

# FREQUENTLY ASKED QUESTIONS

## STOCKTON BLVD CORRIDOR PLAN

### Q Does this support SacRT’s plans of Bus Rapid Transit on Stockton Blvd?

The City’s project team worked closely with SacRT (Sacramento Regional Transit) staff throughout the effort. Route 51 is the predominant route on Stockton Blvd runs bus service approximately every 15-minutes. [A study produced by SacRT in August 2020](#) shows the greatest transit need lies in improved pedestrian crossings to access bus stops along with enhanced bus stop amenities including bus shelters, seating, and lighting – all of which are captured in this Plan. The shared bus/bike lane recommended in this plan provide a chance for both the City of Sacramento and Regional Transit to see how ridership responds to faster transit times with dedicated transit lanes.

### Q How will the proposed changes impact driver travel times on Stockton Blvd?

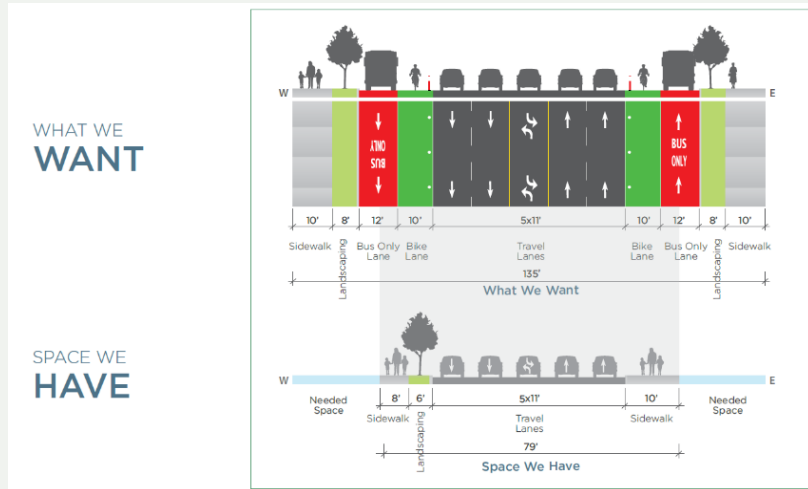
Traffic modeling was used to understand how long it will take to drive the whole corridor compared to today. The design has minimal impacts on travel time – a typical trip in a car will take less than 2 minutes longer.

Direction	Existing (min)	Future (min)	Difference (min)	% Change (min)
Northbound	17	18.75	1.75	10%
Southbound	15	16.41	1.41	9%

### Q Why does the plan not include separated bikeways that are suitable for people of all ages and abilities?

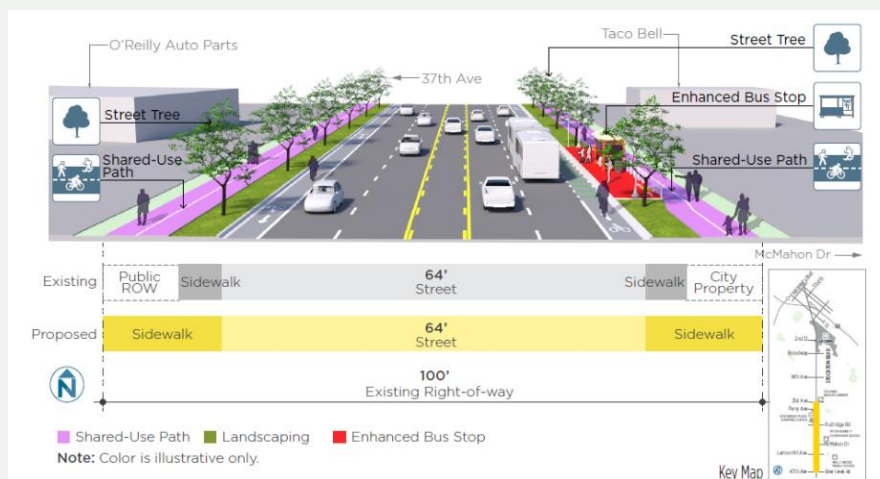
Stockton Blvd has so many demands on this corridor – transit, walking, bicycling, freight, emergency vehicles, and private automobiles. There is not enough space to construct all these desires, and the City does not view widening Stockton Blvd as a viable option. The challenging task in the design was to make difficult tradeoffs to best meet project goals within the existing roadway space.

The plan proposes providing more enhanced bikeways in each segment of the corridor than what exists today. The context of Stockton Blvd changes over the 4-miles of study area from urban, to medical campus, to suburban. The proposed bikeway type also changes with the context.



### Why does the Plan not include widened sidewalks?

Pedestrian accommodations are enhanced throughout the corridor, including widened shared-use paths. The enhancements include more streets trees, pedestrian-scale lighting, more pedestrian crossings, and wider shared-use paths. Greater than 2 miles of the 4-mile corridor will have a shared-use path added where it's wide enough for bikes and pedestrians to share.



## Q What are the costs to implement the Plan and when will construction begin?

A project of this size and undertaking is a large investment and will likely be constructed in phases. The total corridor cost is estimated at \$80.3 million (2021 dollars). With the conclusion of this Planning phase, the City of Sacramento will seek funding for Preliminary Design and Environmental Clearance which is estimated to cost \$1 million. Final Design Documentation follows which prepares for Construction. Construction will happen in phases as opportunity and grant funding become available. It could be 7-15 years before construction happens on the first phases. (See page 44 of the Plan for more details.)

