



Stockton Blvd Safety and Transit Enhancement Project (STEP)

Phase 1 Community Engagement Summary

Introduction

Between September 2025 and June 2026, the Stockton Boulevard STEP project team conducted a multi-faceted community engagement effort to inform Phase 1: Alternatives Analysis and the eventual selection of a Locally Preferred Alternative. Engagement activities included three External Advisory Committee (EAC) meetings, an in-person community workshop, a pop-up event at Earth Day, and an online community survey. This memo summarizes the format, participation, and key input gathered through each activity, along with the cross-cutting themes that have emerged to inform Phase 2. The table below outlines the timing and reach of each activity.

Activity	Date	Participation	Focus
EAC Meeting #1	9/24/2025	EAC members	Introduce project vision and goals
EAC Meeting #2	2/19/2026	EAC members	Refined alignment and design alternatives
SacRT Pop-Up	4/05/2026	SacRT riders/public	Broaden awareness promote project
Earth Day Pop-Up	4/11/2026	General public	Broaden awareness; promote project
Community Workshop	4/15/2026	47 attendees	19-station open house; corridor priorities
Online Survey	Through 4/30/2026	220 responses	Travel behavior, safety, and priorities
EAC Meeting #3	6/15/2026	EAC members	Recommended alternative and remaining BRT options

External Advisory Committee (EAC) Meetings

The EAC is composed of agency partners, business associations, advocacy groups, and community representatives who review project information before it is shared with the public and help shape community priorities. The committee met three times during Phase 1.

EAC Meeting #1 – September 24, 2025 (Colonial Theatre)

The inaugural EAC meeting introduced the project vision and gathered early feedback on community priorities. City and consultant staff presented the corridor's history, the Complete Streets framework, and an overview of Bus Rapid Transit (BRT). Members emphasized that the project should extend beyond transit improvements to address housing, safety, and community livability, and called for improved lighting and stronger crossing infrastructure. Members also raised early questions about how BRT would integrate



Kimley-Horn team members presenting to the EAC Committee



with existing Route 51 service and supported a phased, quick-build approach to accelerate near-term safety improvements.

EAC Meeting #2 – February 19, 2026 (Southgate Library)

The second meeting presented refined alignment and multimodal design alternatives, including the Route 51 and Route 51/38 Hybrid BRT options, and design concepts for several corridor segments. Members voiced strong support for physically protected bicycle facilities, pedestrian safety, and sidewalk connectivity, and discussed trade-offs between stop spacing, travel time, and accessibility. Additional discussion covered fare integration, emergency vehicle access, tree preservation, and interest in piloting improvements such as transit signal priority ahead of full build-out.

EAC Meeting #3 – June 15, 2026 (Stockton Blvd Partnership)

The third meeting reviewed the recommended Complete Streets alternative and the two remaining BRT alignment alternatives ahead of bringing a recommendation to boards and authorities. Members reaffirmed strong support for Class IV protected, street-level bike lanes and discussed narrowing vehicle-side buffers to widen bike lanes, along with curb design and tree-canopy replacement. No consensus was reached on the BRT alignment: the Route 51 alignment offers stronger existing ridership and lower cost, while the Route 51/38 Hybrid offers greater dedicated-lane potential and access to Aggie Square and UC Davis Health at an estimated \$2.7 million per year in additional operating cost. A preferred BRT alternative is expected by late summer 2026.

Community Workshop

On April 15, 2026, the project team hosted an in-person community workshop at the Oak Park Community Center, attended by 47 community members. Interpretation services were provided in Spanish, Vietnamese, and Cantonese. The event opened with remarks from Councilmembers Eric Guerra and Caity Maple, followed by a brief presentation and a 19-station open house covering project background and purpose, existing conditions (demographics, employment, and safety data), BRT and Complete Streets concepts, segment-specific design alternatives from Florin Road to Alhambra Boulevard, and an open-ended feedback station.



Jesse Gothan, Supervising Engineer, introducing Council Member Eric Guerra and Councilmember Caity Maple

Activity board results reflected the following priorities: safer streets for walking and biking and faster, more reliable transit tied as the top-ranked improvements (16 votes each), followed by streetscape enhancements such as trees, lighting, and cleanliness (13 votes). At the BRT preference station, existing transit riders favored the Route 51 alignment over the Hybrid option, while participants who do not currently ride transit were evenly split. Written and station-level comments repeatedly called for tree preservation and additional shade, protected bike lanes, improved



bus shelters, and safer crossings, particularly at Stockton/Broadway and Stockton/T Street, along with questions about cost, fare structure, and timeline.

Pop-Up Events

In early April, the AIM Consulting team conducted outreach at two pop-up events (1) at the SacRT (Blue Line) light rail station on Broadway, and (2) at an Earth Day event at McClatchy Park, engaging attendees and volunteers through informal, one-on-one conversations at a pop-up table and through volunteering alongside community members. The team shared project information, described corridor goals, and directed attendees to the project website and upcoming engagement opportunities, while promoting participation in the April 15 community workshop and the online survey.

Community members expressed general interest in improvements along Stockton Boulevard, particularly traffic safety and speeding, pedestrian and bicycle accessibility, and transit reliability and frequency. Attendees were receptive to learning about the project and appreciated the opportunity to share input outside a formal workshop setting. The event reinforced pop-up outreach as an effective way to expand engagement beyond traditional meetings and gather candid feedback from a broad, diverse audience.

Survey Results

An online community survey was open through the end of April 2026 and collected 220 responses from corridor users across travel modes, age groups, and ZIP codes. The survey was promoted through the community workshop, an email campaign reaching over 5,000 subscribers, social media, and flyer distribution. Four themes emerged from the results:

- **Widespread safety concerns, especially for pedestrians and cyclists.** 51.4% of respondents feel somewhat or very unsafe traveling the corridor today, versus 23.8% who feel safe. Speeding vehicles (69.5%) and conflicts between cars, bikes, and pedestrians (64.5%) were the top-cited concerns.
- **Strong, underserved demand for walking and biking.** While 84% of respondents drive along the corridor, more than one in four also walk or bike. Protected bike lanes were the single most-requested improvement (78.2%), and 80.3% listed safer streets for walking and biking as a top overall priority.
- **Shade, trees, and streetscape quality are closely tied to comfort.** More shade/trees ranked second among walking and biking improvements (62.8%), and streetscape improvements ranked second overall among top priorities (63.7%).
- **Moderate-to-strong support for BRT, centered on reliability and access.** 53.5% of respondents said they would be likely to use a faster transit option. Top transit requests were improved bus stops with shade and seating (59.9%), better light rail connections (50%), and more frequent service (50%).



Stockton STEP Survey Takeaway Card



Respondents were concentrated in ZIP codes along the corridor (95820, 95817, 95818, 95816) and spanned all adult age groups, including a meaningful share (19.7%) aged 65 or older.

Cross-Cutting Themes

The EAC meetings, workshops, pop-up events, and survey point to a consistent set of community priorities that will inform Phase 2:

- Strong, consistent support for physically protected street-level bicycle facilities.
- Pedestrian and cyclist safety — particularly speeding and unsafe crossings — as the top overall concern.
- High value placed on shade, tree canopy, and streetscape quality, with clear tension between infrastructure needs and tree preservation.
- Interest in transit reliability, frequency, and comfortable stops, with no clear consensus yet on the Route 51 vs. Route 51/38 Hybrid BRT alignment.
- Interest in phased or pilot improvements to deliver near-term safety benefits ahead of full build-out.

Next Steps

The project team intends to identify a preferred BRT alignment by late summer 2026 (August/September), building on the input summarized above. The Complete Streets recommendation for Class IV, street-level bike lanes is largely settled, pending continued refinement of lane and buffer widths. Once a preferred alternative is identified, the project will move to boards and authorities for adoption and advance into environmental review and preliminary design in late 2026, continuing through 2027. Community engagement, including continued coordination with the EAC, will remain a core component of the next project phase.

