City of
SACRAMENTO

Active Transportation Commission Annual Report

January 2026 through December 2026



Photo: Troy Sankey

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Introduction: Establishment, Commissioners, and Staff

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

The Active Transportation Commission is tasked with providing advice to the city on a broad set of strategies related to walking, bicycling and rolling in the city. The Commission helps push forward policy for active transportation to thrive through improved sidewalks, expanded and connected bicycle networks, safe crossings, and other infrastructure that facilitates comfortable, efficient, and safe walking, bicycling and rolling. The 2026 Report focuses on recommendation for improvements to one pressing issue, traffic safety.

The commission consists of eleven 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



The following commissioners serve on the Commission (as of October 2026):

- Arlete Hodel
- Dania Ahmed Amin
- Daniel Rubinstein
- David Moore
- Dr. Debra Banks
- Dr. Donald Gibson (Vice Chair)
- Emel Wadhwani
- Isaac Gonzalez (Chair)
- Jim Houpt
- Justine Recio-Patel
- Melissa Harris
- Tong Thao

Sacramento Active Transportation Commission Staff

The commission is supported primarily by the following staff members.

- Liza Welsh, Associate Planner, Mobility and Sustainability Division, Public Works
- Nicole Zhi Ling Porter, Senior Planner, Mobility and Sustainability Division, Public Works
- Elizabeth Boyd, Transportation Planning Manager, 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 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 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

Every community in Sacramento is grappling with an epidemic of traffic violence. Dangerous roads, speeding drivers, and outdated infrastructure all contribute to Sacramento regularly ranking as one of the deadliest cities in California for traffic violence. Our neighbors know this; approximately 25,000 Sacramento voters signed a petition for a ballot measure to raise their own taxes to invest in the changes needed to make our roads safe. Although it did not meet the required signature threshold to qualify for the ballot, the community clearly needs, wants, and supports safer streets for everyone.

The data is clear: rates of those seriously injured or killed are increasing every year. Sacramento's decade-plus-long roadway redesign process is not doing enough to save lives now. The standard interventions that cities like ours regularly pursue are bogged down by extremely long production timelines and are beholden to shifting, scarce, and sometimes revoked State and Federal funding due to changing political priorities beyond the City of Sacramento's control. Given limited funding and the ongoing public health crisis of dangerous streets, we must reorient the City of Sacramento's processes and priorities to focus on implementable solutions that save lives now.

The following recommendations, developed with deliberation and public dialog, focus on one common goal:

How can we reduce or eliminate traffic collisions as quickly as possible with our limited city funding?

The duly appointed members of the Active Transportation Commission call upon the Mayor of Sacramento, the entire City Council, and all other leaders in our community to act immediately to enact these recommendations and save the lives of our neighbors, family members, and friends now, without further delay or indifference. We ask that the City Council bring this report for debate, and the Active Transportation Commission offers to provide a presentation on these recommendations. Because losing one more person to traffic violence shouldn't be business as usual.

Signed,

Isaac Gonzalez,
Chair, City of Sacramento Active Transportation Commission 2026

Donald Gibson,
Vice Chair, City of Sacramento Active Transportation Commission 2026

Dedication

The names you see below are the people who died from collisions in 2025, and this report is dedicated to them:

Najah Islam, 30, 1/31/2025

Jonathon T. Slaugh, 62, 2/13/2025

Adrienne Keyana Johnson, 33, 2/19/2025

Cornelius Jesse, 59, 3/18/2025

Vuong Van Nguyen, 47, 3/25/2025

Zachery Ryan Taylor, 20, 4/22/2025

Natalia Regina Sanchez, 50, 4/24/2025

William Andrew Akens, 26, 4/26/2025

Ernesto Torres, 58, 5/10/2025

Zhen Cheng Kuang, 76, 5/13/2025

Thongthai Xanaxay, 55, 5/17/2025

Kaleb Josiah Green, 22, 6/1/2025

Huynh Huu Duc Nguyen, 30, 6/7/2025

Robert Michael Pineschi Jr., 36, 6/22/2025

Kimberly Lynn Pickett, 60, 6/30/2025

Parris Shauntel Windham, 41, 7/7/2025

Michael Driskell, 78, 7/9/2025

Mohammad Shaoib Durrani, 22, 8/2/2025

Omar Durrani, 25, 8/2/2025

Hashmatullah Durrani, 24, 8/2/2025

Ricky Ray Reyes, 19, 8/6/2025

Nathan Thomas, 50, 9/11/2025

Jeremy M. Robinson, 46, 9/8/2025

James Lee Little, 64, 9/8/2025

Alicia Andrea Barnes, 65, 10/2/2025

Nedra Lee Franklin, 67, 10/20/2025

Gerald Hall, 60, 10/25/2025

Bee Lao, 46, 11/2/2025

Kyle Scott Silvers, 33, 11/3/2025

Randy Allen Perez, 41, 11/19/2025

David Zoellner, 61, 12/3/2025

Jaheem Seay, 23, 12/17/2025

Source: Provided to Chair Gonzalez by Ariane Lange, Sacramento Bee

Highlights & Accomplishments

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

In 2026, the Commission held nine (9) meetings. In addition to the Commission meetings, the Commission has a Commission log which is a running list of items of interest that the Commission would like agendized. 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 Commission in 2026:

January 16, 2026

- Connecting Howe Avenue Safety and Mobility Plan: Final Draft
- The Norwood Mobility Plan: Final Draft
- SacAdapt Transportation Infrastructure Adaptation Plan

February 19, 2026

- Vision Zero Action Plan Update
- H Street Bikeways

March 12, 2026

- Fruitridge Road Safety and Mobility Plan
- Arden-Auburn Mobility Plan
- Stockton Boulevard Safety and Transit Enhancement Project
- T Street Bikeway Gap Closure Project

April 16, 2026 - Meeting cancelled

May 21, 2026

- Del Paso Road Bike Lane Enhancement Project

June 18, 2026

- Arden-Auburn Mobility Plan Phase 2
- Fruitridge Road Safety and Mobility Plan Proposed Alternatives
- Vision Zero Action Plan Update

July 2026 – No meeting, summer recess

August 20, 2026

- North Natomas Community Trail Naming Effort
- Automated Red-Light Camera Program
- City of Sacramento Bicycle Parking Program 2026 Update
- Commission Log Discussion

September 17, 2026

- Sacramento Valley Station: Regional Bus Stops Consolidation Project
- FY2027-28 Caltrans Sustainable Transportation Planning Grant Applications
- Active Transportation Commission 2026 Annual Report Draft Recommendations

October 15, 2026

- Franklin Boulevard Complete Street Phase 3 Project
- North Natomas Community Trail Naming Effort
- Active Transportation Commission 2026 Annual Report Draft Recommendations

Commission Resources Expended

The estimated cost to support the Sacramento Active Transportation Commission in 2026 was $62,082.

In 2026, the Commission held nine (9) meetings. Table 1 below shows the costs to support the commission.

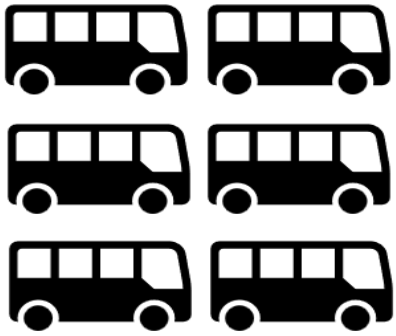
The estimated cost is as follows:

Table 1: Estimated Commission Resources Expended

	Meetings	Hours	Rate	Total
Staff report creation and review – department staff	9	8	$207	$14,904
Staff report review – city attorney staff	9	3	$250	$6,750
Agenda review, preparation, and publishing – city clerk	9	10	$35	$3,150
Meeting presentation preparation	9	2	$117	$2,106
Meeting attendance – department staff	9	8	$207	$14,904
Meeting attendance – city attorney staff	9	3	$250	$6,750
Meeting attendance – city clerk staff	9	6	$58	$3,132
Meeting attendance – IT staff	9	4	$53	$1,908
Meeting attendance – building security	9	4	$33	$1,188
Post meeting tasks: minutes, legislative document processing, attendance tracking	9	6	$35	$1,890
Commissioner stipend processing (quarterly)		9/year	$50	$450
Commissioner stipends (11 commissioners)	9	11	$50	$4,950
2026 estimated costs				**$62,082**
Estimated cost per meeting				**$6,898**

Eight Years Since Vision Zero Policy: Fatalities Are Only Getting Worse. We Need to Change What We Are Doing.

The lived experiences of Sacramentans align with the findings in the 2026 Vision Zero Action Plan Update. Injury collisions and Killed or Seriously Injured (KSI) collisions have steadily increased, nearly doubling from 2015 to 2024 (Figure 1). In that time period, 332 people have lost their lives in collisions with vehicles.



This is equivalent to two, fully loaded Boeing 737 passenger jets or the of 6 fully loaded Sacramento Regional Transit buses.

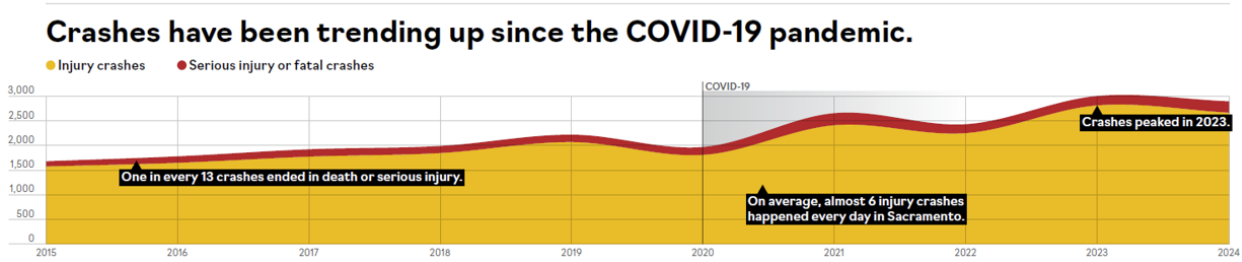


Figure 1: Injury and KSI collisions continually increased in Sacramento over the last decade[1]

Projecting out for the next few years, assuming interventions take place at the same pace and scale of the last decade there will be no improvement, only likely continued increases in fatalities across the city for all users. Between 2014 and 2024, there were 1,756 people who were killed or seriously injured, an average of 160 a year. If collision rates and fatalities increase at the same rate until 2032, we can anticipate seeing between 200 and 339 seriously injured or killed annually, or between 1403 to 2,371 in total over a 7-year period (Figure 2).

[1] Source: City of Sacramento, Vision Zero Action Plan Draft June 2026. Page 26.

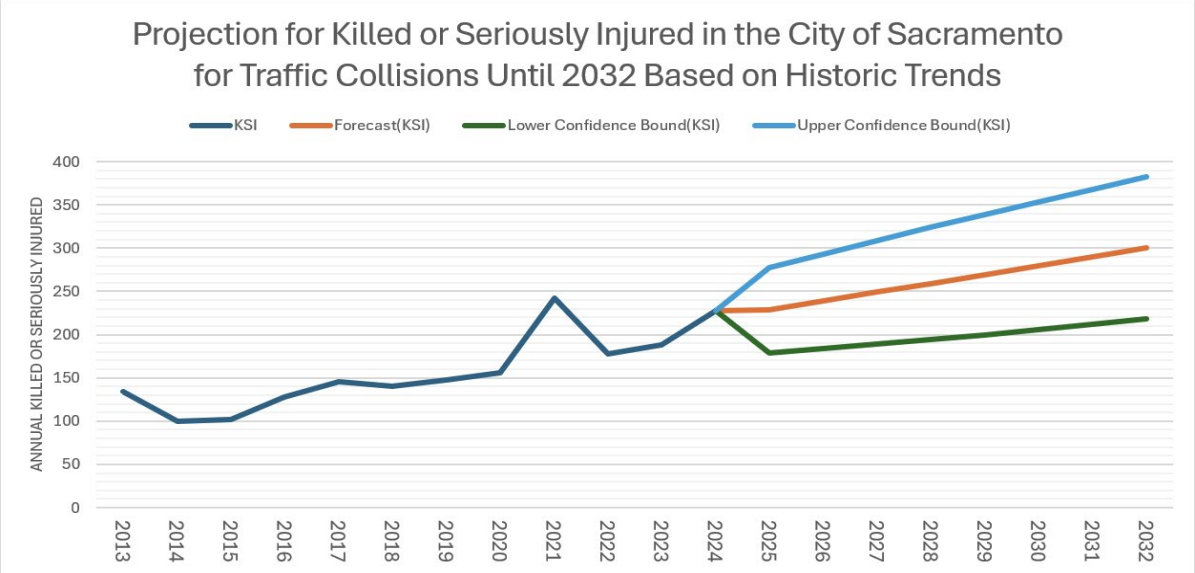


Figure 2: Commission Projected KSI Through 2032

Annual KSI has been increasing in the City of Sacramento and projecting it out over a similar time period as the first Vision Zero Action Plan to the 2026 plan, we can project annual average increases in KSI unless significant interventions take place. Projection made with a linear regression model.

Why Our Process is Not Working

Since Sacramento adopted the Vision Zero Policy 2017, and the first Vision Zero Plan identified priority corridors in 2018, only one of the most dangerous roads on the high injury network has been completed. Due to limited staff time and because grant funding must be secured separately for planning, design and construction, safety improvements for these prioritized high injury networks take approximately 16 years to be completed once initiated. At the current rate of completion, construction will be completed on one of the corridors on the high injury network less than once a year. Unless there is a shift in funding or approach, the twenty most dangerous roads identified in 2018 will not be fixed until 2060, more than 30 years after 2027 envisioned by Vision Zero.

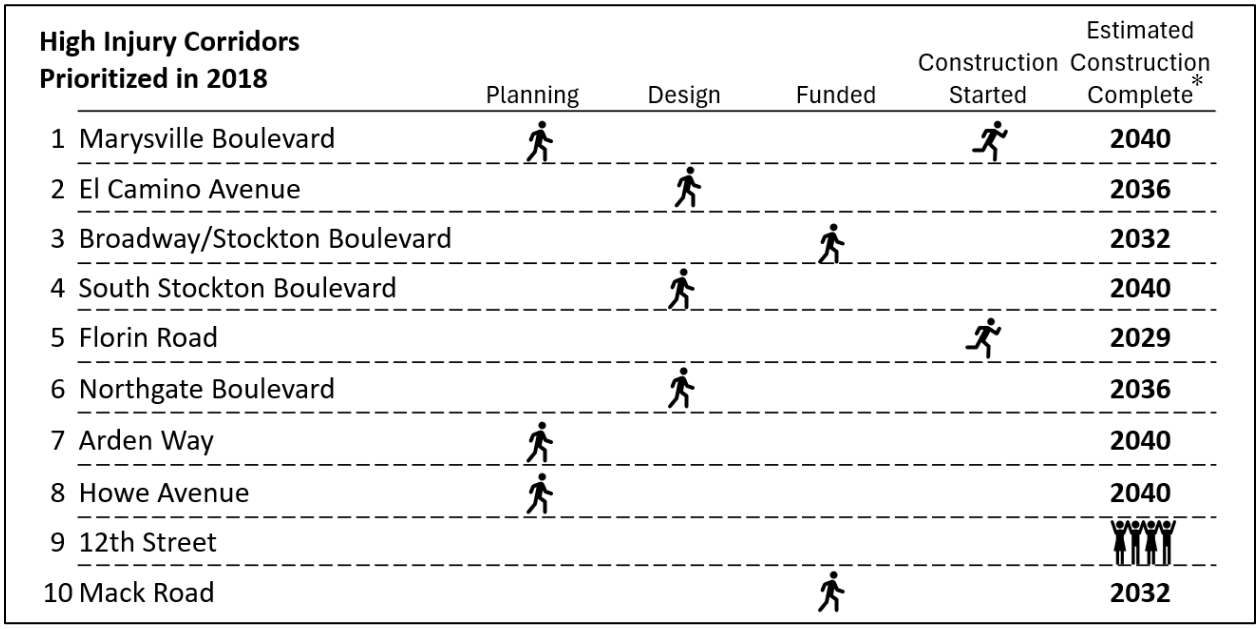


Figure 3: Projected Completion of the 2018 Vision Zero Top 10 Corridors

* ***Estimated Construction Complete*** *years were developed by members of the Active Transportation Commission. These dates do not align with City estimates and as presented on City webpages, including: https://saccity.maps.arcgis.com/apps/dashboards/115e82137ada43f9bc94cf64fa5f9a18#*

Projecting out the completion of the roadway redesign anticipates similar pace of construction in the last two decades. Estimated timelines based upon past projects required competitive grant funding for each phase of the project.

It is difficult to accurately estimate the number of injuries and deaths that result from each year of uncompleted safety improvements on the corridors identified in the Vision Zero Plan. In Sacramento between 2015 and 2024 there were 332 traffic fatalities and 1332 serious injuries, or an average of 33 deaths and 133 serious injuries every year, with the annual rate of serious collisions doubling during that 9-year period. According to the City's 2026 Draft Vision Zero Update, 75% of the traffic fatalities and serious injuries occurring on roads identified as the High Injury Network. Each completed project on the High Injury Network may save a life and prevent five serious injuries each year, and those prevented fatalities doubling every ten years based on the increase of KSIs predicted based on current trends. What is clear is that safety improvements to the most dangerous Sacramento roads, which were those identified by the Vision Zero Plan, produce the highest return on prevented injuries.

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. The recommendations proposed are effective and efficient treatments to address Sacramento's most dangerous traffic corridors to save lives and prevent injuries. This report's recommendations are 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 U.S. 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 (A-C) are recommended to be prioritized and implemented wherever possible along and on cross-streets of 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.

1. Interventions on the Top 10 Corridors and Top 20 Intersections

a) Daylighting

Remove parking within 20 ft of crosswalks so drivers can see people crossing, one of the highest-return on Investment safety interventions.

The Commission recommends funding this work through the existing Quick Build Program.

Cost Estimate	Assumptions
$1,000,000	Striping, marking, documentation Approximately 200 intersections $5,000 per intersection

b) Identify existing signals for retrofit with lading pedestrian intervals

A leading pedestrian interval (LPI) gives a 3–7 second head-start before vehicles get a green light, so pedestrians and bicyclists are already in the crosswalk and visible before drivers enter the intersection. 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.) Because many of the intersections in the high injury network are comprised of older infrastructure, many existing traffic signals are either incapable of implementing LPIs or incompatible with implementing LPIs consistent with accessibility requirements. The cost to upgrade to meet accessibility requirements is estimated to be $400,000 per intersection for the estimated 120 intersections on the 2018 Vision Zero Action Plan 10 corridors that have not undergone full construction and the 10 corridors and 20 intersections in the 2026 Vision Zero Action Plan.

This recommendation is to identify if any of the traffic signals in the 2018 and 2026 Vision Zero Action Plan Corridors are able to implement LPIs, and to implement this retrofit if feasible.

The Commission recommends funding this work through the existing Quick Build Program.

Cost Estimate	Assumptions
$210,000	Signal retiming, design, documentation
	Estimated 50% or 60 intersections
	$3,500 per intersection

c) No right turn on red

No right turn on red stops (RTOR) 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. No RTOR is not a state law in California, but cities are given discretion to enact the No RTOR policy.

The Commission recommendation is to implement a No RTOR for all 120 intersections on the 2018 Vision Zero Action Plan 10 corridors that have not undergone full construction and the 10 corridors and 20 intersections in the 2026 Vision Zero Action Plan.

Turn restrictions are often shown using special electronic signs, called blank-out signs, which light up when the restriction is active. The cost for electronic signs is estimated to be $300,000 per intersection. The Commission recommends implementing standard non-electronic signage for this policy, which is estimated to be $8,000 per intersection.

The Commission recommends funding this work through the existing Quick Build Program.

Cost Estimate	Assumptions
$960,000	Signs, poles, labor, documentation
	Approximately 120 intersections
	$8,000 per intersection

2. Changes to Ongoing City Programs and Policies

a) Annual Vision Zero updates to Active Transportation Commission

Annual presentation to the Commission on performance measures and accomplishments on Vision Zero and Quick Build actions. This effort would be included in the regular Active Transportation Commission Staff Reports, and should have minimal new requirements beyond the existing staff support for public meetings.

No Cost.

b) 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.

No Cost.

c) Require the quick build team to conduct a safety review

Require the quick build team, in collaboration with various groups like planning, to conduct a safety review of the location of fatal or serious-injury collisions within 30 days of a collision. Within 90 days following a fatal or serious-injury collision, determine if an intervention is possible and implement an intervention as soon as possible.

No Cost.

d) Deprioritize installation of new traffic signals

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).

No Cost.

e) 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.

No Cost.

f) Revise the speed lump program

Consider making the existing speed lump program part of the quick build program. Adding the speed lump construction to the quick build program may allow the quick build team to more effectively identify alternative engineering solutions while ensuring new speed lumps are prioritized to the highest need areas in the city.

Additionally, revise the speed lump program to remove requirements for resident petitions, neighborhood voting processes, support thresholds, and other application-based procedures that can delay implementation and create inequitable outcomes. Instead, authorize staff to identify, prioritize, and install speed lumps based on objective safety criteria, including documented speeding, collision history, proximity to schools and parks, pedestrian and bicycle activity, and consistency with the City's Vision Zero goals.

No Cost.

g) Leading pedestrian intervals for new traffic signals city-wide

A leading pedestrian interval (LPI) gives a 3–7 second head-start before vehicles get a green light, so pedestrians and bicyclists are already in the crosswalk and visible before drivers enter the intersection. 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.) Implement LPIs as the standard for all new traffic signals in the city except if inadvisable for safety or technically infeasible. Include LPIs in all city manuals for all intersections and in all parts of the city.

No Cost.

h) Update the Traffic Signal Operations Manual

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.

No Cost.

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

Electric assist bicycles (e-bikes) 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 e-bike for daily transport, and those who have long commutes. E-bikes 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 e-bikes and users, it is important to first and foremost distinguish the difference between e-bikes and e-motos, which are high-speed vehicles with throttles and that do not require pedals.

a) Safe Routes to School E-Bike Education Campaign

The Active Transportation Commission 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.

Cost Estimate	Assumptions
$75,000	Campaign materials and marketing

Recommendations Summary

	Recommendation	Cost Estimate
1	Interventions on the Top 10 Corridors and Top 20 Intersections	
a)	Daylighting	$ 1,000,000
b)	Leading Pedestrian Intervals (LPIs) with APS	$210,000
c)	No Turn on Red (RTOR)	$960,000
2	Changes to Ongoing City Programs and Policies	
a)	Annual Vision Zero updates to ATC	No Cost
b)	Complete hiring for the quick-build staff	No Cost
c)	Require the quick build team to conduct a safety review	No Cost
d)	Deprioritize installation of new traffic signals outside of full roadway redesigns	No Cost
e)	No new city-wide studies	No Cost
f)	Consider combining the speed lump and quick build programs	No Cost
g)	Leading pedestrian intervals for new traffic signals city-wide	No Cost
h)	Update the Traffic Signal Operations Manual	No Cost
3	E–Bike and E-Moto Education and Safety Campaign	
a)	Safe Routes to School E-Bike Education Campaign	$ 75,000
	Total Cost Estimate	**$ 2,245,000**