

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 prima facie 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).