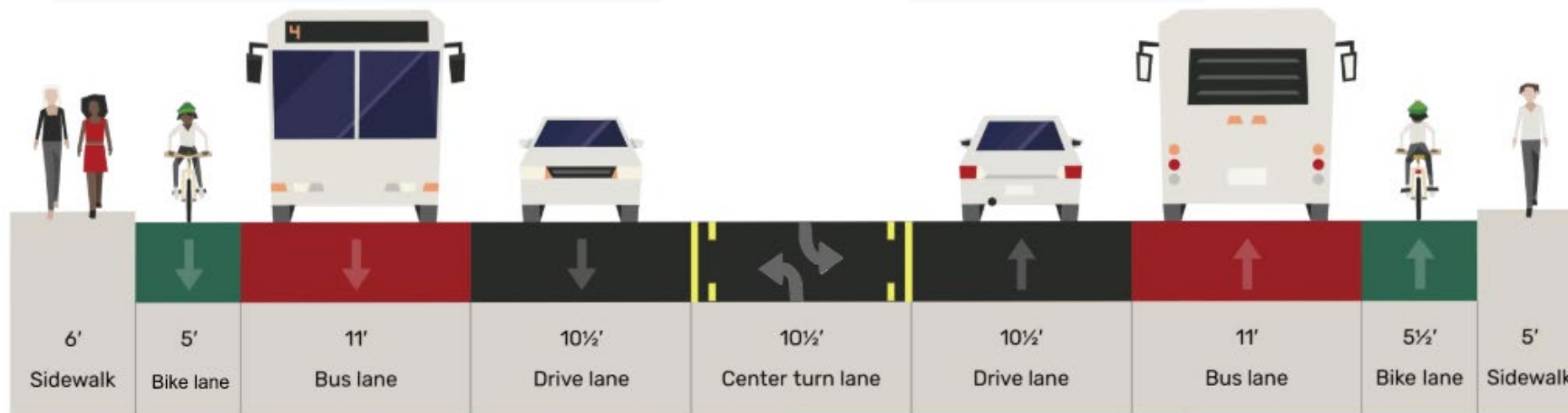
Stockton Blvd from Elder Creek Rd to 20th Ave – 1.7 miles

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

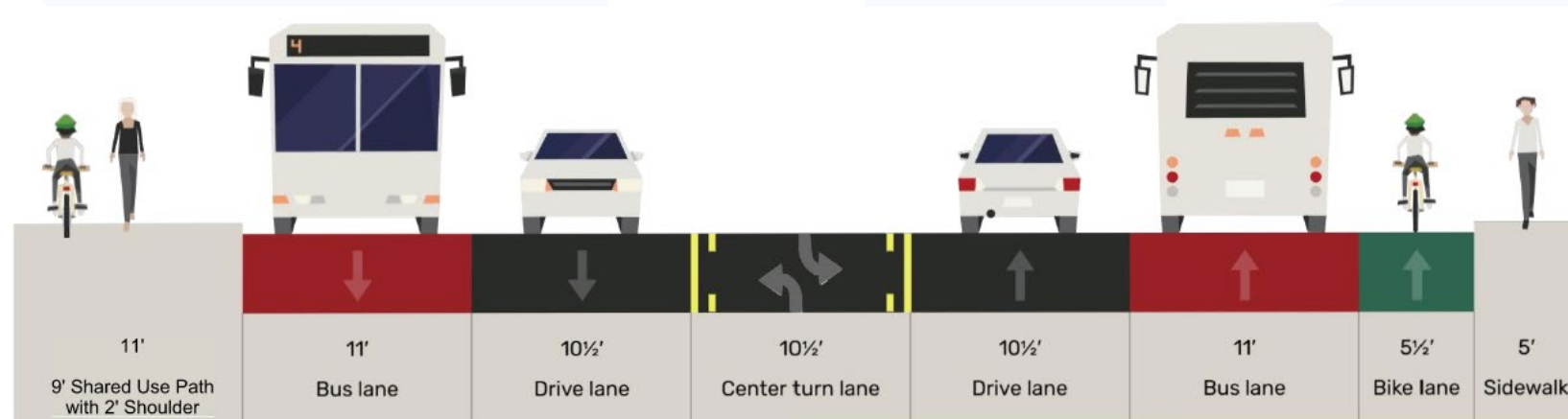
Stockton Blvd – Elder Creek to 20th Ave (Alt B)

- 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

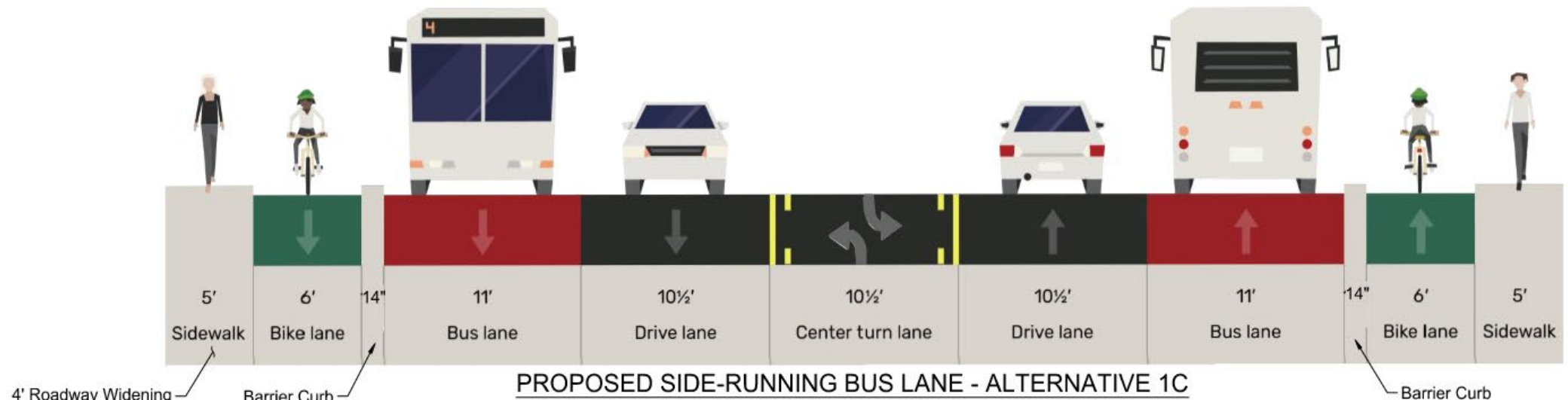
Stockton Blvd – Elder Creek to 20th Ave (Alt C)

- Pros

- Opportunity to reimagine Stockton Blvd and provide separated (buffered) facilities for cyclists and pedestrians

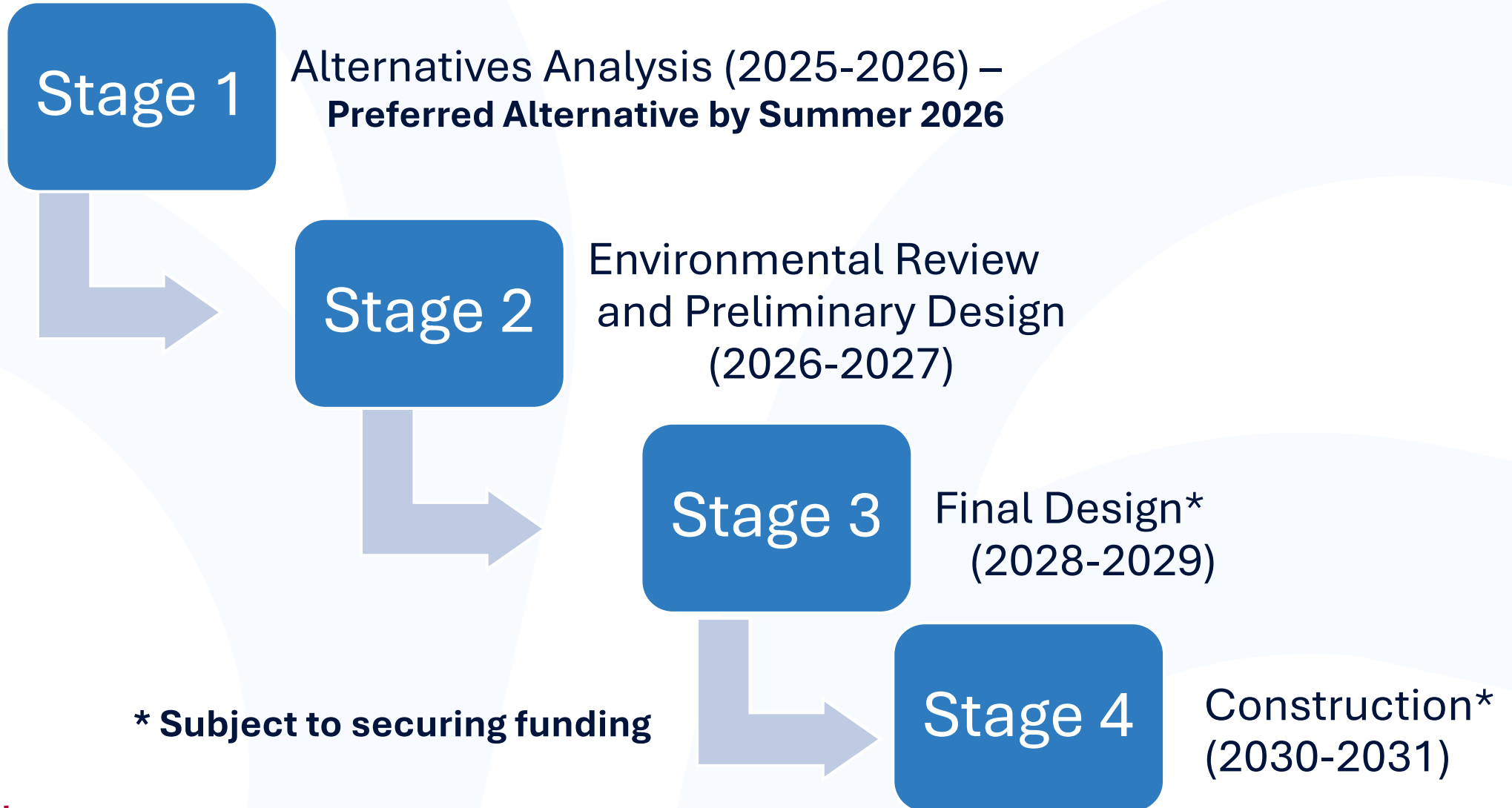
- Tradeoffs

- 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

Project Phases



Contact Information

Jesse Gothan – City of Sacramento Project Manger
JGothan@cityofsacramento.org