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Dan,

This week, I'm starting right away with a call to action: **Please review the draft 2026 Active Transportation Commission Annual Report and share your feedback.**

The commission will discuss the draft report and its recommendations **Thursday, October 15, at 5:30 p.m. at City Hall, 915 I Street.** I strongly encourage you to attend and share your comments. If you cannot join us, you can submit written comments online before the meeting. The report is **agenda item 5.**

- [Review the draft report.](#)
- [Submit your comments through the city's public meeting portal.](#)

This is your opportunity to help shape the recommendations before the report moves through further review, with the hope of reaching City Council early next year. Tell us what matters to you, what needs to change, and what you expect the city to actually implement.

Why does this matter? Because this work should produce safer streets. It should never become a yearly exercise in documenting problems we already understand while accepting the same outcomes.

A recent article, "[Mastering mobility with Vision Zero](#)," highlights what cities elsewhere are accomplishing. Vision Zero begins with a straightforward principle: Nobody's death or serious injury should be an acceptable price for using our roads. People make mistakes. Our streets should be designed so those mistakes do not become fatal.

That goal is achievable. Helsinki and Oslo recorded zero pedestrian deaths in 2019. Helsinki later recorded an entire 12-month period, from July 2024 to July 2025, without a single road fatality. Those milestones reflect years of work, including lower speeds and safer street design. They demonstrate what sustained action can accomplish.

One of the most direct steps cities can take is to reduce vehicle speeds. Paris made **30 kilometers per hour, approximately 19 miles per hour, the standard across most city streets**, with exceptions on certain major roads. Think about the clarity of that expectation: Slower travel is the normal way to move through a city where people live, work, shop, and cross the street. You may be thinking, "That sounds slow. I have places to go."

I understand. Sacramento's sprawling development means many of us travel farther between our homes, workplaces, and commercial areas than we would in a compact city like Paris. But driving faster between traffic signals often does much less for our arrival time than we imagine.

I see this regularly. I drive the posted speed limit. Apart from everything else, imagine how embarrassing it would be for the founder of Slow Down Sacramento to get a speeding ticket.

Sometimes another driver passes me with what appears to be considerable frustration at my perceived slothiness. A short time later, there we are together at the same red light.

All that urgency, and we have reached the same place.

The evidence goes beyond my windshield. A Eurocities survey of 38 cities across 19 European countries found that 75% reported fewer road deaths and injuries after introducing lower speed limits. **Respondents reported no overall negative effects on congestion or journey times.**

Lower speeds, supported by street design and enforcement, can protect people without producing the transportation catastrophe some fear. Cities are making that choice. Their leaders are willing to tell residents that safety deserves priority, and then make their streets and speed limits reflect it.

Sacramento should bring that same resolve to this work.

Because when government repeatedly fails to deliver basic improvements, frustration eventually becomes action.

We have already seen it here. Someone painted curbs red in Curtis Park to call attention to daylighting restrictions near intersections. The city subsequently painted them gray. And, in case you are wondering, *that person was not me.*

A recent [Vox article about tactical urbanism](#) describes similar frustration elsewhere. In Los Angeles, Jonathan Hale began painting crosswalks and was arrested on vandalism charges. Across the country, residents have installed benches at bus stops and created makeshift bike lanes when official action failed to arrive.

These efforts can be acts of protest and acts of compassion at the same time. A place to sit can make a difficult trip easier for a stranger. A safer crossing can protect a neighbor you will never meet. I understand why people want to make those improvements themselves when the official process offers little reason to believe help is coming.

My own advocacy began in a similar spirit.

During the Great Recession, cuts to park staffing left my neighborhood park looking rough. I started a cleanup group because I cared about that place and wanted to help.

The city welcomed our effort. Staff provided tools and dumpsters so our volunteer work could be effective.

That experience stays with me. When residents wanted to contribute, the city helped us contribute.

Why shouldn't the City of Sacramento bring that same willingness to our streets?

The city should create practical ways for residents to help with approved improvements, with clear standards, appropriate support, and a process that moves. People who care enough to volunteer their time and energy are a community resource. We should find ways to put that commitment to work.

Long story long, **this is the week to share your feedback on the draft 2026 ATC report.**

Read it. Come Thursday. Submit a comment online. Share the conditions you experience and the changes you want prioritized. Ask for implementation, timelines, and accountability.

You can do so knowing that cities have demonstrated that a year without road deaths is possible. Sacramento deserves that same ambition, backed by action.

And the city should understand something else: ***When reasonable requests for basic safety are repeatedly met with inaction, people eventually take matters into their own hands.***

Do not be surprised when they do.

Yours in service,
Isaac Gonzalez
Slow Down Sacramento

 **Join Our Discord Community**

We've launched a **Slow Down Sacramento Discord server** to keep conversations going between events and email updates.

It's a space to connect, share ideas, and build together.

 [Click here to join the Discord](#)

Join the Discord Server!

MAKE A DONATION

Please consider helping us in our efforts to make Sacramento's streets safer for everyone by making a donation today!

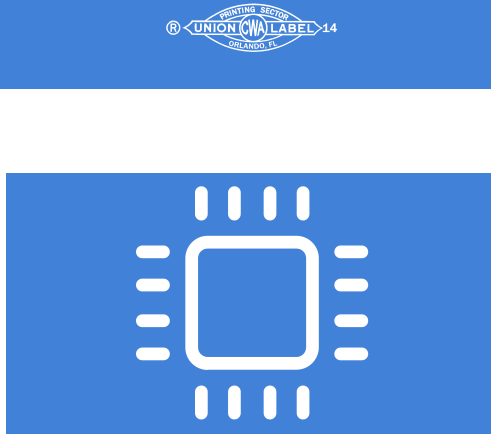
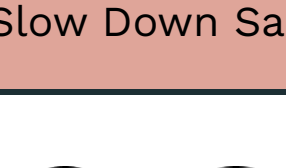


You can always support Slow Down Sacramento by:

 **Getting a Lawn Sign** – A [\\$15 donation](#) gets you a "20 is Plenty" or **classic Slow Down Sacramento** sign. If you live outside city boundaries, I may need to coordinate a pickup or delivery—especially for folks in places like Folsom. But I encourage you to **keep advocating in your community!**

 **Picking Up Some Gear** – [Visit our online store](#) for shirts and sweatshirts—every purchase helps fund our advocacy efforts.

Check out the Slow Down Sacramento Store!



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