



Regular Meeting Agenda

Thursday, June 18, 2026

5:30 PM

City Hall Complex, 915 I Street, Sacramento, CA 95814

Active Transportation Commission

*Isaac Gonzalez, Jr., Chair
Dr. Donald Gibson, Vice Chair
Dania Ahmed Amin
Dr. Debra Banks
Melissa Harris
Arlete Hodel*

*Jim Houpt
David Moore
Justine Recio-Patel
Daniel Rubinstein
Tong Thao
Emel Wadhwani*

Open Session

Roll Call

Land Acknowledgement

Pledge of Allegiance

Consent Calendar

All items listed under the Consent Calendar are considered and acted upon by one Motion.

1. **Approval of Active Transportation Commission Meeting Minutes**

File ID: 2026-01142

Location: Citywide

Recommendation: Pass a **Motion** approving the Active Transportation Commission Meeting DRAFT Minutes dated May 21, 2026.

Contact: Andrea Cunningham, Deputy City Clerk, (916) 808-5754, amcunningham@cityofsacramento.org; Mindy Cuppy, City Clerk, (916) 808-5441, mcuppy@cityofsacramento.org; Office of the City Clerk

Attachments: [2026-01142 STAFF REPORT](#)

2. **Active Transportation Commission Log**

File ID: 2026-01197

Location: Citywide

Recommendation: Pass a **Motion** adopting the Active Transportation Commission Log.

Contact: Liza Welsh, Associate Planner, (916) 808-5347, lwelsh@cityofsacramento.org, Department of Public Works

Attachments: [2026-01197 STAFF REPORT](#)

Discussion Calendar

3. **Arden Way-Auburn Blvd Mobility Plan - Phase 2**

File ID: 2026-01161

Location: Arden Way (from Del Paso Boulevard to Ethan Way) and Auburn Boulevard / Harvard Street (from Marconi Circle to Arden Way), District 2

Recommendation: Review and comment.

Contact: Nicole Zhi Ling Porter, Senior Planner, (916) 808-8519, nporter@cityofsacramento.org; Liza Welsh, Associate Planner, (916) 808-5347, lwelsh@cityofsacramento.org; Department of Public Works; Jennifer Donlon Wyant, Division Manager, (916)-808-5913, jdonlonwyant@cityofsacramento.org; Department of Public Works

Attachments: [2026-01161 STAFF REPORT](#)

4. Fruitridge Safety and Mobility Plan: Proposed Alternatives

File ID: 2026-01198

Location: Districts 5,6, and 7**Recommendation:** Review and comment.**Contact:** Virginia Morgan, Associate Planner, (916) 808-8520, vmorgan@cityofsacramento.org; Jennifer Donlon Wyant, Mobility and Sustainability Division Manager, (916) 808-5913, jdonlonWyant@cityofsacramento.org; Department of Public Works**Attachments:** [2026-01198 STAFF REPORT](#)**5. Vision Zero Action Plan Update Draft Plan**

File ID: 2026-01190

Location: Citywide**Recommendation:** Review and comment.**Contact:** Charisse Padilla, Associate Planner, (916) 808-6788, cpadilla@cityofsacramento.org; Jennifer Donlon Wyant, Mobility and Sustainability Division Manager, (916) 808-5913, jdonlonwyant@cityofsacramento.org; Department of Public Works**Attachments:** [2026-01190 STAFF REPORT](#)**Commission Staff Report****Commissioner Comments-Ideas and Questions****Public Comments-Matters Not on the Agenda****Adjournment**

Where to Find the Agenda and Staff Reports: The agenda provides a general description and staff recommendation; however, legislative bodies may take action other than what is recommended. Full staff reports are available at <https://meetings.cityofsacramento.org>.

Watch the Legislative Body Meeting Online: Live video streams and archives of past meetings are available at <https://meetings.cityofsacramento.org>.

Submit Written Comments Online: Written comments received are distributed to members, filed in the record, and will not be read aloud. Members of the public are encouraged to submit public comments electronically via eComment through the City's Upcoming Meetings website at <https://meetings.cityofsacramento.org>.

Public Comment Speaker Time Limits: In the interest of facilitating the legislative body's conduct of the business of the City, members of the public (speakers) who wish to address the legislative body during the meeting will have two minutes per speaker for Consent Calendar Items, Public Hearing Items, Discussion Calendar Items, and Matters not on the Agenda for a maximum total of eight minutes per speaker per meeting. Each speaker shall limit his/her remarks to the specified time allotment.

Notice to Lobbyists: When addressing the legislative body, you must identify yourself as a lobbyist and announce the client/business/organization you are representing.

Assistance: In compliance with the Americans with Disabilities Act, if you need special assistance, a disability-related modification or accommodation, agenda materials in an alternative format, or auxiliary aids to participate in this meeting, please contact the Office of the City Clerk at 916-808 7200 or clerk@cityofsacramento.org as soon as possible. Providing at least 72 hours' notice will help ensure that reasonable arrangements can be made.

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File ID: 2026-01142

6/18/2026

Approval of Active Transportation Commission Meeting Minutes

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Location: Citywide

Recommendation: Pass a **Motion** approving the Active Transportation Commission Meeting DRAFT Minutes dated May 21, 2026.

Contact: Andrea Cunningham, Deputy City Clerk, (916) 808-5754, amcunningham@cityofsacramento.org; Mindy Cuppy, City Clerk, (916) 808-5441, mcuppy@cityofsacramento.org; Office of the City Clerk

Presenter: None

Attachments:

1-Description/Analysis

2-May 21, 2026, Active Transportation Commission Meeting DRAFT Minutes

Description/Analysis

Issue Detail: It is best practice for the legislative body to approve the minutes for each meeting.

Policy Considerations: Per the City Charter, the City Council shall require the City Clerk to keep a permanent record of its proceedings showing all action considered and taken, motions and records, the text of ordinances and resolutions introduced or adopted and all amendments thereto proposed or adopted, and the vote of each council member regarding any matter before the Council or any committee thereof.

Economic Impacts: None.

Environmental Considerations: None.

Sustainability: Not applicable.

Commission/Committee Action: None.

Rationale for Recommendation: After each board, commission, or committee meeting, the City Clerk composes the DRAFT Minutes for noting the action taken by the legislative body. The DRAFT Minutes are presented to the board, commission, or committee for its approval as a permanent record of the meetings actions.

Financial Considerations: None.

Local Business Enterprise (LBE): Not applicable.



DRAFT Minutes

Thursday, May 21, 2026

5:30 PM

Regular Meeting

City Hall Complex, 915 I Street, Sacramento, CA 95814

Active Transportation Commission

***Isaac Gonzalez, Jr., Chair
Dr. Donald Gibson, Vice Chair
Dania Ahmed Amin
Dr. Debra Banks
Melissa Harris
Arlete Hodel***

***Jim Houpt
David Moore
Justine Recio-Patel
Daniel Rubinstein
Tong Thao
Emel Wadhvani***

Open Session

Regular meeting called to order by Chair Gonzalez at 5:31 p.m. Thursday, May 21, 2026, at the Sacramento City Council Chamber.

Commissioners Present: Debra Banks, Donald Gibson, Melissa Harris, Arlete Hodel, Jim Hought, David Moore, Daniel Rubinstein, Tong Thao (arrived at 5:34 p.m.) Emel Wadhvani, and Chair Isaac Gonzalez.

Commissioners Absent: Dania Ahmed Amin, and Justine Recio-Patel.

Land Acknowledgement – Led by Commissioner Moore.

Pledge of Allegiance – Led by Chair Gonzalez.

Consent Calendar

All items listed under the Consent Calendar are considered and acted upon by one Motion.

Action: Moved/Seconded: Commissioner Houpt / Commissioner Harris.

Yes: Commissioners Debra Banks, Donald Gibson, Melissa Harris, Arlete Hodel, Jim Houpt, David Moore, Daniel Rubinstein, Tong Thao, Emel Wadhvani, and Chair Isaac Gonzalez.

Absent: Commissioners Dania Ahmed Amin, and Justine Recio-Patel

A motion **passed** to adopt the Consent Calendar in one motion except as indicated at each item.

1. **Approval of Active Transportation Commission Meeting Minutes**

File ID: 2026-00056

Location: Citywide

Action: Passed a **Motion** approving the Active Transportation Commission Meeting DRAFT Minutes dated March 12, 2026.

Contact: Jacob Bredberg, Administrative Analyst, (916) 808-6846, jbredberg@cityofsacramento.org; Mindy Cuppy, City Clerk, (916) 808-5441, mcuppy@cityofsacramento.org; Office of the City Clerk

2. **Active Transportation Commission Log**

File ID: 2026-01044

Location: Citywide

Action: Passed a **Motion** adopting the Active Transportation Commission Log.

Contact: Chris Dougherty, Transportation Planning Manager, (916) 808-2669, cdougherty@cityofsacramento.org, Department of Public Works

Discussion Calendar

3. Del Paso Road Bike Lane Enhancement Project (T15180426)

File ID: 2026-01034

Location: District 1

Members of the public provided comments.

Action: Discussed and provided feedback.

Contact: Ricardo Navarro, Assistant Civil Engineer, (916) 642-4854, rnavarro@cityofsacramento.org, Department of Public Works

Commission Staff Report

Christopher Dougherty, Transportation Planning Manager, gave a report.

Commissioner Comments - Ideas and Questions

Commissioners provided comments.

Chair Gonzalez created an Annual Report Ad Hoc Committee and appointed Vice Chair Gibson and Commissioners Banks and Harris.

Public Comments - Matters Not on the Agenda

None.

Adjourned – 6:17 p.m.

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File ID: 2026-01197

6/18/2026

Active Transportation Commission Log

File ID: 2026-01197

Location: Citywide

Recommendation: Pass a **Motion** adopting the Active Transportation Commission Log.

Contact: Liza Welsh, Associate Planner, (916) 808-5347, lwelsh@cityofsacramento.org, Department of Public Works

Presenter: None

Attachments:

1-Description/Analysis

2-ATC Log

Additional Description/Analysis

Issue Detail: The Commission Log serves as a running list of items of interest that the Commission intends to incorporate into future agendas. Commissioners can propose items for inclusion by verbally making the request during “Commission Ideas - Comments and Questions.” When adding an item to the Commission Log, commissioners should provide the following information:

1. Item Title
2. Question to be answered/specific request
3. Commission Duty (which of the 7 identified by City Council)
4. How does it respond to the ATC’s statement on Equity (1 sentence)

The proposed item will be featured in the Commission Log on the Consent Calendar during the subsequent regular meeting, at which the Commission will have the opportunity to approve the addition through a motion.

Should an item necessitate more expediency, a commissioner may take the log off the consent agenda during that item and make it a discussion item. The commissioner may offer an addition for immediate consideration and approval by motion. The motion would need to reflect that it is being approved as revised during the meeting.

Under either scenario, additions to, and approval of, the Commission Log happen during the public meeting in accordance with the Brown Act.

Policy Considerations: Adding items to the Commission Log does not have a policy impact.

Economic Impacts: None.

Environmental Considerations: Under section 15061(b)(3) of the CEQA guidelines, a project is exempt from CEQA if it has no potential for causing a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. These actions will have no direct effect on the environment and are therefore exempt from CEQA review.

Sustainability: Not Applicable.

Commission/Committee Action: Not applicable.

Rationale for Recommendation: To develop the Commission Log into a more effective and efficient tool, ATC Commissioners can present future agenda items with accompanying criteria to be added to the Commission Log through passing a motion.

Financial Considerations: Not applicable.

Local Business Enterprise (LBE): Not applicable.

Background

Statement on Equity

The City of Sacramento's Active Transportation Commission (ATC) acknowledges the challenges the City faces in providing equitable access to safe and adequate modes of active transportation because of prior, historically sanctioned discriminatory policies.

Equity in Active Transportation means that all people can travel safely and easily in Sacramento, regardless of their geographic location, race, socioeconomic or immigration status, personal identity, or mobility needs.

The ATC is working to achieve equitable access for all our residents by seeking out and incorporating feedback from community members, local groups, and stakeholders. We are striving to go beyond performative measures by utilizing and incorporating this feedback into the ATC decision-making process. By keeping equity at the forefront of our goals and objectives, the ATC will continue to improve the quality of life and provide opportunities for better health to all the people of

Sacramento.

Powers and Duties of the Commission

The Active Transportation Commission was created by a City Council ordinance on January 23, 2018. The powers and duties of the commission are as follows:

1. Advise city council on the implementation, criteria, and priority of pedestrian, bicycling, and rolling related policies and projects.
2. Provide input city council on the pursuit of grant funding opportunities.
3. Provide input on program development in walking, bicycle safety, and rolling education, law enforcement, and other areas pertinent to walking, bicycling, and rolling in the city.
4. Review and discuss current walking, bicycling, and rolling issues and advise city council.
5. Advise city council on the need for periodic updates of the pedestrian master plan and bikeway master plan.
6. Provide for public participation and involvement regarding the implementation of walking, bicycling, and rolling projects and programs, and other active transportation matters.
7. Annually, report to and make recommendations to the city council regarding the status of walking, bicycling, and rolling in the city and activities of the commission

Active Transportation Log

Item Title	Question to be answered/ Specific request	Commission Duty	Equity	Date Added	Status
Implementation of the Statement on Equity Moore	What priority actions and next steps should the commission take to implement our adopted equity statement? How will the commission operationalize the statement of equity through actions and analysis of agenda items? Through this agenda item, commissioners can discuss an action plan and next steps for the commission.	All	This item can help ensure that the statement of equity is infused and present within all agenda items.	1/20/2022	Presentation to be determined by Commission.
Annual Update on Vision Zero Action Plan Actions and Related Efforts Harris	The Vision Zero Action Plan has over 40 required actions for the City. What adopted Vision Zero Actions has the City accomplished in the past year? What related safety efforts have been completed?	1. Advise staff and the council on the implementation, criteria, and priority of pedestrian and bicycling related policies and projects.	The Vision Zero Top High Injury Network, severe injuries, and traffic fatalities are overwhelmingly located in under resourced communities.	3/17/2022	TBD
Annual Update on Complete Streets Harris	The Complete Streets Policy has many required actions for the City and directs staff to prepare annual reports. What progress has been made on those actions?	1. Advise staff and the council on the implementation, criteria, and priority of pedestrian and bicycling related policies and projects.	The Commission's equity statement states the intention to keep equity at the forefront of our goals and objectives, the ATC will continue to improve the quality of life and provide opportunities for better health to all the people of Sacramento. Through this reporting, the Commission will weigh in on equitable processes and outcomes.	3/17/2022	TBD
Enforcement of Obstructions in Sidewalks Wadhvani	How does the City currently enforce obstructions on sidewalks? What staffing currently exists to mitigate these issues? What engagement has been done with the community members and business owners to educate them around ensuring accessibility on sidewalks?	(3) Provide input on program development in walking and bicycle safety, education, law enforcement, and other areas pertinent to walking and bicycling in the city.	Obstructions in the path of travel for people walking, biking and rolling prohibits their ability to travel safely and puts an excessive burden on vulnerable users.	2/15/2024	TBD
Enforcement of Obstructions in Bike Lanes Banks	How does the City currently enforce obstructions in bikeways? What staffing currently exists to mitigate these issues? What engagement has been done with the community members and business owners to educate them around ensuring accessibility within bikeways?	(3) Provide input on program development in walking and bicycle safety, education, law enforcement, and other areas pertinent to walking and bicycling in the city.	Obstructions in the path of travel for people walking, biking and rolling prohibits their ability to travel safely and puts an excessive burden on vulnerable users.	2/15/2024	Jan-26

Active Transportation Log

Item Title	Question to be answered/ Specific request	Commission Duty	Equity	Date Added	Status
311 Process for Issues Pertaining to People Walking, Biking, and Rolling Wadhvani	How does 311 currently gather information on sidewalk and bikeway obstructions? Once collected, what steps does the City take to address these issues? Is there any reporting done to highlight the number of 311 submittals and the action taken by the City? Are there any future updates to 311 to improve the process for bicycle and pedestrian issues?	(3) Provide input on program development in walking and bicycle safety, education, law enforcement, and other areas pertinent to walking and bicycling in the city.	Obstructions in the path of travel for people walking, biking and rolling prohibits their ability to travel safely and puts an excessive burden on vulnerable users.	2/16/2024	TBD
Traffic Signal Policy and Major Projects Moore	For a staff of Public Works to provide to the ATC a presentation on key traffic signal policies and current and/or planned major projects that effect pedestrians interacting with intersections via walking, cycling, or mobility device.	(4) Review and discuss current walking, bicycling, and rolling issues and advise city council	The majority of pedestrian and cyclists involved collisions occur in or immediately around intersections and traffic signals are an important tool in improving safer outcomes.	1/16/2025	TBD
Roseville Road Homeless Shelter Pedestrian Safety Analysis Harris	What traffic and pedestrian safety analysis were completed, if any, for the City operated Roseville Road Homeless Shelter prior to approval? This item can be answered with a staff presentation of existing information, the analysis completed, or a statement that non was completed.	Given the recent deaths and reports by the Sacramento Bee that this location was deemed safe by city staff, I believe the following commission duties apply understand the staff decision regarding safety and to advise Council in out annual report about suggested changes: 3. Provide input on program development in walking and bicycle safety, education, law enforcement, and other areas pertinent to walking and bicycling in the city. 4. Review and discuss current walking and bicycling issues and advise staff and council." "5. Advise staff on the need for periodic updates of the pedestrian master plan andbikeway master plan. 6. Provide for public participation and involvement with respect walking and bicyclingproject and program implementation, and other active transportation matters. 7. Annually, report to and make recommendations to the mayor and council regarding the status of walking and bicycling in the city and activities of the commission.	This shelter serves the most economically disadvantaged in our community, the homeless; the facility is in District 2, one of the most economically disadvantaged and diverse areas in the city; and the area the Homeless shelter is located in is within the highest area of enoronmental justice factors.	3/20/2025	TBD

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File ID: 2026-01161

6/18/2026

Arden Way-Auburn Blvd Mobility Plan - Phase 2

File ID: 2026-01161

Location: Arden Way (from Del Paso Boulevard to Ethan Way) and Auburn Boulevard / Harvard Street (from Marconi Circle to Arden Way), District 2

Recommendation: Review and comment.

Contact: Nicole Zhi Ling Porter, Senior Planner, (916) 808-8519, nporter@cityofsacramento.org; Liza Welsh, Associate Planner, (916) 808-5347, lwelsh@cityofsacramento.org; Department of Public Works; Jennifer Donlon Wyant, Division Manager, (916)-808-5913, jdonlonwyant@cityofsacramento.org; Department of Public Works

Presenter: Liza Welsh, Associate Planner, (916) 808-5347, lwelsh@cityofsacramento.org; Department of Public Works

Attachments:

- 1-Description/Analysis
- 2-Map of Arden Way-Auburn Boulevard Mobility Plan Area
- 3-Concepts and Treatment Toolbox for the Arden Way-Auburn Boulevard Mobility Plan
- 4-Presentation

Description/Analysis

Issue Detail: The California Department of Transportation (Caltrans) awarded the City funding through a competitive Sustainable Transportation Planning Grant to develop the Arden Way-Auburn Boulevard Mobility Plan. The planning effort was initiated in July 2025, and work with the consultant team began in November 2025 to evaluate and reimagine travel along Arden Way (between Del Paso Boulevard and Ethan Way) and Auburn Boulevard/Harvard Street (between Arden Way and Marconi Avenue). In accordance with Caltrans grant requirements, the final plan must be approved by City Council by Spring 2027.

Plan Overview:

Arden Way and Auburn Boulevard are part of the City's Vision Zero High Injury Network; this means they experience some of the highest number of fatal and serious crashes in Sacramento. The plan will identify safety, mobility, and access improvements for people who walk, bike, ride transit, and

drive in the area. It also aims to address community-identified concerns, support future housing and job growth, and reduce greenhouse gas emissions. This effort will result in a community-driven plan that includes conceptual designs to address planning goals as well as identify potential quick build and near-term opportunities.

Prior Work (Phase 1):

During Phase 1 of this planning effort, the project team completed an existing conditions analysis and heard from community members about their experiences traveling in the project area.

Existing conditions data shows that: people walking and biking represent an outsized proportion of fatal and serious crashes; the two streets are generally “uncomfortable”, high-stress settings for people walking, biking, rolling, and taking transit in the area; and the project corridors are efficient for people driving. Community members shared feedback in Spring 2026 that vehicle speeds and dangerous driving make the corridors feel unsafe for people walking or rolling, and infrastructure gaps such as sidewalks, lighting, road/ramp crossings, and bike facilities are priority concerns.

Current Work (Phase 2):

In Spring 2026, the project team developed early draft concepts to improve safety, mobility, and access along Arden Way and Auburn Boulevard based on findings from Phase 1. Traffic analysis has not been completed for these draft concepts; results from future traffic analysis and community feedback received in Phase 2 will help the project team refine and develop a proposed design.

Draft Concepts for Arden Way (Del Paso Boulevard to Exposition Boulevard):

- Concept 1: Road Diet with Two-Way Separated Bikeways:
 - This concept reduces one vehicle lane in each direction of Arden Way and adds a two-way separated bikeway on the south side of Arden Way for the entire length of the study area (Del Paso Boulevard to Ethan Way). It also: repurposes an eastbound through lane under the Interstate Business 80 overpass to create space for the bikeway; includes space for a two-way left-turn lane and left-turn pockets at intersections along Arden Way between Del Paso Boulevard and Evergreen Street; closes all sidewalk gaps; and adds street trees and landscaping.
- Concept 2: Road Diet with One-Way Separated Bikeways:
 - This concept reduces one vehicle lane in each direction of Arden Way and adds a one-way separated bikeway on each side of the road, for the entire length of the study area (Del Paso Boulevard to Ethan Way). It also: repurposes an eastbound through lane under the Interstate Business 80 overpass to create space for the bikeways; includes space for a two-way left-turn lane and left-turn pockets at intersections along Arden Way between Del Paso Boulevard and Evergreen Street; closes all sidewalk gaps; and adds street trees and landscaping.

- Concept 3: One-Way Separated Bikeways and Shared Use Path:
 - This concept keeps the same number of vehicle travel lanes along Arden Way. It adds one-way separated bikeways on both sides of Arden Way between Del Paso Boulevard and Harvard Street, and a two-way separated bikeway under the Interstate Business 80 overpass; bollards and striping provide separation between people walking and people driving. Between the freeway underpass and Ethan Way, the existing sidewalk on the north side of Arden Way (closest to Arden Fair Mall) would be widened to create a shared-space for people walking, biking, and rolling. This concept also includes: adding a raised curb between Oxford Street and Royal Oaks Drive to restrict conflicting turning movements into unsignalized side streets; repurposing an eastbound through lane under the Interstate Business 80 overpass to create space for the two-way separated bikeway; and closing all sidewalk gaps.

Draft Concepts for Harvard Street/Auburn Boulevard (Arden Way to Marconi Circle):

- Concept 1: One-Way Separated Bikeways:
 - Harvard Street: This concept reduces one vehicle lane in each direction, removes on-street parking, and adds a one-way separated bikeway on both sides of Harvard Street; the bikeways between Silica Avenue and Frienza Avenue would be standard bike lanes. This concept includes space for a two-way left-turn lane and left-turn pockets at intersections along Harvard Street.
 - Auburn Boulevard: This concept maintains existing vehicle travel lanes, removes on-street parking, and adds a one-way separated bikeway on both sides of the street. This concept closes all sidewalk gaps, adds street trees and landscaping, and adds a landscaped median. It also proposes a roundabout at the intersection of Auburn Boulevard and Frienza Avenue.
- Concept 2: Two-Way Separated Bikeways
 - Harvard Street: This concept reduces one vehicle lane in each direction between Arden Way and Silica Avenue, removes on-street parking, and adds a two-way separated bikeway on the west side of Harvard Street (closest to the railroad tracks). Between Silica Avenue and Frienza Avenue, the two-way bikeway does not have a planter separating it from vehicle traffic; it provides a vertical separation by being set at a higher elevation than the vehicle travel lane next to it. This concept includes space for a two-way left-turn lane and left-turn pockets at intersections along Harvard Street.
 - Auburn Boulevard: This concept maintains existing vehicle travel lanes and removes on-street parking between Frienza Avenue and Marconi Circle. It adds a landscaped median and a two-way separated bikeway along the west side of the street (closest to the railroad tracks). This concept closes all sidewalk gaps and adds street trees and landscaping. It also proposes a roundabout at the intersection of Auburn Boulevard and Frienza Avenue.

Treatment Toolbox:

The project team also developed a “treatment toolbox” with different spot treatment improvements that can be applied to various locations along each street, regardless of which draft concepts move forward. Many of these treatments can be implemented with cost-effective materials to quickly improve safety in the near term. Examples of spot treatments in the toolbox include: high visibility crosswalks that increase driver awareness of people crossing the street; raised crossings that reduce vehicle speeds; reduced vehicle travel lane widths that slow down travel speeds, and signalized pedestrian crossings that provide a push button-activated traffic signal for people walking or biking across the street.

Community Engagement:

The second round of community engagement began in early May to gather feedback on draft concepts and treatment toolbox improvements. Engagement efforts for this phase are summarized below.

- Focus Group Meetings
 - Business groups and interests: May 11, 3:00pm
 - Community organizations: May 12, 3:00pm
- Presentations to Neighborhood Associations
 - D2 Neighborhood Association Presidents Meeting: May 7, 6:00pm
 - Ben Ali Community Association: May 13 and June 3, 6:30pm
 - Hagginwood Community Association: June 3, 7:00pm
 - Del Paso Heights Community Association: June 6, 9:30am
(pending confirmation)
- Community Workshop
 - Held in-person on Wednesday, May 20 from 5:30 - 7:00pm
 - Hosted on the project corridor at the Hilton Arden West
 - Promoted through direct mailers, door hangers to residents, social media, personal notifications to apartment complexes, and the project database.
- Pop-up Workshops
 - Swanston Light Rail Station: June 2, 7:00am - 9:00am
 - Celebrate Old North Sacramento Festival: June 6, 12:00pm - 4:00pm
- Online Workshop
 - Hosted virtually on Konveio
 - Shared directly with neighborhood associations, focus group representatives, and District Two staff.
 - Comment period open from May 19 through June 13.

Staff are seeking Commission input on the improvements presented in the draft concepts and treatment toolbox.

Policy Considerations: The planning project is consistent with specific Sacramento 2040 General Plan goals and policies of promoting mobility, safety and enhancing livability, sustainability, and economic vitality:

M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

M-1.2 User Prioritization. The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-1.9 Equitable Processes and Outcomes. The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

M-4.1 Application of Safety. The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

M-4.2 Safer Driving Speeds. The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

M-4.3 Vision Zero. The City shall utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

M-4.4 Collaborative Safety Solutions. The City shall collaborate with educational institutions, senior living facilities, community organizations, and other interested parties when developing and implementing programs and improvements that increase safety and encourage the use of active transportation and transit modes.

Economic Impacts: None.

Environmental Considerations: This transportation planning study is exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. Section 15262 exempts projects involving only feasibility or planning studies for possible future actions, which have not been approved, adopted, or funded. It is anticipated that future projects identified in this plan may be subject to environmental evaluation under CEQA guidelines and possibly National Environmental Policy Act (NEPA) requirements.

Sustainability: The plan will support the City's mode shift goals in the Climate Action & Adaptation Plan to achieve 6% active transportation mode share by 2030 and 12% by 2045, as well as support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045.

Commission/Committee Action: The project was previously presented to the Active Transportation Commission on Thursday March 12, 2026. The presentation introduced the project and covered Existing Conditions in the Study Area.

Rationale for Recommendation: Sacramento continues to rank as one of the cities with the highest number of traffic fatalities per capita in California. The City has made a commitment to address this issue through its Vision Zero program and investing in the Vision Zero Top 10 corridors. Arden Way and Auburn Boulevard are in the top 10 and on the high injury networks, respectively. This planning effort will establish a vision for these corridors that improve safety and mobility.

Financial Considerations: Following future adoption of this plan, future phases of implementation will require the acquisition of grant funding.

Local Business Enterprise (LBE): Not applicable.

Attachment A





Project Goals



SAFETY

Reduce the risk and severity of crashes for all roadway users along Arden Way and Auburn Boulevard/Harvard Street, with an emphasis on people walking, biking, riding transit, and vulnerable road users consistent with Vision Zero and Safe System principles.

Between 2020 and 2024, 20 people were killed or seriously injured on this portion of Arden Way, and an additional 8 were killed or seriously injured on Harvard Street/Auburn Blvd.

Most fatal and serious injury crashes occur between 9 p.m. and midnight.

Bicyclists and pedestrians were involved in 11% of crashes but accounted for 20% of the fatalities and serious injuries.

Rear-end type crashes are the most common (38% of all crashes), but broadsides are the most dangerous (39% of all fatal and serious injury crashes).

The most common factors contributing to fatal and serious injury crashes are speeding (25%) and ignoring signs and signals (25%).



EQUITY

Advance equitable transportation outcomes by improving safety, comfort, and access for residents of historically underserved and disadvantaged communities along the corridor.

Both project segments are included in the City's High Injury Network.

Of the five census tracts directly served by the project corridors, four represent "disadvantaged communities" as identified by the State.

The east segment of Arden Way between Business 80 and Ethan Way is included in the City's Vision Zero Top 10 corridors, representing a facility with among the most fatal and severe injury crashes in the City.

The project corridors serve a diverse population, range of land uses, and destinations.



MULTIMODAL MOBILITY

Improve multimodal mobility along the corridor by closing gaps in walking, biking, and transit networks and applying Complete Streets principles to support safe, comfortable travel for all ages and abilities.

While the project corridors are shown to operate efficiently for drivers, both Arden Way and Auburn Boulevard are shown to be high-stress areas for people walking, biking, or using transit.

Both the Arden Way and Auburn Boulevard segments have low accessibility scores for pedestrian crossing.

The busiest existing transit connection points are located on the west, east, and north ends of the project corridor.

Existing signal timing and coordination allows for traffic to generally move efficiently along the Arden Way corridor as built today.



LIVABILITY & PLACEMAKING

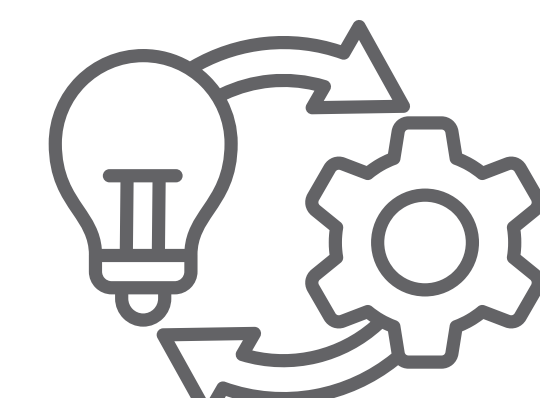
Enhance the corridor environment through streetscape and placemaking improvements that support community identity, economic vitality, and overall quality of life.

The City's current Complete Streets Policy supports consideration of placemaking enhancements as part of every transportation project.

Nearly all of the roadway segments measured within the corridor feature prevailing vehicle speeds exceeding the posted speed limits.

Existing sidewalk gaps along Arden Way and Auburn Boulevard limit placemaking consistency throughout the corridors.

Existing transit facilities, particularly bus stops, provide varying types and quality of amenities.



FEASIBILITY & IMPLEMENTATION

Identify practical, cost-effective improvements that can be implemented in the near term (particularly quick-build and pilot treatments) while also defining phased, long-term strategies aligned with City priorities and funding opportunities.

When considering alternatives, specific attention is given to what can be completed within the existing City right-of-way, areas where there is increased control over the processes and timing.

The City's Transportation Safety Initiative from March 2025 established a "quick build" program that is intended to recognize near-term improvements that can be made throughout the City.

A reconstruction/reconfiguration of the Arden Way undercrossing at Business 80 interchange is not in the near-term priority plans for Caltrans.

Some suggested improvements within the project corridors could be implemented using temporary materials while funding for permanent versions of those solutions is obtained.



What We Have Heard So Far

Summary of Phase 1 Engagement

Outreach Efforts

- 2 Focus group meetings
- 1 Community Workshop
- 2 Tabling events in the project area
- 5 One-on-one discussions with apartment complexes, businesses, and service organizations
- 1 Online project survey focused on existing conditions/user experience (125+ responses)

Top Five Community Concerns

- 1. Vehicle speeds, dangerous driving, and safety
- 2. Multimodal user vulnerability and discomfort on the project corridors
- 3. Transit access, quality of stops, and security
- 4. Infrastructure gaps (sidewalks, lighting, road/ramp crossings, and bike facilities)
- 5. Corridor identity and placemaking



"[Arden Way] prioritizes moving cars, not people's mobility outside of a car. It's basically a mini-freeway, and you have to cross so much to get to storefronts."

"I drive because biking there is dangerous"

"Traveling in any way that's not driving feels unsafe, so I only ever drive [on Arden Way]."

"My primary access to work is Auburn Boulevard. The number of people trying to walk on the side of the road where there are not many lights at night, no shoulder/ no sidewalk, is scary to navigate, even for someone who drives it regularly."



Project team tabling at Arden Fair Mall



Community members reviewing project exhibits during the Phase 1 Community Workshop



Project team tabling at the SacRT Swanston Light Rail Station



Project team discussion with the community-based focus group meeting

What does a "comfortable and safe street" mean to you?

"Long enough lights to cross on, well-marked crosswalks."

"Traffic at reasonable speeds is buffered from the sidewalk."

"Sidewalks and bike lanes are wide, physically separated from traffic, and clear of debris."

"Nicely paved sidewalks, room between fast-moving cars and peds, up-to-date crosswalks."

How are people traveling?

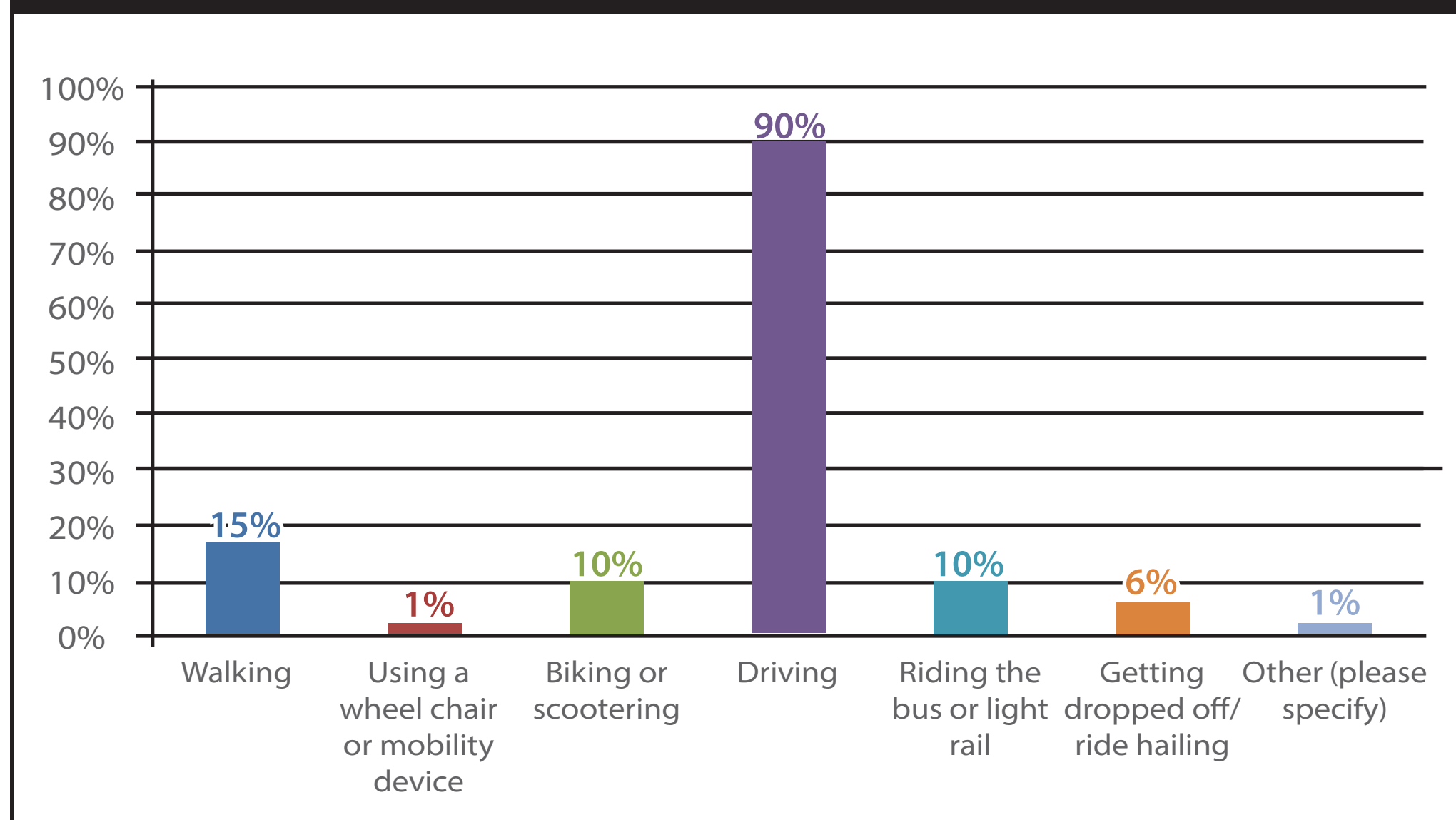


Chart showing how Phase 1 Online Survey respondents answered the question, "What are the main ways you travel on these corridors?"

Where are people going?

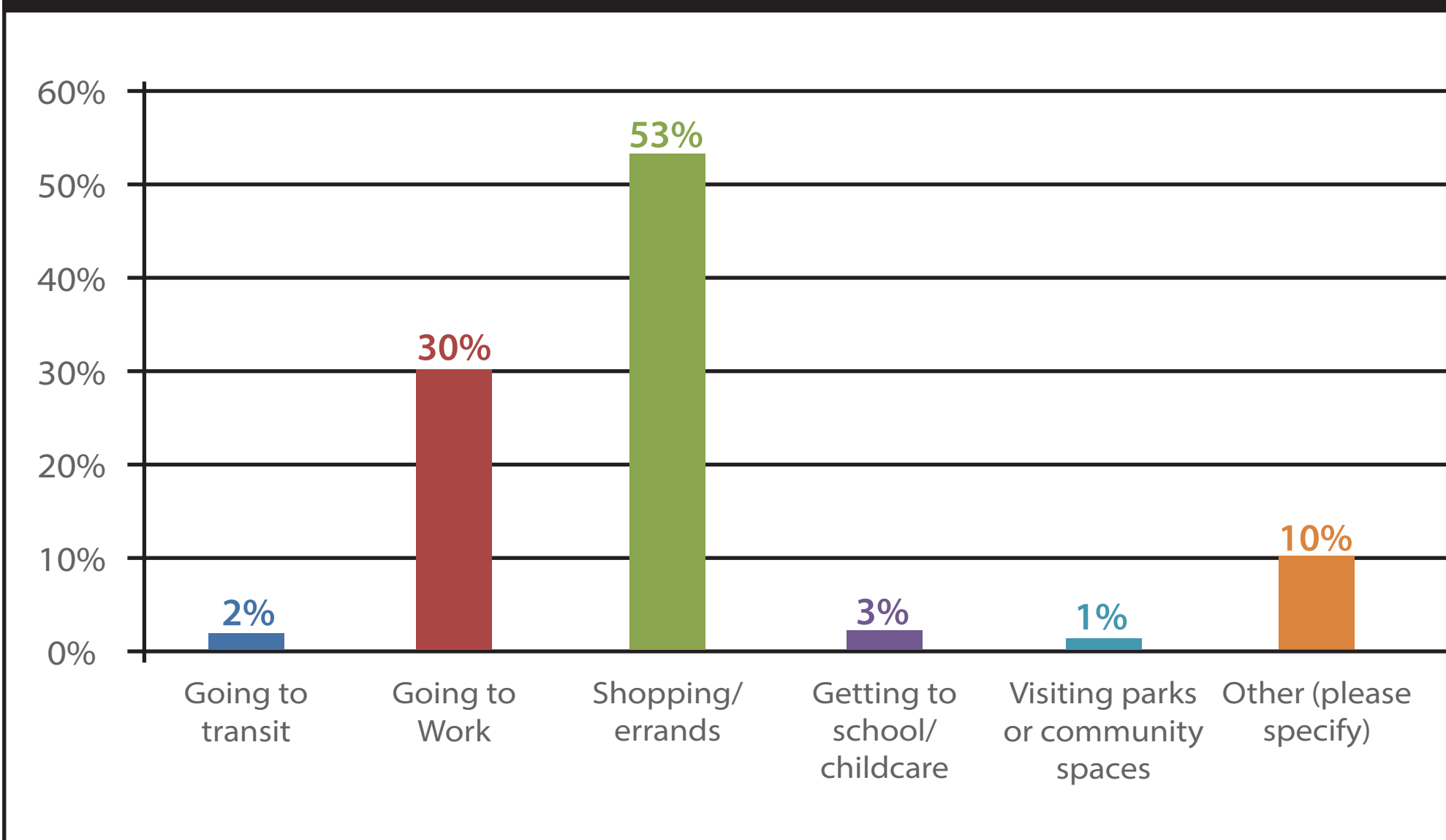


Chart showing how Phase 1 Online Survey respondents answered the question, "What is the primary purpose of your trips on these corridors?"

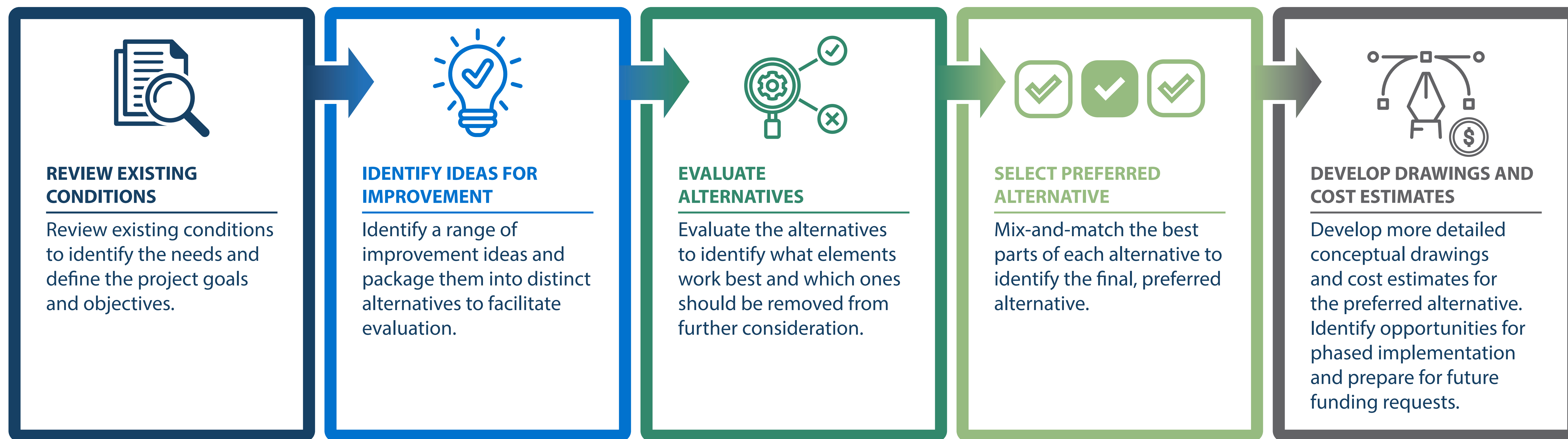


Comments from the first Community Workshop, focused on Auburn Boulevard

Would your community like a presentation from the project team?



Development of Alternatives



COMMUNITY ENGAGEMENT

PHASE 1: *Listen & Learn*

PHASE 2: *Design & Discuss*



We are here

PHASE 3: *Reveal & Refine*



Treatment Toolbox

These examples show treatments that could be applied to various locations along each street, regardless of the alternative chosen. Many of these treatments can be implemented with cost-effective materials to quickly improve safety in the near term.

High Visibility Crosswalk

WHAT ARE THEY? Crosswalks enhanced with perpendicular painted lines like a ladder.

BENEFITS:

- Increases crosswalk visibility and driver awareness

Curb Extension

WHAT ARE THEY? Sometimes called "bulb-outs," they extend the sidewalk curb out into the street.

BENEFITS:

- Increases visibility of crossing pedestrians
- Reduces crossing distance
- Slows down turning vehicles

Median Refuge

WHAT ARE THEY? Raised medians with a protected area for pedestrians and bicyclists to pause while crossing the street

BENEFITS:

- Reduces crossing distance
- Allows pedestrians to cross one direction of traffic at a time

Raised Crossing

WHAT ARE THEY? Elevated pavement with a flat top the width of a crosswalk.

BENEFITS:

- Reduces vehicle speeds and improves driver yielding
- Increases visibility of crossing pedestrians

Bicycle Signal

WHAT ARE THEY? A dedicated traffic signal phase for a bicycle-only movement.

BENEFITS:

- Provides clarity for bike-specific movements
- Reduces the risk of bicycle-vehicle conflicts

Leading Pedestrian Interval

WHAT ARE THEY? Traffic signal timing that gives pedestrians a 3-7 second head start on a green traffic light.

BENEFITS:

- Allows pedestrians to start crossing before drivers have a green light
- Improves visibility of pedestrians

Rectangular Rapid Flashing Beacon (RRFB)

WHAT ARE THEY? A set of high-intensity yellow lights mounted below a pedestrian warning sign next to a crosswalk.

BENEFITS:

- Increases pedestrian visibility
- Improves driver yielding

Signalized Pedestrian Crossing

WHAT ARE THEY? A push button-activated traffic signal that provides a protected crossing for pedestrian and/or bicyclists.

BENEFITS:

- Increases pedestrian visibility
- Improves driver yielding

Bus Stop Amenities

WHAT ARE THEY? An area clearly identified for people to wait and board the bus. This may include shade structures, seats, system maps, and route schedules.

BENEFITS:

- Improves safety and comfort at transit stops

Lane Narrowing

WHAT ARE THEY? Reduced travel lane widths to slow travel speeds while still accommodating all users.

BENEFITS:

- Reduces vehicle speeds
- Creates space for other transportation modes



Arden Way Alternative 1: Lane Reduction with Two-Way Separated Bicycle Lanes

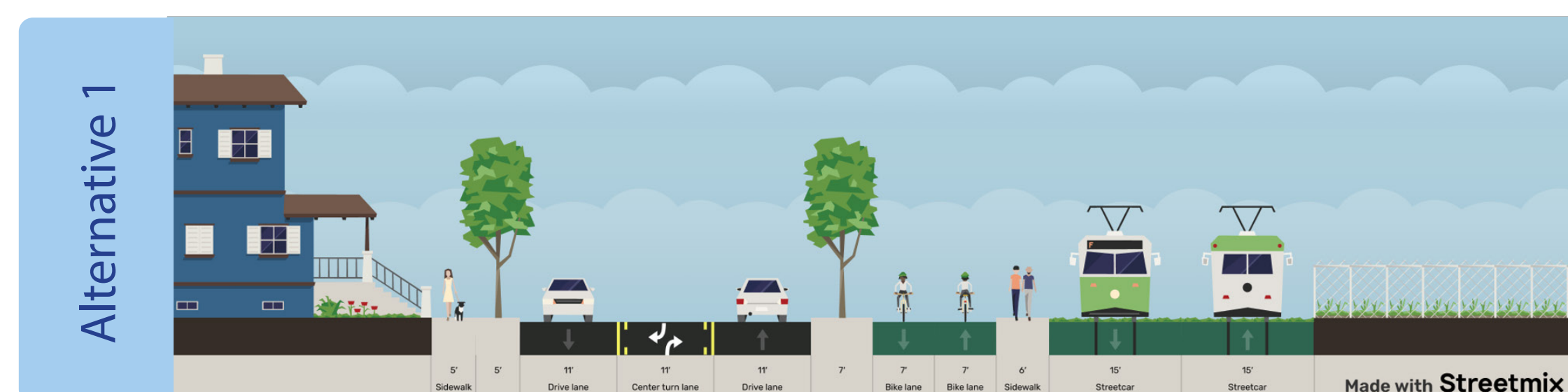
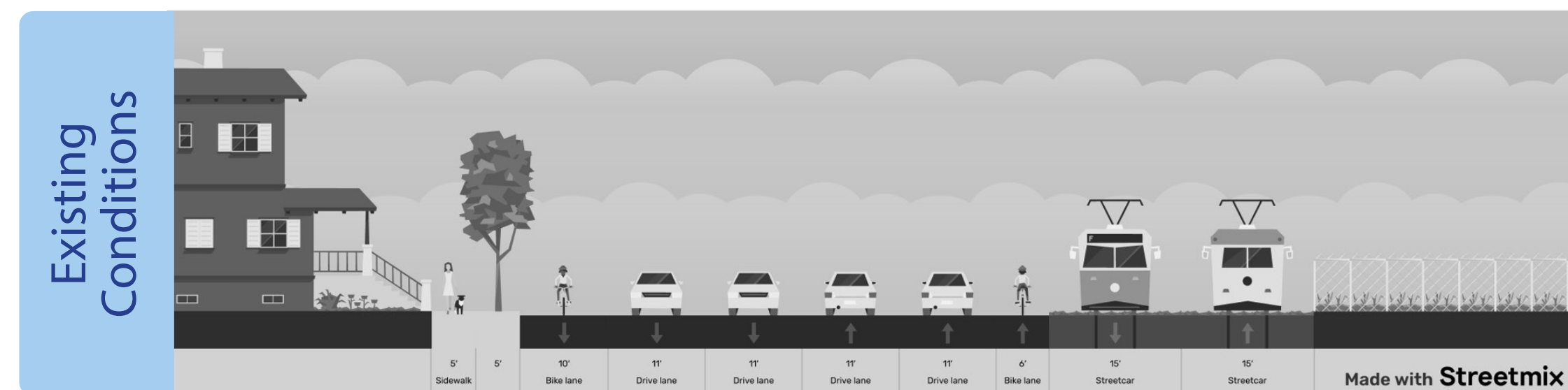


This alternative would repurpose a travel lane along Arden Way to provide space for a two-way separated bicycle lane, an additional sidewalk, and enhanced landscaping.

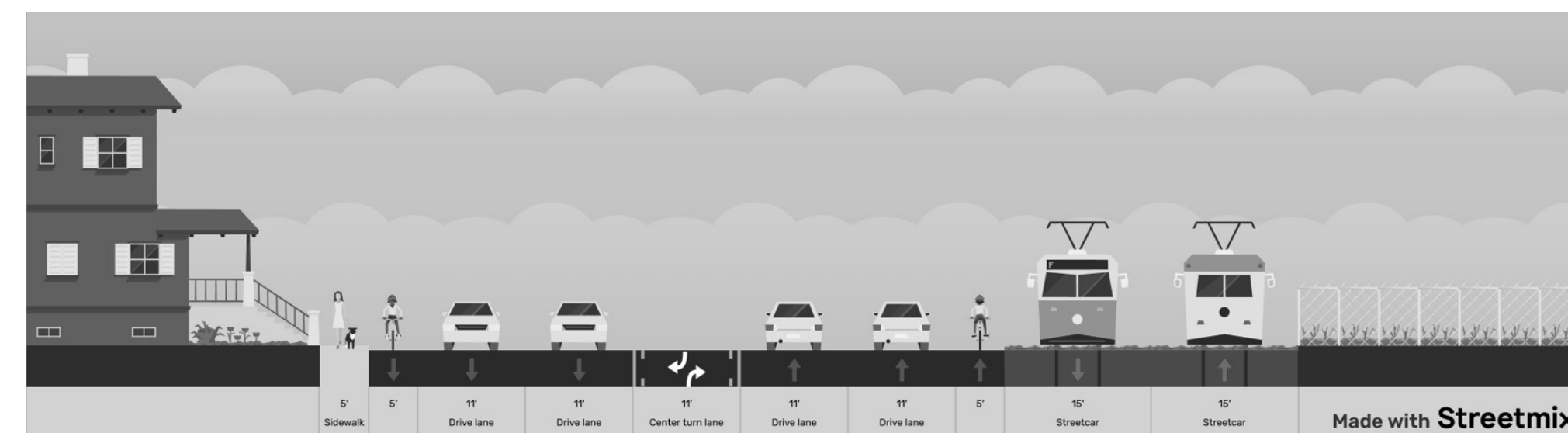
KEY ELEMENTS:

- Bicycle Facilities**
 - + Adds a two-way separated bike lane to the south side of the street
- Travel Lanes**
 - ✓ Removes one travel lane in each direction
 - + Adds a center turn lane
 - + Adds dedicated right-turn lanes at intersections between Del Paso Boulevard and Evergreen Street
- Pedestrian Facilities**
 - + Adds a sidewalk to the south side of the street
- Landscaping**
 - + Preserves existing trees on the north side of the street
 - + Could provide new trees on the south side of the street

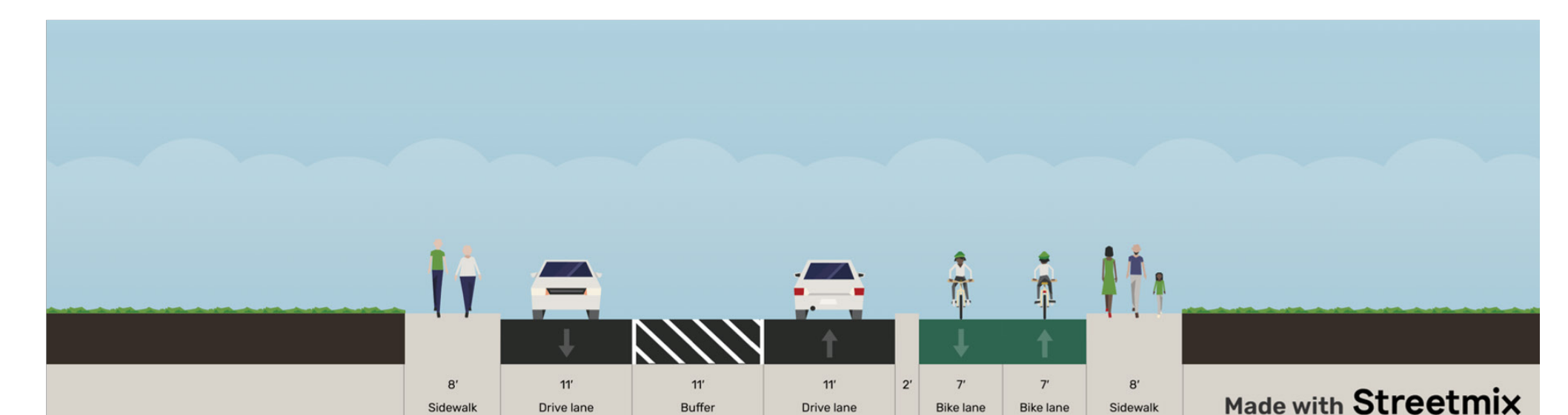
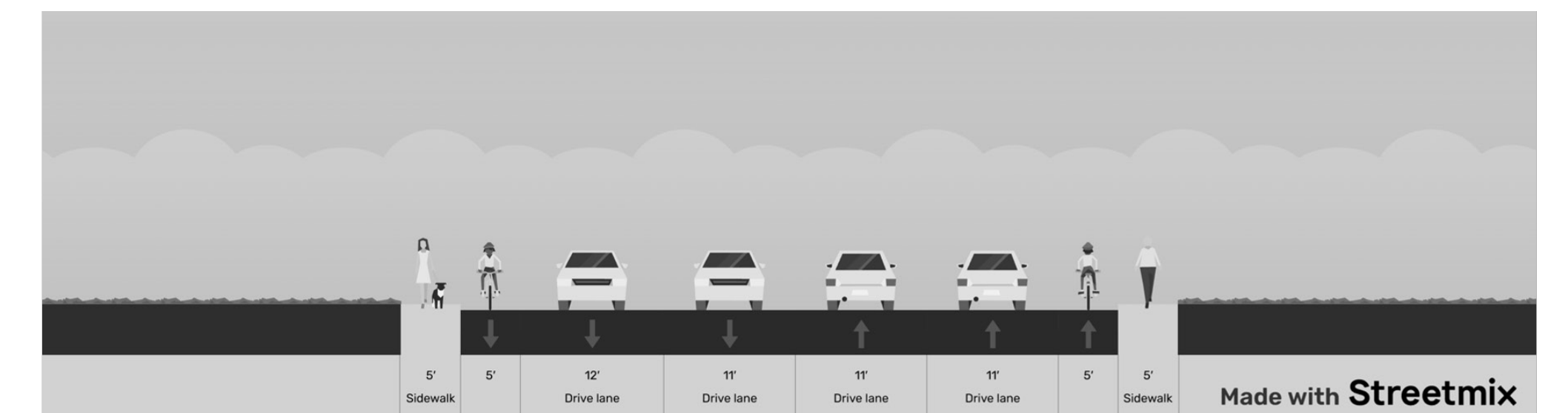
1 Arden Way Near Fairfield Street (Looking East)



2 Arden Way Near Royal Oaks Drive (Looking East)

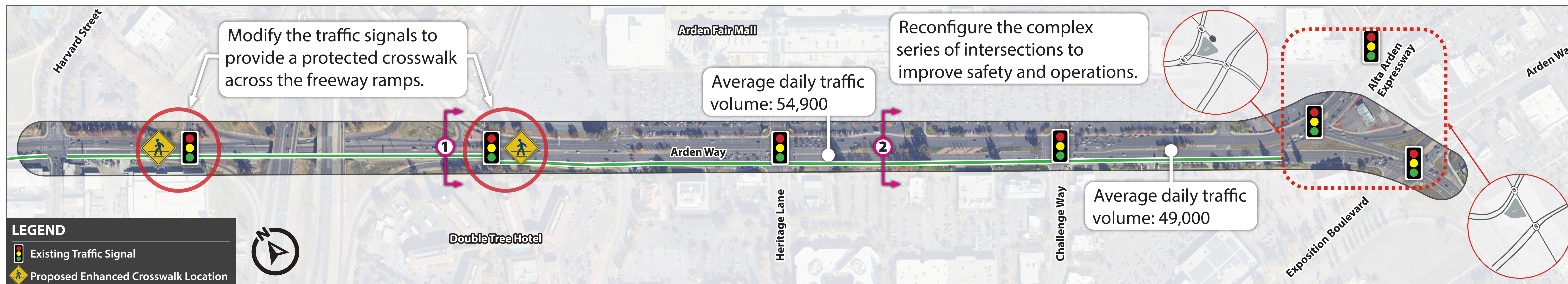


3 Arden Way Bridge Over the Rail Tracks (Looking East)





Arden Way Alternative 1 (cont.): Lane Reduction with Two-Way Separated Bicycle Lanes

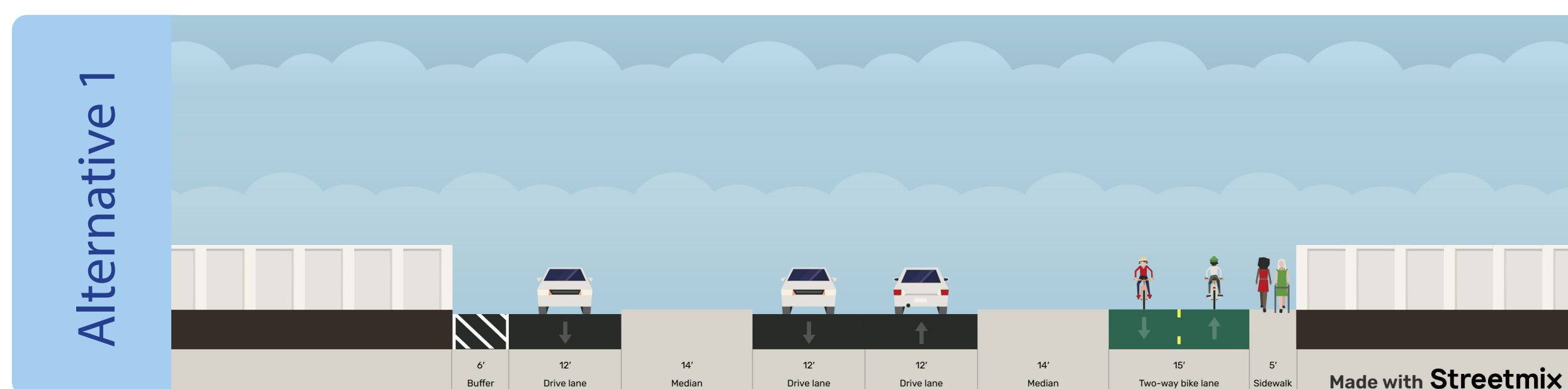
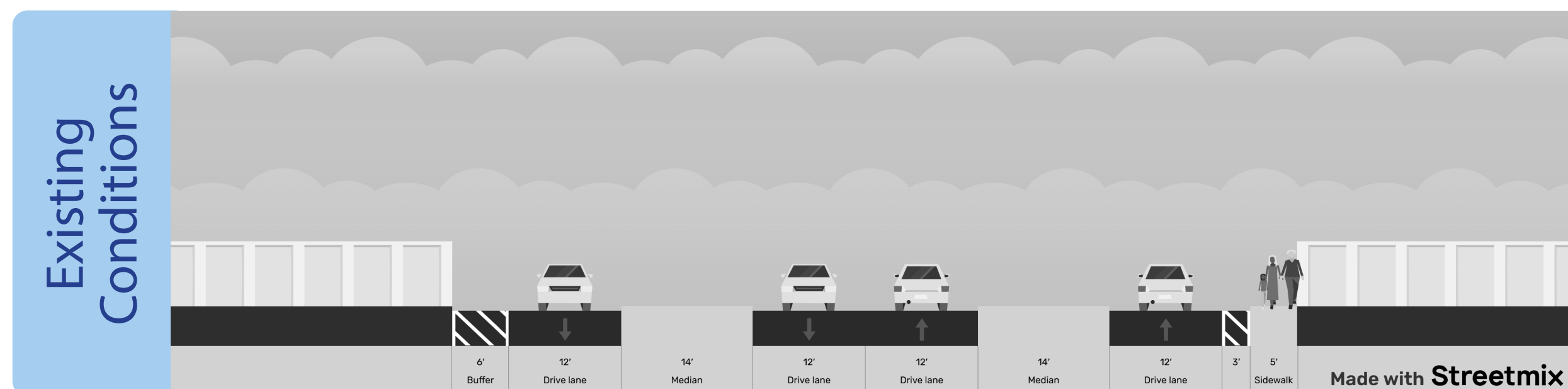


This alternative would repurpose travel lanes along Arden Way to provide space for a two-way separated bicycle lane and additional landscaping.

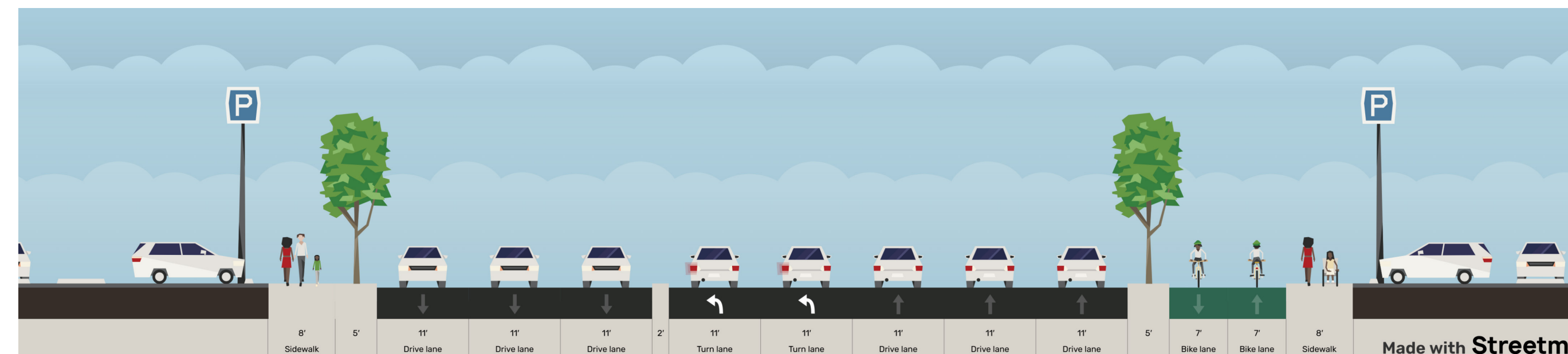
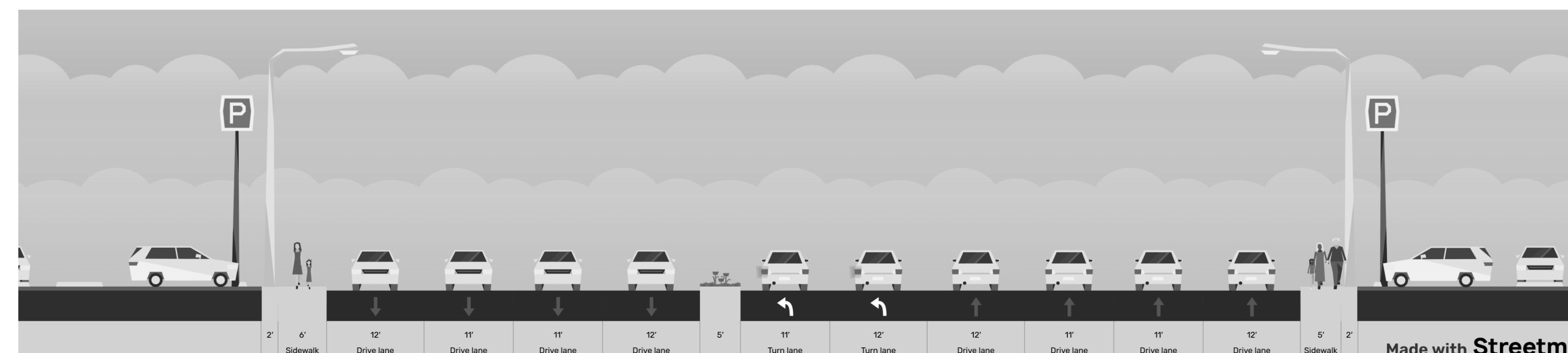
KEY ELEMENTS:

- Bicycle Facilities**
 + Adds a two-way separated bike lane to the south side of the street
- Travel Lanes**
 ✓ Removes one travel lane in each direction
- Pedestrian Facilities**
 + Extends sidewalk on both sides of the street
- Landscaping**
 + Provides opportunities for new trees

1 Arden Way Under the Freeway (Looking East)



2 Arden Way Near Heritage Lane (Looking East)





Arden Way Alternative 2: Lane Reduction with One-Way Separated Bicycle Lanes

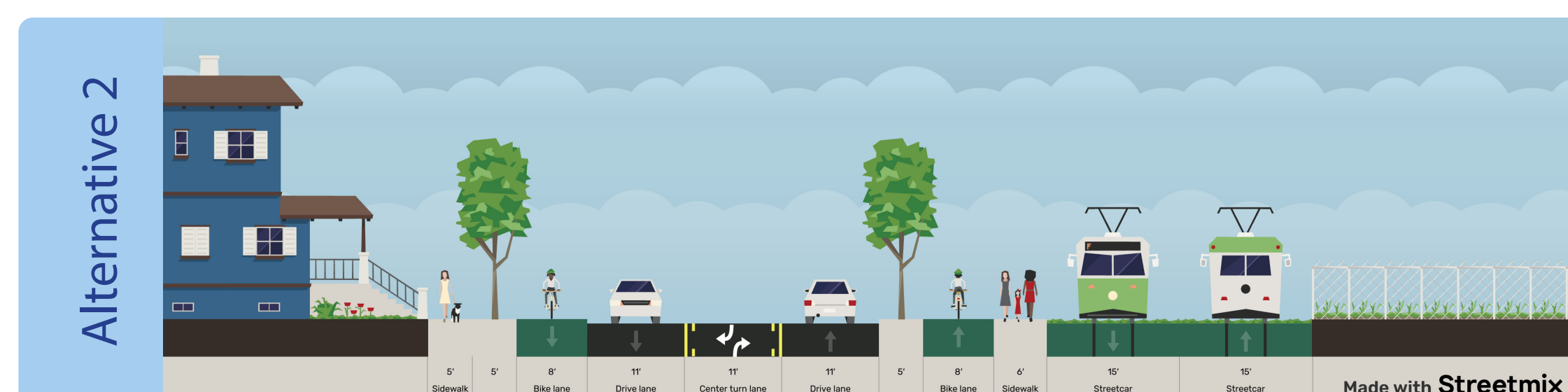
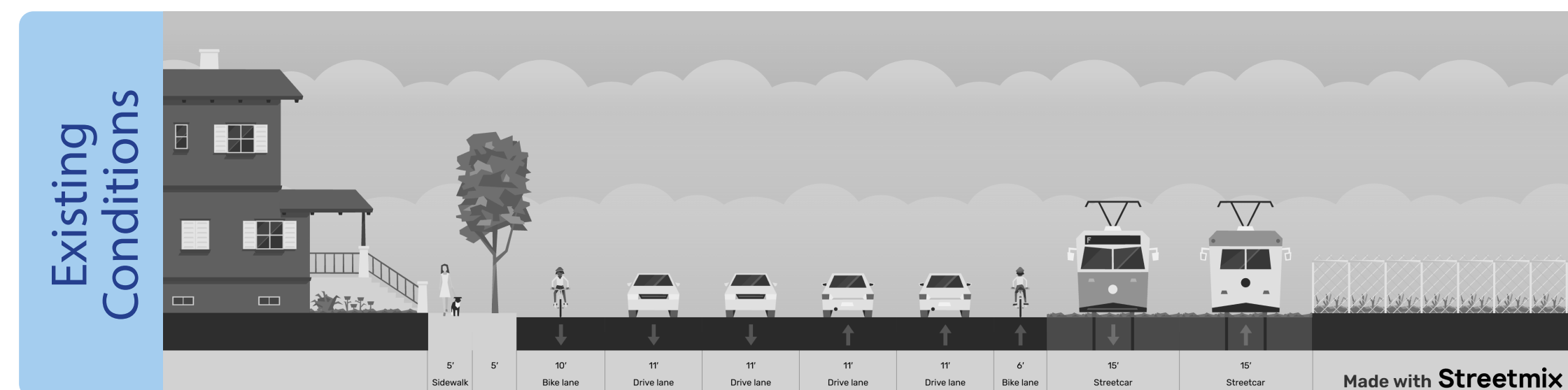


This alternative would repurpose a travel lane along Arden Way to provide space for a one-way separated bicycle lane, an additional sidewalk, and enhanced landscaping.

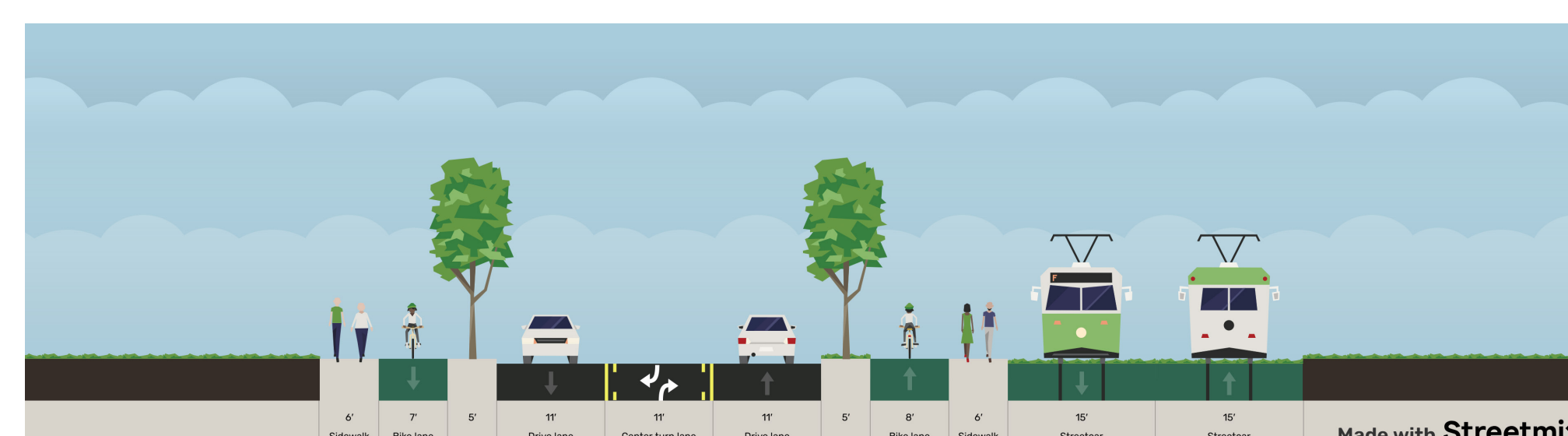
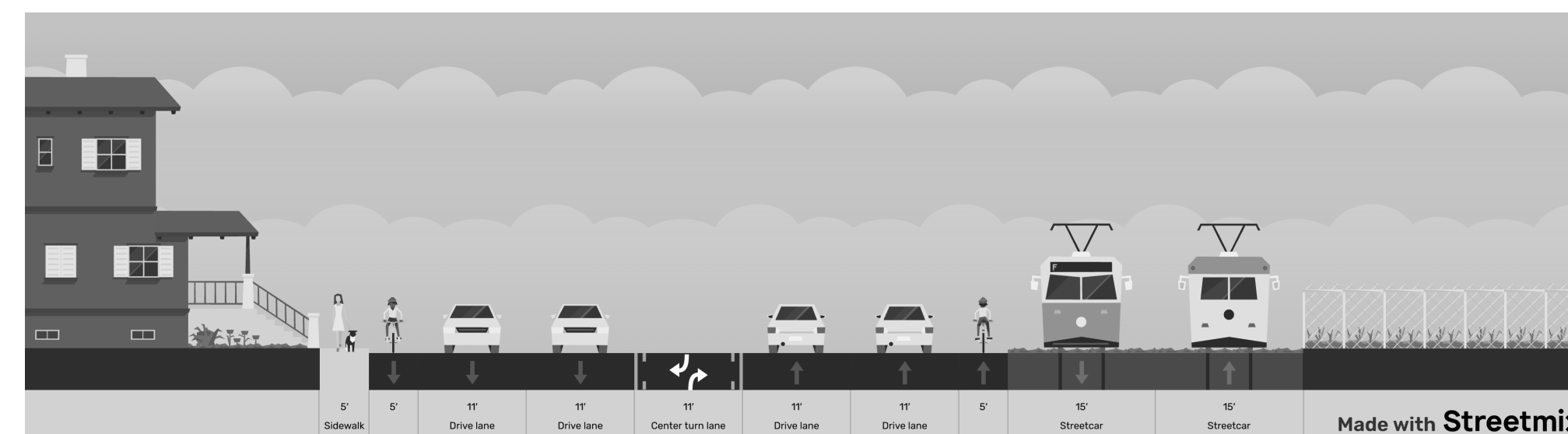
KEY ELEMENTS:

- Bicycle Facilities**
 + Adds a one-way separated bike lane in each direction
- Travel Lanes**
 ✓ Removes one travel lane in each direction
 + Adds a center turn lane
 + Adds dedicated right-turn lanes at intersections between Del Paso Boulevard and Evergreen Street
- Pedestrian Facilities**
 + Adds a sidewalk to the south side of the street
- Landscaping**
 + Preserves existing trees on the north side of the street
 + Could provide new trees on the south side of the street

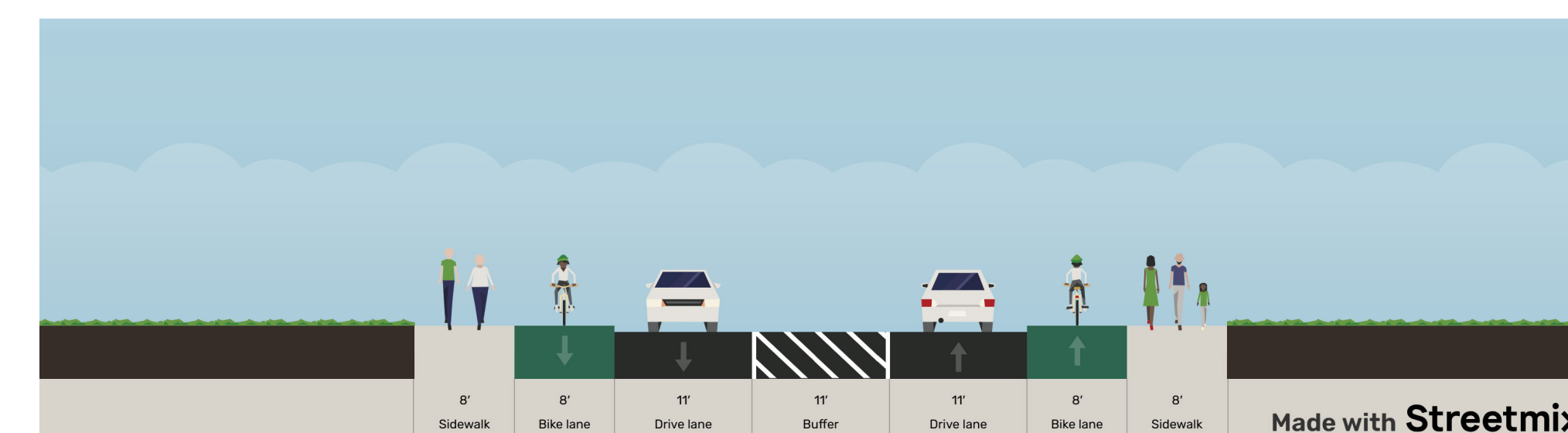
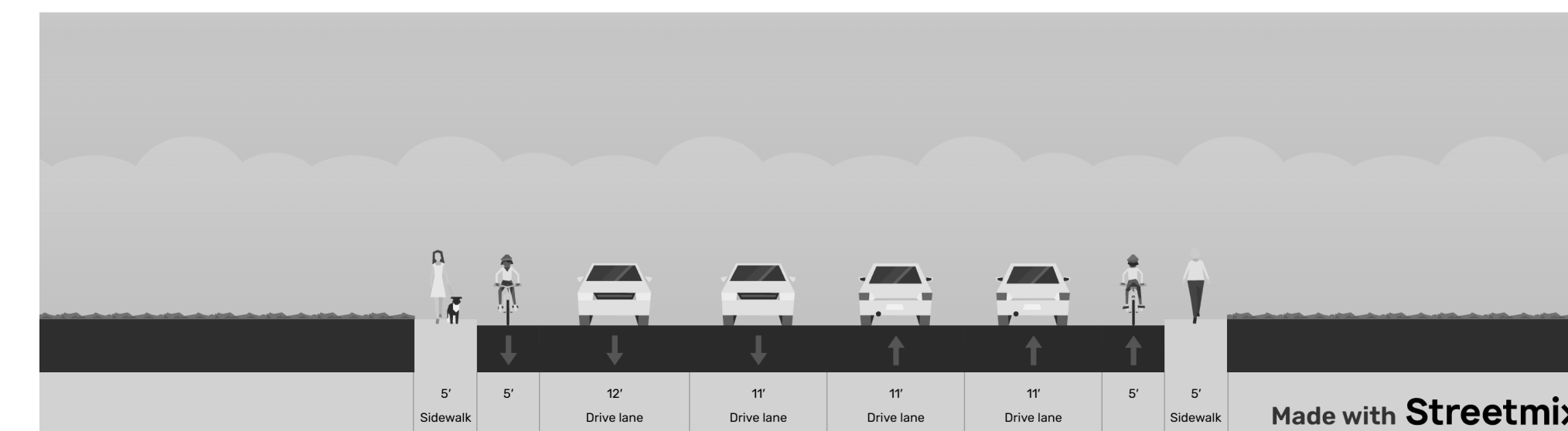
1 Arden Way Near Fairfield Street (Looking East)



2 Arden Way Near Royal Oaks Drive (Looking East)



3 Arden Way Bridge Over the Rail Tracks (Looking East)





Let us know!

Place a green dot under the concepts you like, and a red dot under the ones you don't. Leave a sticky note to help us understand why.

ONE-WAY SEPARATED BIKE LANES

Included in: **2**

These one-way bike lanes would be physically separated from vehicle traffic, with one lane on each side of the street traveling in the same direction as adjacent vehicles.



ADDITIONAL ENHANCED CROSSWALKS

Included in: **1 2 3**

Installing additional crosswalks makes it easier for people to walk or bike across the street. This is particularly important for alternatives where four travel lanes are maintained; it creates longer crossing distances for people walking and biking, and makes it harder for drivers to see them.



NO LANE REDUCTION

Included in: **3**

Maintaining all existing travel lanes while providing a dedicated space for people walking and biking within the existing right-of-way would require a narrow shared-use path.



TWO-WAY SEPARATED BIKE LANE

Included in: **1**

These two-way bike lanes would be physically separated from vehicle traffic, allowing people to ride in both directions on one side of the street.



SIDEWALKS ON BOTH SIDES

Included in: **1 2**

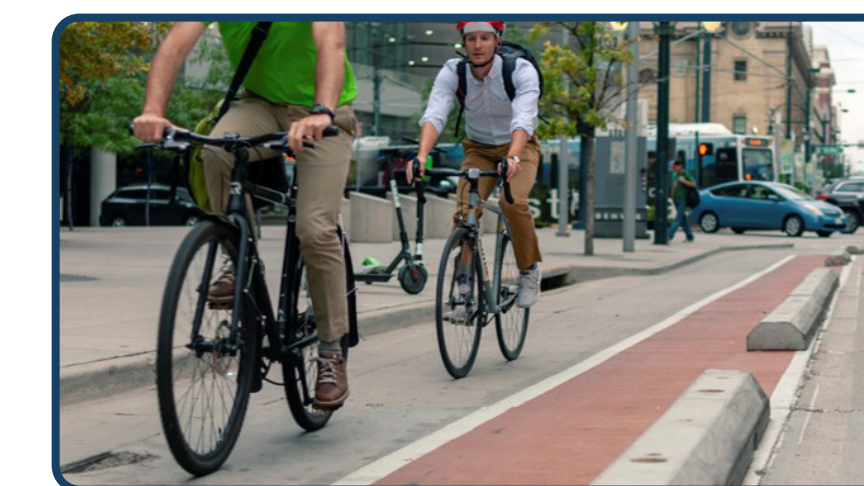
A new sidewalk on the south side of the street would create more opportunities to connect pedestrians to the light rail station.



STREET-LEVEL SEPARATED BIKE LANES

Included in: **3**

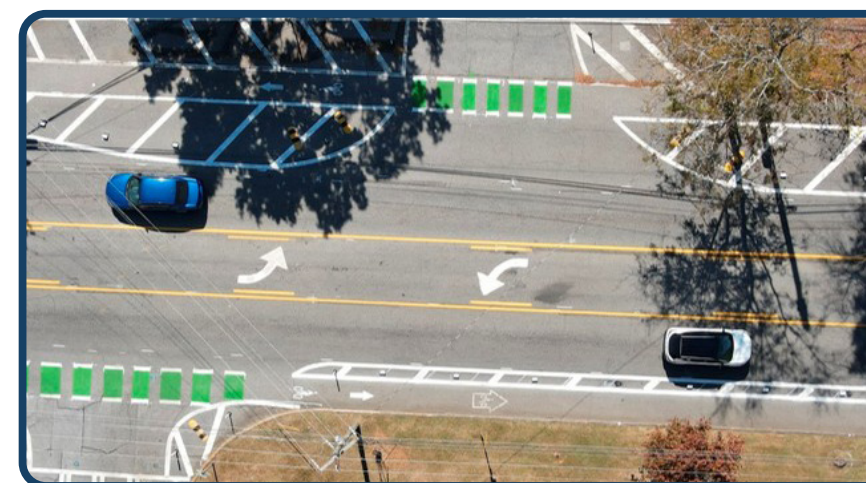
Street-level separated bike lanes would enhance the existing bicycle lane by adding a striped buffer and vertical elements to create more separation between cyclists and vehicle traffic.



LANE REDUCTION (4 TO 3 LANES)

Included in: **1 2**

Repurposing a travel lane would create space to provide a continuous two-way left-turn lane, dedicated right-turn lanes, enhanced bicycle and pedestrian infrastructure, as well as opportunities for more landscaping.



WIDEN SIDEWALKS

Included in: **1 2**

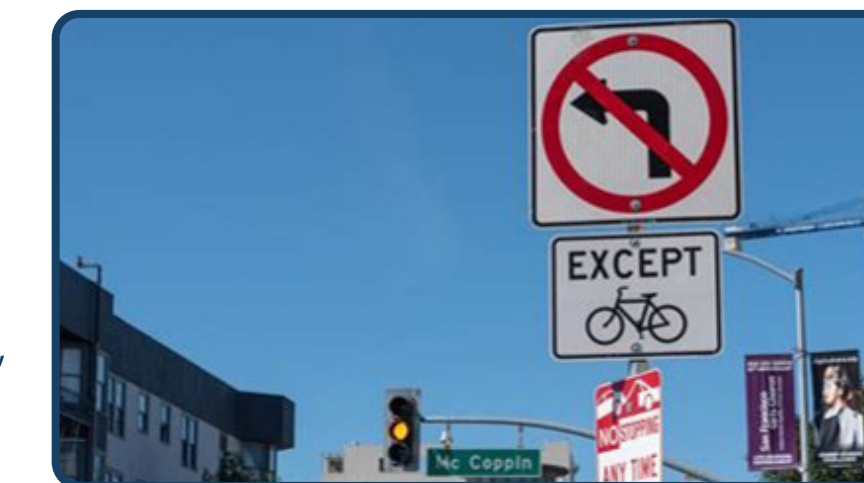
Expanding the sidewalks from five to eight feet in both directions would support safe, accessible, and comfortable pedestrian access along the corridor. These sidewalks would be wide enough to accommodate multiple people walking side-by-side.



TURN RESTRICTIONS

Included in: **3**

Restricting left turns at signalized intersections reduces conflicts between people walking, biking, and driving. This approach would concentrate turning movements at signals, which may change how people access the neighborhood north of Arden Way.



LANE REDUCTION (8 TO 6 LANES)

Included in: **2 3**

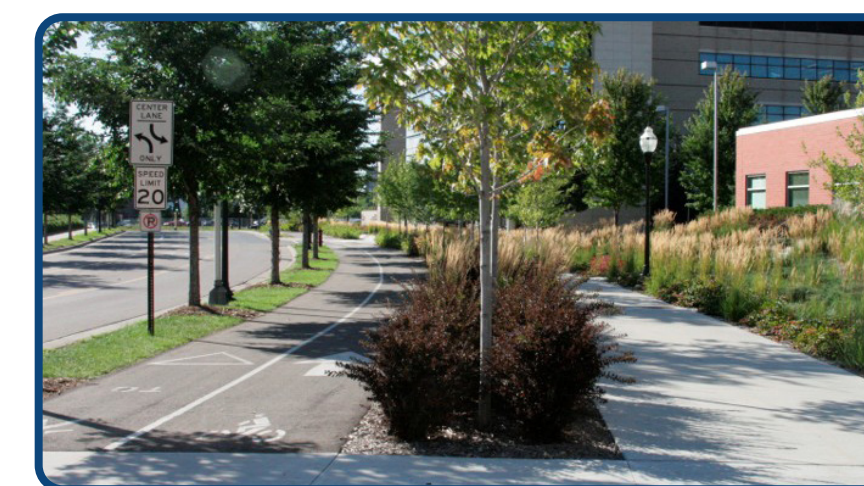
Repurposing a travel lane in each direction would create space to provide enhanced bicycle and pedestrian infrastructure, opportunities for more landscaping, and preserve all existing turning lanes.



ENHANCED LANDSCAPING

Included in: **1 2**

New trees and landscaping along Arden Way can have a range of benefits, including providing shade, lowering temperatures, and enhancing street character. They would also create a buffer between pedestrians and cyclists and the road.



SHARED-USE PATH

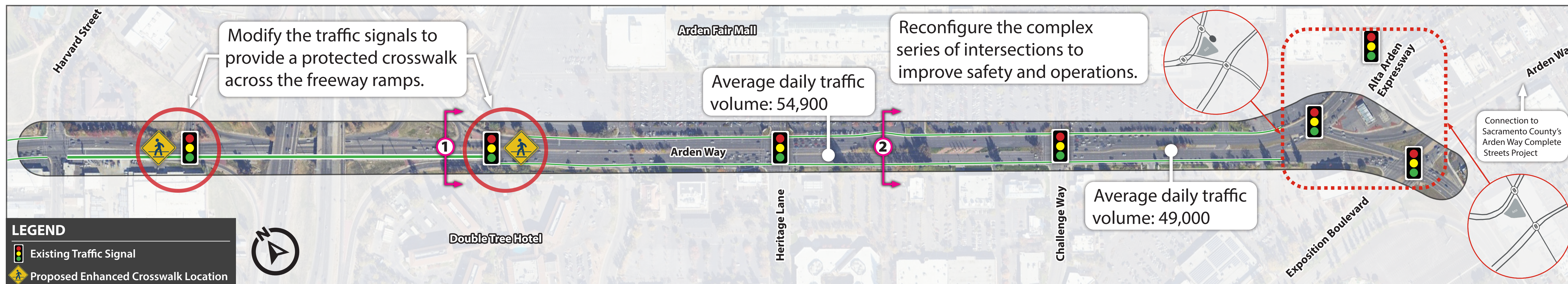
Included in: **3**

A two-way shared-use path would accommodate people walking, biking, rolling, or scooting.





Arden Way Alternative 2 (cont.): Lane Reduction with One-Way Separated Bicycle Lanes

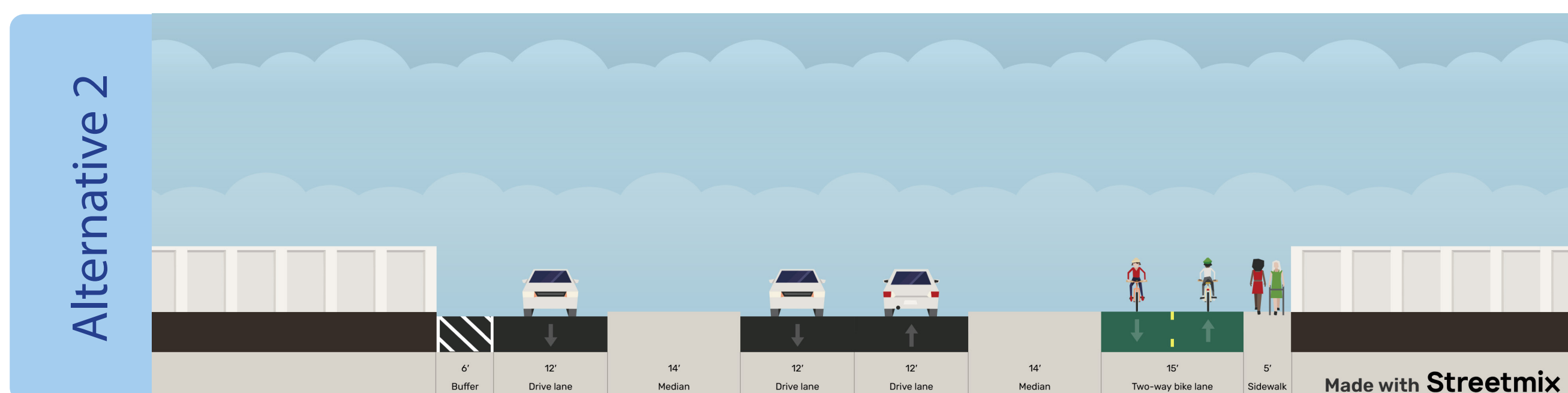
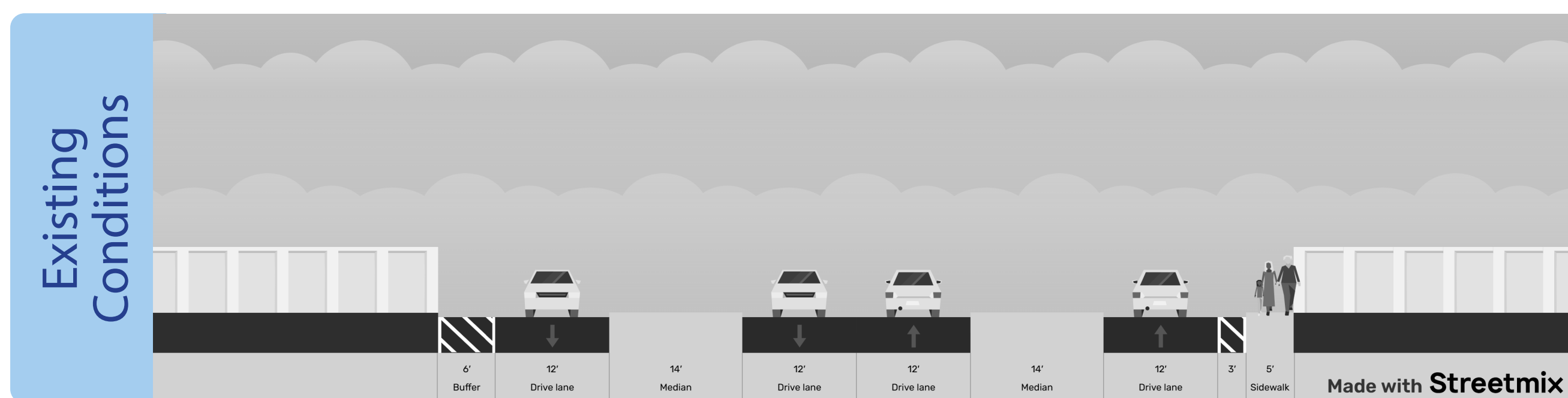


This alternative would repurpose travel lanes along Arden Way to provide space for a two-way separated bicycle lane and additional landscaping.

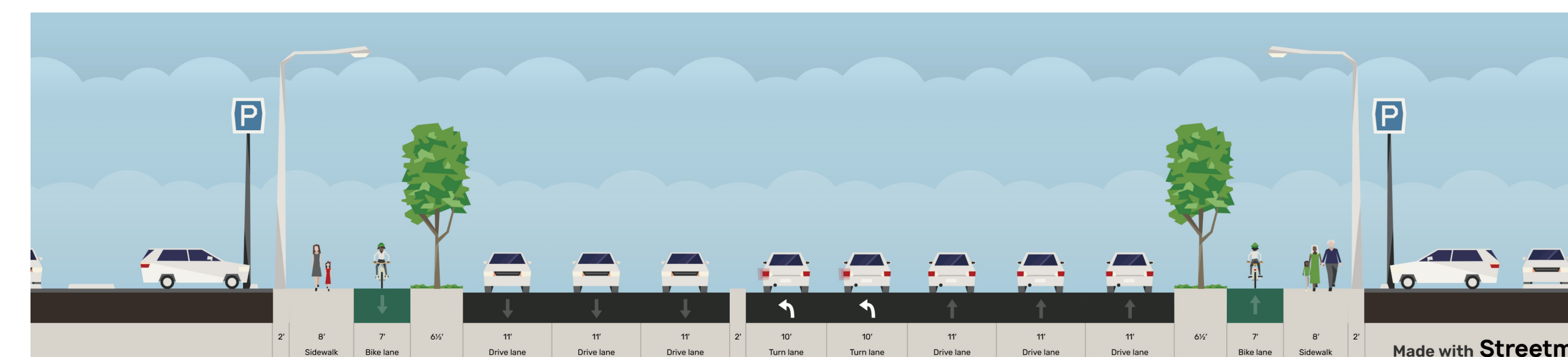
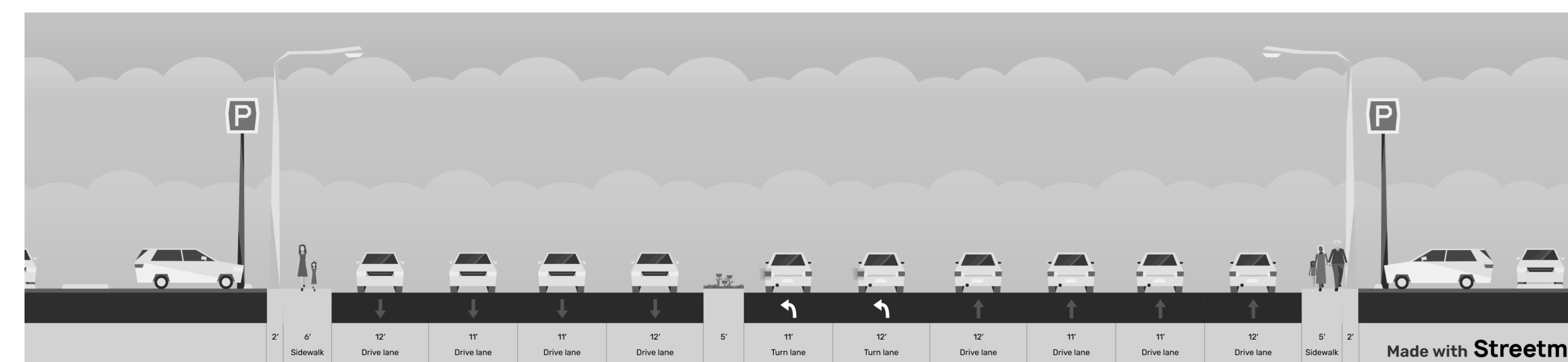
KEY ELEMENTS:

- Bicycle Facilities**
 + Adds a one-way separated bike lane in each direction
- Travel Lanes**
 ✓ Removes one travel lane in each direction
- Pedestrian Facilities**
 + Extends sidewalk on both sides of the street
- Landscaping**
 + Provides opportunities for new trees

1 Arden Way Under the Freeway (Looking East)

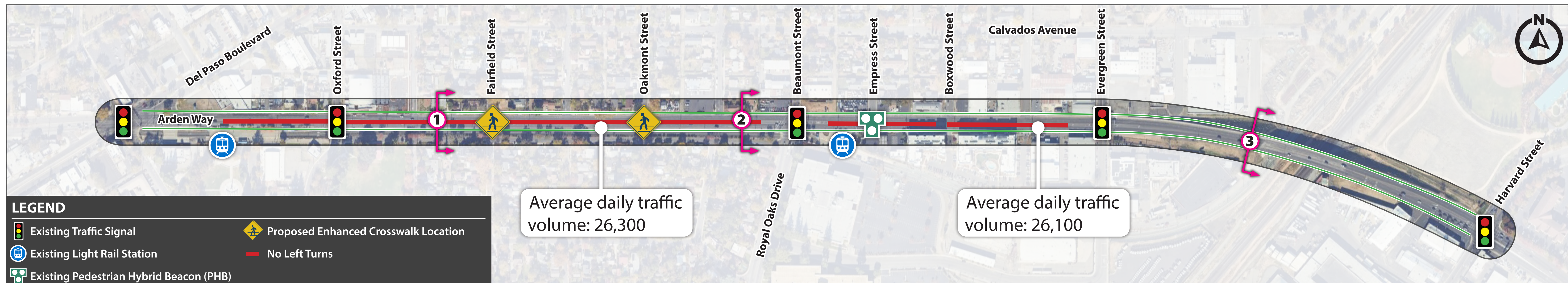


2 Arden Way Near Heritage Lane (Looking East)





Arden Way Alternative 3: One-Way Separated Bike Lanes (Street-Level)

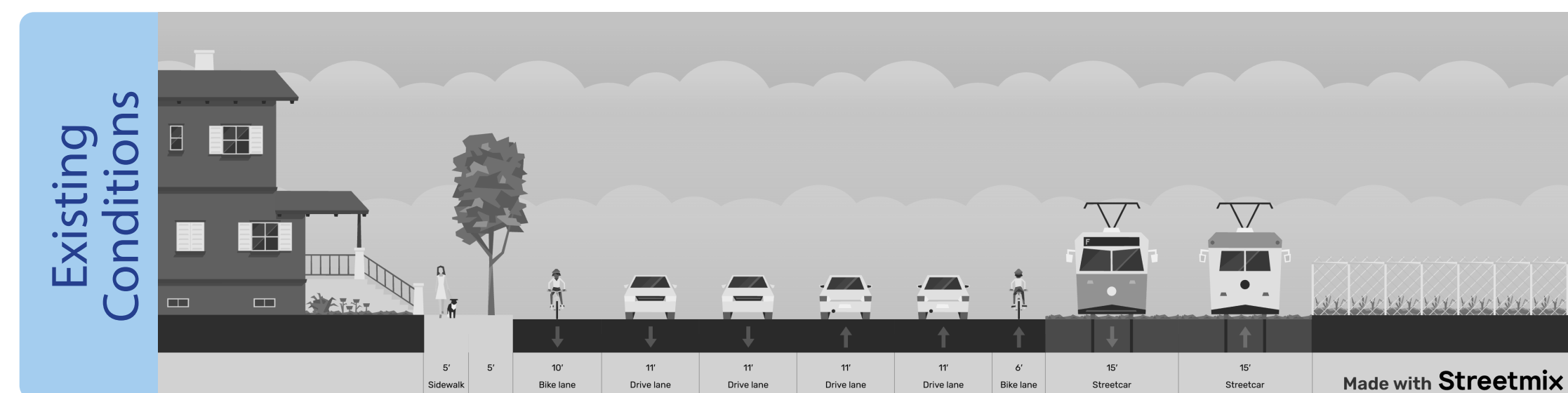


This alternative would maintain all existing travel lanes, restrict left-turns, and provide a buffer space between vehicle travel and bicycle lanes.

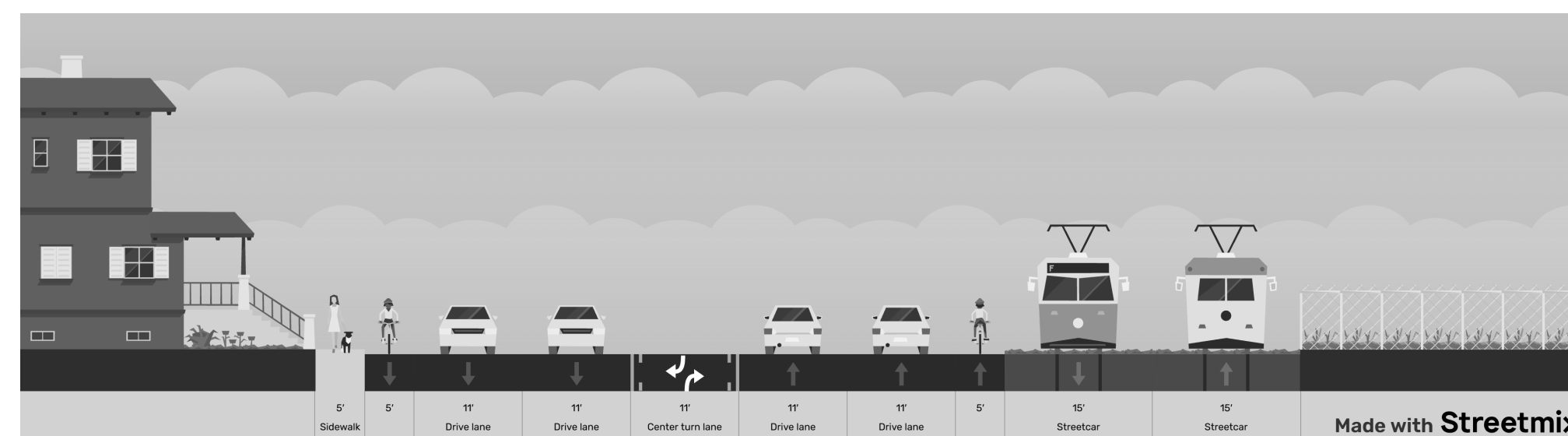
KEY ELEMENTS:

- Bicycle Facilities**
 - + Provides buffer space between vehicle traffic and bicycle lanes
- Travel Lanes**
 - + Maintains two travel lanes in each direction
 - ✓ Limits left turns to signalized intersections
- Pedestrian Facilities**
 - + Maintains existing sidewalk on the north side of the street
- Landscaping**
 - + Preserves existing trees on the north side of the street

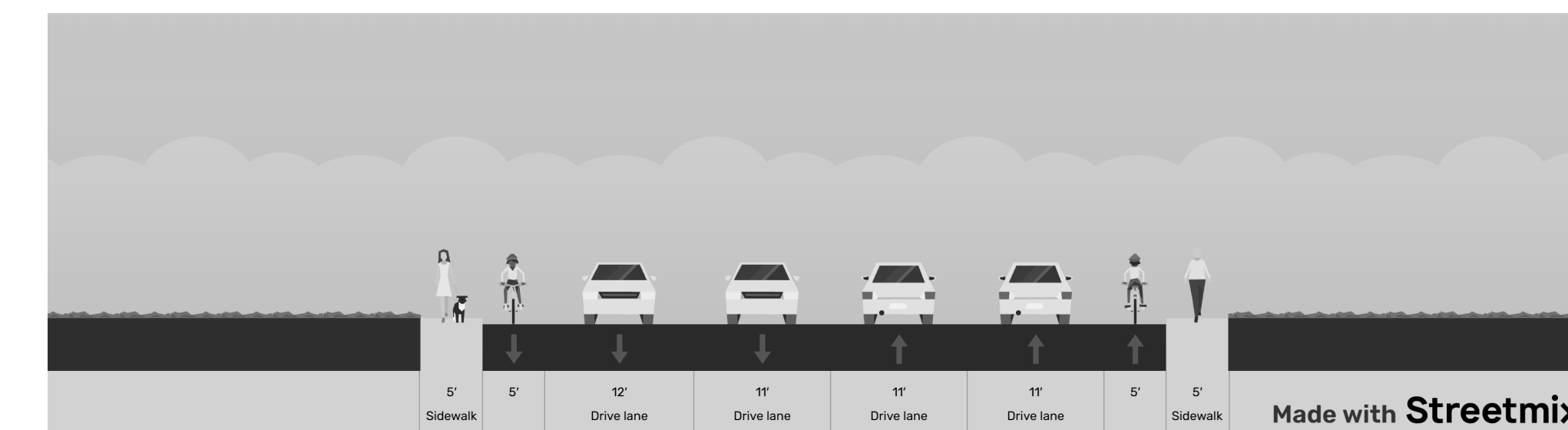
1 Arden Way Near Fairfield Street (Looking East)



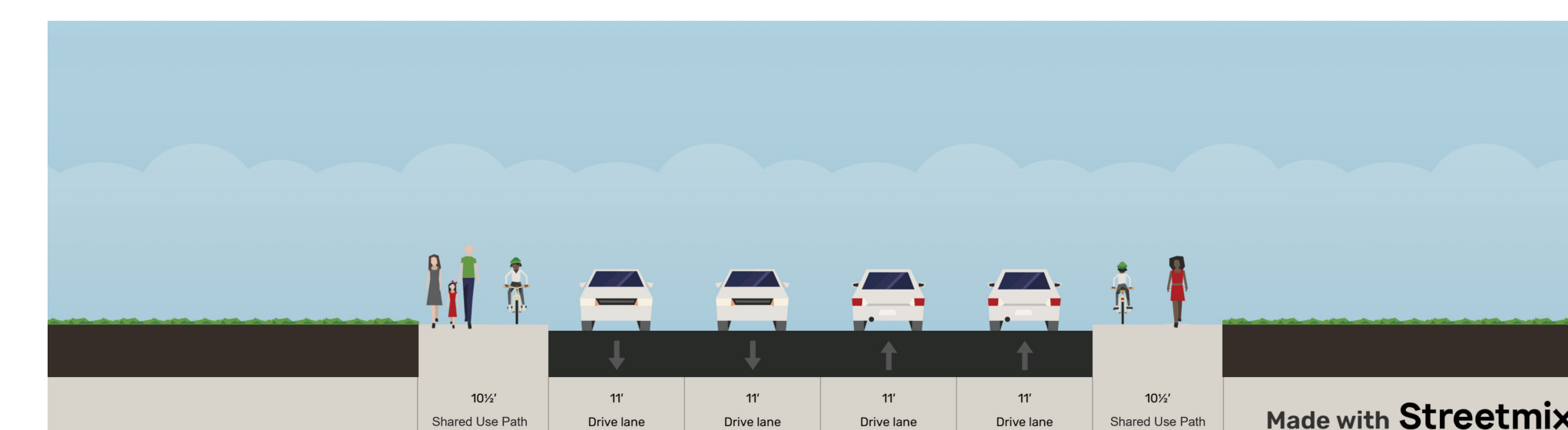
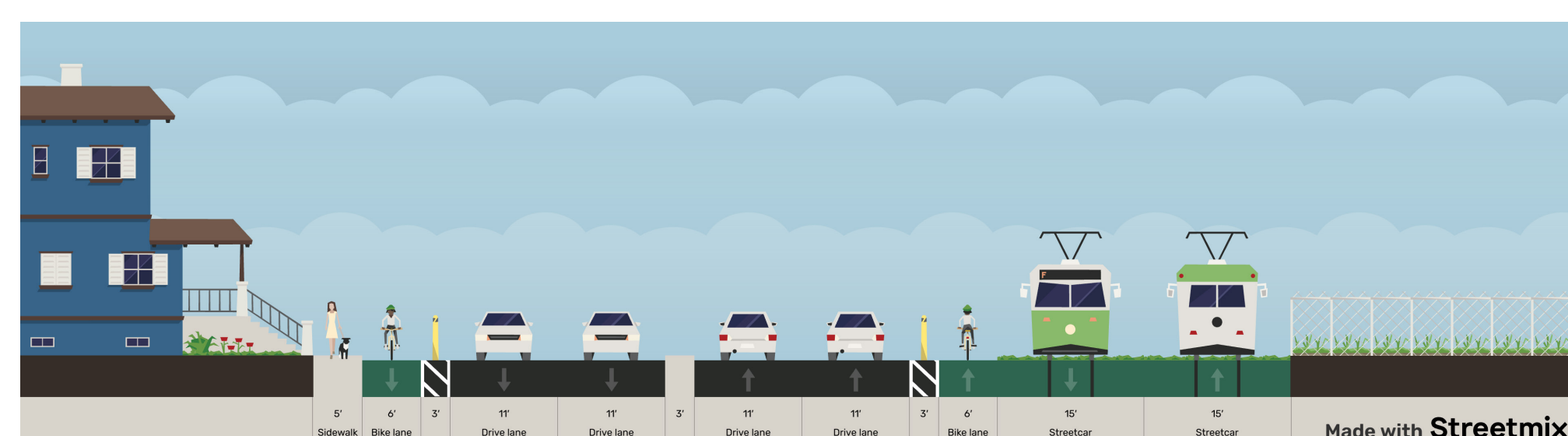
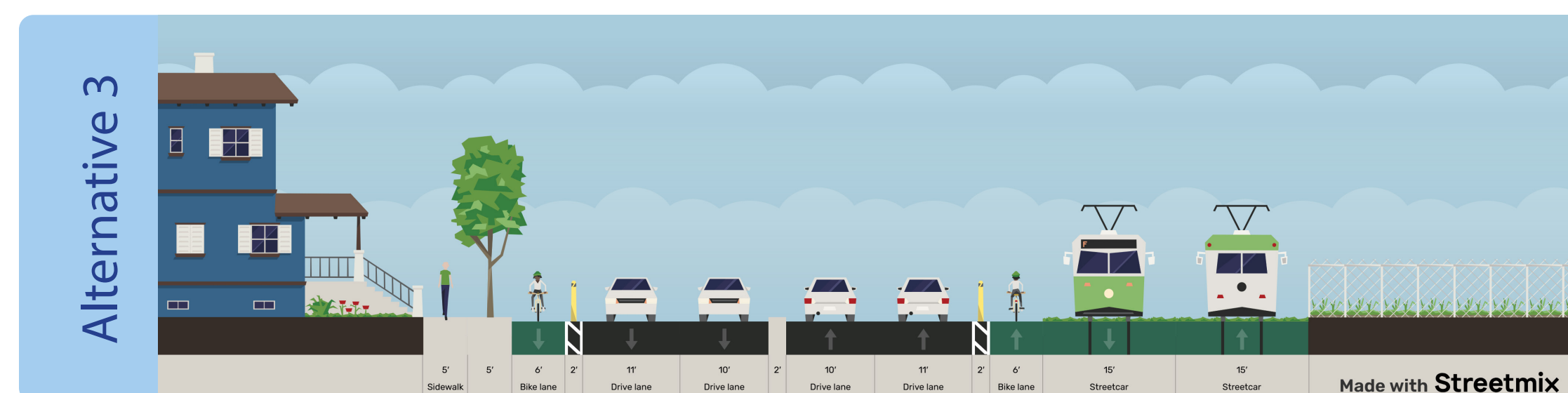
2 Arden Way Near Royal Oaks Drive (Looking East)



3 Arden Way Bridge Over the Rail Tracks (Looking East)

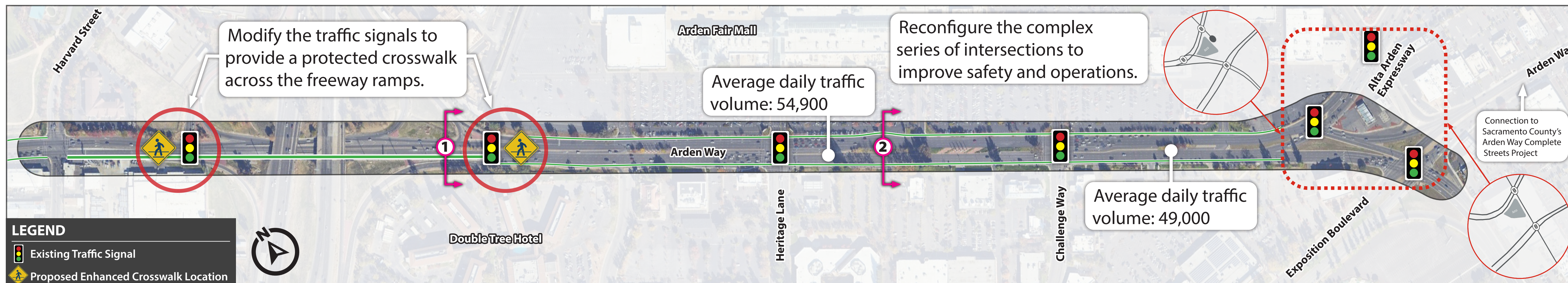


Alternative 3





Arden Way Alternative 3 (cont.): Shared-Use Path

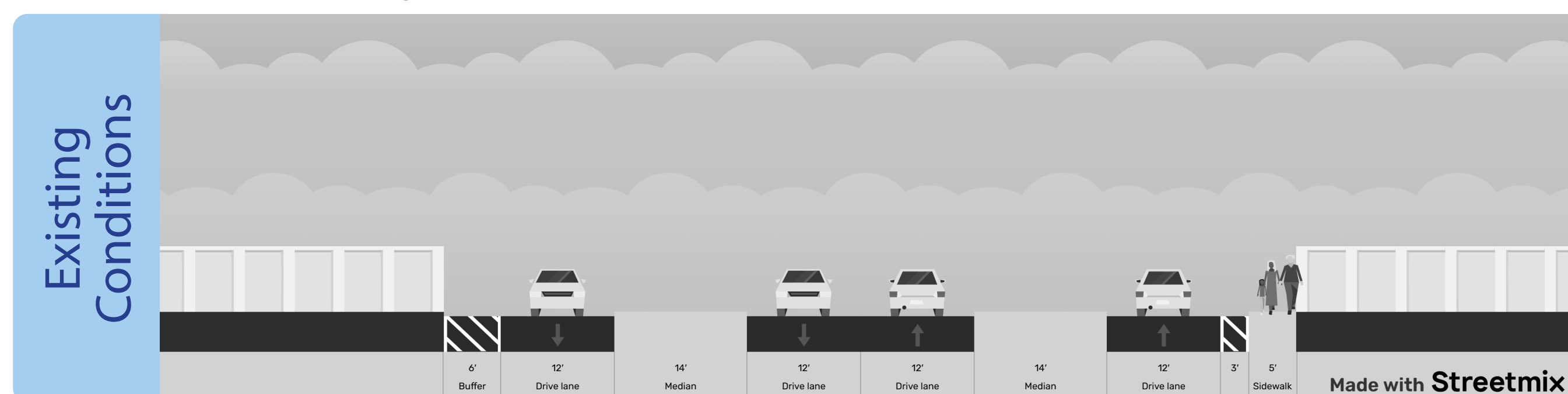


This alternative would maintain all travel lanes along Arden Way and extend the right-of-way to create a shared-use path on the north side of the street.

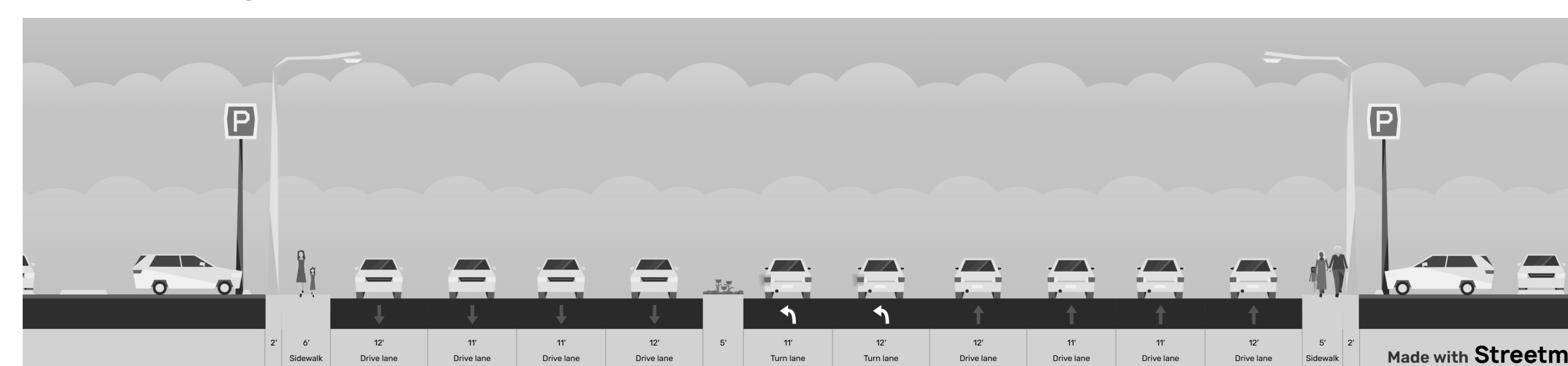
KEY ELEMENTS:

- Bicycle Facilities**
+ Adds a shared-use path to north side of street
- Travel Lanes**
+ Maintains all travel lanes
- Pedestrian Facilities**
+ Adds a shared-use path to north side of street
- Landscaping**
✓ No opportunities for landscaping

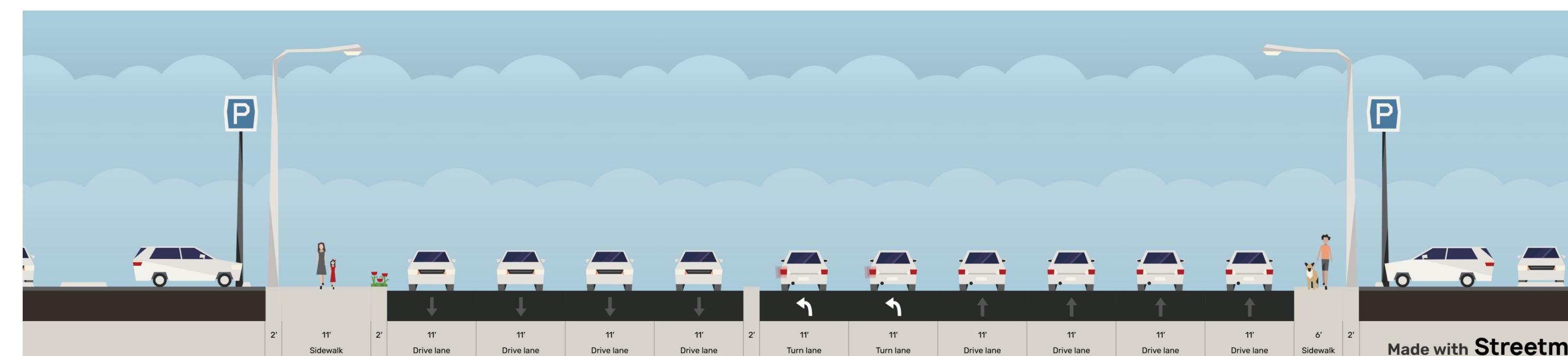
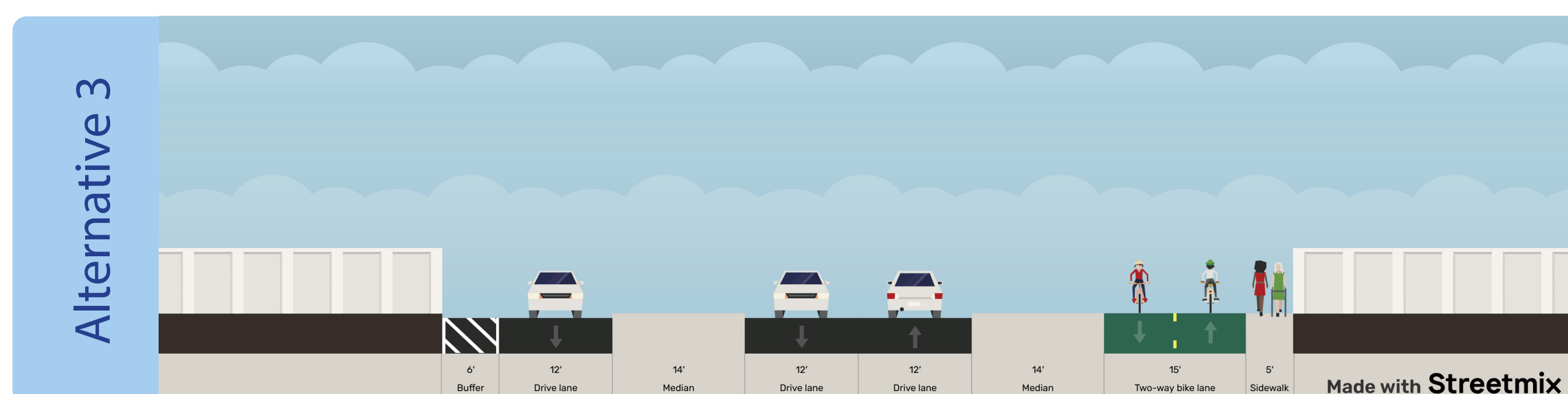
1 Arden Way Under the Freeway (Looking East)



2 Arden Way Near Heritage Lane (Looking East)



Alternative 3





Let us know!

Place a green dot under the concepts you like, and a red dot under the ones you don't. Leave a sticky note to help us understand why.

ONE-WAY SEPARATED BIKE LANES

Included in: **2**

These one-way bike lanes would be physically separated from vehicle traffic, with one lane on each side of the street traveling in the same direction as adjacent vehicles.



ADDITIONAL ENHANCED CROSSWALKS

Included in: **1 2 3**

Installing additional crosswalks makes it easier for people to walk or bike across the street. This is particularly important for alternatives where four travel lanes are maintained; it creates longer crossing distances for people walking and biking, and makes it harder for drivers to see them.



NO LANE REDUCTION

Included in: **3**

Maintaining all existing travel lanes while providing a dedicated space for people walking and biking within the existing right-of-way would require a narrow shared-use path.



TWO-WAY SEPARATED BIKE LANE

Included in: **1**

These two-way bike lanes would be physically separated from vehicle traffic, allowing people to ride in both directions on one side of the street.



SIDEWALKS ON BOTH SIDES

Included in: **1 2**

A new sidewalk on the south side of the street would create more opportunities to connect pedestrians to the light rail station.



STREET-LEVEL SEPARATED BIKE LANES

Included in: **3**

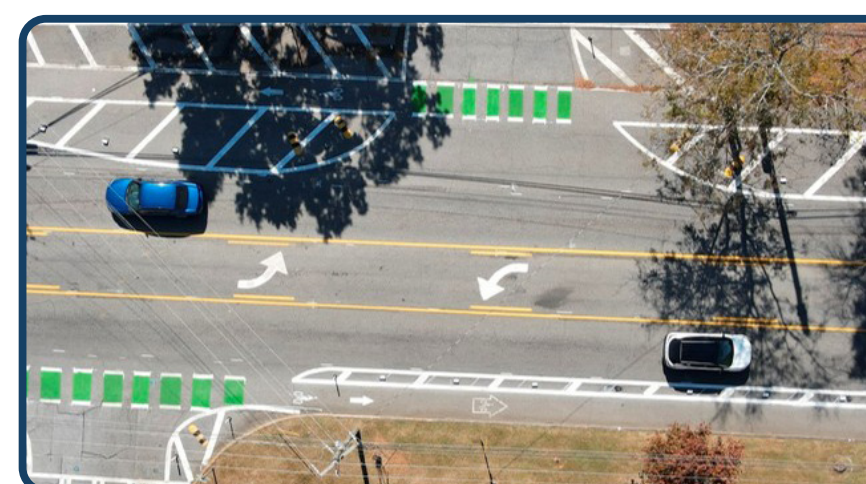
Street-level separated bike lanes would enhance the existing bicycle lane by adding a striped buffer and vertical elements to create more separation between cyclists and vehicle traffic.



LANE REDUCTION (4 TO 3 LANES)

Included in: **1 2**

Repurposing a travel lane would create space to provide a continuous two-way left-turn lane, dedicated right-turn lanes, enhanced bicycle and pedestrian infrastructure, as well as opportunities for more landscaping.



WIDEN SIDEWALKS

Included in: **1 2**

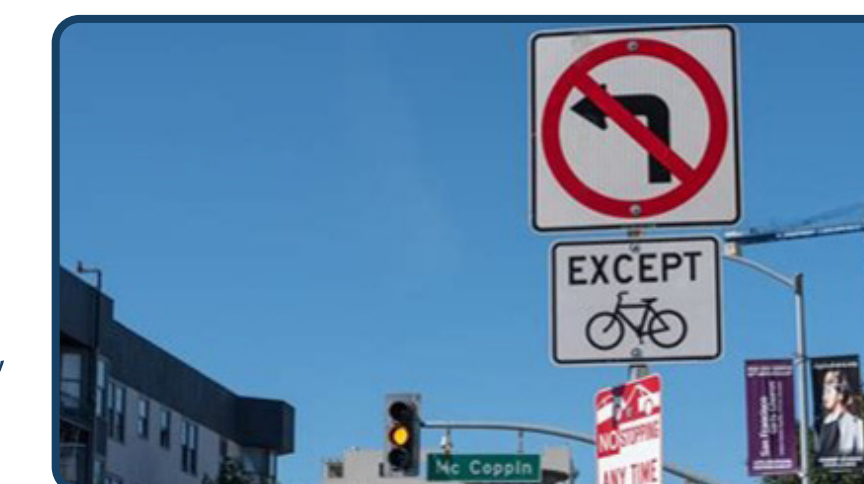
Expanding the sidewalks from five to eight feet in both directions would support safe, accessible, and comfortable pedestrian access along the corridor. These sidewalks would be wide enough to accommodate multiple people walking side-by-side.



TURN RESTRICTIONS

Included in: **3**

Restricting left turns at signalized intersections reduces conflicts between people walking, biking, and driving. This approach would concentrate turning movements at signals, which may change how people access the neighborhood north of Arden Way.



LANE REDUCTION (8 TO 6 LANES)

Included in: **2 3**

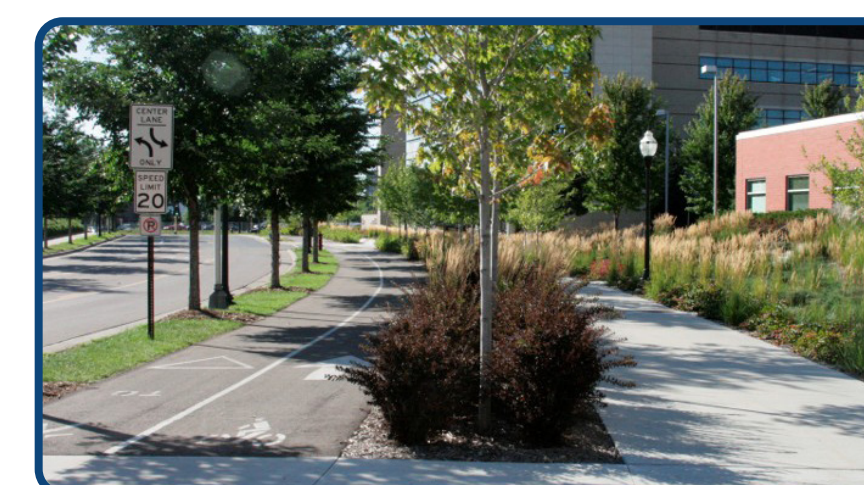
Repurposing a travel lane in each direction would create space to provide enhanced bicycle and pedestrian infrastructure, opportunities for more landscaping, and preserve all existing turning lanes.



ENHANCED LANDSCAPING

Included in: **1 2**

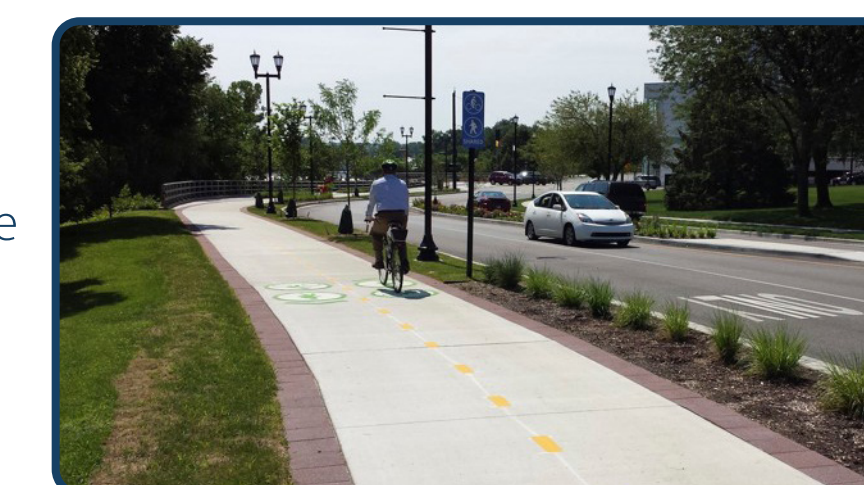
New trees and landscaping along Arden Way can have a range of benefits, including providing shade, lowering temperatures, and enhancing street character. They would also create a buffer between pedestrians and cyclists and the road.



SHARED-USE PATH

Included in: **3**

A two-way shared-use path would accommodate people walking, biking, rolling, or scooting.





Harvard Street/Auburn Boulevard Alternative 1 : One-Way Separated Bicycle Lanes



This alternative would repurpose a travel lane along Harvard Street and shoulder space on Auburn Boulevard to create a one-way separated bicycle lane, sidewalks, and additional landscaping.

KEY ELEMENTS:



Bicycle Facilities

- + Adds a one-way separated bike lane in each direction



Travel Lanes

- ✓ Narrows existing travel lanes
- ✓ Removes one travel lane in each direction between Arden Way and Silica Way
- ✓ Removes parking lanes in both directions



Pedestrian Facilities

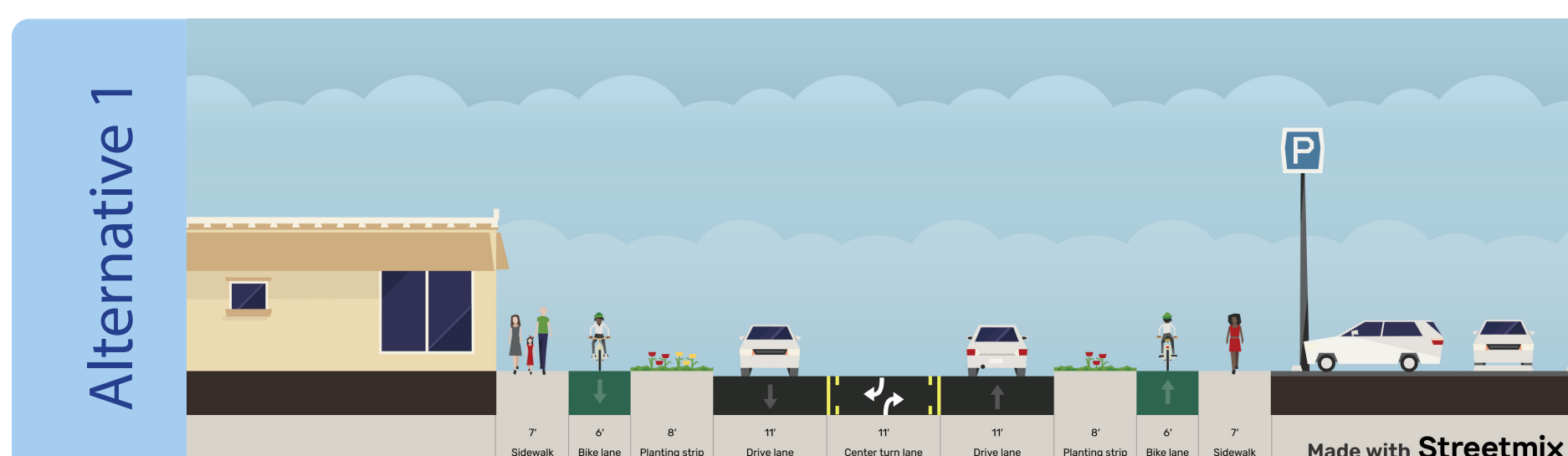
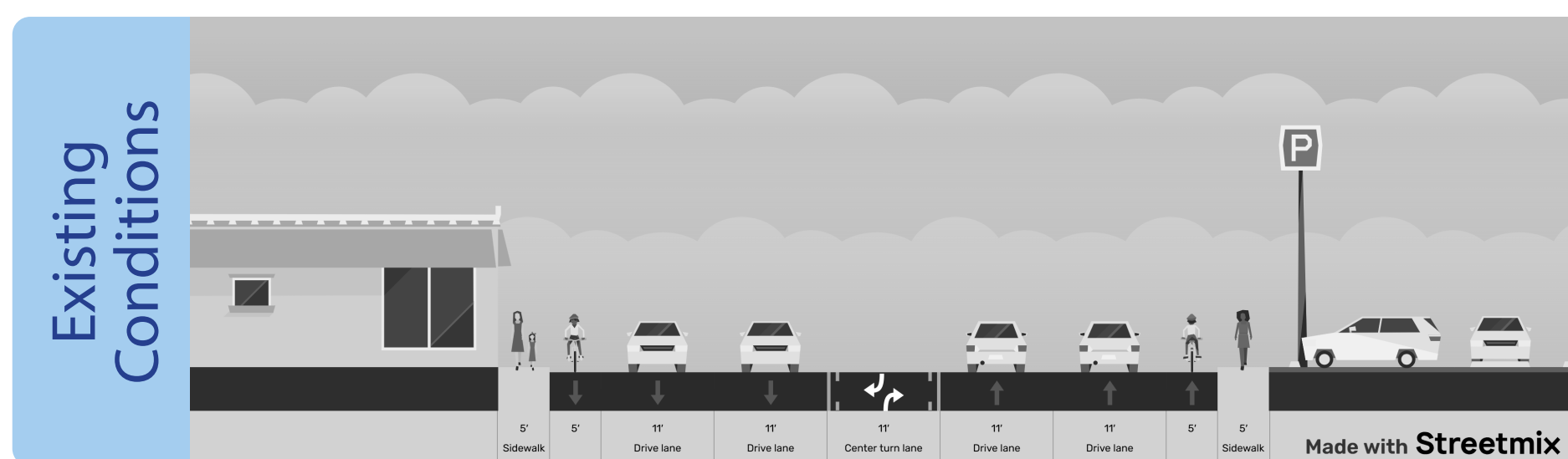
- + Adds a sidewalk to both sides of the street where not existing



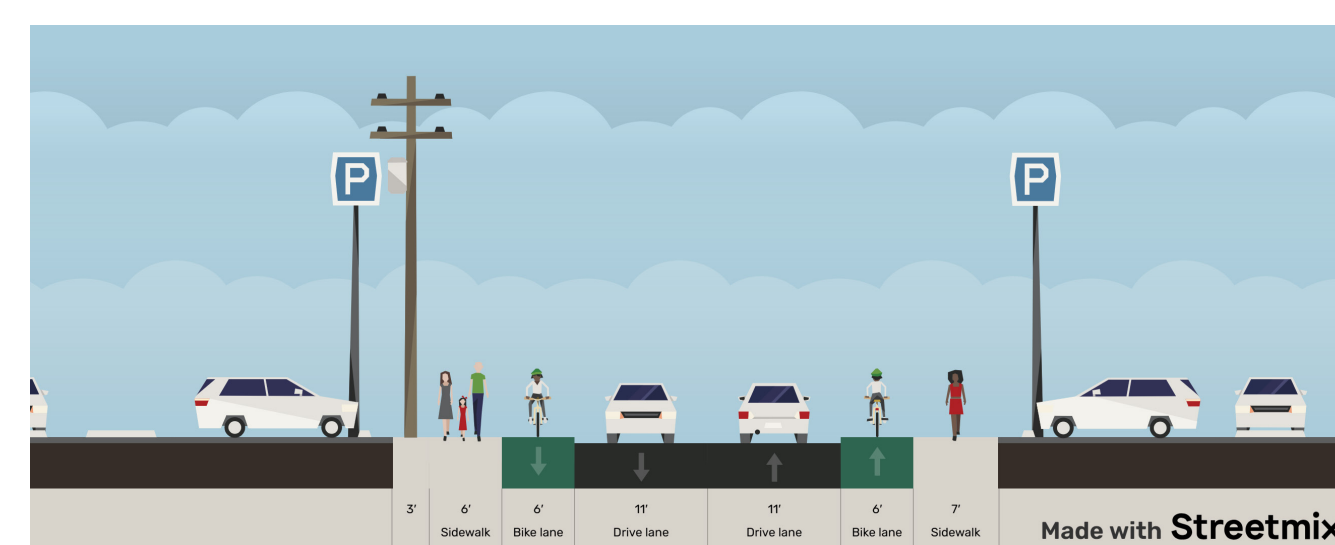
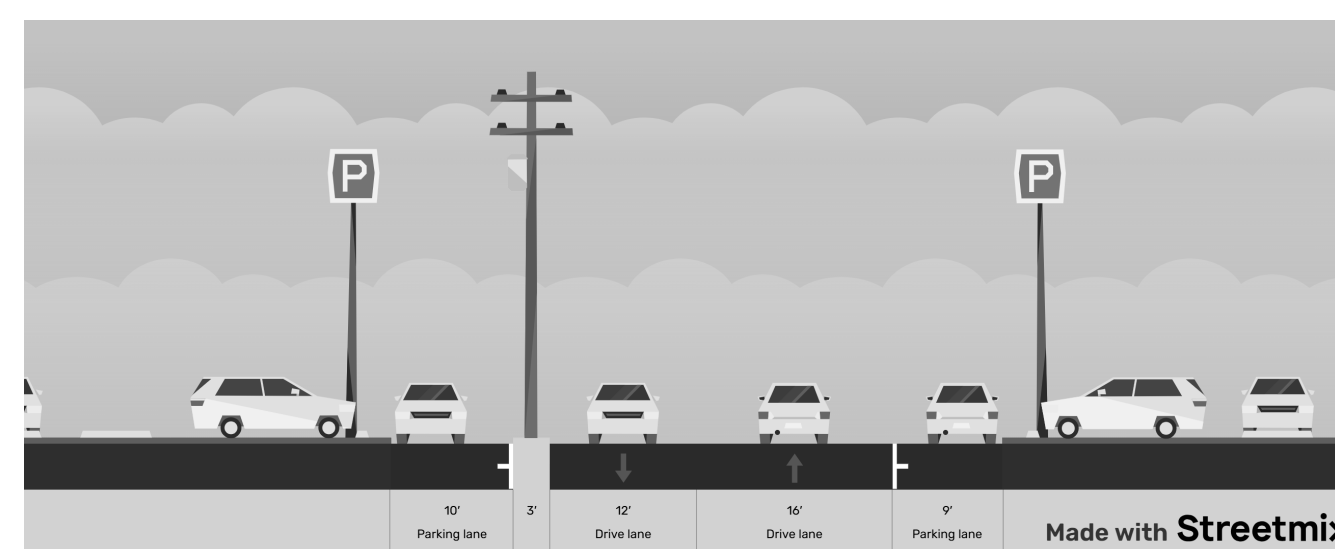
Landscaping

- + Provides opportunities for new trees and landscaping

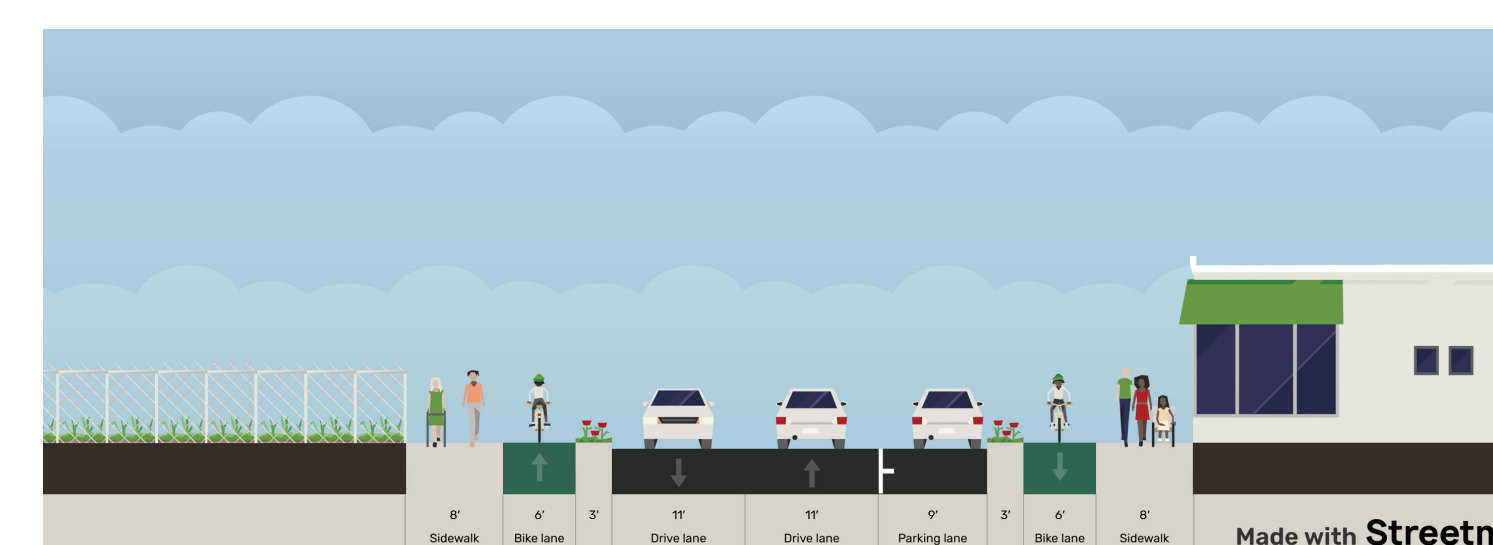
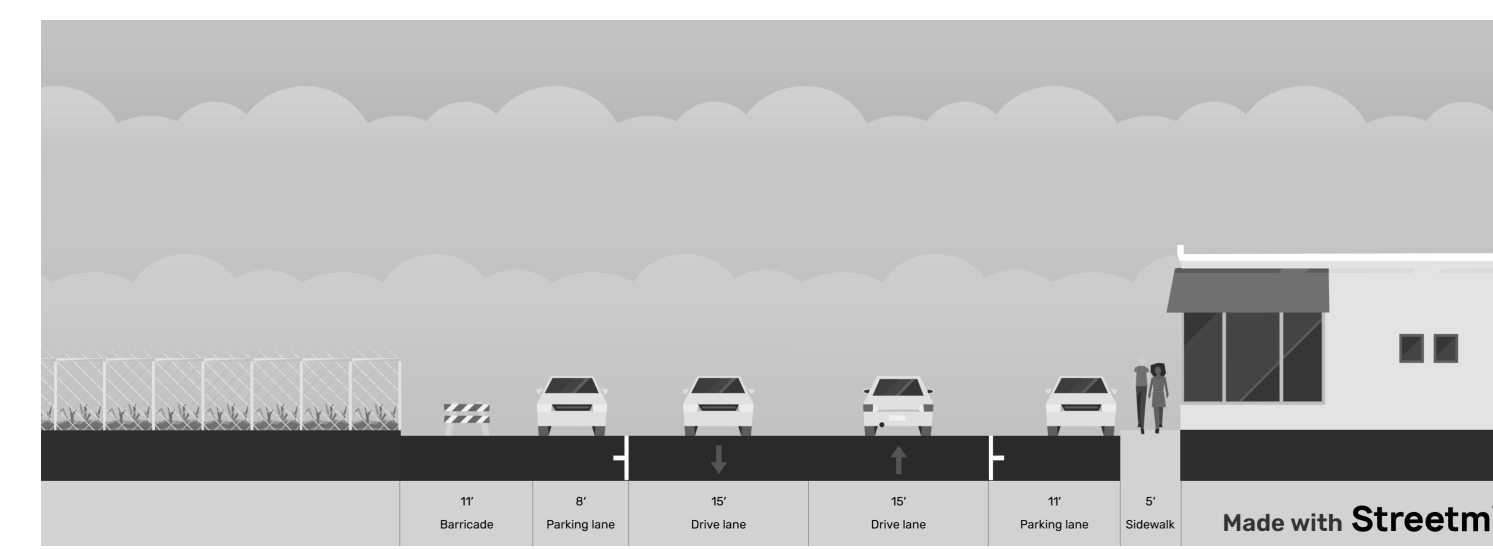
1 Harvard Street near Arden Way (Looking North)



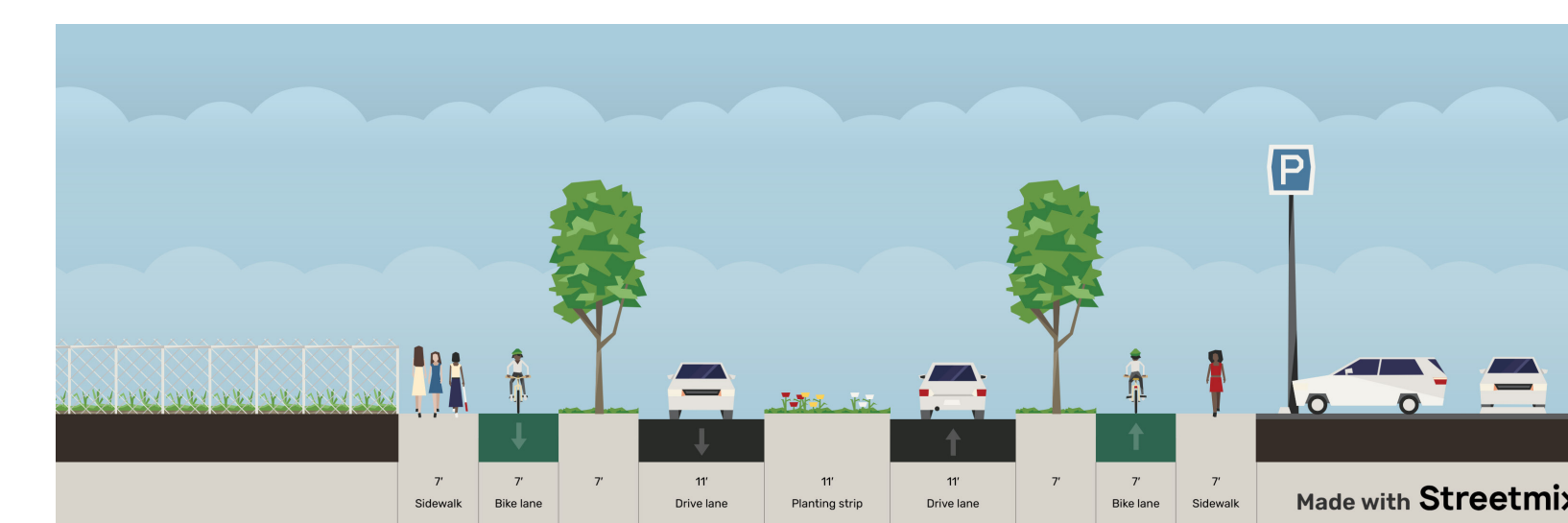
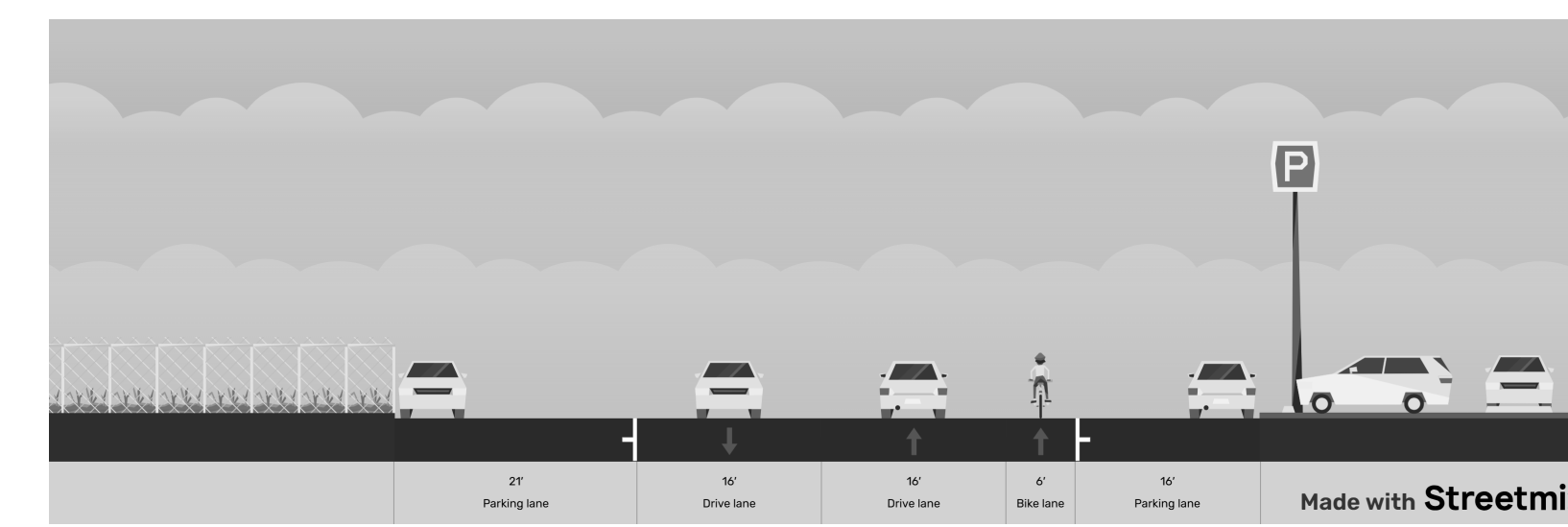
2 Harvard Street near Silica Way (Looking North)



3 Auburn Boulevard near El Camino Boulevard (Looking North)



4 Auburn Boulevard near Fianza Avenue (Looking North)





Harvard Street/Auburn Boulevard Alternative 2 : Two-Way Separated Bicycle Lanes



This alternative would repurpose a travel lane along Harvard Street and shoulder space on Auburn Boulevard to create a two-way separated bicycle lane, sidewalks, and additional landscaping.

KEY ELEMENTS:



Bicycle Facilities

- + Adds a two-way separated bike lane to the west side of the street



Travel Lanes

- ✓ Narrows existing travel lanes
- ✓ Removes one travel lane in each direction between Arden Way and Silica Way
- ✓ Removes parking lanes in both directions



Pedestrian Facilities

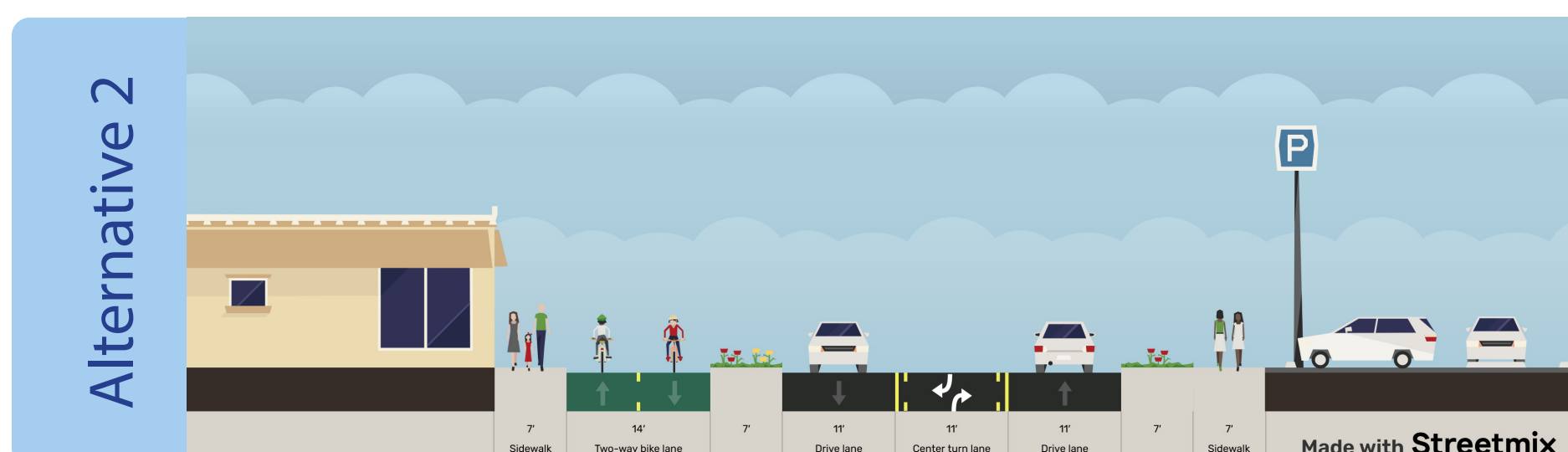
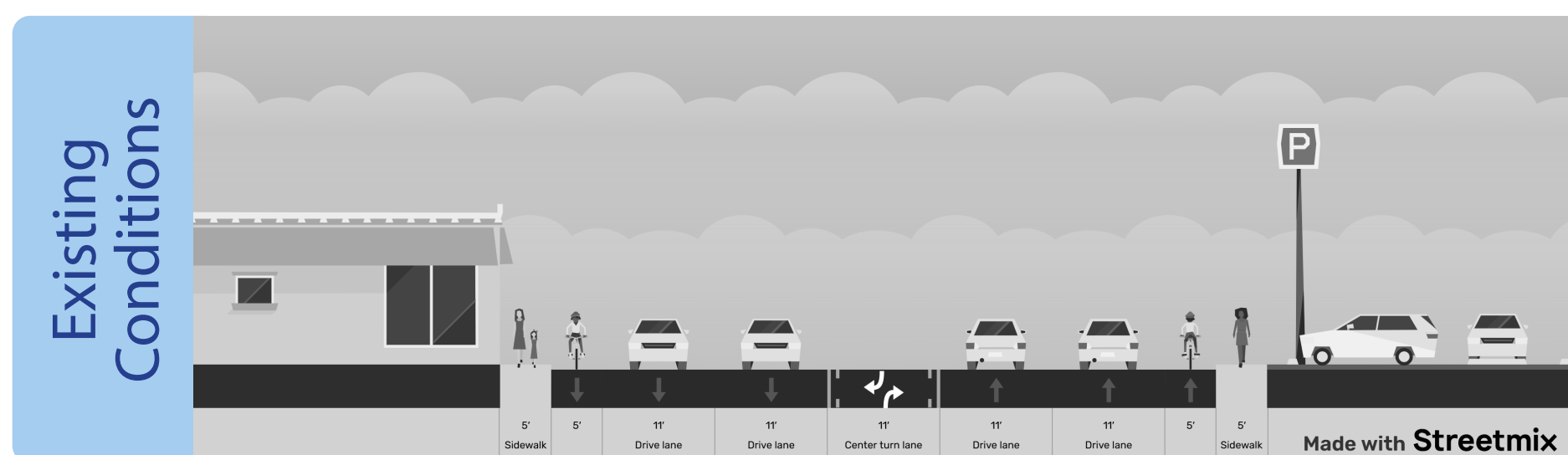
- + Adds a sidewalk to both sides of the street where not existing



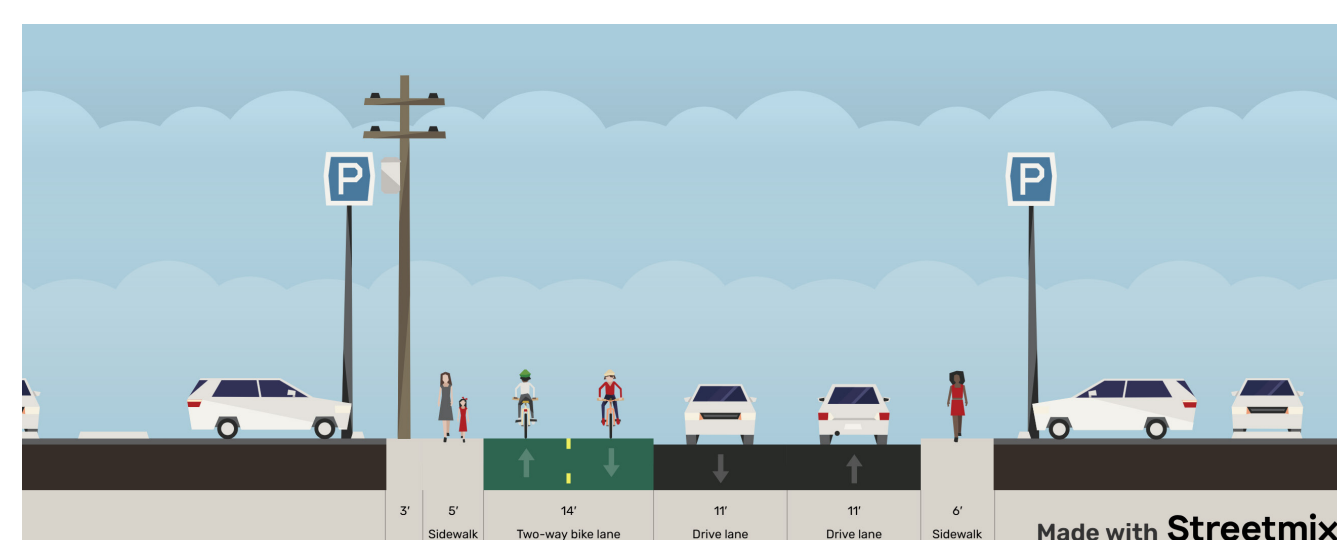
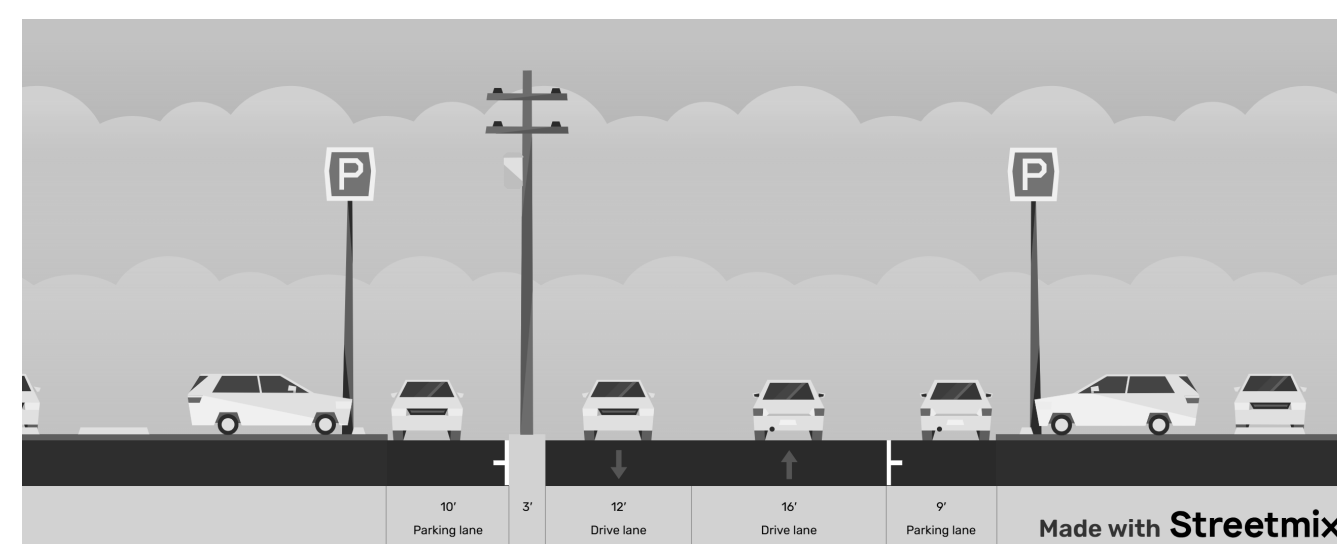
Landscaping

- + Provides opportunities for new trees and landscaping

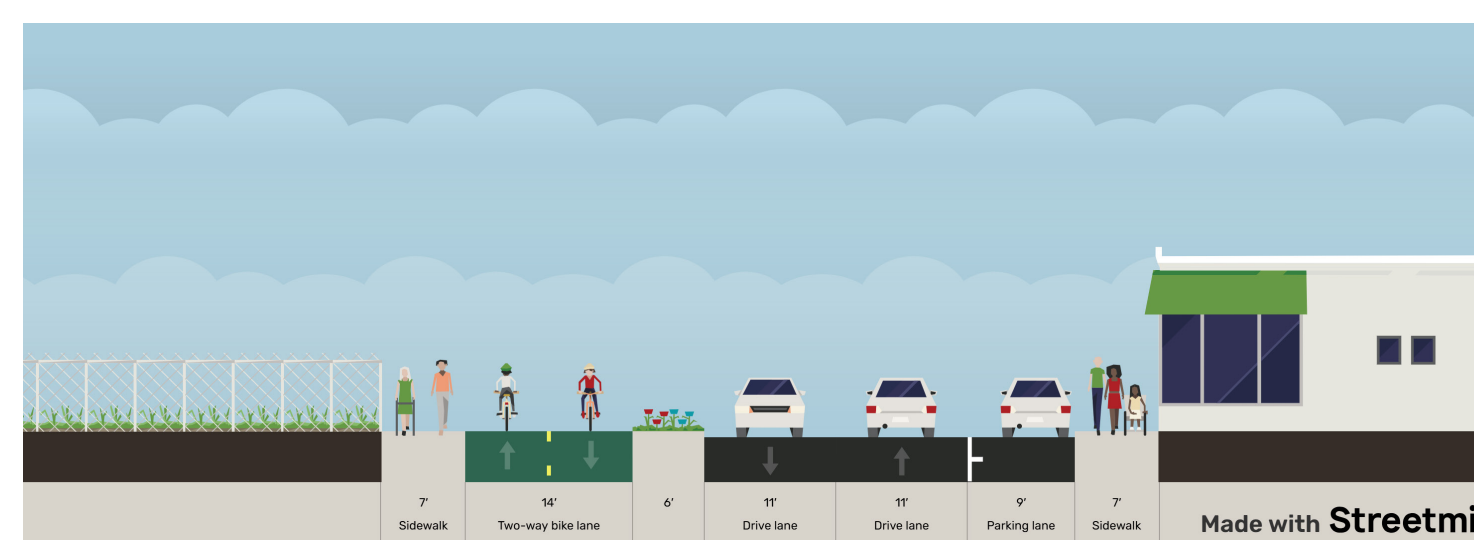
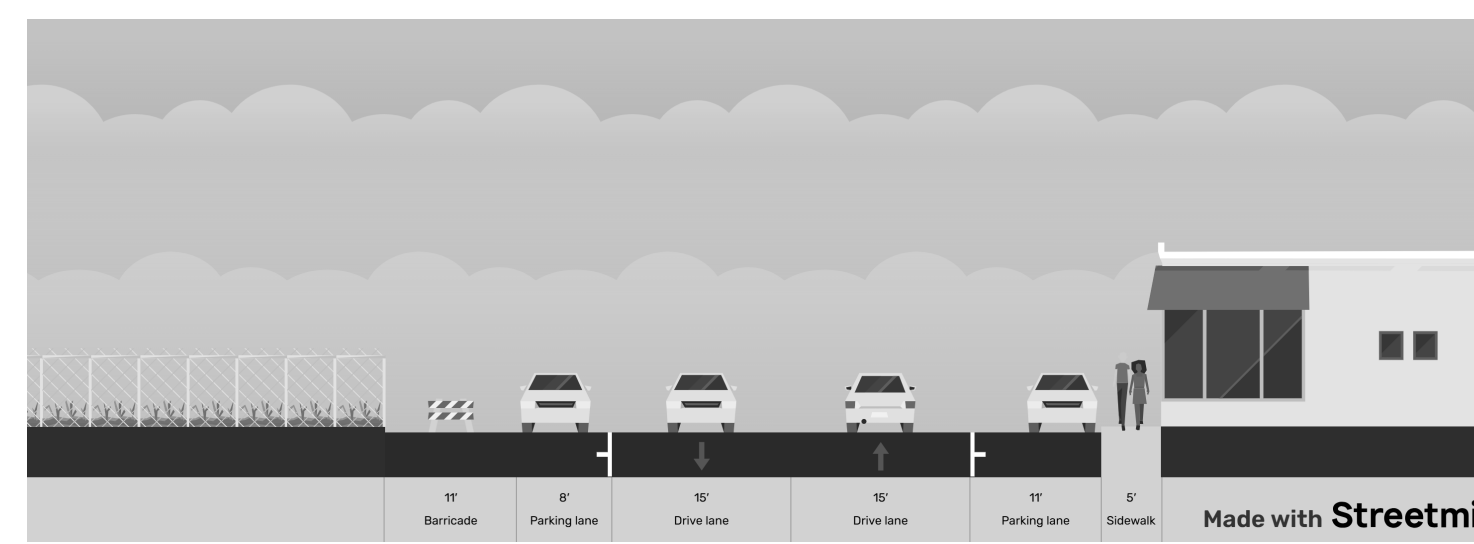
1 Harvard Street near Arden Way (Looking North)



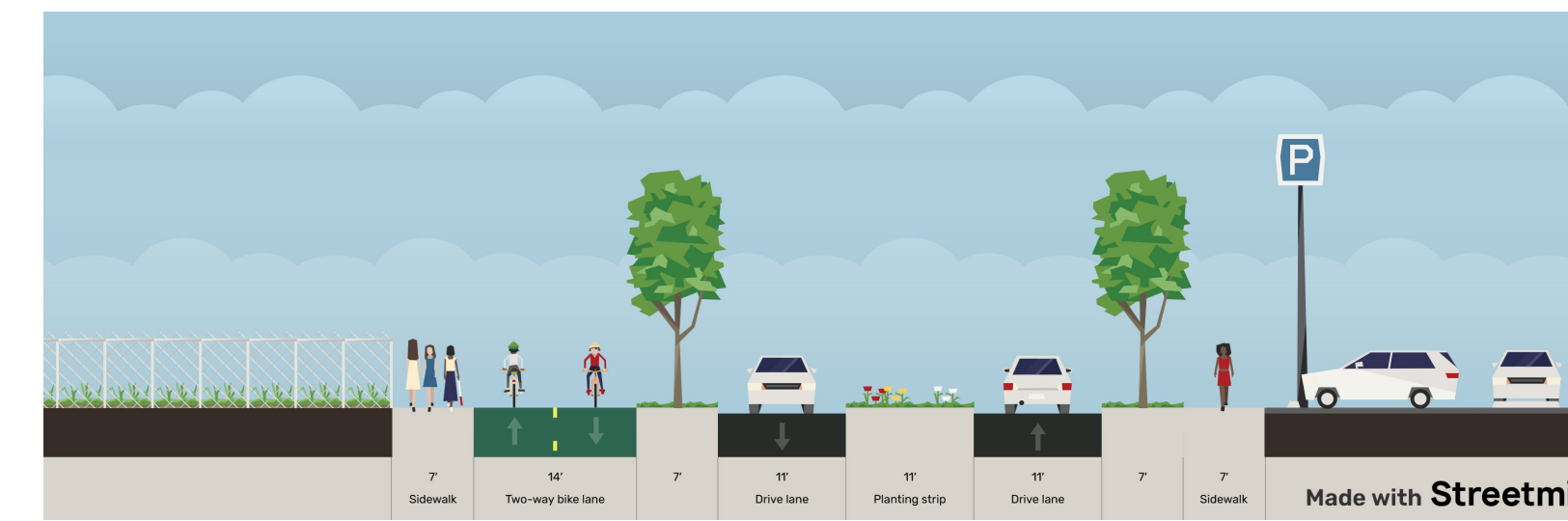
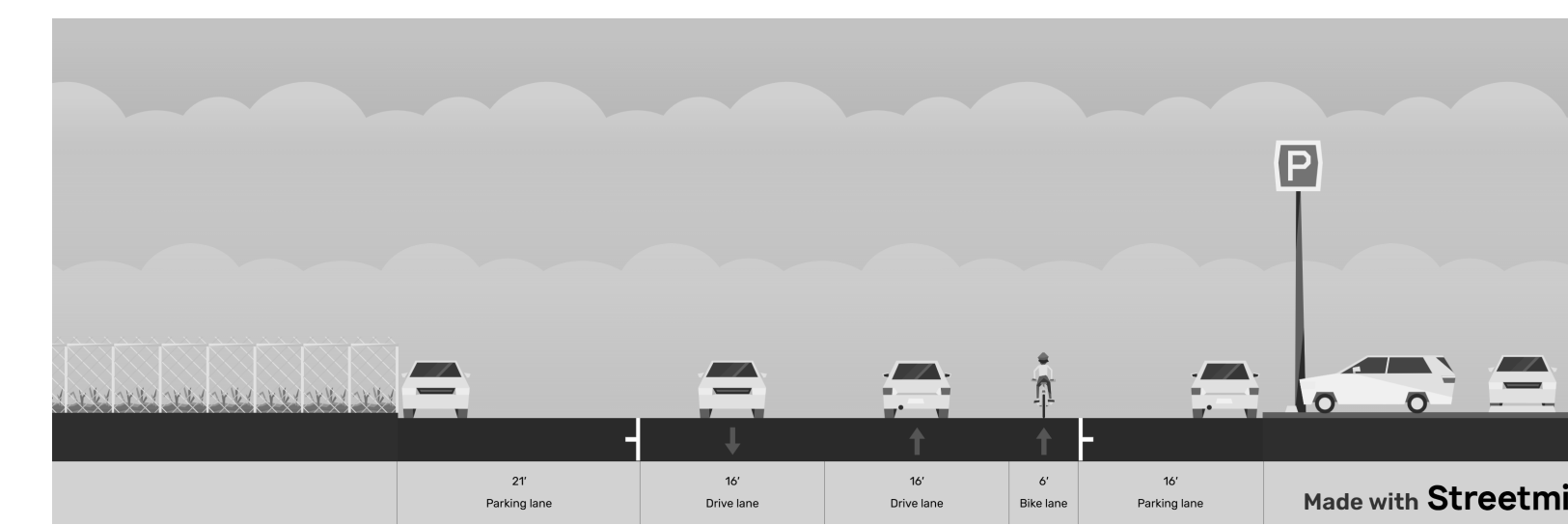
2 Harvard Street near Silica Way (Looking North)



3 Auburn Boulevard near El Camino Boulevard (Looking North)



4 Auburn Boulevard near Fianza Avenue (Looking North)





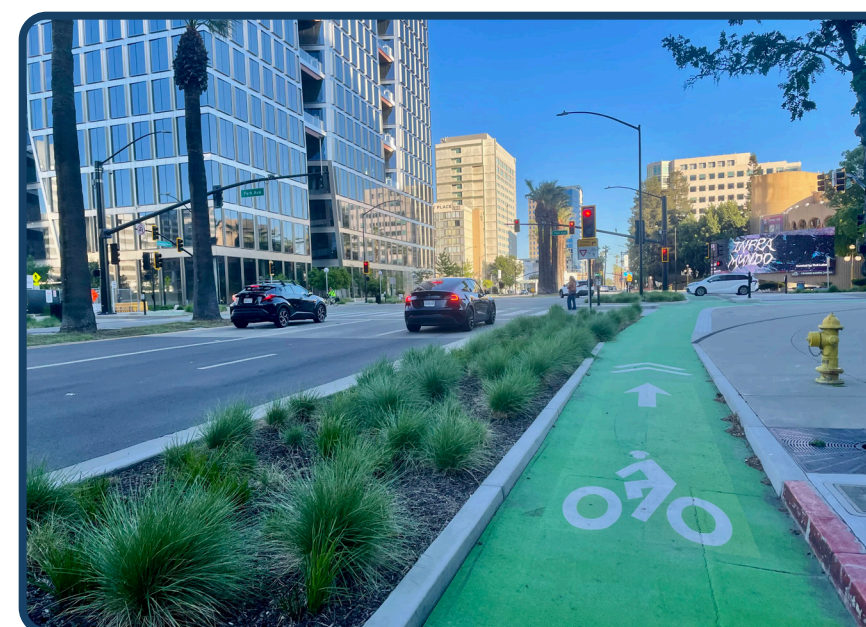
Let us know!

Place a green dot under the concepts you like, and a red dot under the ones you don't. Leave a sticky note to help us understand why.

ONE-WAY SEPARATED BIKE LANES

Included in: **1**

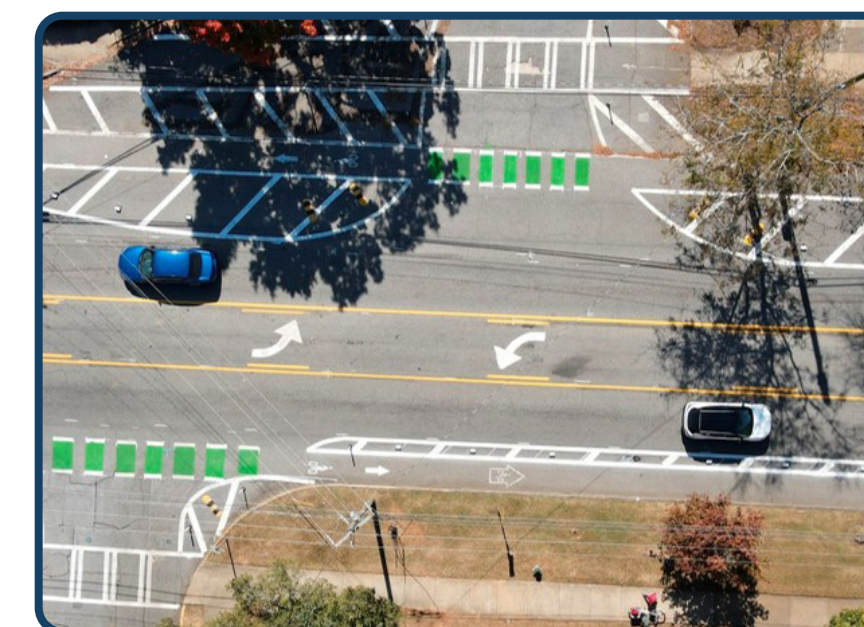
These one-way bike lanes would be physically separated from vehicle traffic, with one lane on each side of the street traveling in the same direction as adjacent vehicles.



DEDICATED SPACE FOR ALL USERS

Included in: **1 2**

Defining clear and separated places for people to drive, bike, and walk can make it easier to navigate the corridor and reduces conflict between vehicles and people walking and biking. This could also include enhanced landscaping to create a buffer between road uses and make the corridor more attractive and comfortable.



SIDEWALKS ON BOTH SIDES

Included in: **1 2**

Adding sidewalks in both directions support safe, accessible, and comfortable pedestrian access along the corridor and connection to nearby residences. Sidewalks would be wide enough to accommodate multiple people walking side-by-side.



TWO-WAY SEPARATED BIKE LANE

Included in: **2**

These two-way bike lanes would be physically separated from vehicle traffic, allowing people to ride in both directions on one side of the street.



ENHANCED LANDSCAPING

Included in: **1 2**

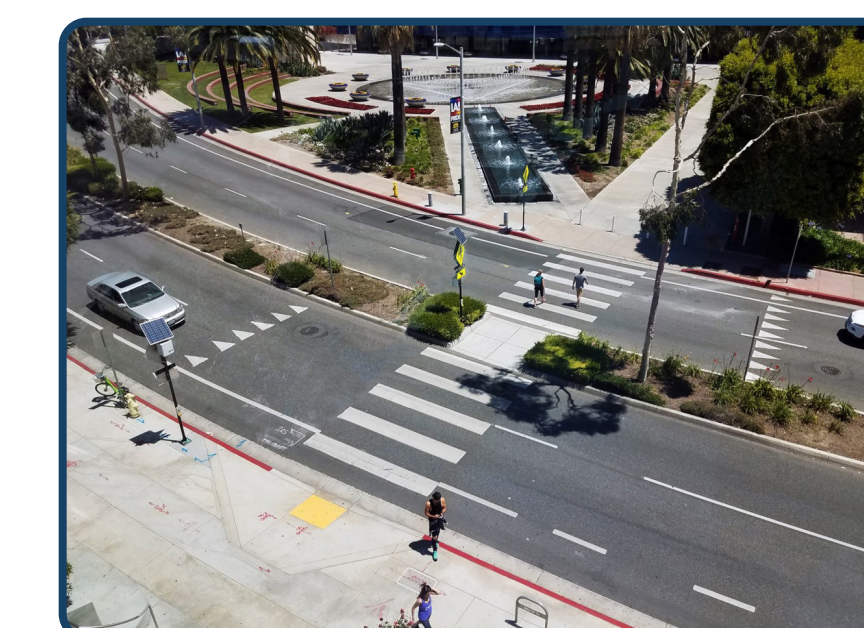
New trees and landscaping along Harvard Street and Auburn Boulevard can have a range of benefits, including providing shade, lowering temperatures, and enhancing street character. They would also create a buffer between pedestrians and cyclists and the road.



ADDITIONAL ENHANCED CROSSWALKS

Included in: **1 2**

Adding new crosswalks makes it easier for people walking, biking, or rolling to cross the street, especially when transit stops and bike lanes are located on only one side. Enhancements like flashing beacons or traffic signals can further improve visibility and safety at these crossings.



City of
SACRAMENTO

Arden Way-Auburn Boulevard Mobility Plan – Phase 2

Active Transportation Commission Update: June 2026

ARDEN-AUBURN
MOBILITY
PLAN



Agenda

- Project Review
- Phase 1 Summary
 - Existing Conditions
- Phase 2 Update
 - Draft Concepts
- Timeline and Next Steps





Plan Overview

PURPOSE

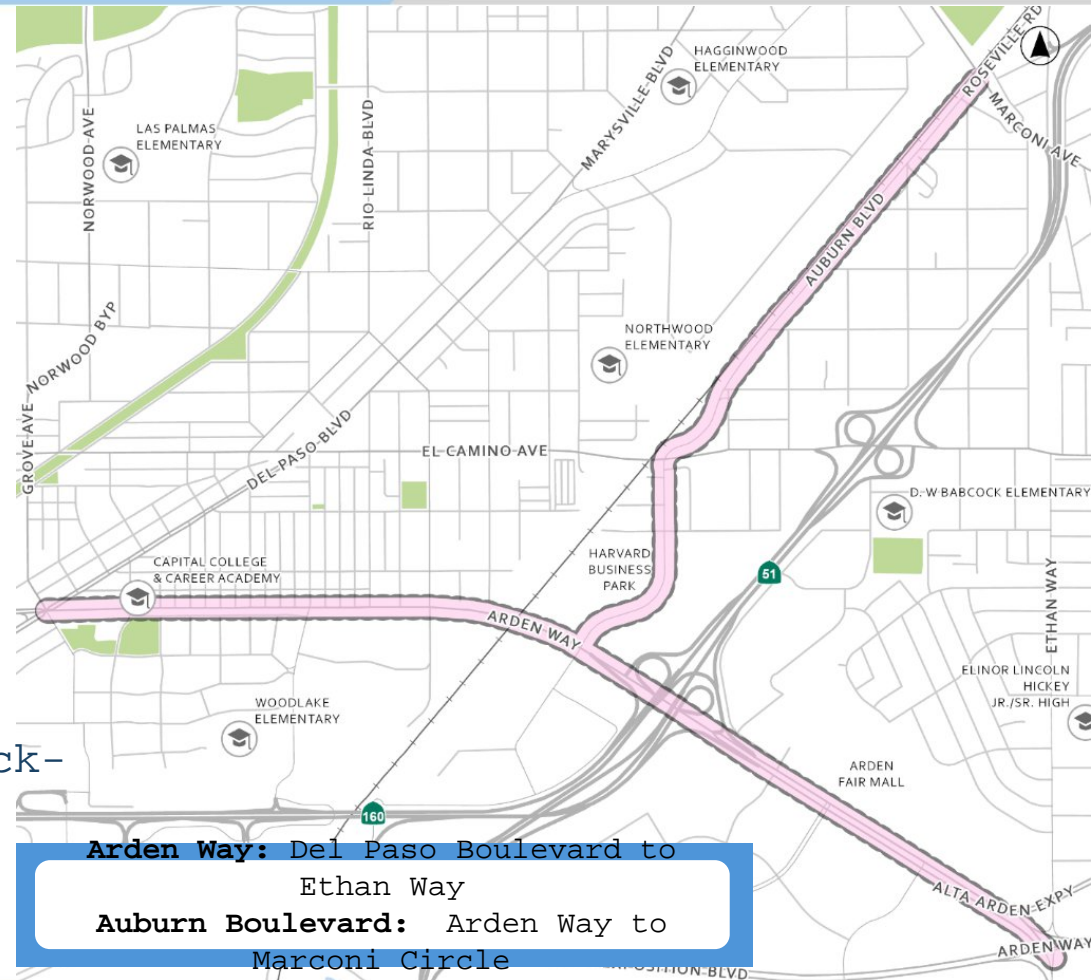
- Address **multimodal connectivity** and **safety** throughout the project corridors

OUTCOME

- Safety and mobility plan
- Designs for safety and access improvements
- Prioritized list of projects + quick-builds

FUNDING

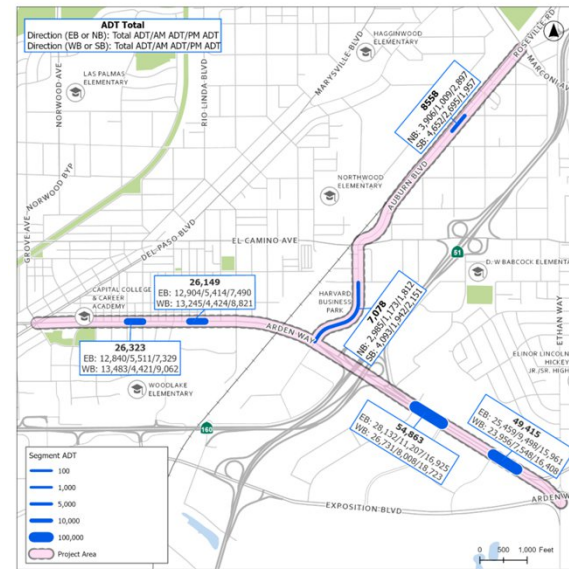
- Caltrans Sustainable Communities grant



Phase 1 - Existing Conditions

- Arden Way is part of the City's Vision Zero High-Injury network.
- Pedestrians and cyclists represent an outsized proportion of fatal and serious injury crashes along the project corridors.
- Infrastructure gaps: sidewalks, lighting, road/ramp crossings, and bike facilities
- The project corridors are generally uncomfortable and

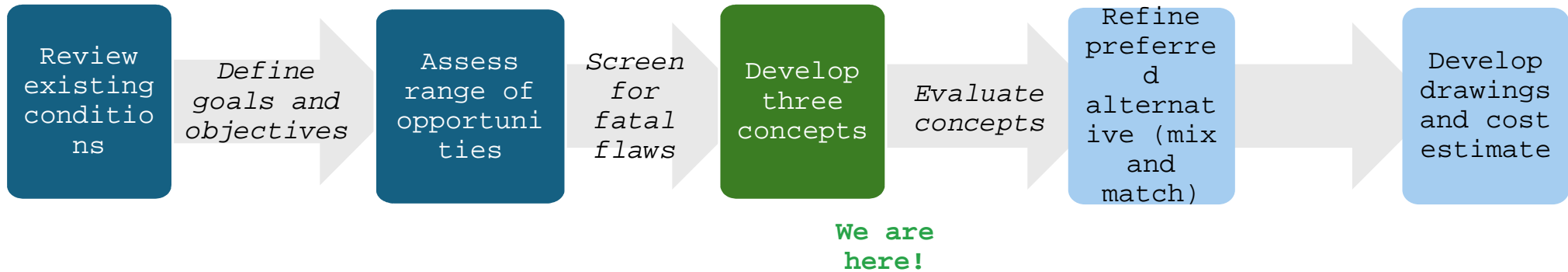
Figure 14. Existing (2025) Weekday 24-Hour Roadway Segment Counts



"[Arden Way] prioritizes moving cars, not people's mobility outside of a car. It's basically a mini-freeway, and you have to cross so much to get to storefronts."

-Phase 1 survey response

Phase 2 - Development of Draft Concepts



Range of Opportunities Considered

- One-way separated bikeways
- Two-way separated bikeways
- Multiuse paths
- Lane reductions
- Asymmetrical lane reductions
- No lane reductions



*One-way separated
bikeway*



*Two-way separated
bikeway*



Multiuse path

Draft Concepts

Arden Way (Del Paso Boulevard to Exposition Boulevard)

- Concept 1: Road Diet with Two-Way Separated Bikeways
- Concept 2: Road Diet with One-Way Separated Bikeways
- Concept 3: One-Way Separated Bikeways and Shared Use Path

Harvard Street/Auburn Boulevard (Arden Way to Marconi Circle)

- Concept 1: One-Way Separated Bikeways
- Concept 2: Two-Way Separated Bikeways

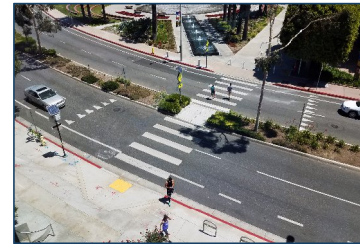
Treatment Toolbox



High Visibility Crosswalk



Curb Extension



Median Refuge



Raised Crossing



Leading Pedestrian Interval (LPI)



Rectangular Rapid Flashing Beacon (RRFB)



Signalized Mid-Block Pedestrian Crossing



Bus Stop Amenities

Treatment Toolbox cont.



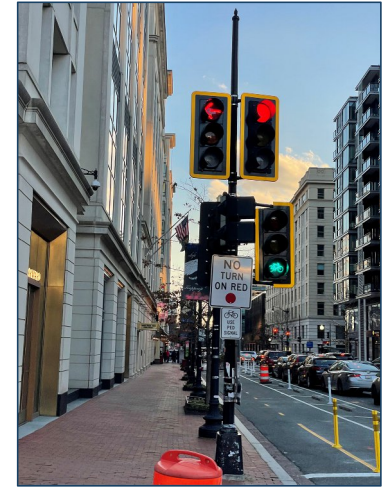
Lighting



Trees and
Landscaping



Accessibility
Enhancements



Traffic Signal
Enhancements

Community Engagement

- Spring 2026: Phase 2 – Draft Concepts
 - Focus group meetings – May 11 and 12, 2026
 - Community workshop – May 20, 2026
 - Promoted with direct outreach, flyers, social media, door hangers, and mailers
 - Neighborhood Association Outreach – June 3 and 6, 2026
 - Pop up events – June 2 to 16, 2026
 - Virtual Workshop (Konveio) – May 19 to June 19, 2026



Spring Community Engagement



Phase 2 - What we've heard so far

- Support for enhanced crossings, widening sidewalks, closing sidewalk gaps, and improving lighting under the overpass
- Support for separated bicycle facilities, especially one-way facilities
- Both support for and opposition to lane reductions on Arden Way

- Concern about traffic impacts and generating cut-through traffic in neighborhoods

"Enhanced crosswalks will go a long way in making intersections feel safe for pedestrians to cross!"

-Phase 2 Konveio response



What's next?

Today

Staff are seeking Commission input on the improvements presented in the draft concepts and treatment toolbox.

Summer 2026 | Concepts Assessment

- Review of community feedback
- Additional review of traffic impacts
- Project team identifies a preferred alternative

Fall 2026 | Administrative Draft Plan

- Focus group meetings
- Community workshop
- Pop-up events



Thank you!

Website & Updates

www.cityofsacramento.gov/ArdenAuburn
an

Project Contacts

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Nicole Zhi Ling Porter

nporter@cityofsacramento.org

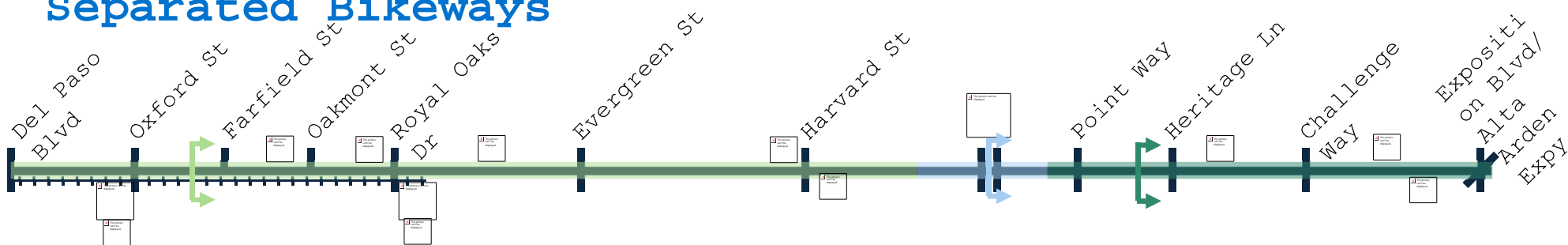




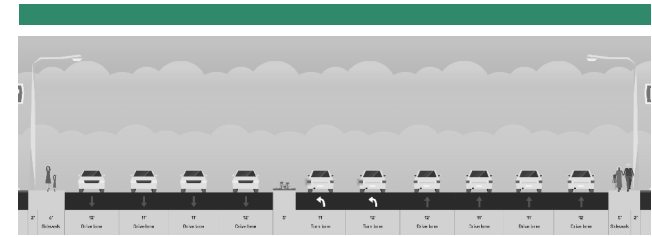
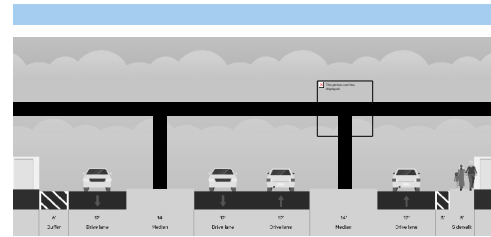
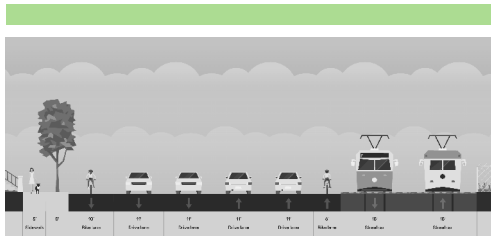
APPENDIX

Draft Concepts

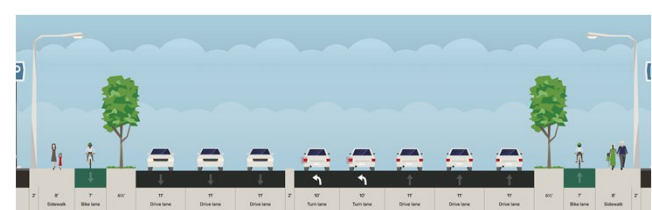
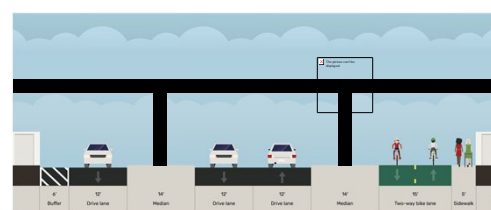
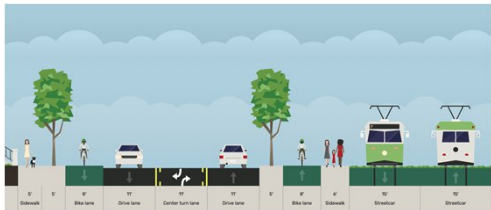
Arden Way Concept 2: Road Diet with One-Way Separated Bikeways



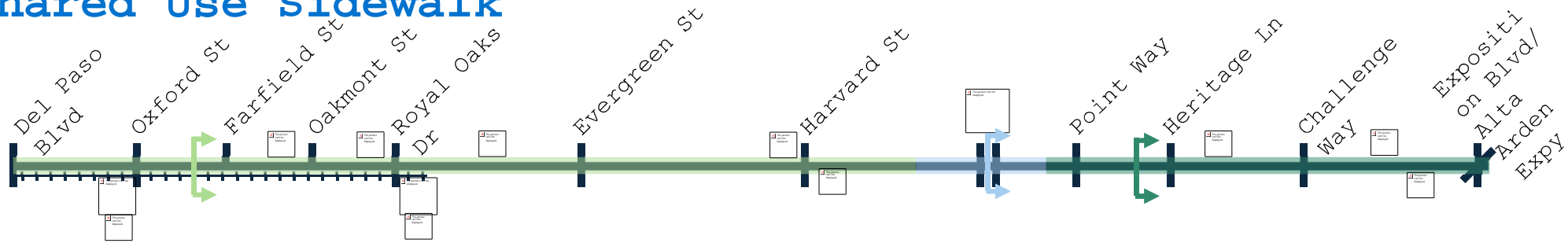
Existing Conditions



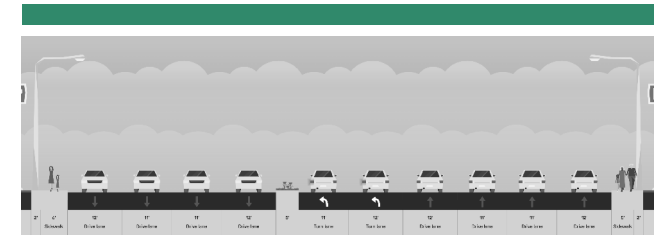
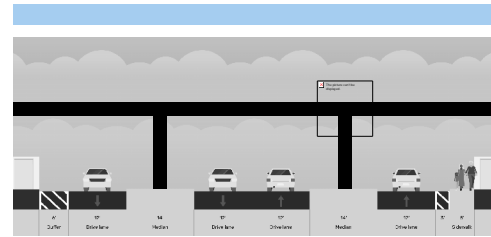
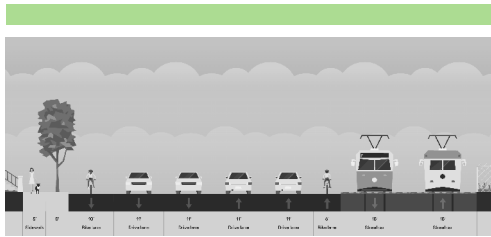
Arden Concept 2



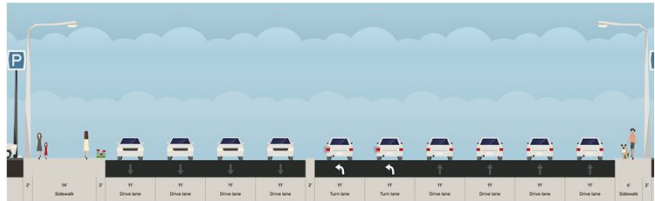
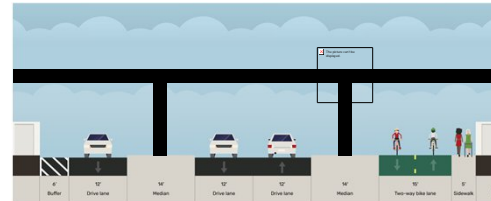
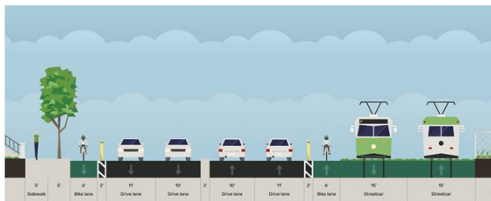
Arden Way Concept 3: One-Way Separated Bikeways and Shared Use Sidewalk



Existing Conditions



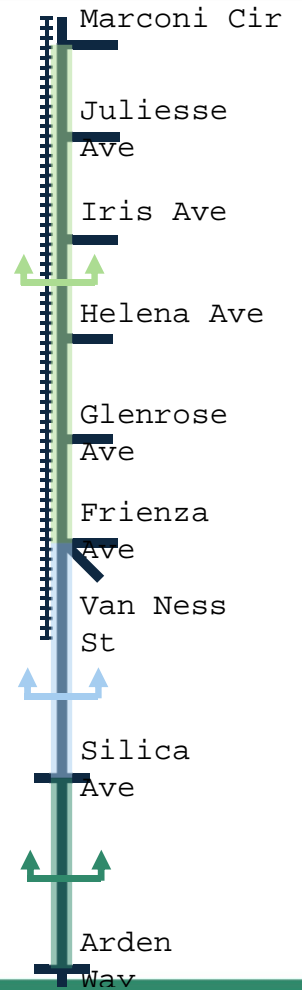
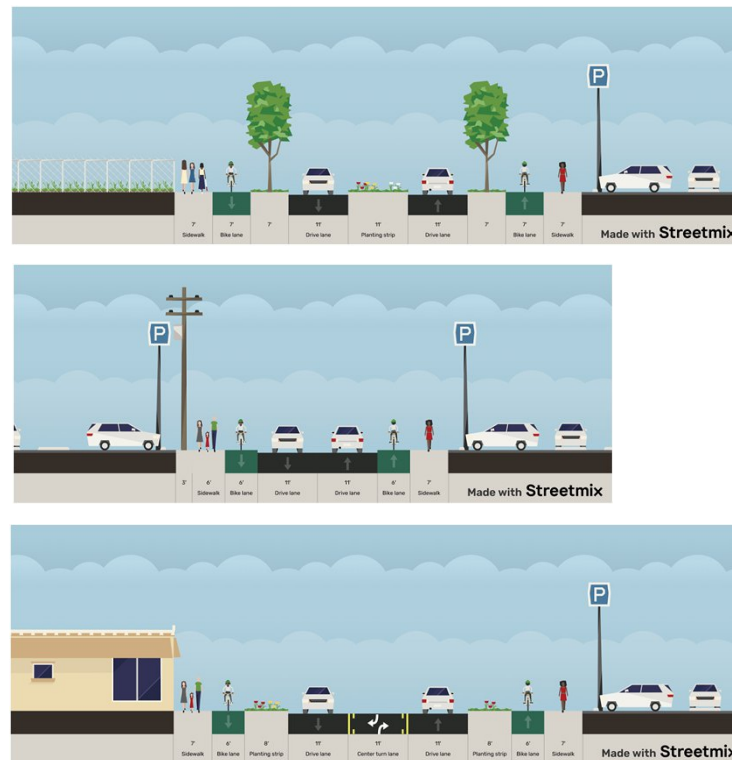
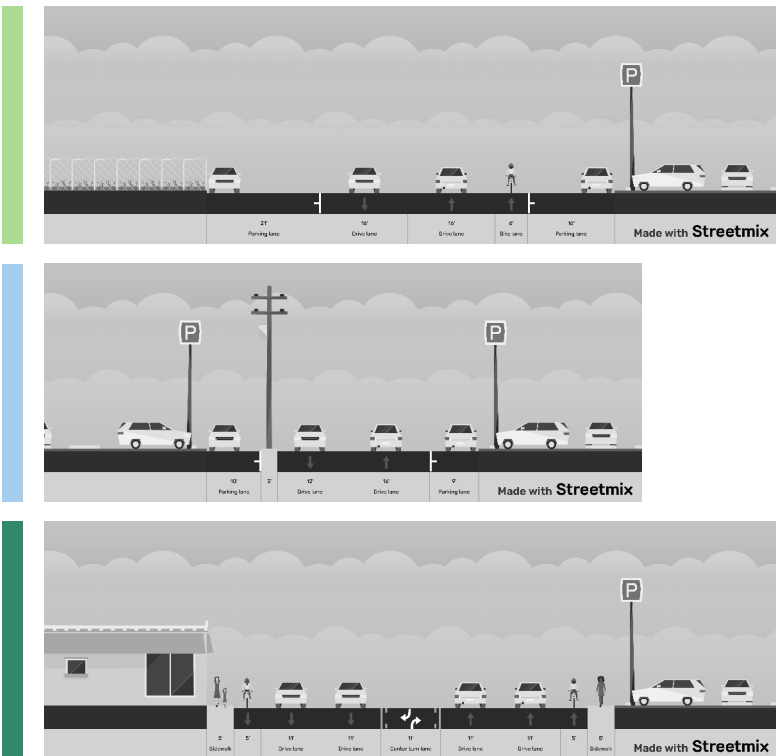
Arden Concept 3



Auburn Boulevard Concept 1: One-Way Separated Bikeways

Existing Conditions

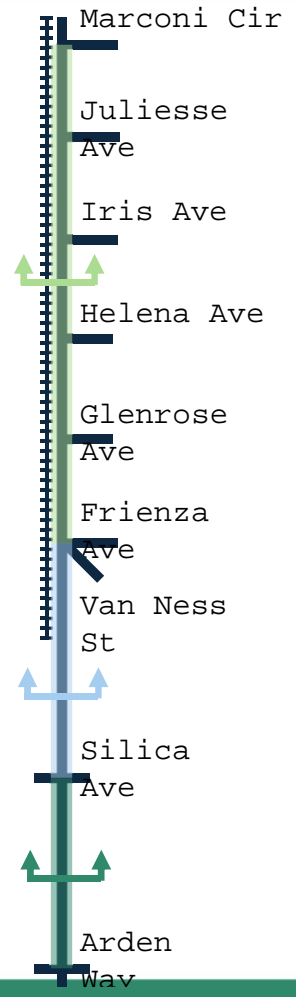
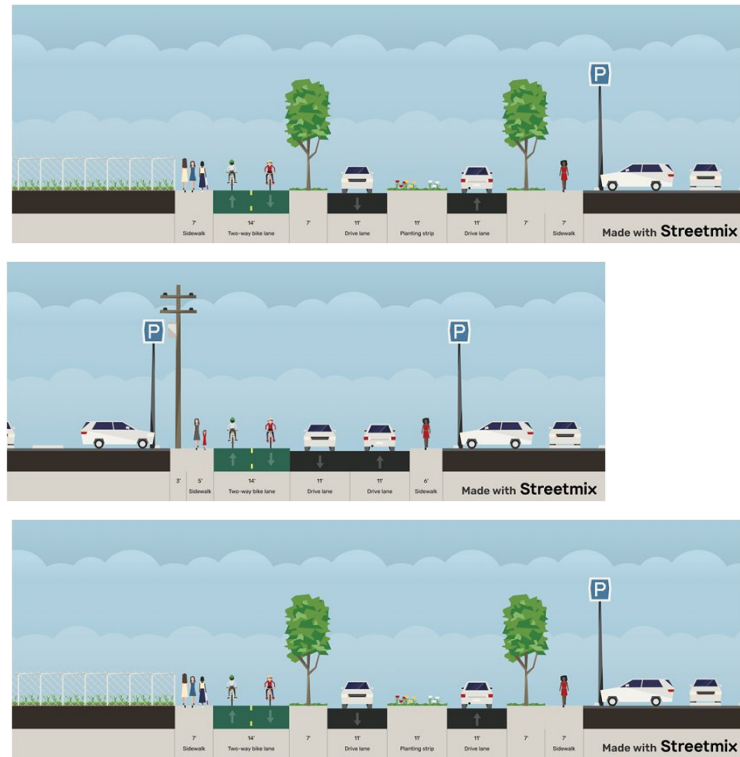
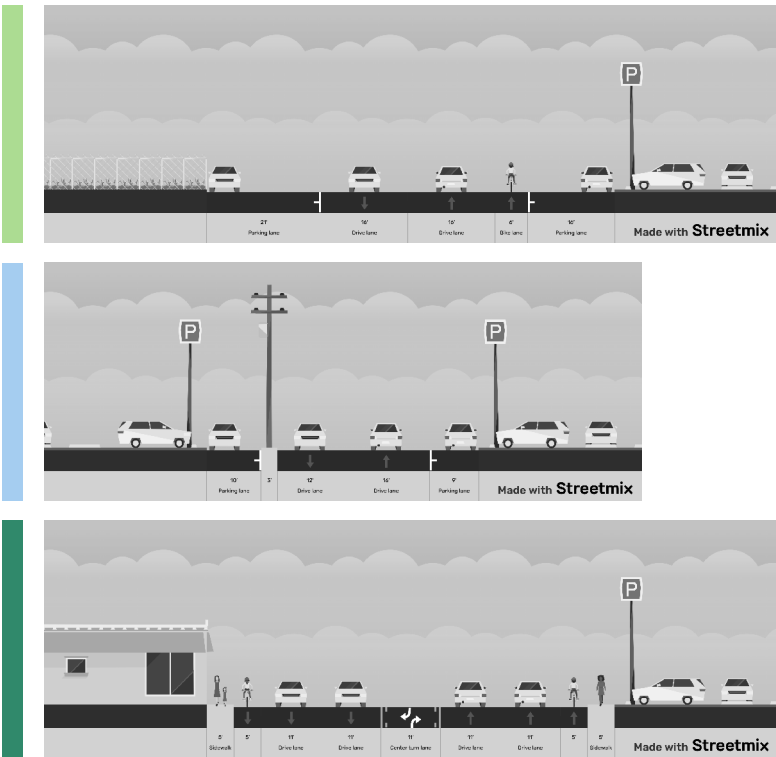
Concept 1



Auburn Boulevard Concept 2: Two-Way Separated Bikeways

Existing Conditions

Concept 2



File ID: 2026-01198

6/18/2026

Fruitridge Safety and Mobility Plan: Proposed Alternatives

File ID: 2026-01198

Location: Districts 5,6, and 7

Recommendation: Review and comment.

Contact: Virginia Morgan, Associate Planner, (916) 808-8520, vmorgan@cityofsacramento.org; Jennifer Donlon Wyant, Mobility and Sustainability Division Manager, (916) 808-5913, jdonlonWyant@cityofsacramento.org; Department of Public Works

Virginia Morgan, Associate Planner, (916) 808-8520, vmorgan@cityofsacramento.org, Department of Public Works

Attachments:

- 1-Description/Analysis
- 2-Fruitridge Presentation

Description/Analysis

Issue Detail: The Fruitridge Safety and Mobility Plan (the Plan) is a planning effort aimed at enhancing safety, mobility, and access for all roadway users in the planning area, which is a 4-mile stretch of Fruitridge Road from Riverside Boulevard to Stockton Boulevard. The Plan is funded through a competitive Caltrans Sustainable Transportation Planning Grant and kicked off in July 2025.

Since that time, the project team has completed or is near completion of the following tasks according to the timeline below:

Summer/Fall 2025: Existing Conditions Analysis and Report

Winter 2025/2026: Phase 1 Community Engagement (gather community input about transportation needs, safety concerns, and barriers to destinations)

Spring/ Summer 2026: Alternatives Analysis and Report

Based on the data from the Existing Conditions Report, community input from Phase 1 engagement, as well as input from the City's internal Project Development Team (PDT), the project team developed a set of preliminary alternatives.

Each alternative includes some reduction in vehicle travel lanes, often called a "road diet," as well as a 9-foot median between the main portion of Fruitridge Road and its parallel, ancillary roadway, where the existing median is 4 feet wide. Specific elements of each alternative are as follows:

Alternative 1 - Full "Road Diet" + Bikeway Focus:

- Reduced vehicle travel lanes from four to two, plus a central turn lane, for the entirety of the corridor from Riverside Boulevard to Stockton Boulevard
- The entirety of the corridor includes a separated bikeway between 6 to 8 feet in width

Alternative 2 - Full "Road Diet" + Pedestrian Focus:

- Reduced vehicle travel lanes from four to two, plus a central turn lane, for the entirety of the corridor from Riverside Boulevard to Stockton Boulevard
- The entirety of the corridor includes a separated bikeway between 5 to 8 feet in width
- Pedestrian walkways widened from 5 to 7 feet, with landscape planters between the walkway and roadway for the majority of the corridor

Alternative 3 - Half "Road Diet":

- Reduced travel lanes from four to two lanes, plus a central turn lane, for the segment of the corridor from Riverside Boulevard to 24th Street
- The segment of the corridor with reduced vehicle lanes includes separated bikeways between 6 to 8 feet in width, while the remaining segment of the corridor would keep existing conditions for pedestrian and bicycle facilities

The project team presented the three alternative street designs to the City's internal Technical Advisory Committee (TAC), along with traffic modeling analysis for each. Traffic modeling showed that the Fruitridge corridor has a significant amount of cut-through traffic, meaning traffic that originates or ends in locations outside the corridor, and this is more prevalent during peak commute times. The TAC acknowledged that although traffic forecasting indicates that a full road diet could displace up to 50% of Average Daily Traffic, the trade-offs for safety and accessibility improvements for people walking, biking, and using the corridor for local travel made it a worthwhile option to share as a design alternative.

The Phase 2 public engagement period for this project is from June 16 until July 16, 2026. Engagement includes an online survey, a Community Action Group meeting on June 18th, and a community workshop on Monday July 6th at the Evelyn Moore Community Center. At this workshop,

community members can review the proposed alternatives and provide overall feedback. Engagement may also include tabling at other events at various locations along and nearby the corridor.

Following the completion of this phase (Phase 2), the project team will evaluate all community input along with comments from this Commission to make any necessary amendments to the design alternatives. Staff will bring fully rendered design alternatives to the TAC for final input and anticipates a Draft Plan for public review in mid-fall 2026.

Staff seek Commission input on the alternatives and support in sharing information about the survey and workshop.

Policy Considerations:

The project is consistent with specific goals and policies from the Sacramento 2040 General Plan which promote mobility, safety and enhancing livability, sustainability, and economic vitality:

Goal M-1. An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

M-1.2 User Prioritization. The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-1.3 Healthy Transportation System Options. The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, nonmotorized modes, high-occupancy, and zero emission vehicles (ZEVs) viable, attractive alternatives to automobiles that use internal combustion engines.

M-1.4 Designing to Move People. In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.

M-1.9 Equitable Processes and Outcomes. The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

M-1.10 Community Engagement. The City shall continue to engage the community in decisions that affect mobility, including planning, design outcomes and implementation, with a particular focus on planning with, and not for, historically marginalized, disadvantaged communities and environmental justice communities.

M-1.11 Active Transportation. The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

Goal M-3. Streets designed and maintained as places that contribute to quality of life.

M-3.2 Street Design. The City shall ensure street design and potential redesign opportunities for existing streets minimize driver speed as appropriate within residential neighborhoods and incorporate street trees wherever possible without compromising connectivity for emergency access or people bicycling, walking, and using mobility devices.

Goal M-4. A safer transportation system.

M-4.1 Application of Safety. The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

M-4.2 Safer Driving Speeds. The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

M-4.3 Vision Zero. The City shall utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

Additionally, this is in accordance with the following Council approved plans:

Vision Zero: This plan supports the City’s Vision Zero goals to utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all. This corridor is part of the City’s Vision Zero High Injury Network.

Transportation Priorities Plan (TPP): The majority of the project area of Fruitridge Road is ranked high priority in the City’s Transportation Priorities Plan (TPP), which applies community-based values, criteria, and metrics to prioritize transportation investments in the city, including 1) improving air quality and health; 2) providing equitable investment; 3) providing access to destinations; 4) improving transportation safety; and 5) fixing and maintaining the transportation system.

Climate Action & Adaptation Plan (CAAP): This plan will support the City’s mode shift goals in the CAAP to achieve 6% active transportation mode share by 2030 and 12% by 2045, as well as support public transit improvements to achieve 11% public transit mode share by 2030 and maintain it through 2045.

Economic Impacts: None.

Environmental Considerations: This transportation planning study is exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. Section 15262 exempts projects involving only feasibility or planning studies for possible future actions, which have not been approved, adopted, or funded. Future projects identified in this plan may be subject to environmental evaluation under CEQA guidelines and possibly National Environmental Policy Act (NEPA) requirements.

Sustainability: The Fruitridge Road Safety and Mobility Plan will focus on safety and mobility improvements for all modes of transportation, including active transportation modes. Increased access to walking, biking, and public transit will reduce the necessity for trips by automobile and related air pollution and greenhouse gas emissions.

Commission/Committee Action: Staff brought the Fruitridge Safety and Mobility Plan to the commission in March 2026 to receive feedback on the overall goals of the Plan and the Phase 1 community engagement plan. Today's recommended action for the committee is to review and comment on Phase 2 of the project, including community engagement and design alternatives.

Rationale for Recommendation: The action requested is for the Commission to review and provide feedback on the proposed alternatives.

Financial Considerations: Not applicable

Local Business Enterprise (LBE): Not applicable.



Fruitridge Road

Safety and Mobility Plan

Active Transportation Commission
June 18, 2026



Today's Presentation

1. Project Overview
2. Engagement Summary
3. Road Diet Scenarios
4. Forecasting Results
5. Design Alternatives



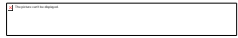
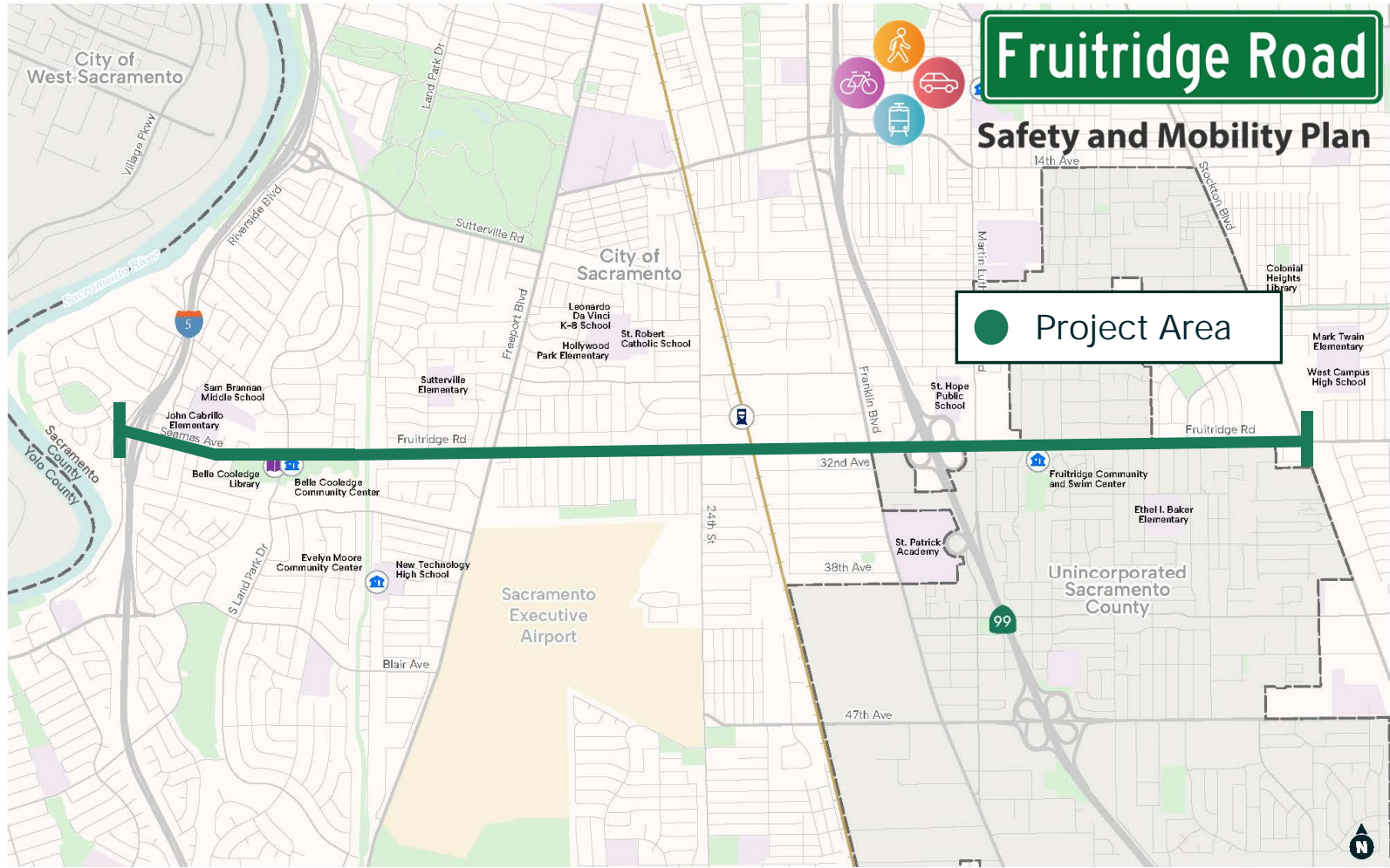
Fruitridge Road Safety and Mobility Plan



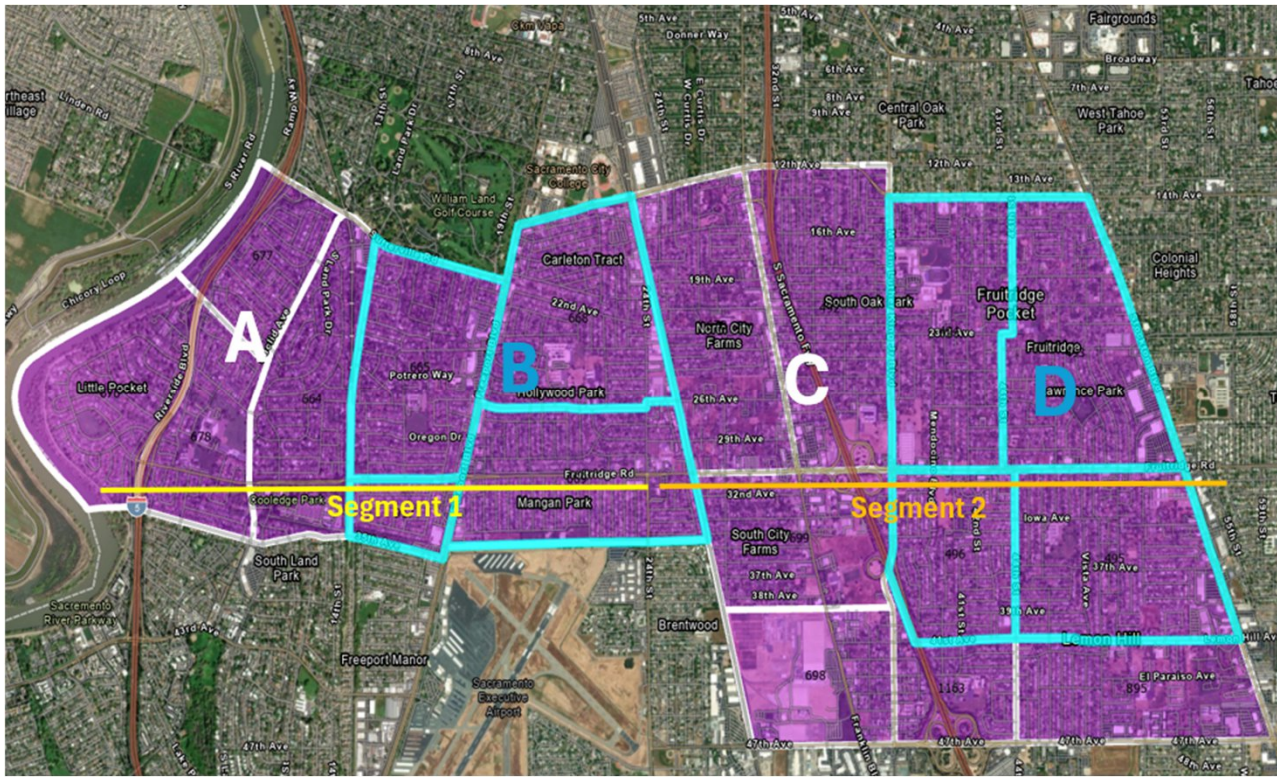
Project Overview



Projects Limits



Catchment Areas



Trips

Segment 1+2	Internal	External
Internal	7,636 (8%)	25,294 (27%)
External	26,300 (28%)	36,207 (38%)

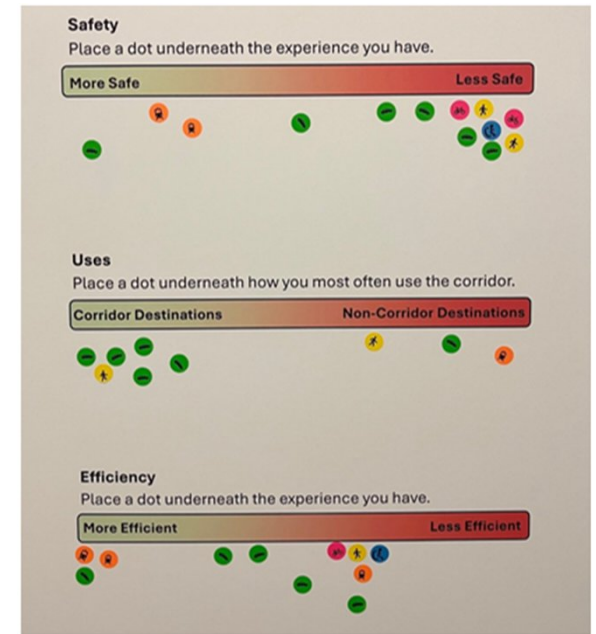


Engagement Summary



Engagement Summary – Workshop + CAG #1

- All modes feel somewhat unsafe, but especially for walking and biking
- Access challenges for community services
- Safe routes to school
- Challenges for vehicles turning onto the corridor



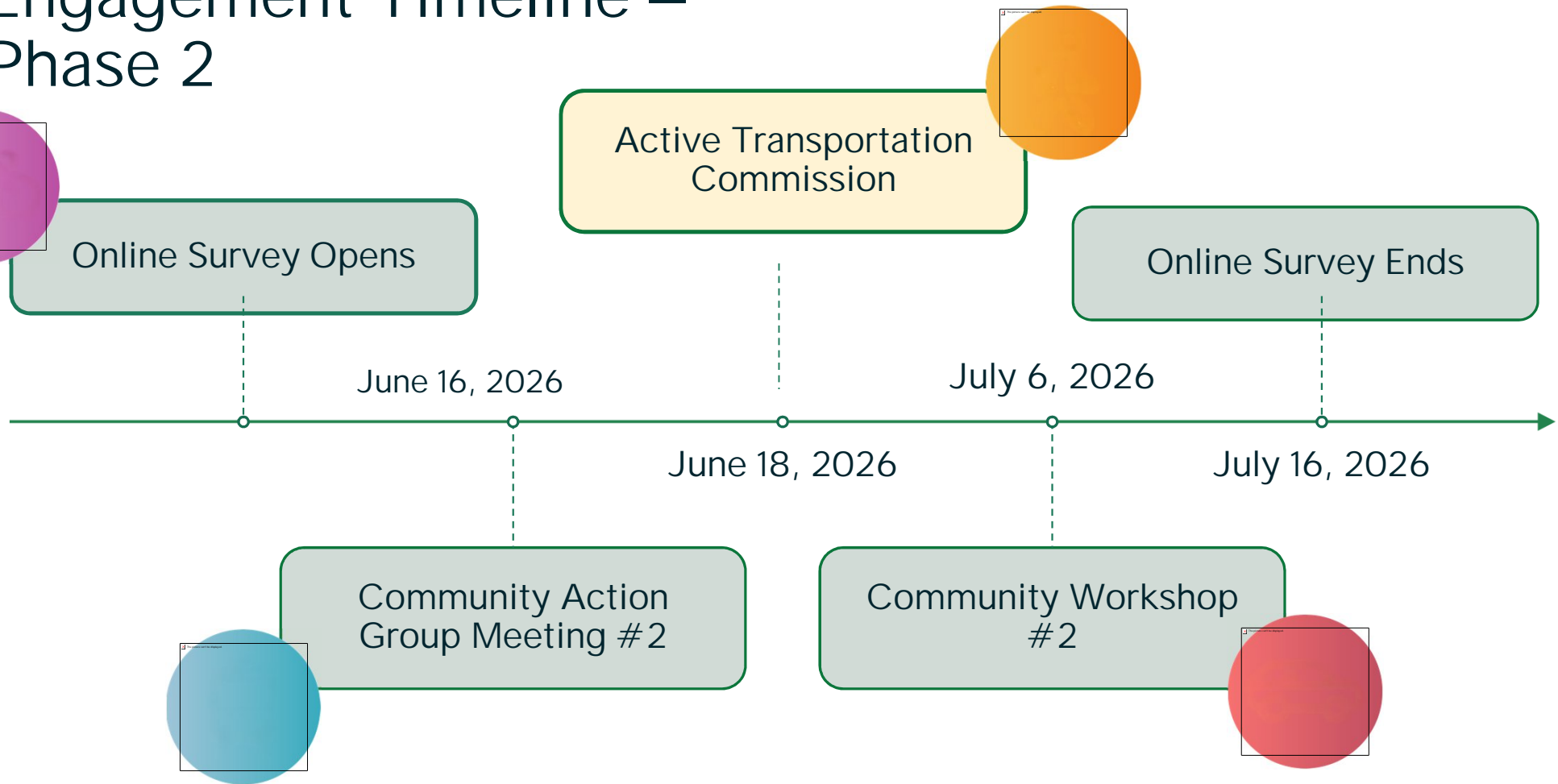
Project Timeline

Project Timeline

We're approaching this in three phases, each shaped by community input:



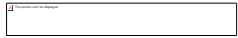
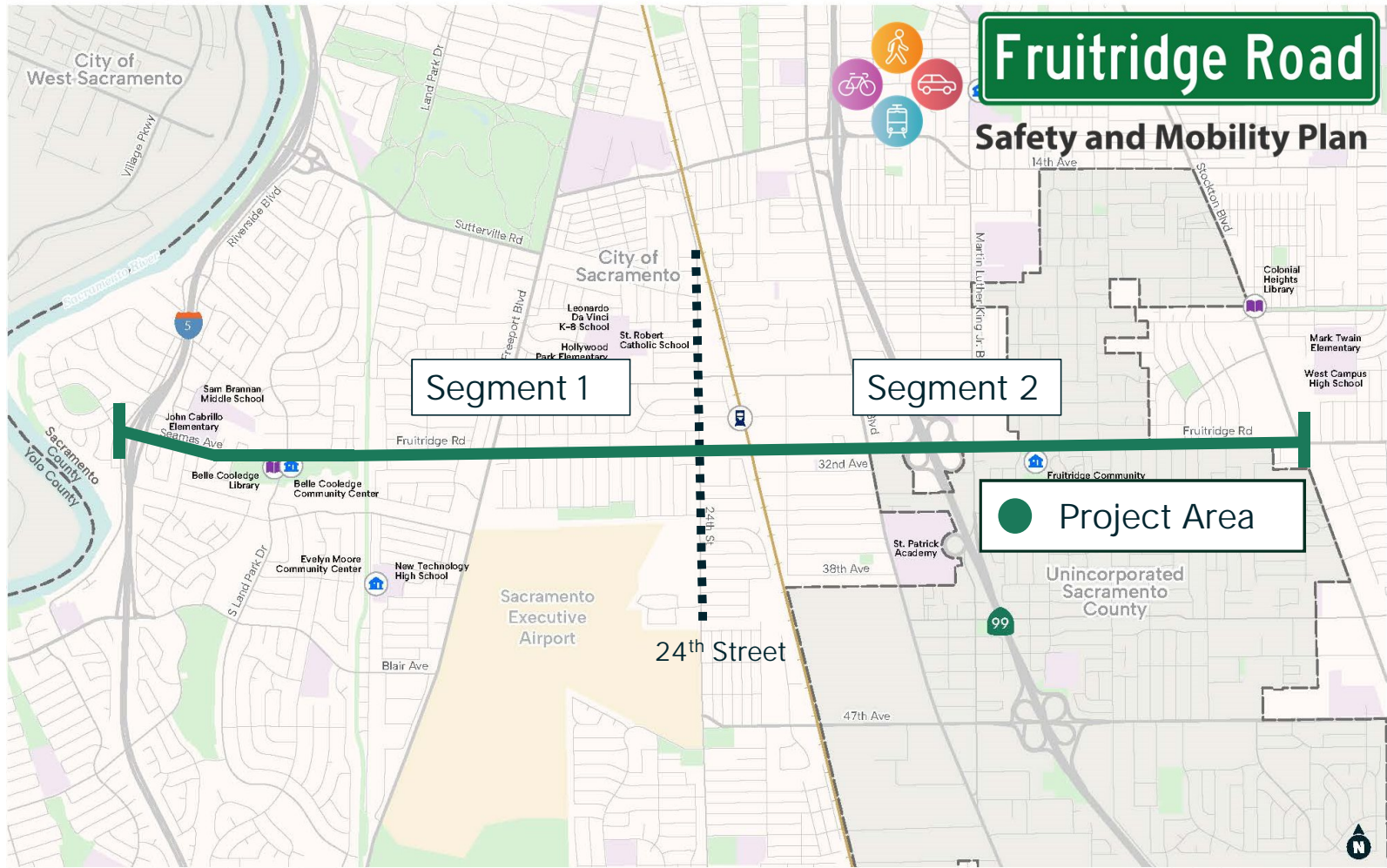
Engagement Timeline – Phase 2



Road Diet Scenarios



Projects Limits



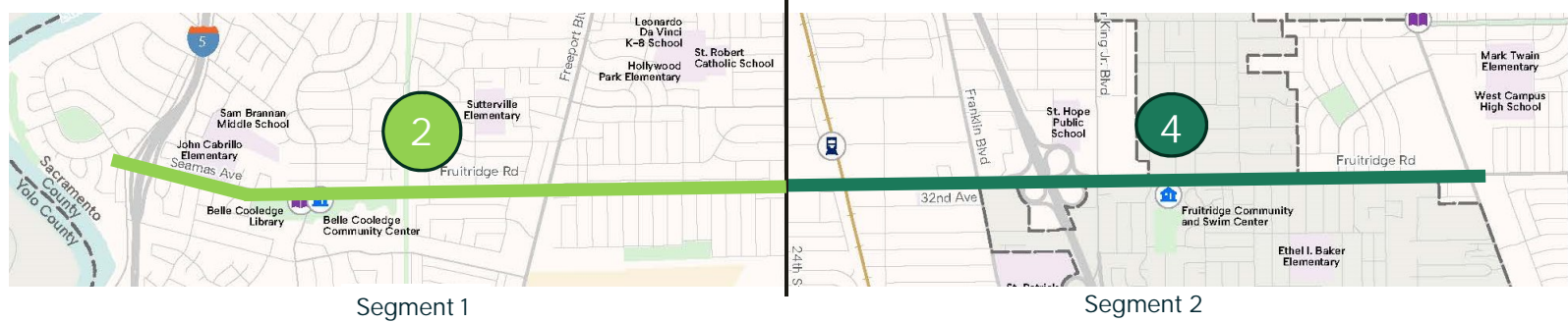
Lane Reductions: "Road Diet"

= Number of lanes

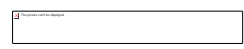
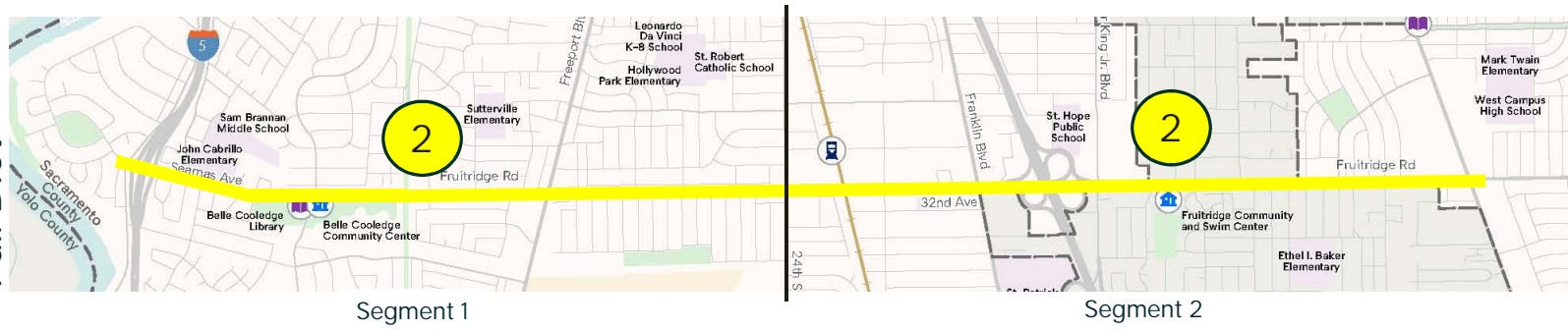
Existing Conditions



Half Diet



Full Diet

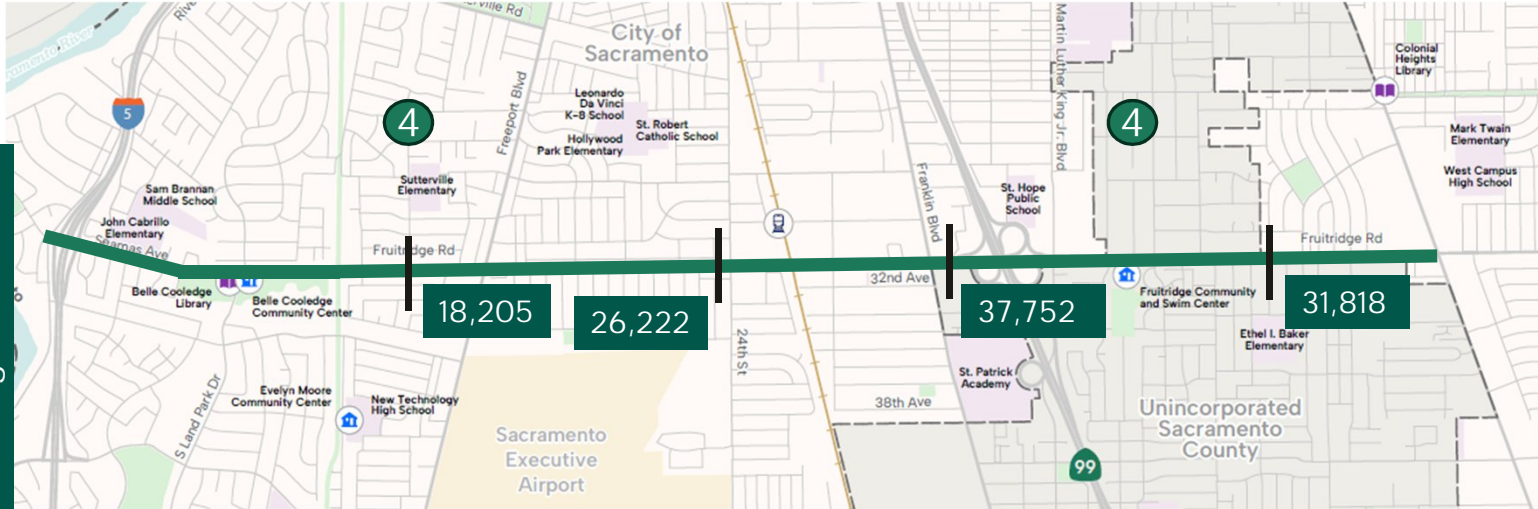


Forecasting Results

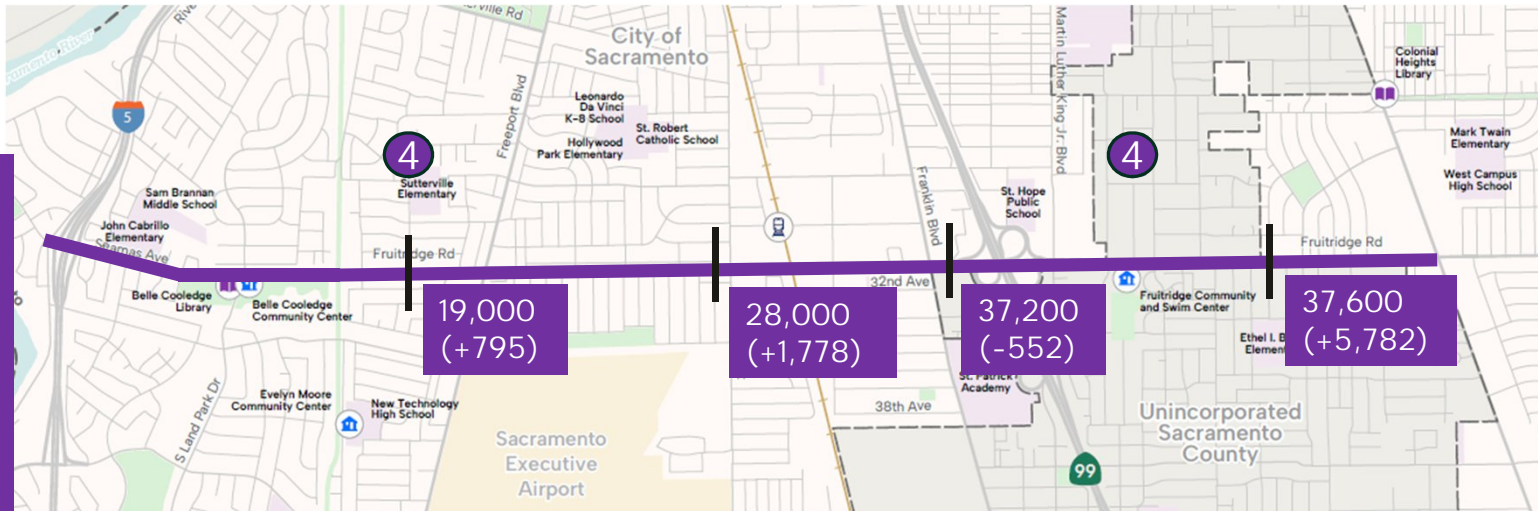


Model Scenario No Diet

Existing Conditions

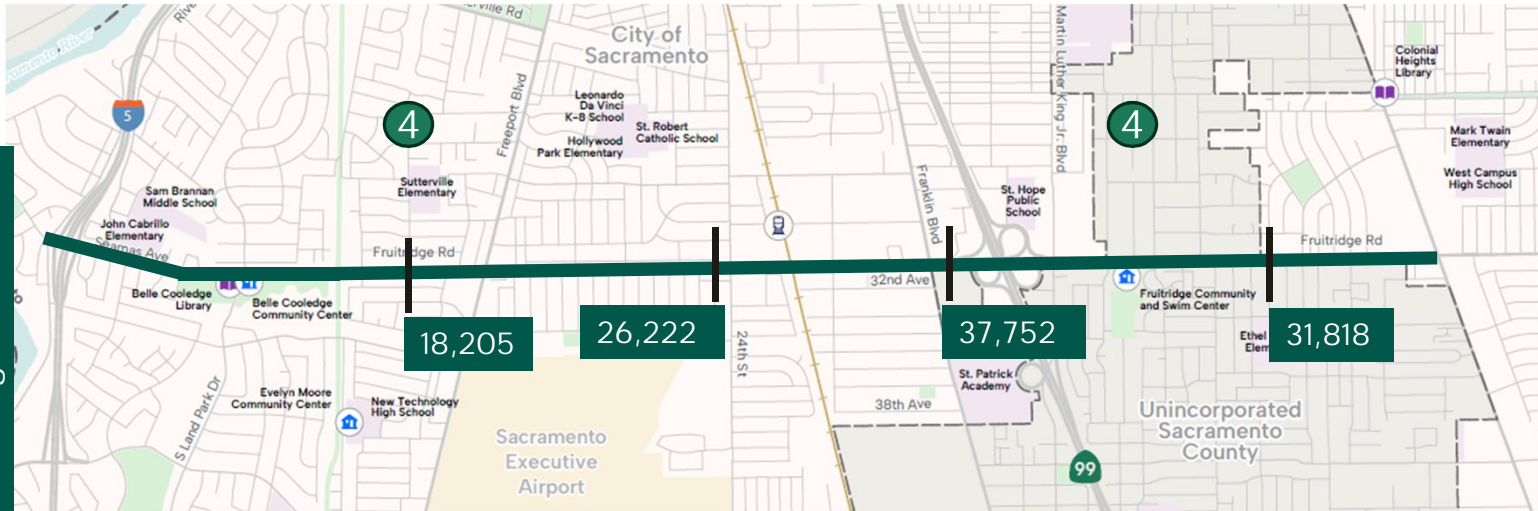


2040 GP No Diet

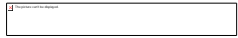
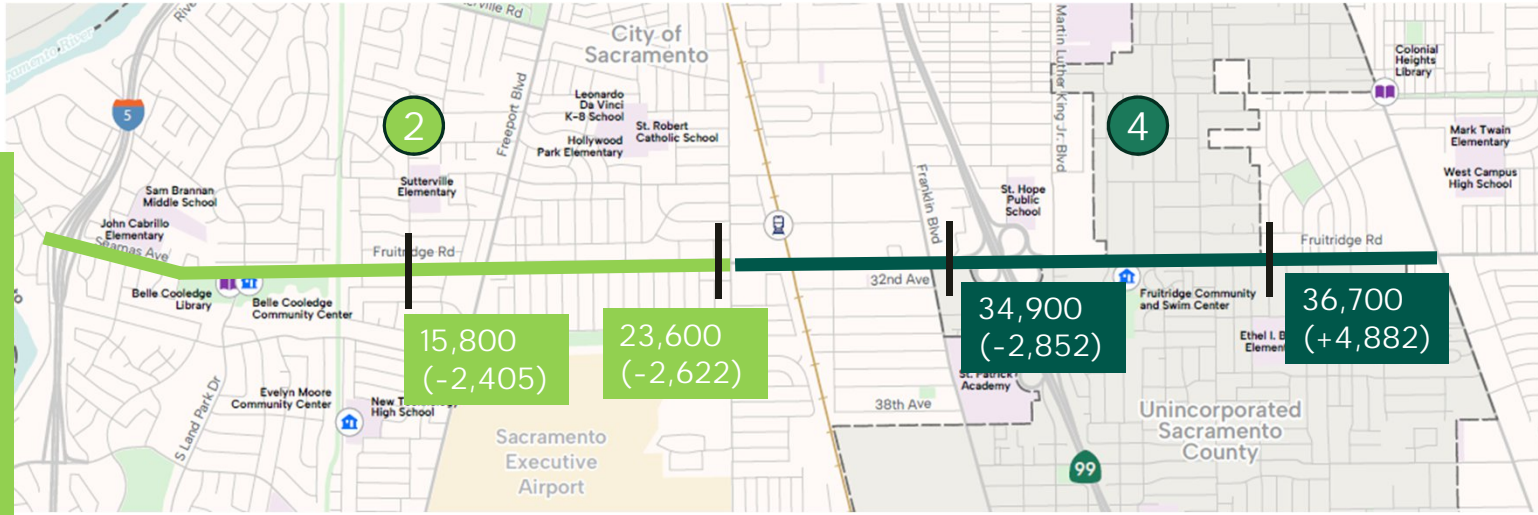


Model Scenario Half Diet

Existing Conditions

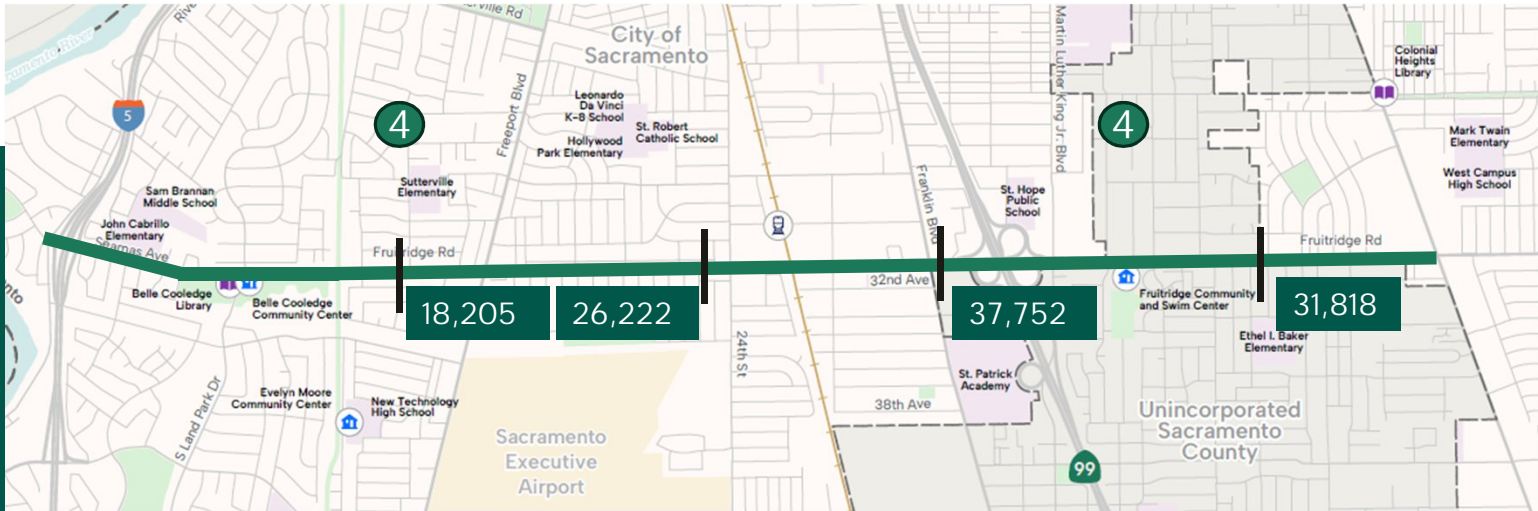


2040 GP Half Diet

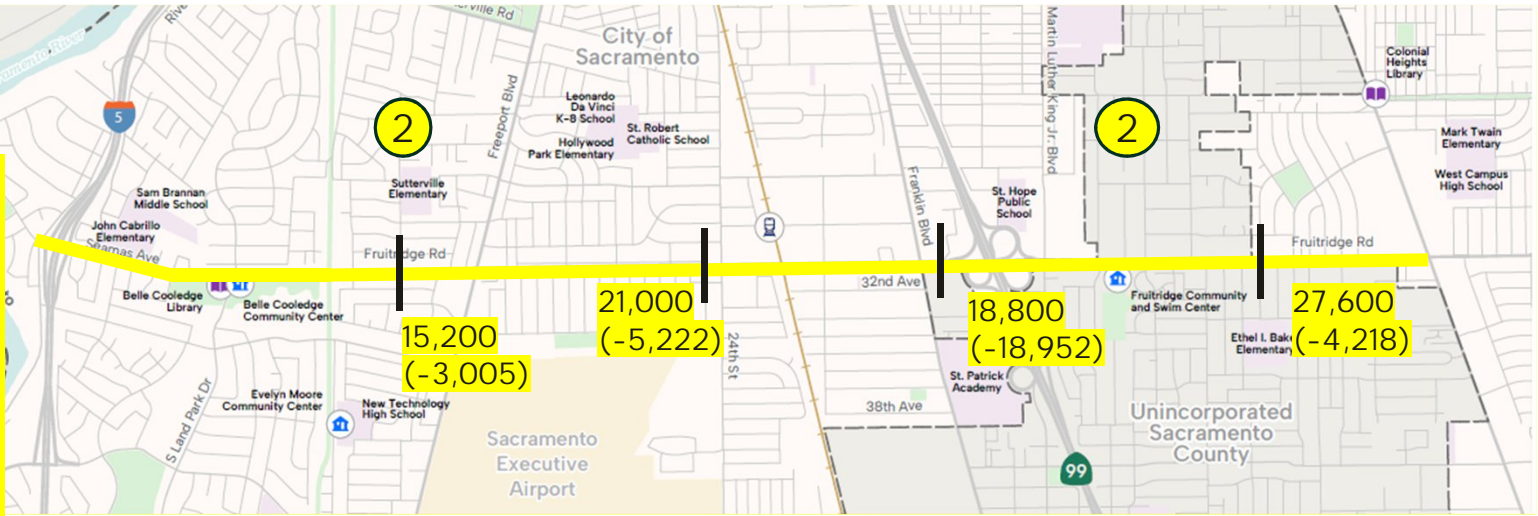


Model Scenario Full Diet

Existing Conditions



2040 GP Full Diet



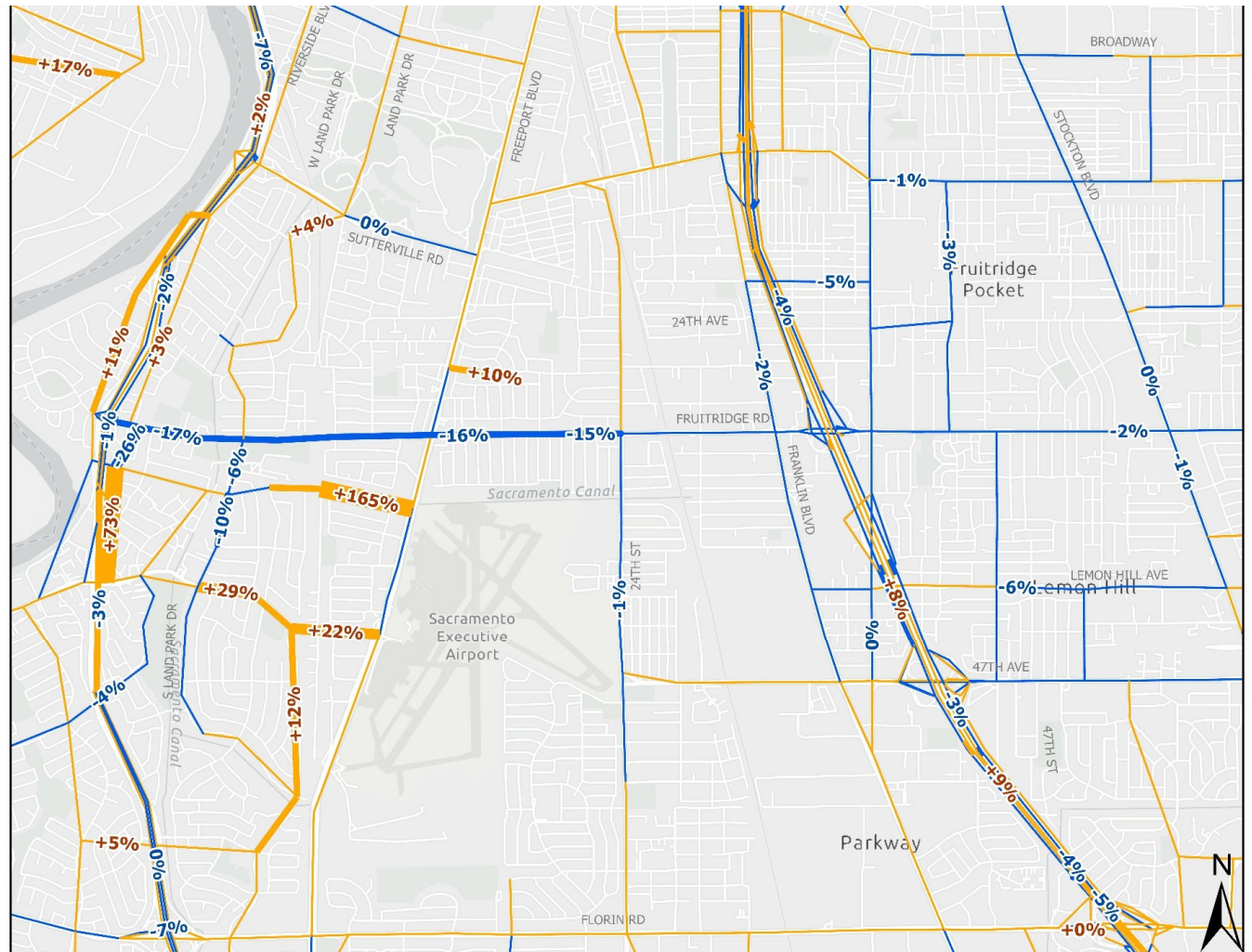
Model Scenario All

	Monterey Way	24 th Street	34 th Street	Ethel Way
Existing Conditions	18,205 ADT	26,222 ADT	37,752 ADT	31,818 ADT
2040 GP No Diet	+795 4%	+1,778 7%	-552 -1%	+5,782 18%
2040 GP Half Diet	-2,405 -13%	-2,622 -10%	-2,852 -8%	+4,882 15%
2040 GP Full Diet	-3,005 -17%	-5,222 -20%	-18,952 -50%	-4,218 -13%

XX,XXX = +/- Change
 XX% = Percent Change



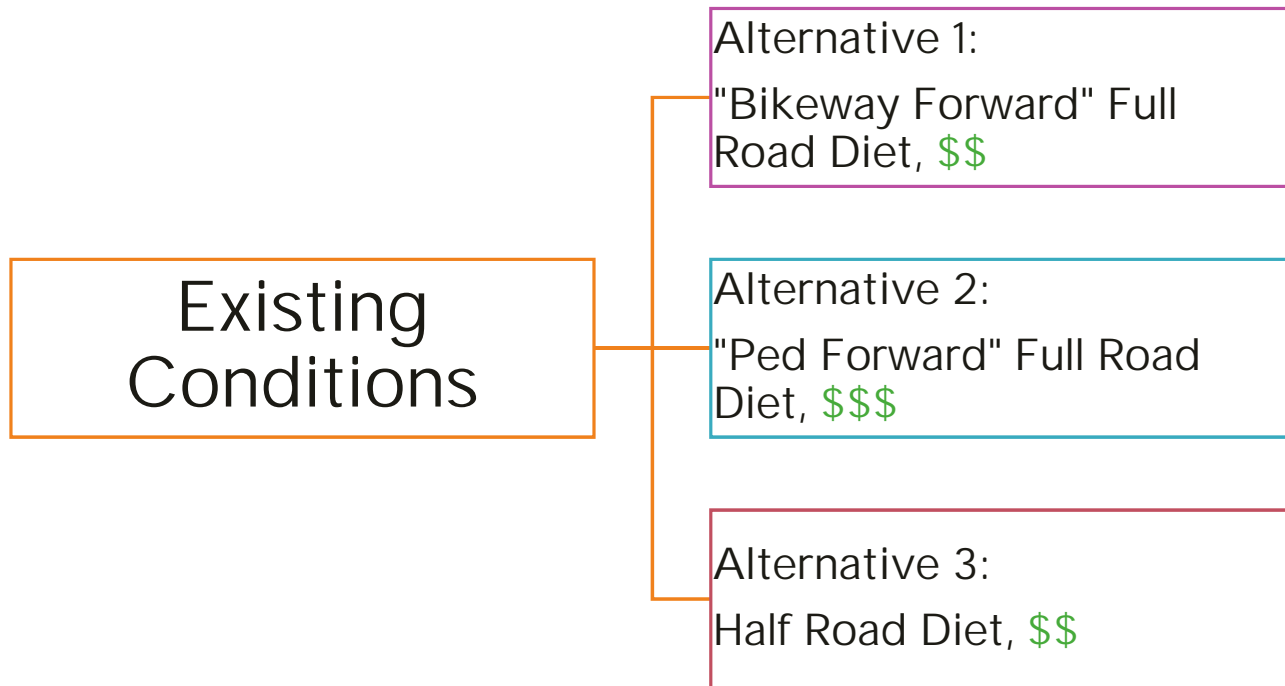
Half Diet – Percent Change



Design Alternatives



Alternatives Approach

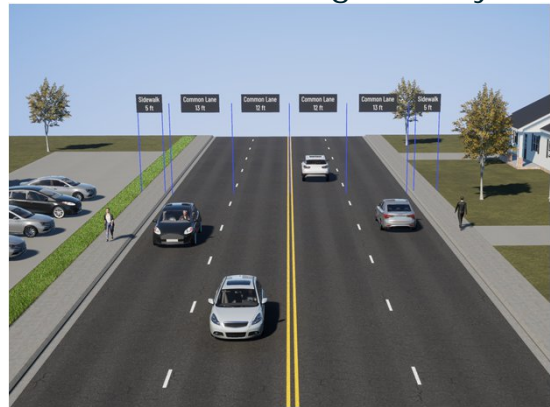


Universal Benefits

- Improved safety outcomes for all roadway users
- Improved access to SacRT Light Rail station
- Add separated bikeways to the corridor
- Improved multimodal conditions through interchanges
- Narrowing travel lanes calms traffic

Existing Conditions

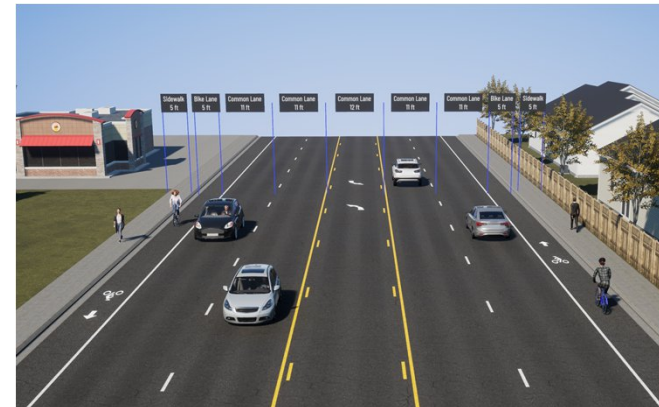
Riverside Blvd to Gilgunn Way



Gilgunn Way to 24th St



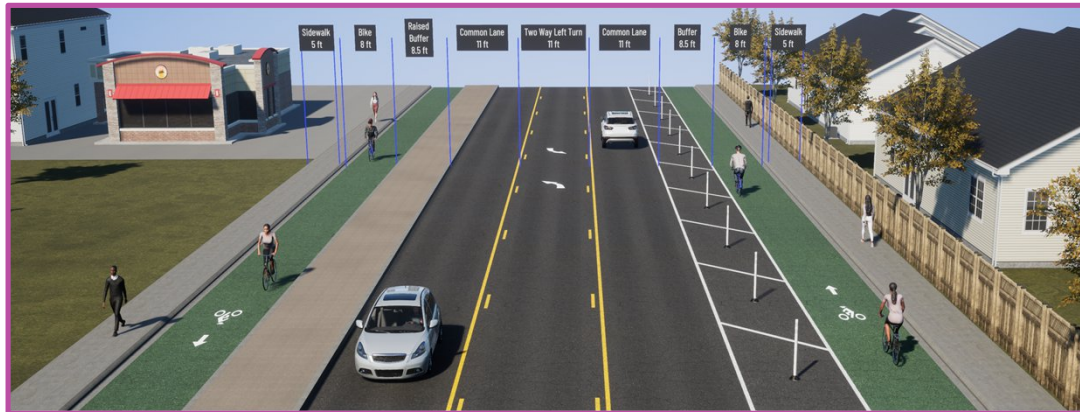
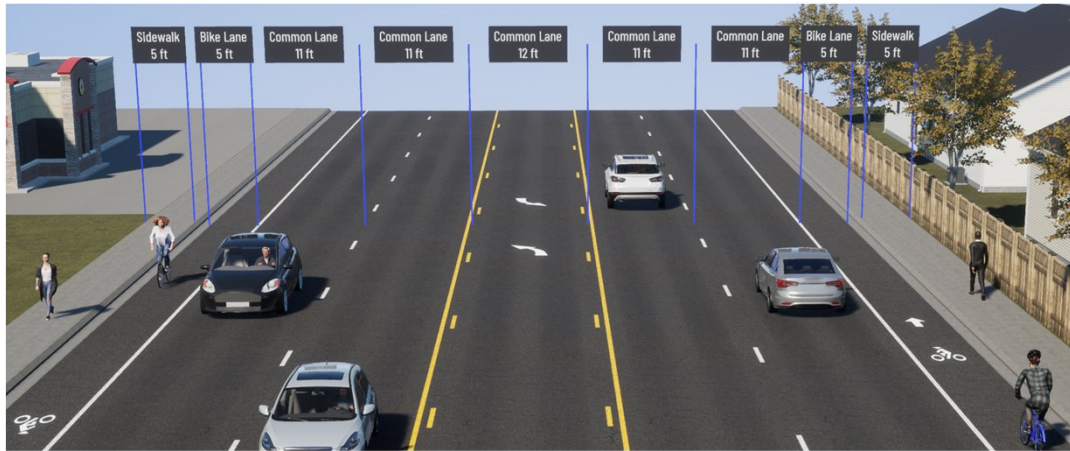
24th St to Stockton Blvd



- Higher vehicle accommodation
- Longer crossing distances for pedestrians increases collision exposure
- Left turns from inner lanes without two-way-left-lanes block traffic
- Limited bike facilities

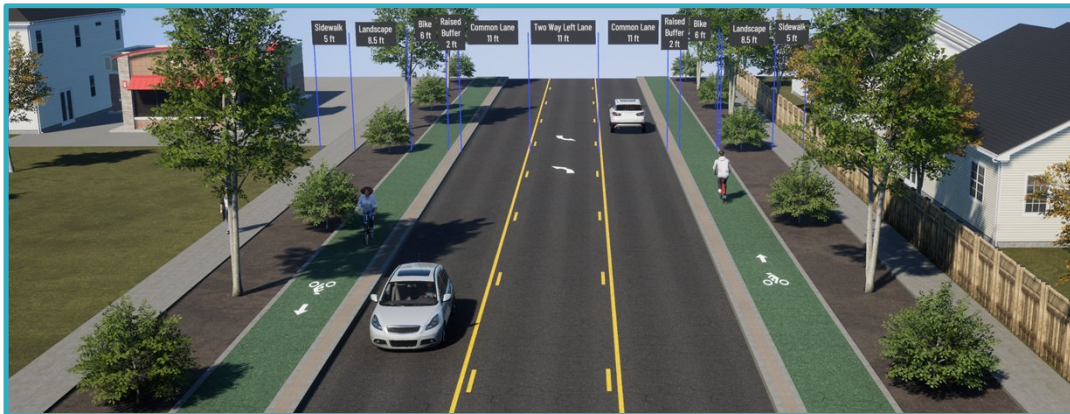
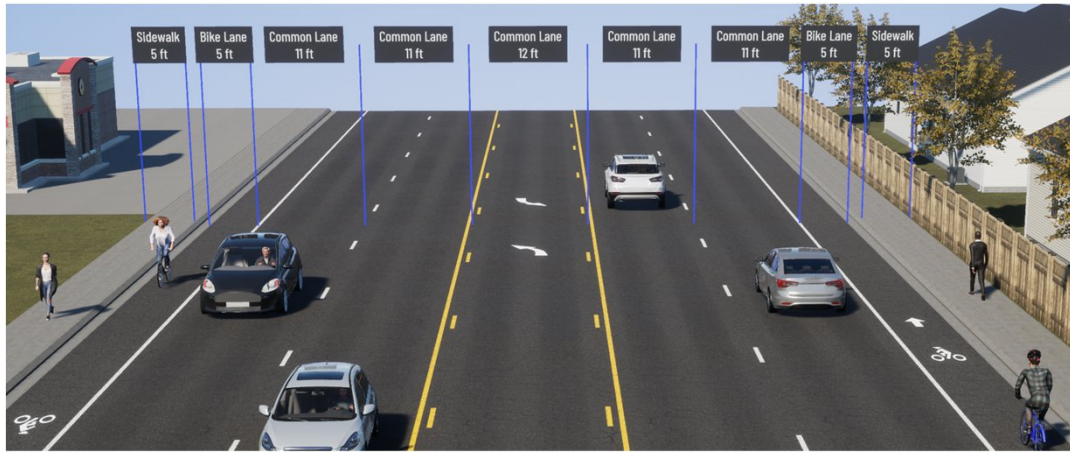
- Narrow sidewalks with minor gaps
- Multiple and wider travel lanes promote higher vehicle speeds
- No shade or beautification

Alternative 1 – Full Road Diet, Bikeway Forward Improvement 24th St to Stockton Blvd



- Reduces the number of travel lanes to accommodate multimodal accessibility
- Retain existing curb, gutter, and sidewalk
- Retains two-way-left-lane for turning efficiency
- Separated bikeway with raised concrete buffer or flexible delineators
- Transit stops will need to be designed to accommodate bikeways

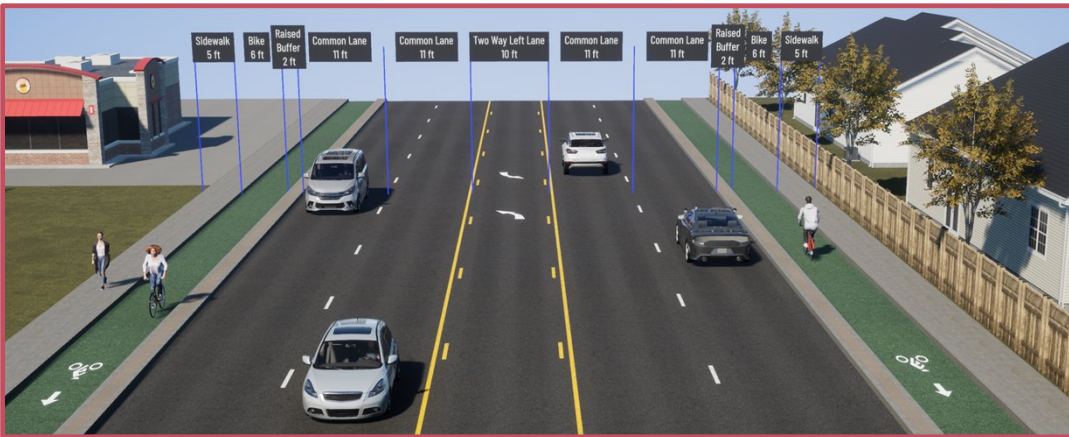
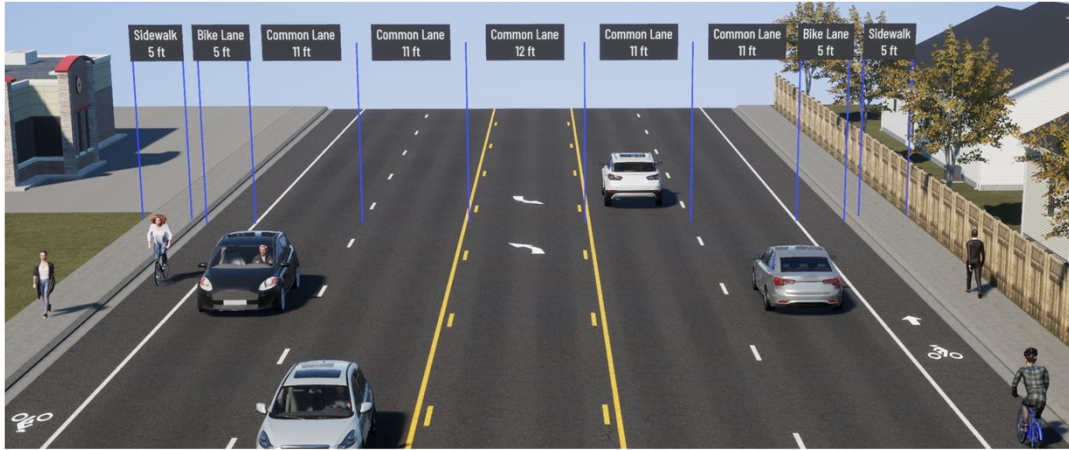
Alternative 2 – Full Road Diet, Pedestrian Forward Improvements 24th St to Stockton Blvd



- Reduces the number of travel lanes to accommodate multimodal accessibility
- Reconstruct curb gutter and sidewalk
- Retains two-way-left-lane for turning efficiency
- Sidewalk widening opportunities
- Elevated bikeways above street level
- Shade trees reduce ambient temperatures
- Transit stops will need to be designed to accommodate bikeways

Alternative 3 – Half Road Diet

24th St to Stockton Blvd



- Riverside Blvd to 24th Street – Reduces travel lanes
- 24th St to Stockton Blvd – Maintains existing travel lanes
- Requires right of way (ROW) acquisition on eastern half of the project
- ROW allows for separated bikeways
- Transit stops will need to be designed to accommodate bikeways

Questions?



Thank you!

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

File ID: 2026-01190

6/18/2026

Vision Zero Action Plan Update Draft Plan

File ID: 2026-01190

Location: Citywide

Recommendation: Review and comment.

Contact: Charisse Padilla, Associate Planner, (916) 808-6788, cpadilla@cityofsacramento.org; Jennifer Donlon Wyant, Mobility and Sustainability Division Manager, (916) 808-5913, jdonlonwyant@cityofsacramento.org; Department of Public Works

Presenter: Jennifer Donlon Wyant, Mobility and Sustainability Division Manager, (916) 808-5913, jdonlonwyant@cityofsacramento.org; Department of Public Works

Attachments:

- 1-Description/Analysis
- 2-Presentation
- 3-Draft High Injury Network
- 4-Draft Vision Zero Actions

Description/Analysis

Issue Detail: In 2025, City staff kicked off an update to the 2018 Vision Zero Action Plan. The objective of this Vision Zero Action Plan Update is to build from the 2018 Action Plan and provide a framework for the near-term and to the future. The Plan update: 1) includes updated crash data; 2) input from Sacramento's communities; 3) a new High Injury Network based on updated data and priorities for vulnerable road users as well as areas near schools and disadvantaged communities; and 4) new actions to address transportation safety.

In January and February 2026, staff engaged Sacramento's communities to hear about transportation safety, developing the High Injury Network (HIN), and draft actions the City can take to address transportation safety.

In February 2026, staff brought this item to ATC for input on the framework for developing the High Injury Network (HIN) and input on the proposed actions. The ATC supported prioritizing crashes involving vulnerable road users and crashes in sensitive areas (schools and disadvantaged

communities) in development of the HIN.

In March 2026, staff brought development of the HIN to Council for their input. Council directed staff to prioritize crashes involving vulnerable road users and crashes in sensitive areas (schools and disadvantaged communities) in development of the HIN.

The Draft Vision Zero Action Plan and the attached draft HIN and draft actions are based on community, Commission and Council input. Staff seek Commission comments on the Draft Vision Zero Action Plan.

Policy Considerations: The project is consistent with specific Sacramento 2040 General Plan goals and policies of promoting mobility, safety and enhancing livability, sustainability, and economic vitality:

M-4. A safer transportation system.

M-4.1 Application of Safety. The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

M-4.2 Safer Driving Speeds. The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

M-4.3 Vision Zero. The City shall utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

Economic Impacts: Not applicable

Environmental Considerations: The informational update in this report is not a project under the California Environmental Quality Act (CEQA), because it is an administrative activity that does not have a potential for resulting in a direct or reasonably foreseeable indirect physical change in the environment, as contemplated by Title 14, California Code of Regulations, Sections 15378(b)(2) and is therefore not subject to CEQA pursuant to CEQA Guidelines Section 15060(c)(3). This informational update is also exempt from CEQA review consistent with CEQA Guidelines section 15061(b)(3) as it can be seen with certainty that there is no possibility that the update may have a significant effect on the environment.

Sustainability: Implementation of the Vision Zero Action Plan will support investment in improved active transportation, reducing reliance on single-occupancy vehicle travel and related air pollution and greenhouse gas emissions, consistent with the goals outlined in the Climate Action and Adaptation Plan (CAAP) to reduce greenhouse gas emissions and vehicles miles traveled by

increasing active mode share citywide to 6% by 2030 and 12% by 2045.

Commission/Committee Action: Staff presented development of the High Injury Network and draft actions to the Active Transportation Commission at their February 19, 2026, meeting for review and comment.

Rationale for Recommendation: Sacramento continues to experience an unacceptable number of traffic fatalities and severe injuries. The City has committed to addressing this issue through its Vision Zero program. Development and identification of the High Injury Network is an essential component of prioritizing investments and actions that improve transportation safety. The City has made a commitment to address this issue through its Vision Zero program. Development and identification of the High Injury Network is an essential component to addressing transportation safety.

Financial Considerations: Not applicable

Local Business Enterprise (LBE): None.

Background: Vision Zero Action Plans include a High Injury Network and Draft Actions for City action to address transportation safety.

Previously, the High Injury Network (HIN) described the set of streets in Sacramento with the highest concentration of severe injury and fatal crashes. State law now allows cities to not only use the crash data when developing “safety corridors” or their HIN, but also consider and add priority scoring to locations with crashes involving:

- Vulnerable road users
 - People walking
 - People bicycling
 - Youth
 - Older adults
- Sensitive areas
 - Schools
 - Disadvantaged communities

Staff conducted community engagement on this topic from January 13, 2026, through February 27, 2026. Engagement included:

- City Express article - January 14, 2026
- Email blasts to over 5,000 people signed up for transportation-related news January 13, January 23, and February 2, 2026
- Presentation to the City’s Active Transportation Commission - February 19, 2026
- In-Person Community Workshop at City College - January 29, 2026

- Virtual Community Workshop - February 4, 2026
- Vision Zero Task Force Community Advisory Committee - January 28, 2026
- La Familia Neighborhood Conversation - February 11, 2026
- Gardenland Northgate Neighborhood Conversation - February 15, 2026
- Grant Union High Improve Your Tomorrow Neighborhood Conversation - February 18, 2026
- Active Transportation Commission - February 19, 2026
- Valley Hi Improve Your Tomorrow Neighborhood Conversation - February 19, 2026
- SacMoves - February 20, 2026
- Hmong Youth and Parents United Neighborhood Conversation - February 20, 2026
- Resources for Independent Living Neighborhood Conversation - February 27, 2026
- City Council - March 17, 2026

The City also hosted a community survey that received over 900 responses.

Council direction was to add priority scoring to locations with crashes involving:

- Vulnerable road users
 - People walking
 - People bicycling
 - Youth
 - Older adults
- Sensitive areas
 - Schools
 - Disadvantaged communities

Based on that Council direction, the team developed the HIN and it is included as Attachment 2-Draft High Injury Network.

Community engagement included discussions of actions the City should take to address transportation safety. The actions included in the Draft Vision Zero Action Plan reflect community desires, best practices and efforts that are feasible for the City to conduct. The draft actions are included as Attachment 3-Draft Vision Zero Actions.

The Draft Vision Zero Action Plan can be reviewed at: [VisionZeroSac.org <http://www.vision/>](http://www.visionzero.org)

Community engagement and input is foundational to this work. In addition to attending community events throughout the City, staff will host five workshops:

- June 22, 2026: Hart Senior Center
- June 25, 2026: Virtual
- June 29, 2026: Virtual
- July 1, 2026: Robertson Community Center
- July 30, 2026: La Familia's Maple Neighborhood Center

Community members can sign up to attend a workshop on the project webpage: VisionZeroSac.org.

Staff seek Commission input on the HIN, Actions, and the Draft Plan; as well as help sharing information with their communities about upcoming workshops.

Sacramento Vision Zero Action Plan Update

Active Transportation Commission

Jennifer Donlon Wyant
June 18, 2026



Agenda

- Vision Zero Plan Update
- Project Schedule
- Overview of Draft Plan
- Engagement Opportunities



What is Vision Zero?

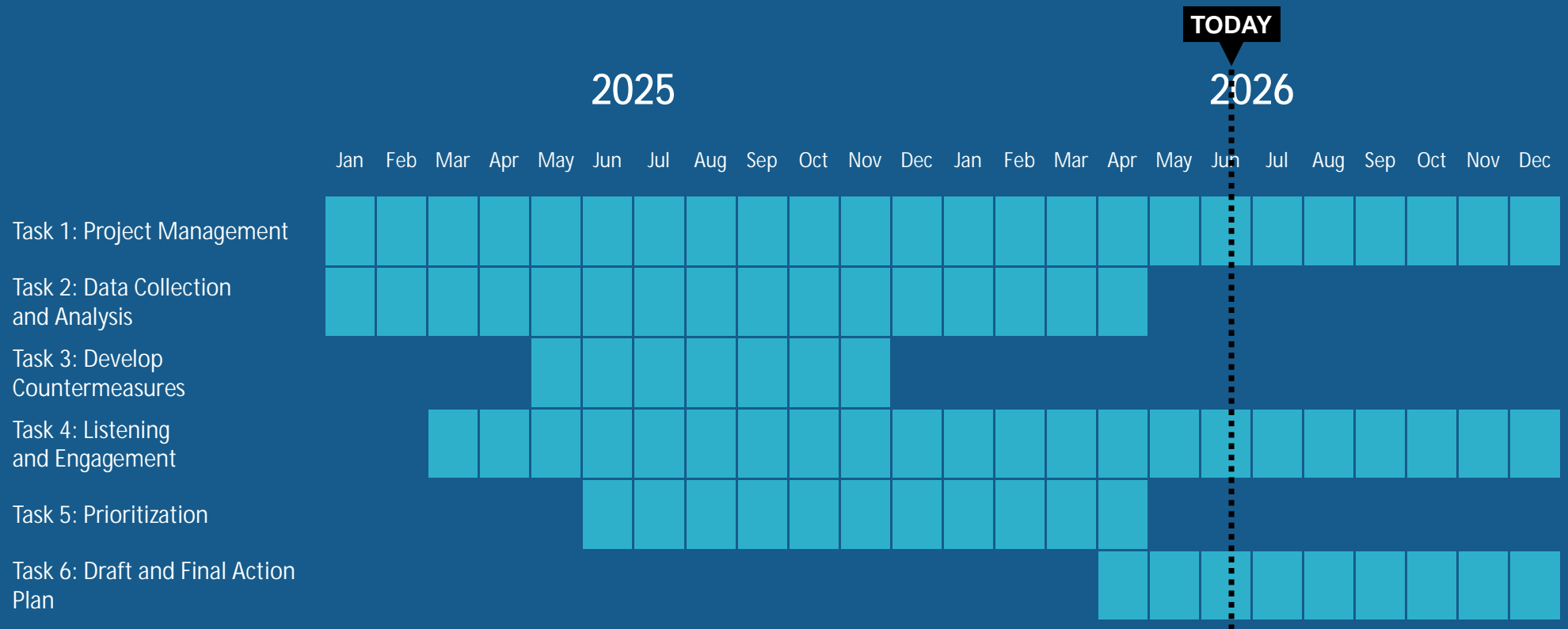
Vision Zero is our commitment to eliminating traffic deaths and serious injuries through collaborative efforts, safe infrastructure, and community engagement to foster safer streets for everyone.



VISION ZERO
SACRAMENTO

Our Safety is Homegrown

Project Schedule



2015 - 2024

In Sacramento...

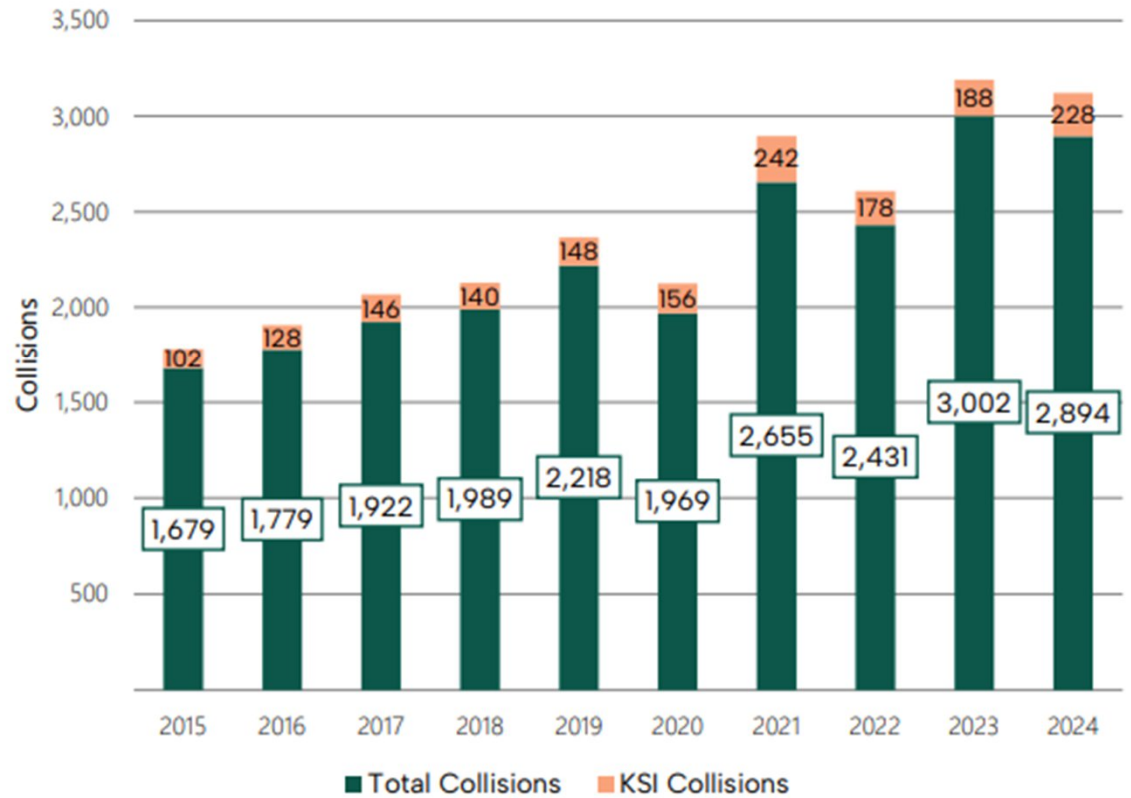
22,538 injury collisions

1,656 severe injury or fatal collisions

1,941 involved people walking

1,966 involved people biking

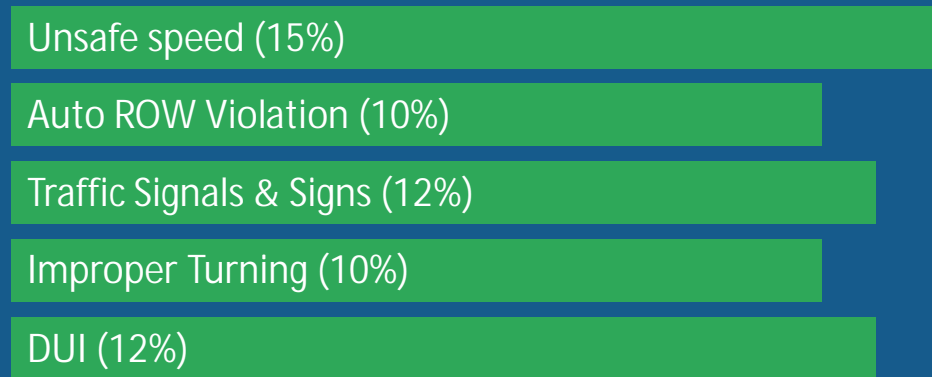
Figure 1 : Total and KSI Collisions



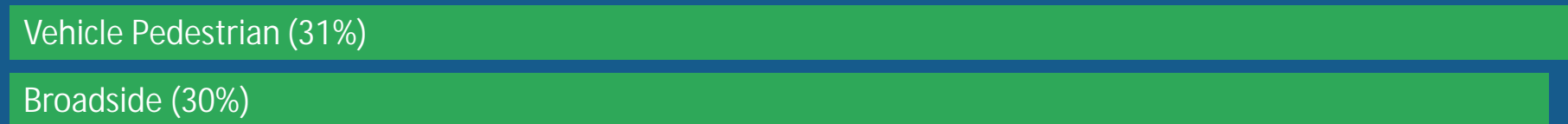
2015 - 2024

Sacramento Collision Factors & Types

Top Primary Collision Factors

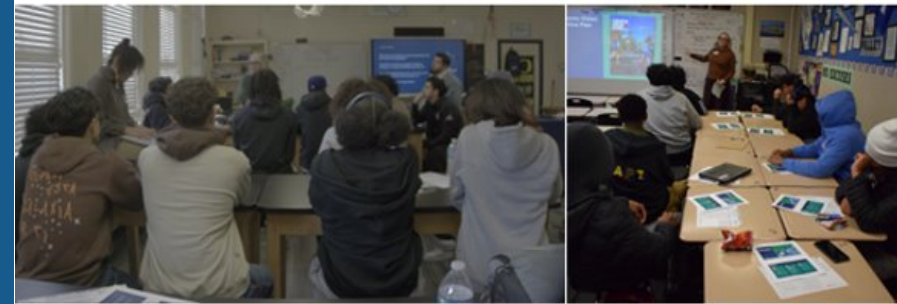


Top Collision Types



Engagement

- City Express article - January 14, 2026
- Email blasts to over 5,000 people signed up for transportation-related news January 13, January 23, and February 2, 2026
- Presentation to the City's Active Transportation Commission – February 19, 2026
- In-Person Community Workshop at City College – January 29, 2026
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- Hmong Youth and Parents United Neighborhood Conversation – February 20, 2026
- Resources for Independent Living Neighborhood Conversation – February 27, 2026
- City Council – March 17, 2026



High Injury Network

What is a High Injury Network?

A set of streets within the City with the highest frequency and severity of crashes.

In the past, streets were evaluated based only on the severity of reported crashes.

High Injury Network

A new state law allows cities to also give additional priority to locations with crashes:

1. Involving people walking or biking or involving youth or elderly (i.e., vulnerable road users)
2. Within or near sensitive areas such as schools and disadvantaged communities

Next top 10 priority corridors

 2015-2024

These segments scored within the top 0.5 percentile of all road segments in the updated High-Injury Network. They are sorted by KSI crashes per mile.

1. El Camino Avenue

Del Paso Boulevard to Ethan Way

2. Rio Linda Boulevard

El Camino Avenue to Alamos Avenue

3. Fruitridge Road

Ethel Way to 58th Street

4. Norwood Avenue

Midblock between Bell Avenue and Harris Avenue

5. W El Camino Avenue

Northview Drive to Western Avenue

6. Del Paso Boulevard

Marysville Boulevard/Alamos Avenue to El Camino Avenue

7. Cosumnes River Boulevard

West of Bruceville Road to SR 99

8. J Street, 13th Street to 19th Street

9. Truxel Road, Arena Boulevard to I-80 Overpass

10. 16th Street

A Street to Capital Avenue

Top 20 priority intersections

 2015-2024

1. Elder Creek Rd and 47th Ave

2. Fruitridge Rd and Stockton Blvd

3. Truxel Rd and Arena Blvd

4. Bruceville Rd and Consumnes River Blvd

5. Del Paso Blvd and Evergreen St

6. Northgate Blvd and W El Camino Ave

7. San Juan Rd and Northgate Blvd

8. Florin Rd and 24th St

9. N 16th St and Richards Blvd

10. Albatross Way and El Camino Ave

11. La Mancha Way and Mack Rd

12. 16th St and J St

13. N. 16th St and Richards Blvd

14. Franklin Blvd and Fruitridge Rd

15. Grand Ave and Marysville Blvd

16. Truxel Rd and Gateway Park Blvd

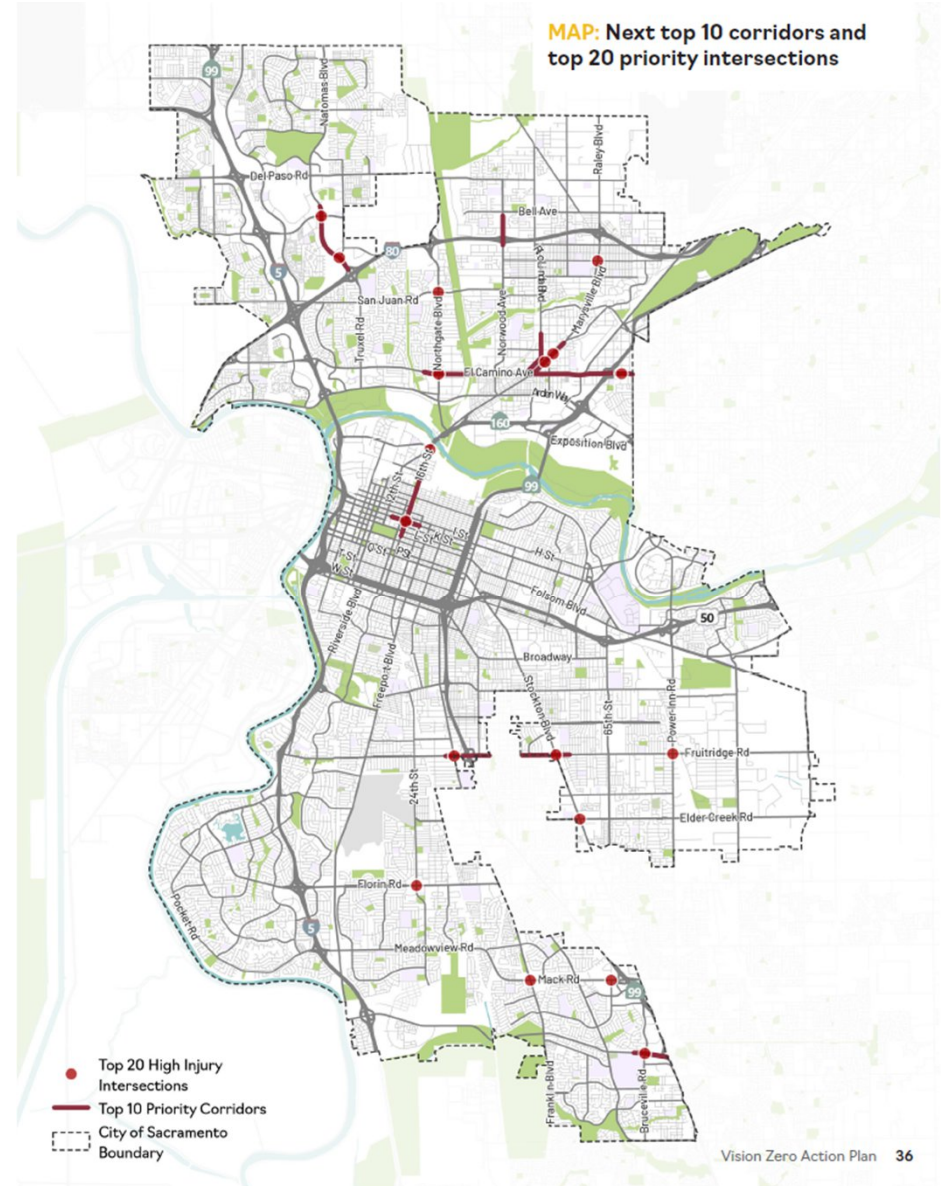
17. Fruitridge Rd and Power Inn Rd

18. Mack Rd and Franklin Blvd

19. Del Paso Blvd and Eleanor Ave

20. Rio Linda Blvd and Eleanor Ave

MAP: Next top 10 corridors and top 20 priority intersections



Draft Actions

Actions are listed in the Vision Zero Action Plan to give direction to the City and other agency partners on what specific projects, policies, and programs they should advance to improve safety outcomes in Sacramento.

The draft actions are based on crash analysis, review of existing practices, and industry resources on how to improve safety.

What criteria were used to prioritize draft actions?



Effectiveness at Reducing Fatal & Severe Injury Crashes



Partnerships Required to Implement



Cost to Implement



HIGH

Draft Actions & Priorities Summary of High Priority

Modify Existing Processes

- Incorporate safety improvements into projects on CIP list
- Update City guidance such as street design standards, Traffic Signal Operations Manual, and Project Report templates
- Streamline lighting improvements by addressing funding challenges

Implement Street Changes

- Improvements on high priority corridors
- Complete sidewalk gaps identified in the Streets for People Plan
- Implement lower posted speed limits
- Implement red light running camera program
- Implement quick, responsive, cost-effective solutions to severe crashes (TAG)

Draft Actions & Priorities

Summary of Medium Priority

New Processes

- Guidance to slow speeds & reduce conflicts
- Updates to data dashboard/website
- Regular Vision Zero meetings with City leadership

Modify Existing Processes

- Revise transit stop placement & design guidance

Implement Street Changes

- Build separated bikeway network in the Streets for People Plan
- Implement pedestrian crossing enhancements on HIN
- Install low-cost safety improvements in neighborhood commercial areas
- Use signal timing changes to slow vehicle speeds and reduce conflicts on arterials

Advocacy

- Automated speed enforcement legislation



Draft Actions & Priorities Summary of Low Priority

New Processes

- Annual report on Action Plan progress
- Develop curb management guidelines

New Program

- High visibility enforcement campaigns

Education

- Develop campaign focused on key behaviors

New Data

- Study and consider “big” data that could be used to understand speeding, hard braking, near-miss incidents

Draft Vision Zero Action Plan Engagement

Engagement period: June 15 to August 17

Workshops

- June 22: Hart Senior Center
- June 25: Virtual (register at VisionZeroSac.org)
- June 29: (register at VisionZeroSac.org)
- July 1: Roberston Community Center
- July 30: La Familia's Maple Neighborhood Center

All are from 5:30-7pm

Road show

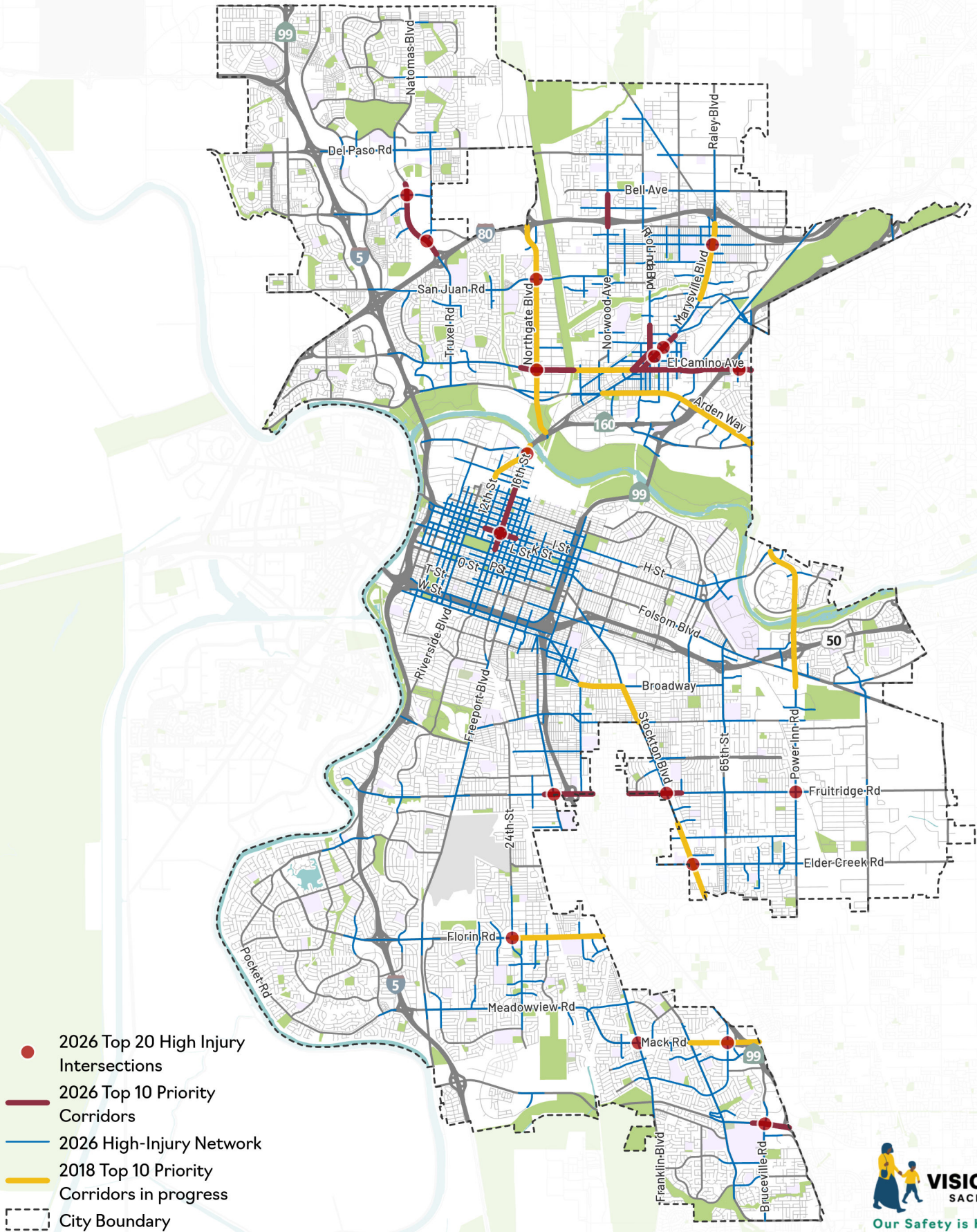
- TBD

Thank You!



VisionZeroSac.org

2026 High Injury Network and 2018 Priority Corridors in Progress



These high-priority actions will help advance the City's Vision Zero commitment.

The Action Plan outlines tangible steps to make streets safer through data-driven decision-making and strong collaboration across departments and with the community.

Types of Actions



Implement street changes



Modify existing process



Advocate for legislation

ID	Type	What we'll do
H1		Continue developing designs and securing grant funding for the Top 10 priority corridors identified in the 2018 Action Plan.
H2		Advance safety improvements towards implementation for the next top 10 priority corridors and 20 intersections identified in the 2026 Action Plan.
H3		Implement a red-light running camera program.
H4		Identify Business Activity Districts across the City and establish 20 MPH speed limits.
H5		Continue the Vision Zero Traffic Safety Response Team with a focus on responding to KSI crashes with quick-build solutions.
H6		Complete sidewalk gaps identified as priority in the Streets for People Plan.
H7		Complete 10 projects that separate severe vehicle-vehicle, vehicle-people, or vehicle-bike conflicts at intersections in 5 years.
H8		Update the City Street Design Standards to reflect complete streets and designs reflective of reducing exposure, likelihood, and severity.
H9		Update City Traffic Signal Operations Manual to include application of leading pedestrian intervals, no right turn on red, protected left-turn phasing, rest-in-red, coordinated signals/green waves, and other similar strategies.
H10		Identify a preferred signal preemption technology. Include transit and emergency response signal preemption in all new signals.
H11		Initiate an effort to change the way lighting and landscaping is funded and implemented in the City to make it easier to improve visibility.
H12		Continue to incorporate safety priority projects (i.e., Top Corridors) into the Capital Improvement Plan (CIP) project list.
H13		Modify the City's Project Development Report template to include a section on opportunities to improve safety.
H14		Support legislation on Automated Speed Enforcement in Sacramento.