

City of Sacramento
Disabilities Advisory Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2026-01430

8/5/2026

T Street Bikeway Gap Closure Project (R15200000)

File ID: 2026-01430

Location: T Street between 34th Street and Stockton Boulevard, Districts 4, 5, and 6

Recommendation: Review and comment.

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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-Presentation

Description/Analysis

Issue Detail: The T Street Bikeway Gap Closure Project implements recommendations identified in the Stockton Boulevard Corridor Plan, which was developed to better understand community transportation needs and identify opportunities to improve safety, connectivity, and mobility for all roadway users. Based on extensive community input, the adopted Plan identified T Street as a priority corridor for pedestrian and multimodal improvements. Following adoption of the Plan, City staff initiated feasibility and preliminary design efforts along T Street from 34th Street to Stockton Boulevard and along 34th Street from Truckee Way to T Street.

T Street is an east-west local roadway that varies between one and two travel lanes in each direction. The corridor serves motorists, bicyclists, pedestrians, and transit users while providing an important connection between Downtown Sacramento and the Tahoe Park neighborhood. It primarily fronts single-family residential properties with limited commercial uses and carries approximately 10,000 vehicles per day. Existing conditions include on-street parking, discontinuous bicycle lanes, and aging roadway infrastructure that limit safety and connectivity for all users.

Project development identified several design constraints along the corridor, including:

- The skewed intersection of Stockton Boulevard and T Street creates visibility challenges for pedestrians and bicyclists due to higher-speed turning movements, truck traffic, and vehicle queuing during peak travel periods.
- Narrow residential streets, constrained sidewalks, and on-street parking limit the available space for expanded pedestrian and bicycle facilities.
- Long crossing distances at Stockton Boulevard reduce pedestrian comfort and increase exposure to traffic.

The T Street Bikeway Gap Closure Project will improve safety, accessibility, and multimodal connectivity through a comprehensive package of roadway, bicycle, and pedestrian improvements. Proposed improvements include new and upgraded ADA-compliant curb ramps, high-visibility crosswalks, bicycle lanes with green conflict markings, updated traffic lane striping, and pavement rehabilitation. At the intersection of T Street and 35th Street, the project will construct curb extensions (bulb-outs), install rectangular rapid flashing beacons (RRFBs), and add a pedestrian refuge island to improve crossing safety. Additional improvements include revised travel lane configurations and traffic signal upgrades at the Stockton Boulevard intersection to enhance traffic operations and safety for all roadway users.

Collectively, these improvements will close a critical gap in Sacramento's bicycle network while enhancing pedestrian safety, improving accessibility, and creating a safer, more connected, and more comfortable corridor for residents, businesses, and visitors.

Policy Considerations: The Project is consistent with the City's 2040 General Plan goals and key policies of promoting safety and enhancing livability, sustainability, and economic vitality. The Project promotes barrier removal (General Plan M-1.16), walking safety (General Plan M-1.19), application of safety (General Plan M-4.1), and bicycle safety (General Plan M-1.18). The Project is consistent with the Mobility Element to create a well-connected transportation network through integration of recreation and community facilities with other public spaces. The Project is a near-term goal for the implementation of pedestrian safety.

The Stockton Boulevard Corridor Plan was adopted by the City Council on September 21, 2021. The Plan is the City's guiding concept plan for a common transportation vision for the Stockton Boulevard corridor from Alhambra Boulevard to 47th Avenue. Project specific efforts related to environmental clearance and final design will be taken to the City Council for approval.

Economic Impacts: Not applicable.

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 project is consistent with sustainability goals of promoting walking and bicycling by developing a universally accessible, safe, convenient, integrated, and well-connected pedestrian system and bicycle network.

Commission/Committee Action: Not applicable.

Rationale for Recommendation: Informational item.

Financial Considerations: This project is included in the Transportation Corridor Program, to receive Road Maintenance and Rehabilitation Account (RMRA) funds. The project currently has \$1.3 million programmed for preliminary engineering, environmental clearance and final design.

Public/Neighborhood Outreach and Comments: In December 2025, the City held an online meeting for the residents on Gerber Avenue and the businesses that would be impacted by the project to discuss the proposed project scope as it affects Gerber Avenue, as well as an in-person Community Open House for the local community members who regularly use T Street for different modes of travel. Overall, the feedback was positive, and attendees were in support of the project.

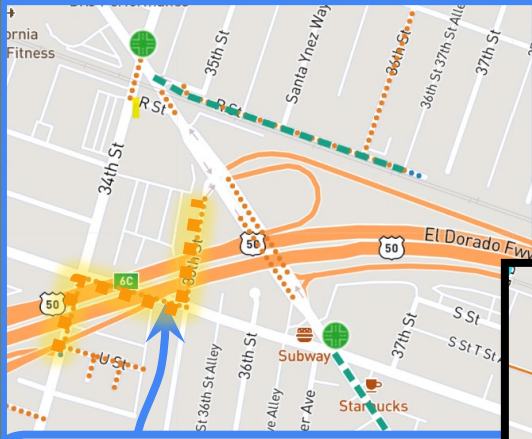
T Street Bikeway Gap Closure Project



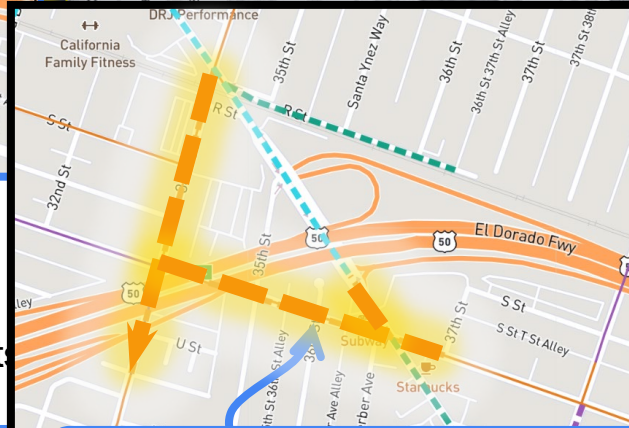
Project Background



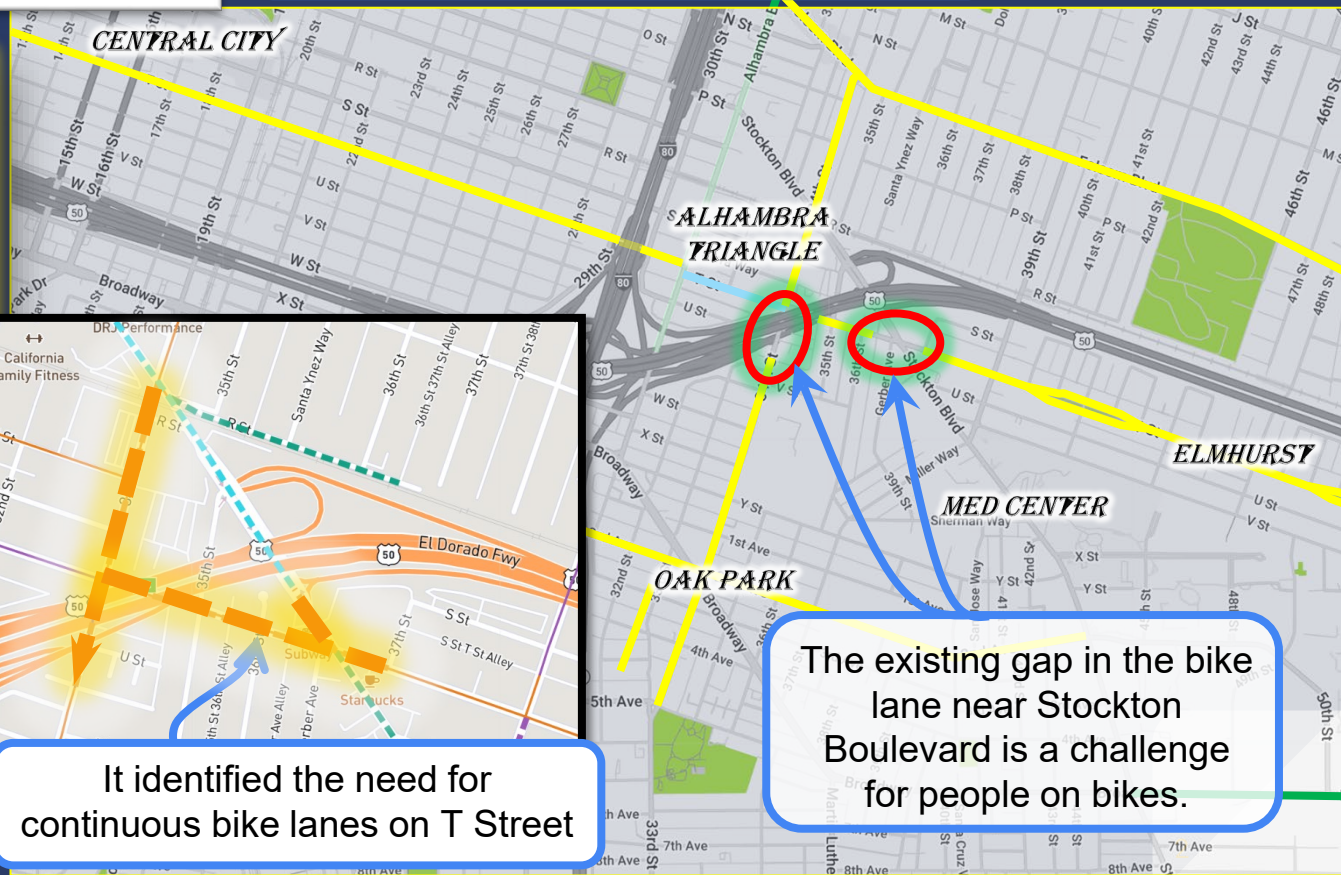
The “**Streets for People**” planning study used public input to identify priorities for safety, bicycle and pedestrian improvements.



It identified the need for pedestrian crossing improvements at 35th 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.

Why T Street



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**
- T Street is on the high injury network

GOAL

- Improve safety, mobility, and better serve the community

T Street Bikeway Gap Closure Project Location



Existing Conditions

- T Street varies from one to two lanes in each direction
- Carries about 10,000 cars a day
- Two signalized intersections at 34th/T Street and Stockton Boulevard/T Street
- Provides vehicular, bicycle and pedestrian movement from Downtown Sacramento to the Tahoe Park area



Existing Conditions

*Intersection of T Street, Stockton
Boulevard and Gerber Avenue*

- Signal phase for Gerber Avenue
- Long crossing distances
- Highway 50 ramps & queuing
- 15,800 ADT
- Designated City truck route



Existing Conditions

T Street and 34th Street

- Curb Ramps
- Crosswalks
- Bike Lanes

Community Feedback

- Pedestrian and Bicyclist
Visibility

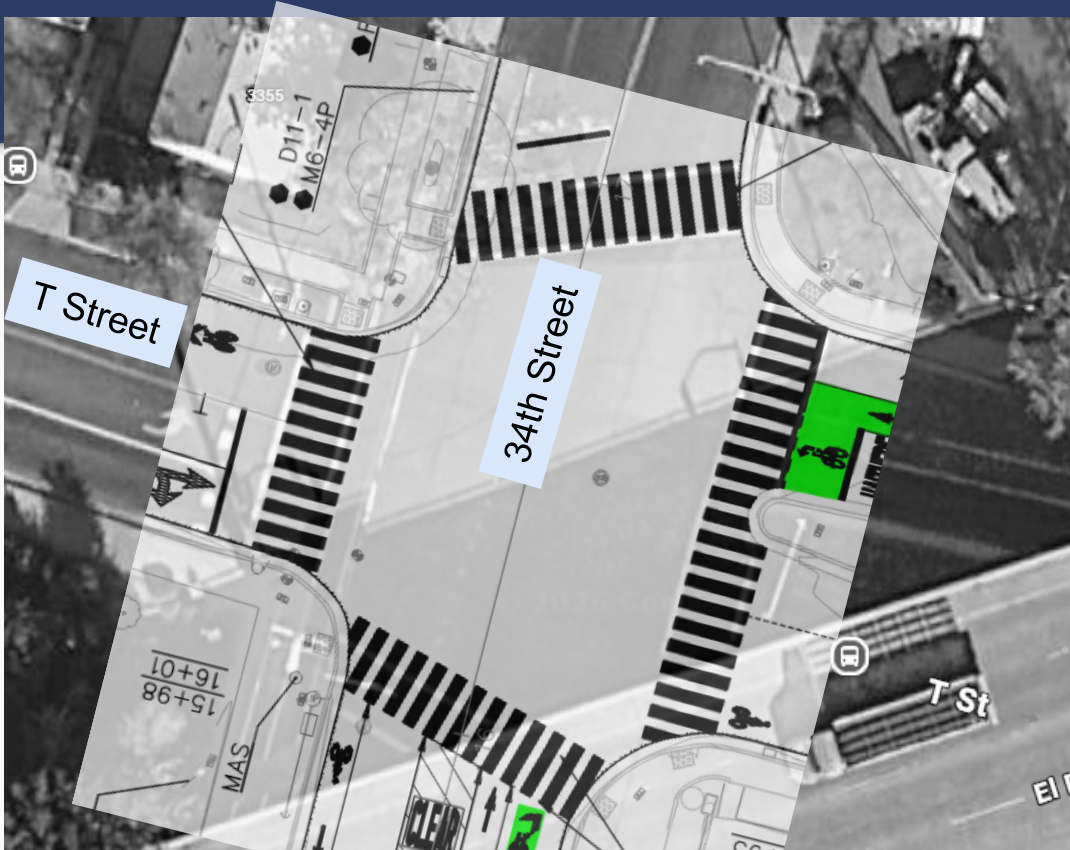


Intersection of 34th Street and T Street



Proposed Improvements

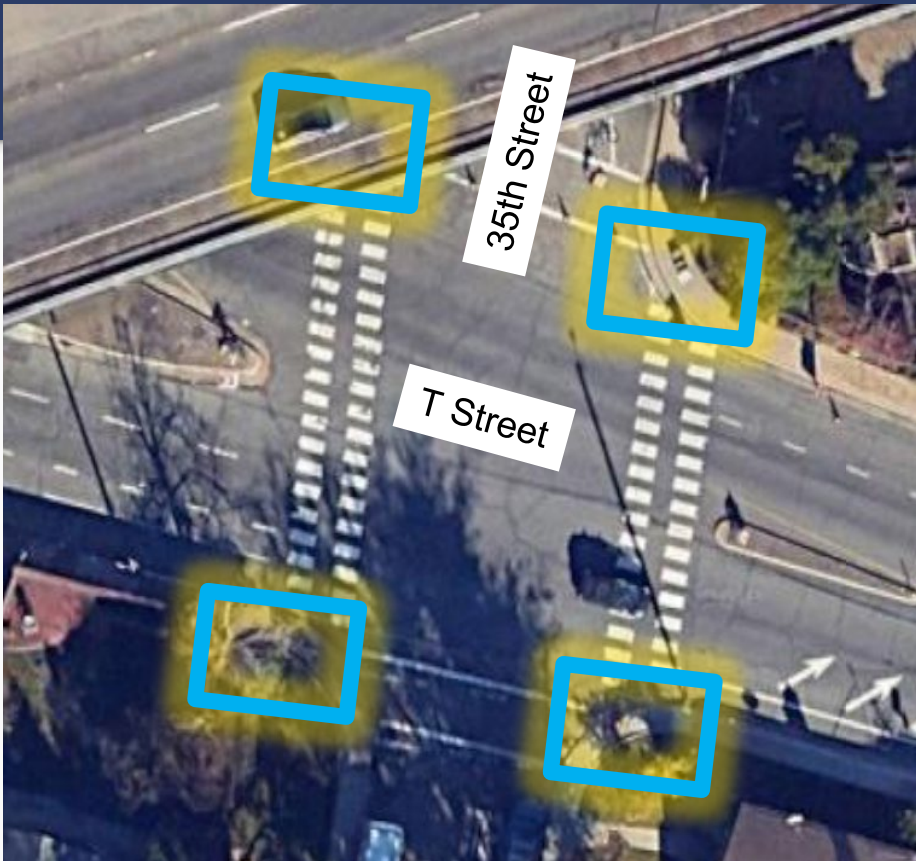
Intersection of 34th Street and T Street



- New crosswalks
- Green Visibility Markings
- Traffic signal upgrades

Proposed Improvements

Intersection of 35th Street and T Street



- Pedestrian Ramps and Bulb Outs

Proposed Improvements

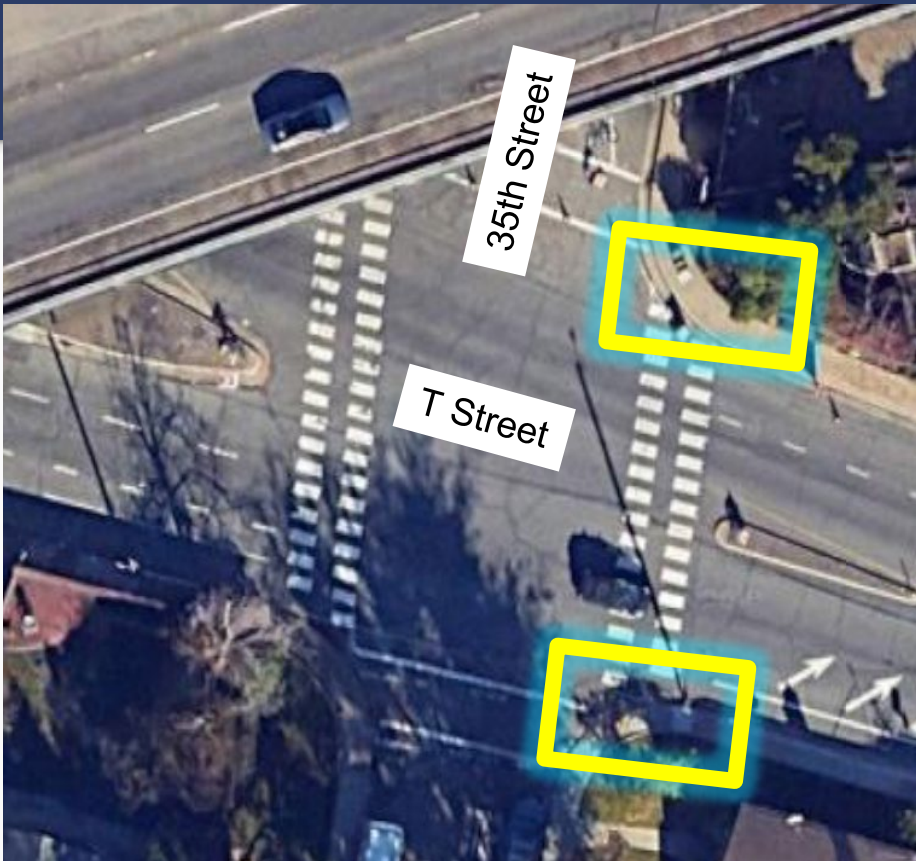
Intersection of 35th Street and T Street



- Pedestrian Ramps and Bulb Outs
- Crosswalk removal

Proposed Improvements

Intersection of 35th Street and T Street



- Pedestrian Ramps and Bulb Outs
- Crosswalk removal
- Rectangular rapid flashing beacon

Proposed Improvements

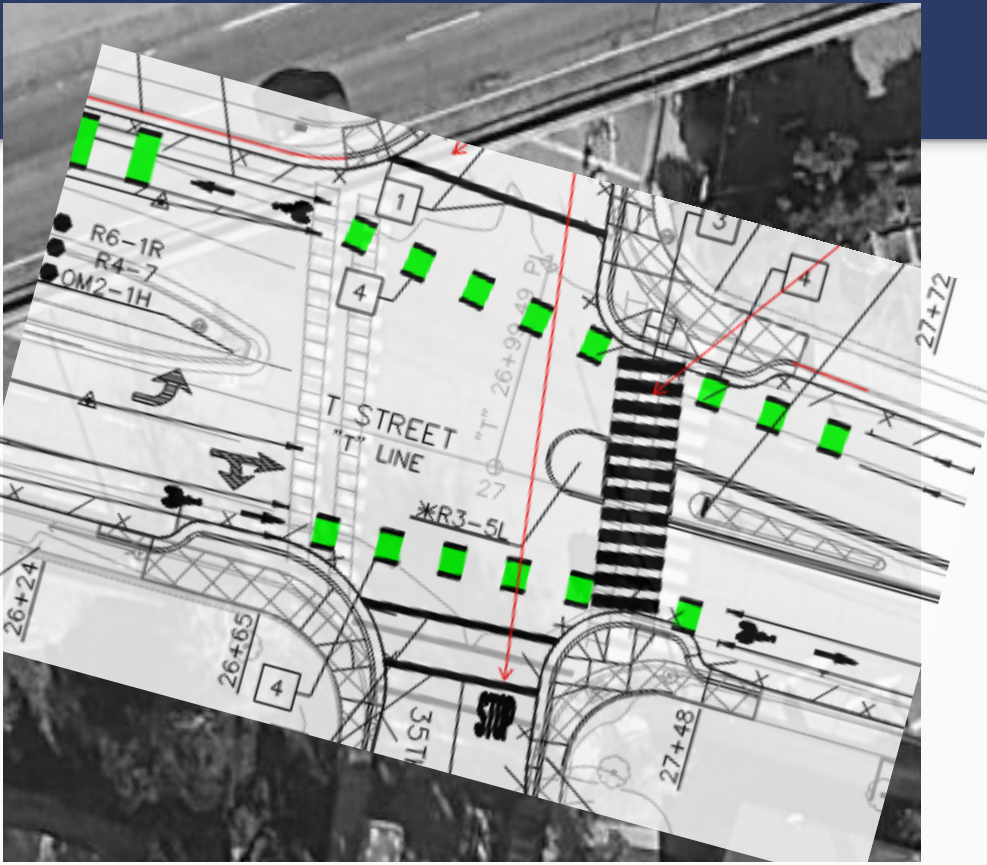
Intersection of 35th Street and T Street



- Pedestrian Ramps and Bulb Outs
- Crosswalk removal
- Rectangular rapid flashing beacon
- Pedestrian refuge island

Proposed Improvements

Intersection of 35th Street and T Street



- Eastbound traffic reduced to single lane across intersection with dedicated left turn lane onto 35th Street.
- APS with on RRFB

Proposed Improvements

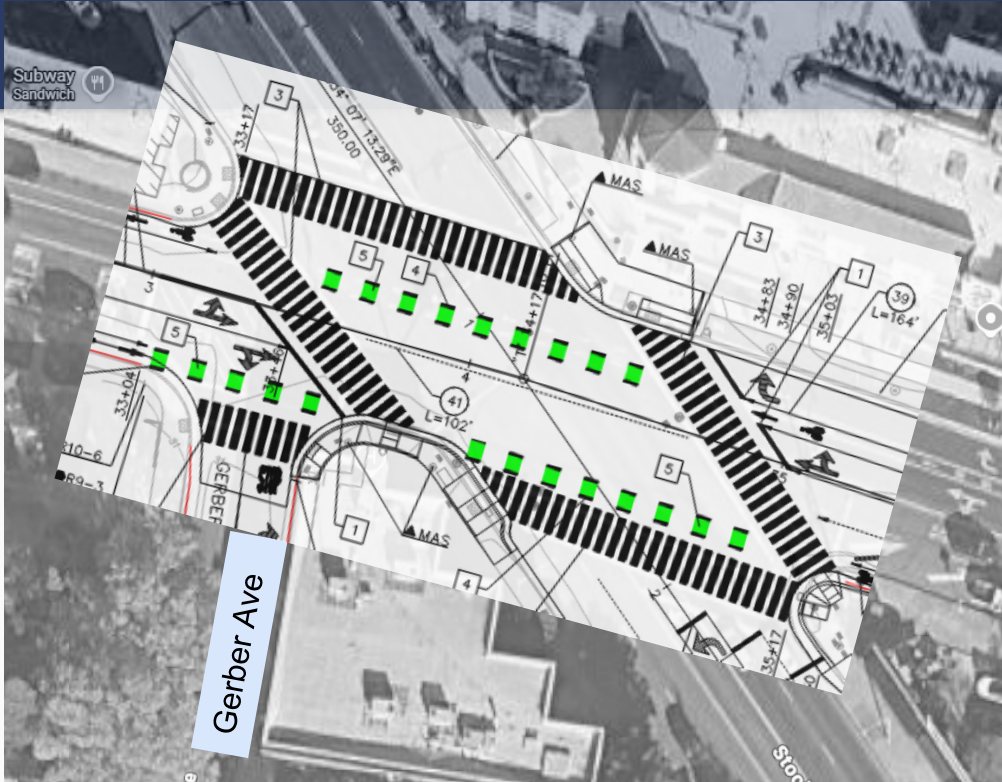
Intersection of T Street and Stockton Boulevard



- Restriped crosswalks
- Improved street lighting
- Traffic signal upgrades
- Removal of KEEP CLEAR area and signal phase at Gerber Avenue
- Right In/Right Out for Gerber Avenue

Proposed Improvements

Intersection of T Street and Stockton Boulevard



- Restriped crosswalks
- Improved street lighting
- Traffic signal upgrades
- Removal of KEEP CLEAR area and signal phase at Gerber Avenue
- Right In/Right Out for Gerber Avenue

Additional Proposed Improvements

Intersection of T Street and Stockton Boulevard

- Class II Bike Lanes
- Standard-width travel lanes
- Pavement rehabilitation
- RT bus stop relocation



T Street: West of the Intersection with Gerber Ave

Project Schedule and Budget

Details	T Street Bikeway Gap Closure
Final Design	Winter 2027
Construction Contract Award	Spring 2028
Begin Construction	Summer 2028
Construction Budget	\$4.6 Million**

Questions?

Please email me at:
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