

Sacramento Vision Zero Action Plan Update

Active Transportation
Commission

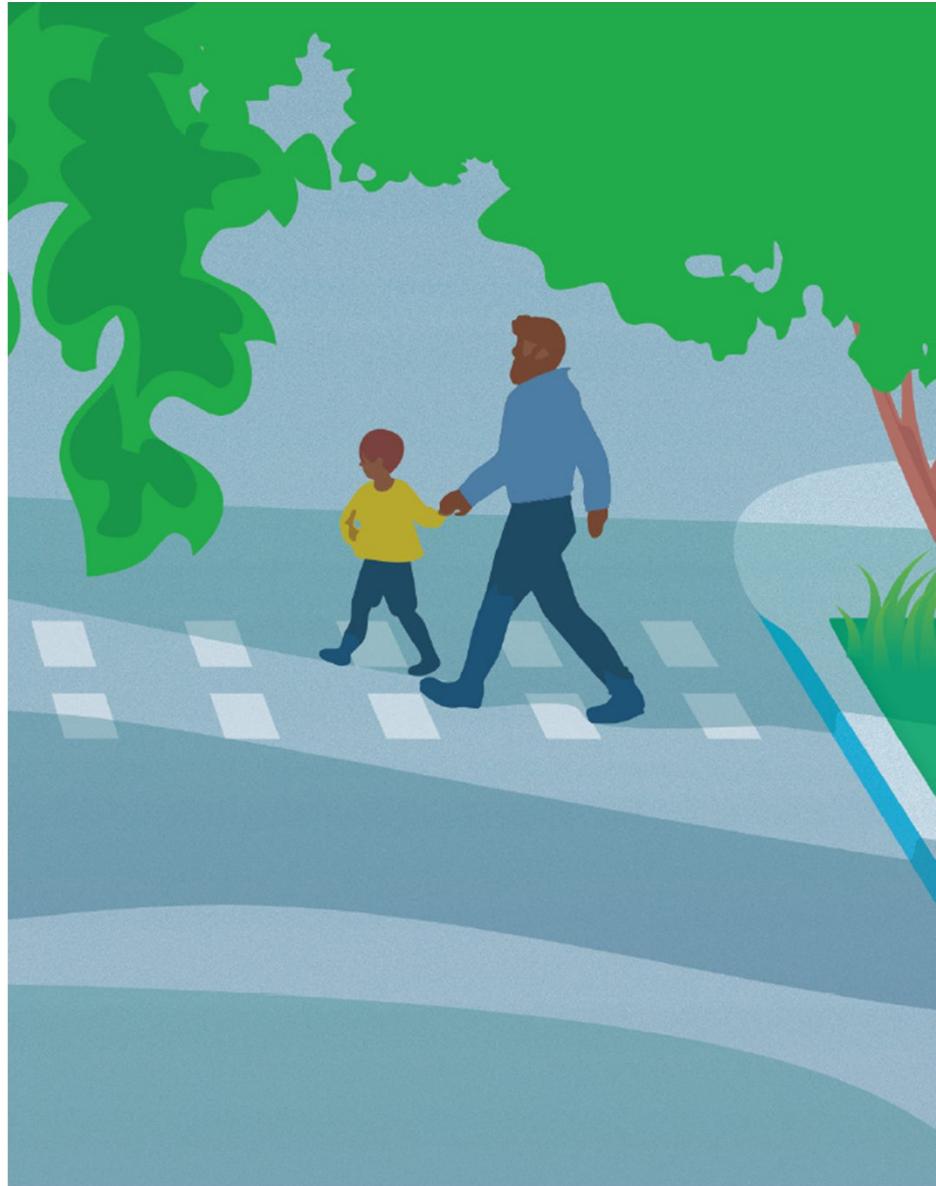
February 19, 2026

City of
SACRAMENTO | FEHR PEERS



Agenda

- Vision Zero Past, Present & Future
- Vision Zero Plan Update
- Project Schedule
- Stay Involved



Vision Zero Past, Present , and Future

What is Vision Zero?

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



Our Safety is Homegrown

Sacramento Vision Zero Action Plan (2018)



RESOLUTION NO. 2017-0032

Adopted by the Sacramento City Council

January 19, 2017

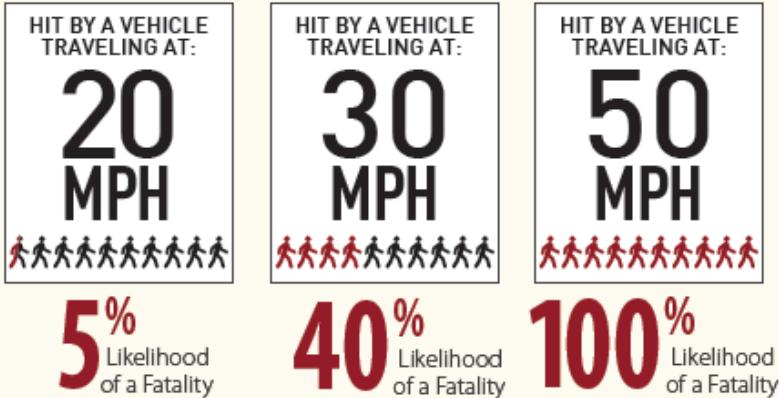
RESOLUTION OF THE CITY OF SACRAMENTO TO ADOPT A VISION ZERO GOAL

BACKGROUND

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

Sacramento Vision Zero Action Plan (2018)

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

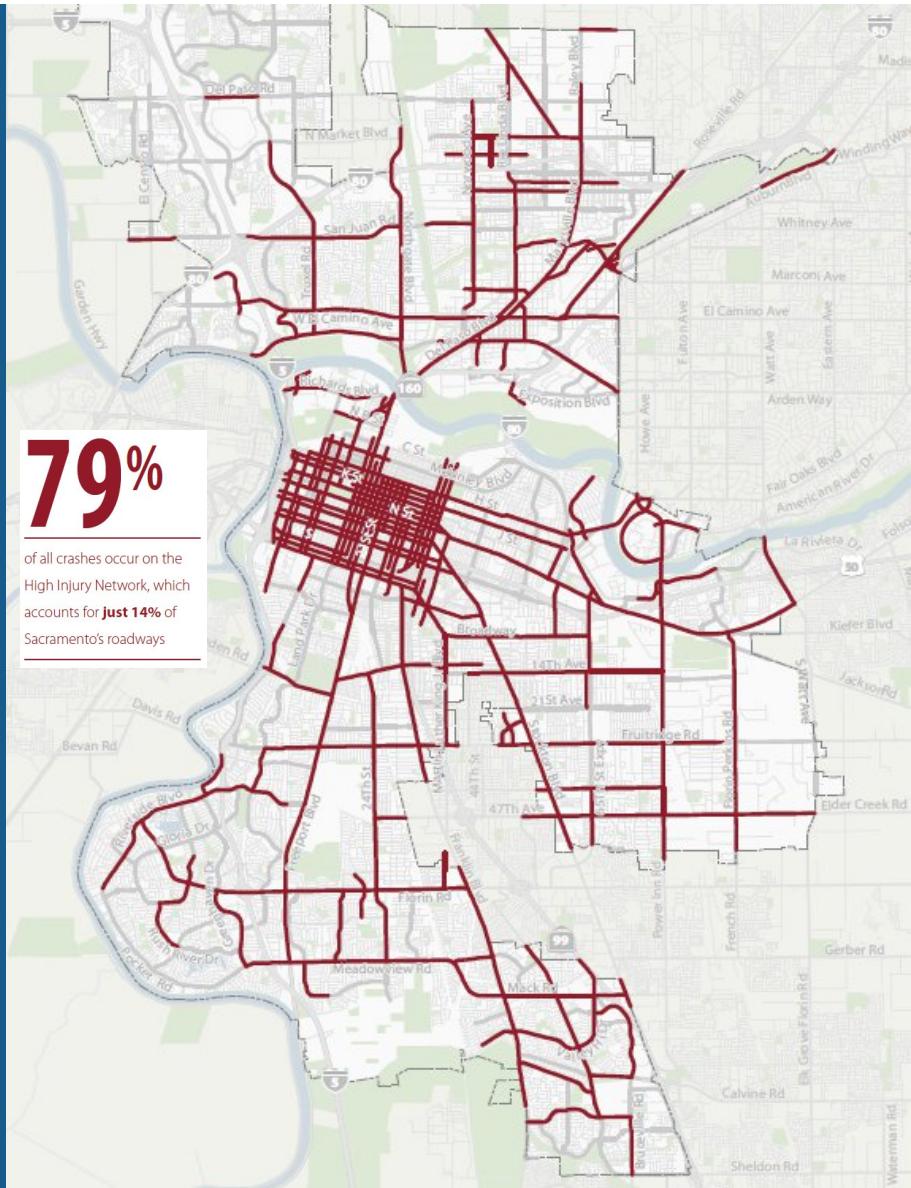


Top 10 profiles

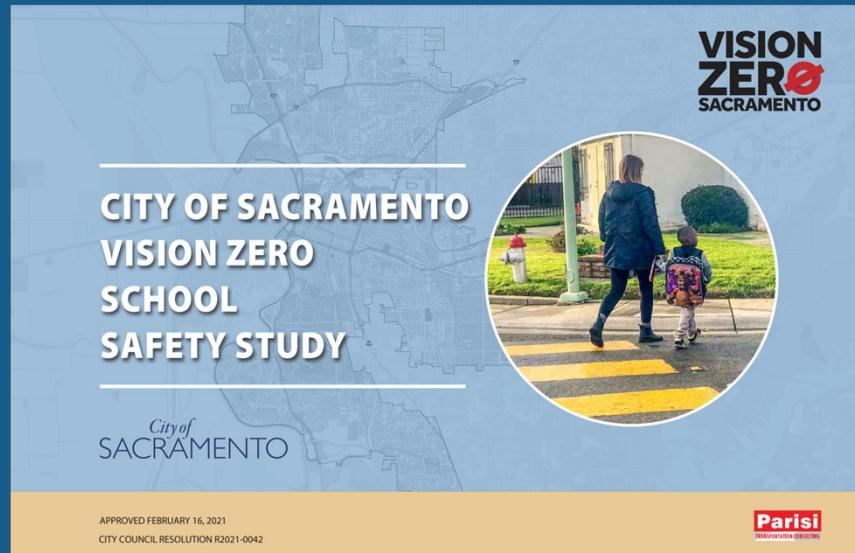
	Unsafe Speed on Non-Local Streets
	Broadside Crashes
	Alcohol Involved
	Driver Making Left Or Right Turn
	35+ MPH Streets
	Crashes in Commercial Areas
	30+ MPH Streets
	60+ Year Old Pedestrians
	Pedestrian Crossing Outside of an Intersection or Crosswalk
	Pedestrian Crashes Near Transit Stops

Vision Zero 2018 Actions

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



Since 2018...



Top Ten Vision Zero Corridors

Since 2018...

Broadway

In design, construction estimated 2026

12th Street

Road diet done!

Marysville Blvd

In design, have most of the needed construction funding

Stockton Blvd

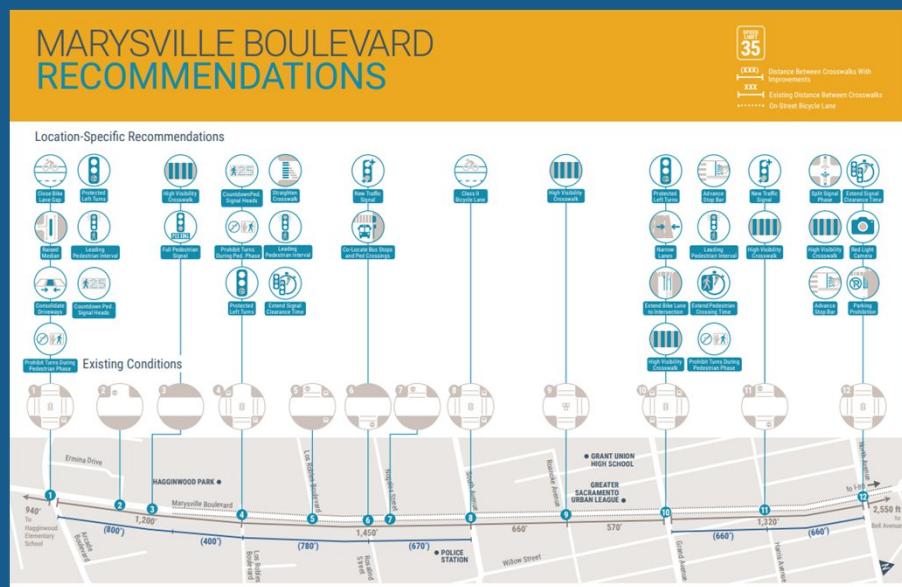
Preliminary design underway as part of the Stockton STEP (Safety and Transit Enhancement Project) project

Arden Way

Won Caltrans planning grant, planning started

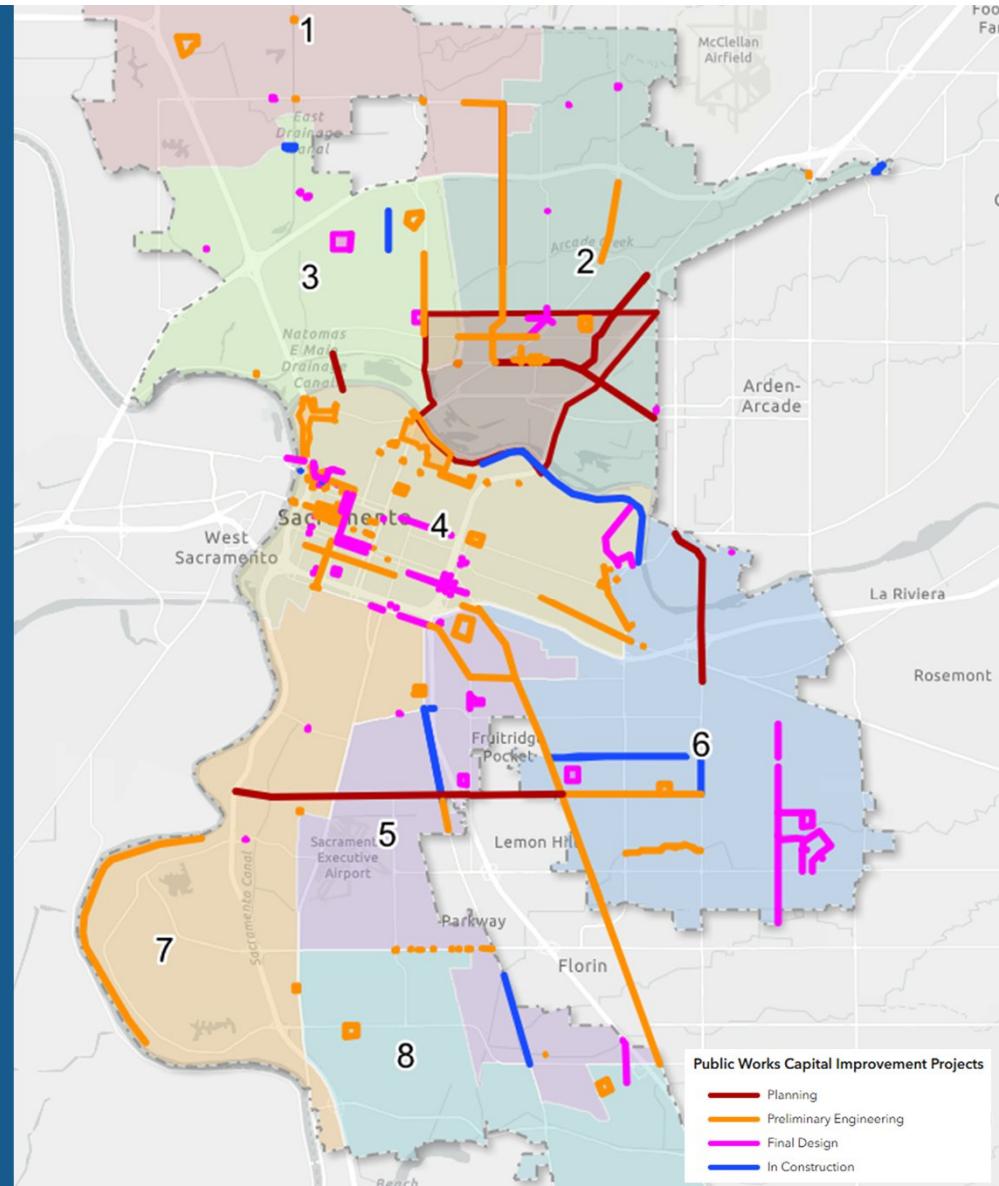
Howe Ave

Planning phase nearly complete



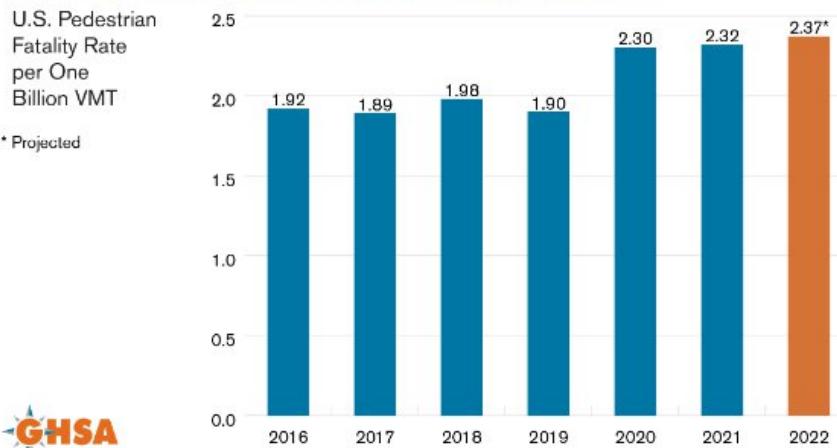
What's going on now?

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

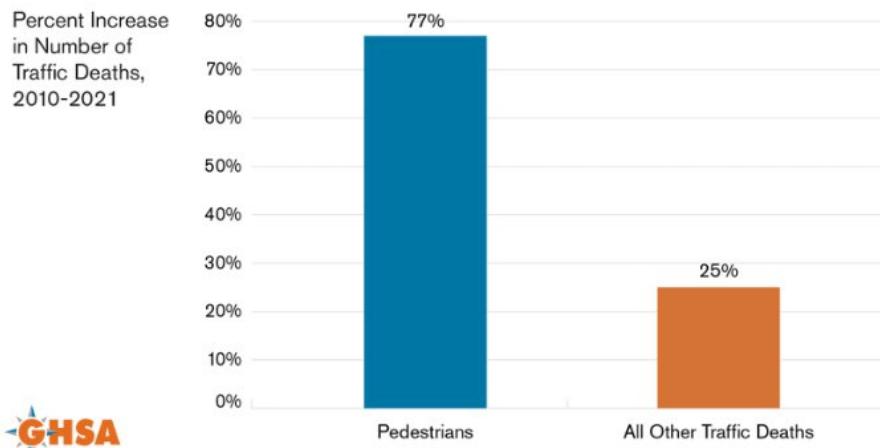


National Crash Trends

Pedestrian Fatality Rate Increased Yet Again in 2022



Pedestrian Deaths Are Increasing Faster Than All Other Traffic Fatalities



Source: Governors Highway Safety Administration Pedestrian Traffic Fatalities by State: 2022 Preliminary Data
<https://www.ghsa.org/resources/Pedestrians23>

2015 - 2024

In Sacramento...

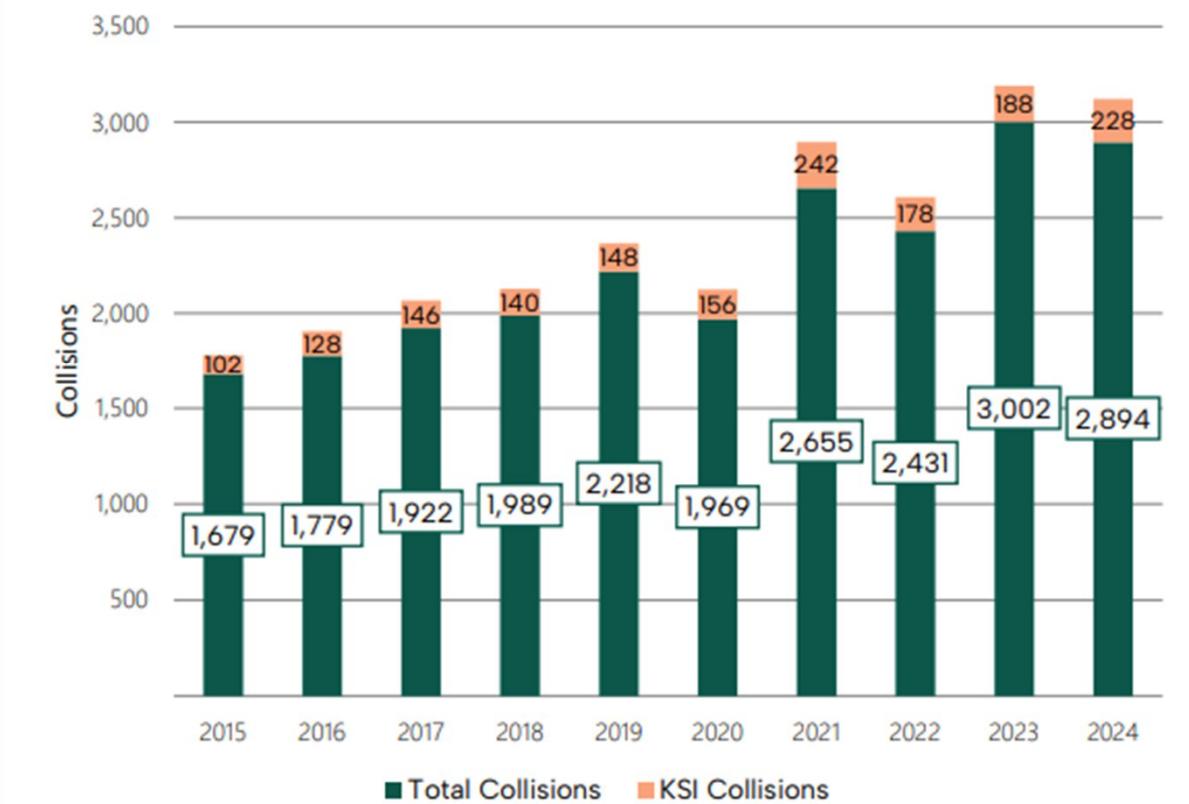
22,538 injury collisions

1,656 severe injury or fatal collisions

1,941 involved people walking

1,966 involved people biking

Figure 1 : Total and KSI Collisions



2015 - 2024

Sacramento Collision Factors & Types

Top Primary Collision Factors

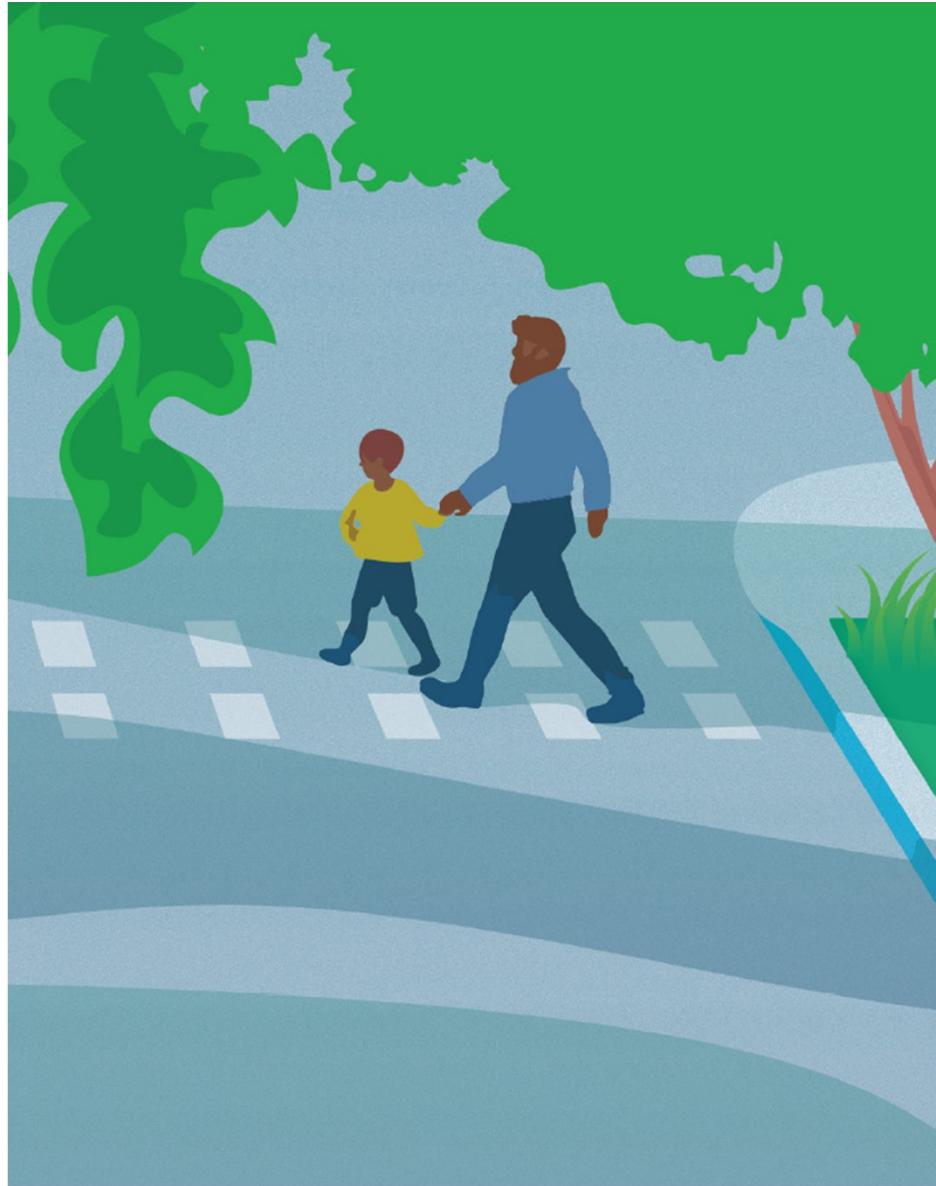


Top Collision Types

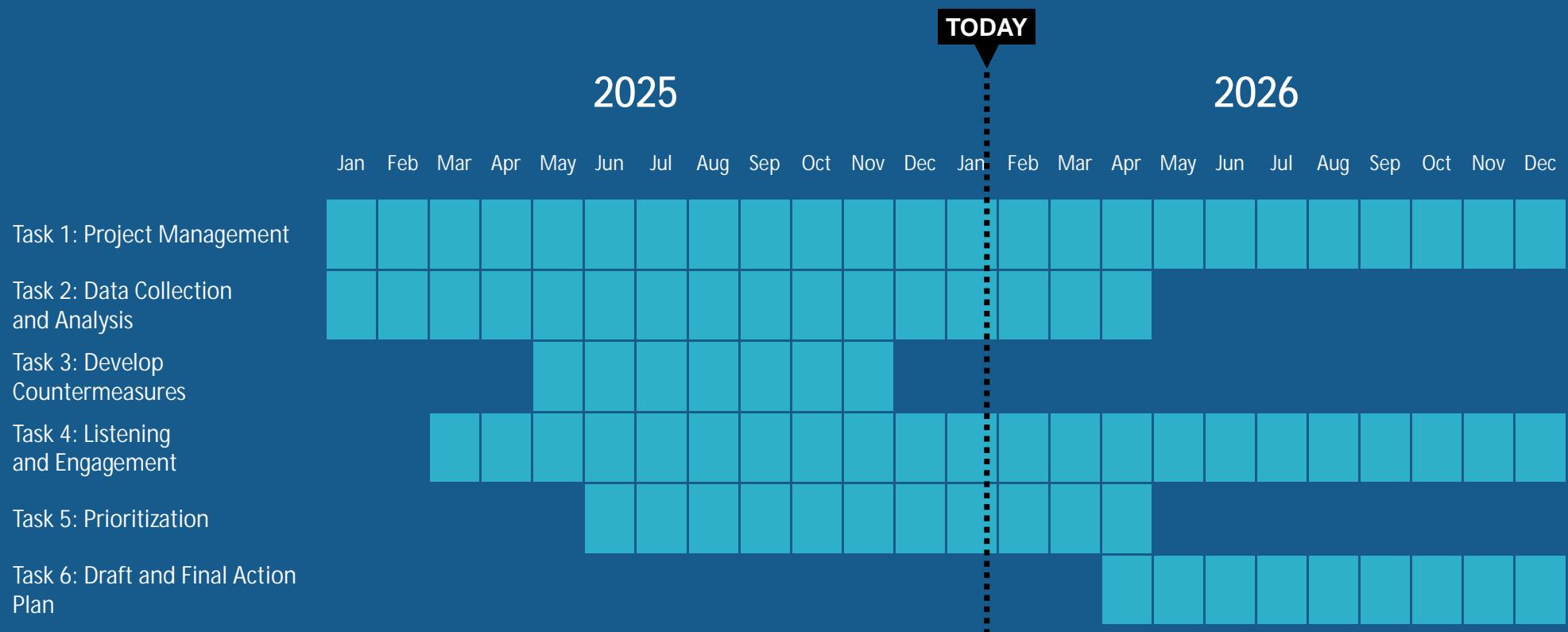


What Will the Vision Zero Update Do?

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



Project Schedule



High Injury Network

What is a High Injury Network?

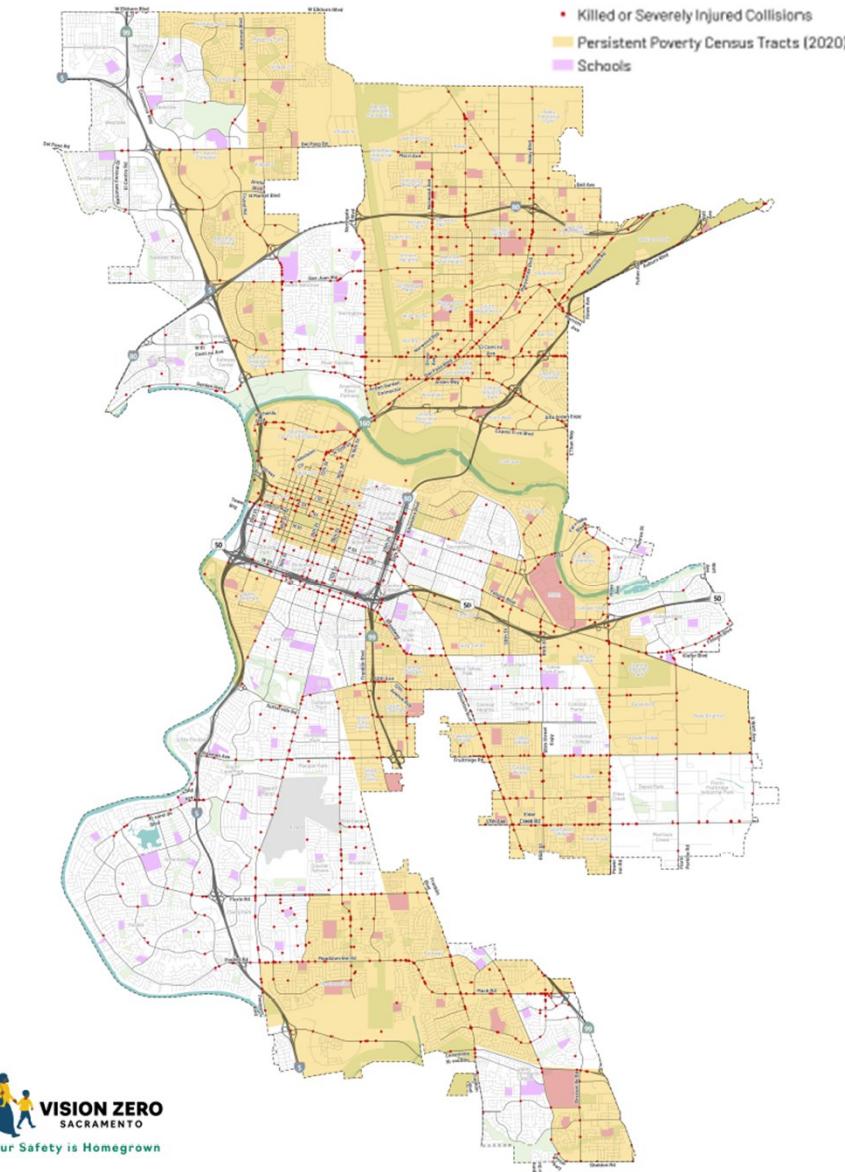
A set of streets within the City where there been the highest frequency and severity of crashes.

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

High Injury Network

A new state law allows cities to also give additional priority to locations with crashes:

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



Key Questions

1. Do you want crashes involving vulnerable road users to be given greater priority in developing the HIN?
2. Do you want crashes occurring near schools or in disadvantaged communities to be given greater priority?

Draft Actions

Draft Actions

What are “actions” & how were they developed?

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

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

Draft Actions

What criteria were used to prioritize draft actions?



Effectiveness at Reducing Fatal & Severe Injury Crashes



Partnerships Required to Implement



Cost to Implement

Draft Actions

Overview: Draft Actions & Priorities

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

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.

Key Questions

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

Thank You!