VISION ZERO
SACRAMENTO

Our Safety is Homegrown

City of Sacramento

Vision Zero Action Plan

JUNE 2026 PUBLIC DRAFT

City of SACRAMENTO

Crashes affect all of us

2015–2024

1,332

Crashes where someone in Sacramento was seriously injured.

332

Crashes where a loved one lost their life.

Transportation deaths and serious injuries are preventable.

Source for cover photo and this photo: Tony Sankey

VIGIL IN FREMONT PARK FOR LIVES LOST TO TRAFFIC VIOLENCE

Vision Zero is an international transportation safety philosophy that rejects the notion that transportation crashes are simply "accidents," but instead are preventable incidents that can and must be systematically addressed.

Through the City's Vision Zero efforts, the City of Sacramento is committed to working collaboratively in a data-driven effort to create safer streets and bring the number of people killed or seriously injured to zero.

To meet this safety goal, the City developed its first Vision Zero Action Plan in 2018, and this 2026 Plan documents progress made on the actions in that 2018 Plan; conducts data analysis with the most recent available data; and establishes strategies and actions for safety improvements in Sacramento.

Through Vision Zero, Sacramento approaches transportation safety differently – not only by pursuing large capital project and spot improvements, but by taking a systematic and comprehensive approach to our transportation environment.

This 2026 Vision Zero Action Plan Update is the result of data analysis, best practice interventions, and community voices.

The City has made progress toward Vision Zero through its policies, programs, and transportation projects.

There is more work to be done.

The City of Sacramento reaffirms its commitment to working collaboratively in a data-driven effort to create safer streets and bring the number of people killed or seriously injured to zero.

Thank you to everyone who helped with this plan!

VISION ZERO ACTION PLAN PUBLIC WORKSHOP

Elected officials

Kevin McCarty, Mayor
Lisa Kaplan, Council District 1
Roger Dickinson, Council District 2
Karina Talamantes, Council District 3
Phil Pluckebaum, Council District 4
Caity Maple, Council District 5
Eric Guerra, Council District 6
Rick Jennings, Council District 7
Mai Vang, Council District 8

Technical Advisory Committee

Kelly Bagozzi, Police Department
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Ryan Dodge, Community Development, Long Range Planning
Joey Garcia-Long, Public Works, Transportation, Design
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Sierra Peterson, Community Development, Current Planning
Vic Randall, Community Development, Long Range Planning
Bill Shunk, Public Works, Engineering Services, CIP – Project Development
Amanda Wallace, Office of Innovation and Economic Development

VISION ZERO TASK FORCE MEETING

Task Force

Dan Allison, Sacramento Transit Advocates and Riders
James Allison, Power Inn Alliance
Darren Antonovich, Elk Grove School District
Deb Banks, Sacramento Area Bicycle Advocates
Michael Bevens, Strong SacTown
Cheryl Croshere, Sacramento TMA
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Project team

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CHAPTER 1

A call to action

Between 2015 and 2024, 332 people lost their lives on Sacramento streets.

Crashes disproportionately affect people walking and biking.

Over half of those people were killed while walking or biking. In fact, between 2015 and 2024, crashes where someone was killed or seriously injured while walking or biking increased 85%.

The list of victims includes residents from all corners of the City, and transcending boundaries—geographically and demographically. These deaths result in tragic personal loss for family and friends and significantly impact the Sacramento community.

While deadly crashes remain a pressing challenge, the City is making progress to improve transportation safety.

Sacramento adopted its Vision Zero policy in 2017, adopted its first Vision Zero Action Plan in 2018, and has made significant progress in implementing the 2018 Plan.

The City has advanced each of the 2018 Plan Top 5 Priority Corridors (the streets with the highest number of severe and fatal crashes) in planning, and some corridors, such as Broadway, have progressed through design and construction. The City has also made significant updates to school zones, including new high-visibility crosswalks, enhanced signage, and reduced speed limits. Furthermore, the City has completed several major updates to guidelines and standards City Engineers use to implement projects – updates include: the Pedestrian Crossing Guidelines, Traffic Signal Operations Manual Update, and Work Zone Detour Standards.

A new Transportation Safety Team has been created to address quick-build and interim safety projects across Sacramento's High-Injury Network. The team accelerates how the City implements safety improvements and expands the tools available to deliver improvements more quickly.

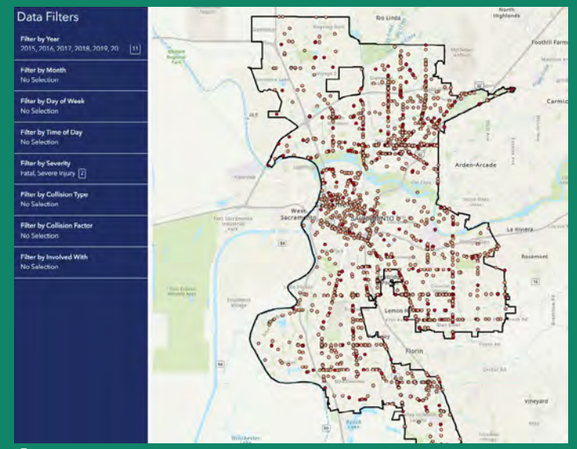
What's been accomplished since the 2018 Vision Zero Action Plan?

115 Schools with reduced speed limits

17 School-zone safety improvements

1 New crash dashboard

3 Engineering standard updates



CITYWIDE CRASH DASHBOARD

BROADWAY COMPLETE STREET

Source: Mark Thomas

8 Major corridor upgrades

39 Intersections with enhanced visibility

10 New traffic signals

1 New quick-build team

1 New quicker-build pilot program

17 Quick-build projects

SUTTERVILLE ROAD QUICK-BUILD

We have been advancing many Vision Zero initiatives.

QUICK-BUILD ENHANCEMENTS ON MARYSVILLE BLVD

Priority corridor projects from the 2018 Vision Zero Action Plan

TOP 5 CORRIDORS

1. Marysville Boulevard
North Avenue – Arcade Boulevard
Planning complete; in design awaiting final construction funding. Quicker build complete.

2. El Camino Avenue
Del Paso Boulevard – Steelhead Creek
Preliminaty design initiated. On hold pending Street Design Standards updates.

3. Broadway/Stockton Boulevard
MLK Jr. Boulevard – 13th Avenue
In final design with construction estimated in 2026.

4. South Stockton Boulevard
McMahon Drive – Patterson Way
Preliminary design underway as part of Stockton STEP (Safety and Transit Enhancement Project).

5. Florin Road
24th Street – Munson Way
Phase 1 complete; Phase 2 includes rail coordination. Construction underway.

ADDITIONAL PRIORITY CORRIDORS

6. Northgate Boulevard
Planning complete; funding secured for preliminary design.

7. Arden Way
In planning phase as part of a Caltrans Sustainable Transportation Planning grant.

8. Howe Avenue
Planning complete; awaiting funding for preliminary design and environmental clearance.

9. 12th Street
Project completed; road diet and separated bikeway installed.

10. Mack Road
Intersection improvements at Valley Hi Drive and Mack Road expected to be constructed in 2026.

Crosswalk, intersection, and spot improvements

100

Total transportation safety improvements installed across Sacramento so far in 2025.

- 39 intersections with enhanced visibility
- 17 quick-build projects
- 17 school-zone safety upgrades
- 6 new stop-controlled residential intersections

Ongoing efforts

COMPLETED

- Online crash dashboard
- Engineering safety projects in Disadvantaged Communities
- Top 5 corridor design + early implementation
- Enforcement campaigns on HIN
- Bikeway network expansions

IN PROGRESS

- Vision Zero integrated into City plans
- First Top 5 corridors design & funding
- Signal timing policy updates
- Intersection safety & turn-movement projects

Signal projects

- 16th Street & D Street
- 24th Street & 24th Street Bypass
- Elder Creek Road & Logan Street
- Franklin Boulevard & 36th Avenue
- Freeport Boulevard & Kitchner Rd
- Fruitridge Road & 60th Street
- Lemon Hill Avenue & Wilkinson Street
- Munroe Street & Latham Drive
- Rio Linda Boulevard, Harris Avenue & Roanoke Avenue
- Stockton Boulevard & 11th Avenue

Systematic initiatives

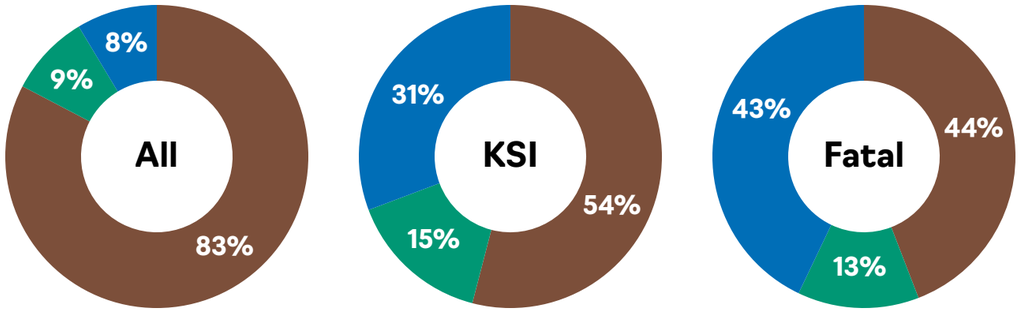
- Citywide Pedestrian Crossing Guidelines Update (2021)
- Citywide speed zone reductions around 115 Schools
- "Our safety is homegrown" education campaign
- Quick-build safety improvements program (multiple corridors)
- Transportation Safety Team for rapid implementation
- Vision Zero Crash Dashboard updates & data improvements
- Street Design Standards major update (2025–2026)

EDUCATION CAMPAIGN LAWN SIGN

- Traffic Signal Operations Manual update
- Implementation of sidewalk closure policy and work-zone detour standards
- Automated enforcement legislative effort (AB 645 support)
- Demonstration projects (e.g., 34th/2nd/Broadway Oak Park tactical build)

Data fuels recommended safety strategies.

People walking and biking in Sacramento are overrepresented in fatal and serious injury crashes.



Our safety work recognizes our changing environment.

Between 2015 and 2024, Sacramento experienced the annual number of crashes increase over 70%. Over the same period, crashes where someone was killed or seriously injured increased by 124%. There were also significant changes in Sacramento's environment. Travel patterns changed with COVID-19, and the result is less traffic congestion resulting in higher driving speeds. The number of people experiencing homelessness also changed, from approximately 2,660 in 2015 to more than 6,620 in 2024, with a high of 9,280 in 2022.

The City commits to taking action to protect everyone traveling on Sacramento streets, including the most vulnerable road users. People walking in Sacramento are disproportionately at risk. Less than 1% of all miles traveled in Sacramento are made on foot, but 43% of all fatal crashes in the City involve a person walking.

We will keep investing in strategies that improve safety.

This 2026 Action Plan reflects continued focus in identifying the most impactful safety strategies. The 2026 Plan outlines tangible steps to make the streets safer through thoughtful design, data-driven decision-making, and strong collaboration across departments and with the community. It also reflects the belief that safety is a shared responsibility of all who use the streets.

Building on years of local investment in corridor and intersection safety improvements, bike network enhancements, and community engagement, this plan outlines a clear course of action and sets the stage for meaningful progress towards eliminating serious injuries and fatalities.

TERMINOLOGY

Throughout this plan, the acronym "KSI" is used to denote crashes where one or more people were killed or seriously injured.

Why do we focus on deaths and serious injuries?

Accounting for fatal and serious injury crashes in Vision Zero acknowledges the outsized impact of these crashes and focuses the City's efforts on improvements with the greatest benefit. Serious injuries (also called severe injuries by the California Highway Patrol) resulting from a crash can result in a number of catastrophic impacts, including permanent disability, lost productivity and wages, and ongoing healthcare costs.

These injuries can include:

- Broken or fractured bones
- Dislocated or distorted limbs
- Severe lacerations
- Severe burns
- Skull, spinal, chest or abdominal injuries
- Unconsciousness at or when taken from the collision scene

SEVERE CRASH AT 12TH STREET AND I STREET

CHAPTER 2

Our commitment to safety

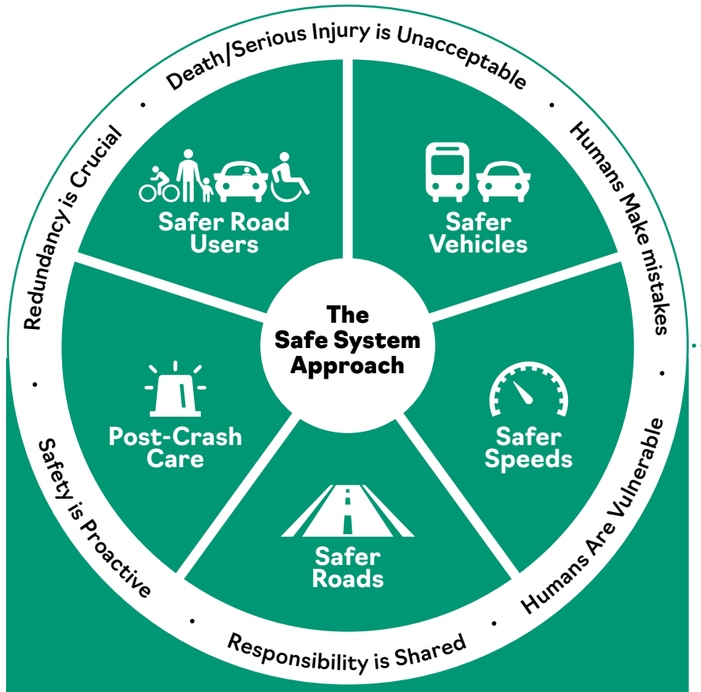
Vision Zero sets a bold goal:

Eliminating deaths and serious injuries on our streets.

We reach our goal through the Safe System Approach.

At its core is the belief that every person deserves to arrive safely at their destination. Achieving Vision Zero requires collaboration and shared responsibility. It requires planners, engineers, policymakers, and community members alike to work together to make safety the foundation of every decision.

The Safe System Approach helps achieve Vision Zero by designing and managing streets that support safe travel for everyone and reduce the likelihood of serious injury. Rather than expecting perfect user behavior, the Safe System Approach focuses on creating multiple layers of safety. If one part of the system fails, others will help prevent a serious outcome. The graphic at right shows the core principles of the Safe System Approach.



LEARN MORE

See more information about the Safe System Approach, as well as federal, state, and local policies in Appendix A.

The Safe System unified implementation framework

1. **Manage demand**

   Shorter trips reduce exposure to crashes.

2. **Manage speed**

   Safer speeds reduce crash severity.

3. **Manage conflicts**

   Safer roads reduce likelihood of crashes.

4. **Create redundancy**

   Safer vehicles and post crash care improve survival outcomes.

THE SAFE SYSTEM ADVANCES STREETS WHERE PEOPLE OF ALL AGES FEEL SAFE

A unified approach can help unlock Vision Zero wins.

The Safe System Approach provides an important foundation for a paradigm shift in achieving Vision Zero. But even after a decade of Vision Zero commitments in the US, and the national policy pivot to the Safe System Approach, the US is falling behind other nations in their successful adoption and associated safety outcomes. Without a clear way to prioritize actions, sequence interventions, and align decisions across disciplines with Safe System principles, daily planning and engineering choices can pull in different directions. Over time, that fragmentation adds up and creates a barrier to improving safety.

A more unified implementation framework, shown at left, can help close that gap. The framework integrates context, injury prevention, and risk management best practices to support more consistent, holistic, and impact-focused transportation decisions for safety.

By following this framework, communities can proactively reduce fatal and serious injury first and foremost by reducing exposure, such as through land use decisions that reduce the distance people need to travel. The approach then involves managing speeds to reduce severity of collisions when they occur, and then through managing and reducing opportunities for conflicts in space and time, and, finally, providing redundancy through latent safety measures in vehicles and post-crash care.

By following this framework, communities can move towards institutionalized safety that leads to better funding alignment and measurable progress toward zero transportation fatalities and severe injuries.

REPAVING ON 19TH ST

The City affirms its commitment to eliminating transportation deaths and serious injuries.

With its Vision Zero goal, Sacramento prioritizes people over speed, safety over convenience, and prevention over reaction.

The City of Sacramento is constantly working to increase the availability of safe and comfortable multimodal transportation choices for all residents, helping meet its goals to reduce carbon emissions, improve public health through increased physical activity, and improve quality of life for everyone. The adoption of this 2026 Vision Zero Action Plan makes this a primary focus for the City.

VISION STATEMENT

Transportation safety impacts our community, neighborhoods, health, and Sacramento's livability. Fatalities and serious injuries are not acceptable on our streets because crashes are preventable incidents that can be addressed through engineering, education, and enforcement.

GOAL

Eliminate fatalities and serious injuries on Sacramento city streets.

GUIDING PRINCIPLES

1. Safety of human life is our highest priority.
2. Transportation related deaths and serious injuries are preventable, a public health issue, unacceptable, and must be addressed.
3. Actions to achieve Vision Zero will include a comprehensive, collaborative, and equitable approach through engineering, education and culture change, and traffic enforcement.
4. Actions towards Vision Zero will be data-driven based on available crash data.
5. Evaluation will be ongoing, measuring performance against the Vision Zero Action Plan objectives.

Vision Zero means safety for everyone.

52% of fatal crashes and 52% of pedestrian KSI crashes occur in the City's Disadvantaged Communities, which account for only 31% of the street network.

All Sacramentans deserve safe streets, but transportation deaths and severe injuries disproportionally burden Sacramento's Disadvantaged Communities. The State of California defines Disadvantaged Communities as the neighborhoods in Sacramento that are most burdened by pollution and other negative environmental factors, public health concerns, and a lack of equitable economic opportunity. These communities have experienced historic underinvestment and now receive preference for various types of state and regional transportation grants.

The City recognizes the importance of creating equitable safety solutions through the implementation of Vision Zero. The data-driven Vision Zero process compels the City to align street safety improvements with the areas hardest hit by traffic violence—often the most under-resourced areas of Sacramento.

In redefining its enforcement activities, the City will also work to ensure that the disproportionate burden on communities of color in traffic policing does not persist.

CHAPTER 3

Engaging communities

Community voices are at the heart of the Vision Zero Action Plan.

Through online engagement, pop-up events, workshops, neighborhood conversations, and collaboration with a community Task Force, the people of Sacramento shared their perspectives about what safety means to them and where improvements are needed most.

VISION ZERO ENGAGEMENT EVENTS

2025–2026

300+

Community members engaged in-person.

60+

Community members engaged virtually.

750+

Online survey contributors.

20+

Organizations on the Task Force.

Across all engagement activities, common themes emerged that reflect community priorities and lived experiences on local streets.

SPEEDING & DANGEROUS BEHAVIOR

Address speeding and driving behavior. Monitor and enforce speed compliance, focusing on repeat dangerous driving behaviors and using design-based speed control.

WALKING & BIKING

Direct investments on connected, protected bicycling and walking corridors, emphasizing separated infrastructure and continuous routes for people walking and biking.

CROSSING SAFETY

Improve intersection and crossing safety with raised crosswalks, traffic signal timing adjustments, more frequent crossings, and reduced multi-lane turning conflicts.

FREEWAY RAMPS

Address freeway interfaces (exit ramps, underpasses) through coordination with Caltrans and targeted design fixes.

A MULTI-PRONGED APPROACH

Prioritize infrastructure design improvements, supported by appropriate enforcement and education, as more effective and cost-efficient tools, and thus key to long-term safety gains.

A NEAR- AND LONG-TERM APPROACH

Seek out a combination of near-term and long-term safety improvements on City streets.

HIGH-TRAFFIC CORRIDORS

Improve sidewalks, crossings, and walking safety on high-traffic corridors. Use traffic calming designs—diverters, bike boulevards, protected lanes—especially around schools and high-risk areas.

LEARN MORE

See more about our community engagement approach and outcomes in Appendix B.

The Technical Advisory Committee and community Task Force guided the Vision Zero Action Plan process.

JOINT TECHNICAL ADVISORY COMMITTEE AND TASK FORCE MEETING IN APRIL 2025

The Technical Advisory Committee and Task Force separately met five times at key plan milestones:

1. Project introduction and Vision Zero primer
2. Policy benchmarking and crash data analysis
3. Draft high-injury network
4. Draft implementation actions
5. Draft Vision Zero Action Plan review

The two groups also jointly met twice, allowing City staff to hear concerns directly from community representatives.

The Technical Advisory Committee (TAC) aligned City priorities around Vision Zero.

Comprised of City staff, the Technical Advisory Committee provided integral input on existing City projects and practices, reviewed opportunities to improve existing standards, learned and shared on best safety practices, helped develop engineering and implementation action recommendations, and gave oversight on the direction and development of the VZAP.

The TAC included internal partners from three Department of Public Works Divisions (Transportation, Mobility and Sustainability, and Engineering Services), Community Development Department, the Office of Innovation and Economic Development, Police and Fire Departments, staff connected to Climate, Urban Forestry, Equity, and other similar programs.

There were also several specialized meetings focused on key safety topics such as traffic signal timing strategies and street trees.

The Task Force brought the voices of partner organizations into the conversation.

The Task Force included agency, community, and organizational partners. Its composition built on the task force that was convened to adopt the 2018 Vision Zero Action Plan.

Task Force membership included regional and local transportation planning agencies (e.g., SACOG, SacRT, Sacramento County Health and Human Services, Jibe, etc.), Community Organizations (CivicThread, Sacramento Area Bicycle Advocates, Slow Down Sacramento, Society for the Blind, AARP, Strong Sactown, House Sacramento), Business partnerships (River District, Power Inn, etc.), local school districts, and other community partners to represent all roadway users throughout the City of Sacramento.

Task Force members shared their unique perspectives and experiences with existing City projects and practices, helped to develop recommended actions, and, similar to the TAC, generally provided oversight on the direction and development of the VZAP.

Additionally, two working group meetings combined the Technical Advisory Committee and Task Force. These meetings revolved around the Safe Systems Approach and safety strategies, and allowed for City staff to hear directly from community representatives on their concerns.

CHAPTER 4

Understanding crash trends

Vision Zero is a data-driven process.

A core principle of Vision Zero is that serious injury and fatal crashes are preventable.

To keep crashes from happening, we use historical crash data to understand and address patterns related to:

- Where are crashes happening?
- When are crashes happening?
- Why do the crashes happen?
- Who is frequently involved?

How did we assemble the crash data?

In developing the Action Plan, the City analyzed all crashes that occurred on City streets resulting in fatality or any level of injury for the years 2015 through 2024. Data from the City's collision database provided by Sacramento Police Department records totaled 22,538 collisions on city-managed roads in that 10-year period.

Prior Vision Zero work has shown that roadway characteristics, such as number of lanes, posted speed limit, and intersection control types, are very important in helping to identify historic collision trends and help the city be proactive in identifying high-risk locations. Vision Zero work has also highlighted the disproportionate burden crashes have on vulnerable populations, such as seniors and people living in Disadvantaged Communities. The City of Sacramento incorporated roadway characteristic and demographic datasets into the crash analysis to understand how these patterns play out locally.

Why do we focus on injury crashes?

All crashes are important, but injury collisions provide the most insight into where the greatest potential to improve safety exists. These incidents represent collisions that had a direct human impact, resulting in physical harm, and therefore align most closely with the Vision Zero goal of eliminating serious injuries and fatalities on the transportation network.

Looking at the infographic on the facing page, total reported crashes decreased in 2020, which is associated with the COVID-19 pandemic. However, killed and severe injury (KSI) collisions increased slightly during the first period of the COVID-19 pandemic in 2020 and peaked in 2021. The number of collisions in the following years (2021–2024) exhibited a fluctuating upward trend, with a slight decline in 2022.

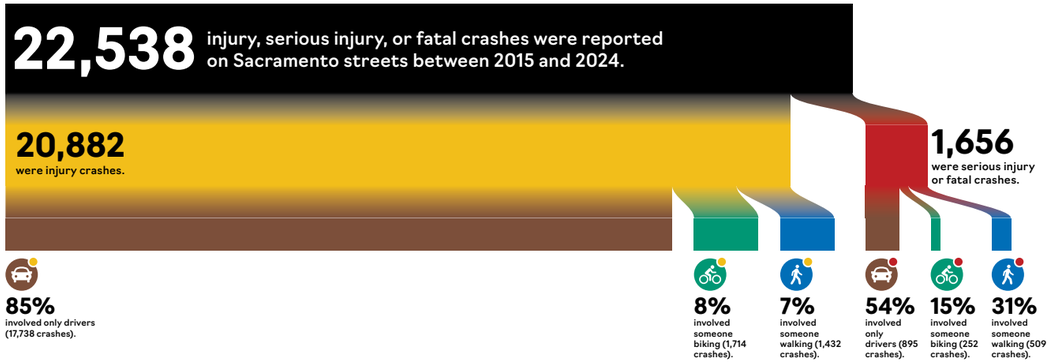
SACRAMENTO CRASH TRENDS

2015–2024

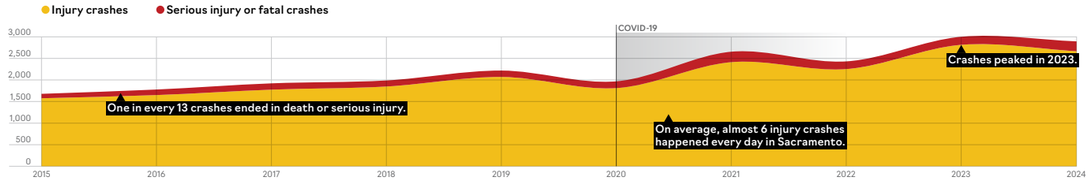
1,332
Crashes where someone was seriously injured.

332
Crashes where someone lost their life.

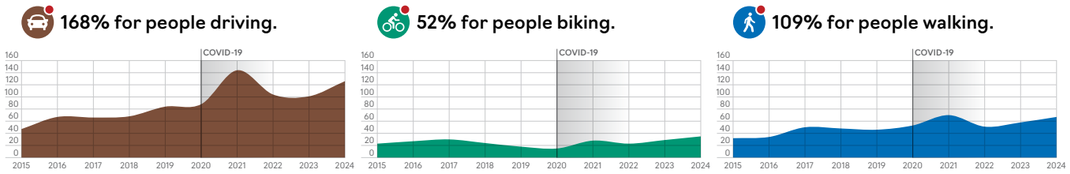
People walking and biking were in nearly half of all serious injury and fatal crashes, even though they make up just over 1% of travel on Sacramento streets.



Crashes have been trending up since the COVID-19 pandemic.



From 2015 to 2024, serious injury and fatal crashes increased...



Just five factors contributed to 81% of all injury, serious injury, and fatal crashes.

BROADSIDE CRASH ON 24TH STREET

Collision reports categorize collisions based on the primary collision factor (PCF) as designated by the responding police officer. The most common PCFs in Sacramento were:

26%

Driving at an unsafe speed

19%

Not properly yielding to others

17%

Not following traffic signs and signals

12%

Improperly turning

7%

Using alcohol or drugs

The top three KSI crash types are closely linked to the PCFs from the previous page:

31%

Vehicle-pedestrian crashes

30%

Broadside crashes

14%

Hit object crashes

The top PCFs resulting in KSI crashes are different for people walking and biking.

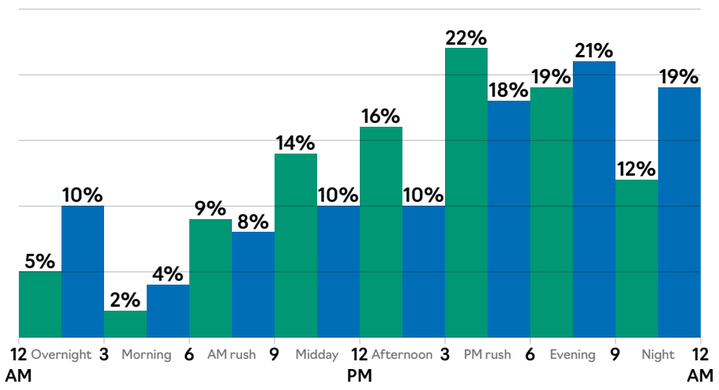
Traffic Signals and Signs violations are cited as the most prevalent primary collision factor for KSI collisions involving people bicycling. When people bicycling travel on roadways, challenges with navigating signalized intersections—such as unclear signal phasing, poor visibility of bicycle signals, or lack of dedicated bicycle detection—can result in misjudgment of signal timing or failure to yield, increasing the likelihood of severe collisions at intersections.

Right-of-way violations by motorists and pedestrians is the leading primary collision factor for KSI collisions involving people walking. These data indicate that higher likelihood of collisions at locations where vehicles' paths of travel cross those of people walking and right-of-way is not clear and/or actively controlled (e.g., separate time at a signal is given for people to cross when vehicles are required to stop).

Crashes are more likely to occur under certain conditions.

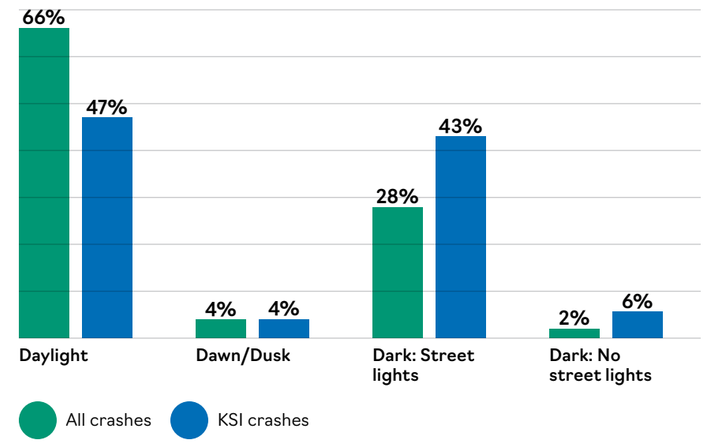
Time of day

The most common time for injury collisions is during the late afternoon and early evening hours (3 PM–6 PM). Increased traffic volumes, lower visibility, and a mix of travel modes during commute periods contribute to elevated collision rates during this period. While total collisions decline slightly after 6 PM, the evening period (6 PM–9 PM) shows the highest proportion of KSI collisions, indicating increased severity during later hours.



Lighting

About two-thirds of all crashes and just under half of KSI crashes happen during daylight conditions. However, dark conditions where streetlights are present, the amount of all crashes drops considerably, while the amount of KSI crashes stays about the same.



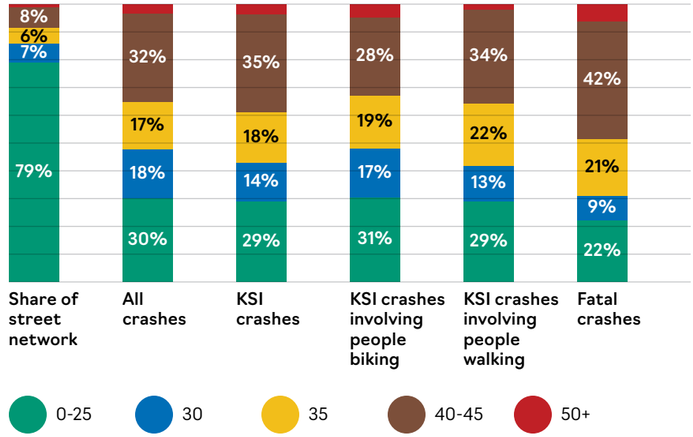
Crashes near intersections

81%

Crashes within 150 feet of an intersection.

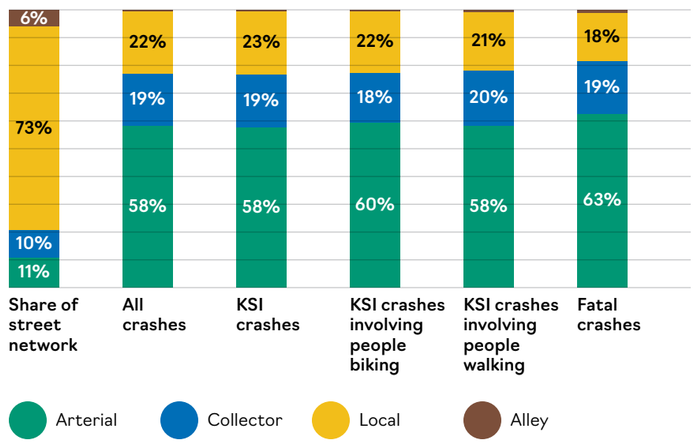
Speed limit

Despite roads with speed limits of 40 mph or above being 8% of the street network, they make up 35% of all collisions, 39% of KSI collisions, and 48% of fatal collisions.



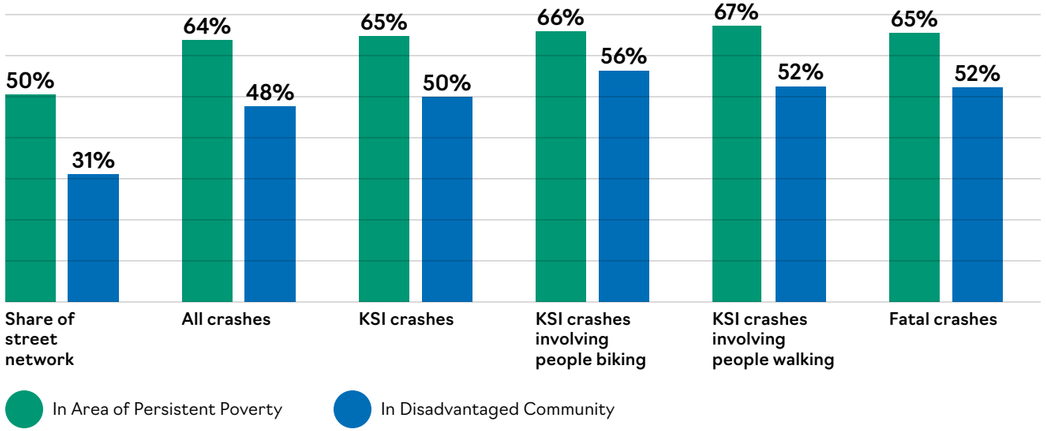
Road type

Despite arterial roads making up only 11% of the street network, they account for 58% of all collisions and KSI collisions, and 63% of fatal collisions.



Disadvantaged communities

48% Crashes happened in Disadvantaged Communities, despite these areas only making up 31% of Sacramento's street network.



What are Disadvantaged Communities?

Around half of crashes in Sacramento occurred within Disadvantaged Communities, as designated by Senate Bill 535 (48% of all collisions, 50% of all KSI collisions). Yet disadvantaged areas contain only 31% of the City's street network. The Disadvantaged Community definition includes Census Tracts receiving the highest 25% of overall scores in CalEnviroScreen 4.0 for pollution burden and socioeconomic factors, and Census Tracts identified in the previous 2017 Disadvantaged Community designation.

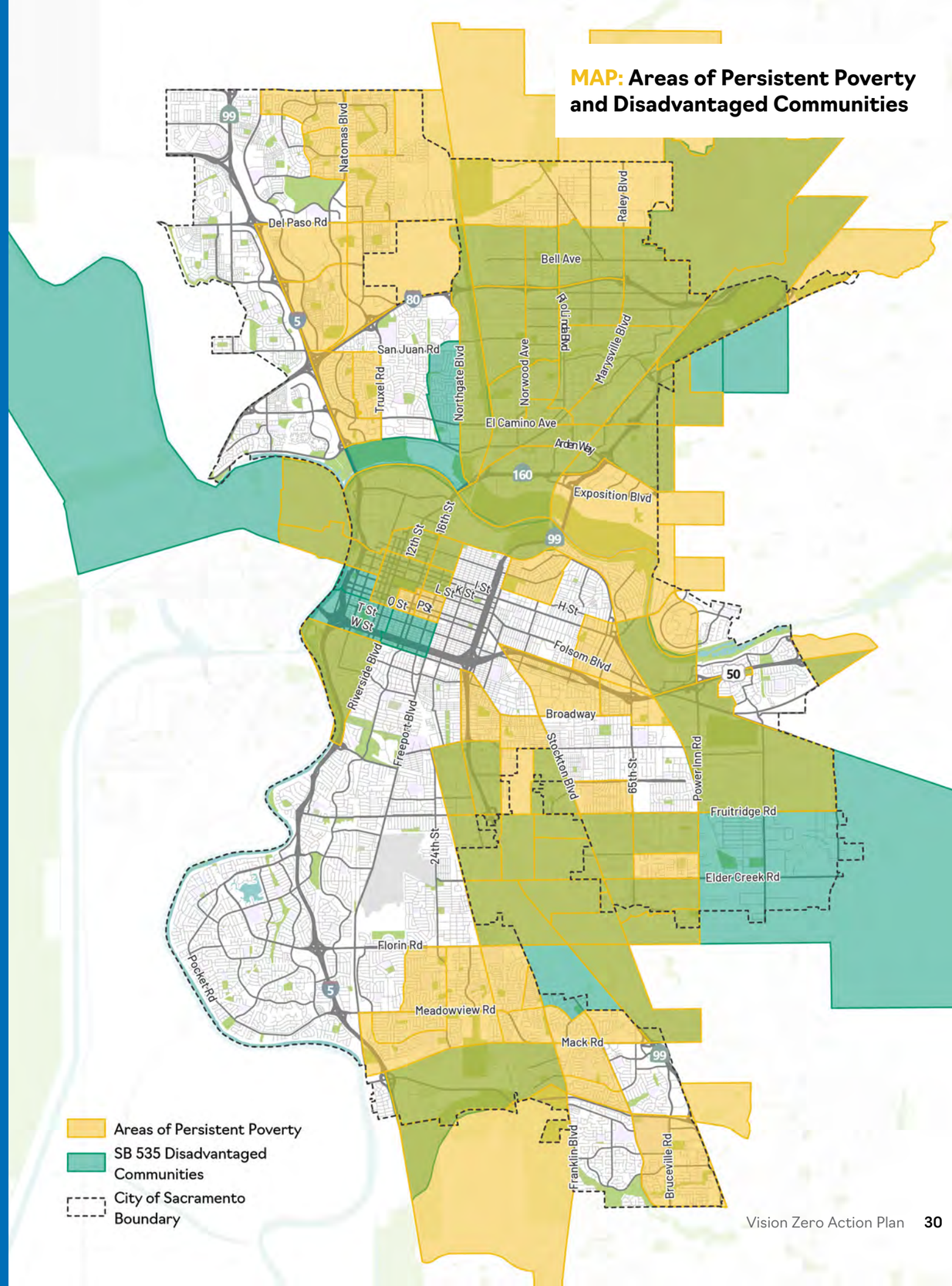
Fifty-six percent of KSI crashes involving people bicycling and 52% of KSI collisions involving people walking occurred in Disadvantaged Communities. Streets in Disadvantaged Communities had over double the amount of all crashes and KSI crashes compared to streets outside of Disadvantaged Communities.

What are Areas of Persistent Poverty?

The majority of crashes in Sacramento occurred in Areas of Persistent Poverty (64% of all collisions, 65% of all KSI collisions). Areas of Persistent Poverty are defined as Census Tracts with a poverty rate of at least 20 percent. The High-Injury Network uses Areas of Persistent Poverty rather than Disadvantaged Communities to be consistent with Federal practices.

Sixty-six percent of KSI collisions involving people bicycling and 67% of KSI collisions involving people walking occurred in Areas of Persistent Poverty, underscoring the importance of prioritizing safety improvements in these areas for all road users.

MAP: Areas of Persistent Poverty and Disadvantaged Communities



75% of all crashes occur on the High-Injury Network, which accounts for just 14% of Sacramento's streets.

The High-Injury Network (HIN) identifies corridors with the highest levels of fatal and serious crashes for people walking, biking, and driving.

There are 1,657 total roadway miles in Sacramento, but KSI crashes do not occur on the majority of those roads. By developing the HIN, the City is able to focus safety improvements on priority corridors where the most serious crashes happen with the most frequency.

Sacramento's High-Injury Network accounts for 75% of all crashes and 73% of KSI crashes, which occur on just 14% (228 miles) of Sacramento's roadway network. Seventy-nine of the City's elementary, middle, and high schools fall along the HIN. Fifty-one percent of the HIN falls within Disadvantaged Communities.

On the HIN, crashes meeting certain criteria receive greater weighting.

1. Each crash in the 2015–2024 crash dataset is analyzed.
2. If the crash resulted in a death or serious injury, the crash is weighted more heavily.
3. If the crash involved someone who was walking, biking, youth, or elderly, or if the crash happened near a school or within an Area of Persistent Poverty, the crash receives an additional weighting.

2015–2024

75%

Percent of all crashes are on the HIN.

73%

Percent of KSI crashes are on the HIN.

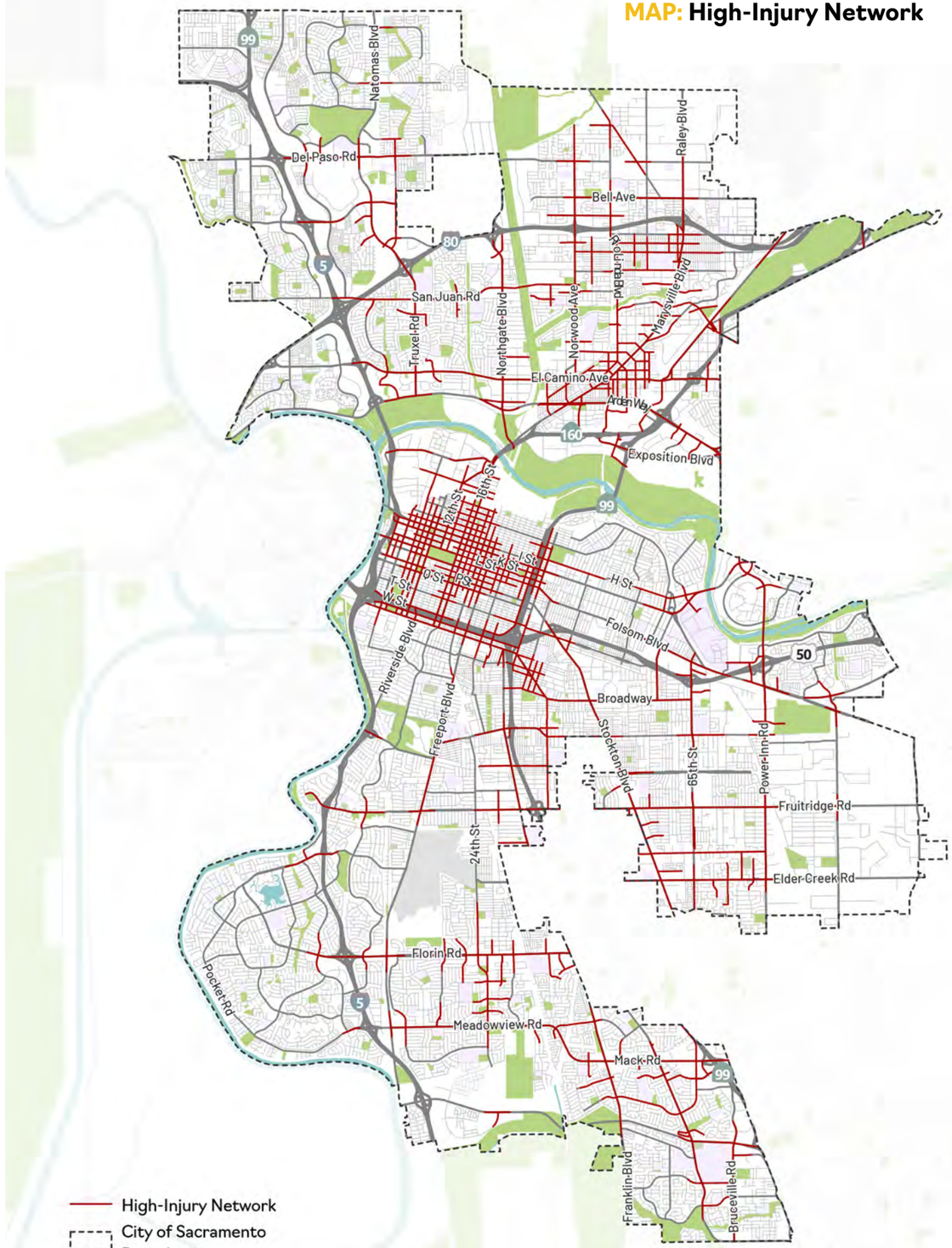
14%

Percent of City streets are on the HIN.

LEARN MORE

See more about the HIN technical methodology in Appendix C.

MAP: High-Injury Network



The City focuses safety improvements on the top priority corridors.

We have made progress. All of the 2018 Vision Zero Top 10 corridors are in a phase of planning, design, or construction and one is completed. This Plan looks ahead to the next Top 10 based on collision data from 2015-2024.

Priority corridor projects from the 2018 Vision Zero Action Plan

2009–2015

TOP 5 CORRIDORS

These were identified as part of the 2018 Vision Zero Action Plan.

1. Marysville Boulevard
North Avenue – Arcade Boulevard
Planning complete; in design awaiting final construction funding. Quicker build completed.

2. El Camino Avenue
Del Paso Boulevard – Steelhead Creek
Preliminary design initiated. On hold pending Street Design Standards updates.

3. Broadway/Stockton Boulevard
MLK Jr. Boulevard – 13th Avenue
In final design with construction estimated in 2026.

4. South Stockton Boulevard
McMahon Drive – Patterson Way
Preliminary design underway as part of Stockton STEP (Safety and Transit Enhancement Project).

5. Florin Road
24th Street – Munson Way
Phase 1 complete; Phase 2 includes rail coordination. Construction underway.

ADDITIONAL PRIORITY CORRIDORS

These were established through supplemental analysis in 2018.

6. Northgate Boulevard
Interstate 80 – Del Paso Boulevard
Planning complete; funding secured for preliminary design.

7. Arden Way
Del Paso Boulevard – Ethan Way
In planning phase as part of a Caltrans Sustainable Transportation Planning grant.

8. Howe Avenue
Fair Oaks Boulevard – Folsom Boulevard
Planning complete; awaiting funding for preliminary design and environmental clearance.

9. 12th Street
Richards Boulevard – C Street
Project completed; road diet and protected bikeway installed.

10. Mack Road
Center Parkway – Stockton Boulevard
Intersection improvements at Valley Hi Drive and Mack Road will be constructed in 2026; additional planning to follow.

2015–2024

Next Top 10 priority corridors

These segments scored within the top 0.5 percentile of all road segments in the updated High-Injury Network. They are sorted by KSI crashes per mile.

1. El Camino Avenue
Del Paso Boulevard – Ethan Way

2. Rio Linda Boulevard
El Camino Avenue – Alamos Avenue

3. Fruitridge Road
Ethel Way – 58th Street

4. Norwood Avenue
Midblock between Bell Avenue and Harris Avenue

5. W El Camino Avenue
Northview Drive – Western Avenue

6. Del Paso Boulevard
Marysville Boulevard/Alamos Avenue – El Camino Avenue

7. Cosumnes River Boulevard
West of Bruceville Road – SR 99

8. J Street
13th Street – 19th Street

9. Truxel Road
Arena Boulevard – I-80 Overpass

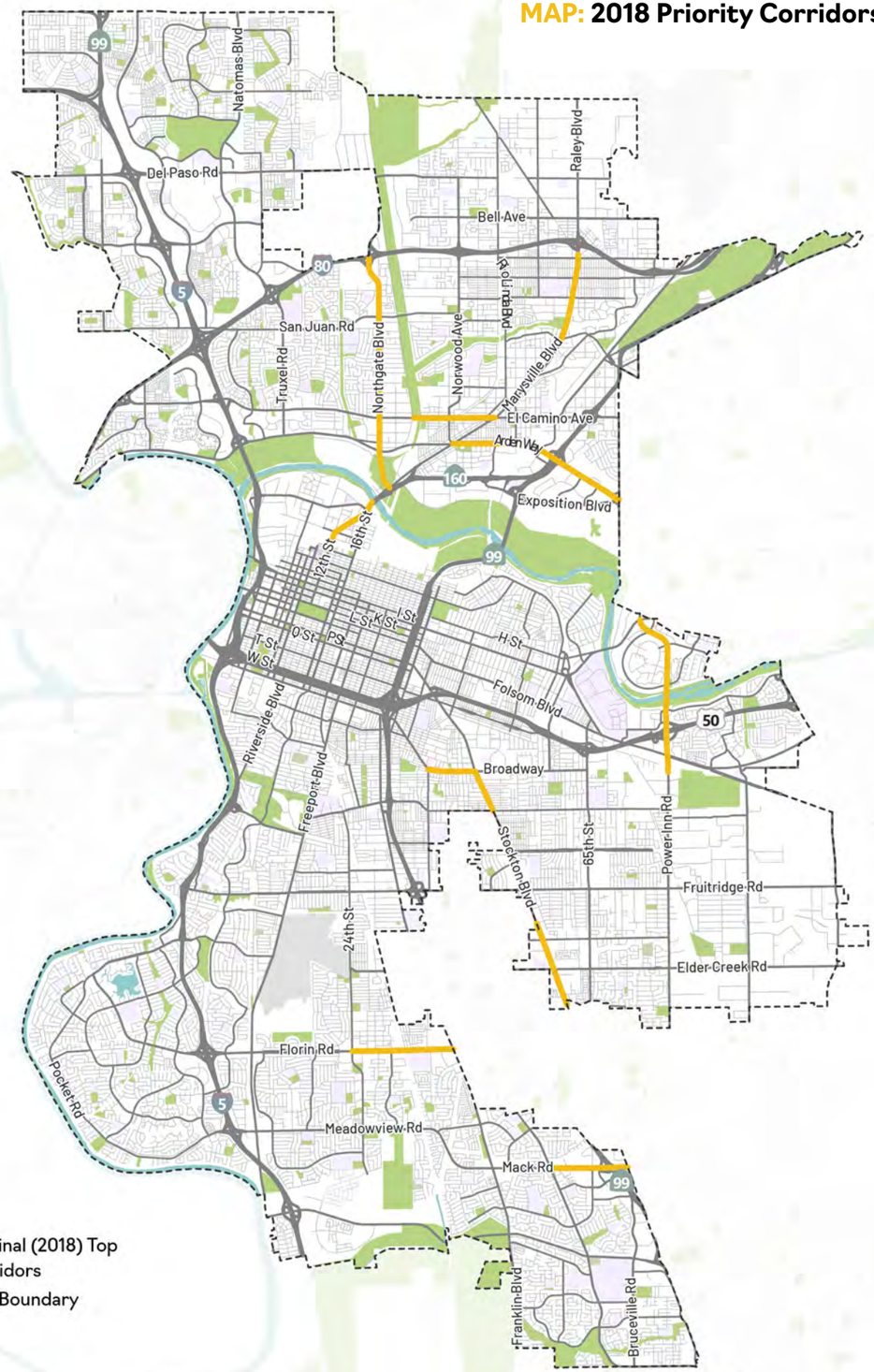
10. 16th Street
A Street – Capital Avenue

Top 20 priority intersections

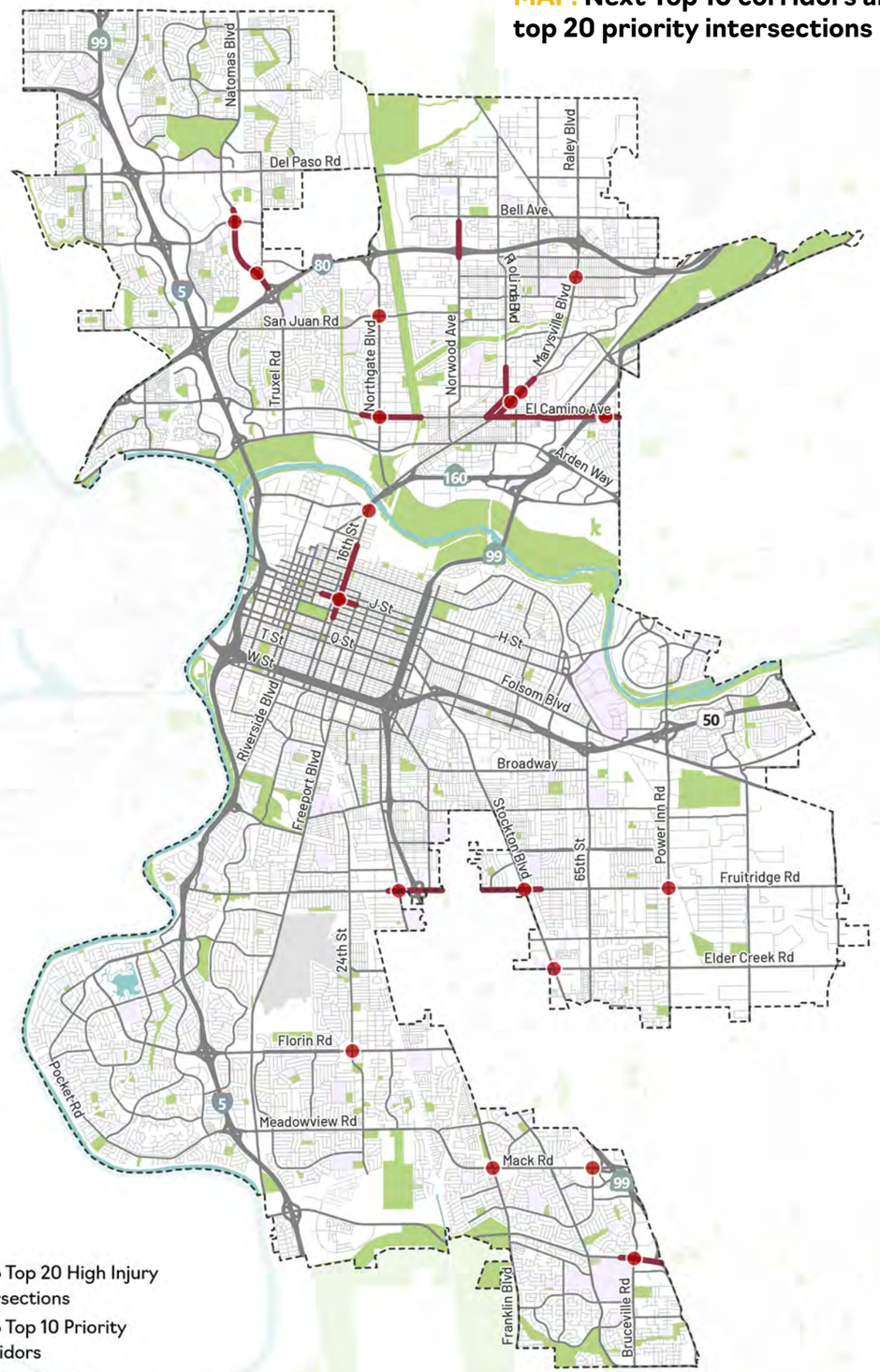
These intersections scored within the top 0.5 percentile of all intersections on the updated High-Injury Network. They are sorted by KSI crashes within a 150 foot radius.

1. **Elder Creek Rd and 47th Ave**
2. **Fruitridge Rd and Stockton Blvd**
3. **Truxel Rd and Arena Blvd**
4. **Bruceville Rd and Consumnes River Blvd**
5. **Del Paso Blvd and Evergreen St**
6. **Northgate Blvd and W El Camino Ave**
7. **San Juan Rd and Northgate Blvd**
8. **Florin Rd and 24th St**
9. **N 12th St and Richards Blvd**
10. **Albatross Way and El Camino Ave**
11. **La Mancha Way and Mack Rd**
12. **16th St and J St**
13. **N. 16th St and Richards Blvd**
14. **Franklin Blvd and Fruitridge Rd**
15. **Grand Ave and Marysville Blvd**
16. **Truxel Rd and Gateway Park Blvd**
17. **Fruitridge Rd and Power Inn Rd**
18. **Mack Rd and Franklin Blvd**
19. **Del Paso Blvd and Eleanor Ave**
20. **Rio Linda Blvd and Eleanor Ave**

MAP: 2018 Priority Corridors



MAP: Next Top 10 corridors and top 20 priority intersections



CHAPTER 5

Strategies to address crashes

Six KSI crash trends stand out in Sacramento.

Each trend highlights a crash pattern that the City has identified as a priority concern.

The trends are based on an analysis of crash data and related environmental factors. Each trend is paired with safety "countermeasures"—methods for reducing crashes—that are most relevant for the crash and location context. Together, these engineering, education, and enforcement countermeasures make up a toolbox of safety interventions the City will use to implement projects tailored to unique safety issues.

Individual crashes may fall under multiple trends. For example, a crash could involve a person walking and be near a transit stop, but these would be considered two different crash trends). The following pages have statistics and the top countermeasures for each trend.

These are the top six KSI crash trends:

1. Crashes with people walking and biking
2. Broadside crashes near commercial intersections
3. Crashes from conflicts at intersections
4. Crashes near transit stops
5. Crashes near parks and schools
6. Crashes from unsafe speeds on arterials

Crash countermeasures are backed by research.

The City referenced best practice guidance to identify and prioritize engineering countermeasures. The countermeasures are grouped into four tiers based on their relative effectiveness and from most to least alignment with the Safe System Approach.

TIER 1 **Removing severe conflicts**

Removing these types of conflicts can act to eliminate high-risk conditions that involve users moving at different speeds or moving in different directions sharing space. This tier can include countermeasures that remove potential points of conflict (for example, removing conflicting turning movements), and those that separate vulnerable users from vehicles in space (for example, protecting people biking through a separated bike lane).

TIER 2 **Reducing vehicle speeds**

These strategies reduce the kinetic energy present and thereby reduce the severity of crashes that do occur. As driver behavior, especially when it comes to speed, is highly influenced by roadway features, countermeasures that reduce prevailing speeds can include lane narrowing and features that channelize vehicle traffic.

TIER 3 **Managing conflicts in time**

This covers instances (such as intersections) where space needs to be shared between different users, but where users can be separated in time. An example is the Leading Pedestrian Interval, which allows people walking to have a "head start" at a signalized intersection before conflicting vehicle traffic enters the crosswalk.

TIER 4 **Increasing attentiveness and awareness**

This involves alerting users to conflicts and potential risks, can involve such countermeasures as intersection daylighting and warning signage.

LEARN MORE

The full engineering and programmatic countermeasure toolbox, including implementation considerations, effectiveness, and relative cost, is included in Appendix D.

25 MPH SPEED LIMIT SIGN ON D STREET

Crashes with people walking and biking

17%

Of injury crashes (3,907 crashes).

46%

Of serious injury or fatal crashes (761 crashes).

FACTORS

People walking and biking account for a disproportionate share of severe outcomes, as they only make up less than 2% of miles traveled in the City.

For all the crashes that meet this trend:

Within 150 feet of an intersection

82% of injury collisions and 78% of KSI collisions that meet this trend occurred within 150 feet of an intersection. Specifically, 81% of injury collisions and 79% of KSI collisions that involve people walking occurred within 150 feet of an intersection.

Streets with posted speed limits of 35 mph or greater

44% of injury collisions and 56% of KSI collisions occurred on higher-speed roads with limits of 35 mph or greater.

Non-daylight conditions

38% of injury collisions and 59% of KSI collisions occurred at dusk, dawn, or nighttime during non-daylight conditions.

Disadvantaged Communities

71% of injury collisions and 76% of KSI collisions occurred in either Areas of Persistent Poverty or Disadvantaged Communities.

CRASH COUNTERMEASURES

Tier 1: Removing severe conflicts

- Separated bikeways and shared use paths
- Pedestrian refuge islands
- Protected intersections
- New sidewalk

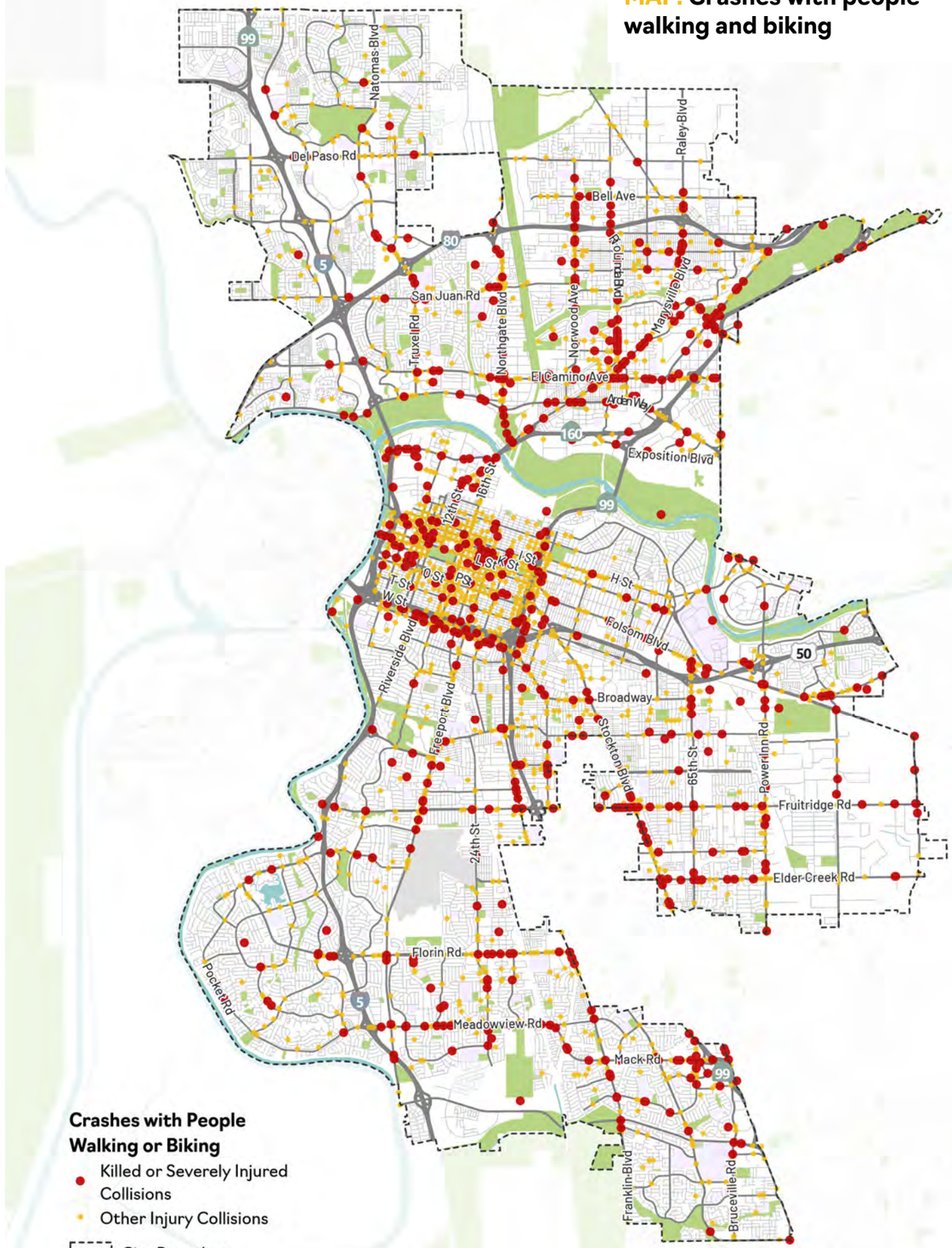
Tier 2: Reducing vehicle speeds

- Raised crosswalks
- Curb extensions

Tier 4: Increasing attentiveness and awareness

- High-visibility crosswalks

MAP: Crashes with people walking and biking



Broadside crashes near commercial intersections

24%

Of injury crashes (5,450 crashes).

16%

Of serious injury or fatal crashes (266 crashes).

FACTORS

Broadside-type ("T-bone") collisions within 150 feet of an intersection and within 250 feet of a commercial area.

For all the crashes that meet this trend:

Within 150 feet of an intersection
65% of the injury collisions and 71% of KSI collisions occurred within 150 feet of a signalized intersection.

Truck route
34% of injury collisions and 41% of KSI collisions occurred on a designated truck route.

Disadvantaged Communities
49% of injury collisions and 50% of KSI collisions occurred in either Areas of Persistent Poverty or Disadvantaged Communities.

CRASH COUNTERMEASURES

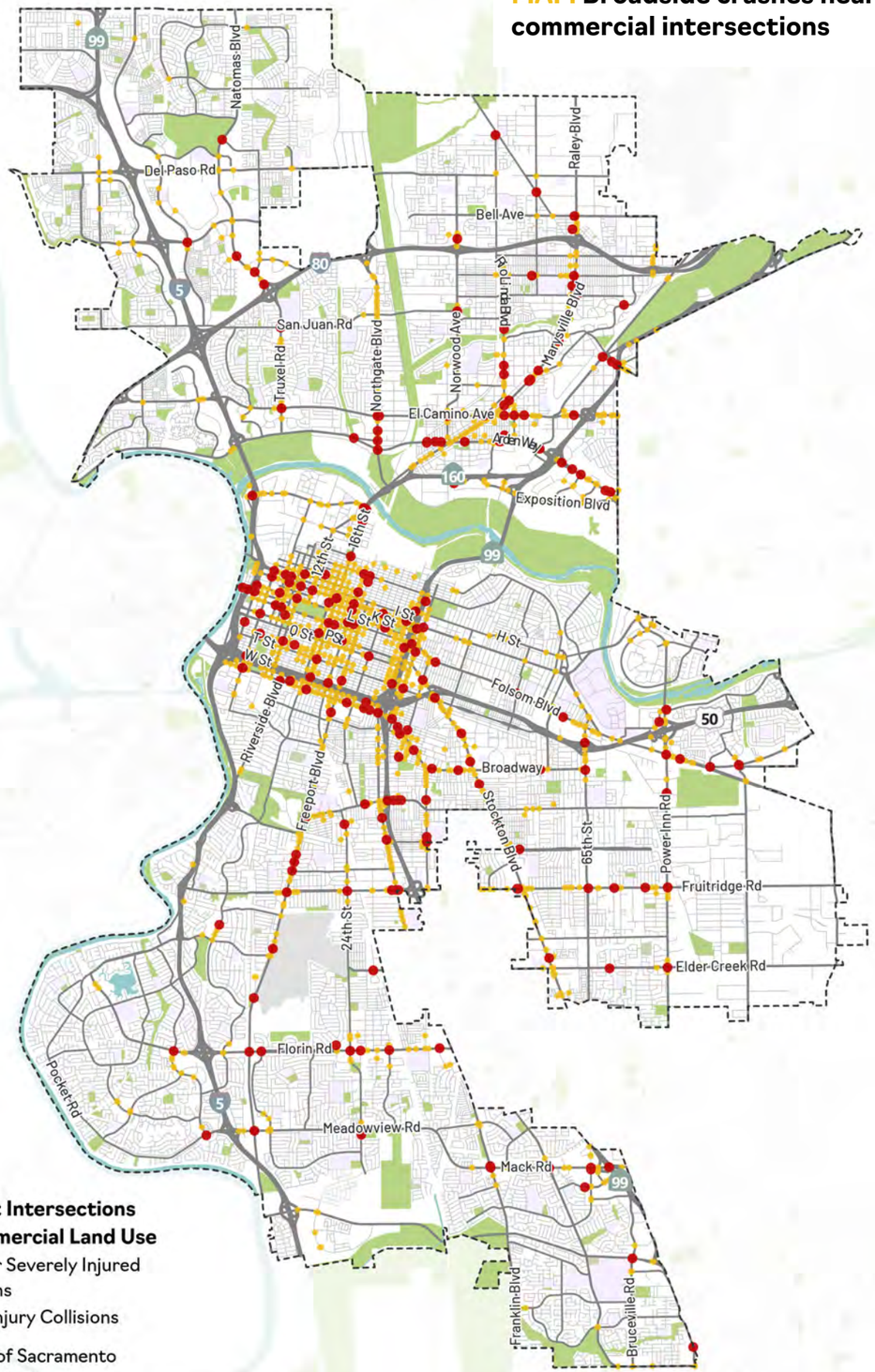
Tier 1: Removing severe conflicts

- Centerline hardening

Tier 3: Managing conflicts in time

- Leading pedestrian interval
- Protected left-turns
- Time-based turn restriction
- Intersection reconstruction and tightening

MAP: Broadside crashes near commercial intersections



Crashes from conflicts at intersections

32%

Of injury crashes (7,287 crashes).

21%

Of serious injury or fatal crashes (344 crashes).

FACTORS

Issues with vehicle right-of-way or traffic signals and signs within 150 feet of an intersection.

For all the crashes that meet this trend:

Within 150 feet of an intersection
56% of injury collisions and 61% of KSI collisions occurred within 150 feet of a signalized intersection.

People biking
10% of injury collisions and 22% of KSI collisions involve people biking.

Disadvantaged Communities
71% of injury collisions and 73% of KSI collisions occurred in either Areas of Persistent Poverty or Disadvantaged Communities.

CRASH COUNTERMEASURES

Tier 1: Removing severe conflicts

- Roundabouts
- Prohibit left-turn

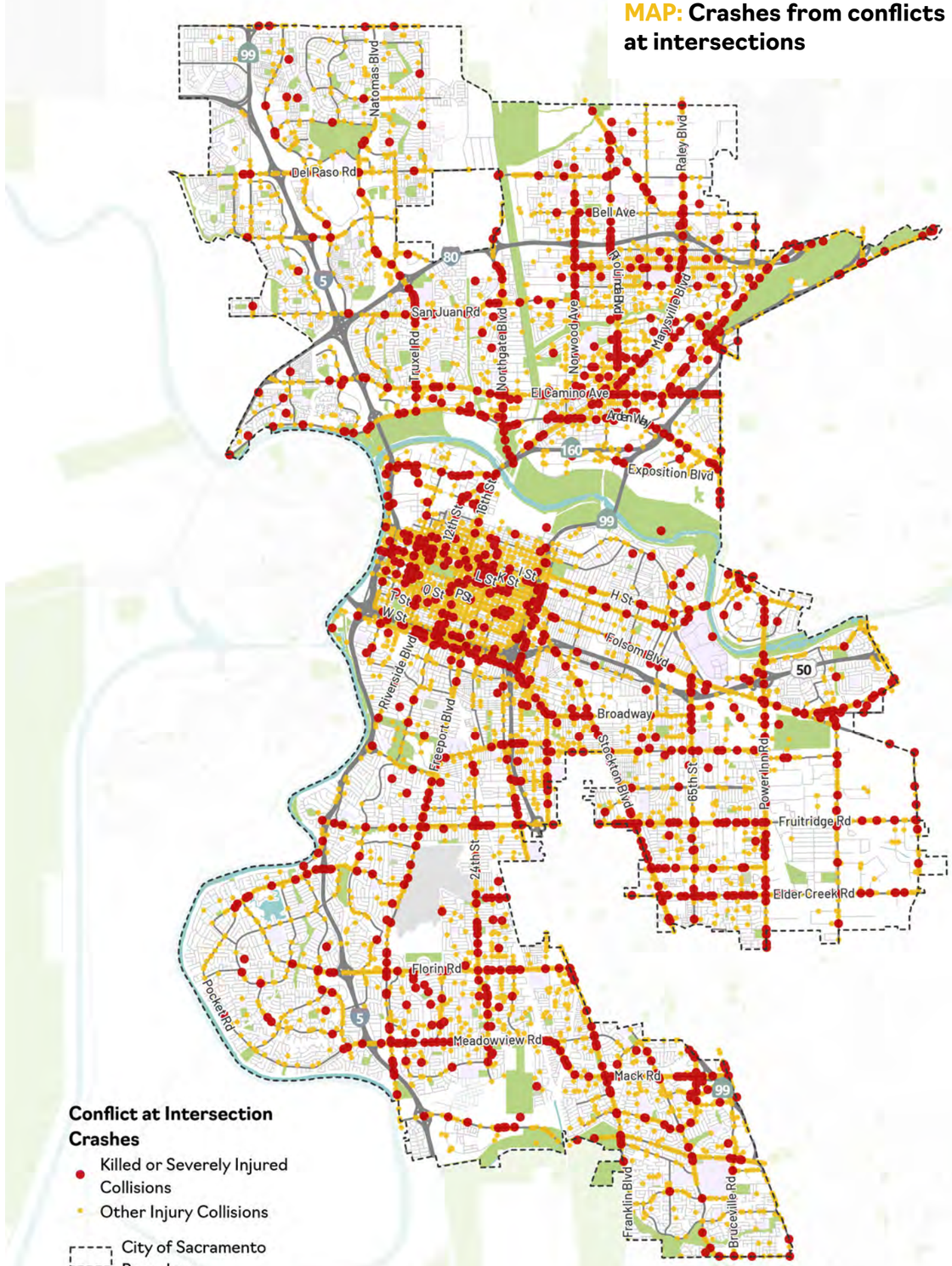
Tier 2: Reducing vehicle speeds

- Roundabouts

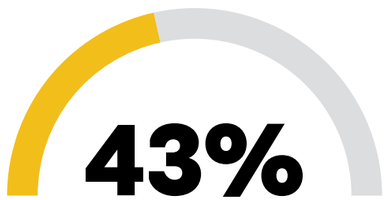
Tier 3: Managing conflicts in time

- New traffic control: Signals and stop signs
- Prohibit turns under special conditions (no-right-on-red, prohibit turns during pedestrian phase)

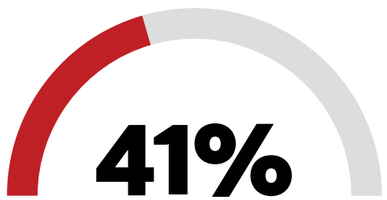
MAP: Crashes from conflicts at intersections



Crashes near transit stops



Of injury crashes (9,599 crashes).



Of serious injury or fatal crashes (683 crashes).

FACTORS

For all the crashes that meet this trend:

People walking
10% of injury collisions and 36% of KSI collisions that meet this trend involve people walking.

Within 150 feet of an intersection
34% of injury collisions and 37% of KSI collisions occurred more than 50 feet from an intersection, and 13% of injury collisions and 15% of KSI collisions occurred more than 150 feet from an intersection.

Disadvantaged Communities
70% of injury collisions and 73% of KSI collisions occurred in either Areas of Persistent Poverty or Disadvantaged Communities.

CRASH COUNTERMEASURES

Tier 1: Removing severe conflicts

- Far-side bus stop
- Floating transit island or bus boarding island

Tier 2: Reducing vehicle speeds

- Floating transit island or bus boarding island

Tier 3: Managing conflicts in time

- Pedestrian detection

Tier 4: Increasing attentiveness and awareness

- Co-locate bus stops and marked pedestrian crossings
- Continued automated enforcement

MAP: Crashes near transit stops

Crashes near parks and schools

20%
Of injury crashes (4,519 crashes).

20%
Of serious injury or fatal crashes (337 crashes).

FACTORS

Nine percent of injury collisions and 29% of KSI collisions that meet this trend involve people walking, while 10% of injury collisions and 16% of KSI collisions that meet this trend involve people biking.

For all the crashes that meet this trend:

Young people
17% of injury collisions and 15% of KSI collisions involve people under 24, while 21% of injury collisions and 19% of KSI collisions involve people 25-24.

Arterial roads
56% of injury collisions and 58% of KSI collisions occurred along arterials.

Speed limits
53% of injury collisions and 61% of KSI collisions occurred on roadways with speed limits of 35 mph or greater.

Within 150 feet of an intersection
62% of injury collisions and 53% of KSI collisions occurred less than 50 feet from an intersection, and 81% of injury collisions and 74% of KSI collisions occurred less than 150 feet from an intersection.

CRASH COUNTERMEASURES

Tier 1: Removing severe conflicts

- Pedestrian scramble
- Road diet or lane reduction

Tier 2: Reducing vehicle speeds

- Slow turn wedge
- Speed lumps, humps, and tables

Tier 3: Managing conflicts in time

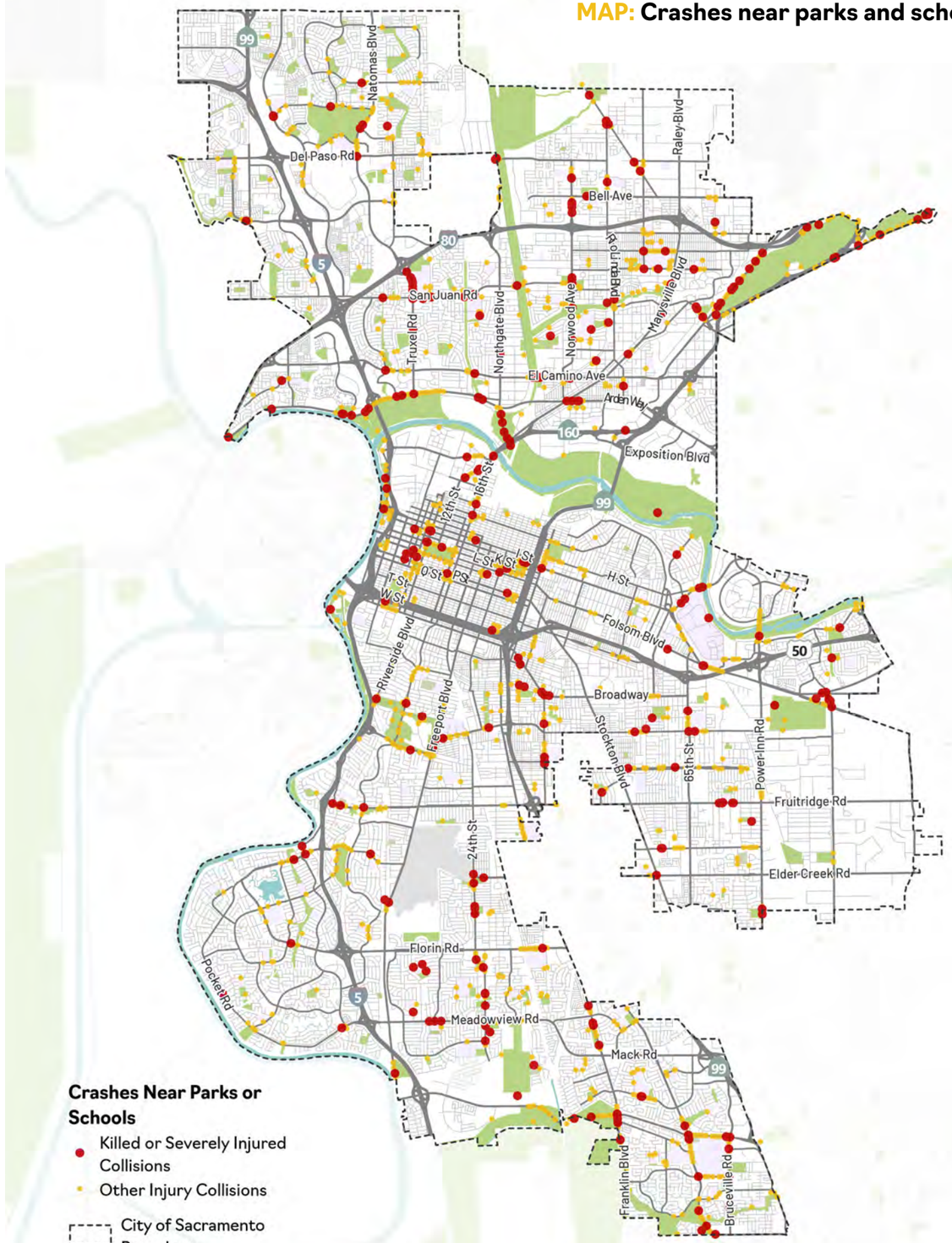
- Pedestrian signal
- Bicycle signal or exclusive bike phase
- Extend pedestrian crossing time

Tier 4: Increasing attentiveness and awareness

- Safe Routes to School programs

Currently, the Sacramento City Council has declined to support City-managed SRTS programs, but non-profits and school districts could step in to provide programming in the future.

MAP: Crashes near parks and schools



Crashes from unsafe speeds on arterials

17%

Of injury crashes (3,891 crashes).

8%

Of serious injury or fatal crashes (131 crashes).

FACTORS

Unsafe speed primary collision factor and arterial or highway ramp location. Arterials only make up a small portion of the total street network (approximately 11%).

For all the crashes that meet this trend:

Within 150 feet of an intersection

70% of injury collisions and 59% of KSI collisions occurred within 150 feet of an intersection.

Within 150 feet of a signalized intersection

48% of injury collisions and 34% of KSI collisions occurred within 150 feet of a signalized intersection.

Non-daylight conditions

39% of injury collisions and 83% of KSI collisions occurred at dusk, dawn, or nighttime during non-daylight conditions.

Disadvantaged Communities

73% of injury collisions and 71% of KSI collisions occurred in either Areas of Persistent Poverty or Disadvantaged Communities.

CRASH COUNTERMEASURES

Tier 1: Removing severe conflicts

- Road diet or lane reduction
- Median barrier

Tier 2: Reducing vehicle speeds

- Lane narrowing
- Traffic signal sync/green wave
- Speed sensitive rest-in-red signal

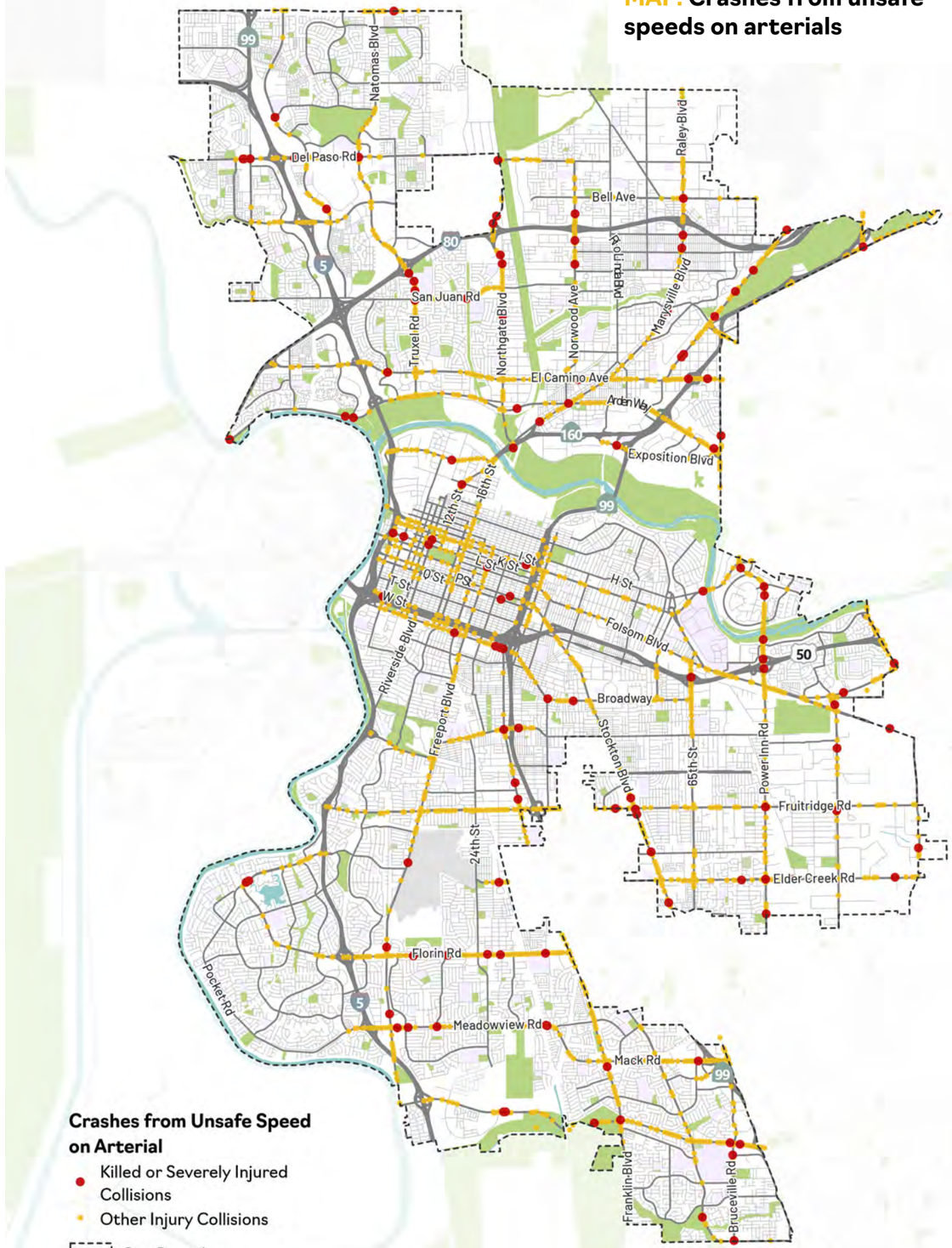
Tier 3: Managing conflicts in time

- Advanced dilemma zone detection

Tier 4: Increasing attentiveness and awareness

- Red light camera

MAP: Crashes from unsafe speeds on arterials



CHAPTER 6

Our action plan

These 35 actions will help advance the City's Vision Zero commitment.

The actions are informed by the safety data analysis, input provided by community members via the public engagement activities and Vision Zero Task Force meetings, and input from City staff and agency partners.

Actions are organized into categories of high (🟢), medium (🟡), and low (🔴) priority to help focus collective effort on the actions with the greatest potential safety benefit as well as those feasible to implement or advance within the next five years.

There are five different types of actions:

1. **Implement street changes**

   Directly build changes to the streets.

2. **Modify existing process**

   Change an existing process or program.

3. **Create new process**

   Create a new process or program.

4. **Advocate for legislation**

   Advocate for state or federal legislation.

5. **Collect data**

   Collect or purchase new data.

High priority actions 🟢

ID	Type	What we'll do
H1		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.
H2		Conduct planning, design, and advance safety improvements towards implementation for the next top 10 priority corridors and top 10 intersections identified in the 2026 Action Plan, with a focus on roadway designs for reduced speeds and in Areas of Persistent Poverty.
H3		Implement a red-light running camera program consistent with state Senate Bill 720, which was written to help address privacy and equity concerns.
H4		Consistent with new state law (AB 43), identify Business Activity Districts across the City (e.g., the downtown grid) and establish prima facie speed limits of 20 mph.
H5		Continue the Vision Zero Traffic Safety Response Team with a focus on responding to KSI crashes with quick-build solutions.
H6		Complete sidewalk gaps identified as priority in the Streets for People Plan (S4P) that are prioritized through the Transportation Priorities Plan (TPP).
H7		Complete 10 projects that separate severe vehicle-vehicle conflicts as well as vehicle-people or vehicle-bike conflicts at intersections in 5 years.
H8		Update the 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 (Section 15.11 in the Street Design Standards).
H9		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-in-red, coordinated signals/green waves, and other similar strategies.
H10		Identify a preferred signal preemption technology and then include transit and emergency response signal preemption as standard technology in all new signals.
H11		Initiate an effort 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.
H12		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.
H13		Modify the City's Project Development 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.
H14		Support legislation on Automated Speed Enforcement in Sacramento.

Medium priority actions

ID	Type	What we'll do
M1		Continue building the separated bikeway and shared-use path network consistent with the Streets for People Plan.
M2		Install at least 20 new pedestrian crossings or improvements to existing crossings on the HIN (e.g., high-visibility markings, signal timing changes, pedestrian signals, median islands, etc.). Including at least 5 within 0.25 miles of parks and schools and at least 5 within 0.25 miles of bus/transit stops; within 5 years.
M3		Install 10 low-cost safety improvements per year, including new road markings, signs, and minor signal modifications including at least one low-cost or pilot project engineering countermeasure project in a neighborhood-serving commercial area.
M4		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.
M5		As the City implements capital improvement projects (CIPs), identify if within that improvement there are opportunities where posted speed limits could be lowered consistent with state law (AB 43) that makes it easier to lower posted speed limits.
M6		With new development, corridor projects, and transit projects, work with transit agencies to evaluate stop placement and access, confirm stops are at logical crossing locations, and implement the Streets for People plan to improve transit stop access.
M7		Include Vision Zero on agendas for education opportunities such as the Planning Academy and Management Academy.
M8		Encourage Sacramento Regional Transit (SacRT) 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.
M9		To increase visibility of people crossing streets, continue implementation of 'daylighting' by prohibiting parking at intersection approaches per state law (AB 413).
M10		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.
M11		Regularly update online, interactive crash data map, dashboard, and website.
M12		Develop a driveway closure program on High-Injury Network commercial corridors.
M13		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.

Medium priority actions (continued)

ID	Type	What we'll do
M14		Establish quarterly Vision Zero meetings with the City's Public Works, Police, and Fire Departments.
M15		Publish an annual report to measure progress against the goals of the Action Plan.
M16		Launch high-visibility campaigns to slow driver speeds, encourage yielding to pedestrians, and increase awareness about traffic safety near transit stops, schools, and parks. Campaigns will focus on HIN corridors.
M17		Develop and release a press release or similar to encourage media professionals to improve how they report traffic crashes and road safety.

Low priority actions

ID	Type	What we'll do
L1		Create Curb Management guidelines to provide safety at the curb with existing and emerging mobility options (such as autonomous vehicles).
L2		Establish an evaluation program for completed safety projects to understand the effectiveness of the treatments in response to the data identified issues and community identified concerns.
L3		Develop a continuing marketing campaign for transportation safety focused on key behaviors (impaired driving, driving at unsafe speed, driving speed limit, etc.).
L4		Study opportunities to purchase and use Big Data such as speed data, hard braking data, volume data for all modes, and origin/destination data to analyze safety trends.

IMPLEMENTATION SPOTLIGHT

Faster, responsive, cost-effective improvements

The City's Transportation Safety Initiative, approved by City Council in March 2025, accelerates how the City responds to safety needs and expands the tools available to deliver improvements more quickly. This will primarily be accomplished via two efforts: Quicker-build pilot projects and the Transportation Safety Team.

Quicker-build pilot projects

It can take over a decade to design, secure funding through multiple sources, and build corridor projects like those identified in the Vision Zero Top 5 Corridor Plan. To more quickly address safety on corridors, the City established a recurring fund to support quick implementation. The first Quicker Build Pilot Project is an implementation of a portion of the Marysville Boulevard Vision Zero project between Los Robles Boulevard and Harris Avenue. As of Spring 2026, this project is under construction.

SAFETY PROJECT CONSTRUCTION ON MARYSVILLE BOULEVARD

Transportation Safety Team

The Transportation Safety Team, a dedicated unit within Public Works, focuses on quick-build and interim safety projects across Sacramento's High-Injury Network.

The Transportation Safety Team focuses on spot locations (e.g., intersections of segments less than a half mile), and not entire corridors. At these locations, quick-build and low-cost treatments—such as enhanced signage, refreshed striping, lane-narrowing elements and visibility upgrades—will be implemented to reduce crashes near-term while long-term capital improvements continue to move forward.

The Public Works Department has hired a Supervising Engineer and two new Traffic Investigation team members in 2026. Additional members of the team will include a senior and assistant engineers and administrative support to ensure efficient and timely delivery of projects and communications with community members.

To guide future work of this team, the 2026 Action Plan process identified the priority locations where quick-build solutions could have the greatest impact. This process uses the previously identified collision profiles to determine crash hotspots and ranks those locations based on equitable investment and destination access metrics in the Transportation Priorities Plan (TPP). The highest-ranked locations are paired with the set of quick-build and low-cost countermeasures that best address the collision profile. Because this process is inclusive of TPP prioritization considerations such as disadvantaged communities, it offers the benefit of providing a broader swath of project locations.

QUICK BUILD AT ROBERTSON WAY AND RIVERSIDE BOULEVARD

The quick-build selection process

1. Select crash trend
2. Identify locations
3. Score locations
4. Recommend treatment

IMPLEMENTATION SPOTLIGHT

Improving safety with traffic signals

Traffic signals are a prime opportunity to improve safety with over 800 signals across the city.

Incorporating safety improvements into this existing infrastructure can reduce the likelihood and severity of crashes faster and more responsively than large capital projects that require years of planning, design, funding, and construction.

The potential for serious injury or fatal crashes tends to be highest when vehicle speeds are above 25 mph and there are paths of travel crossing at or close to 90-degrees. This happens most often at intersections. Two strategies for reducing the likelihood of serious injury or fatal crashes at intersections are to:

- Separate road users in time using traffic signal phasing and timing
- Use signal timing to slow vehicle speeds

Adapting traffic signals is an important part of the City's commitment to Vision Zero. This plan includes actions to identify and implement signal timing and phasing strategies that can be used to reduce the likelihood and severity of crashes (see actions H7, H9, H10, M2, and M4). The City is committed to deploying, where feasible and appropriate, the following types of strategies.

Leading pedestrian interval

A leading pedestrian interval (LPI), also referred to as a pedestrian head start, gives the opportunity for a person walking to begin crossing 3 to 7 seconds before vehicles are given a green indication. The intent is to improve motorist visibility of and yielding behavior to people in the crosswalk. Research has indicated LPIs can reduce vehicle-pedestrian crashes at intersections by 19%.

No right-turn-on-red

At signalized intersections, the posting of a No Turn on Red regulatory sign prohibits vehicles from turning across the adjacent crosswalk. This action may prevent a conflict between people crossing in that crosswalk and turning vehicles. No Turn on Red has also been shown to improve bicycle comfort.

Protected left-turn phasing

Protected left-turn phasing provides left-turning motorists with their own signal phase and therefore time in the signal cycle to make the left-turn movement without other conflicting movements. It separates the severe conflicts and doesn't rely on motorists' ability to accurately judge and use a gap in traffic. As a result, protected left-turn phasing at signals helps improve safety outcomes – research documents a 99% reduction in left-turn related crashes for protected left-turn phasing.

Flashing yellow arrow

A flashing yellow arrow indication can be used at signalized intersections for approaches with a permissive left-turn phase as well as for right-turns across bike lanes or multiuse paths. It is used instead of a green light indication for the turning motorists. Flashing yellow arrow indications have also been found to reduce left-turn related collisions by up to 50%

Rest-in-red

Rest-in-red signal programming entails all vehicle signals resting in red (and all pedestrian signals resting in Don't Walk) during periods with low demand, as opposed to having the arterial (or major street) approaches rest in green. In this sense, the signal functions similar to all-way STOP control: most vehicles will have to stop before receiving green; however, unlike all-way STOP control, the green can be responsive to vehicles approaching at or below the desired speed.

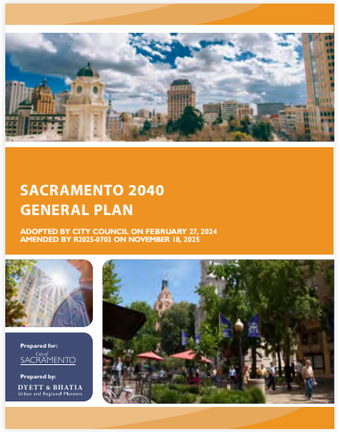
Signal progression to manage vehicle speeds

Also called a "green wave," signal progression to manage vehicle speeds uses signal timing along a specific street to encourage slower vehicle speeds. For example, signals may be timed such that a vehicle traveling 20 to 25 mph consistently would encounter a green light at each signal. Signal progression requires sufficiently frequent and appropriately spaced signals along a given street. Therefore, it is not something that can be achieved with a single signal nor is it something that can be achieved where signals are spaced further apart.

All of our transportation plans and policies help to advance Vision Zero.

BROADWAY AND MARTIN LUTHER KING JR BOULEVARD

Sacramento's General Plan affirms our commitment to safer streets.



Sacramento 2040 General Plan

The Mobility Element of Sacramento's 2040 General Plan, adopted in February of 2024, restates the goals and strategies of the 2018 Vision Zero Action Plan. The General Plan emphasizes that designing safer streets requires a multi-faceted approach, involving engineering, education, and enforcement:

Reducing driver speeds, unbiased enforcement of speed limits, and implementing street enhancements that improve safety for people walking, bicycling and otherwise rolling — such as separated bikeways, enhanced crosswalks, and street lighting — are integral to building a safer transportation system (Mobility Element, Page 8-22).

Recently adopted plans embrace Vision Zero goals for a safer transportation network.

Streets for People: Sacramento's Active Transportation Plan

Sacramento Neighborhood Connections Plan

These plans emphasize closing key gaps in the walking and bicycling networks. Enhancing and expanding our walking and biking networks helps to improve safety for people traveling by these modes, who are disproportionately the victims of fatal and serious injury crashes.

The General Plan Mobility Element includes key safety policies.

Using complete streets principles to ensure the safety and mobility of all users. *(Policy M-4.1)*

Designing streets for lower driving speeds and enforcing speed limits in an unbiased manner. *(Policy M-4.2)*

Using 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. *(Policy M-4.3)*

Collaborating with educational and community organizations to increase safety and encourage active transportation and transit use. *(Policy M-4.4)*

Encouraging ongoing transportation safety-related training and support for City staff responsible for street design and transportation enforcement. *(Policy M-4.5)*

Providing special consideration for rail crossings, integrated goods movement, construction detours, and Safe Routes to School. *(Policies M-4.6, 4.7, 4.8 and 4.9)*

Funding sources for transportation are limited.

The City's General Fund does not cover transportation projects. Some funding comes from taxes, but the rest is from competitive funding sources.

The City's General Fund.

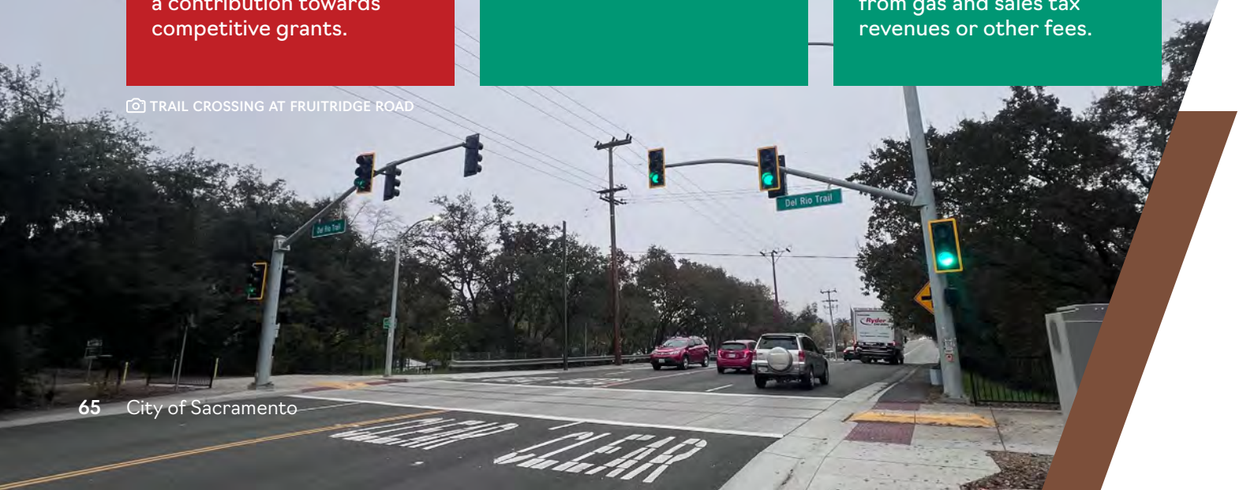
The City uses the General Fund to pay for services like fire, police, community development, and economic development. Because there are external funding sources for transportation and great demand for the City's General Fund, the General Fund is not typically used for transportation. Instead, we leverage gas and sales taxes as a contribution towards competitive grants.

Gas and sales tax revenues.

The taxes you pay when you buy gas help the City fund street maintenance and repairs. Voter approved transportation sales taxes (Measure A) fund safety and mobility improvements. These funding sources fund small projects like speed lumps and stop signs. This funding also supports required local financial contributions for competitive grants.

Competitive grants.

The City pays for transportation mostly through competitive grants from the regional, state, or federal government. The City has to compete with other jurisdictions for this funding. Grant applications also take time and resources to complete. Competitive grants require us to contribute 11-50% of the project cost, and this money comes from gas and sales tax revenues or other fees.



TRAIL CROSSING AT FRUITRIDGE ROAD

Why do transportation projects take so long?

SHORT ANSWER

Funding.

LONGER ANSWER

Designing and reviewing projects can take months to years. However, the biggest challenge to faster project construction is funding. All transportation projects are funded by competitive grants. Each phase of these projects, from planning to design to construction, typically require their own funding cycle to fully fund.

Why are transportation projects so expensive?

SHORT ANSWER

Construction.

LONGER ANSWER

The City typically hires contractors to build transportation projects and selects the lowest bid. Transportation project materials and construction labor are expensive.

The City of Sacramento is working to address these time and funding challenges by implementing a quick-build approach for spot improvements and piloting quicker and smaller-build efforts of larger transportation projects. Examples include the Transportation Safety Response team and the quicker-build implementation of the Marysville Boulevard Vision Zero project.

SIGNAL WORK AT 49TH STREET AND BROADWAY

It costs...

$1M
1 traffic signal.

$750K
1 walk/don't walk signal.

$60K
100 feet of sidewalk, curb, and gutter.

$20-40M
1 major complete streets project.

We're tracking our progress toward Vision Zero and planning future opportunities.

The City's primary performance measure to evaluate progress is the change in the number of KSI crashes—we want it to go down.

The City will measure progress based on the change in the number of crashes under each of the six crash trends discussed earlier in this plan. In the annual Vision Zero progress report, the City will also measure progress on each of the implementable actions identified in the action plan.

Our next General Plan update provides further opportunities to codify safety into everyday practice.

The next General Plan update can add guidance building from this Vision Zero Action Plan and Senate Bill 932. The bill requires California cities to incorporate General Plan policies that aim to eliminate deaths and serious injuries on roads within 25 years of plan adoption. SB 932 also mandates that any substantive revision to the Circulation Element must integrate the principles of the Safe System Approach.

In future General Plan updates, the City could consider additional policies to embed Safe System principles throughout planning processes, ensuring a more equitable, accessible, and safety-focused transportation network for all users.

General Plan updates should seek opportunities to:

LIMIT EXPOSURE

Reducing vehicle miles traveled (VMT) and improving proximity to destinations can decrease the amount of time people are exposed to potential roadway hazards.

REDUCE LIKELIHOOD

Minimizing conflict points lowers the chances of crashes. This can be achieved through intersection improvements—such as roundabouts—and by reducing the number of lanes or road access points.

REDUCE SEVERITY

Managing vehicle speeds is critical to reducing crash severity. Lower speeds decrease the chance of serious injury from a crash, supporting a safer and more forgiving transportation system.

With approval of the Vision Zero Action Plan by City Council, the City will begin work on the implementable actions.

High priority actions will take precedence; however, medium and lower priority actions may advance before some priority actions if funding or resources become available.

Together, the City and Sacramento's communities can come together reshaping our streets and our perspectives on transportation safety.

BIKE MURAL IN DOWNTOWN SACRAMENTO

VISION ZERO
SACRAMENTO

Our Safety is Homegrown