



APPENDIX B

Community Engagement Summary

City of Sacramento Vision Zero Action Plan Update: Community Engagement Overview

Last Updated: July 2026



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Project Background

The City of Sacramento updated its Vision Zero Action Plan (VZAP) to guide future efforts to eliminate traffic-related deaths and serious injuries on city streets. Originally adopted in 2018, the Vision Zero framework uses a data-driven, Safe System approach that prioritizes safer street design, reduced speeds, and policies that protect all road users— especially those most vulnerable, including people walking, biking, and using transit. The update process includes reviewing existing conditions, gathering community feedback, identifying priority safety corridors, and developing implementable strategies and recommendations that improve safety for people walking, bicycling, using transit, and driving throughout Sacramento.

Community engagement was identified as a critical component of the planning process to ensure the updated Vision Zero Action Plan reflects community priorities, concerns, and lived experiences related to transportation safety. Early engagement efforts focused heavily on awareness building, project branding, public education, and establishing communication tools that would support future phases of outreach and engagement.

The following summarizes the public engagement process conducted during the VZAP Update. The engagement process focused on building early awareness, introducing the Vision Zero effort to the public, and initiating conversations about transportation safety priorities throughout Sacramento. These initial phases laid the foundation for broader community engagement activities that continued in later phases of the planning process, including workshops, community conversations, online engagement, and draft plan review.

Phase 1: Project Launch and Awareness Building

Phase 1 Background

Phase 1 of engagement focused on launching the Vision Zero Action Plan Update process and introducing the community to the project. During this stage, the project team established the overall engagement framework, developed public-facing materials, and created the foundation for ongoing communication with Sacramento residents and stakeholders.

A key component of Phase 1 included the development of a project-specific engagement strategy and communications approach. The team worked collaboratively to establish a consistent public identity for the Vision Zero Action Plan Update by creating updated graphics, branding elements, and educational messaging to be used across all outreach materials and engagement activities. This branding effort helped create a recognizable and cohesive public presence for the project and supported ongoing awareness and education efforts throughout the planning process.

To support early public education and outreach, the project team also developed foundational communication materials, including fact sheets, informational graphics, and other introductory collateral designed to explain the purpose of the Vision Zero Action Plan Update, the goals of Vision Zero, and opportunities for public participation. Materials were designed to be simple, visual, and

accessible to a broad audience while helping community members better understand transportation safety challenges facing Sacramento.

In addition to collateral development, the project team prepared and distributed a City Express article to formally announce the project and encourage community members to learn more about the planning effort. The article served as an early awareness tool that introduced the public to the Vision Zero Action Plan Update, explained why transportation safety remains a priority for the City, and directed residents to project information and future engagement opportunities. The City Express communication also helped establish transparency early in the process and encouraged residents to stay involved as the project advanced into future phases.

During this phase, the project team also coordinated internally on engagement logistics, communication protocols, and material development standards that would support future engagement activities. This early coordination ensured that outreach tools, messaging, and educational materials could continue evolving consistently throughout the later phases of engagement.

Overall, Phase 1 served as the public launch of the Vision Zero Action Plan Update and established the communication tools, educational resources, and project identity necessary to support meaningful community participation throughout the remainder of the planning process.

Phase 2: Visioning

Phase 2A: Existing Conditions and Early Community Outreach

Following the initial launch phase, engagement efforts transitioned into Phase 2, which focused on continuing public education efforts while beginning more direct community outreach and informal engagement activities. During this phase, the project team expanded outreach into community spaces and events to begin gathering early feedback and increase awareness among residents already participating in neighborhood activities and local events.

As part of Phase 2 outreach, the project team participated in two community pop-up events:

- Meadowview Farmers Market
- National Night Out in Robla & Hagginwood

These pop-up events allowed the team to meet community members where they were already gathering and provided opportunities for informal, accessible conversations about transportation safety concerns and Vision Zero priorities. Staff engaged directly with residents, answered questions about the project, and encouraged community members to stay informed and participate in future engagement opportunities.

To support these outreach activities, the project team continued to refine and update public-facing engagement materials originally developed during Phase 1. This included updates to takeaway cards, educational boards, informational displays, and outreach materials that explained transportation safety concepts and Vision Zero goals in a visual, community-friendly format. Materials evolved throughout the process to better support in-person conversations and respond to questions and themes emerging from the public.

Educational boards and outreach displays were designed to communicate key transportation safety information in an approachable format while encouraging dialogue around roadway safety challenges, dangerous driving behaviors, pedestrian and bicycle safety, and community concerns related to traffic collisions and severe injuries. Takeaway materials also helped ensure community members could continue learning about the project after engagement events concluded.

The Phase 2 engagement process focused heavily on awareness-building and relationship development ahead of larger, more formal public engagement efforts planned for future phases. These early outreach activities helped establish visibility for the Vision Zero Action Plan Update within Sacramento neighborhoods while building momentum toward future workshops, surveys, community conversations, and draft plan review activities.

The outreach completed during Phases 1 and 2 created the foundation for the more robust engagement activities that followed during subsequent phases of the Vision Zero Action Plan Update process. Together, these initial phases helped establish project awareness, create educational resources, strengthen community relationships, and prepare residents for deeper participation in future planning discussions and transportation safety conversations.

Phase 2B: Visioning and Draft Recommendations

As part of this update and Phase 2 of community engagement, the City conducted a community engagement process to understand safety challenges, lived experiences, and community priorities; as well as to gather community input on how to develop the High Injury Network (HIN) and actions the City should take to improve transportation safety. This process was designed to ensure that the updated Action Plan reflects both technical analysis and meaningful public input.

To support this effort, the City implemented a multi-faceted engagement strategy that included an online survey, a virtual workshop, and an in-person community workshop. Each component was designed to reach a broad and diverse audience, offering multiple ways for community members to participate and share their voices.

The **online survey** gathered input on travel behavior, safety concerns, and desired improvements, helping to identify patterns and priorities across a wide audience.

The **virtual workshop** provided an accessible, remote opportunity for participants to learn about Vision Zero, review existing conditions, and share feedback in a structured, presentation-based format.

The **in-person workshop**, held at Sacramento City College, combined a formal presentation with interactive, open-house-style stations, allowing participants to engage directly with project materials and team members.

The **neighborhood conversations**, included small, community-based discussions hosted with local partners to gather input from residents along the High Injury Network (HIN) and better understand their transportation safety priorities.

Together, these engagement efforts provide a comprehensive understanding of community perspectives, which—alongside collision data analysis and technical evaluation—will inform the development of updated strategies, actions, and priorities for the Vision Zero Action Plan.

Public Awareness and Notification

The project team implemented a multi-faceted outreach strategy to promote the workshops and encourage broad community participation.

Email Communications

The project engagement team, led by AIM Consulting, conducted two rounds of targeted email outreach on January 15 and January 22, 2026, in advance of the January 29 in-person workshop. Recipients included transportation advocacy groups, city agencies, chambers of commerce, community-based organizations, housing and neighborhood associations, environmental organizations, social service providers, and local schools. In addition, a Constant Contact email was distributed on January 13, 2026, followed by two Adobe campaign distributions on January 22 and February 2, 2026.

The City also promoted the project and shared key information through articles featured in the January 14 and February 17, 2026 Transportation Planning Newsletters.

Online Promotion

Details about the community meeting were shared on Eventbrite to increase visibility and streamline event registration. The project website was also updated with survey links and details about the workshop and all parking and access options.

Flyer and Lawn Sign Distribution

On January 14 and January 20, 2026, AIM Consulting conducted in-person outreach by distributing flyers and lawn signs at local businesses, schools, and libraries along the high-injury network to further encourage attendance. Distribution locations included:

- Robertson Community Center
- Meadowview Station
- Asian Resources, Inc.
- Southgate Library
- Sacramento City College



Figure 1: Lawn sign placed at Meadowview Station (left) and flyer delivered to Love Laundry (right)

In-Person Workshop

On January 29, 2026, the City of Sacramento hosted an **in-person community workshop** as part of the Vision Zero Action Plan (VZAP) Update. The workshop provided an opportunity for community members to learn about Vision Zero, understand progress made since the City’s 2018 Action Plan, and share input to help shape future traffic safety priorities. The event supported the City’s broader goal of reducing traffic-related deaths and serious injuries through data-driven and community-informed strategies. The meeting was held at the Student Center at Sacramento City College, located at 3835 Freeport Blvd, and was attended by **seventy-seven (77) community members**.



Figure 2: Staff presenting to community members

Objectives & Purpose

The primary goals of the community workshop were to:

- Increase public awareness and understanding of Vision Zero and the Action Plan update process
- Share recent collision trends, safety challenges, and ongoing City initiatives
- Gather community input on safety priorities and lived experiences
- Gather community input on how to develop the High Injury Network and actions the City should take to improve transportation safety.
- Encourage continued participation through surveys and future engagement opportunities

Community Input Summary

The workshop included a combination of informational stations, with select stations featuring interactive activities to gather community input on transportation safety priorities. Feedback was collected through written responses, facilitated discussions, and voting exercises, and is summarized below by key topic areas.

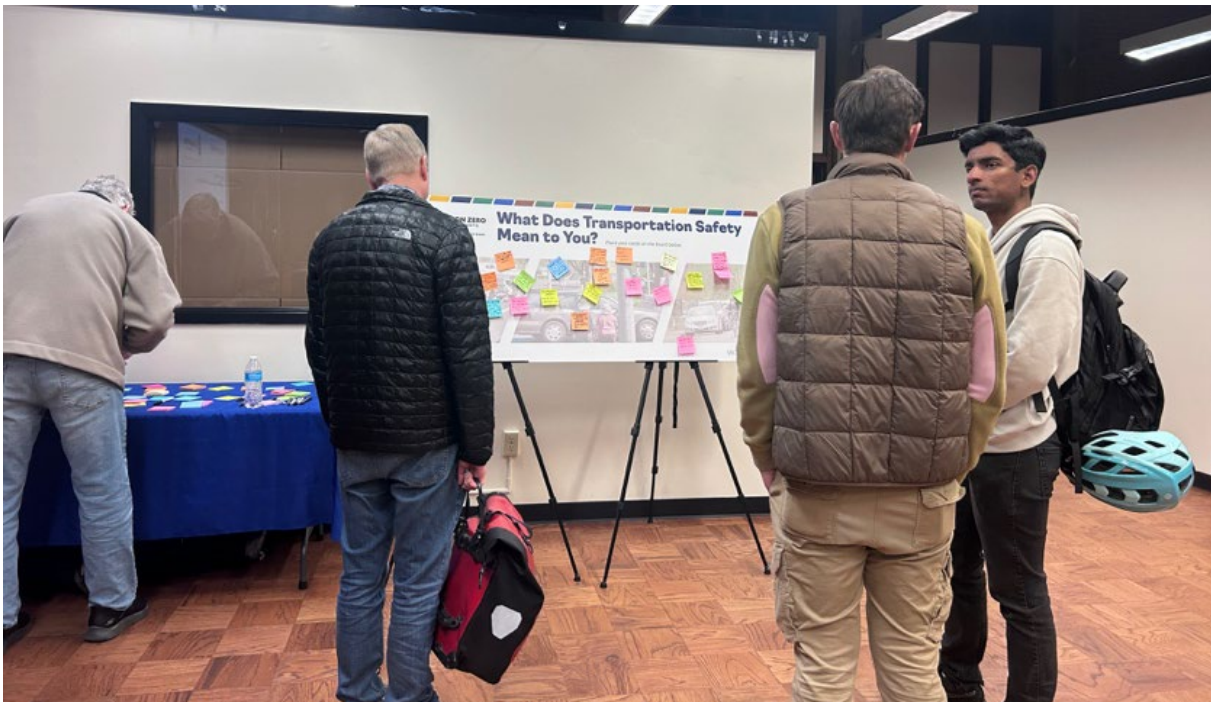


Figure 3: Attendees participating in, "What Does Transportation Safety Mean to You?"

WHAT DOES TRANSPORTATION SAFETY MEAN TO YOU?

Participants emphasized that transportation safety goes beyond reducing crashes and includes creating environments where people of all ages and abilities feel comfortable and protected when traveling. Common themes included the need for slower vehicle speeds, safer street design, and clearer separation between travel modes. Many participants expressed interest in traffic-calming strategies, such as narrower lanes and road designs that promote attentive driving. Others highlighted the importance of enforcement, safer crossings for children, and reducing conflicts between bicyclists and pedestrians. Overall, safety was described as a combination of thoughtful design, responsible behavior, and infrastructure that prioritizes people over vehicle speed. For a full list of comments, please see Attachment A.

HIGH INJURY NETWORK (HIN) DEVELOPMENT

Participants provided input on how the City should define and prioritize the High Injury Network (HIN). As part of a prioritization activity, participants who engaged were given six votes to allocate across categories identified in State law, including vulnerable road users and special places.

Vote Totals:

- People walking or biking: 113
- Schools: 46
- Disadvantaged communities: 37
- Youth: 29
- Only crash data: 24
- Older adults: 20

The results indicate a strong preference for prioritizing people walking and biking, followed by proximity to schools and disadvantaged communities. While crash data remains an important factor, participants generally supported incorporating additional considerations beyond crash severity alone.



Figure 4: Project team gathering feedback from the High Injury Network Development

DRAFT VISION ZERO ACTION PLAN ACTIONS

Participants reviewed draft actions and shared input on priorities and potential gaps. Feedback emphasized the need for stronger implementation strategies, increased enforcement, and more visible safety improvements. Participants also highlighted the importance of designing streets that naturally encourage safer behavior, rather than relying solely on enforcement. Additional comments focused on improving infrastructure for walking and biking, enhancing lighting and visibility, and ensuring that safety investments are distributed equitably across communities. This input will help refine the draft actions to better align with community needs and expectations. The graphic below has the full list of comments.

Draft Actions

What are "actions" and how were they developed?

Actions are listed in the Vision Zero Action Plan to give direction to City staff and other agency partners on the 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.

Types of actions include: new or modified processes and programs, implementing street changes, education, advocacy, and collecting new data.

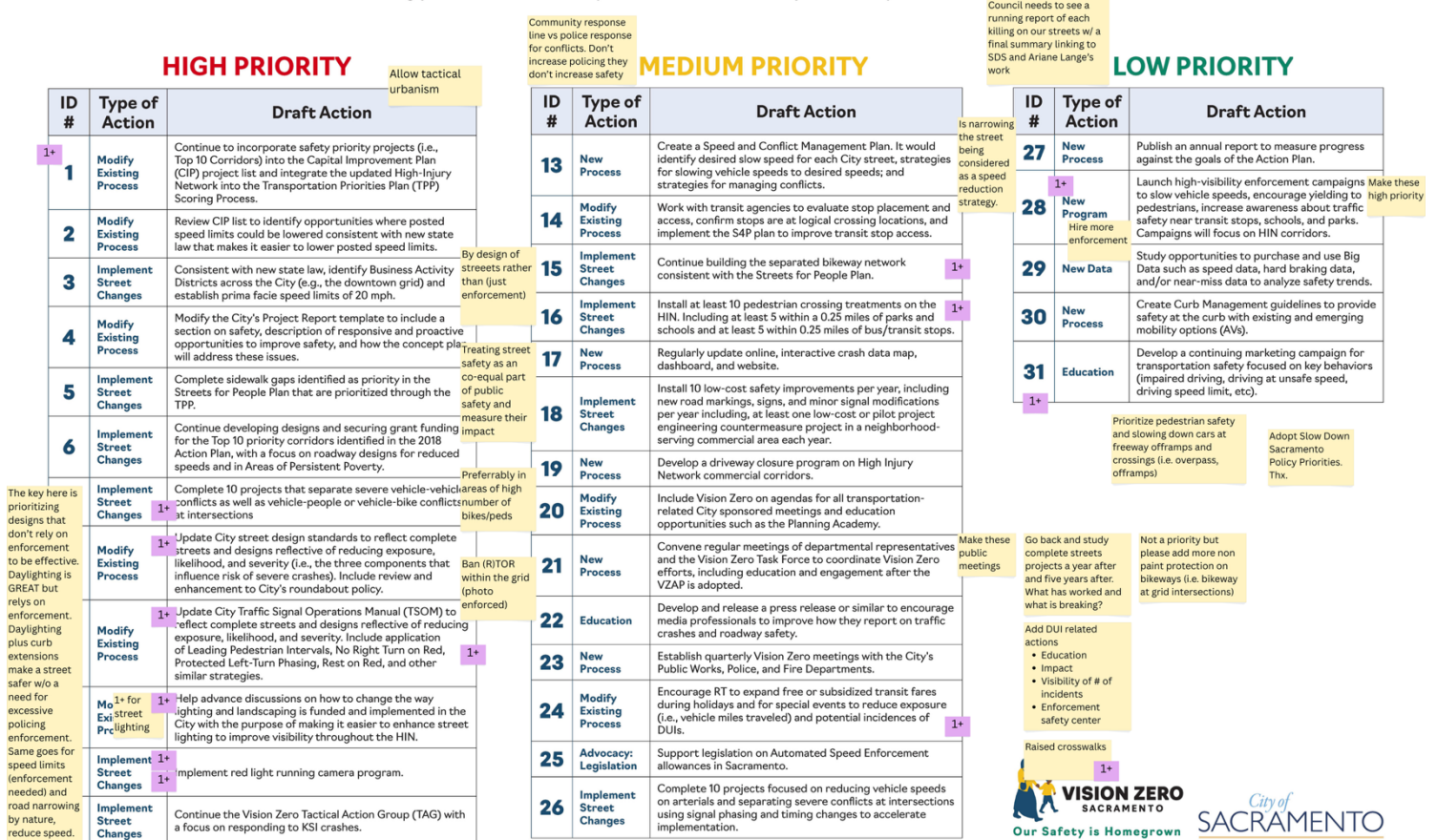


Figure 5: Draft Actions with feedback



Feedback & Next Steps Station

The final station provided participants with an opportunity to submit written feedback via guided comment cards. Information on the project timeline, next steps, and opportunities for continued involvement was also shared. This station ensured attendees had a clear path to stay engaged beyond the workshop. Open-ended comments are shown below (see full list in Attachment B):

OVERALL DESIGN & NETWORK PLANNING

- Streets should provide safe, efficient travel paths for all users (bikes, pedestrians, cars, buses, wheelchairs, emergency vehicles).
- Clearly define where each user belongs (through traffic vs. turning, shared vs. exclusive lanes).
- Design a comprehensive, connected network that accounts for parking, trees, bus stops, and accessibility.
- Prioritize engineering-based safety solutions (street geometry changes) over education-based approaches.

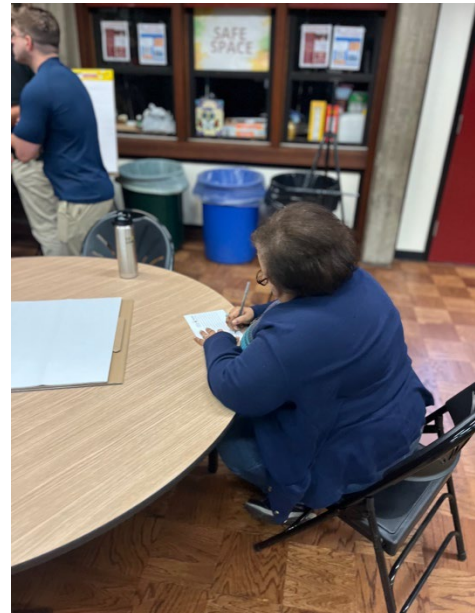


Figure 6: Workshop attendee leaving open-ended comments for the project team

DATA, METRICS & ANALYSIS

- Incorporate near-miss data (e.g., from apps like *Love to Ride*) into safety scoring.
- Ensure datasets are flexible for evolving risk metrics over the next 5 years.
- Estimate cost per life or severe injury saved for each project.
- Prioritize projects based on cost-effectiveness and safety impact per dollar.
- Monitor speed limit compliance and evaluate enforcement effectiveness.

PROJECT & CORRIDOR PRIORITIES

- Prioritize bike and pedestrian corridors that connect existing safe routes.
- Focus on projects that save the most lives or prevent the most serious injuries per dollar.
- Some high-incident streets may be unsuitable for bike lanes — instead:
- Shift bikes to safer, lower-traffic streets.
- Improve sidewalks and increase crosswalk frequency on busy corridors.
- Avoid narrowing already dangerous thoroughfares by adding bike lanes without sufficient protection.
- Work with Caltrans to address dangerous freeway exits, underpasses, and speed transitions.

BICYCLING

- Create separated bike lanes (using concrete or steel bollards).
- Consider bike-only streets and fully pedestrianized streets.
- Develop east-west and north-south protected through corridors.
- Ensure bike lanes are designed for daily commuting, not just recreation.
- Address discontinuous bike lanes, especially near intersections.
- Use bike boulevards, traffic diverters, and traffic calming, particularly on school routes.
- Avoid unsafe configurations like two-way stops across major one-way roads.

WALKING

- Install raised crosswalks, especially at stop signs and modal filters.
- Improve crosswalk frequency and sidewalk quality.
- Standardize pedestrian countdown timing across intersections.
- Reduce danger from multiple turn lanes crossing pedestrian paths.
- Improve safety at freeway underpasses and exit ramps.
- Ensure accessibility and eliminate unnecessary ADA ramp complexity where possible.

SPEED & ENFORCEMENT

- Increase speed enforcement officers and target repeat offenders (DUI, red-light running, speeding).
- Raised crosswalks and geometric design changes are seen as effective tools for speed control.
- Address high-speed transitions from freeways to surface streets.

ENVIRONMENTAL & QUALITY OF LIFE CONSIDERATIONS

- Reduce road noise and tire/tailpipe emissions.
- Use street design to calm traffic and narrow streets where appropriate (e.g., angle parking).

SPECIFIC LOCATION FEEDBACK

- 42nd & H improved but remains intimidating for people walking and bicycling.
- W & X Streets and certain freeway-adjacent areas feel especially dangerous.
- Bike lanes on H and M streets disappear near underpasses.
- 19th & 21st require inconvenient side-switching.

Virtual Community Workshop

The City of Sacramento hosted a virtual community workshop on February 4, 2026, to share information about the update to the Vision Zero Action Plan, present recent traffic safety data, and gather community input on priorities for the High Injury Network (HIN) and proposed draft actions. The meeting also provided participants with opportunities to share feedback through polls, breakout discussions, and questions submitted via chat. The workshop was conducted virtually via Zoom and included a presentation, followed by interactive polling and breakout-room discussions. The presentation followed the same format as the in-person workshop but allowed for more detailed feedback. **The meeting had 61 attendees.**



Figure 7: Presentation Opening Slide

Community Input Summary

HIGH INJURY NETWORK INPUT

Participants were placed into breakout rooms to provide more detailed feedback on High Injury Network (HIN) development and prioritization. Discussions were organized around key questions, including how the HIN should be defined and used, and how the City should consider vulnerable road users and special places in prioritizing safety improvements. Additional input was also collected on enforcement, road design, and overall approaches to improving transportation safety.

High Injury Network (HIN): Definition & Implications

Participants raised questions and considerations related to:

- What the new state law requires the city to do.
- How the HIN is defined, including whether it should:
- Weight crashes by *years of life lost* (e.g., prioritizing areas near schools).
- Place greater emphasis on walking and biking crashes if encouraging active transportation is a goal.
- Transparency concerns: Adding layers such as vulnerable users or disadvantaged communities may make the data harder for the public to understand.
- Practical impact: What does it mean for a project to be on (or off) the HIN? Does inclusion affect whether a project can move forward or receive funding?

Vulnerable Road Users and Special Places

Participants discussed how the City should prioritize improvements for vulnerable road users and special places:

- Some participants emphasized that all streets should be safe, and there should not be a need to “choose between” neighborhoods or groups.
- While recognizing the importance of prioritizing the most severe crash clusters, some felt uncomfortable with approaches that might imply certain lives are weighted more heavily than others.

- A preferred approach from some participants was to consider all categories (schools, vulnerable users, disadvantaged communities, etc.) evenly, noting that many high-risk areas already overlap.

ADDITIONAL INPUT

Participants provided additional input related to how safety improvements should be implemented:

Enforcement

- Ongoing concerns about speeding (e.g., 40 mph near schools) and failure to stop at stop signs.
- Perception of limited traffic enforcement capacity (estimated 6–12 motorcycle officers citywide).
- Questions about increasing traffic enforcement staffing and budget.
- Interest in using crash data for education and outreach to address driver behavior.
- Concerns about e-bikes and motorized bicycles, including sidewalk riding, high speeds (25–30 mph), youth riders, legality, and whether new laws are being considered.
- Reports that some neighborhoods (e.g., Natomas) rarely see traffic patrols despite community requests.

Road Design

- Strong sentiment that road design changes are generally more effective and cost-efficient long-term than enforcement alone.
- Infrastructure improvements can drive behavior change and support safer outcomes.
- Recognition that higher pedestrian crash numbers in walkable areas may reflect higher walking volumes, not necessarily lower safety.
- Acknowledgment that as infrastructure improves, walking and biking volumes will likely increase, shifting crash patterns over time.
- Support for prioritizing improvements near schools to increase parents' comfort with children walking and biking.

Lived Experience & Personal Perspectives

- Daily exposure to unsafe driving behaviors near homes and schools.
- Personal experiences as bicyclists of nearly being hit while riding on roads.
- Concerns as parents, caregivers, drivers, cyclists, and pedestrians.
- Observations that high-risk areas are often obvious from everyday travel.

Overall Themes

The breakout discussions highlighted:

- A desire for transparent, understandable prioritization methods.
- Tension between targeted prioritization and the belief that safety should be universal.
- Ongoing concern about speeding and driving behavior.
- Broad agreement that infrastructure design improvements, supported by appropriate enforcement and education, are key to long-term safety gains.
- Recognition that safety planning should consider not only current crash data, but also how infrastructure investments will change travel patterns over time.

DRAFT VISION ZERO ACTIONS INPUT

Following the High Injury Network discussion, participants were introduced to the draft Vision Zero actions, which outline potential projects, policies, and programs to improve transportation safety citywide. These actions are informed by collision analysis, existing City practices, and industry best practices.

Participants had the opportunity to provide feedback on the draft actions, including whether key topics were missing, which actions should be prioritized, and how strategies should be implemented. Input was collected through a facilitated discussion, polling, and written comments in the chat. Feedback is summarized below by action category, followed by additional input.

Street Design & Infrastructure (Implement Street Changes)

Participants provided detailed feedback on proposed infrastructure-related actions:

- Strong support for design-based solutions to improve safety, including protected bikeways, intersection treatments, and traffic calming.
- Mixed perspectives on protected bike lanes:
 - Some raised concerns about visibility at intersections, particularly where parked vehicles block sightlines.
 - Others strongly supported protected facilities and emphasized pairing them with speed reduction strategies rather than removing them.
- Support for intersection safety improvements, including:
 - Leading Pedestrian Intervals (LPIs)
 - No Right Turn on Red restrictions
- Concerns that one-way streets encourage higher speeds, with suggestions to convert to two-way operations as a potential safety strategy.
- Concerns about construction impacts, including blocked bike lanes and pedestrian paths without safe detours. Participants emphasized the need to maintain safe multimodal access during construction and events.

Speed Management, Enforcement & Policy (Modify Existing Process / Advocacy / Education)

Feedback related to enforcement, policy, and behavior-focused actions included:

- Strong interest in lower speed limits, including support for a 20-mph standard in certain areas.
- Ongoing concerns about speeding and a lack of traffic enforcement, including limited staffing and inconsistent presence across neighborhoods.
- Questions about automated enforcement and legislative tools, including coordination with State law.
- Support for combining education, enforcement, and policy changes to influence driver behavior.
- Interest in using crash data for targeted education and outreach efforts.

Data, Monitoring & Transparency (New Data / New Process)

Participants raised several points related to data, tracking, and reporting actions:

- Requests for greater transparency in crash data, including:
 - Clarification on how bicycle and motorcycle crashes are categorized
 - Concerns about whether all fatal crashes are reflected in public datasets
- Caution around relying on big data metrics (e.g., hard braking), noting potential lack of context
- Support for regular reporting and dashboards to track safety progress over time
- Questions about how High/Medium/Low priority actions translate into implementation timelines and accountability

Transit, Land Use & Access (Cross-Cutting Actions)

Participants also shared feedback related to broader system-level actions:

- Need for more frequent and reliable transit service, particularly in underserved areas
- Concerns about transit access and “transit deserts”
- Recognition that land use and transportation planning are closely linked, with car-oriented development limiting safe mobility options
- Suggestions to align City operations (e.g., employee schedules) with transit availability to support ridership

Community Engagement & Partnerships

- Interest in volunteer opportunities and community-led quick-build projects
- Desire for ongoing collaboration with neighborhood groups, advocacy organizations, and local partners
- Requests for clear communication and education when new safety measures are implemented
- Interest in sharing meeting materials and summaries following engagement events

Lived Experience & Safety Concerns

- Participants shared personal experiences with unsafe conditions while walking, biking, and driving
- Many noted that high-risk locations are well known through daily experience, reinforcing the importance of incorporating community knowledge alongside data

Survey

The City of Sacramento conducted a community survey as part of the Vision Zero Action Plan Update to better understand public perspectives on traffic safety, priorities for investment, and strategies to reduce serious injuries and fatalities on city streets. The survey results will help guide policy direction, inform project prioritization, and ensure that future safety improvements reflect community needs and experiences.

The survey included a mix of multiple-choice, ranking, and open-ended questions designed to capture community priorities, perceptions of safety, and preferences for different types of safety interventions. Topics included High Injury Network (HIN) prioritization, infrastructure investments, speed management strategies, and overall transportation safety improvements. The survey was hosted online and distributed through community outreach efforts to ensure broad participation across Sacramento.

Survey Questions and Results

The Vision Zero Action Plan Update survey included a combination of Likert-scale, ranking, multiple-choice, and open-ended questions to understand community priorities for traffic safety, High Injury Network (HIN) criteria, and preferred strategies to reduce serious injuries and fatalities.

QUESTION 1

“Streets where crashes involved people walking or biking, kids, or older adults should be a high priority in the High Injury Network (HIN).”

Results:

- Strongly Agree: 84%
- Agree: 12%
- Neutral: 2%
- Disagree/Strongly Disagree: 2%

What This Indicates:

- Broad public alignment with the Safe Systems approach.
- Strong recognition that pedestrians, cyclists, children, and older adults face disproportionate risk.
- Clear support for a vulnerability-based prioritization framework in defining the High Injury Network.

There is minimal public opposition to centering vulnerable road users in safety planning.

QUESTION 2

“Streets near schools or in lower-income neighborhoods should be high priority in the High Injury Network (HIN).”

Results:

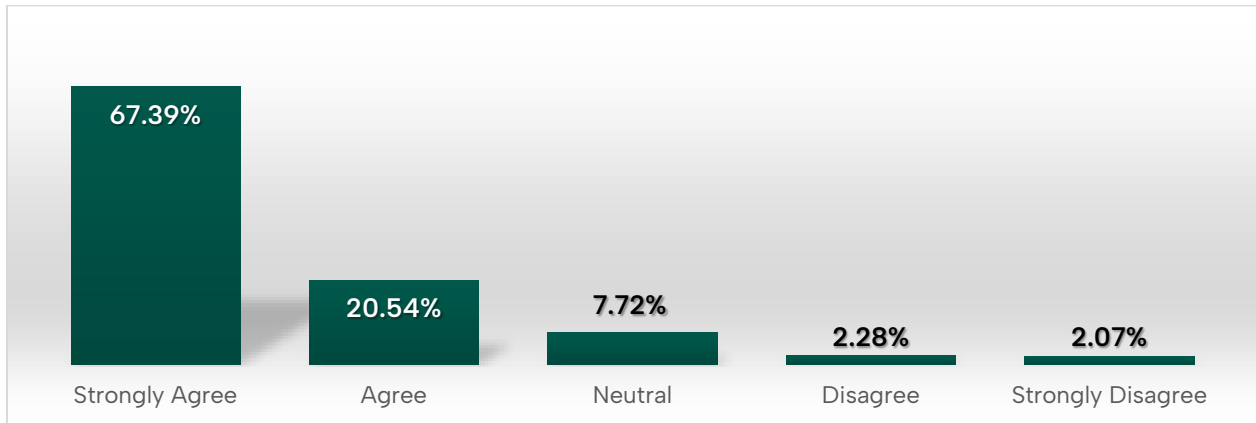


Figure 8: Results of Survey Question – “Streets near schools or in lower-income neighborhoods should be high priority in the HIN.”

Interpretation:

Nearly 89% of respondents support incorporating school proximity and equity considerations into HIN prioritization.

What This Indicates:

- Strong public support for equity-based safety investments.
- Recognition that schools and historically underserved neighborhoods warrant focused attention.
- Slightly less intensity than Question 1, but still overwhelming agreement.

Respondents appear comfortable integrating both safety and equity considerations in corridor selection.

QUESTION 3

Between streets where crashes involved people walking or biking, kids or older adults, and streets where crashes happened near schools or in lower-income neighborhoods, what should be given priority?

(Scale: Vulnerable users ← Equal priority → Schools/equity-based locations)

A majority selected a middle or blended option (approximately 53%), indicating a preference for integrating both vulnerability-based and equity-based approaches.

Interpretation:

When asked to choose between prioritization frameworks:

- Most respondents rejected an either/or tradeoff.
- The majority favored a combined strategy.

What This Indicates:

The public does not perceive safety and equity as competing priorities. Instead, respondents support a holistic prioritization model incorporating crash severity, vulnerable user involvement, equity indicators, school proximity

QUESTION 4

Review the list of actions/activities below and put them in the order you think helps improve traffic safety the most.

(Rank them from most to least helpful)

1. Large-street redesign projects
2. Smaller quick-build projects
3. Traffic signal timing improvements
4. Police enforcement targeting serious violations
5. Education campaigns
6. Engineering process updates
7. Other (write-in)

Overall Ranking Trends:

Highest Priorities:

1. Large-scale street redesign
2. Signal and intersection improvements
3. Infrastructure-based interventions

Lower Priorities:

- Traditional enforcement
- Education-only approaches

Interpretation:

Respondents overwhelmingly favor engineering and infrastructure solutions over behavior-change strategies alone.

This suggests:

- Public belief that street design shapes driver behavior.
- Recognition that systemic design changes are more durable and equitable.
- Reduced confidence in education campaigns as primary crash-prevention tools.

The ranking exercise reinforces strong public alignment with infrastructure-first strategies.

QUESTION 5

In the updated Vision Zero Action Plan, the City plans to include actions related to street improvements, education campaigns, coordination across city departments and police departments, and updating engineering processes so safety is built into everyday decisions.

Are there other actions you think the City should consider for the Vision Zero Action Plan?

(Open-Ended Responses)

Total Responses: 494

This question generated substantial and detailed feedback.

Major Theme 1: Protected Bike Infrastructure (Most Frequent)

Common terms:

- “bike lanes”
- “protected bike”
- “road diets”
- “barriers”
- “infrastructure”

Respondents requested:

- Physically separated bike lanes (not paint-only)
- Completion of bike network gaps
- Safer routes to schools and downtown
- Removal of high-speed bike corridors

Many respondents stated they:

- Would bike more if protected infrastructure were in place.
- Avoid cycling due to safety concerns.
- Worry about their children biking.

This was the single most frequently mentioned intervention across open responses.

Major Theme 2: Speed Management & Automated Enforcement

Common requests:

- Speed cameras
- Red light cameras
- Lower speed limits
- Speed humps and traffic calming
- Vehicle impound for extreme speeding
- Fines reinvested into street redesign

Respondents frequently described:

- Aggressive driving
- Chronic speeding on arterial corridors
- Drivers failing to yield

There was strong support for automated enforcement mechanisms, often preferred over traditional police stops.

Major Theme 3: Walking Improvements

Frequent concerns included:

- Drivers failing to stop at crosswalks
- Inadequate crossing time
- Poor lighting
- High-speed multi-lane arterials
- Unsafe right turns

Respondents cited specific intersections and corridors, indicating strong familiarity with local conditions.

Major Theme 4: Transit Improvements

Transit was discussed as both a mobility and safety strategy.

Respondents requested:

- Increased frequency
- More reliable service
- Dedicated transit lanes
- Better connections

Transit was framed as a way to reduce car dependency and vehicle exposure.

QUESTION 6

Do you have any additional comments or suggestions for improving traffic safety in Sacramento?

(Open-ended)

Total Responses: 457

This open-ended question reinforced and expanded themes from Question 5.

Theme 1: Speeding as the Primary Safety Concern

Speed management was the most emotionally charged topic.

Respondents described:

- “Out-of-control” speeding
- Red light running
- Aggressive turning behavior
- Lack of driver accountability

Speed was perceived as the root cause of many safety failures.

Theme 2: Desire for Bold Action

Many comments emphasized:

- The need for visible, meaningful change
- Frustration with incremental improvements
- Perception that some corridors have been neglected for years

Respondents consistently favored permanent infrastructure over temporary measures.

Theme 3: Equity and Geographic Concerns

Several respondents urged:

- Prioritizing high-fatality corridors first
- Addressing historically underinvested neighborhoods
- Ensuring improvements are citywide, not just central neighborhoods

Theme 4: Specific Corridor Mentions

Numerous comments referenced named streets and intersections, demonstrating:

- Deep community familiarity with safety hotspots
- Strong interest in location-based improvements

Demographic Questions and Results

QUESTION 7: HOME ZIP CODE

Total Valid Responses: 759

81 unique ZIP codes. Most common: 95818, 95816, 95819, 95820, 95817.

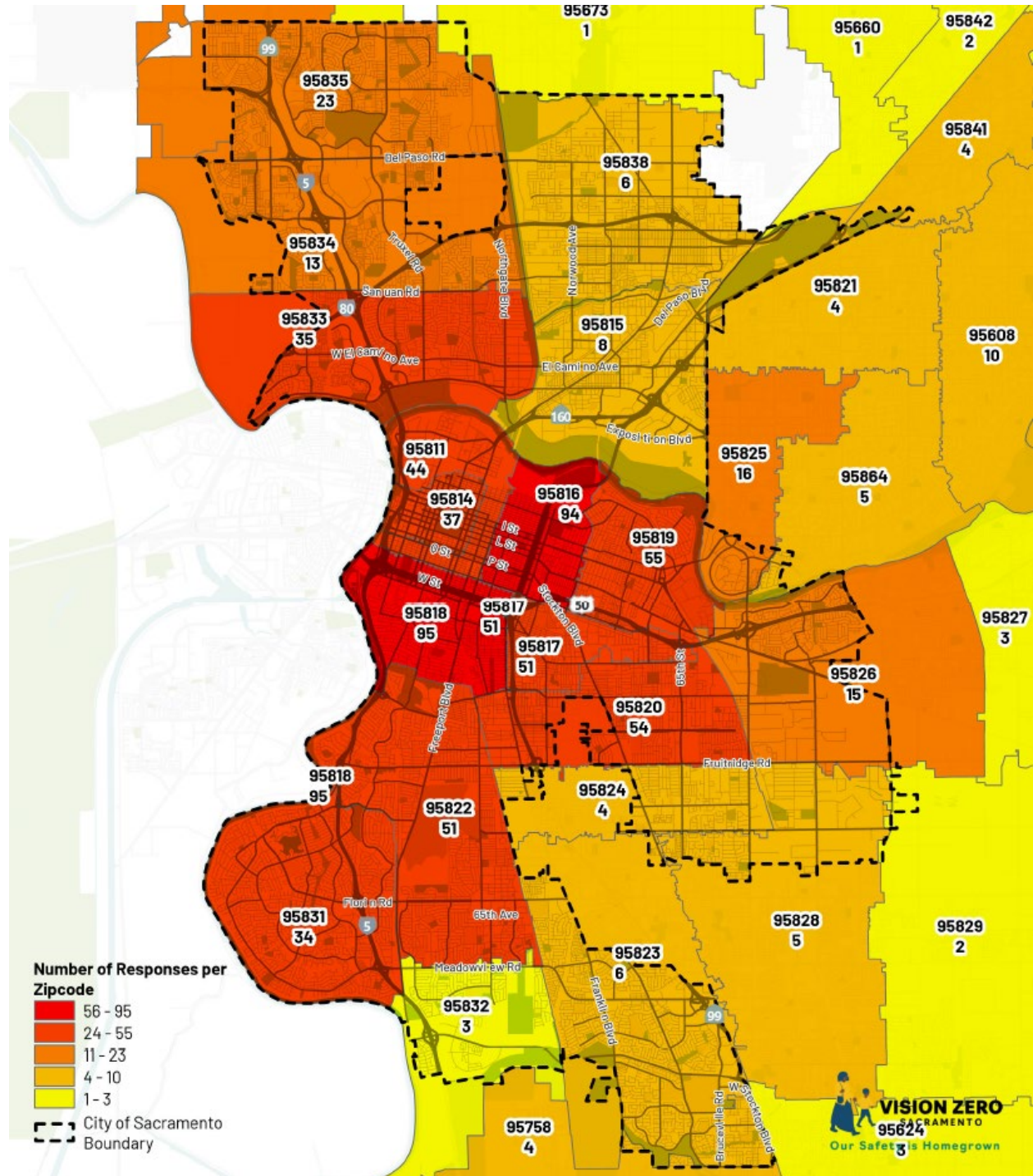


Figure 9: Zip Codes of Survey Responses

QUESTION 8: CONNECTION TO SACRAMENTO

Connection to Sacramento (live, work, travel, etc.)

Respondents included residents, workers, cyclists, parents, and long-term community members. Many identified as multi-modal users (walking, biking, driving, transit).

QUESTION 9: AGE

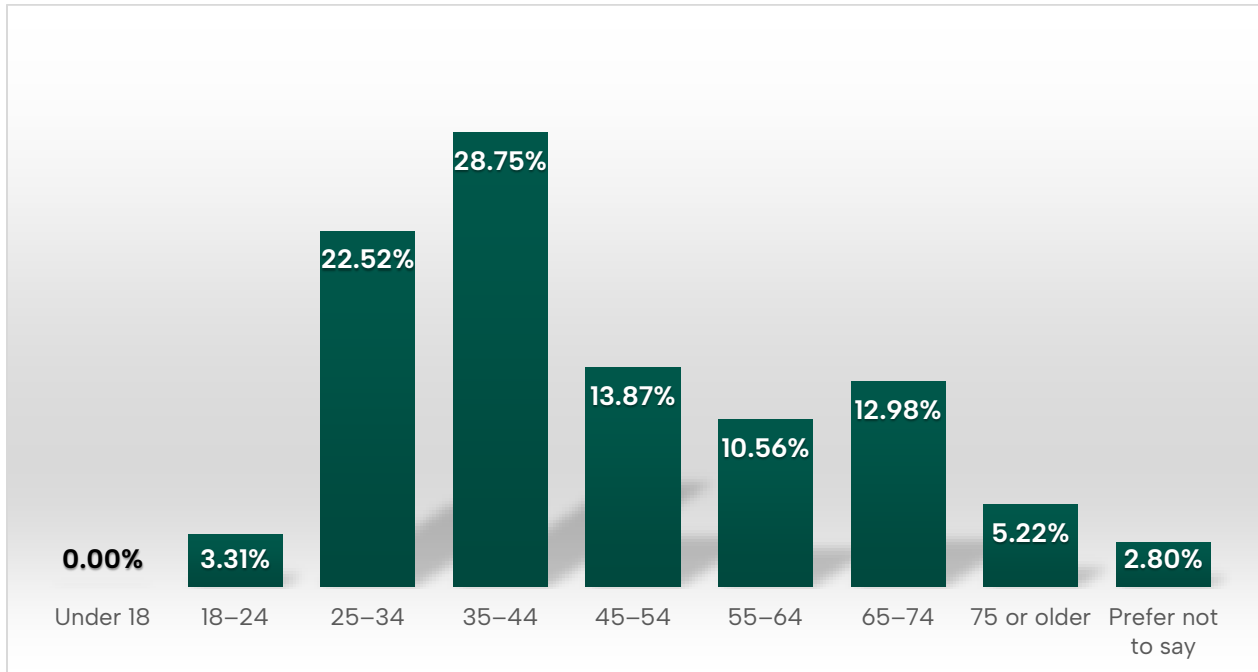


Figure 10: Results from Survey Question - Age

Results:

- 35-44: 29%
- 25-34: 23%
- 45-54: 14%
- 65-74: 13%
- 55-64: 11%
- 75 or older: 5%
- 18-24: 3%
- Prefer not to say: 3%
- Under 18: 0%

Interpretation:

Survey respondents were primarily working-age adults, with the largest share in the 25-44 age group. Participation from younger (under 25) and older (75+) age groups was more limited. The survey skewed toward working-age adults.

QUESTION 10: GENDER IDENTITY

Nearly even split between men and women, with a small representation of nonbinary respondents.

QUESTION 11: RACE/ETHNICITY

Responses reflected diversity, including White, Hispanic/Latino, Asian, Black, Native American, and mixed-race respondents.

QUESTION 12: PRIMARY TRAVEL MODE

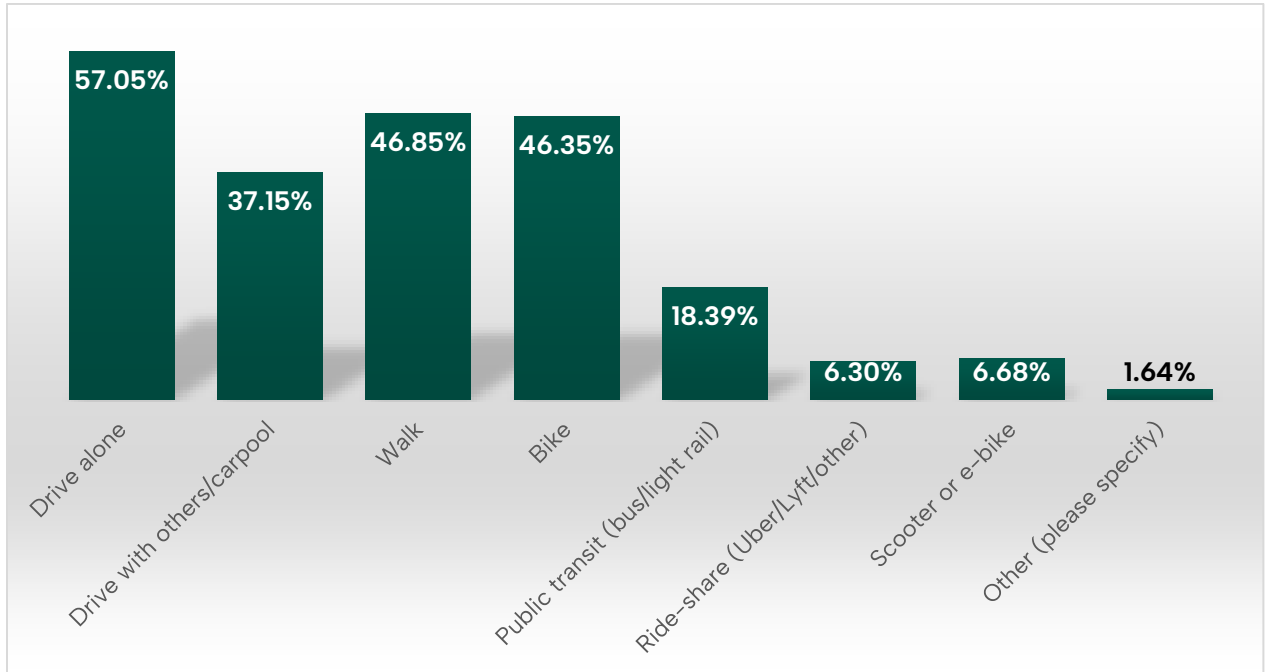


Figure 11: Results from Survey Question – Primary Travel Mode

Results:

- Drive alone: 57%
- Walk: 47%
- Bike: 46%
- Drive with others/carpool: 37%
- Public transit (bus/light rail): 18%
- Scooter or e-bike: 7%
- Ride-share (Uber/Lyft/other): 6%
- Other: 2%

Interpretation:

Driving alone is the most common travel mode among respondents. However, a significant share of participants also reported walking and biking, indicating strong representation of active transportation users. Carpooling is also common, while transit and other modes are used less frequently.

QUESTION 13: DISABILITY AFFECTING MOBILITY

Approximately 8–9% of respondents reported having a mobility-related disability.

QUESTION 14: TRAVEL WITH CHILDREN OR OLDER ADULTS

Nearly 40% of respondents regularly travel with vulnerable populations.

QUESTION 15: PRIMARY LANGUAGE SPOKEN AT HOME

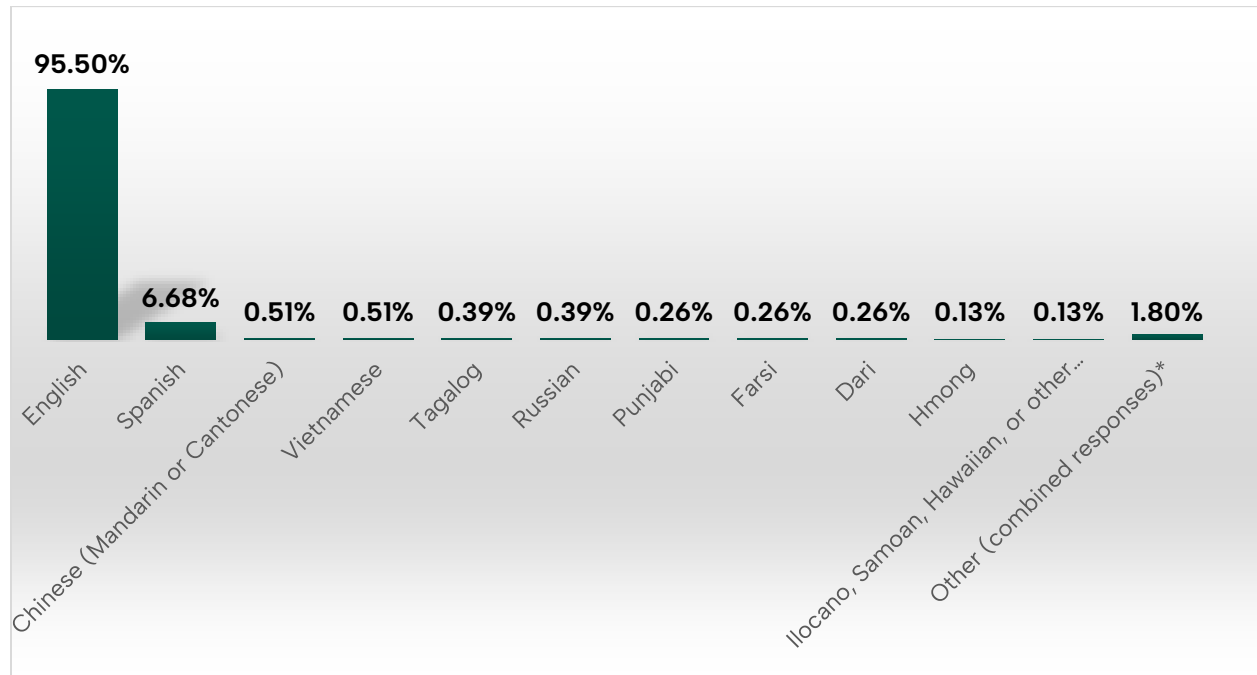


Figure 12: Results from Survey Question – Language Spoken at Home

Results:

- English: 96%
- Spanish: 7%
- Chinese (Mandarin or Cantonese): 1%
- Vietnamese: 1%
- Tagalog: <1%
- Russian: <1%
- Punjabi: <1%
- Farsi: <1%
- Dari: <1%
- Hmong: <1%
- Ilocano, Samoan, Hawaiian, or other Austronesian languages: <1%
- Other (various languages including Romanian, French, ASL, Bosnian, Japanese, Ukrainian, German, Pashto): 2%

Interpretation:

The majority of respondents completed the survey in English, with a smaller but notable share of Spanish-speaking participants. All other languages were represented by a very small number of respondents.

Overall Survey Conclusions

Across all questions, the public clearly supports:

- Infrastructure-based safety improvements
- Separated bike lanes
- Speed reduction strategies
- Automated enforcement
- Pedestrian-first intersection design
- Equity-informed prioritization

Education campaigns and traditional enforcement alone are not viewed as sufficient solutions.

The dominant message from respondents is that meaningful safety gains will come from redesigning streets to reduce speed and protect vulnerable users, not from relying primarily on behavior change.

Neighborhood Conversations

For Phase 2B of public engagement related to the Vision Zero Action Plan (VZAP) Update, City of Sacramento staff, supported by Civic Thread, hosted five (5) Neighborhood Conversations between February 11, 2026, and February 20, 2026. These events were designed to engage directly with community members who live, work, play, and pray near or along the High Injury Network (HIN) in North and South Sacramento. Each conversation presented an opportunity to connect with residents through existing networks in familiar, trusted settings to understand community priorities, helping staff better understand community priorities related to the draft HIN and the proposed action.

This memo summarizes the conversation locations, estimated attendance, and the major themes collected during these events.

Overview

To effectively reach priority audiences along the HIN, City staff partnered with Civic Thread to identify community-based organizations, youth empowerment groups, and neighborhood associations to co-host neighborhood conversations. The co-hosts were selected based on their proximity to HIN and their established relationship with community members who are often harder to reach, including monolingual non-English speakers, youth, and residents who identify as BIPOC.

Rather than broadly publicizing the events, outreach was intentionally targeted through the co-hosts. Co-hosts invited their members, participants, and representatives through familiar communication channels using promotional materials provided by the city. This approach ensured that invitations were shared through trusted channels and that conversations reflected the lived experience of communities most affected by traffic safety challenges.

Planning these events included working directly with interpreters and co-hosts to convene and facilitate these conversations. To help eliminate language barriers, the city worked closely with co-hosts to identify specific language needs for each conversation. Materials were provided in Hmong and Spanish, with live interpretation available at two (2) of the five (5) events.

To encourage participation and acknowledge community members' time and input, attendees received a \$30–\$40 participation stipend via Tango Card, depending on group size, along with City of Sacramento Public Works–branded bike lights.

MEETING LOGISTICS AND MATERIALS

Phase 2B of the Vision Zero Action Plan (VZAP) Update centered on gathering community input on two core components of the plan: the Draft High Injury Network, which identifies locations where severe crashes occur most often, and the Draft Actions, which outline strategies to make Sacramento's streets safer for everyone.

To recruit Neighborhood Conversation co-hosts, the project team developed a one-page information sheet explaining the purpose of a Neighborhood Conversation, the role of the host organization, and the support the City would provide. Once partners agreed to participate, the team created personalized invitation flyers that included event details and links to RSVP.

Each conversation had its own registration page, translated into Spanish or Hmong as needed. The project team worked closely with co-hosts to identify language needs for each event. Translated materials were provided in advance, and interpreters were present at events where language support was required.

At each event, the project team used a consistent set of materials translated into Spanish and Hmong as needed to support learning, discussion, and feedback collection. These materials included:

- A digital sign-in sheet
- A handout listing all 31 prioritized Draft Actions
- Printed copies of the presentation slides
- Translated materials (Spanish and Hmong, as needed)
- A Mentimeter activity for ranking and providing feedback on Draft Actions

All conversations began with a welcome and introductions from City staff followed by the rest of the facilitation team. The presentation provided an overview of the Vision Zero Action Plan, including key milestones achieved since its adoption in 2018. Participants were introduced to the purpose of the High Injury Network and the role of Draft Actions in guiding future safety improvements.

Attendees then engaged in two (2) facilitated discussions, each guided by prompting questions.

HIN Discussion questions:

- What do you think is most important for the data to highlight?
 - Crashes involving people walking, biking, or using mobility devices?
 - Crashes happening near schools or in disadvantaged communities?
Are they equally important?

Draft Actions Discussion Questions:

- Looking at these example draft actions, which ones feel most impactful for you and/or your community and why? Which examples don't seem like they would create tangible improvements in your community? What about them doesn't work?
- What outcomes or changes matter to you most? For example, slower traffic speeds, safer crossings, better access to key destinations, programs, etc.
- Is there anything missing, such as an issue, barrier, or idea, that is not yet captured in the Draft Actions?
- Do these feel like the right actions to be prioritizing? Why or why not?

After these conversations, participants were invited to participate in an interactive Mentimeter poll that summarized and prioritized their feedback on the Draft Actions. The Mentimeter activity included four components designed to help participants share and prioritize their feedback.

1. **Rank the Top 10 Draft Actions:** Participants viewed a randomized list of the top ten Draft Actions and ranked them in order of importance.
2. **Identify Missing Ideas:** An open-ended question allowed attendees to submit any issues, needs, or ideas not captured in the Draft Actions.
3. **Select the Least Important Action:** Participants chose which action they believed should be the lowest priority.

4. **Rate Support for Each Action:** Using a slider scale from 1 (strongly disagree) to 5 (strongly agree); attendees rated their level of support for each Draft Action.

Table 1: Summary of Community Engagement Details

Meeting Location	Date	Type	Number of Participants	Language(s)	Region
NC #1 with La Familia Maple Neighborhood Center (3301 37 th Avenue, Sacramento, CA 95824)	February 11, 2026	In-person	13	English, Spanish	South
NC #2 with Gardenland Northgate Neighborhood Association (GNNA) Stanford Settlement Neighborhood Center (450 West El Camino Ave, Sacramento, CA 95833)	February 15, 2026	In-person	12	English, Spanish	North
NC #3 with Improve Your Tomorrow (IYT) at Grant High Grant Union High School (1400 Grand Ave, Sacramento, CA 95838)	February 18, 2026	In-person	22	English	North
NC #4 with Improve Your Tomorrow (IYT) at Valley High Valley High School (6300 Ehrhardt Ave Sacramento, CA 95823)	February 19, 2026	In-person	18	English	South
NC #5 with Hmong Youth and Parents United (HYPU) HOPE Center (631 Eleanor Avenue, Sacramento, CA 95815)	February 20, 2026	In-person	24	English, Hmong	North

GENERAL FEEDBACK RECEIVED

Across all Neighborhood Conversations, participants consistently prioritized the safety of vulnerable road users, especially children, youth, older adults, and people walking, biking, or using mobility devices. School zones emerged as key areas of concern due to frequent unsafe driving behaviors and high levels of daily activity

Participants strongly support infrastructure-based safety improvements. They described recurring challenges such as missing or incomplete sidewalks and bikeways, insufficient separation at intersections, and traffic signals that were inconsistent or not functioning properly. Poor lighting was another theme, with many noting dark streets that reduce visibility for both drivers and pedestrians.

In addition to infrastructure needs, community members identified operational issues, particularly outdated signal timing and driver behaviors such as failing to yield or running red lights. These concerns reinforced their belief that infrastructure and signal upgrades would be more effective than signage-only approaches.

Participants also elevated maintenance as a key issue. They described obstructions like clogged drains and broken glass, alongside faded striping and nonworking streetlights, as persistent barriers to safe travel. Several groups also expressed interest in improved transit access and programs that support older adults and others with limited mobility.

Overall, communities favored visible, quick-build, and equity-focused improvements that directly enhance safety for VRUs and address built environment gaps. They consistently prioritized physical changes, such as better lighting, safer crossings, and improved sidewalk and bikeway networks, over policy-only strategies like posting new signs or updating template.

Neighborhood Conversation #1: La Familia

Table 2: Neighborhood Conversation #1: Event Details

Date	Time	Language(s)	Number of Participants
Wednesday, February 11, 2026	10:00 AM – 11:30 AM	English, Spanish	13

EVENT SUMMARY

City staff, supported by Civic Thread, in partnership with La Familia, held a Neighborhood Conversation on Wednesday, February 11, 2026, from 10:00 AM – 11:30 AM at the Maple Center (3301 37th Avenue, Sacramento, CA 95824) community room in South Sacramento. A Spanish-Language interpreter was provided to support monolingual Spanish speakers.

A total of **13 residents** participated in the neighborhood conversation. Due to a higher-than-expected turnout of English-speaking attendees, the event was split into two participant groups: seven (7) attended in English and six (6) in Spanish. The Spanish language group received the full presentation and subsequent conversations directly in Spanish, with a mix of live interpretation throughout, supported by a bilingual Civic Thread Staff member and the city to respond to community questions and provide clarifications.



Figure 13: La Familia Spanish Language Led Group Discussion with City Staff and Interpreter

The conversation included an overview of the Vision Zero Action Plan, along with a summary of the work completed or in progress since its adoption in 2018. Participants were provided with an overview of the High Injury Network, Draft Actions, and their relationship to the VZAP. Attendees were then engaged in two discussions, prompted with questions, and asked to participate in a Mentimeter polling activity to summarize their feedback on Draft Actions.

FEEDBACK SUMMARY

At the Maple Center, the discussion focused on the immediate, lived safety concerns experienced by families and youth, particularly those walking and biking in the neighborhood. Participants shared their experiences navigating school zones, transit stops, and high-traffic corridors such as Franklin Blvd, emphasizing their desire for visible, tangible improvements—particularly quick-build safety projects.

Attendees voiced strong support for updating street design standards (Draft Action #8) to create safer designs that reduce exposure and better protect pedestrians and cyclists. They also supported updating traffic signal operations to reduce right turns on red (Draft Action #9), citing confusing intersections, unsafe turning behavior, and speeding near schools as ongoing issues.

Improved lighting (Draft Action #10) emerged as a repeated and urgent priority. Participants frequently noted dark streets and low visibility along school routes and near transit stops, reinforcing the need for enhanced illumination.

While emphasizing the importance of protecting vulnerable road users (VRUs), residents also highlighted concerns about faded striping, roadway obstructions (such as clogged drains and broken glass), insufficient bus stop amenities, and other maintenance needs. School-zone safety was consistently raised, with community members pointing to unsafe driver behaviors during pick-up and drop-off times, including speeding and failure to yield along common school routes.

Participants were less supportive of modifying the City's project report template (Draft Action #4). Although they recognized its administrative value, they did not view it as an action that would produce direct or noticeable safety improvements in their neighborhoods. This further underscored their preference for infrastructure-driven solutions.

Overall, La Familia participants prioritized infrastructure-based actions that enhance school-zone safety, physically modify streets, improve crossings, expand lighting, and address maintenance needs. There was clear alignment around advancing quick-build projects that deliver visible, immediate benefits for vulnerable road users.

Neighborhood Conversation #2: Gardenland Northgate Neighborhood Association

Table 3: Neighborhood Conversation #2: Event Details

Date	Time	Language(s)	Number of Participants
Sunday, February 15, 2026	10:30 AM – 12:00 PM	English,	12

EVENT SUMMARY

City staff supported by Civic Thread, in partnership with Gardenland Northgate Neighborhood Association (GNNA) hosted a Neighborhood Conversation on Sunday, February 15, 2026, from 10:30 AM – 12:00 PM in North Sacramento. The meeting took place in person at the Stanford Settlement Neighborhood Center (450 West El Camino Ave, Sacramento, CA 95833) in the activity room.

A total of **twelve (12) residents** participated in the conversation. The event was conducted in English. While no attendees required Spanish interpretation, bilingual staff were present to provide language support if needed.

The event included an overview of the Vision Zero Action Plan (VZAP), including progress made towards VZAP since 2018. Participants were introduced to the HIN and the Draft Actions and how they inform the City’s prioritization and work towards safety investments and improvements. Attendees were then engaged in facilitated discussions focusing on prioritization within the HIN and feedback on the proposed draft actions exploring where residents felt actions felt most impactful, irrelevant, or if there was anything that was not captured in the current proposed list of actions.



Figure 14: Gardenland Northgate Neighborhood Association members participate in Mentimeter with support from Civic Thread staff

FEEDBACK SUMMARY

GNNA participants focused on the importance of improving safety for people walking, biking, and using mobility devices. While they acknowledged the relevance of prioritizing school zones and disadvantaged communities, attendees emphasized the need to enhance connectivity, especially between their neighborhood and destinations in South Natomas. Many expressed that safe and direct walking and biking routes were essential for access to schools, parks, and commercial areas.

Participants strongly supported several infrastructure-related draft actions. They endorsed updating traffic signal operations to restrict right turns on red, updating street design standards to reflect complete streets principles, and completing sidewalk gaps. These actions were seen as essential for improving pedestrian and bicyclist safety and reducing exposure to vehicle traffic.

Residents also expressed interest in expanding Safe Routes to School programming, noting that stronger collaboration with the school district and increased parent and community involvement would help sustain walking school buses and other school-focused safety initiatives.

Broader concerns surfaced around neighborhood disinvestment, including how limited investment in safe infrastructure can affect property values, walkability, and access when houselessness impacts key routes. Participants noted that visible improvements to infrastructure would help rebuild community confidence and support safer, more accessible public spaces.

Lowering posted speed limits and establishing 20 mile-per-hour Business Activity Districts were not seen as effective or relevant. Participants observed that drivers already ignore posted speed limits and that their neighborhood does not qualify as a business district, making these actions less impactful.

Overall, GNNA participants prioritized infrastructure-based improvements that strengthen pedestrian and bicyclist connectivity, address sidewalk and crossing gaps, and create safer conditions around schools. Their feedback highlighted the need for visible investments that improve daily travel and enhance safety for people using the street network.

Neighborhood Conversation #3: Improve Your Tomorrow (Grant High)

Table 4: Neighborhood Conversation #3: Event Details

Date	Time	Language(s)	Number of Participants
Wednesday, February 18, 2026	2:00 PM – 3:30 PM	English	22

EVENT SUMMARY

City staff supported by Civic Thread, in partnership with Improve Your Tomorrow (IYT), held a Neighborhood Conversation on Wednesday, February 18, 2026, from 2:00 PM – 3:30 PM. The meeting was in-person in Room A-105 on the Main Campus of Grant Union High School (1400 Grand Ave, Sacramento, CA 95838) in North Sacramento.

A total of **twenty-two (22)** students participated in the conversation, and the session was facilitated in English. The students were convened by Improve Your Tomorrow (IYT), an organization whose programming primarily serves young men of color. Based on the audience, the session was designed with youth-centered language and engagement strategies that aligned with the needs and communication styles of the participants.

The conversation included an overview of the Vision Zero Action Plan, along with a summary of the work completed or in progress since its adoption in 2018. Participants were provided with an overview of the High Injury Network, Draft Actions, and their relationship to the VZAP. Attendees were then prompted with questions and asked to participate in a Mentimeter polling activity to summarize their feedback on Draft Actions.



Figure 15: Grant High IYT Students Sitting in Groups to Engaging in VZAP Discussions

FEEDBACK SUMMARY

The conversation with IYT students at Grant High focused on attendees' experiences navigating the surrounding North Sacramento neighborhood. Participants emphasized a strong desire to prioritize vulnerable road users (VRUs), including youth, aging and older adults, and people using mobility devices. Students shared firsthand observations of speeding near schools, inadequate lighting, and youth often playing close to the street, all of which contributed to a strong desire to protect people rather than just locations.

Students expressed clear support for Draft Actions that would make direct physical changes to the built environment, such as improved lighting, safer, more visible pedestrian crossings, and separated bike lanes. Many also supported actions related to separating VRUs from vehicles (Draft Action #7), working with transit agencies to improve transit stops (Draft Action #14), and updating crash data online (Draft Action #17). Participants commonly shared that physical changes to the built environment to support VRUs safety and discourage poor driver behavior would be more impactful across their neighborhood. There was a recurring value around transit improvements, and several attendees actively take public transit. Students identified several specific Draft Actions as especially meaningful.

- Draft Action #11 focuses on increasing driver accountability for running red lights.

- Draft Action #16 supports improvements that benefit people traveling near schools and transit stops.
- Draft Action #26 directs the City to implement physical street changes, which students believed would have a stronger impact on safety than signage alone.

Participants deprioritized identifying opportunities where posted speed limits could be lowered (Draft Action #2), heavily noting that lowering and posting speed limits alone would not meaningfully shift driver behavior. Several attendees questioned why drivers would comply with new speed limits if they were seen already ignoring existing posts. To supplement this, students shared that more passive measures—such as Draft Action #2, would be in vain without a level of stronger enforcement to hold drivers accountable or infrastructure changes to physically disrupt current driver behavior such as speed bumps.

Neighborhood Conversation #4: Improve Your Tomorrow (Valley High)

Table 5: Neighborhood Conversation #4: Event Details

Date	Time	Language(s)	Number of Participants
Thursday, February 19, 2026	3:40 PM – 5:15 PM	English	18

EVENT SUMMARY

City staff supported by Civic Thread, in partnership with Improve Your Tomorrow (IYT), held a Neighborhood Conversation on Thursday, February 19, 2026, from 3:40 PM – 5:15 PM. The meeting was in-person at Valley High School (6300 Ehrhardt Ave, Sacramento, CA 95823) in Room H-13.

A total of **eighteen (18)** students participated in the conversation in English. Attendees were primarily Black and brown male youth. The project team ensured the delivery of the presentation with youth-forward language and strategies.

The conversation included an overview of the Vision Zero Action Plan along with a summary of the work that had been completed or been in progress since its adoption in 2018. Participants were provided with an overview of what the High Injury Network is and what Draft Actions are and how they relate to the VZAP. Attendees were then engaged in two discussions through prompting questions and asked to participate in a Mentimeter polling activity to summarize their feedback on Draft Actions.



Figure 16: Valley High IYT Brothers Participating in Small Group Discussion

FEEDBACK SUMMARY

Valley High students shared concerns about high-speed traffic, dark streets, inconsistent traffic signals, and unsafe crossings throughout South Sacramento. The conversation focused on prioritizing vulnerable road users (VRUs), with students expressing a desire for actions that directly address dangerous driver behaviors such as speeding, running red lights, and sideshows. Participants emphasized that visible, physical changes to the built environment would be more effective than signage alone.

Improving street lighting (Draft Action #10) was strongly supported as an immediate safety need. Students pointed to dark areas along Mack Road, nearby residential streets, and intersections where pedestrians are difficult to see. They also noted broken pedestrian buttons, inconsistent signals, and frequent red-light running, which reinforced their support for updating traffic signal operations through Draft Action #9.

Bicyclist safety was another priority. Several students described challenges biking to school and around their neighborhoods, which contributed to their support for updating street design standards to reflect complete streets (Draft Action #8) and expanding separated bikeways (Draft Action #15). They specifically named narrow or missing bike lanes along the 65th Street Expressway.

Lowering posted speed limits (Draft Action #2) and establishing 20 mph Business Activity Districts (Draft Action #3) prompted significant discussion. Students shared that drivers in their communities are unlikely to follow posted limits, and that their neighborhoods do not qualify as business districts, making these actions feel less relevant or effective.

Overall, IYT Valley students emphasized a strong preference for infrastructure-focused safety improvements, including better lighting, protected bike lanes, safer intersections, and measures that help enforce driver accountability. They identified these types of actions as the most meaningful for improving safety for VRUs in their community.

Neighborhood Conversation #5: Hmong Youth and Parents United

Table 6: Neighborhood Conversation #5: Event Details

Date	Time	Language(s)	Number of Participants
Friday, February 20, 2026	4:00 PM – 5:30 PM	English, Hmong	24

EVENT SUMMARY

City staff, supported by Civic Thread, in partnership with Hmong Youth and Parents United (HYPU) on Friday, February 20, 2026, from 4:00 – 5:30 PM in North Sacramento. The meeting was conducted in-person at the Hope Center (631 Eleanor Ave, Sacramento, CA 95815) in the Big Room.

A total of **twenty-four (24) community members** participated in the conversation: twenty-one (21) were youth, and three (3) participants were adults. The session was held in English. Given the general disparity of language needs across the Hmong community, depending on several factors such as generation, HYPU has historically had a range of levels of convened group participation, from primarily English youth groups to older adult monolingual Hmong-speaking groups. The project team ensured language access support by having Hmong translated materials, a Hmong interpreter, and an additional bilingual Civic Thread staff in attendance to be on standby as needed.

The conversation included an overview of the Vision Zero Action Plan along with a summary of the work that had been completed or been in progress since its adoption in 2018. Participants were provided with an overview of what the High Injury Network is and what Draft Actions are and how they relate to the VZAP. Attendees were then engaged in two discussions through prompting questions and asked to participate in a Mentimeter polling activity to summarize their feedback on Draft Actions.

FEEDBACK SUMMARY

At HYPU, participants reflected on their experiences traveling around their neighborhood via walking, biking, and taking transit especially along areas such as Northgate Boulevard, Marysville Blvd, and areas near Grant Union High School since several youth attendees also are students at that school. This Neighborhood Conversation centered around protecting vulnerable road users (VRUs) specifically naming youth, cyclists, older adults, people living with disabilities, unhoused residents, and transit users. Attendees expressed seeing VRUs prioritized with draft actions that would address sidewalk gaps, unsafe crossings, poor lighting, and a lack of separation between cars and VRUs.

Attendees emphasized their support for completing sidewalk gaps (Draft Action #5) noting gaps that exist near their schools and around their residential areas. Participants also found that updating traffic signal operations to include things like no right turns on red (Draft Action #9) may help address poor driver behavior as many students commonly observed drivers running red lights.



Figure 17: HYPU Youth Taking the Mentimeter Poll Prioritizing Draft Actions on their Phones

Additionally, participants shared that physical infrastructural improvements would be immediately impactful for their communities, such as improving lighting (Draft Action #10) and increasing separation of conflicts at intersections (Draft Action #7).

As the group held a consensus that physical and visible changes to the environment would be most helpful, lowering posted speed limits (Draft Action #2) was not a priority. Participants overwhelmingly reinforced that drivers in their communities would not follow speed limit signs and shared that signage alone would not change poor driver behavior without physical intervention in the built environment such as speed bumps.

Overall, HYPU attendees also favored infrastructure-based actions that would support with complete sidewalks, improved lighting, safer intersections, and separation between drivers and VRUs. Feedback from the group reiterated priority for investment in VRUs conditions, especially along areas near schools.

Phase 3: Draft Plan Review

This phase of outreach includes sharing and receiving input on the Draft VZAP with the community. The Draft VZAP is open for public comment and review through August 17th 2026 at the following link:
<https://sacramento.konveio.com/vision-zero-action-plan-update-public-draft>

Attachment A

Below is the continued community feedback collected from the in-person workshop station, "What does transportation safety mean to you?"

- Streets without through car traffic. Safe for unattended children to cross.
- Being too fast is dangerous. Being too slow is dangerous too!
- Electronic speed monitoring
- More enforcement. Too many bikes on sidewalks. Bike and bike lanes on the wrong side of the street.
- Close some roads to cars with separate bike and pedestrian lanes
- Purposely design roads to be more difficult to drive on. This forces drivers to pay attention and focus. For example, narrow lanes and roads.
- How many minutes should you save on your drive to make up for a death?
- Increase the quality of life by saving lives
- Get me away from cars, please
- Not just the reduction of accidents, but the confidence of not needing to look over my shoulder while walking or biking
- Remove speed bumps on Greenhaven!
- Arrive home safely and peacefully.
- The priority is cars. When should we prioritize everything else
- Fewer accidents in the public
- No deaths
- Remove speed bumps on Meadowview!!!
- Delivery vehicles blocking bike lanes
- All people feel safe to walk, bike, and take public transportation
- Keeping our youth safe
- Piles in the bike lanes have been removed
- What about bike lanes that end in downtown? (around the Capitol)
- Safe driving at all times, no matter the weather conditions, and having the ability to adapt
- Paris has had such a good experience, closing roads to cars, they're slated to close hundreds more
- Cars, opening car doors against bicyclists
- W and X streets are very dangerous for pedestrians and bikes
- Slow traffic in residential and commercial areas. Protect/encourage walking, biking, and rolling.
- What works is J & 17th St, where you push a button, and cars stop immediately.
- Enforcement of speed limits
- A place for every user, and every user knows their place. So, we can all commute safely!
- It's all about road/street design.
- Do safe routes to school include daylighting? Plan and create a school/community engagement opportunity at all Sac Unified school sites
- 20 is plenty, education campaign, no more education programs beyond that
- Purposely design roads, more difficult to drive on. This forces drivers to pay attention and focus (i.e. Narrow roads)
- Bike lanes for traffic calming



- Designing streets that prevent injuries
 - Close at least 50% of the city's streets to cars
 - More officers are giving tickets for speeding, fewer for parking
 - Bikes and cars on separate streets, period.



VISION ZERO
SACRAMENTO

Attachment B

Below is the continued community feedback collected from the open-ended comments from the in-person feedback station:

- A travel path should be provided for all road/street users, and it should be safe and efficient, depending on the purpose of use – throughput or turning. It's all about design. Where do bikes go? Where do pedestrians go? Where do through cars go? Where do the turning cars go? Where do the trees go? Where do the parking spots go? Where do bus stops go? Where do wheelchairs go? Where do emergency vehicles go? Where can we share the lane with different users? Where should we have exclusive-use lines? Design a network to cover all of these uses – what would that look like?
- There are apps like "Love to Ride" that can report near misses while biking. Adding near-miss reports to the scoring will provide input on risk assessments of roads/intersections. Also, in the future, new risk assessment metrics might be introduced. How flexible will the analytical datasets be for calculations over the next five years?
- 42nd and H is much better after the rebuild. It's still daunting for bikes and peds. Please prioritize bike and ped corridors when there is significant potential for connectivity among already safe routes. Please prioritize projects expected to save the most lives or prevent the most morbidity per dollar.
- Try to implement the following priority. For each change, try to estimate the cost per life or severe injury saved. Prioritize the most cost-effective.
- This was a great event and an opportunity to contribute input to the plans' 2nd proposal. The presentation was very informative. The project's name is confusing to me. "Vision Zero" implies to me no vision. That fails and sounds confusing, given that the projects include greater visibility. It was hard to see some of the posters or hear what was being said at some of the stations. Overall, I appreciate the information and opportunity to provide input. Thank you also for the snacks.
- Thank you!
- Partner with and adopt the Slow Down Sacramento Policy Priorities
- Some of the higher-incident streets should not have bike lanes added → , as they would increase danger for everyone. Shift bikes to less busy/dangerous streets. Better sidewalks and more frequent crosswalks on higher-incident streets. Must allow ease and safety for pedestrians on all streets. Do not narrow already busy/risky thoroughfares by adding bike lanes.
- I promote #11 in Draft Actions. Enforce speed limits with more compliance officers. Monitor the success of existing speed limits. Are people complying with posted limits?
- Freeways! First, we used them to bulldoze Sacramento's Black and Asian American communities. Now, their speedways encourage folks to keep the speed when they get off the freeway. Streets like W and X are very dangerous for pedestrians and cyclists trying to cross because freeways are so speedy. Crossings through underpasses are also dangerous and confusing for non-car users. H has no bike lane that disappears under the underpass. Same for M, which is so nice in East Sac but disappears. 19th and 21st require changing the side of the street. Work with CalTrans!
- Separate bike-only streets, closed to cars. EW + NS through fares. Safety and adequate sidewalks and crosswalks for all pedestrians
- More workshops like this, please! Thank you!



- Raised crosswalks – particularly where there are already stop signs, especially with modal filters.
Pros
(1) prevent cars from waiting until they are in the crosswalk to stop
(2) improve sentiment towards modal filters
(3) stop sign already there so political willpower is easy
(4) PoC for raised crosswalks “everywhere.”
Cons – None? ☺
- When the city spends millions to redesign a road, the result should not be halfway done designs that are better but still unsafe. We should copy designs from the best cities in the world, not peer cities in the US.
- Separated bike and bus lanes should be a high priority. Bike lane design should be for daily trips and commuting, not just recreational. Reducing road noise and tire/tailgate emissions should be part of Vision Zero.
- Consider using concrete or steel bollards for separated bike lanes. Some streets can be fully pedestrianized. Raised crosswalks are most effective or slowing cars at intersections. Engineering controls are more effective than administrative controls (i.e. geometrical street changes over driver education). Going after repeat offenders (DUI, LED light running, speeding) is an effective way to remove dangerous drivers from the road.
- Bike routes/ boulevards, new traffic, calming, diverters, no two-way stops across large one-way roads, otherwise it is just pain on the road. Implement diverters, particularly on school routes for safe biking. Use race, intersections – slow cars, eliminate the need for ADA ramps. Use angle parking to narrow streets.
- The countdown for pedestrians at an intersection varies, even at street intersections of the same size. That means that a bicyclist doesn’t know how long they have to cross the intersection. Multiple turn lanes across pedestrian walkways are very dangerous. Freeways merge with surface streets, and exit-ramp junctions are dangerous. W & X street intersections are bad for bikers and pedestrians. Bike lanes are discontinuous, especially nearing intersection.



Attachment D

Neighborhood Conversations Outreach Promo Flyers

Flyers were available in English, Spanish, and Hmong per the request of each Neighborhood Conversation Partner. Event details were adjusted based on each partner's unique logistics and a tailored RSVP Google Form—also translated in English, Spanish, and Hmong per the request of partners—was shared on all flyers.

NEIGHBORHOOD CONVERSATIONS

Join us for a conversation around Safer Streets in our neighborhood!

We're partnering with the City to host a community conversation in our neighborhood that falls along a corridor with some of the highest rates of traffic deaths and severe injuries.

These gatherings are your opportunity to shape City priorities, share your lived experiences, highlight what matters most for street safety, and guide the actions that will have the greatest impact in our community.



EVENT DETAILS

 **February 11, 2026**
10 AM - 11:30 AM

 **Maple Neighborhood Center**
3301 37th Avenue
Sacramento, CA 95824
In the Conference Room

 **visionzerosac.org**

RSVP 
tinyurl.com/LAFCC11

Questions? Email Aika Miranda
amiranda@civicthread.org



CONVERSACIONES COMUNITARIAS

¡Únase con nosotros para una conversación sobre Calles Más Seguras en nuestro vecindario!

Nos estamos asociando con la Ciudad para organizar una conversación comunitaria en nuestro vecindario, que se encuentra a lo largo de un corredor con algunas de las cifras más altas de muertes por tráfico y lesiones graves.

Estas reuniones son su oportunidad para influir en las prioridades de la Ciudad, compartir sus experiencias vividas, destacar lo que más importa para la seguridad en las calles y guiar las acciones que tendrán el mayor impacto en nuestra comunidad.



DETALLES DEL EVENTO

 **11 de febrero, 2026**
10 AM - 11:30 AM

 **La Familia**
Maple Neighborhood Center
3301 37th Ave
Sacramento, CA 95824
En la sala de conferencia

 **visionzerosac.org**

RSVP 
tinyurl.com/LAFCC11

¿Preguntas? Contáctese con
Aika Miranda amiranda@civicthread.org



NEIGHBORHOOD CONVERSATIONS

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EVENT DETAILS

 **February 15, 2026**
10:30 AM - 12 PM

 **Stanford Settlement
Neighborhood Center**
450 West El Camino Ave
Sacramento, CA 95833
In the Activity Room

 visionzerosac.org



tinyurl.com/GNNA15

Questions? Email Aika Miranda
amiranda@civicthread.org

CONVERSACIONES COMUNITARIAS

¡Únase a nosotros para una conversación sobre Calles Más Seguras en nuestro vecindario!

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Estas reuniones son su oportunidad para influir en las prioridades de la Ciudad, compartir sus experiencias vividas, destacar lo que más importa para la seguridad en las calles y guiar las acciones que tendrán el mayor impacto en nuestra comunidad.



DETALLES DEL EVENTO

 **15 de Febrero, 2026**
10:30 AM - 12:00 PM

 **Stanford Settlement
Neighborhood Center**
450 West El Camino Ave
Sacramento, CA 95833
En el cuarto de actividades

 visionzerosac.org



tinyurl.com/GNNA15

¿Preguntas? Contáctese con
Aika Miranda amiranda@civicthread.org



VISION ZERO
SACRAMENTO

NEIGHBORHOOD CONVERSATIONS

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EVENT DETAILS

 **February 18, 2026**
2:00 PM - 3:30 PM

 **Grant Union High School**
1400 Grand Ave
Sacramento, CA 95838
Room: A-105

 visionzerosac.org

**R
S
V
P** 
tinyurl.com/IYTGRANT18

Questions? Email Aika Miranda
amiranda@civicthread.org



NEIGHBORHOOD CONVERSATIONS

Join us for a conversation around Safer Streets in our neighborhood!

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These gatherings are your opportunity to shape City priorities, share your lived experiences, highlight what matters most for street safety, and guide the actions that will have the greatest impact in our community.



EVENT DETAILS

 **February 19, 2026**
3:40 PM - 5:15 PM

 **Valley High School**
6300 Ehrhardt Ave
Sacramento, CA 95823
Room: H-13

 visionzerosac.org

**R
S
V
P** 
tinyurl.com/IYT-Valley-VZAP

Questions? Email Aika Miranda
amiranda@civicthread.org



VISION ZERO
SACRAMENTO

NEIGHBORHOOD CONVERSATIONS

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These gatherings are your opportunity to shape City priorities, share your lived experiences, highlight what matters most for street safety, and guide the actions that will have the greatest impact in our community.



EVENT DETAILS

 **February 20, 2026**
4:00 PM - 5:30 PM

 **Hope Center**
631 Eleanor Ave
Sacramento, CA 95815
In the Big Room

 visionzerosac.org

**R
S
V
P**



tinyurl.com/NCHYPU220

Questions? Email Aika Miranda
amiranda@civicthread.org



City of
SACRAMENTO
Department of Public Works
Mobility and Sustainability

 **VISION ZERO**
SACRAMENTO
Our Safety is Homegreen

ZEJ ZOG KEV SIB THAM

Koom nrog peb sib tham txog Kev Nyab Xeeb hauv peb lub zej zog!

Peb tab tom koom tes nrog hauv Nroog los koom kev sib tham hauv zej zog ntwam peb ib cheeb tсам uas poob rau qee tsev neeg tuag uas coob tshaj plaws los ntwam tsheb tsoo thiab raug mob hnyav.

Tej kev sib ntsib no yog koj lub sij hawm los hais rau hauv tsoom fww, los piav txog koj tej kev paub, qhia txog yam tseem ceeb tshaj plaws rau kev nyab xeeb ntwam kev tsheb, thiab coj cov kev coj ua uas yuav cuam tshuam loj tshaj plaws hauv peb lub zej zog.



KEV SIB THAM KOM PAUB MEEJ

 **Lub 2 hlis hnuv tim**
20, 2026
4:00 PM - 5:30 PM

 **Hope Center**
631 Eleanor Ave
Sacramento, CA 95815
hauv chav loj

 visionzerosac.org

**R
S
V
P**



tinyurl.com/NCHYPU220

Yog muaj lus nug? Email Aika
Miranda amiranda@civicthread.org



City of
SACRAMENTO
Department of Public Works
Mobility and Sustainability

 **VISION ZERO**
SACRAMENTO
Our Safety is Homegreen



VISION ZERO
SACRAMENTO


Attachment E

Neighborhood Conversation Slide Deck

The slide deck was translated and made available in the following languages: English, Spanish, and Hmong.

Before we get started...

CHAT WITH YOUR NEIGHBOR



VISION ZERO | Fehr&Peers
SACRAMENTO

? What's the best/favorite/most frequent walk you have taken in this community?

? What's one place you don't like walking or biking, and why?

Neighborhood Conversations



VISION ZERO | Fehr&Peers
SACRAMENTO



Agenda

1

Welcome

- Introductions
- Icebreaker
- Purpose of today's meeting

2

Context Setting and High Injury Network

- What is Vision Zero?
- Progress from 2018 Action Plan
- High Injury Network
 - Feedback
- Draft Actions

3

Conversations

- Group Discussion
- Mentimeter Activity

Purpose of Today's Meeting



Gather community support, priorities on the High Injury Network, and feedback Draft Actions based on your experiences and priorities to ensure that the actions reflect community needs.



Sacramento Vision Zero Action Plan (2018)



Vision Zero 2018 Actions

Of the **41 actions** in the 2018 Plan, **29 are completed or in progress.**

- Progress towards implementation of top corridors
- Of 12 actions that were not completed, some required involvement from outside of Transportation Planning or Public Works
- Other required changes at the State level, such as lowering the legal blood alcohol level

WORK DONE IN SACRAMENTO

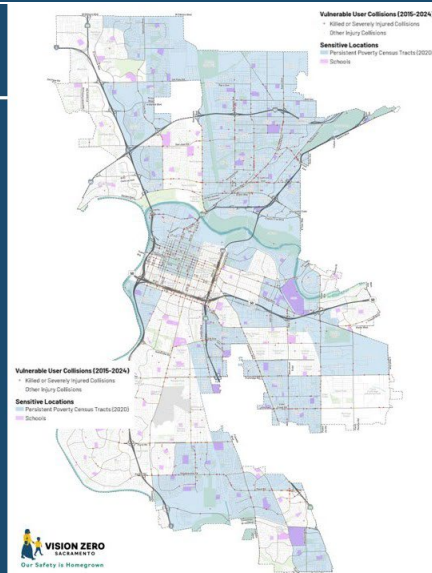
Broadway	In design, construction estimated 2026
12th Street	Road diet done!
Marysville Blvd	In design, have most of the needed construction funding
Stockton Blvd	Preliminary design underway as part of the Stockton STEP (Safety and Transit Enhancement Project) project
Arden Way	Won Caltrans planning grant, planning started
Howe Ave	Planning phase nearly complete

High Injury Network (HIN)

- The streets the City will focus on for improving safety.
- New state law now allows cities to also give additional priority to streets with crashes:

(1) involving vulnerable road users (i.e., people walking or biking, youth or older adults)

(2) within or near sensitive areas (i.e., near schools or within disadvantaged communities)



DISCUSSION

What do you think is most important for the data to highlight?

Crashes involving people walking, biking, or using mobility devices, or

Crashes happening near schools or in disadvantaged communities or

Are they equally important?



Vision Zero Draft Actions



- What are Draft Actions and how does the High Injury Network connect to Draft Actions?
- Approach to Actions' Impact and Effectiveness



Top 10 City Prioritized Draft Actions

1. Keep safety-focused projects at the top of the City's construction list.

2. Identify opportunities where posted speed limits could be lowered.

3. Identify busy business areas (like downtown grid) and set default speed limits of 20 mph to improve safety.

4. Update the City's project report template to clearly explain how each project improves safety and reduces crashes.

5. Complete priority sidewalk gaps identified in the Streets for People Plan.

Top 10 City Prioritized Draft Actions

6. Continue design and grant efforts for the top 10 priority corridors, focusing on slowing traffic and safety in Areas of Persistent Poverty.

7. Build projects that reduce serious crashes at intersections, especially where cars conflict with other cars, or with people walking, or people biking.

8. Update street design standards to better support complete streets and reduce the risk and severity of crashes.

9. Update traffic signal guidelines to include proven safety tools like head starts for pedestrians, fewer right turns on red, and safer left-turn signals.

10. Improve how street lighting and landscaping are funded and installed so streets are better lit and safer, especially along the high-injury network.

Conversations



Group Discussion: Draft Actions - Q1



Looking at these example draft actions, which ones feel most impactful for you and/or your community and why?

Which examples don't seem like they would create tangible improvements in your community? What about them doesn't work?

Group Discussion: Draft Actions - Q2



What outcomes or changes matter to you most?

For example, slower traffic speeds, safer crossings, better access to key destinations, programs, etc.

Group Discussion: Draft Actions - Q3



Is there anything missing such as an issue, barrier or idea that isn't captured in the draft actions yet?



Group Discussion: Draft Actions - Q4



Do these feel like the right actions to be prioritizing? Why or why not?



Mentimeter Activity

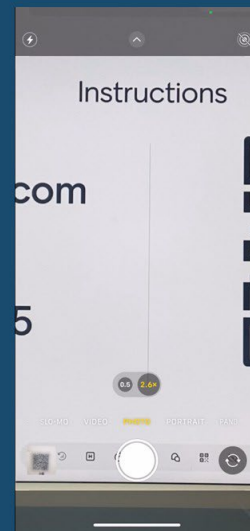
Activity: Mentimeter Instructions

STEP 1: Take out your smartphone or use one of the City shared iPads.

STEP 2: Scan the QR Code and open the poll in a web browser. Raise your hand if you need support with this.

STEP 3: Respond to the 4 questions in the poll and hit "SUBMIT."

STEP 4: If you are sharing a device, pass it on to the next person and hit "PARTICIPATE AGAIN."



Activity: Mentimeter Overview

1. Rank the draft actions that feel most impactful for your community.
2. **Is there an issue, action, or community need that is missing or that wasn't specifically named?**
3. Is there ONE draft action that doesn't seem like it would create a tangible impact in your community?
4. Do these feel like the right actions to be prioritizing?

Is there an issue, action, or community need that is missing or that wasn't specifically named?

Short responses are recommended. You have 200 characters left.

You may submit multiple responses
Thanks, we received your input!

Submit

Next question

Mentimeter

Thanks for joining!

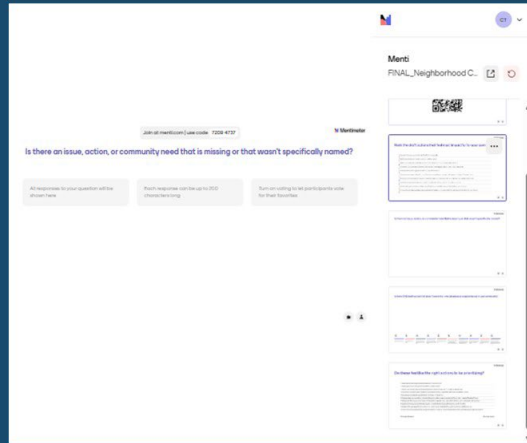
Sign up for Mentimeter

View the results

Participate again

Activity: Mentimeter

1. Rank the draft actions that feel most impactful for your community.
2. **Is there an issue, action, or community need that is missing or that wasn't specifically named?**
3. Is there ONE draft action that doesn't seem like it would create a tangible impact in your community?
4. Do these feel like the right actions to be prioritizing?



VISION ZERO
SACRAMENTO



Thank you!

How to Stay Involved



Provide Feedback! Participate in surveys or see us at our pop-in events.

Stay Informed! Subscribe to the Vision Zero Plan updates (visionzerosac.org) and receive information on new safety initiatives, upcoming events, and ways to get involved.

Spread the Word! Help us raise awareness with your family, friends, and neighbors.



Attachment F

Neighborhood Conversation Draft Actions Handout

The Draft Actions handout was translated and made available in the following languages: English, Spanish, and Hmong.

Draft Actions

What are "actions" and how were they developed?

Actions are listed in the Vision Zero Action Plan to give direction to City staff and other agency partners on the 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.

Types of actions include: new or modified processes and programs, implementing street changes, education, advocacy, and collecting new data.

HIGH PRIORITY

ID #	Type of Action	Draft Action
1	Modify Existing Process	Continue to incorporate safety priority projects (i.e., Top 10 Corridors) into the Capital Improvement Plan (CIP) project list and integrate the updated High-Injury Network into the Transportation Priorities Plan (TPP) Scoring Process.
2	Modify Existing Process	Review CIP list to identify opportunities where posted speed limits could be lowered consistent with new state law that makes it easier to lower posted speed limits.
3	Implement Street Changes	Consistent with new state law, identify Business Activity Districts across the City (e.g., the downtown grid) and establish <i>prima facie</i> speed limits of 20 mph.
4	Modify Existing Process	Modify the City's Project Report template to include a section on safety, description of responsive and proactive opportunities to improve safety, and how the concept plan will address these issues.
5	Implement Street Changes	Complete sidewalk gaps identified as priority in the Streets for People Plan that are prioritized through the TPP.
6	Implement Street Changes	Continue developing designs and securing grant funding for the Top 10 priority corridors identified in the 2018 Action Plan, with a focus on roadway designs for reduced speeds and in Areas of Persistent Poverty.
7	Implement Street Changes	Complete 10 projects that separate severe vehicle-vehicle conflicts as well as vehicle-people or vehicle-bike conflicts at intersections.
8	Modify Existing Process	Update City street design standards to reflect complete streets and designs reflective of reducing exposure, likelihood, and severity (i.e., the three components that influence risk of severe crashes). Include review and enhancement to City's roundabout policy.
9	Modify Existing Process	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 on Red, and other similar strategies.
10	Modify Existing Process	Help advance discussions on how to change the way lighting and landscaping is funded and implemented in the City with the purpose of making it easier to enhance street lighting to improve visibility throughout the HIN.
11	Implement Street Changes	Implement red light running camera program.
12	Implement Street Changes	Continue the Vision Zero Tactical Action Group (TAG) with a focus on responding to KSI crashes.

MEDIUM PRIORITY

ID #	Type of Action	Draft Action
13	New Process	Create a Speed and Conflict Management Plan. It would identify desired slow speed for each City street, strategies for slowing vehicle speeds to desired speeds; and strategies for managing conflicts.
14	Modify Existing Process	Work with transit agencies to evaluate stop placement and access, confirm stops are at logical crossing locations, and implement the S4P plan to improve transit stop access.
15	Implement Street Changes	Continue building the separated bikeway network consistent with the Streets for People Plan.
16	Implement Street Changes	Install at least 10 pedestrian crossing treatments on the HIN. Including at least 5 within a 0.25 miles of parks and schools and at least 5 within 0.25 miles of bus/transit stops.
17	New Process	Regularly update online, interactive crash data map, dashboard, and website.
18	Implement Street Changes	Install 10 low-cost safety improvements per year, including new road markings, signs, and minor signal modifications per year including, at least one low-cost or pilot project engineering countermeasure project in a neighborhood-serving commercial area each year.
19	New Process	Develop a driveway closure program on High Injury Network commercial corridors.
20	Modify Existing Process	Include Vision Zero on agendas for all transportation-related City sponsored meetings and education opportunities such as the Planning Academy.
21	New Process	Convene regular meetings of departmental representatives and the Vision Zero Task Force to coordinate Vision Zero efforts, including education and engagement after the VZAP is adopted.
22	Education	Develop and release a press release or similar to encourage media professionals to improve how they report on traffic crashes and roadway safety.
23	New Process	Establish quarterly Vision Zero meetings with the City's Public Works, Police, and Fire Departments.
24	Modify Existing Process	Encourage RT to expand free or subsidized transit fares during holidays and for special events to reduce exposure (i.e., vehicle miles traveled) and potential incidences of DUIs.
25	Advocacy: Legislation	Support legislation on Automated Speed Enforcement allowances in Sacramento.
26	Implement Street Changes	Complete 10 projects focused on reducing vehicle speeds on arterials and separating severe conflicts at intersections using signal phasing and timing changes to accelerate implementation.

LOW PRIORITY

ID #	Type of Action	Draft Action
27	New Process	Publish an annual report to measure progress against the goals of the Action Plan.
28	New Program	Launch high-visibility enforcement campaigns to slow vehicle speeds, encourage yielding to pedestrians, increase awareness about traffic safety near transit stops, schools, and parks. Campaigns will focus on HIN corridors.
29	New Data	Study opportunities to purchase and use Big Data such as speed data, hard braking data, and/or near-miss data to analyze safety trends.
30	New Process	Create Curb Management guidelines to provide safety at the curb with existing and emerging mobility options (AVs).
31	Education	Develop a continuing marketing campaign for transportation safety focused on key behaviors (impaired driving, driving at unsafe speed, driving speed limit, etc).



Attachment G

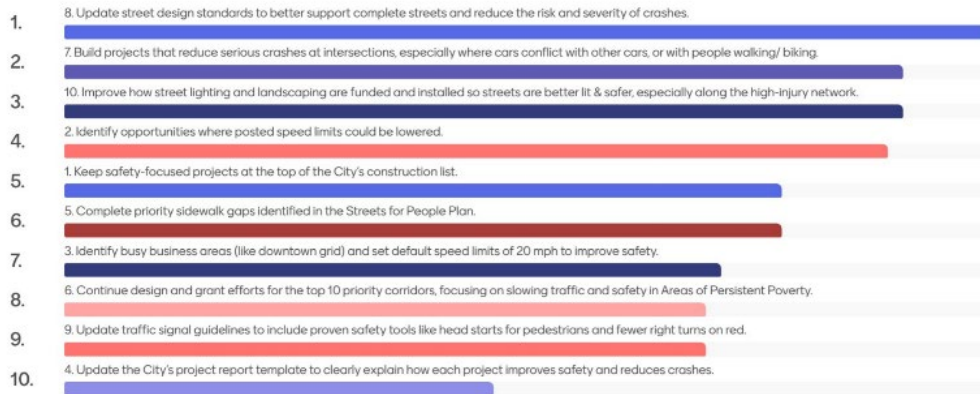
Mentimeter Results by Event

Mentimeter Results (English): La Familia

Date	Time	Language(s)	Number of Participants
Wednesday, February 11, 2026	10:00 AM – 11:30 AM	English, Spanish	13

Mentimeter

Rank the draft actions that feel most impactful for your community.



Mentimeter

Is there an issue, action, or community need that is missing or that wasn't specifically named?

At this time, not at this time

The Franklin blvd construction is going to be very nice when completed. I hope trees will also be planted to shade pedestrians, and that improvements continue to south Sacramento to Florin Road.

Problems we have in the neighborhood with crowded cars in the street unable to walk or drive

We did not talk about the smog issue if we can use soft problems ever using bike lanes or walk lanes better in the future

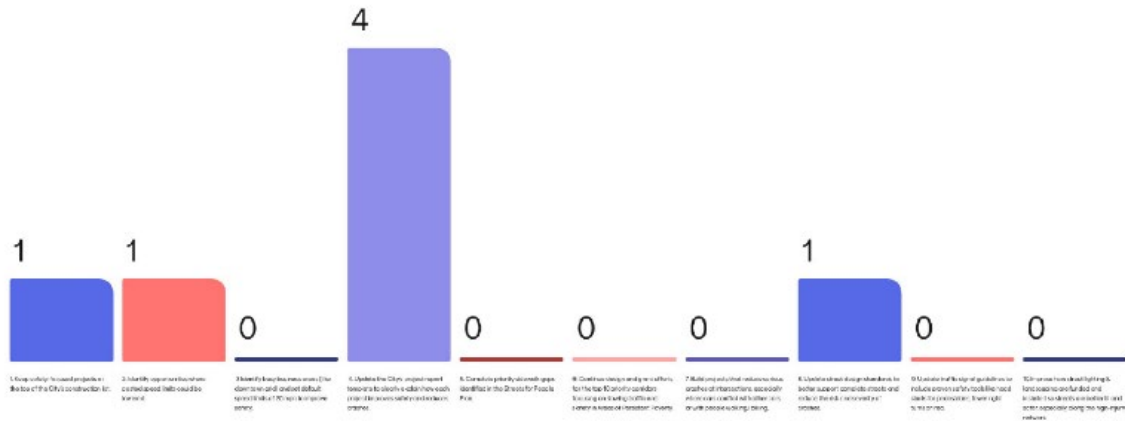
Speed and red light cameras are faulty/don't work. Addressing poor driver behavior/habits of running red lights



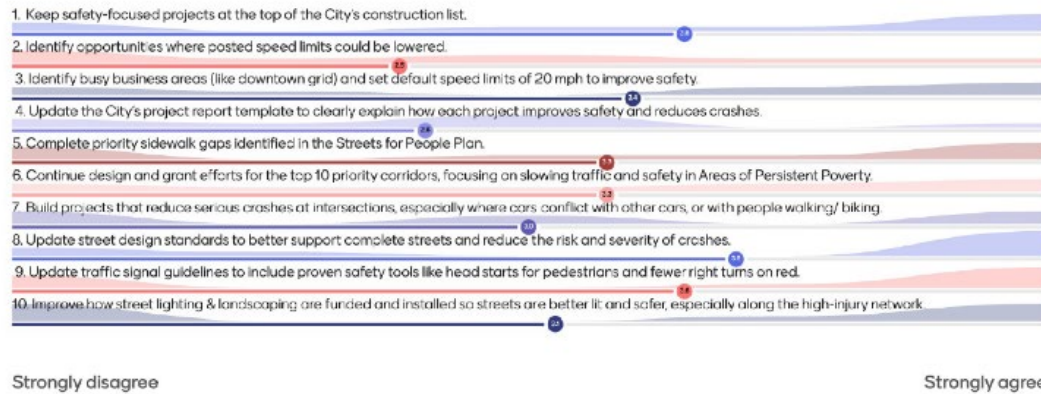
Is there an issue, action, or community need that is missing or that wasn't specifically named?

Please clearly mark the streets	Road marking	Street cameras dont work	I'm very concerned with addressing the senior population needing safe & reliable transportation
Look at 911 calls to see if that matches where traffic accidents or collisions occur.	Road marking	Me better public transit for it for those that don't have cars. Have better lighting . Panera areas to walk in.	Public transportation upgrade especially like there's no buses that go to 47 ave light rail station. Crosswalk light at known corridors and community hubs. Improve bike pedestrian routes and safety

Is there ONE draft action that doesn't seem like it would create a tangible impact in your community?



Do these feel like the right actions to be prioritizing?

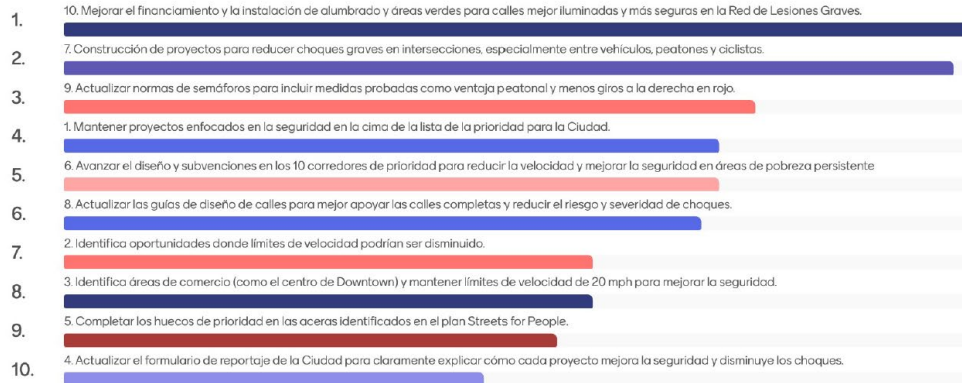


Mentimeter Results (Spanish): La Familia

Date	Time	Language(s)	Number of Participants
Wednesday, February 11, 2026	10:00 AM – 11:30 AM	English, Spanish	13



Califica las acciones que se sienten más impactantes para tu comunidad.



¿Hay algún problema, acción o necesidad comunitaria que falte o que no se haya mencionado?

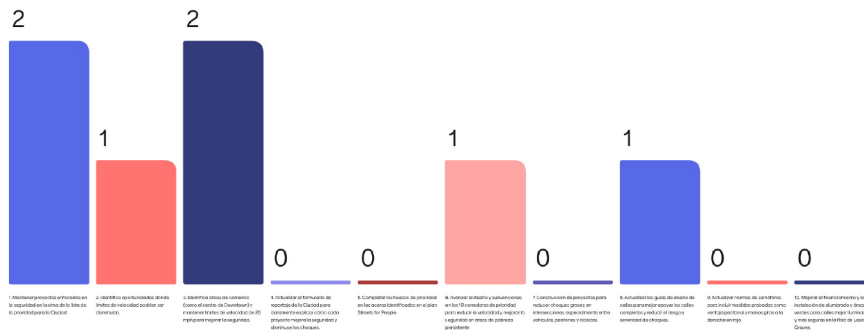
Todo está perfecto Sacramento es la mejor	No todo está perfecto	No	N/A
Darla mas prioridad a las personas que viven en la calle	Poner limites de velocidad más bajos en calles más transitadas por personas para evitar accidentes.	No	Marcar con iluminación las calles para el peatón y poner sensores que se vean de día de noche



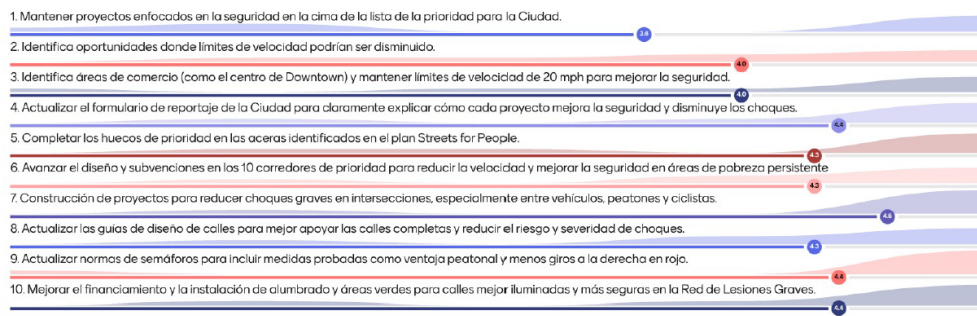
¿Hay algún problema, acción o necesidad comunitaria que falte o que no se haya mencionado?

Marcar las líneas en las calle	Limpieza de vanquetas paradas de autobuse libre de indigencia	Iluminación de luces o sensores en las líneas peatonales,	Limpieza de alcantarillas sincronizar bien los semaforos arreglo en las calles con hollas y pintar las señalamientos en las calles que no son visibles
Limpiar las banquetas donde caminan ya que hay indigentes duermen ahí y están invadidas de basura y no se puede caminar	Limpieza en las calles vanquetas y donde van las vías de las visicetas	Poner luces en las áreas peatonales para que sea visible en la noche para seguridad del peatón y el conductor	Pintar las líneas de las calles

¿Hay algún acción que parezca que no tenga efecto en tu comunidad?



¿Sientes que estas son las acciones correctas para priorizar?



Totalmente en desacuerdo

Totalmente de acuerdo

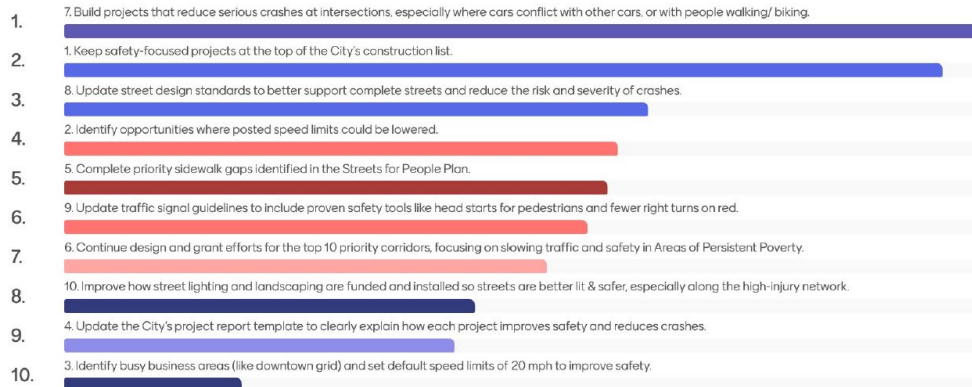


Mentimeter Results: Gardenland Northgate Neighborhood Association

Date	Time	Language(s)	Number of Participants
Sunday, February 15, 2026	10:30 AM – 12:00 PM	English	12

Mentimeter

Rank the draft actions that feel most impactful for your community.



Mentimeter

Is there an issue, action, or community need that is missing or that wasn't specifically named?

Very pleased with today's discussion all aspects were discussed and addressed.	No, all my questions were answered.	Culture of Speeding and sideshows on Northgate and side streets	No, the moderator was well versed and discussed my questions.
No.	No	There is a culture of speeding and sideshows in the area that needs to be addressed.	Researching the history of lights at the parks and whether it helps or effects the unhoused populations. Can we keep the parks cleaner with or without the lights.

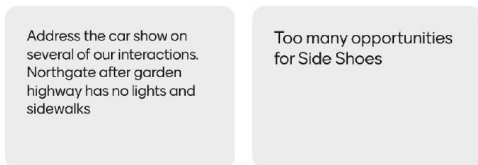


VISION ZERO
SACRAMENTO

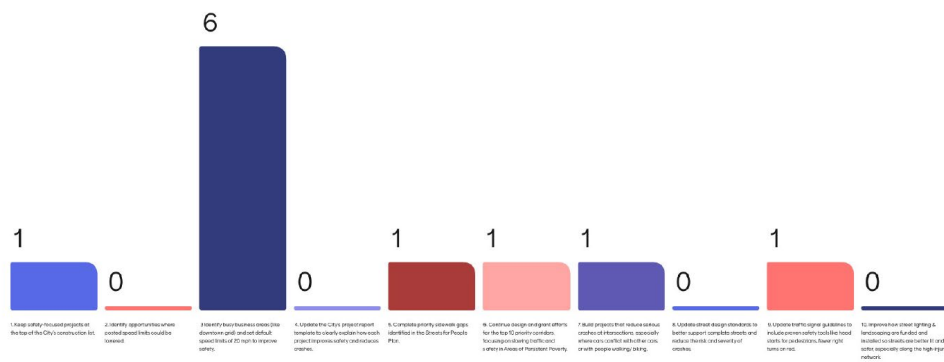
Is there an issue, action, or community need that is missing or that wasn't specifically named?



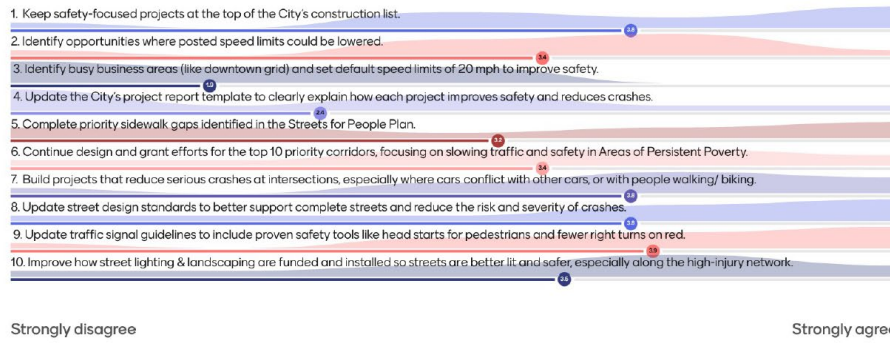
Is there an issue, action, or community need that is missing or that wasn't specifically named?



Is there ONE draft action that doesn't seem like it would create a tangible impact in your community?



Do these feel like the right actions to be prioritizing?



Mentimeter Results: IYT Grant High

Date	Time	Language(s)	Number of Participants
Wednesday, February 18, 2026	2:00 PM – 3:30 PM	English	22

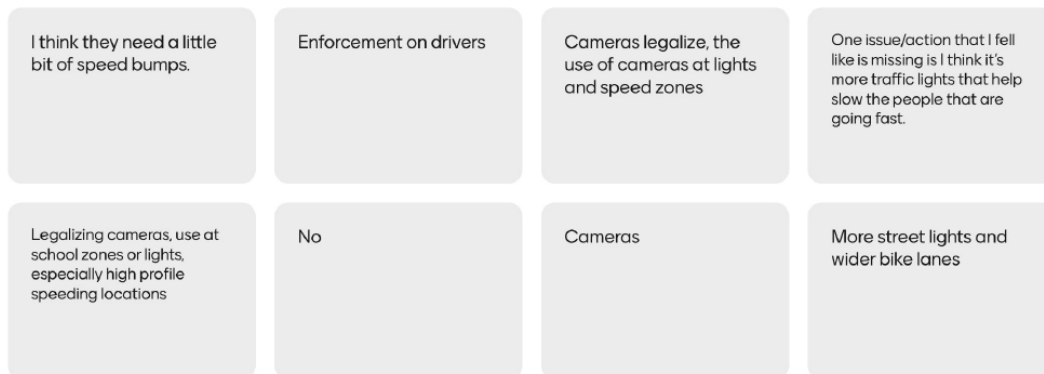
Mentimeter

Rank the draft actions that feel most impactful for your community.



Mentimeter

Is there an issue, action, or community need that is missing or that wasn't specifically named?



Is there an issue, action, or community need that is missing or that wasn't specifically named?

Not that I know of	No	Legalizing the use of cameras around school zones and traffic lights	Enforcement on drivers
No	None	There should be more speed bumps.	I already answer

Is there an issue, action, or community need that is missing or that wasn't specifically named?

Trails for running and jogging. More speed bumps and wider bike lanes	Elderly transportation	Crosswalks	I do not have any issues except for cramped streets.
Area accessibility for elderly on areas that get flooded or are unstable	Public Transport like trails away from cars and other methods of transit.	Nothing it's good	And good

Is there an issue, action, or community need that is missing or that wasn't specifically named?

I think making roads less narrow would help a lot. For example, around my house, a bike lane is implemented but is miniscule due to the narrow roads.	Shade structure over bus stops for weather	Pot whole in the in the road causes cars to swerve into other lanes causing crashes and may injured civilian	Make less narrow roads.
More speed bumps	I think number 18 should be prioritized more	Wider bike lanes and street lights by cross walks	Renovate rail roads

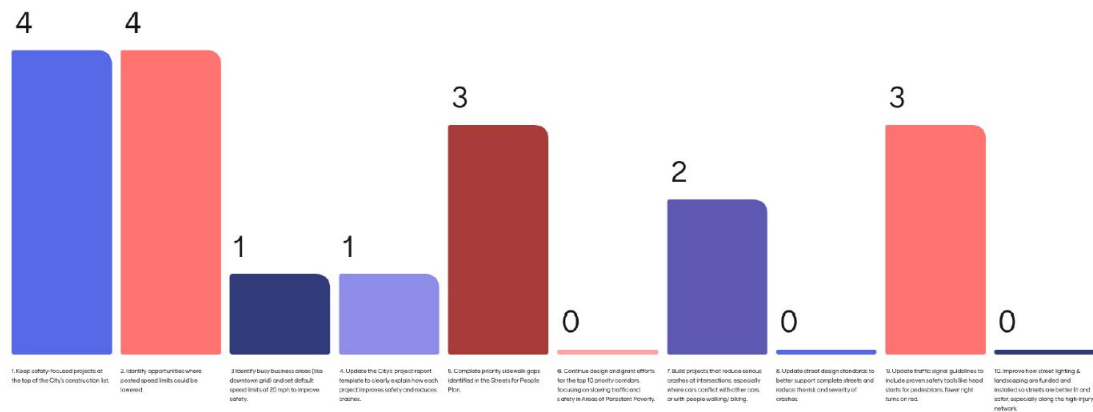


Is there an issue, action, or community need that is missing or that wasn't specifically named?

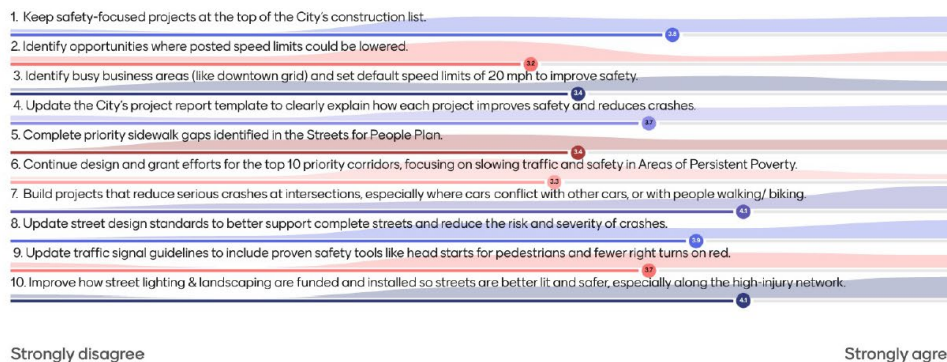
Renovate rail roads

One thing is more traffic lights so it could slow down people going fast

Is there ONE draft action that doesn't seem like it would create a tangible impact in your community?



Do these feel like the right actions to be prioritizing?

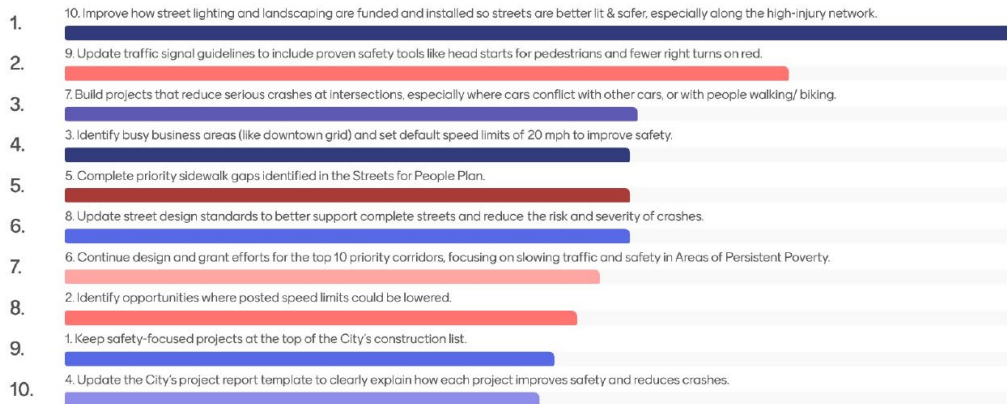


Mentimeter Results: IYT Valley High

Date	Time	Language(s)	Number of Participants
Thursday, February 19, 2026	3:40 PM – 5:15 PM	English	18

Mentimeter

Rank the draft actions that feel most impactful for your community.



Mentimeter

Is there an issue, action, or community need that is missing or that wasn't specifically named?

I hope to see more crosswalks, or stop signs in the future to more update the safety guidelines.	drivers dont see the speed limit signs on the side and i feel like the speed limit signs should be by traffic lights or under so drivers dont have to break their necks to see the limit	Pretty much everything we discussed seemed good to me, mostly everything was accurate and would've been the answers that I said. But we could prioritize more things than the other.	For others that have a conflict or an issue that people deal with like being impatient. So fix camera lighting color lighting for people and young people to keep children and older adults are safe.
To take more safety procedures and take it more seriously	Bike lanes, make them closer to a side walk. Make the lines a vibrant color so drivers can see where the bike lane is.	Be focus when outside	A specific thing thats missing from the top 10 is #13 which is New process. Creating a speed and Conflict Management Plan. It would identify desired slow speed in neighbor hoods and heavy traffic.



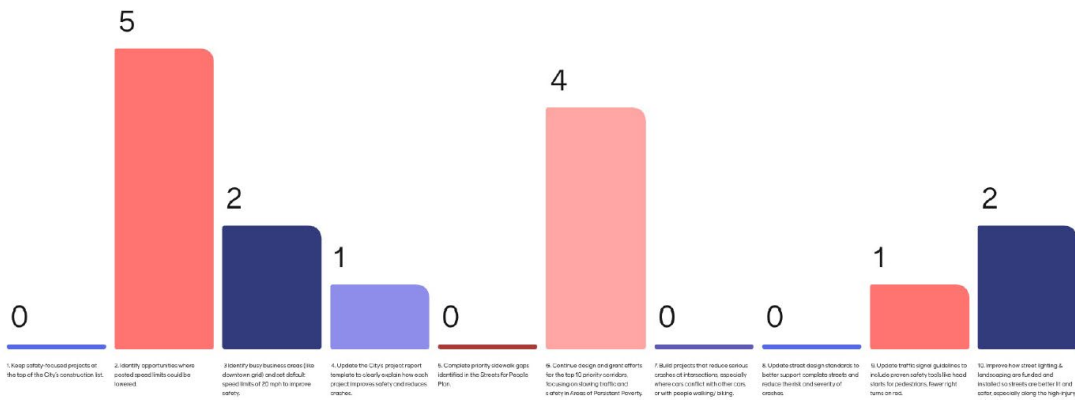
Is there an issue, action, or community need that is missing or that wasn't specifically named?

I don't completely agree with 2 and 3 because people don't mostly car or even see the speed limit signs so maybe change there locations or add stop signs and or speed bumps	An action that I want to readdress is to analyze the areas like downtown that have more car related fatalities in order to pin down the issue of that specific location	The fact that at some cross walks, people who are on the curve of a street are sometimes invisible to the drivers. We need to make a zone where people can't park and or build things impeding vision.	Red light
Number 2 was a bad idea because people don't really follow the speed limit and their is no reason that should be a good idea.	a lot of maintenance needs to be done with paint, pot holes, and speed bumps. As well as speed limit signs being placed and shown more clearly and frequently, more streets lights during night time	Bike lanes, make the side walk closer to the sidewalk so its easier to get to the sidewalk and be safe. And make the lines more wider and a vibrant color so the drivers can see.	I feel like we need to expand the sidewalk for pedestrians when walking and cyclists. Because cyclists are in the street with the cars with more percentages of injuries. And the walkers on the sidewalk

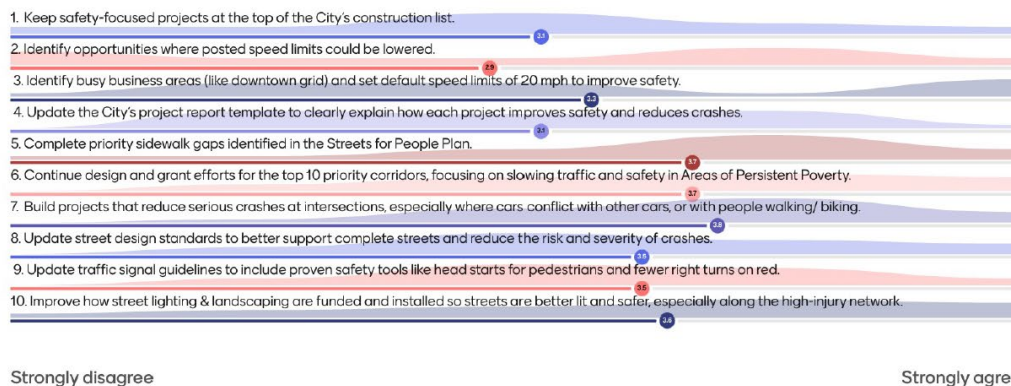
Is there an issue, action, or community need that is missing or that wasn't specifically named?

The freeway Intersection, something has to be done to correct the way the drivers exit the freeway	How people on the freeway going to fast or fix pot holes
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Is there ONE draft action that doesn't seem like it would create a tangible impact in your community?



Do these feel like the right actions to be prioritizing?

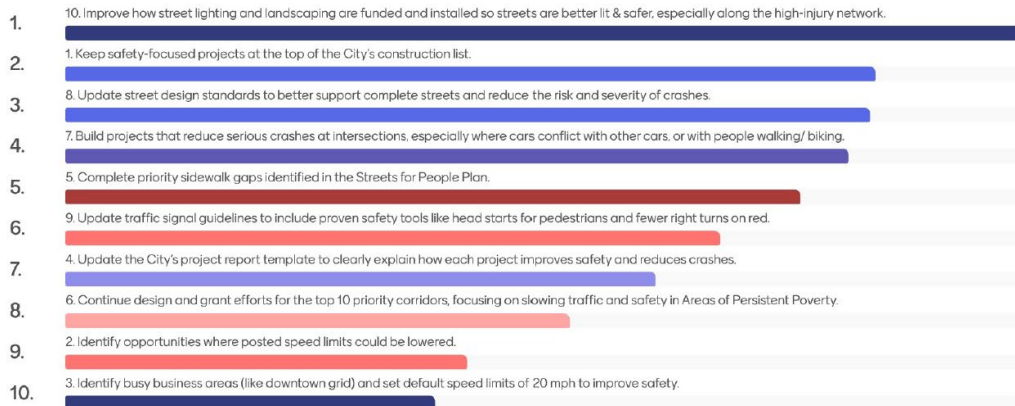


Mentimeter Results: HYPUP

Date	Time	Language(s)	Number of Participants
Friday, February 20, 2026	4:00 PM – 5:30 PM	English, Hmong	24

Mentimeter

Rank the draft actions that feel most impactful for your community.



Mentimeter

Is there an issue, action, or community need that is missing or that wasn't specifically named?

Yes, one community need that is missing for the whole world is equal access to basic needs like clean water, education, and healthcare.	Yes, one missing issue is global inequality. Many people around the world still lack basic needs like clean water, healthcare, and education, even if it wasn't specifically named.	I think we should have more programs in the communities that offer more things for the elderly.	I think they should add more speed bumps because a lot of people don't follow the speed limits.
I think every draft had went into problems that I found important but something I would want more of is crosswalks.	Nope! Everything was perfectly mentioned to my understanding of the issues that are in this community.	I think develop a driveway closure program on High Injury network commercial corridors.	N/a



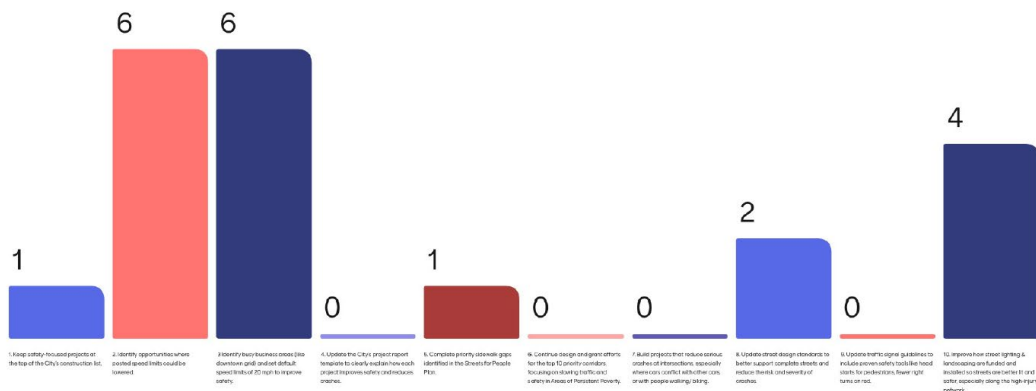
Is there an issue, action, or community need that is missing or that wasn't specifically named?

I think we should add more programs. Programs that help give others better access to certain places, especially for those who are old, disabilities, etc.	I think there should be more cameras around areas. Because what if, there's kidnapping happening and there's no one to see it. There could be stealing, car crashing, and bad things happening.	Take picture/capture car that went over speed limit and send a check to their house	There is none that is missing.
The community probably needs trash cans nearby areas that have trash a lot.	The bike line should be prioritized more there are cases where cars are in the bike lane, and it does piss bikers off. Also motorcycle lanes, there are many cases of deaths with motor bikers.	No there is no issue I can think of as right now.	I think number 15 should be near the top 10

Is there an issue, action, or community need that is missing or that wasn't specifically named?

Security cameras for day and night, it's important because there has been many of kidnappings in our area and other places too and police officers cannot find evidence or traces of the people.	Adding surveillance cameras that can detect cars who are speeding or a hit and run and street lights	I think what the community needs is having nearby trash cans that have a lot of trash near areas in public.	22.Education
Implement red light running camera program	I think that having Programs can help take elderly and youths to places instead of walking as it can be dangerous	I think 28 could be higher, because there are a lot of streets that are old, and need more improvements. I believe that not having better streets can be dangerous.	No, I feel like all mentioned are good.

Is there ONE draft action that doesn't seem like it would create a tangible impact in your community?



Do these feel like the right actions to be prioritizing?

