City of Sacramento
Active Transportation Commission Report
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Active Transportation Commission 2026 Annual Report Draft Recommendations

File ID: 2026-01606

Location: Citywide

Recommendation: Discuss potential recommendations outlined in the 2026 Active Transportation Commission Annual Report and provide direction.

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Presenter: Isaac Gonzalez, Chair, Active Transportation Committee.

Attachments:
1-Description / Analysis
2-Draft 2026 Annual Report Recommendations

Additional Description/Analysis
Issue Detail: Chapter 17 of the Council Rules of Procedure states that each city advisory body shall provide an annual report for review by the Personnel and Public Employees Committee (P&PE). At a minimum, reports should include the following:

- Highlights and accomplishments from the previous year's work;
- Proposed projects, priorities, and recommendations for the upcoming year including resources required and information on feasibility; and
- Any other information required of the advisory body according to the Sacramento City Code.

There are two sections of the report template which are informed by the Commission, including:

1. Message from the Chair; and
2. Recommendations to Council Message from the Chair

The message can be from the Chair, Commission, or staff reflecting on the past year, accomplishments, and looking ahead to future goals.

At the May 21, 2026 Active Transportation Commission (Commission) meeting, the Commission

Chair Isaac Gonzalez established the 2026 Annual Report ad hoc committee. Subsequently, the ad hoc committee has developed draft recommendations to be considered by the Commission for later recommendation.

These draft recommendations are outlined below, and described in detail in Attachment 2:

- Prioritization of Implementation of Vision Zero Plan Interventions
- Changes to Ongoing City Programs and Policies
- E-Bike and E-Moto Education and Safety Campaign

This item is for the Commission to review and provide direction on the Draft 2026 Active Transportation Commission Annual Report recommendations.

Policy Considerations: The recommendations are aligned with the following City Code: 2.100.030 Powers and duties of commission.

> G. 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.

Economic Impacts: Not applicable.

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

Sustainability: The draft recommendations outlined in Attachment 2 are consistent with the City of Sacramento Climate Action Plan Mobility Element by focusing on improving transportation infrastructure and encouraging walking and bicycling

Commission/Committee Action: Not applicable.

Rationale for Recommendation: So that advisory bodies may effectively incorporate their important role, voice, and work to provide thoughtful community recommendations to the City Council on a consistent basis, the P&PE Committee shall facilitate the process for advisory bodies to communicate their accomplishments, projects, priorities, and recommendations to the City Council.

Financial Considerations: The action requested is to discuss and provide feedback on the Commission’s annual report draft recommendations and does not obligate the use of any funding.

Local Business Enterprise (LBE): Not applicable.

Active Transportation Commission 2026 Annual Report – Draft Recommendations

1) Prioritization of Implementation of Vision Zero Plan Interventions:

The Active Transportation Commission recognizes the limited budget constraints the City of Sacramento faces in implementing the Vision Zero Action Plan. Below, we highlight and recommend these specific policies that do not require designs or grants. In it, we call for using proven, fast, and relatively cheap interventions in a safe systems approach.

Using a safe systems approach, a transportation safety framework that recognizes that people make mistakes, and that the transportation system should be designed so those mistakes do not result in death or serious injury. Rather than placing responsibility solely on individual road users, it emphasizes creating a system that anticipates human error and minimizes its consequences. The following countermeasures are proven strategies that can help to do the following: Remove severe conflicts, reduce speeding or manage conflicts in time. They are all proven, easier to implement than other measures and are among the least expensive to implement. The following set of countermeasures are vetted by the US Department of Transportation, National Highway Traffic Safety Administration and are included in the City's Streets For People Toolbox. The following are all listed as low-cost "$" in the Safety Countermeasure Toolbox, Appendix D.

These interventions are to be prioritized and implemented wherever possible along the 2018 Vision Zero Action Plan 10 corridors that have not undergone full construction, the additional 10 corridors and 20 intersections in the 2026 Vision Zero Action Plan.

a) Daylighting: Removes parking within 20 ft of crosswalks so drivers can see people crossing — one of the highest-Return on Investment safety interventions.

b) Leading Pedestrian Intervals: A leading pedestrian (and bike) interval gives a 3–7 second head start before vehicles get a green light, so people are already in the crosswalk and visible before drivers turn. Additionally, the delayed green light decreases vehicle collisions by providing a buffer for traffic entering intersections late (i.e. running a newly changed red light.)

c) No Turn on Red (RTOR): No right turn on red stops vehicles from making a right turn after a stop at an intersection. This allows pedestrians to cross an intersection without vehicles following a timed signal, and reduces the risk of crashes between vehicles turning and those traveling through the intersection from the cross street. These turn restrictions are often shown using special electronic signs, called blank-out signs, which light up when the restriction is active. No RTOR is not a state law in California, but cities are given discretion to enact the No RTOR policy.

d) Lowering speed limits & establishing prima facie speed limits of 20 mph in Downtown Sacramento: By decreasing limits by just 5 mph in urban or residential areas, cities have observed drops in fatal and injury crashes by up to 50%. It provides drivers with more

reaction time to stop for hazards and can discourage through traffic. This is included in H4 in the draft plan, consistent with new state law (AB 43), to identify Business Activity Districts across the City (e.g., the downtown grid) and establish prima facie speed limits of 20 mph.

e) Policy H9, Update City Traffic Signal Operations Manual (TSOM) to reflect complete streets and designs reflective of reducing exposure, likelihood, and severity. 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. Adopting this into the manual will help ensure long-term safer practices in the City's guidelines.

2) Changes to Ongoing City Programs and Policies

a) Complete hiring for the quick-build staff. The program, which was approved by Sacramento City Council in March 2025, still has multiple vacant positions needed to meet the program's goals and objectives of finding and implementing interventions.

b) Require the quick build team to conduct a safety review of the location of fatal or serious-injury collisions within 30 days of a collision. Determine if an intervention is possible and implement an intervention to be installed within 90 days of the collision.

c) Deprioritize installation of new traffic signals outside of full roadway redesigns. As outlined in the Vision Zero report, a new traffic signal can cost as high as $1 million and is listed in the 3rd tier of options, Manage Conflicts in Time, in Safety Countermeasures Toolbox, Appendix D (P13)

d) No new city-wide studies. Stop new citywide planning efforts and prioritize the identified worst intersections to reduce fatalities as cost-effectively as possible. The Streets for People and Vision Zero Action Plan Update have identified top corridors and intersections for improvement, and the limited staffing time and funding should prioritize speeding up interventions and securing new grants.

e) Redirect funding and staff time used for the speed lumps to be spent on interventions in the high injury corridors and intersections for us by to the quick build team. The speed lump program has many engineering and process constraints, although are useful in low speed neighborhoods; prioritization of where the most fatalities take place, would be a better use of limited city resources.

3) E–Bike and E-Moto Education and Safety Campaign

a) Electric assist bicycles (ebikes) are here to stay and with them bring a myriad of benefits including: accessibility for more people, especially seniors and those with disabilities, as well as for people who are using an ebike for daily transport, and those who have long commutes. Ebikes have been proven to reduce vehicle miles traveled (VMT), which

assists in meeting our climate goals. They are also a chosen mode of transportation for those who do not want to own or cannot afford a vehicle and who find transit unreliable.

While the state continues to work on guardrails for ebikes and users, it is important to first and foremost distinguish the difference between ebikes and e-motos, which are high speed vehicles with throttles that do not require pedals. The ATC asks that an education and safety campaign aimed at middle school students and families along with some enforcement and cooperation for poor user behavior be implemented. This could assist in lowering emergency response room visits due to improper use of devices.