

**File ID:** 2026-00807

4/28/2026

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## **City of Sacramento Active Transportation Commission 2025 Annual Report**

File ID: 2026-00807

**Location:** Citywide

**Recommendation:** Receive and file.

**Contact:** Chris Dougherty, Transportation Planning Manager, (916) 808-2669, cdougherty@cityofsacramento.org; Jennifer Donlon Wyant, Mobility and Sustainability Division Manager, (916) 808-5913, jdonlonwyant@cityofsacramento.org; Department of Public Works

**Presenter:** None

### **Attachments:**

1-Description/Analysis

2-Active Transportation Committee 2025 Annual Report

### **Description/Analysis**

**Issue Detail:** Advisory bodies of the City are required to provide an annual report and work plan for review by the Personnel and Public Employees (P&PE) Committee as outlined in the City Council Rules of Procedure, Chapter 17.

The P&PE Committee has reviewed the attached the 2025 Active Transportation Commission (ATC) Annual Report and passed a motion forwarding it to the Budget and Audit Committee for review. The item was heard at the March 10, 2026, meeting of the Budget and Audit Committee and the Committee directed staff to proceed to City Council.

**Policy Considerations:** Sacramento City Code Chapter 2.100 outlines the purpose and powers and duties of the Active Transportation Commission; specifically, the Commission is established for the purpose of providing advice on strategies related to walking, biking, and rolling in the city. City Code section 2.100.030 outlines the Powers and Duties of the Commission, including:

- A. Advise City Council on the implementation, criteria, and priority of pedestrian, bicycling, and rolling related policies and projects,
- B. Provide input to City Council on the pursuit of grant funding opportunities,

- C. 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,
- D. Review and discuss current walking, bicycling, and rolling issues and advise City Council,
- E. Advise City Council on the need for periodic updates to the pedestrian and bicycle master plan and bikeway master plan,
- F. Provide for public participation and involvement regarding the implementation of walking, bicycling, and rolling projects and programs, and other active transportation matters
- G. 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.

**Economic Impacts:** Not applicable.

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** This action is not a project that is subject to CEQA because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines §15378(b)(5)).

**Sustainability:** Not applicable.

**Commission/Committee Action:** On November 20th, 2025, the Active Transportation Commission reviewed the attached report and passed a motion forwarding it to the Personnel and Public Employee (P&PE) Committee. On January 27, 2026, the P&PE Committee reviewed the 2025 ATC Annual Report and passed a motion forwarding it to Budget and Audit Committee for review and to City Council. On March 10, 2026, the Budget and Audit Committee reviewed the recommendations from the 2025 ATC Annual Report and passed a motion forwarding the item to City Council.

**Rationale for Recommendation:** Annual reports by City advisory bodies ensure they effectively incorporate their important role, voice, and work and provide thoughtful community recommendations to the City Council on a consistent basis.

**Financial Considerations:** The requested action is to receive and file the Active Transportation Commission 2025 Annual Report, which does not result in financial impacts. The report identifies costs to implement the proposed recommendations, which would have an estimated cost of \$8,200,000 for the first year, with an estimated recurring annual cost of \$7,700,000 that would be expected to increase each year. The costs include estimated staff time needed to implement the proposed policies and programs. See pages 17 to 26 of the Annual Report for details.

**Local Business Enterprise (LBE):** Not applicable.

# Sacramento Active Transportation Commission Annual Report

January 2025 through December 2025



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## **Introduction: Establishment, Commissioners, and Staff**

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The Sacramento Active Transportation Commission was established in 2018 by ordinance 2018-0002 and is codified in Sacramento City Code Section 2.100.

The commission consists of twelve members which are nominated by the Personnel and Public Employees Committee or Council Members and appointed by the mayor with the concurrence of a majority of the city council.

## Current Sacramento Active Transportation Commissioners

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The following commissioners are currently serving on the commission.

- Dr. Debra Banks
- Dr. Donald Gibson
- Isaac Gonzalez (Vice Chair)
- Melissa Harris
- Arlete Hodel (Chair)
- Jim Houpt
- Justine Recio-Patel
- David Moore
- Emel Wadhvani
- Tong Thao

## **Sacramento Active Transportation Commission Staff**

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The commission is supported primarily by the following staff members.

Chris Dougherty,

Transportation Planning Manager, Transportation Planning Section, Mobility and Sustainability Division, Public Works

Jeff Jelsma,

Associate Planner, Transportation Planning Section, Mobility and Sustainability Division, Public Works

Sacramento Active Transportation Commission Staff Contact Information

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## **Purpose, Powers and Duties of Sacramento Active Transportation Commission**

### **Purpose of the Sacramento Active Transportation Commission**

The Commission is established for the purpose of providing advice on strategies related to walking, bicycling, and rolling in the city.

### **Powers and Duties of the Sacramento Active Transportation Commission**

- A. Advise city council on the implementation, criteria, and priority of pedestrian, bicycling, and rolling related policies and projects.
- B. Provide input city council on the pursuit of grant funding opportunities.
- C. 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.
- D. Review and discuss current walking, bicycling, and rolling issues and advise city council.
- E. Advise city council on the need for periodic updates of the pedestrian master plan and bikeway master plan.
- F. Provide for public participation and involvement regarding the implementation of walking, bicycling, and rolling projects and programs, and other active transportation matters.
- G. 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.

## **Message from the Sacramento Active Transportation Commission Chair**

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The Active Transportation Commission presents here the 2025 Annual Report which outlines our ongoing work to advocate for and develop a more accessible, safe, and sustainable transportation infrastructure. Informed by the experiences of our commissioners and input from every city district, we provide recommendations that meet present needs and prepare for future challenges.

Our commission spent 2025 diligently promoting and enhancing active transportation in the City of Sacramento to achieve critical objectives. Our number one goal is to improve safety, decrease greenhouse gas emissions, and inspire a healthy, active lifestyle among our citizens. By focusing on these areas we can make substantial contributions to the City's environmental sustainability and overall livability.

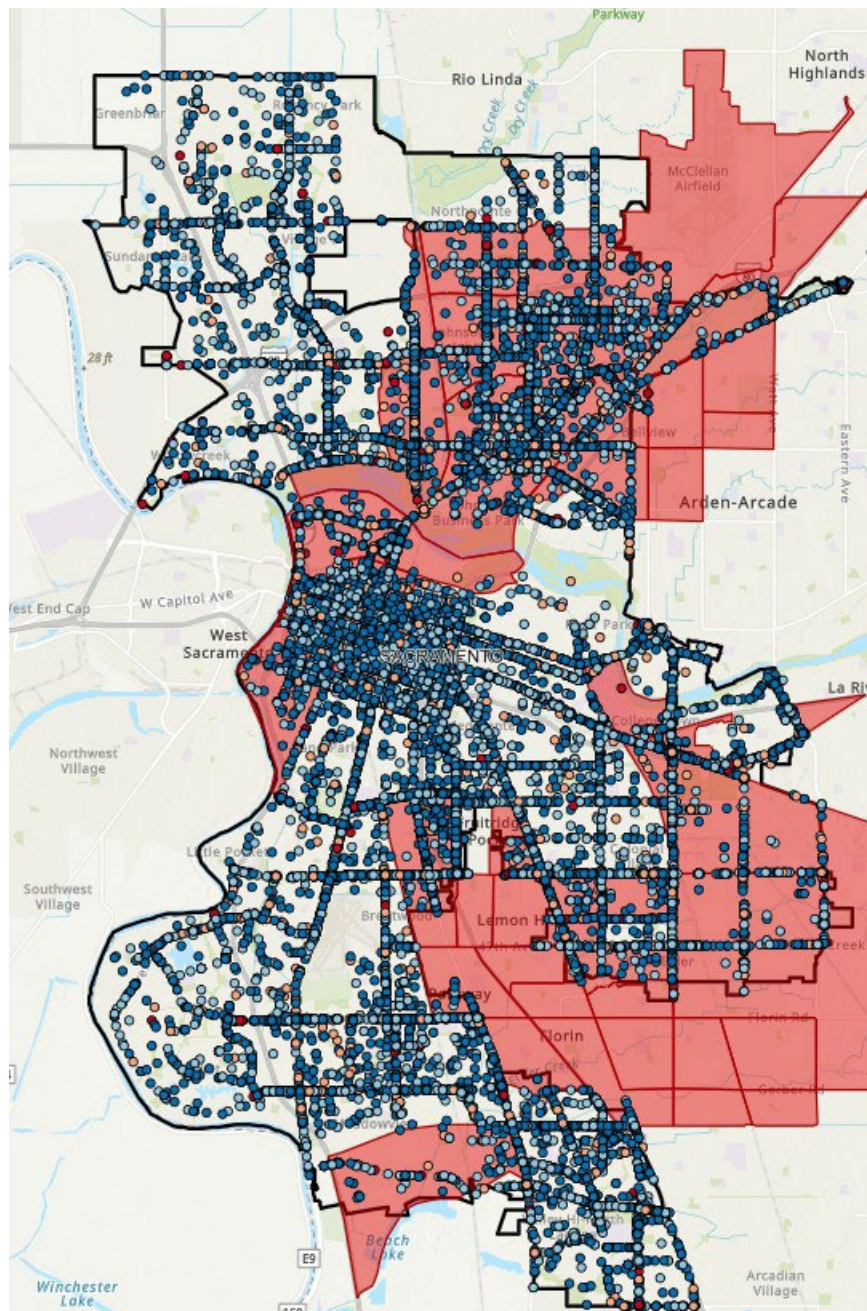
Our commitment to inclusivity and effectiveness guides all recommendations, which are shaped by the diverse voices and experiences within our community. This report summarizes our key activities, achievements, and strategic recommendations for driving the growth of active transportation initiatives in Sacramento.

Arlete Hodel

Chair, City of Sacramento Active Transportation Commission, 2025

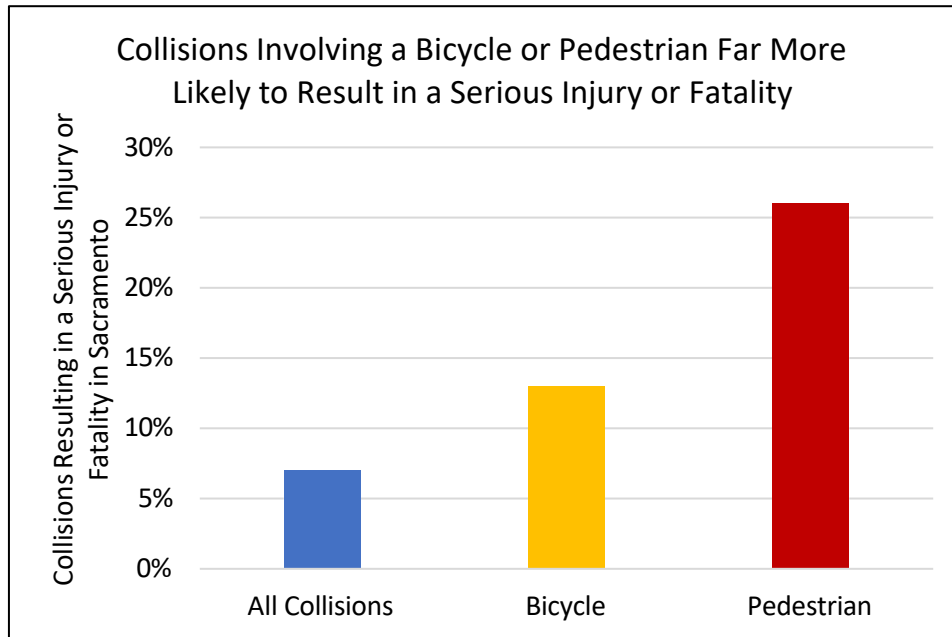
## Summary of Traffic Violence in Sacramento, Figures, Data, and Maps

### I) Traffic Collisions Impact Every Neighborhood and Community in Sacramento, with Greater Concentration in Disadvantaged Communities



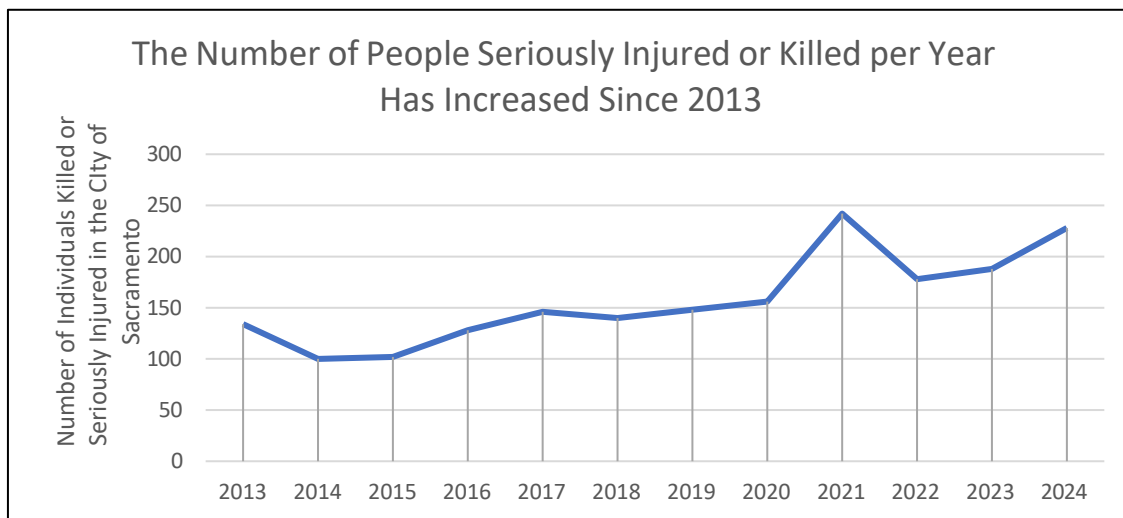
**Figure I:** Each dot represents an injury caused by a collision in or with an automobile between 2013 and 2024. A blue dot is a reported complaint of pain, a light blue dot is a visible injury, an orange dot is a severe injury, and a red dot is a fatality. The highlighted red areas are SB535 Disadvantaged Communities—source: City of Sacramento Vision Zero Crash Dashboard

**2) When a Collision Impacts a Pedestrian or Cyclist, the Risk of a Serious injury or Fatality is Far Higher Than for Those in a Vehicle.**



**Figure 2:** When a pedestrian is struck in a collision and reported, over 25% of the time, that collisions result in a serious injury or fatality. The rate is 13% for those on bikes—source: City of Sacramento Vision Zero Crash Dashboard.

**3) The People Seriously Injured or Killed in the City of Sacramento has Increased Since 2017, When the Vision Zero Goal was Declared**



**Figure 3:** Data only includes City of Sacramento-managed streets, thus excluding collisions that take place on locations such as the interstate freeways—source: City of Sacramento Vision Zero Crash Dashboard.

## Highlights & Accomplishments

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The City of Sacramento, with the help of the ATC, had some notable active transportation accomplishments over the last year.

In 2025, the ATC held ten (10) meetings. In addition to the Commission meetings, the ATC has a Commission log which is a running list of items of interest that the Commission would like agendaized. Through the log, Commissioners can submit ideas for future agendas, ask questions, and ensure that topics that are discussed connect back to the powers and duties of the Commission, as well as the statement on equity. The log allows the Commission to track progress that is made in areas of interest and for more transparency around when items are expected to come to the Commission. Below are the items discussed at the ATC in 2025:

### January 16, 2025

- Caltrans American River Bridge Rehabilitation Project
- Truxel Bridge Concept and Feasibility Study
- Streets for People: Neighborhood Connections Plan

### February 20, 2025

- Overview of Transportation Planning and Equity
- City of Sacramento Bicycle Parking Program 2025 Update
- Active Transportation Commission Log Discussion

### March 20, 2025

- Airport South Industrial Annexation – Amendments to the City Bicycle Master Plan
- Streets for People Draft Plan and Phase III Community Engagement Approach

### April 17, 2025

- Pedestrian Crossing Enhancements
- Audible Signals Phase 2

### May 15, 2025

- Vision Zero School Safety Project

## **June 12, 2025**

- Bikeway Separation Treatments Project
- Two Rivers Phase III

**July 2025** – No meeting, summer recess

## **August 21, 2025**

- Streets for People Active Transportation Plan
- Connecting Howe Avenue: Safety and Mobility Plan Proposed Alternatives
- The Norwood Mobility Project Proposed Alternatives

## **September 18, 2025**

- Marysville Boulevard Vision Zero Safety Project
- Fiscal Year 2026/2027 Caltrans Sustainable Transportation Planning Grant Application

## **October 16, 2025**

- SacAdapt Transportation Adaptation Plan
- The Norwood Mobility Project Phase 3 Public Engagement: Public Draft Plan
- Connecting Howe Avenue: Safety and Mobility Plan Phase 3 Public Engagement: Public Draft Plan

## **November 20, 2025**

- Franklin Boulevard Complete Streets Update

**December 2025** – No meeting, winter recess

## Commission Resources Expended

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The estimated cost to support the Sacramento Active Transportation Commission in 2025 was \$52,554.

In 2025, the ATC held ten (10) meetings. Table I below shows the costs per meeting to support the commission.

The estimated cost per meeting is as follows:

*Table 1: Cost per Meeting*

	Meetings	Hours	Rate	Total
Staff report creation and review – department staff	10	6	\$207	\$12,420
Staff report review – city attorney staff	10	3	\$250	\$7,500
Agenda review, preparation, and publishing – city clerk	10	10	\$35	\$3,500
Meeting presentation preparation	10	2	\$117	\$2,340
Meeting attendance – department staff	10	4	\$207	\$8,280
Meeting attendance – city attorney staff	10	2	\$250	\$5,000
Meeting attendance – city clerk staff	10	4	\$58	\$2,320
Meeting attendance – IT staff	10	4	\$53	\$2,120
Meeting attendance – building security	10	4	\$33	\$1,320
Post meeting tasks: minutes, legislative document processing, attendance tracking	10	5	\$35	\$1,750
Commissioner stipend processing (quarterly)		12/year	\$42	\$504
Commissioner stipends (11 commissioners)	10	11	\$50	\$5,500
<b>Total Meetings Cost</b>				<b>\$52,554</b>

## 2025 ATC Recommendations to Council

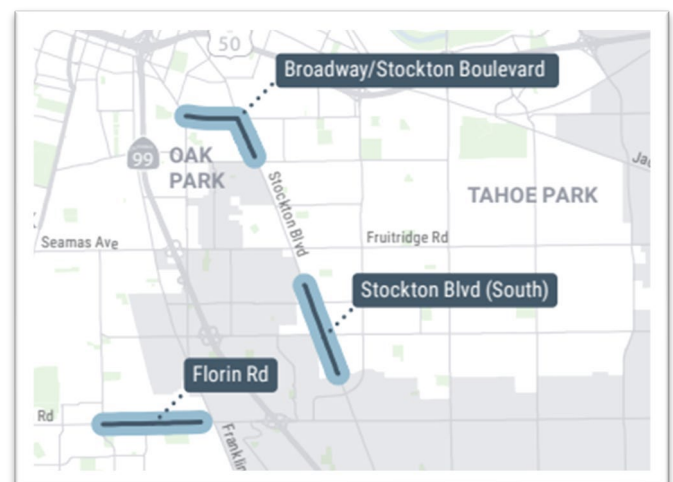
The Central City of Sacramento, or the “Grid,” is known for its tree-lined sidewalks and many protected bike lanes which make portions of the city relatively safe and commutable whether walking, biking, or rolling. However, how walkable communities of Sacramento vary greatly depending on the historical safety investments made.



Other streets are high-speed boulevards near homes and places of business, putting drivers and pedestrians in conflict. Traffic violence is primarily due to street design, clearly demonstrated by the clustering of fatal crashes on a small number of Sacramento's roads. Just 14% of Sacramento Streets account for 79% of crashes, and have been identified as the High-Injury Network. 44% of this High-Injury Network is located in disadvantaged communities. The top five corridors identified for safety improvements include

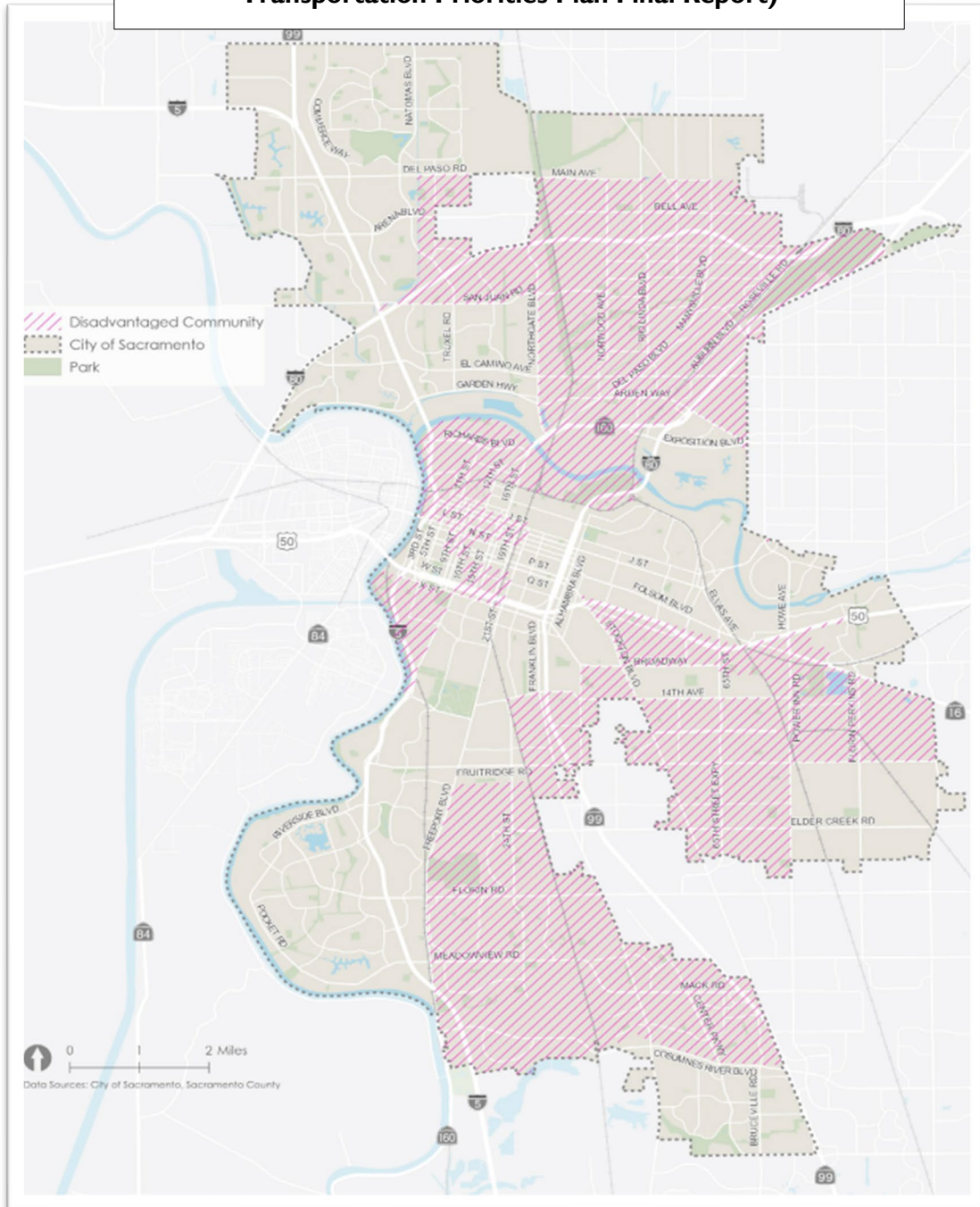
- El Camino Avenue (District 2)
- Marysville Boulevard (District 2)
- Broadway/Stockton Boulevard (District 5)
- Stockton Boulevard (District 5/6)
- Florin Road (District 5/8)

### *The Five Vision Zero Corridors in Sacramento*



Deaths as the result of collisions occur in every district but are disproportionately in disadvantaged communities and borne by people of color. Disadvantaged communities are unjustly impacted by traffic violence due to a lack of basic infrastructure, safety investments, and vehicle access.

**Sacramento's Disadvantaged Communities (from the 2025 Transportation Priorities Plan Final Report)**





For some Sacramento residents active transportation isn't recreation, it's their only transportation option

Lack of equity to complete streets is significant equity issue in Sacramento. New neighborhoods incorporate road safety features and sidewalks into construction, but Sacramento's existing communities, especially those that lack basic infrastructure, rely on the city to improve road safety.

In the past, the city has attempted to address these incomplete streets with numerous proclamations and plans. However, without dedicated funding, the city has been reliant on grant funding to complete the planning, design, and construction of these necessary safety improvements.

## 2025 Accomplishments

Last year, the City Council took decisive action to improve the City of Sacramento's transportation network by adopting key transportation policies and plans, including:

- The Construction Detour Policy
- The Streets for People Transportation Plan
- Neighborhoods Connection Plan



### Quick Build Program



In 2025, the City Council also approved the city's first Quick Build program in response to the growing number of pedestrian and bicyclist fatalities, dedicated staff, and transportation funding to implement safety measures. This dedicated funding source will fund 6 new city staff to implement small safety projects to slow and calm traffic in response to fatal and serious injuries. The Quick Build program is scheduled to launch in 2026.

### Marysville Boulevard

The availability of funding in 2025 enabled the immediate funding of a Vision Zero priority corridor at Marysville Boulevard (\$1.9 million), with construction expected to commence in 2026. The investment in this priority project within the High-Injury Network allows the city to make swift investments to construct necessary improvement in critical areas while and funds to leverage in-kind grant money (\$9M from SACOG, 2025).



## 2025 Recommendations

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The 2025 ATC Recommendations have retained the previous year's suggestion of dedicating \$3 million in funding for the necessary infrastructure improvements. The availability of \$1.9 million in funding in 2025, resulting in a 5-fold return on investment from in-kind grant contributions, demonstrates the outsized impact of construction funding on safety improvements. The combined force of dedicated funding for construction and matching grants provides unparalleled opportunities for transformational change in our city. Additional previous recommendations have also been retained, such as the Safe Routes to Schools Program, recognizing that education and resources can provide valuable adaptation for residents where immediate safety investments are infeasible.

Policy changes can also provide cost-efficient methods for increasing the safety of existing infrastructure, such as implementing daylighting intersections to improve visibility in 2025. This annual report provides new recommendations for studies into the safety improvements of Lead Pedestrian Indicators for pedestrian crossings, no-turn-on-red lights, and reduced traffic speeds. The ATC recommends investigating these policy changes to determine their potential improvements to safety and impacts to traffic.



In the wake of numerous deaths of homeless residents, this year's annual report provides new recommendations to complete a review for all new homeless shelters within the city to ensure a least an analysis of safe routes to the nearest public transit locations.

The 2025 ATC Recommendation has removed the Quick Build Bike Lane recommendation and the Construction Detour Policy, which were featured in the 2024 ATC Recommendations. Quick Build Bike Lanes is anticipated to be incorporated into the city's funded Quick Build Program, once it is initiated. The City adopted the Construction Detour Policy in 2025, so this item has been removed.

## **Increase Funding for Active Transportation Infrastructure Projects**

**Details:** Over the past two years the ATC and community members have participated in numerous conversations around the development of the Transportation Priorities Plan. This plan estimates that it would cost \$5 billion to build all the transportation projects identified in plans created over the last twenty years. The City only has about \$42 million each year to do the work which would take 100 years to build what is planned. As City staff continue to apply for State and Federal grants to build this much needed infrastructure, it's imperative that we have the local match needed. The ATC urges the Mayor and Council to declare active transportation a priority and identify funding. With insufficient funds available through Measure A, it's more important than ever that we have sustained and dedicated funding for active transportation so that we can build planned projects quicker. If the City pursues another measure to help fund transportation, the ATC hopes city leaders will prioritize investments in active transportation, transit, and maintenance of existing facilities over capacity expansion projects such as new roads and highways.

Transportation projects in the City of Sacramento are funded with Federal and State grants, which typically require a local match. The ATC requests to double the average match amount for active transportation grants in order to make the city more competitive for grant funding in the future. The amount would increase by 10% each year thereafter.

### **Cost:**

<b>Additional Staffing</b>	<b>Year 1 Cost Estimate</b>	<b>Recurring Annual Cost Estimate</b>
TBD	\$ 3,000,000	10% increase over previous year
		Year 2: \$3,300,000
		Year 3: \$3,630,000
		Year 4: \$3,993,000
		Year 5: \$4,392,300

## **Implement the Traffic Calming Toolbox**

**Details:** The City and County of Sacramento continue to rank among the top cities in California for fatal and serious injury collisions. In 2017 the City’s Vision Zero Resolution (No. 2017-0032) was established which was committed to reducing fatality and serious injury collisions. In October of 2022, the ATC received a presentation providing an overview of the different speed management efforts currently deployed across the city. It was shared that staff plan to procure a consultant to evaluate citywide speed limits and prepare an implementation plan to comply with AB 43 and AB 1938. The ATC eagerly awaits the results of this study and hopes to see a reduction in speeds across the city. We were also provided with background on the Neighborhood Traffic Management Program (NTMP) which was established in the City from 1995-2010. The ATC believes that anything the city can do to lower the speed of vehicles benefits people walking and biking and would encourage Council to re-establish NTMP or increase funding for existing programs focused on lowering speeds in neighborhoods specifically. We’re very excited for the future Traffic Calming Toolbox which the city also plans to develop. The toolbox will provide a variety of traffic-calming treatments for staff and developers to consider earlier on in the development process.

The ATC requests to increase the current budget for the speed lump program and apply equitable distribution of the treatments citywide. The ATC also requests the application of other traffic calming treatments and tools to be used from the traffic calming toolbox, once developed.

### **Cost:**

<b>Additional Staffing</b>	<b>Year 1 Cost Estimate</b>	<b>Recurring Annual Cost Estimate</b>
0.5 Senior Engineer	\$ 2,100,000	\$ 2,300,000
0.5 Associate Engineer		

## **Increase Funding for the Sacramento Quick-Build Program**

**Details:** The city has proven with corridors like J Street that quick-build projects can and do rapidly transform streets and make them safer and more accessible for all users. Using low-cost materials and a compressed timeline, we're able to meet the mobility needs of the community much faster than ever before. To continue this success, the ATC believes a program dedicated to building more quick-build projects should be created. The City of San Diego recently developed such a program (Sustainable Transportation for All Ages and Abilities Team, or STAT) and has allocated \$1.1 million in funding to build nine miles of safe bikeways per year. If the City is unable to dedicate funding in the upcoming budget to create such a program, we highly encourage the city to seek grant funding via the Active Transportation Program Quick-Build Project Pilot Program or other sources.

The ATC requests additional budget for the City's quick-build program to implement quick-build solutions citywide.

### **Cost:**

<b>Additional Staffing</b>	<b>Year 1 Cost Estimate</b>	<b>Recurring Annual Cost Estimate</b>
	\$ 1,100,000	\$ 1,200,000

## **Implement Leading Pedestrian Intervals (LPI) Citywide**

**Details:** Leading Pedestrian Intervals (LPIs) are a low-cost safety practice of providing pedestrians a several-second head start to cross at signalized intersections before vehicles. LPIs effectively reduce traffic fatalities and encourage active transportation by improving the ease and safety of pedestrian crossings. The Department of Transportation (DOT) estimates that LPIs decrease incidents of pedestrian injury by 13%. LPIs can be implemented with existing infrastructure by adjusting traffic signal programming. Older traffic signals may require additional retrofitting and greater expense but can be implemented without traffic signal replacements. DOT estimates the cost of implementing LPI to be \$200 to \$ 1,200 per signal. These costs do not reflect likely additional improvements such as technology and ADA improvements needed to support LPI operations.

Sacramento has implemented LPIs in some intersections in the central city grid, including around City Hall. Sacramento's 2025 Streets for People Plan recommends the development of an LPI policy as one of its key recommendations. The ATC believes that LPIs are one of the most cost-effective ways to increase safety and decrease pedestrian fatalities, and recommends expanding the use of LPIs citywide in three phases.

1. The ATC recommends that the City adopt a policy allowing LPIs citywide, and the ATC requests LPIs be added to the Quick-Build Toolbox to allow immediate implementation in response to unsafe intersections. Costs for inclusion in the Quick-Build Toolbox would be borne by the Quick-Build Program.
2. The ATC recommends that the City adopt a policy of implementing LPIs for all signal replacements as standard procedure. Because new traffic signals must be programmed for traffic and pedestrian timing at installation, this can be implemented at no additional cost.
3. The ATC recommends that the City complete a study of citywide implementation of LPIs to improve safety for people walking at intersections. This study would prioritize intersections for LPI implementation and signal retrofit. The ATC requests funding to support this LPI Implementation Study.

### **Cost:**

<b>Additional Staffing</b>	<b>Year 1 Cost Estimate</b>	<b>Recurring Annual Cost Estimate</b>
TBD	\$500,000	

## **Develop a Citywide Safe Routes to School Program**

**Details:** Ensuring that students have a safe way to travel to school has proven to encourage more walking and biking amongst youth. While there are several organizations in the City that help facilitate Safe Routes to School (SRTS) programs, there is not a citywide effort to ensure all schools have this resource. This has led to many parents driving their kids' short distances that could be done by walking and biking. In February 2021 the City of Sacramento Vision Zero School Safety Study was approved. Creating a citywide SRTS program with staff that could work to implement this plan and provide resources, training and encouragement events for schools would make a lasting impact on the safety and health of youth in our community.

The ATC request for two staff positions for the development and management of a Citywide Safe Routes to School Program.

### **Cost:**

<b>Additional Staffing</b>	<b>Year I Cost Estimate</b>	<b>Recurring Annual Cost Estimate</b>
I Senior Planner	\$ 800,000	\$ 800,000
I Associate Planner		

## **Implement No Right Turn on Red Citywide**

**Details:** Most drivers take their ability to turn right at a red light for granted. With the uptick of injuries and fatalities at intersections, many cities nationwide are adopting citywide bans on RTOR to address increased fatalities and serious injuries among pedestrians and cyclists. Turning right on red can pose a risk to pedestrians and cyclists when they are in crosswalks when drivers decide to turn right on a red light. Studies have shown that allowing RTOR leads to more conflicts between cars and pedestrians. A National Highway Traffic Safety Administration (NHTSA) study showed that RTOR can increase pedestrian crashes by up to 107% and 123% for cyclists. As drivers are looking left to see oncoming traffic to avoid, they miss the pedestrian or cyclist to the right of them in the crosswalk<sup>1</sup>.

Critics cite enforcement, low numbers of injuries and cost as reasons to not implement the policy. The ATC believes that citywide RTOR unless where specifically posted permitting a right turn could be an additional safety measure in Sacramento's toolbox along with quick-builds and lowering speed limits. The ATC requests the city complete a study of citywide implementation of No Right Turn on Red to improve safety for people walking, biking, and rolling at intersections balancing the convenience it offers drivers with the safety of all road users.

### **Cost:**

<b>Additional Staffing</b>	<b>Year 1 Cost Estimate</b>	<b>Recurring Annual Cost Estimate</b>
TBD	\$500,000	

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<sup>1</sup> <https://www.sciencedirect.com/science/article/pii/S2590198223000696?via%3Dihub>  
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## **Pedestrian Safety Review of Proposed Transitional Housing**

**Details:** Multiple residents of city-owned transitional housing facilities were injured or lost their lives while walking or biking in the area immediately adjacent to their city-provided homes. Many of these fatalities occurred on roads with high speeds and no sidewalks. Ensuring that safe active transportation routes exist to access public transportation is necessary to allow transitional housing residents to access critical resources, including health services and employment opportunities. The ATC recommends the city provide a review of proposed homeless facilities to determine the distance to the two closest public transportation stops, analyze route safety to these public transit stops, and provide recommendations on the safest pedestrian exit from transitional housing to access these routes. If sidewalks and/or bike lanes do not exist to access public transit, or routes are adjacent to roads with speed limits deadly to pedestrians (35 mph or more), this safety concern should be briefed to the Sacramento City Council & Mayor as part of the facilities approval. If sidewalks do not exist adjacent to the proposed transitional housing, staff should include a cost estimate and schedule for sidewalk construction in their report for City Council consideration as part of the project.

### **Cost:**

<b>Additional Staffing</b>	<b>Year 1 Cost Estimate</b>	<b>Recurring Annual Cost Estimate</b>
TBD	\$100,000	\$100,000

## **Expansion of Creative Crosswalk Policy**

**Details:** Sacramento’s Creative Crosswalk program was approved by city council in 2021 and has had some success since its inception. Currently, one can find creative crosswalks in Midtown and North and South Natomas. The idea is simple: brighten crosswalks with colored paint to bring attention to the space for pedestrians, increasing safety. The intent is to create a safer experience, while promoting active transportation and making Sacramento a more liveable, walkable city. The creative crosswalk program aligns with the city’s Vision Zero Plan, 2040 General Plan and the upcoming Streets for People Plan.

Sacramento is now enforcing the state daylighting law (AB 413), ticketing people who park on curbs near intersections. Daylighting increases safety for people walking by providing increased visibility between drivers and walkers crossing the street by increasing sightlines at intersections. As with other crosswalk laws, it applies whether the curb is marked (painted) or not. The City of Sacramento is slowly rolling out the infrastructure needed to help people see where they can no longer park due to daylighting.

The ATC requests that the Creative Crosswalks program be expanded to include daylighting curbs and consider in the future, adding bike lanes to the types of street elements that could enhance safety, build community engagement, and provide visual appeal making our streets brighter and more walkable.

### **Cost:**

<b>Additional Staffing</b>	<b>Year 1 Cost Estimate</b>	<b>Recurring Annual Cost Estimate</b>
TBD	\$ 100,000	



Figure 1: Example of a curb with painted daylighting and bike racks



Figure 2: Example of a creative crosswalk, courtesy of BikeUtah.com

## **Recommendations Summary**

	<b>Additional Staffing</b>	<b>Year I Cost Estimate</b>	<b>Recurring Annual Cost Estimate</b>
Increase Funding for Active Transportation Infrastructure Projects		\$3,000,000	\$3,300,000*
Implement the Traffic Calming Toolbox	0.5	\$2,100,000	\$2,300,000
	0.5		
Increase the Budget for the Sacramento Quick-Build Program		\$1,100,000	\$1,200,000
Implement Leading Pedestrian Intervals (LPI) Citywide		\$500,000	
Develop a Citywide Safe Routes to School Program	1	\$800,000	\$800,000
	1		
Implement No Right Turn on Red Citywide		\$500,000	
Pedestrian Safety Review of Proposed Transitional Housing		\$100,000	\$100,000
Expansion of Creative Crosswalk Policy		\$100,000	
	<b>Additional Staffing</b>	<b>Year I Cost Estimate</b>	<b>Recurring Annual Cost Estimate</b>
<b>Totals</b>	<b>3</b>	<b>\$8,200,000</b>	<b>\$7,700,000*</b>

\* These costs are expected to increase each year.