

City of Sacramento  
**Active Transportation Commission Report**  
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**File ID:** 2026-00562

2/19/2026

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**Vision Zero Action Plan Update 2026**

File ID: 2026-00562

**Location:** Citywide

**Recommendation:** Review and comment.

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**Attachments:**

1-Description/Analysis  
2-Presentation

**Additional Description/Analysis**

**Issue Detail:** In 2025, City staff kicked off an update to the 2018 Vision Zero Action Plan. The objective of this Vision Zero Action Plan Update is to build from the 2018 Action Plan and provide a framework for the near-term and to the future. This update will: 1) include updated crash data; 2) engage and listen to Sacramento's communities; 3) identify a new High Injury Network based on updated data and priorities for vulnerable road users as well as areas near schools and disadvantaged communities; and 4) identify new actions to address transportation safety. This update before the Commission seeks input on a new High Injury Network and Draft Actions.

**Policy Considerations:** The planning project is consistent with specific Sacramento 2040 General Plan goals and policies of promoting mobility, safety and enhancing livability, sustainability, and economic vitality:

**M-1:** An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

**M-1.2 User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience

for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

**M-1.9 Equitable Processes and Outcomes.** The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

**M-4.1 Application of Safety.** The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

**M-4.2 Safer Driving Speeds.** The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

**M-4.3 Vision Zero.** The City shall utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

**M-4.4 Collaborative Safety Solutions.** The City shall collaborate with educational institutions, senior living facilities, community organizations, and other interested parties when developing and implementing programs and improvements that increase safety and encourage the use of active transportation and transit modes.

**Economic Impacts:** None.

**Environmental Considerations:** This transportation planning study is exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. Section 15262 exempts projects involving only feasibility or planning studies for possible future actions, which have not been approved, adopted, or funded. It is anticipated that future projects identified in this plan may be subject to environmental evaluation under CEQA guidelines and possibly National Environmental Policy Act (NEPA) requirements.

**Sustainability:** This plan will ensure the City is eligible for more funding sources, allowing the City to pursue additional funding to plan for multimodal improvements furthers the City’s commitment to sustainability. The Vision Zero Action Plan Update will focus on safety and mobility for all modes of transportation, and by doing so identifies ways to remove barriers to walking, bicycling and transit use.

**Commission/Committee Action:** The action requested is for the Commission to review and comment on options for the High Injury Network and Draft Actions.

**Rationale for Recommendation:** Transportation safety is a critical issue. Given the limited funding available, it is important to have a Vision Zero Action Plan that includes updated data and to maximize the City's eligibility for certain competitive federal grant funding programs.

**Financial Considerations:** Following future adoption of this plan, future phases of implementation will require the acquisition of grant funding.

**Local Business Enterprise (LBE):** Not applicable.

## Background

Since Council adoption of the Vision Zero Action Plan in 2018, the City has made progress in completing many of the actions identified in the plan. Efforts such as initiating corridor studies for the top ten corridors on the High Injury Network (HIN) and subsequent design and efforts related to making progress towards implementation (i.e., Action 2.2) are well underway with significant milestones completed. Similarly, Action 1.4 related to creating an online, interactive crash data map and website was completed, as well as Action 3.1 related to a public safety education campaign. In total of the 41 actions, 27 were completed or are in progress. Key progress includes:

- Top 10 Corridor improvements:
  - Broadway Top 5: In design, construction estimated 2026
  - 12th Street Top 5: Lane reduction completed
  - Marysville Blvd: In design, in process to secure funding for implementation
  - Stockton Blvd: Preliminary design underway as part of the Stockton STEP (Safety and Transit Enhancement Project)
  - Arden Way: Secured competitive planning grant from Caltrans
  - Howe Ave: Planning phase nearly complete
- Current citywide efforts:
  - Assembly Bill 43 Speed Limit Setting Study
  - Assembly Bill 413 Daylighting Implementation
  - Street Design Standards Update
  - Tactical Action Group (quick builds)
  - Collision Dashboard

This Vision Zero Action Plan Update will include an updated High Injury Network (HIN). A new state law allows cities to also give additional priority to locations with crashes, as listed below. As part of this phase of engagement, staff seek input from communities about prioritizing these as part of the HIN.

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

Staff also seek input from the community in this phase on Draft Actions. Draft Actions give direction to the City and 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. The Draft Actions and proposed priority are presented in the table on the following page.

## HIGH PRIORITY DRAFT ACTIONS

ID #	Type of Action	Draft Action
1	<b>Modify Existing Process</b>	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 (HIN) into the Transportation Priorities Plan (TPP) Scoring Process.
2	<b>Modify Existing Process</b>	Review Capital Improvement Plan (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	<b>Implement Street Changes</b>	Consistent with new state law (AB43), identify Business Activity Districts across the City (e.g., the downtown grid) and establish <i>prima facie</i> speed limits of 20 mph.
4	<b>Modify Existing Process</b>	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	<b>Implement Street Changes</b>	Complete sidewalk gaps identified as priority in the Streets for People Plan that are prioritized through the Transportation Priorities Plan (TPP).
6	<b>Implement Street Changes</b>	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	<b>Implement Street Changes</b>	Complete 10 projects that separate severe vehicle-vehicle conflicts as well as vehicle-people or vehicle-bike conflicts at intersections.
8	<b>Modify Existing Process</b>	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	<b>Modify Existing Process</b>	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	<b>Modify Existing Process</b>	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	<b>Implement Street Changes</b>	Implement red light running camera program.
12	<b>Implement Street Changes</b>	Continue the Vision Zero Tactical Action Group (TAG) with a focus on responding to KSI (people killed or serious injury) crashes.

### MEDIUM PRIORITY DRAFT ACTIONS

ID #	Type of Action	Draft Action
13	<b>New Process</b>	Create a Speed and Conflict Management Plan (SCMP). It would identify desired slow speed for each City street, strategies for slowing vehicle speeds to desired speeds, and strategies for managing conflicts.
14	<b>Modify Existing Process</b>	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	<b>Implement Street Changes</b>	Continue building the separated bikeway network consistent with the Streets for People Plan.
16	<b>Implement Street Changes</b>	Install at least 10 pedestrian crossing treatments on the HIN. Including at least 5 within 0.25 miles of parks and schools and at least 5 within 0.25 miles of bus/transit stops.
17	<b>New Process</b>	Regularly update online, interactive crash data map, dashboard, and website.
18	<b>Implement Street Changes</b>	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	<b>New Process</b>	Develop a driveway closure program on High Injury Network commercial corridors.
20	<b>Modify Existing Process</b>	Include Vision Zero on agendas for all transportation-related City sponsored meetings and education opportunities such as the Planning Academy.
21	<b>New Process</b>	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	<b>Education</b>	Develop and release a press release or similar to encourage media professionals to improve how they report traffic crashes and roadway safety.
23	<b>New Process</b>	Establish quarterly Vision Zero meetings with the City's Public Works, Police, and Fire Departments.
24	<b>Modify Existing Process</b>	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 incidents of DUIs.
25	<b>Advocacy: Legislation</b>	Support legislation on Automated Speed Enforcement allowances in Sacramento.
26	<b>Implement Street Changes</b>	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 DRAFT ACTIONS

ID #	Type of Action	Draft Action
27	<b>New Process</b>	Publish an annual report to measure progress against the goals of the Action Plan.
28	<b>New Program</b>	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	<b>New Data</b>	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	<b>New Process</b>	Create Curb Management guidelines to provide safety at the curb with existing and emerging mobility options (AVs).
31	<b>Education</b>	Develop a continuing marketing campaign for transportation safety focused on key behaviors (impaired driving, driving at unsafe speed, driving speed limit, etc.).

Staff will be conducting community engagement through February 26, 2026. An in-person workshop was held Thursday, Jan. 29, from 5:30-7:00 p.m. at Sacramento City College's Student Activities Center (3835 Freeport Blvd). A virtual workshop was held on Feb. 4 from 5:30-7:00 p.m. via Zoom. Staff are also meeting with community organizations in their neighborhoods at their meetings.

This update before the Commission seeks input on a new High Injury Network and Draft Actions.