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**File ID:** 2024-00575

3/19/2024

**Consent Item 3.**

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## **Active Transportation Commission 2023 Annual Report**

File ID: 2024-00575

**Location:** Citywide

**Recommendation:** Receive and file.

**Contact:** Jennifer Donlon Wyant, Transportation Planning Manager, (916) 808-5913, jdonlonwyant@cityofsacramento.org; Jeff Jelsma, Transportation Planner, (916) 808-5347, jjelsma@cityofsacramento.org; David Edrosolan, Engineering Manager, (916) 808-5974, dedrosolan@cityofsacramento.org, Public Works Department

**Presenter:** None.

### **Attachments:**

1-Description/Analysis

2-ATC 2023 Annual Report

### **Description/Analysis**

**Issue Detail:** Included in the powers and duties of the Active Transportation Commission (ATC) is the requirement to: “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. (Ord. 2018-0002 § 1).”

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:

- Enacting Code
- List of members
- List of staff
- Purpose/Powers and Duties
- Highlights and accomplishments from the previous year and any resulting recommendations
- Resources needed to support the legislative body

- Projects, Priorities, and Objectives for the upcoming year including resources required

On February 13, 2024, the P&PE reviewed the attached Active Transportation Commission 2023 Annual Report and passed a motion forwarding it to the City Council.

**Policy Considerations:** The recommendations in this report will be in alignment 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:** None.

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** The action requested is to review and comment on the Commission annual report. Upon completion of the final report, City Council will be asked to review and approve the report and provide general direction, an action which is covered by CEQA Guidelines Section 15262. Implementation of any recommendations contained in the report would be required to undergo appropriate environmental review.

**Sustainability:** This report is consistent with the City of Sacramento Climate Action Plan Mobility Element as it focuses on improving transportation infrastructure and encouraging walking and bicycling.

**Commission/Committee Action:** On November 16, 2023, the Active Transportation Commission reviewed the attached report and passed a motion to forward it to the Personnel and Public Employee Committee (P&PE). On February 13, 2024, the P&PE passed a motion forwarding the report to the City Council.

**Rationale for Recommendation:** Not Applicable.

**Financial Considerations:** None.

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

**Background:** 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 staff and the council on the implementation, criteria, and priority of pedestrian and

bicycling related policies and projects.

2. Provide input to staff on pursuit of grant funding opportunities.
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 and bikeway master plan.
6. Provide for public participation and involvement with respect to walking and bicycling project 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.



# City of Sacramento Active Transportation Commission

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## 2023 Annual Report

*City of*  
**SACRAMENTO**  
Department of Public Works



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# PURPOSE OF THE COMMISSION

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The Sacramento City and County Bicycle Advisory Committee was established in 1995.

The City of Sacramento Active Transportation Commission (ATC) was established in 2018 as a replacement for the City and County Bicycle Advisory Committee.

The Commission is established for the purpose of providing advice on strategies related to walking and bicycling in the city. (Ord. 2018-0002 § 1). The ATC is codified in Sacramento City Code Section 2.100.

## COMMISSIONERS AND STAFF

### **2023 Sacramento Active Transportation Commissioners**

Ali Doerr Westbrook (Chair), Seat D

Melissa Granville (Vice Chair), Seat I

Dr. Debra Banks, Seat K

Ron Brasel, Seat H

Dr. Donald Gibson, Seat C

Isaac Gonzalez, Jr., Seat F

Melissa Harris, Seat B

Arlete Hodel, Seat A

Jim Houpt, Seat G

Dr. Amy Lee, Seat J

Eunice Roh, Seat E

### **Sacramento Active Transportation Commission Staff**

Mindy Cuppy, City Clerk

Jennifer Donlon Wyant, Transportation Planning Manager

Jeff Jelsma, Transportation Planner

Kurt Wendlenner, Senior Deputy City Attorney

# POWERS AND DUTIES OF THE COMMISSION

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- A. Advise staff and the council on the implementation, criteria, and priority of pedestrian and bicycling related policies and projects.
- B. Provide input to staff on pursuit of grant funding opportunities.
- C. Provide input on program development in walking and bicycle safety, education, law enforcement, and other areas pertinent to walking and bicycling in the city.
- D. Review and discuss current walking and bicycling issues and advise staff and council.
- E. Advise staff on the need for periodic updates of the pedestrian master plan and bikeway master plan.
- F. Provide for public participation and involvement with respect walking and bicycling project and program implementation, and other active transportation matters.
- 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.

(Ord. 2018-0002 § 1)

# 2023 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, including but not limited to:

- Completed the South Sacramento Parkway West shared-use path, connecting South Sacramento communities including Meadowview to the Sacramento River shared-use path and future Del Rio Trail.
- Construction on the Del Rio Trail, a 4.8 mile shared-use path that connects Land Park, South Land Park, Freeport Manor, Z'Berg, Pocket, and Meadowview, has continued since the project broke ground in November 2022. Construction is expected to be completed by summer 2024.
- Near completion of the Central City Mobility Project, which includes new separated bikeways along I Street, 19<sup>th</sup> Street, and 21<sup>st</sup> Street, while extending the bikeways along 20<sup>th</sup>, P and Q Streets. In 2024, the project will convert 5<sup>th</sup> Street from a one-way arterial to a two-way street with bike lanes on either side.
- Broke ground on the Broadway Complete Streets Project to improve the Broadway corridor from 3<sup>rd</sup> to 29<sup>th</sup> Street.
- Kicked-off the Streets for People Active Transportation Plan to create the City's first Active Transportation Plan to improve bicycling, walking, and rolling citywide with a focus on underserved neighborhoods of the city.



In 2023, 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 2023:

### **January 19, 2023**

- Subcommittee on Status of Walking and Biking Report
- Freeport Boulevard Transportation Plan Final Draft
- Northgate Boulevard Transportation Plan Final Draft
- Fiscal Year 2022/23 Caltrans Sustainable Transportation Planning Grant Applications

### **February 16, 2023**

- Council Rules of Procedure Review
- E-Bike Lending Program: Sacramento Electric Vehicle Blueprint Phase II
- City of Sacramento Bike Parking Program
- Subcommittee on Status of Walking and Biking Report

### **March 16, 2023**

- Introduction to Current Active Transportation Efforts
- Airport Road Shared Use Path
- Reconnecting Communities Pilot (RCP) Program Analysis

### **April 20, 2023**

- USACE American River Common Feature 2016 – Sacramento River East Levee Contract 4
- Florin Road Highway Safety Improvement Projects
- Stockton Boulevard at 12th Avenue Pedestrian Signal Project
- How Transportation Planning Works: Idea to Implementation

### **May 18, 2023**

- 21st Avenue Beautification Project
- Pocket Greenhaven Neighborhood Transportation Plan Final Draft
- Streets for People: Active Transportation Plan Phase I Outreach

### **June 15, 2023**

- Draft Sacramento 2040 General Plan & Climate Action & Adaptation Plan
- Sacramento River Parkway Project
- Stone Beetland Planned Unit Development – Amendments to the Bicycle Master Plan

## **July 2023 – No meeting, Summer Recess**

### **August 17, 2023**

- Log Discussion
- Commissioner Recommendations for General Plan Update Discussion
- Annual Report Update
- Reconnecting Communities Grant Application
- Parking Update Working Groups ATC Participation

### **September 21, 2023**

- Fruitridge Road Improvements
- Franklin Boulevard Gap Closure Project
- TDM Ordinance
- Annual Report Update

### **October 19, 2023**

- Street Closures Log Item
- HSIP 10 Pedestrian Crossing Project
- Jackrabbit Trail Name Extension
- ATC 2022 Annual Report Cost Estimates
- ATC 2023 Annual Report Updates

### **November 16, 2023**

- R St & 28<sup>th</sup>/29<sup>th</sup> Street Pedestrian Crossing
- Jackrabbit Trail Crossing
- Fiscal Year 2024/25 Caltrans Planning Grants
- ATC 2023 Annual Report

## **December 2023 – No meeting, Winter Recess**

# 2023 ATC RECOMMENDATIONS TO COUNCIL

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Active transportation is a critical part of our infrastructure and built environment for public health, economic vitality, climate adaptation, and physical safety. In 2017, the City of Sacramento adopted the Vision Zero policy goal to eliminate traffic fatalities citywide. However, Sacramento has been part of a nationwide trend of increased collisions, injuries, and fatalities. Changing the status quo of how Sacramento deals with vehicle traffic and investing in active transportation can reverse this trend. Elevating active transportation to be the top transportation priority can bring about the economic vitality of local businesses by promoting infill and activating vacant parcels, supporting public health, improving physical safety, and meeting our climate goals.

Notable efforts in the last few years by city staff with extensive community input have helped to put together many comprehensive plans to improve our active transportation infrastructure throughout Sacramento. Many studies and plans have laid out excellent ways to reduce traffic speeds, improve access to active transportation, and have the opportunities to revitalize whole communities. Unfortunately, these are often left as plans to sit on the shelf, waiting for outside grant funding, which may never arrive.

If given the City's commitment and resources, Sacramento can embrace creating world-class active transportation infrastructure by 2040. A robust active transportation network will improve all Sacramentans' lives, especially those who cannot use a car. For the last 70 years, car-dominated urban design has given us unhealthy communities and helped cause climate change. Yet, we know the solutions, and these can be reversed with investments in the well-developed plans already created.

Below the ATC proposes ten recommendations that, if adopted and funded, would help Sacramento achieve the modal shift to achieve our climate goals, improve public health, encourage economic and infill development, and physical safety. The recommendations are listed in order of priority for the ATC.

## 1. Increase Funding for Active Transportation Infrastructure Projects

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.

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

## 2. Develop a Citywide Safe Routes to School Program

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.

| Additional Staffing | Year 1 Cost Estimate | Recurring Annual Cost Estimate |
|---------------------|----------------------|--------------------------------|
| 1 Senior Planner    | \$ 650,000           | \$ 650,000                     |
| 1 Associate Planner |                      |                                |

### 3. Expand Speed Management Programs

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 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 for the application of other traffic calming treatments and tools to be used from the traffic calming toolbox, once developed.

| <b>Additional Staffing</b> | <b>Year 1 Cost Estimate</b> | <b>Recurring Annual Cost Estimate</b> |
|----------------------------|-----------------------------|---------------------------------------|
| 0.5 Senior Engineer        | \$ 1,976,000                | \$ 1,976,000                          |
| 0.5 Associate Engineer     |                             |                                       |

### 4. Pilot an Electric Bike Library

Electric bikes are a transformative technology that can greatly increase the range and accessibility of bicycles. Cities such as Oakland have recognized this and sought funding from the State via the Clean Mobility Options Voucher Pilot Program to administer the Oakland E-bike Library. The goal of this program is to provide access to affordable and long-term e-bike rentals. They plan to purchase 500 e-bikes, cargo bikes, adaptive bikes and scooters with the \$1 million dollars awarded to them. They are also working closely with local bike shops to perform maintenance and educate folks who take part in this program. A program like this could have a huge impact in Sacramento and help reduce dependence on car ownership.

The ATC requests expanding the existing e-bike lending pilot program to have one in each Council district and include a diverse selection of e-bikes in the lending library.

| <b>Additional Staffing</b> | <b>Year 1 Cost Estimate</b> | <b>Recurring Annual Cost Estimate</b> |
|----------------------------|-----------------------------|---------------------------------------|
| 0.5 Senior Planner         | \$ 1,175,000                | \$ 500,300                            |

## 5. Promote E-Bike Incentives

The California Air Resources Board is in the process of developing an e-bike incentives program that will be launching in the near future. The Electric Bicycle Incentives Project is a \$10 million program to provide vouchers to California residents to help them afford an e-bike.

The ATC requests to establish a one-year pilot for \$1 million of e-bike vouchers.

| <b>Additional Staffing</b> | <b>Year 1 Cost Estimate</b> | <b>Recurring Annual Cost Estimate</b> |
|----------------------------|-----------------------------|---------------------------------------|
| 0.5 Senior Planner         | \$ 1,175,000                | \$ 0                                  |

## 6. Create a Sacramento Quick-Build Bikeways Program

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 to create a quick-build bikeways program to implement quick-build solutions citywide.

| <b>Additional Staffing</b> | <b>Year 1 Cost Estimate</b> | <b>Recurring Annual Cost Estimate</b> |
|----------------------------|-----------------------------|---------------------------------------|
| 0.5 Senior Engineer        | \$ 1,476,000                | \$ 1,476,000                          |
| 0.5 Associate Engineer     |                             |                                       |

## 7. Increase Bike Parking

We appreciate the City’s existing process to allow residents to request new public bike and scooter parking. Residents have also benefited from the bike parking map which is a citywide database of existing rack types, number of spaces and other location information. It’s useful for understanding where future investments are needed as well. With shared rideables now required to lock up to public bike racks, it has created some conflict and become evident that our existing bike parking does not meet the demand. When overparking takes place by shared-rideable devices, residents and visitors are forced to find alternative locations to park, such as adjacent poles and fences. It is our understanding that the City has limited funds to install new bike racks which makes addressing this issue challenging. The ATC would appreciate additional funding be secured for this program. Safe and secure bike parking is very important for helping folks feel comfortable biking.

| <b>Additional Staffing</b> | <b>Year 1 Cost Estimate</b> | <b>Recurring Annual Cost Estimate</b> |
|----------------------------|-----------------------------|---------------------------------------|
| 0.25 Associate Planner     | \$ 225,000                  | \$ 225,000                            |

## 8. Re-establish Slow & Active Streets

From December 2020 through July 2021 the Slow & Active Streets pilot took place in several neighborhoods across Sacramento to create safe, comfortable, low-vehicle-traffic routes. An evaluation of the pilot was provided to Council in September 2021. While the summary and finding section indicates it was not “universally supported,” a survey done by the city showed that 60% respondents were supportive of the pilot. Re-establishing the slow & active streets program and incorporating the lessons learned could ensure the program's original goals continue to be met. Since the cancellation of our pilot, the City of San Francisco has doubled down on their support for slow streets and established a permanent Slow Streets Program. We applaud them for doing so and hope the city will bring back slow & active streets in neighborhoods that want them.

The ATC requests to re-establish the pilot for up to 5 miles of slow streets.

| <b>Additional Staffing</b> | <b>Year 1 Cost Estimate</b> | <b>Recurring Annual Cost Estimate</b> |
|----------------------------|-----------------------------|---------------------------------------|
| 0.5 Associate Planner      | \$ 850,000                  | \$ 850,000                            |

## 9. Finalize the Construction Detour Policy

We understand that city staff are currently developing a detour policy for bicycle and pedestrian travel around construction sites and have requested that the policy be presented to the commission for input and comments before advancing to the City Council for approval. Unfortunately, this work has been on hold for some time now until vacant positions are filled. Construction projects continue to negatively impact people walking and biking daily, however, and this policy desperately needs to be finalized. On multiple occasions staff, Commissioners, and the public have voiced their frustration around the poorly planned construction detours happening across our city and in abundance downtown. Construction detours that do not properly account for people walking, biking or with disabilities prohibit people's ability to travel safely and often forces folks into high-speed traffic unexpectedly. This is unacceptable and should be addressed immediately by ensuring the construction detour policy is completed in 2023 and monitored to ensure the policy is being properly followed.

| <b>Additional Staffing</b> | <b>Year 1 Cost Estimate</b> | <b>Recurring Annual Cost Estimate</b> |
|----------------------------|-----------------------------|---------------------------------------|
| 0                          | \$ 0                        | \$ 0                                  |

## 10. Develop an ATC Dashboard

Creating an online ATC Dashboard will have a positive impact on the community's ability to stay updated on efforts underway by the City and the Commission. The purpose of this dashboard will be to streamline information so that any member of the public can quickly see all our efforts in one location, and access important data that is collected around walking and biking. Possible information to include on the dashboard could be:

- Letters from the ATC to the mayor and council
- City policies updated or under review by the ATC
- Grants the city has applied for and the outcome of each application
- Projects reviewed
- Bicycle and pedestrian counts
- Bicycle and pedestrian injuries and fatalities
- Progress on meeting our GHG and VMT targets

The ATC requests city staff develop an ATC Dashboard.

| <b>Additional Staffing</b> | <b>Year 1 Cost Estimate</b> | <b>Recurring Annual Cost Estimate</b> |
|----------------------------|-----------------------------|---------------------------------------|
| 0.25 Associate Planner     | \$ 175,000                  | \$ 95,000                             |



## Recommendations Summary

|  | Additional Staffing | Year 1 Cost Estimate | Recurring Annual Cost Estimate |
|--|---------------------|----------------------|--------------------------------|
| Increase Funding for Active Transportation Infrastructure Projects |                     | \$3,000,000          | \$3,300,000*                   |
| Develop a Citywide Safe Routes to School Program                   | 1                   | \$650,000            | \$650,000                      |
| Expand Speed Management Programs                                   | 0.5                 | \$1,976,000          | \$1,976,000                    |
| Pilot an Electric Bike Library                                     | 0.5                 | \$1,175,000          | \$500,300                      |
| Promote E-Bike Incentives  | 0.5                 | \$1,175,000          | \$0                            |
| Create a Sacramento Quick-Build Bikeways Program                   | 0.5                 | \$1,476,000          | \$1,476,000                    |
| Increase Bike Parking  | 0.25                | \$225,000            | \$225,000                      |
| Re-establish Slow & Active Streets                                 | 0.5                 | \$850,000            | \$850,000                      |
| Finalize the Construction Detour Policy                            |                     | \$0                  | \$0                            |
| Develop an ATC Dashboard   | 0.25                | \$175,000            | \$95,000                       |
|  |                     |                      |                                |
|  |                     |                      |                                |
|  |                     |                      |                                |
|  |                     |                      |                                |
| <b>Totals</b>  | <b>6</b>            | <b>\$10,702,000</b>  | <b>\$9,097,300*</b>            |

\* These costs are expected to increase each year.

# RESOURCES TO SUPPORT THE ATC

Each City commission requires resources to prepare and staff meetings.

Resource costs include:

- Transportation Planner: \$170/hr
- Transportation Planning Manager: \$245/hr
- City Clerk: \$170/hr
- City Attorney: \$250/hr
- IT Support: \$200/hr

|  |                     |
|--|---------------------|
| <b>Prepare:</b> A typical meeting takes 6 hours of a Transportation Planner’s time to recruit presentations, prepare, and publish agendas. | \$1,020 per meeting |
| <b>Meeting:</b> A typical meeting is about 3 hours, including day of meeting setup.  | \$3,105 per meeting |
| <b>Stipend:</b> Each Commissioner receives a \$50 stipend  | \$550 per meeting   |
| <b>Typical Meeting Total</b>   | <b>\$4,675</b>      |
| <b>Annual Total (10 meetings a year)</b>   | <b>\$46,750</b>     |



*City of*  
**SACRAMENTO**

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