Comments were provided by the public during the two-month comment period in Summer 2026.

These were the recurring topics brought up by those who submitted comments on the Draft Plan.

Is Vision Zero working?

Commenters pointed out that crash totals have risen over the study period (2015–2024), which primarily includes years after the 2018 plan was completed. The City has made meaningful progress toward its Vision Zero goal through investments and safety initiatives implemented since the 2018 Vision Zero Plan. As documented in Chapter 1, these efforts have laid an important foundation, but achieving the goal of eliminating traffic fatalities and serious injuries will require sustained investment and continued street redesign focused on safety.

Where does crash data come from?

Crash data comes from police-reported collisions. It does not include unreported crashes, and crashes under investigation are added after the investigations are completed. Details like cell phone use and e-bikes are not consistently captured. More detailed information about the available crash data can be viewed at the City of Sacramento Crash Dashboard.

What if a street is not identified on the priority list?

A street not included on the priority list will not be ignored. Projects and improvements can advance on many other streets that are on the High-Injury Network. Similarly, there may be quick-builds that also occur on streets not on the priority list.

How does the plan addressing speeding?

The plan addresses speeding through a combination of strategies and actions that will reduce posted speed limits, change street geometry, and intersection operations to slow vehicle speeds. The strategies also include automated enforcement to help address red-light running and lobbying the state legislature to allow the City of Sacramento to use speed safety cameras for speed enforcement.

How does the plan address safety near schools?

The City will continue to lower speed limits near schools, as allowed by state law. School proximity is a collision profile, and school locations and crashes involving children were weighted in the High-Injury Network. The City also continues to invest in school area quick builds.

How will the plan's recommendation change streets and intersections?

Chapter 5 and Appendix D describe safety treatments the City will may use to improve safety outcomes. The specific locations of where and how those treatments are implemented will be determined through engineering studies inclusive of continued community engagement. Likely changes include slowing vehicles down, infrastructure for people walking, biking, and taking transit; and better managing conflicting paths of travel.

How will progress on the plan be reported?

Progress will be reported through an annual Vision Zero Progress Report, a continuing Task Force, the public Crash Dashboard, and notifications to residents near projects.

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