

Streets for People:

Sacramento's Active Transportation Plan

EXECUTIVE SUMMARY | MARCH 2025



What Is *Streets for People*?

Streets for People: Sacramento's Active Transportation Plan equips the City with a vision for a safer, more connected, and more comfortable active transportation network to serve our communities.



This plan offers strategies and recommendations for how we can achieve that vision. Throughout the process of creating this plan, we worked in partnership with city communities, businesses, employees, agencies, community-based organizations, and city departments to develop implementable solutions.



“Active Transportation” is....

a term for using human physical activity to get people and goods from one place to another as opposed to motorized vehicles like cars and trucks. Active transportation includes walking, biking, jogging, scooting, skateboarding, or using assisted mobility devices like wheelchairs.



The need for a focused approach

Streets for People identifies a vision for an improved active transportation network across the entire City of Sacramento. While developing this vision, we focused additional engagement efforts within three specific areas of the city marked by high need and historical disinvestment. These areas also have some of Sacramento's most disadvantaged communities and experience some of the highest numbers of fatal and serious traffic collisions in the city.

Plan Goals

The plan's goals align with the criteria and metrics developed as part of the [City's General Plan](#), [Transportation Priorities Plan](#) (TPP) and the [Climate Action and Adaptation Plan](#) (CAAP):




Access Providing Access to Destinations

Mobility opens doors to education, economic opportunity, health, and personal growth. Connections to institutions and places that provide economic, educational, and health benefits should be prioritized.



Equity Providing Equitable Investment to Address Historical Inequities

We acknowledge historical racial inequities and are committed to transparent, deliberate, and actionable solutions that will remedy those inequities, including the impact air quality and climate have on these neighborhoods.



Maintenance Fixing and Maintaining the System

Sacramento's transportation infrastructure is in "fair" condition but is predicted to rapidly deteriorate by the end of the decade. Fixing potholes, repaving streets, and maintaining traffic signals supports the community's health and the city's economic health.



Safety Improving Transportation Safety

Sacramento continues to rank as one of the worst cities in California for transportation safety based on data from the Office of Traffic Safety. Transportation safety is a primary driver for future investments with the intent to address the highest need areas first.



Sustainability Improving Air Quality, Climate, and Health

We face an existential climate emergency that threatens our city, region, state, nation, humanity, and the natural world. Over 50% of Sacramento's greenhouse gases come from transportation. Air quality, health, and climate change should be drivers for our mobility investments.



Community Engagement

We conducted engagement activities across the city with special attention to activities in the plan's focus areas: **North Sacramento, South Sacramento, and Fruitridge/Broadway**. We also sought out priority audiences for engagement including Black, Indigenous, and People of Color (BIPOC) communities; households with no/limited access to motor vehicles; and people with disabilities. The experiences of these individuals were crucial in understanding existing issues and concerns across a range of perspectives, and their feedback informed recommendations to create a transportation system that works for everyone. To reach broader and often underrepresented audiences, our communication materials were made available in English, Hmong, simplified

Chinese, Spanish, and Vietnamese with targeted engagement activities conducted in Spanish, Hmong, Mandarin, and Vietnamese.

We recognize that even while we visited many neighborhoods and made efforts to disseminate information widely, not all communities had the time, capacity, or internet access to go out of their way to engage with us. While we made some organic connections with the help of our community leaders and trusted voices, we acknowledge that just because certain voices were not able to join the conversation, we should not assume they have no lived experiences or visions for the future of the city's active transportation network.

Engagement

IN-PERSON ENGAGEMENT



69
engagement events



1,438
participants



640+
comments



3
City Commission presentations

ONLINE ENGAGEMENT



160
participants



9
virtual events

Project website and interactive map



3,191
comments



2,415
contributors

The following four themes emerged from our conversations with the community about walking, biking, and rolling in Sacramento:



MAKE IT SAFER AND MORE CONNECTED



We should work to address safety concerns related to traffic conditions, user behavior, and network gaps. We also need to provide more comfortable east-west connections as well as to frequent destinations including transit, jobs, and within our neighborhoods.



MAKE IT MORE COMFORTABLE



We should work to provide wider sidewalks and bikeways along major streets as well as more shade along sidewalks, bike facilities, and at bus stops.



MAINTAIN WHAT WE HAVE



We should focus on maintenance of existing infrastructure including pavement quality, lane striping, and reflective features.



PROVIDE SUPPORTIVE AMENITIES AND PROGRAMS



We should consider providing supporting infrastructure including additional lighting, bike parking, and wayfinding. We should also collaborate with different agencies and departments to support people experiencing homelessness.



Sacramento Today

Equity

Equity was a driving force throughout the development of the *Streets for People Plan*. We used data from CalEnviroScreen, a tool to identify vulnerable populations who are more susceptible to transportation impacts. CalEnviroScreen helps identify California communities that are most affected by many sources of pollution. Some of the most vulnerable communities in the city can be found in the **North Sacramento** and **Fruitridge/Broadway** focus areas. We also reviewed key individual metrics derived from census data and identified the following issues:



People with disabilities may require specialized services or infrastructure to get around, like longer time to cross the street. These individuals may be less likely to own a vehicle.

Areas with the highest concentrations of people with disabilities include South Sacramento, Fruitridge/Broadway, and Midtown.



People without access to a vehicle are likely to walk, bike, roll, or ride transit by necessity to get to various destinations. These communities may also benefit the most from

investments focusing on improving the safety and comfort along city streets. Areas with the highest concentration of communities without access to a vehicle include Downtown, Midtown, and Oak Park.

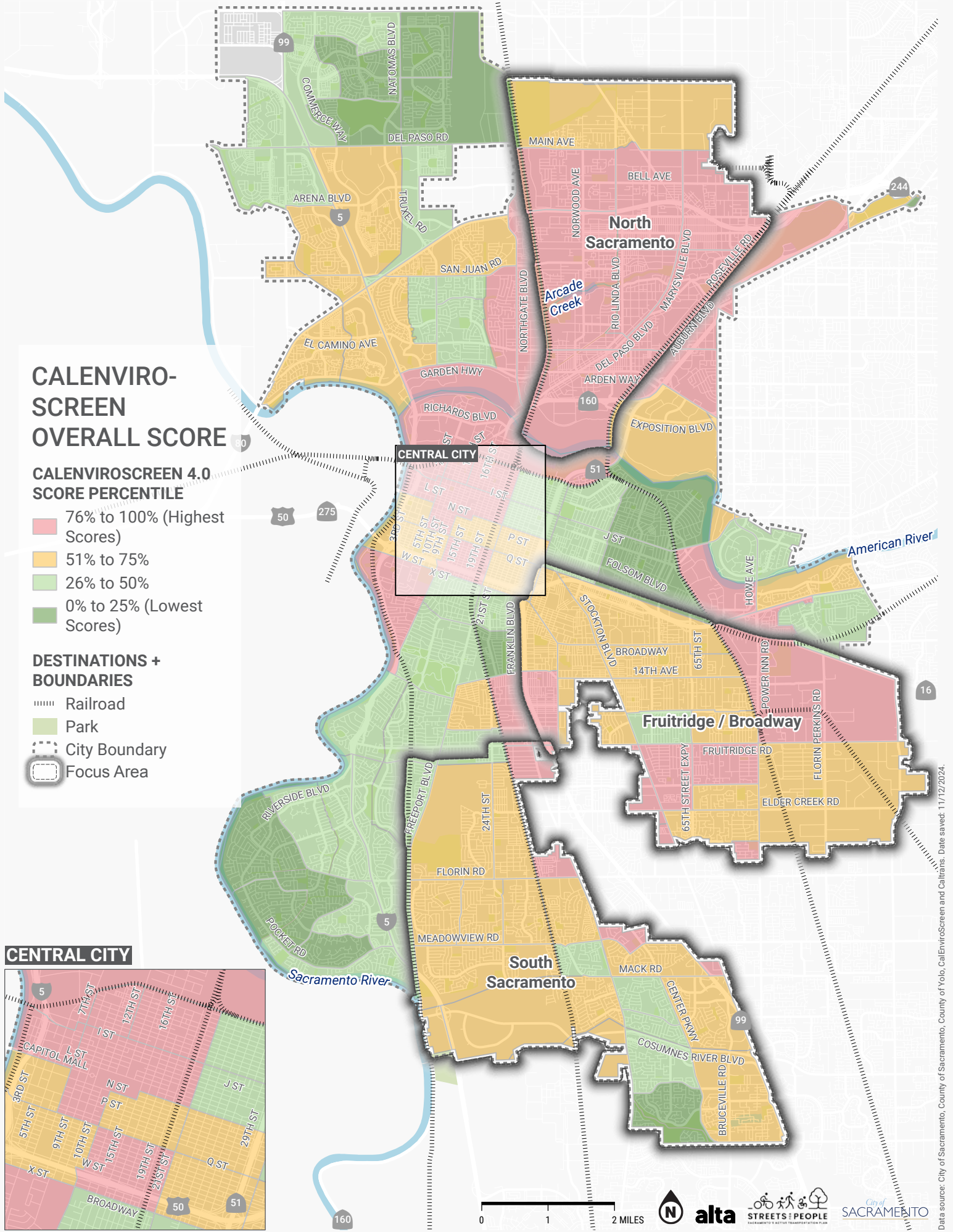


People over 65 may walk slower and require more time to cross the street. They may also be less likely to own a vehicle or travel during traditional commute times (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.), creating different street needs at different times of the day. The areas with the highest concentration of people over 65 include Pocket-Greenhaven, South Sacramento, and East Sacramento.



Disadvantaged populations are also likely to walk, bike, roll, or ride transit and have historically faced transportation inequities. Areas with higher concentrations of disadvantaged populations may be eligible for funding opportunities to address transportation inequities. The areas with the highest concentrations of disadvantaged populations include North Sacramento, Fruitridge/Broadway, and South Sacramento.

Figure 1 – CalEnviroScreen 4



CALENVIRO-SCREEN OVERALL SCORE

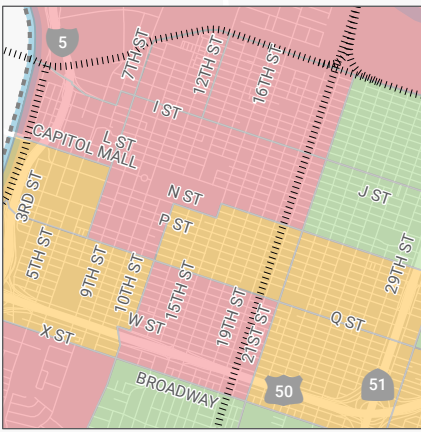
CALENVIROSCREEN 4.0 SCORE PERCENTILE

- 76% to 100% (Highest Scores)
- 51% to 75%
- 26% to 50%
- 0% to 25% (Lowest Scores)

DESTINATIONS + BOUNDARIES

- Railroad
- Park
- City Boundary
- Focus Area

CENTRAL CITY



Data source: City of Sacramento, County of Sacramento, County of Yolo, CalEnviroScreen and Caltrans. Date saved: 11/12/2024.

Walking and Rolling

Walking and rolling facilities in the city include sidewalks, shared-use paths (Class I), freeway overpasses, bridges, and intersection or midblock crossing facilities. Some key findings from our analysis are:

Proximity and directness are critical to access



Less than half (44%) of the community have access to essential needs (grocery stores, health care, and shopping centers) by walking and

rolling. The further from the core of Sacramento, the less dense and less accessible destinations become to walking and rolling.

Not all people travel at the same pace



Those who are 65 or older and those who use a mobility device may walk at slower speeds, and walking or rolling itself may be more of a challenge

to these groups. Therefore, walking and rolling access for these groups may be more limited.

Places to cross barriers like highways, rivers, and major streets are limited



This makes it less convenient to access some destinations. The infrequency of these crossings leads to increases in the distance

people must walk to get to their destination, thus rendering some destinations less accessible.

Biking

A complete, connected biking network that is comfortable for people of all ages and abilities is critical to make biking a viable transportation option for travel in Sacramento. The city has over 446 miles of existing facilities for people biking. They consist of bike lanes, buffered bike lanes, bike routes, shared-use paths or trails, and separated bikeways. The following key issues about people biking in Sacramento were highlighted from our assessment:

Less access by bikes

Less than half (47%) of the community have access to essential needs by bike.



People travel at different paces

The distance a rider can travel in 15 minutes varies; people using e-bikes might travel faster, and families riding with children might travel slower.



Barriers limit access

Places to cross barriers like highways, rivers, and major streets are limited, which makes it less convenient to access some destinations.



Majority of Sacramentans are disconnected

The majority of Sacramento's communities live in lower density, single use development built after World War II. These communities lack a gridded street network, requiring travel on higher speed and volume streets. This land use pattern leaves these communities disconnected from daily needs.



Access

We analyzed how the existing street network impacts an average adult's ability to reach key destinations like parks, schools, and high-ridership transit locations while walking, biking, and rolling.

Access to Parks

74% of Sacramento's communities live within a **15-minute walk** of a park. Similarly, **74%** of communities live within a **5-minute bike ride** of a park.

Access to Schools

64% of communities live within a **15-minute walk or 5-minute bike ride** of a school. However, people living in any of the three focus areas have more limited access to schools than communities across the city.

Access to Transit¹

15% of communities live within a **15-minute walk** of a light rail station or high-ridership bus stop. However, only **12%** live within a **5-minute bike ride** of a light rail station or high-ridership bus stop.

Tree Canopy

We used existing tree canopy density metrics to identify areas of the city that could benefit from additional tree canopy coverage along with active transportation improvements like separated bike lanes and trails. Our results highlighted several trends:

- Generally, **neighborhoods located farther away from the central city tend to have lower tree canopy density**, especially in areas north of I-80 and most of the southern portions of the city.
- Residential neighborhoods like **Land Park, East Sacramento, Curtis Park, and Boulevard Park** have some of the highest tree canopy densities in the city, along with natural areas like the American River Parkway.
- Within the focus areas, tree canopy density is generally low with the lowest coverage on the northern parts of **North Sacramento**, eastern portions of **Fruitridge/Broadway**, and southwestern areas of **South Sacramento**.

¹ For this analysis, we considered ridership from 2019 to determine the highest ridership locations (bus or light rail) in the city. We used data from before the COVID-19 pandemic disrupted the ridership levels in public transit. We also defined two generalized areas along J Street at 19th Street and Alhambra Boulevard to represent the most popular bus routes through the central city. Similarly, the Florin Towne Center bus stop just outside the city limits was included to account for the high number of trips at this location.



Recommendations

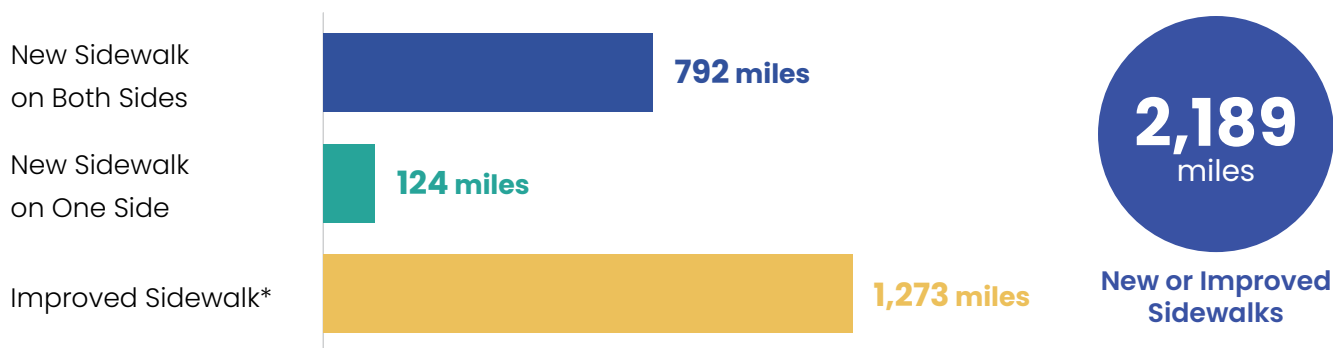
The recommendations included in this section are based on our communities' feedback. The recommendations build off the existing walking and biking networks, incorporate previous plans and policies, and complement the improvements identified in the [Neighborhood Connections Plan](#).

Recommendations for People Walking/Rolling

The *Streets for People Plan* identifies **2,189 miles of new or improved sidewalks throughout the city**. Recommendations for people walking are shown below:

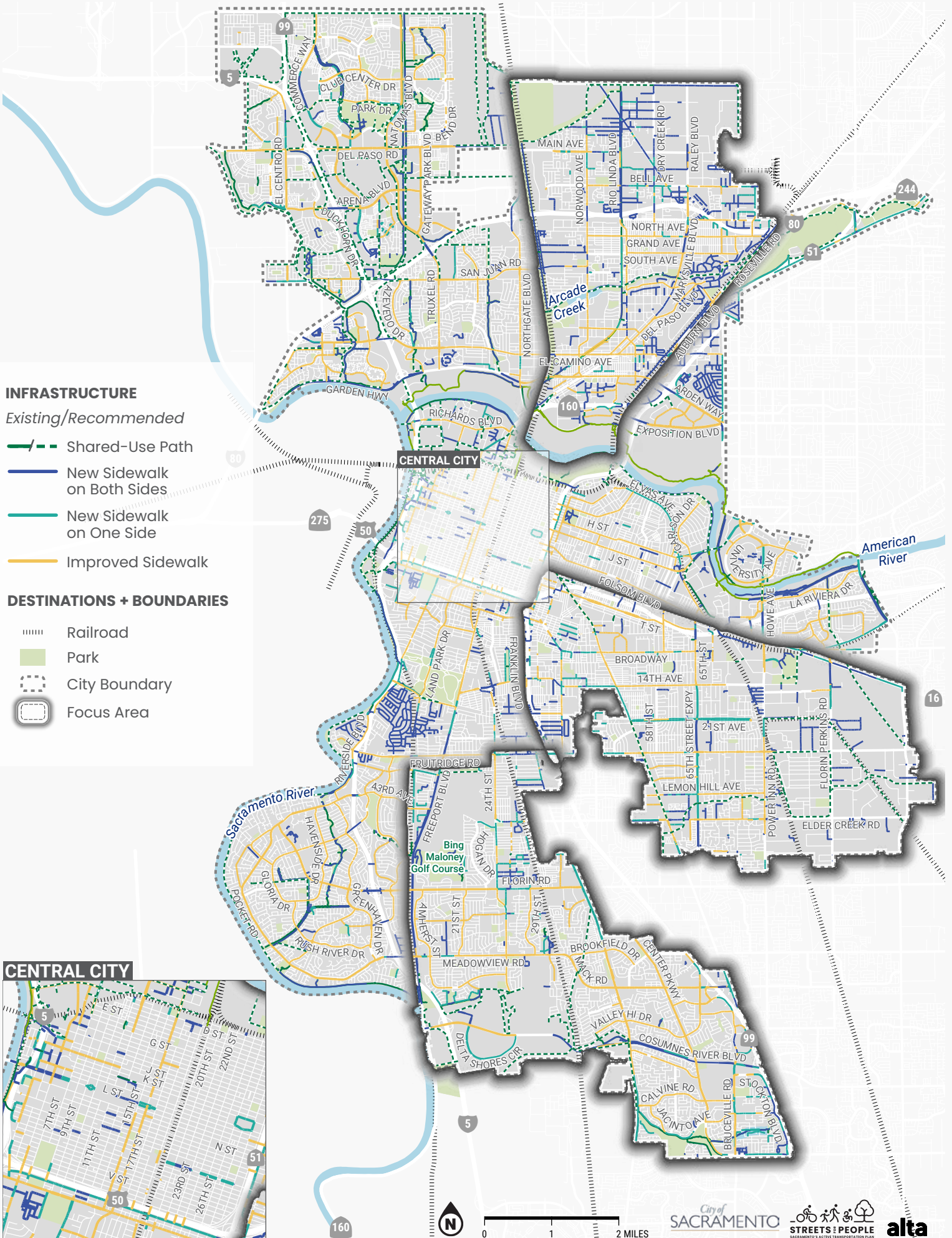


WHAT WE ARE PROPOSING



*Sidewalk widening, leveling out sidewalks with cracks, and filling gaps.

Figure 2 – Recommendations for People Walking and Rolling in Sacramento



Recommendations for People Biking



The recommendations included here are intended to create a more extensive network of facilities for people biking, that provides easy and comfortable connections to regional destinations. The recommendations have also been developed to build on the [Neighborhood Connections Plan](#) which includes both **primary** (i.e., routes that provide access to everyday destinations with traffic calming features) and **secondary** (i.e., signed routes that serve as “feeder routes,” linking additional users to their desired destinations) routes.

WHAT WE ARE PROPOSING



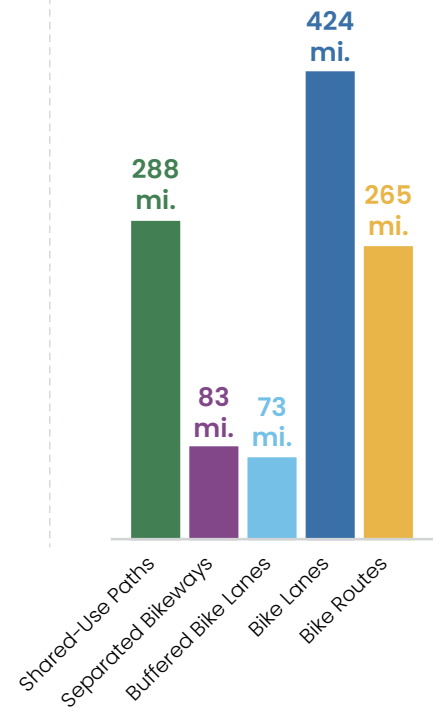
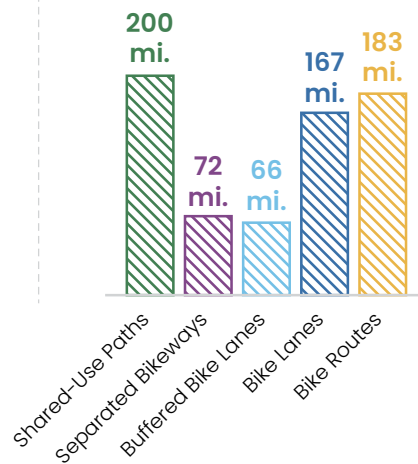
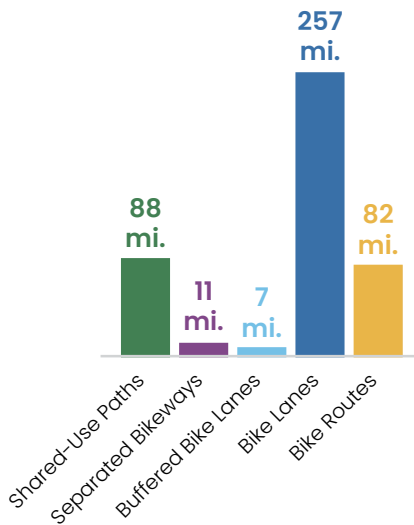
Existing Facilities for People Biking*



New + Upgraded Facilities for People Biking*

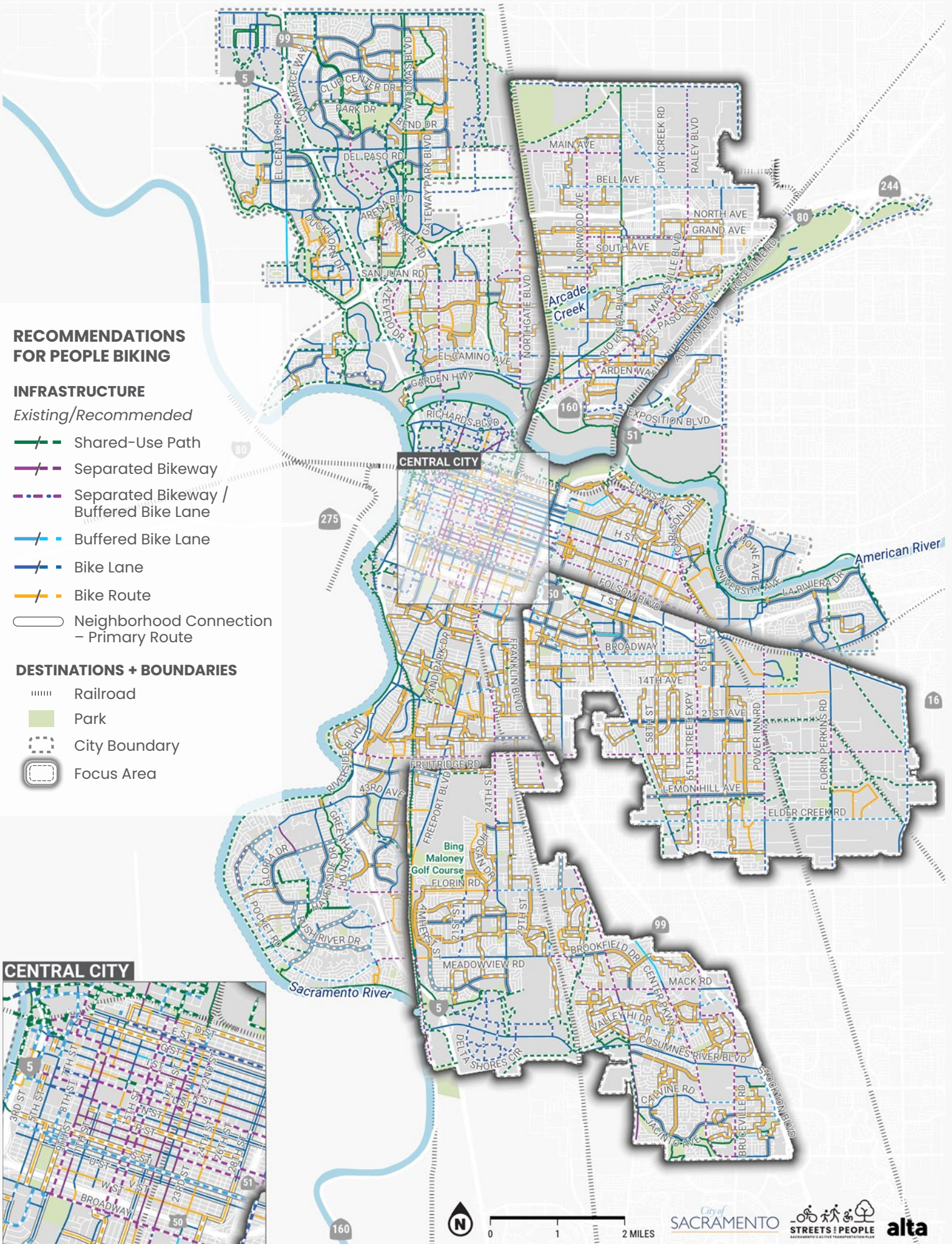


Complete Recommended Network for People Biking*



*Rounded to the nearest whole number. More information on facilities for people biking can be found in the [Neighborhood Connections Plan](#).








Figure 3 – Recommendations for People Biking in Sacramento







RECOMMENDATIONS FOR PEOPLE BIKING

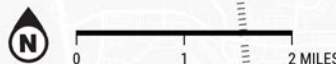
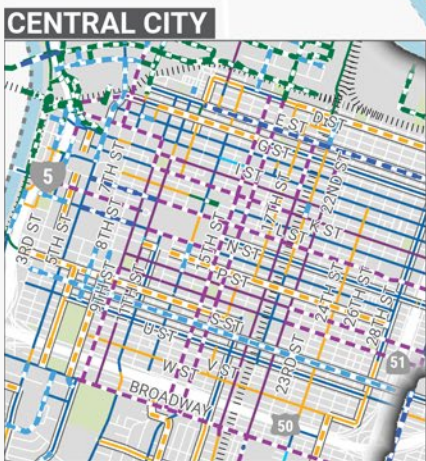
INFRASTRUCTURE

Existing/Recommended

-  Shared-Use Path
-  Separated Bikeway
-  Separated Bikeway / Buffered Bike Lane
-  Buffered Bike Lane
-  Bike Lane
-  Bike Route
-  Neighborhood Connection – Primary Route







DESTINATIONS + BOUNDARIES

-  Railroad
-  Park
-  City Boundary
-  Focus Area



Recommended Policies and Programs

Making Sacramento more walkable and bikeable requires not only new infrastructure investments but also ongoing policies and programs that support and encourage those who rely on active travel and those who choose it for convenience. The recommendations are organized under the following themes:

THEME	RECOMMENDED POLICIES	RECOMMENDED PROGRAMS
 EQUITY	<ul style="list-style-type: none"> • Prioritize people walking, biking, and taking transit • Invest equitably • Reduce or eliminate barriers to walking • Support community efforts to expand access to bikes 	
 EDUCATION	<ul style="list-style-type: none"> • Promote greater use of TDM (travel demand management) strategies by employers 	<ul style="list-style-type: none"> • Continue the urban biking and scooting class
 ENGAGEMENT	<ul style="list-style-type: none"> • Continue sidewalk bike riding ticket diversion program 	
 ENGINEERING	<ul style="list-style-type: none"> • Develop a policy regarding Lead Pedestrian intervals • Implement bikeway project design based on DIB-94 • Implement <i>Streets for People</i> projects 	<ul style="list-style-type: none"> • Create a wayfinding program
 EVALUATION	<ul style="list-style-type: none"> • Evaluate infrastructure and programs regularly 	<ul style="list-style-type: none"> • Monitor crash data • Identify an Active Transportation count data technology
 ENCOURAGEMENT	<ul style="list-style-type: none"> • Implement forthcoming TDM (travel demand management) policies 	<ul style="list-style-type: none"> • Develop bikeway maps • Host <i>May is Bike Month</i> and <i>Walktober</i> Events

Funding

The City's [Capital Improvement Plan](#) is the primary method for allocating funding for roadway projects, however, the City does not have a dedicated funding source specifically for transportation improvements and often leverages grant funding for larger projects. A variety of funding opportunities are available at the Federal, State, and Regional/Local levels to support project design and construction. Some of these sources include [BUILD](#) or [SS4A grants](#) at the federal level; [Active Transportation](#) or [Sustainable Transportation Planning](#) grants at the state level and [Measure A](#) from the Sacramento Transportation Authority, at the more regional level.

What's Next

The Streets for People Plan envisions a citywide active transportation network guided by our communities' input and the needs they've helped identify. Implementation of these improvements will rely on the [Transportation Priorities Plan](#) process, available funding, and our communities' continued engagement.

The TPP identified a clear process for identifying which transportation projects are the highest priority based on the following community values:

- Improving air quality, climate, and health
- Providing equitable investment
- Providing access to destinations
- Improving transportation safety
- Fixing and maintaining the system

The City will include the projects in the *Streets for People Plan* as part of the next TPP prioritization process to identify the highest priority projects.

We encourage our communities to reach out and engage with us as we work through this process together using any of the resources below:



Contact the [Mayor and Council District Offices](#).



Attend a [City Council meeting](#) or an [Active Transportation Commission meeting](#).



Sign up for the [City's newsletters](#) and report concerns to [311](#).



