

Sacramento Vision Zero Action Plan Update

Virtual Community
Meeting Presentation

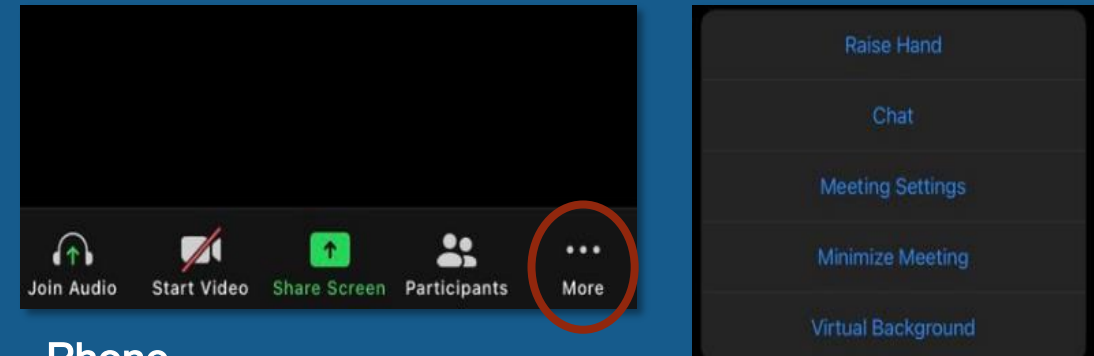
February 4, 2026

City of
SACRAMENTO | FEHR & PEERS

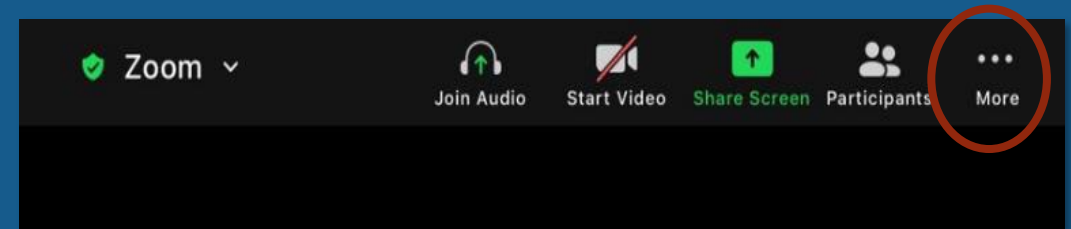


Zoom Instructions

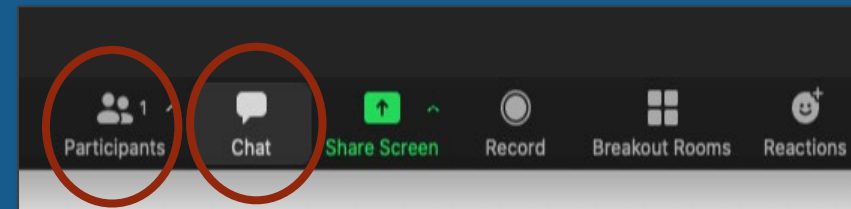
- You will remain muted during the presentation to limit background noise.
- Add any questions or comments to the chat box.
- We will be having interactive breakout sessions
- After the meeting, feel free to email kdemaio@aimconsultingco.com with any comments or questions.



Phone



Tablet

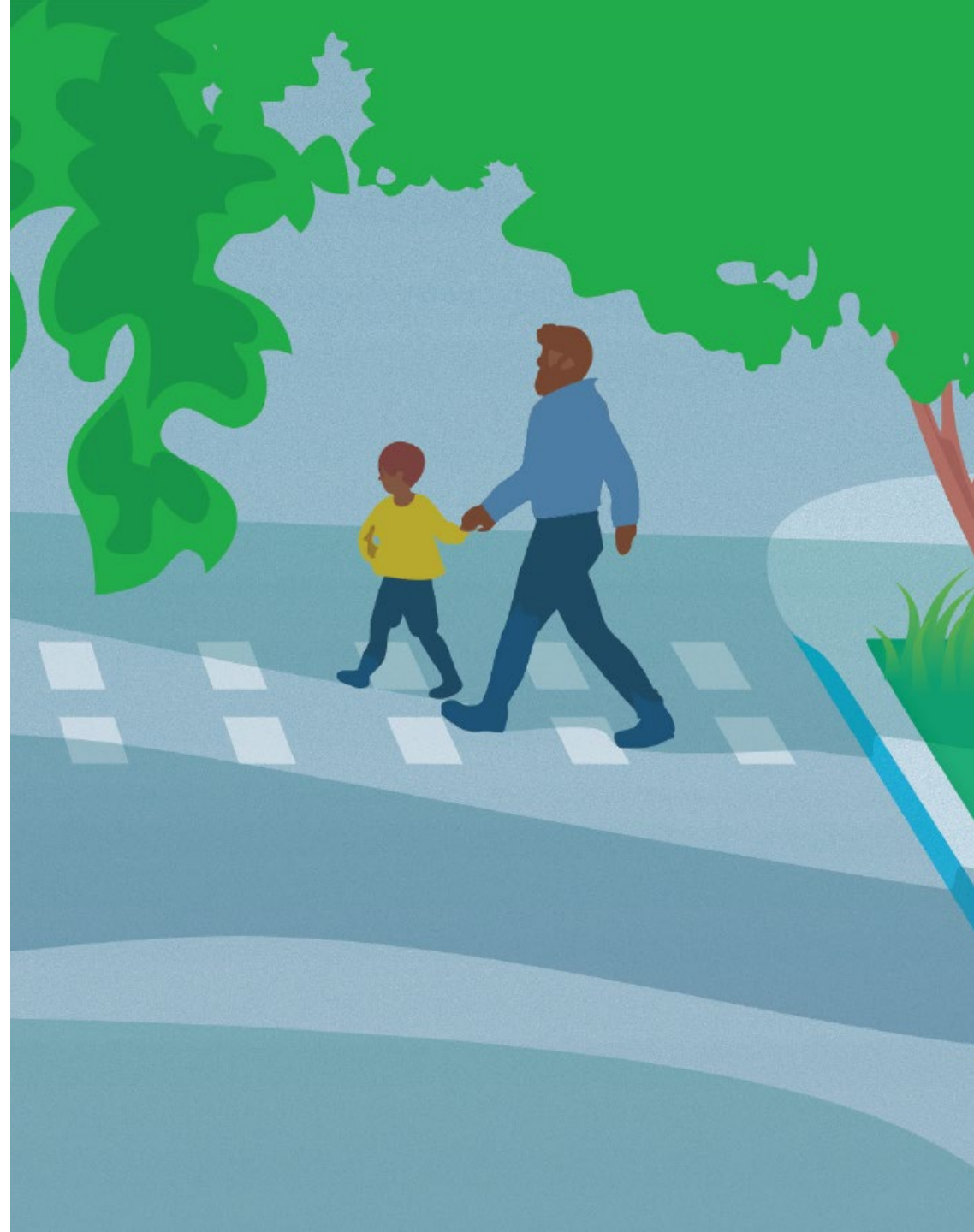


Computer

Agenda

- Welcome and Meeting Logistics
- What is Vision Zero & Why are we updating the Vision Zero Plan?
- Vision Zero (Past, Present and Future)
- Stay Involved

**After Short Presentation:
Breakout Room Discussions!**



Polling Question

Where do you live in Sacramento?

- Downtown/Midtown/Central City
- North Sacramento/Del Paso Heights/Old North Sacramento
- South Sacramento (Meadowview, Parkway, Valley Hi)
- East Sacramento
- Land Park/Curtis Park/ Pocket-Greenhaven
- Natomas (North and South)
- Arcade/Arden-Arcade/Arden Fair
- Fruitridge/Tahoe Park/Colonial Heights/Oak Park
- Other

**What is Vision Zero & Why
are we updating the Vision
Zero Plan?**

What is Vision Zero?

Vision Zero is our commitment to eliminating traffic deaths and serious injuries through collaborative efforts, safe infrastructure, and community engagement to foster safer streets for everyone.



VISION ZERO
SACRAMENTO

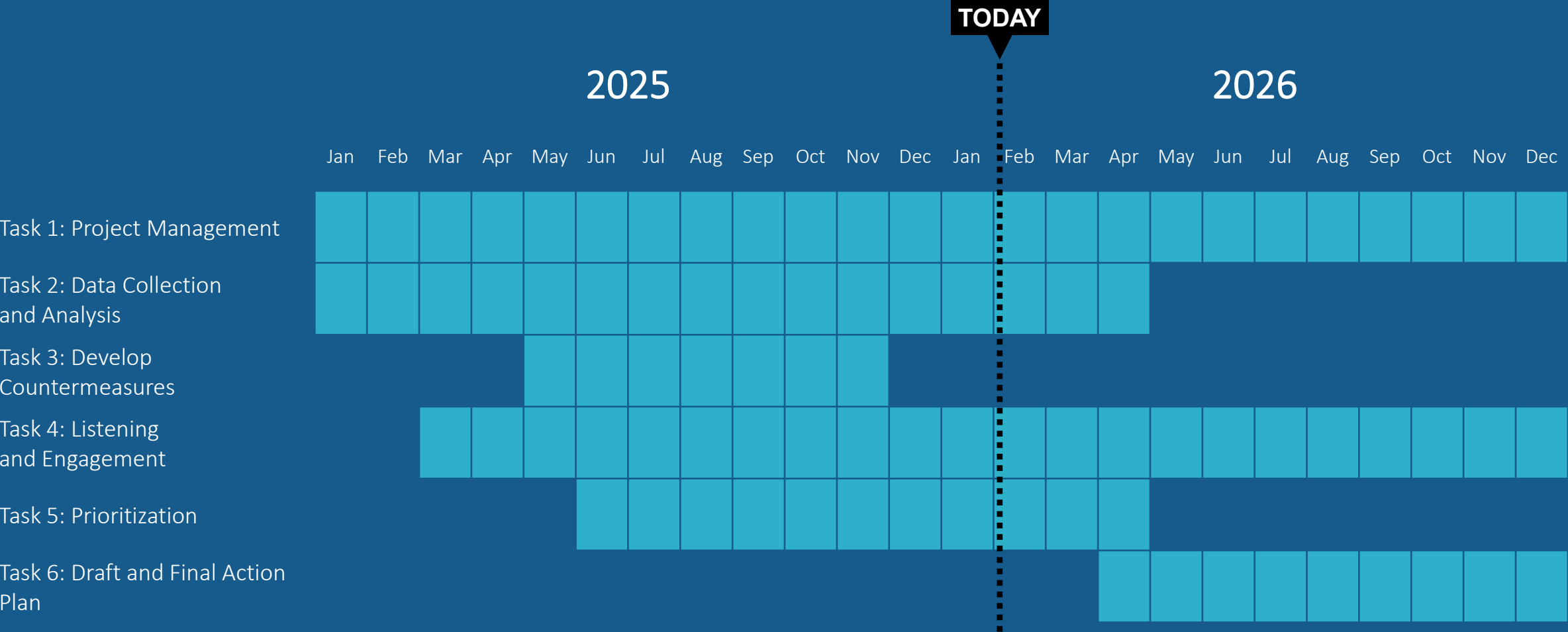
Our Safety is Homegrown

What Will the Vision Zero Update Do?

- Updated Collision Data Analysis and Profiles
- Community Engagement
- Meet State and Federal Standards
- Implementable Recommendations



Project Schedule



Vision Zero

Past, Present , and Future

Sacramento Vision Zero Action Plan (2018)



RESOLUTION NO. 2017-0032

Adopted by the Sacramento City Council

January 19, 2017

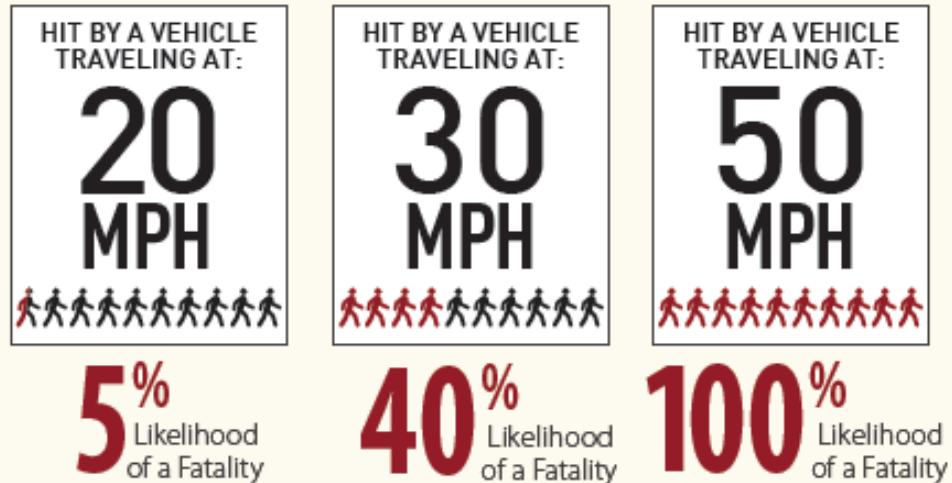
RESOLUTION OF THE CITY OF SACRAMENTO TO ADOPT A VISION ZERO GOAL

BACKGROUND

- A. Traffic safety impacts our community, neighborhoods, health and Sacramento's livability.
- B. During the five-year period from 2010-2014, 130 people died in traffic crashes in Sacramento (26 deaths per year) including 48 pedestrians and 13 bicyclists.
- C. Over the six-year period from 2008-2013, in the category of over-all traffic safety, when compared to cities with a population greater than 250,000, the City of Sacramento ranked 1 of 13 in 2008, 2009, 2010, and 2011, 3 of 13 in 2012, and 6 of 14 in 2013.
- D. Vision Zero provides a framework for reducing traffic deaths and serious injuries through a comprehensive approach.
- E. On March 15, 2016, Council passed Motion No. 2016-0074 directing the City Manager to 1) develop a Vision Zero Action Plan toward eliminating traffic deaths in Sacramento; and 2) establish a Vision Zero Task Force to assist in developing and implementing the Vision Zero Action Plan.
- F. In October 2016, the City of Sacramento embarked on its Vision Zero Action Plan and formed a Vision Zero Task Force.

Sacramento Vision Zero Action Plan (2018)

Unsafe speed is the leading cause of crashes. **2/3 of fatal crashes** occur on streets with a posted speed of 40+ mph, which account for just **10% of the City's street network**



Top 10 profiles



Unsafe Speed on
Non-Local Streets



Broadside
Crashes



Pedestrian Crossing
Outside of an Intersection
or Crosswalk



Alcohol
Involved



Driver Making Left
Or Right Turn



Pedestrian Crashes
Near Transit Stops



35+ MPH
Streets



Crashes in
Commercial Areas



30+ MPH
Streets



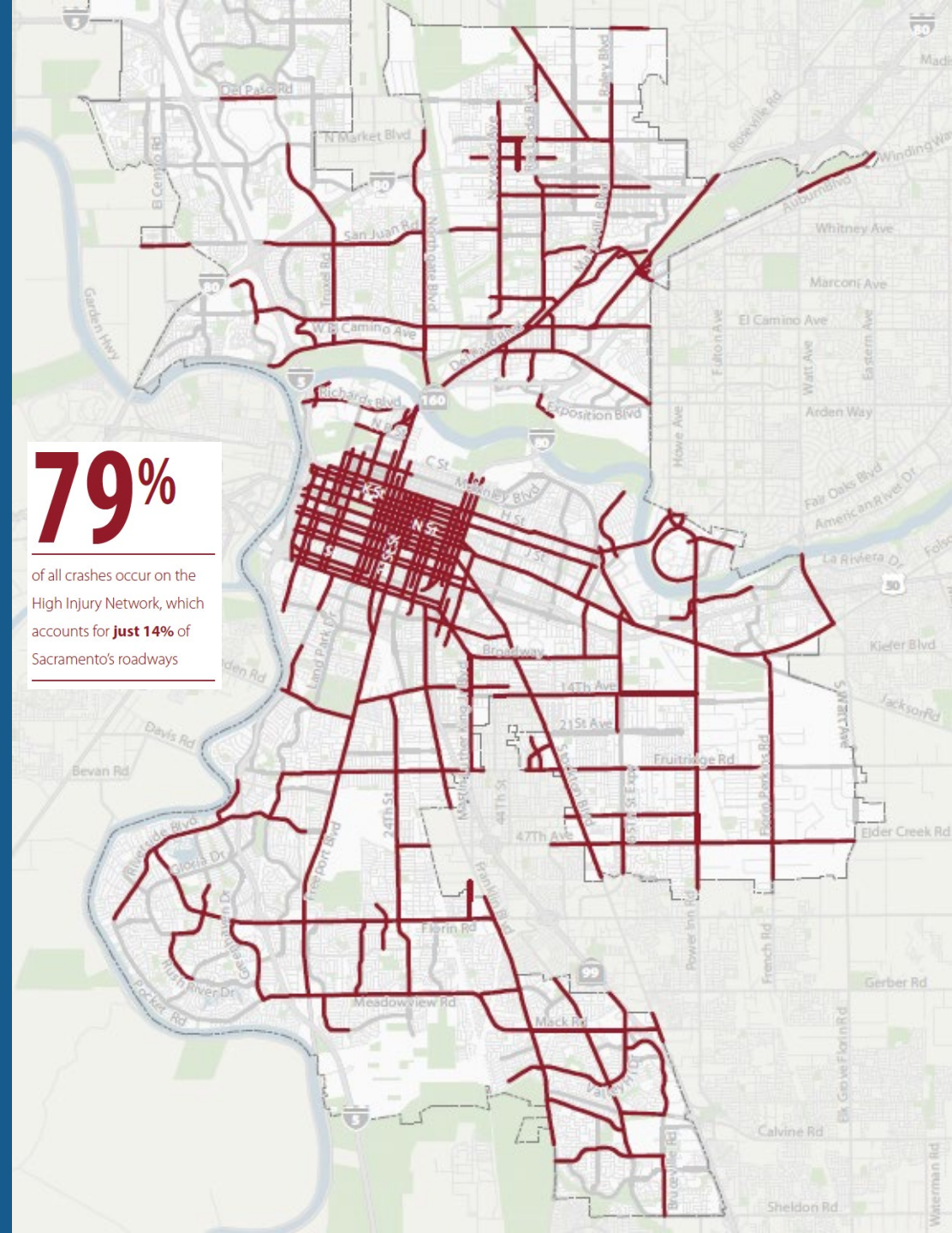
60+ Year
Old Pedestrians

Vision Zero 2018 Actions

1. Vision Zero Program
2. Street Design
3. Dangerous Behaviors
4. Access to Key Destinations
5. Vulnerable Road Users

79%

of all crashes occur on the
High Injury Network, which
accounts for **just 14%** of
Sacramento's roadways



Since 2018...

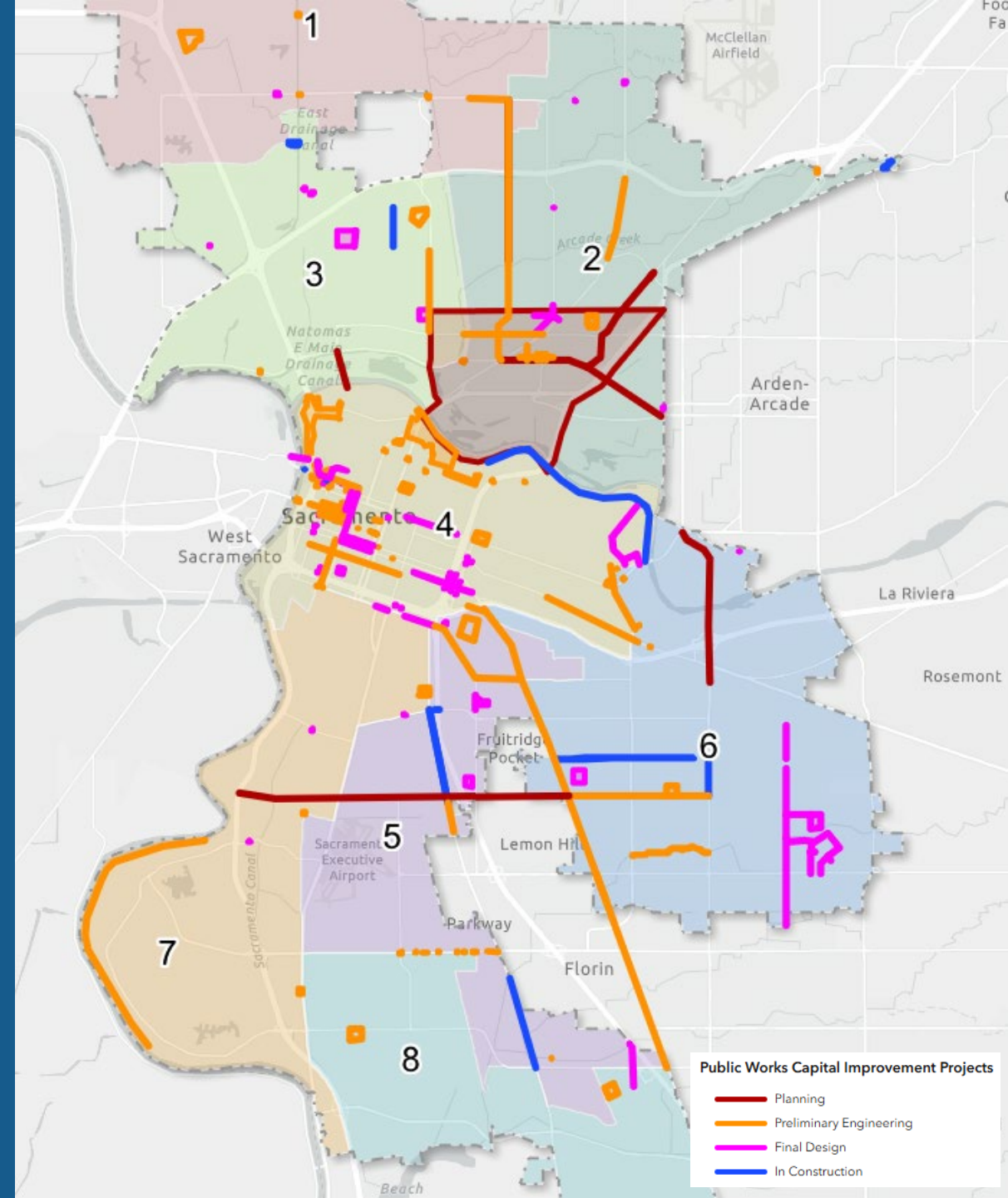


Vision Zero

Past, Present, and Future

What's going on now?

- Speed Limit Setting Study
- Street Design Standards Update
- Tactical Action Group (quick builds)
- Collision Dashboard
- AB 413 Daylighting Implementation



Sacramento Crash Snapshot: 2015 – 2024

22,538

Injury crashes

1,656

Severe injury or
fatal crashes

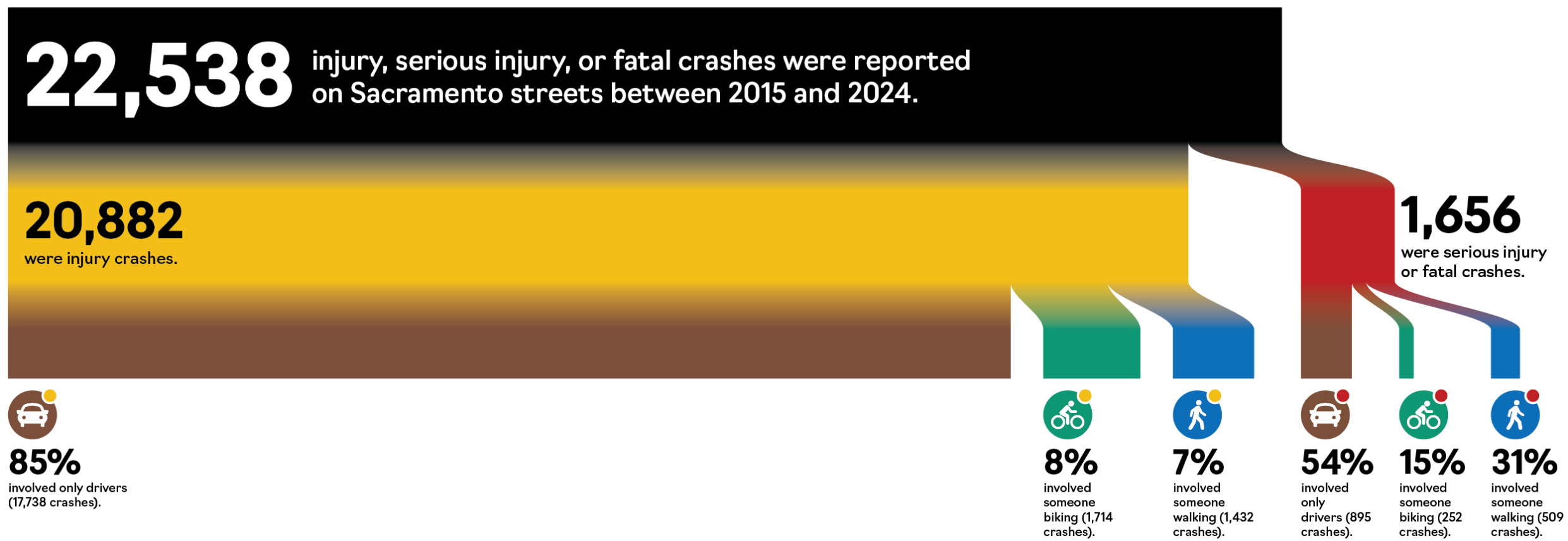
1,941

Crashes involved
someone walking

1,966

Crashes involved
someone biking

Sacramento Crash Trends, 2015 - 2024



***48%** of crashes were in disadvantaged community areas, even though these areas only make up 31% of Sacramento's roadway network.*

Vision Zero

Past, Present, and Future

High-Injury Network

What is a High Injury Network?

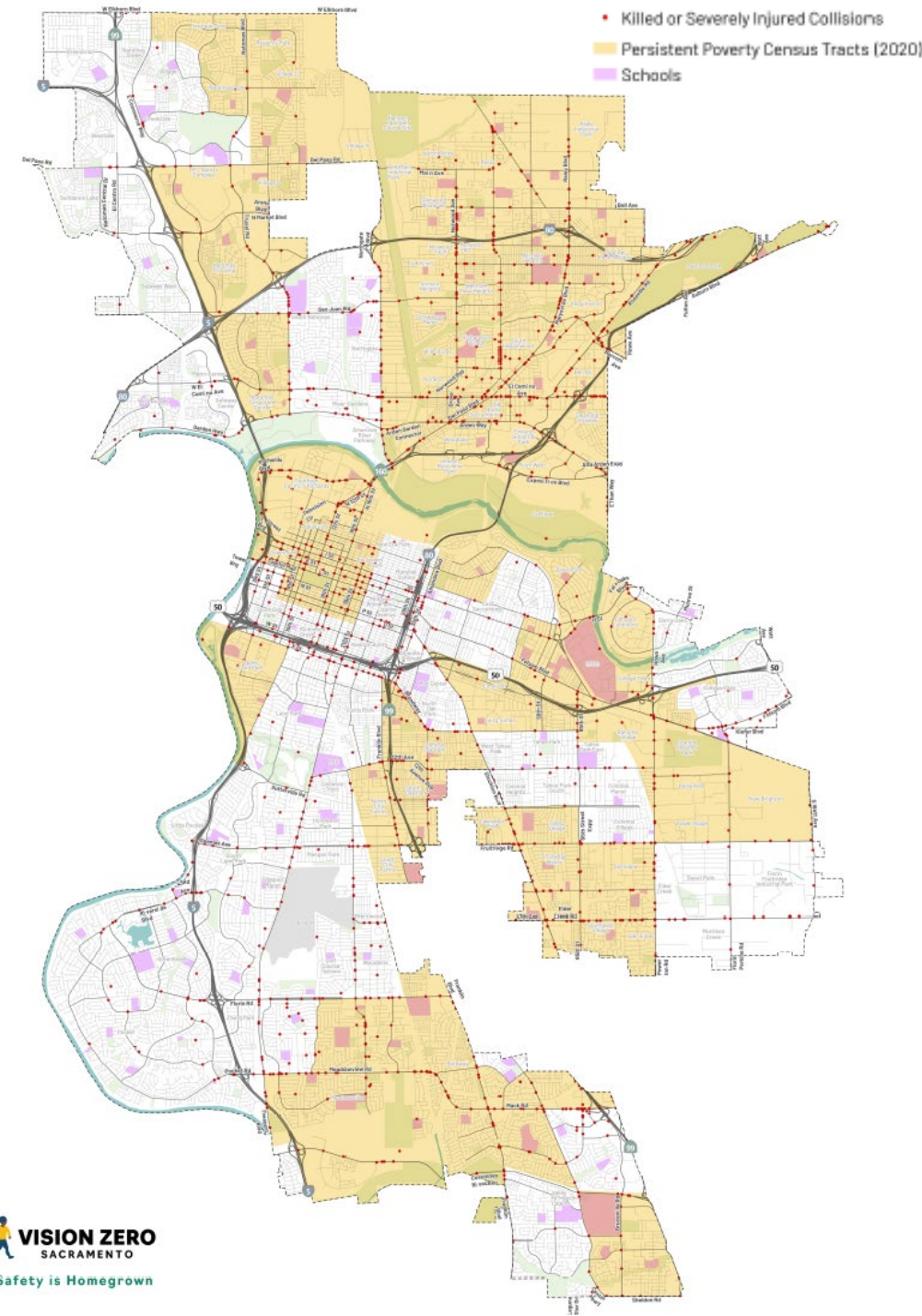
A map or list that identifies the streets within the City where there is the greatest opportunity to improve safety.

In the past, streets were evaluated based only on the severity of reported crashes.

New State Law

Allows cities to also consider and give additional priority to locations with crashes:

1. Involving people walking or biking or involving youth or older adults (i.e., vulnerable road users)
2. Within or near sensitive areas such as schools and disadvantaged communities



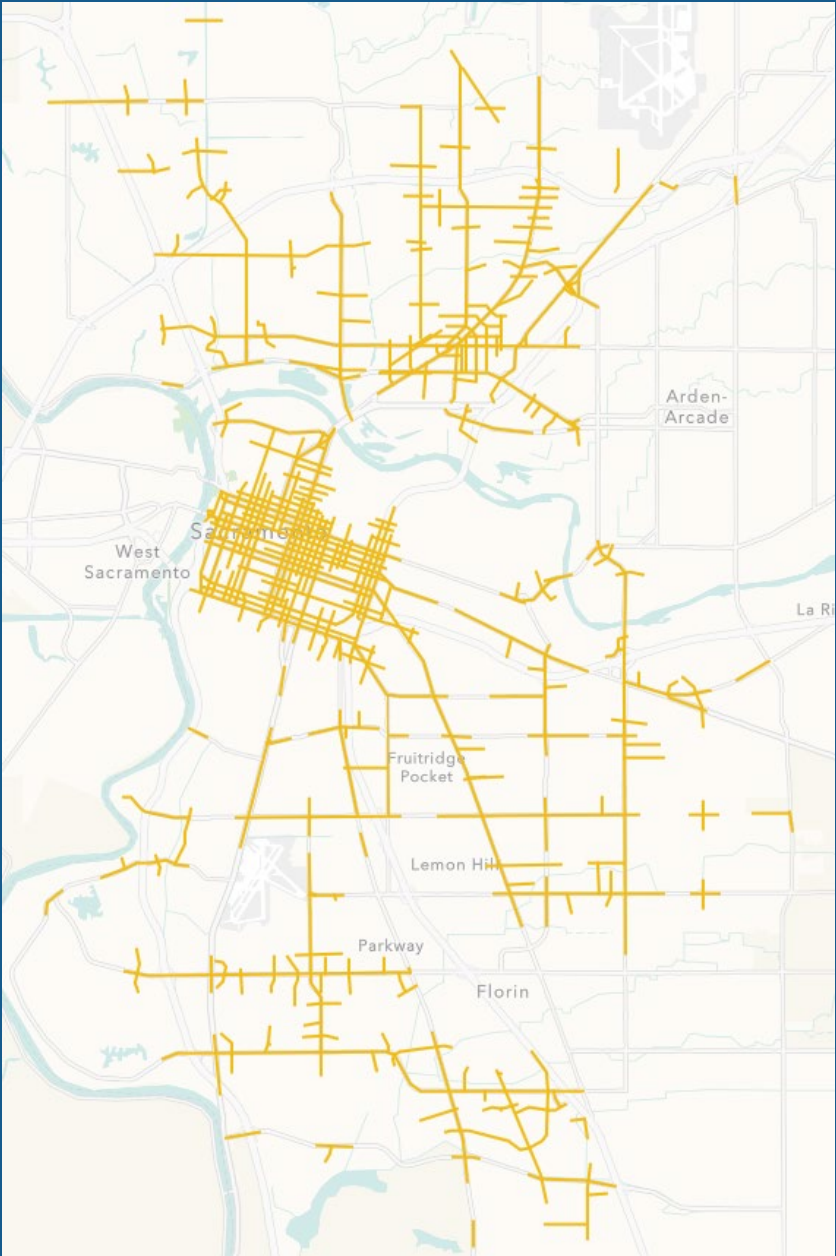
We want your input

Do you want crashes involving vulnerable road users to be given greater priority in developing the HIN?

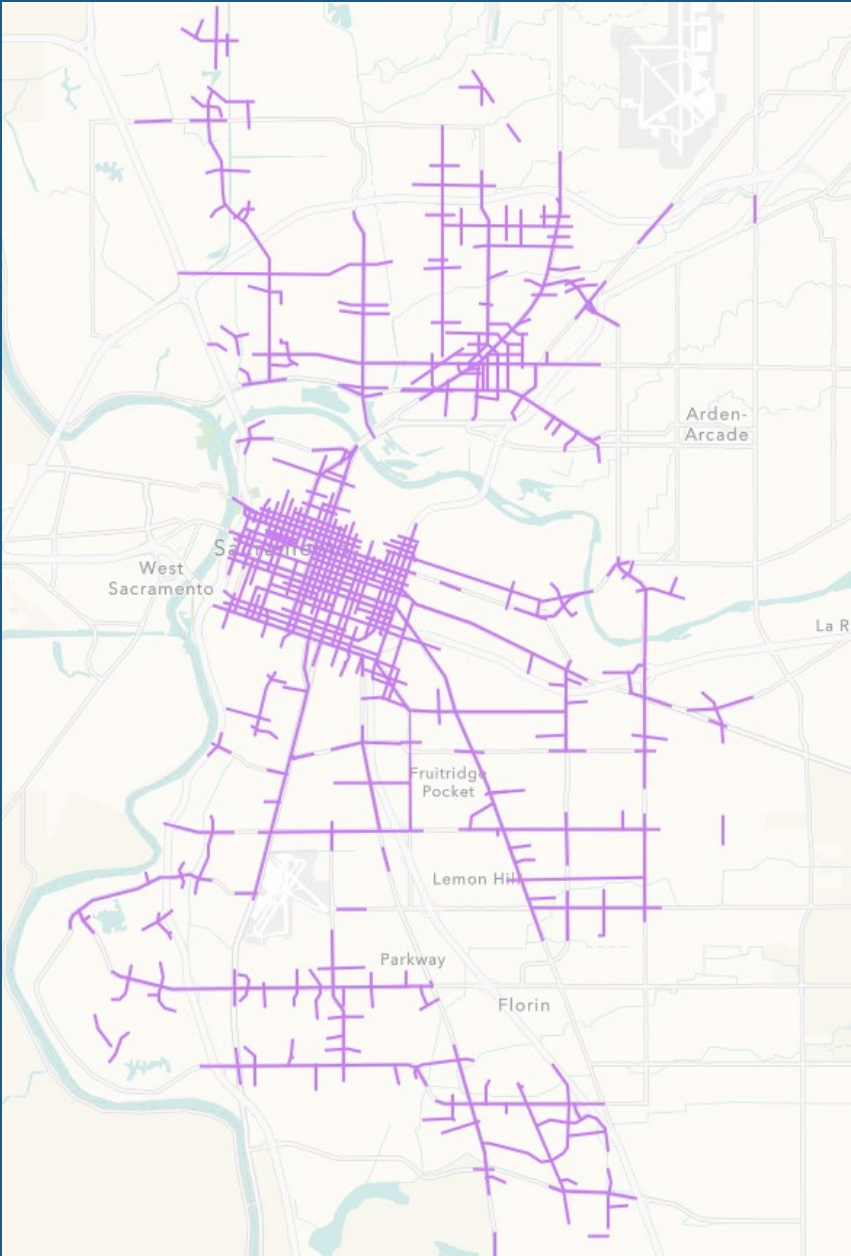
Do you want crashes occurring near schools or in disadvantaged communities to be given greater priority?

First, let's look at some examples of how this might change the HIN....

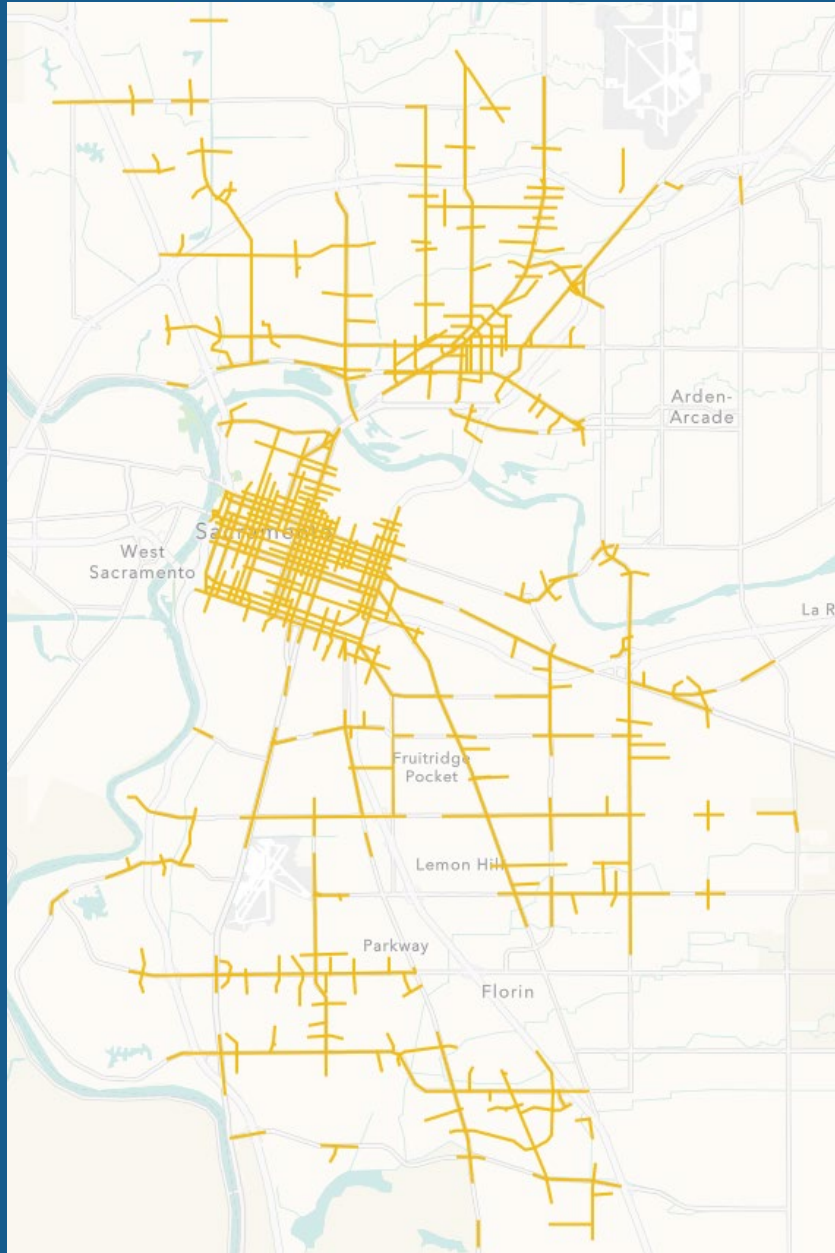
Collision Severity Only



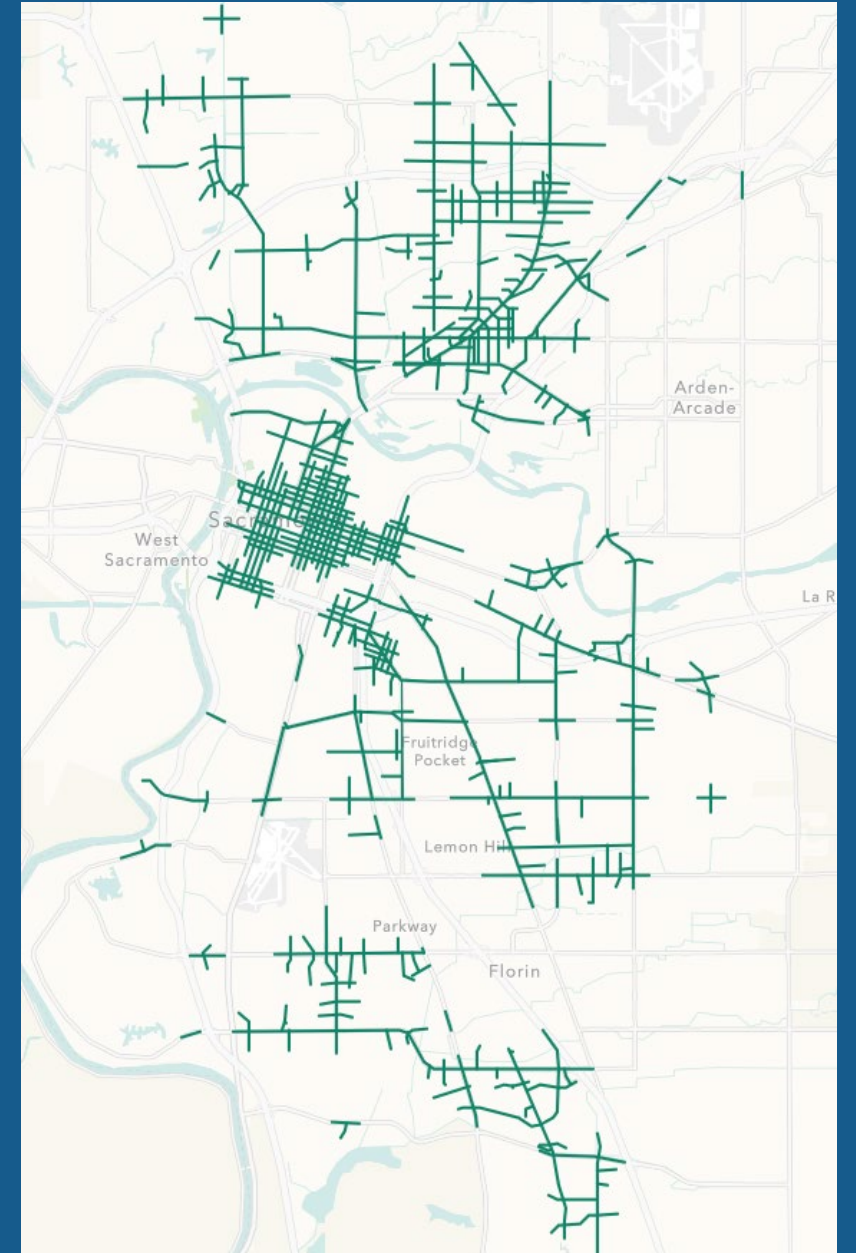
Emphasis on Vulnerable Road Users



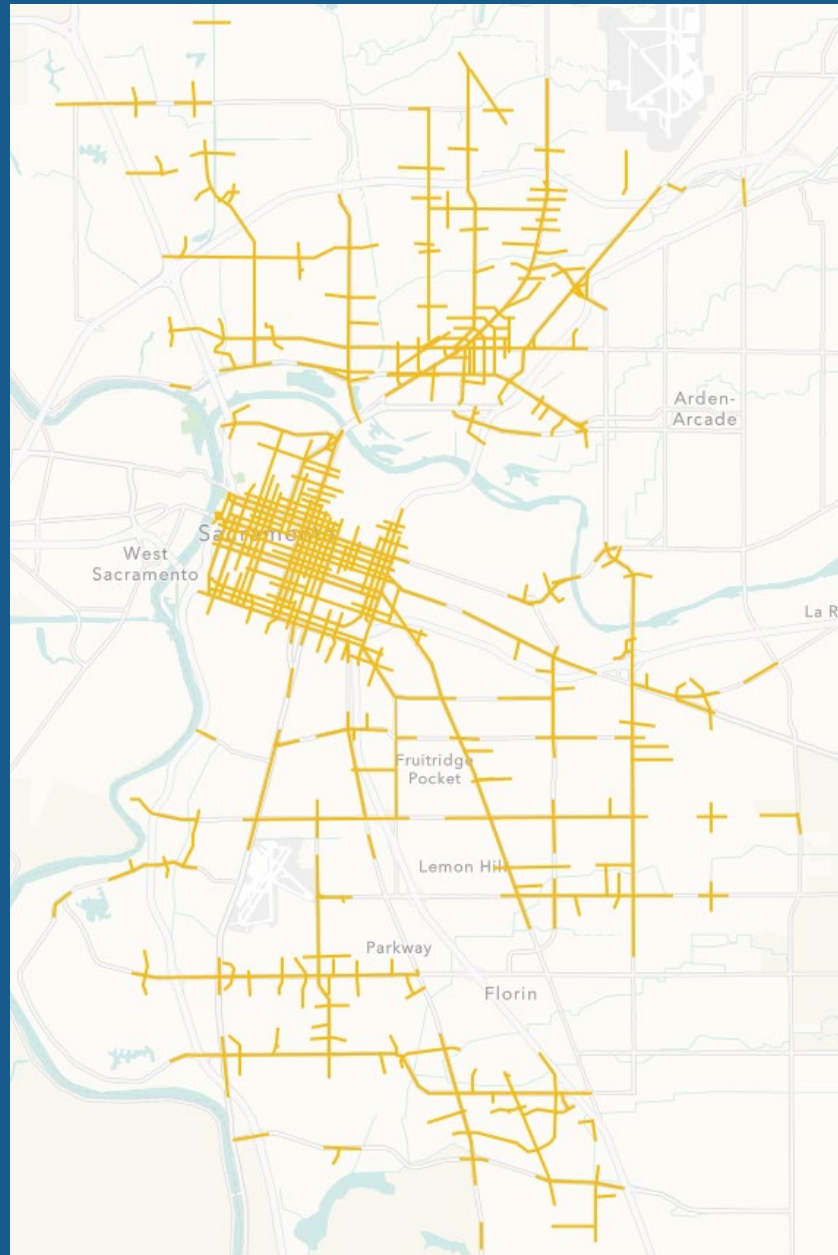
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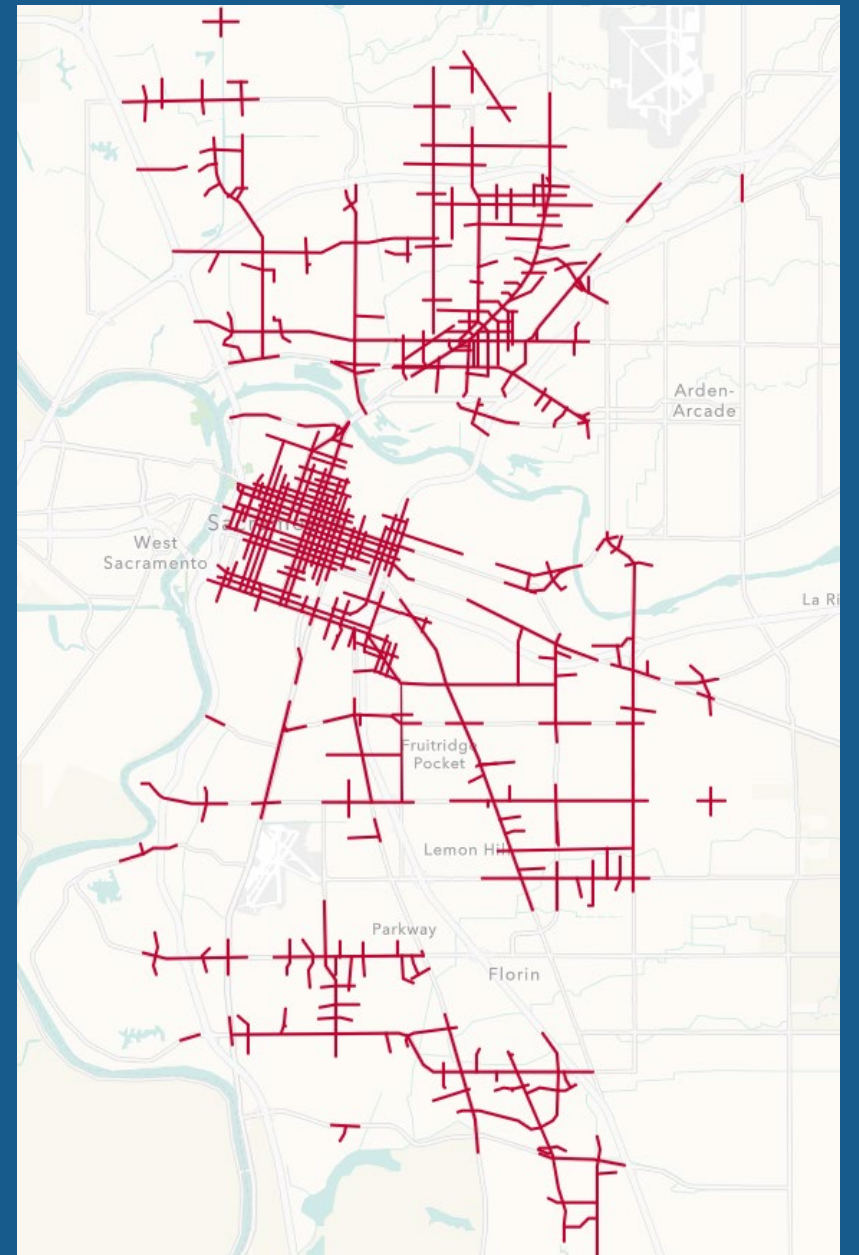
Emphasis on Sensitive Locations



Collision Severity Only



Consider All Evenly



Breakout Session: Input for the High Injury Network



Polling Question to Gather Your Input

Pick your priorities:

- a. People walking and biking
- b. Children
- c. Older adults
- d. Near schools
- e. In disadvantaged communities
- f. Only crash severity

Draft Actions

What are “actions” & how were they developed?

Actions are listed in the Vision Zero Action Plan to give direction to the City and other agency partners on what specific projects, policies, and programs they should advance to improve safety outcomes in Sacramento.

The draft actions presented here are based on crash analysis, review of existing practices, and industry resources on how to improve safety.

What criteria were used to prioritize draft actions?



Effectiveness at Reducing Fatal & Severe Injury Crashes



Partnerships Required to Implement



Cost to Implement

Let's look at the current draft actions & priorities

Over the next few slides, we will review and discuss the draft actions and priorities assigned to them.

Be thinking about the following questions as we go:

- (1) Are there topics not addressed that you think should be added?
- (2) Are there specific actions or types of action you think should be given higher priority?

Overview: Draft Actions & Priorities

Types of Actions	High Priority	Medium Priority	Low Priority
New Process	-	5	2
Modify Existing Process	6	2	-
New Program	-	-	1
Modify Existing Program	-	1	-
Implement Street Changes	6	4	-
Education	-	1	1
Advocacy for Legislation	-	1	-
New Data	-	-	1
Total	12	14	5

Draft Actions & Priorities

Summary of High Priority

Modify Existing Processes

- Incorporate safety improvements into projects on CIP list
- Update City guidance such as street design standards, Traffic Signal Operations Manual, and Project Report templates
- Streamline lighting improvements by addressing funding challenges

Implement Street Changes

- Improvements on high priority corridors
- Complete sidewalk gaps identified in the Streets for People Plan
- Implement lower posted speed limits
- Implement red light running camera program
- Implement quick, responsive, cost-effective solutions to severe crashes (TAG)

Draft Actions & Priorities

Summary of Medium Priority

New Processes

- Guidance to slow speeds & reduce conflicts
- Updates to data dashboard/website
- Regular Vision Zero meetings with City leadership

Modify Existing Processes

- Revise transit stop placement & design guidance

Implement Street Changes

- Build separated bikeway network in the Streets for People Plan
- Implement pedestrian crossing enhancements on HIN
- Install low-cost safety improvements in neighborhood commercial areas
- Use signal timing changes to slow vehicle speeds and reduce conflicts on arterials

Advocacy

- Automated speed enforcement legislation

Draft Actions & Priorities

Summary of Low Priority

New Processes

- Annual report on Action Plan progress
- Develop curb management guidelines

New Program

- High visibility enforcement campaigns

Education

- Develop campaign focused on key behaviors

New Data

- Study and consider “big” data that could be used to understand speeding, hard braking, near-miss incidents

Questions to Gather Your Input

- (1) Are there topics not addressed that you think should be added?
- (2) Are there specific actions or types of action you think should be given higher priority?
- (3) Other Comments

Thank you!!!

We greatly appreciate your time this evening and the input you have provided. If you are interested, there are more ways to stay involved....

Stay Involved



- Take the survey
- Sign up for updates at VisionZeroSac.org
- Over the next weeks we'll be:
 - Going on the road to community meetings
 - Hosting Community Conversations
 - Hosting Pop-In Events

Thank you!