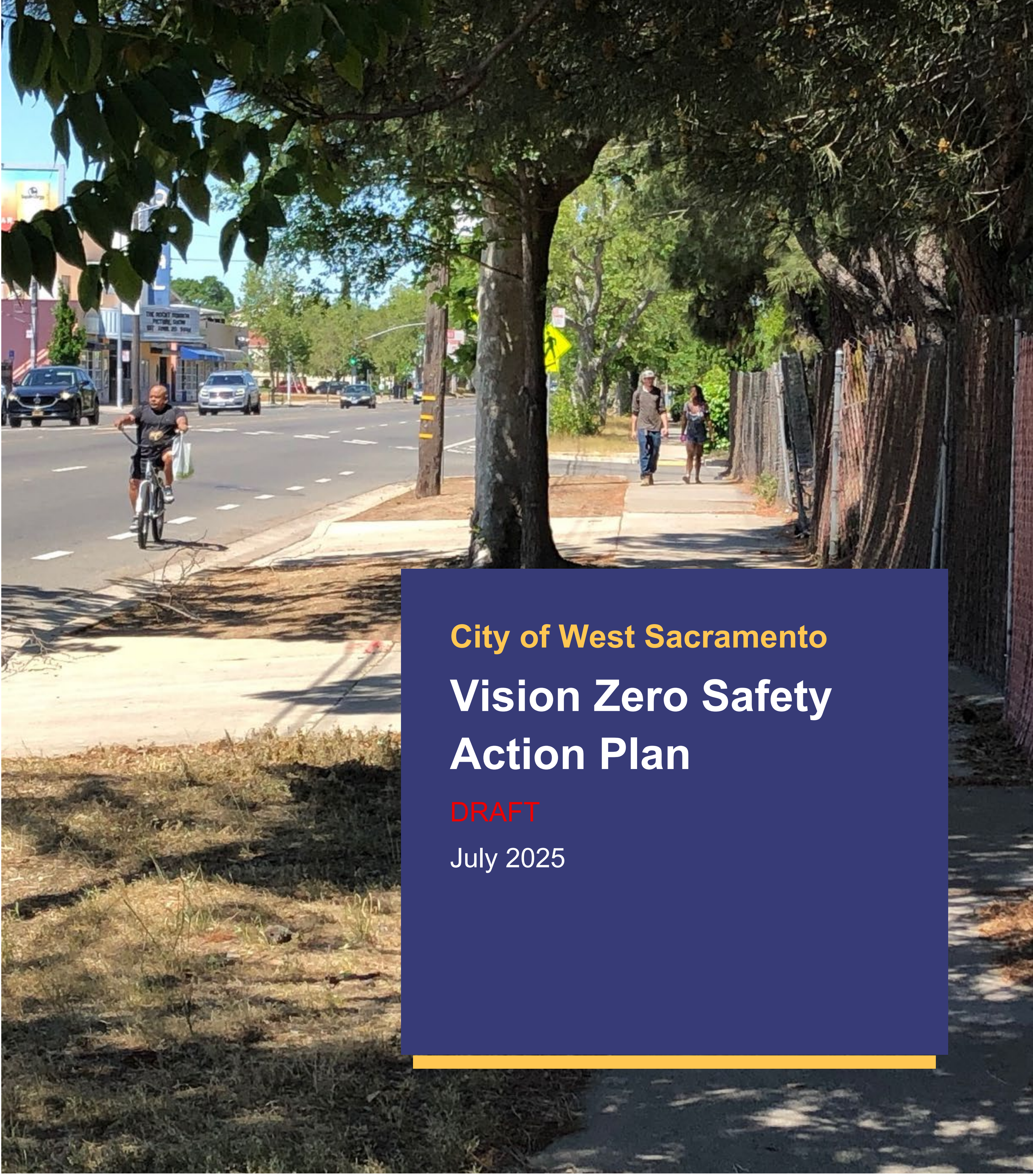

City of West Sacramento

Vision Zero Safety Action Plan

DRAFT

July 2025

Hold page for addition of City Council resolution after adoption at September 17, 2025 mtg

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EXECUTIVE SUMMARY

Purpose and process

Between the seven-year span of 2017-2023, 29 people died and 117 people were seriously injured from traffic crashes on West Sacramento streets. Even one traffic-related death is a death too many because every traffic death and serious injury changes the lives of loved ones and people involved in the crash forever.

Vision Zero is a global initiative committed to developing programs, practices, and projects that prioritize the safety of all street users and bring communities closer to a target of zero life-changing or fatal traffic crashes.

Safer streets in West Sacramento are possible, but it requires collective responsibility and action. Over an eighteen-month period, crash data and road characteristics were analyzed to understand the safety conditions within the city. The community and city staff shared their experiences as people who walk, roll, bike, drive and manage the streets of West Sacramento and provided input on improvements that could be made to the roadways and policies of the city.

The Vision Zero Action Plan identifies a network of high injury locations throughout the city, potential priority corridors for safety improvements and five near term project to be considered. The Plan also outlines a set of goals, strategies and actions to create a truly safe transportation system for West Sacramento residents and visitors who travel in many different ways.

Key Traffic Safety Findings

- While people driving motor vehicles were far more likely to be involved in crashes, people walking, biking, and driving motorcycles were much more likely to die or be seriously injured when involved in a crash.
- People aged 20-24 years and 25-29 years represent 26% of FSI crashes.
- Males are overrepresented in FSI crashes.
- Crashes are more prevalent in the latter half of the week and at dusk or dark.
- Over half of FSI crashes (63%) occur in a disadvantaged community. Most of the FSI crashes involving VRUs (86% pedestrian-involved, 85% bicyclist-involved, 56% motorcyclist-involved) occurred in disadvantaged communities.
- Driving under the influence, traffic signs and signals, and pedestrian violations were among the top primary collision factors.
- Community members noted people driving too fast, a need for more street lighting and sidewalks, and more enforcement of traffic laws for all road users as some primary concerns

- 70% of fatal and serious injury crashes occur on just 3.5% of West Sacramento streets.
- 79% of street segments identified in the analysis as high injury locations overlapped with locations identified as challenging by the public.

Commitment

The City of West Sacramento is committed to reducing the number of fatal and serious injury crashes by half in 2035, with the eventual goal of zero in 2050.

1 INTRODUCTION

The Vision Zero Action Plan is a blueprint for eliminating traffic-related deaths and serious injuries in West Sacramento.

WHAT IS VISION ZERO & WHY IS IT IMPORTANT?

Between the seven-year span of 2017-2023, 29 people died and 117 people were seriously injured from traffic crashes on West Sacramento streets. Even one traffic-related death is a death too many because every traffic death and serious injury changes the lives of loved ones and people involved in the crash forever.

Vision Zero is a global initiative committed to developing programs, practices, and projects that prioritize the safety of all street users and bring communities closer to a target of zero life-changing or fatal traffic crashes. The Vision Zero process acknowledges that to achieve zero fatalities on our roads, a Safe Systems Approach should be employed. At the very foundation of the Safe Systems Approach is a recognition that humans will make mistakes and that bodies have physical limits for crash tolerance. However, death does not need to be an outcome in crashes if mistakes are anticipated and risk is managed through roadway design and management, safety-forward policies and shared responsibility through a culture of safety.

AN ACTION PLAN FOR WEST SACRAMENTO

Safer streets in West Sacramento are possible, but it requires collective responsibility and action. The actions needed to achieve this vision are numerous and will require everyone – from City leadership to every street user – to make safer choices. This Vision Zero Action Plan is the first step towards commitment to reduce traffic fatalities and serious injuries to zero. The Plan identifies a host of actions to create a truly safe transportation system for West Sacramento residents and visitors who travel in many different ways.

Vision Zero Action Plan Structure

Commitment to Zero – Chapter 2 defines the City's commitment to reducing fatal and serious injury crashes and how to do so with a Safe System Approach.

Community Engagement – Chapter 3 describes the community engagement process that supported the development of the Plan.

Crash Trends – Chapter 4 provides an overview of crash history and risk in West Sacramento and identifies the High Injury Locations map.

Safety Countermeasures and Design Treatments Toolbox – Chapter 5 introduces specific tools to improve safety in West Sacramento.

Priority Locations – Chapter 6 describes the prioritization process and identifies the prioritized safety locations.

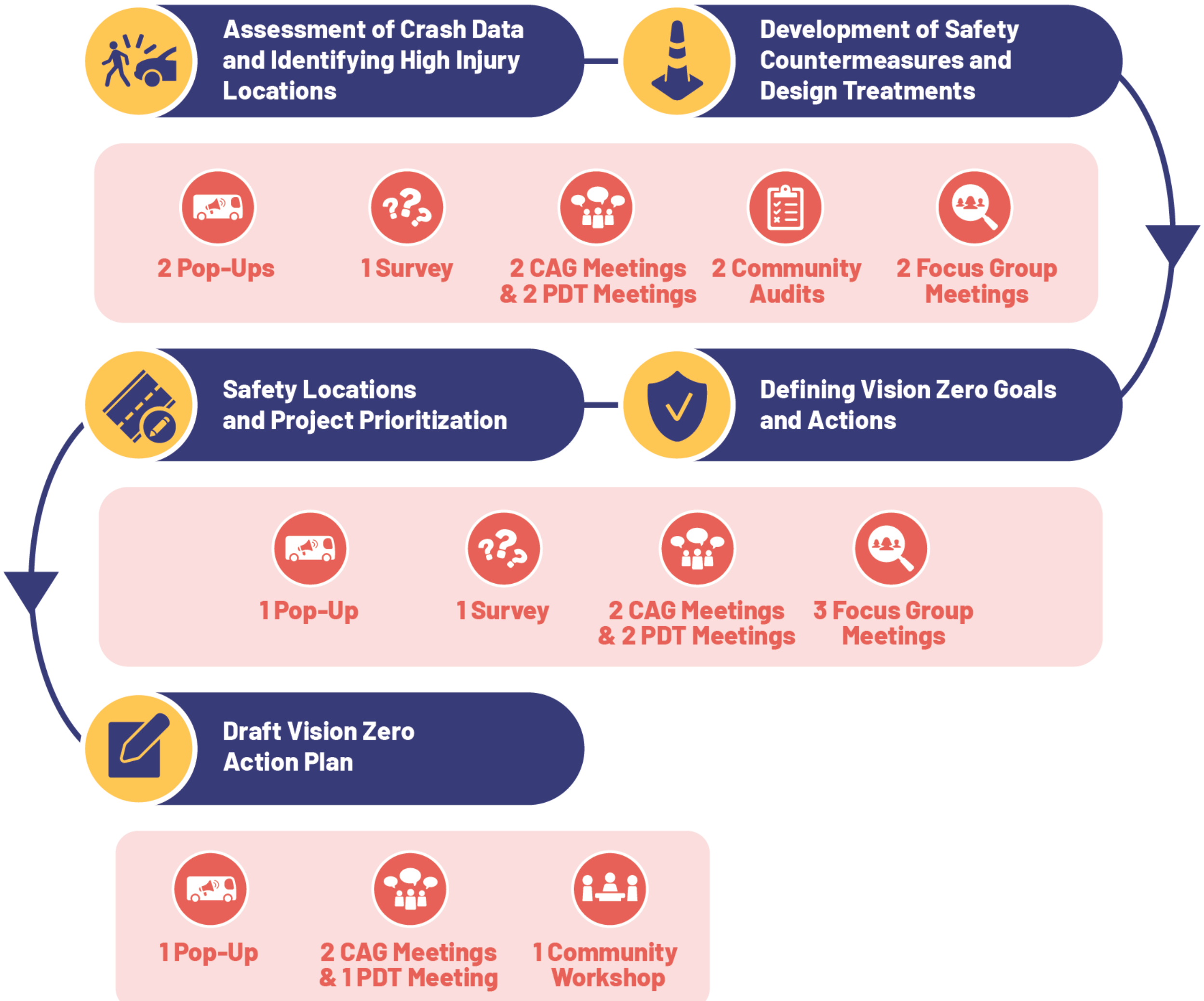
Actions to Zero – Chapter 7 lists the actions identified to reduce traffic fatalities and serious injury crashes in West Sacramento.

Implementation – Chapter 8 identifies the Plan's Top 5 near-term Vision Zero Projects and how to track the Plan's progress.

Vision Zero Action Plan Process

The West Sacramento Vision Zero Action Plan is data- and community-driven at its core, responding to the actual safety experiences and priorities of West Sacramento with proven safety interventions. The Plan development was guided by community input from the public, an external resident Community Advisory Group (CAG), and an internal Project Development Team (PDT) made up of representatives from various city departments. The diagram below provides a high-level overview of this process, which began in early 2024.

Figure 1: Plan Development Process



2 COMMITMENT TO ZERO

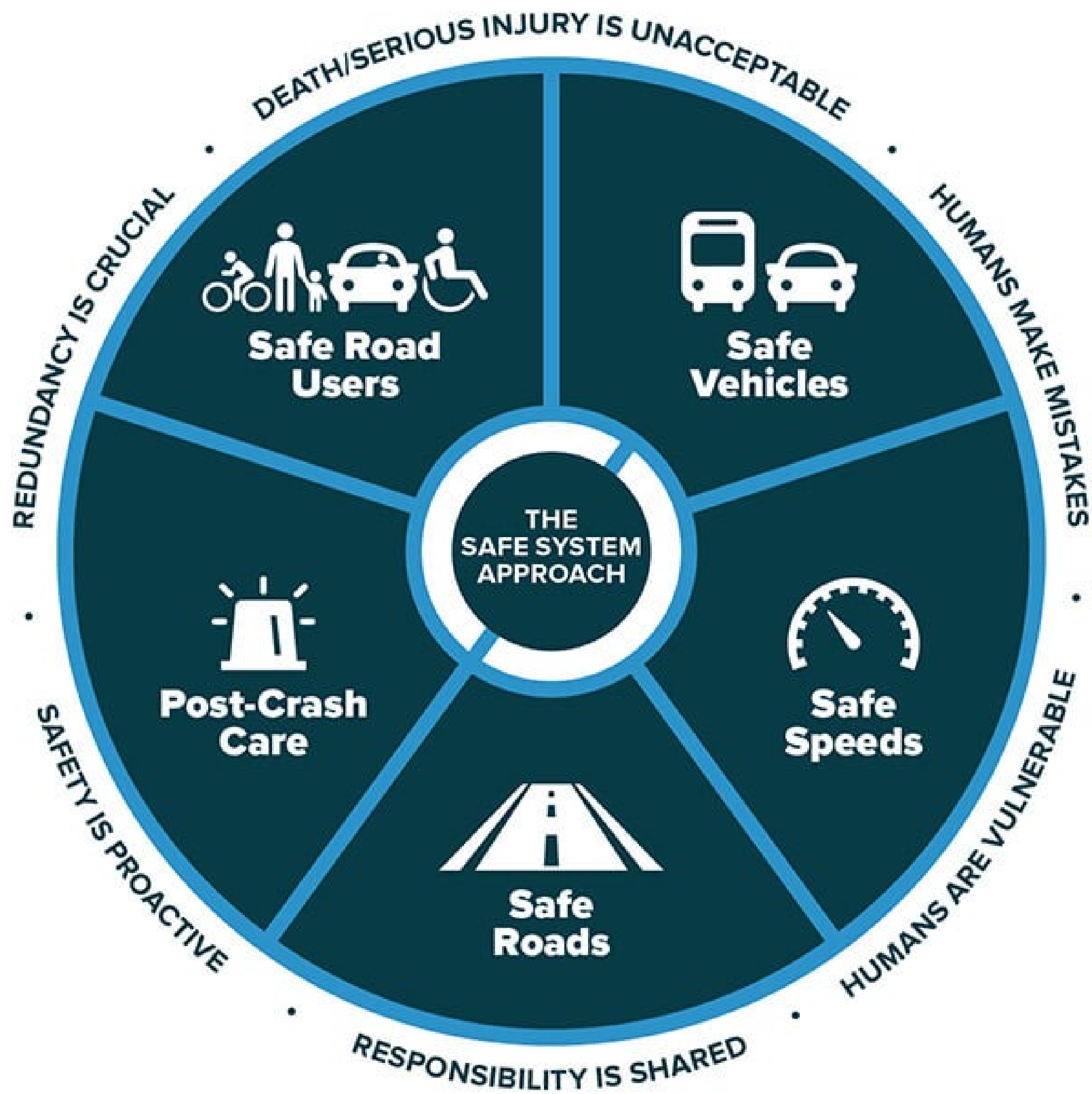
The West Sacramento Vision Zero Action Plan is an ambitious response to the serious and fatal injury traffic crashes that affect people living, working, and visiting the city each year. A cooperative and coordinated effort between multiple partners and road users is needed to reduce the number of fatal and serious injury crashes over time with the eventual goal of zero.

TOWARDS A SAFE SYSTEM IN WEST SACRAMENTO

To achieve the vision of zero deaths, federal, state and local transportation agencies across the United States and the globe have adopted the Safe System Approach, a paradigm shift for street safety. Unlike traditional road safety strategies which focus on modifying human behavior to prevent all crashes, the Safe System approach refocuses system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. There are six principles that form the basis of the Safe System Approach, including:

- **Traffic deaths are unacceptable.** Death and serious injury are unacceptable outcomes of using the roadway system. Vision Zero advocates a system-wide approach to reduce the frequency and severity of collisions.
- **People make mistakes.** Humans make mistakes, so we need to design roads and modify how people operate so our mistakes don't lead to serious injury or death.
- **Bodies are vulnerable.** Humans are vulnerable, so Vision Zero actions need to reduce the transfer of energy from cars onto people in crashes.
- **We're in this together.** Safety is a societal responsibility, not limited to the people who travel the roadways. It includes the people who plan, design, build, operate and maintain roads, as well as vehicle manufacturers, law enforcement, emergency responders, and post-crash personnel.
- **Safety is about being proactive.** Actions can be taken to prevent crashes from occurring in the first place, based on understanding crash and user history and characteristics and developing policies, programs and countermeasures that address crash risks.
- **Redundancy is essential.** Safety measures must be designed so that if one part of the system fails, another is in place to keep road users safe.

Figure 2: FHWA Safe System Approach



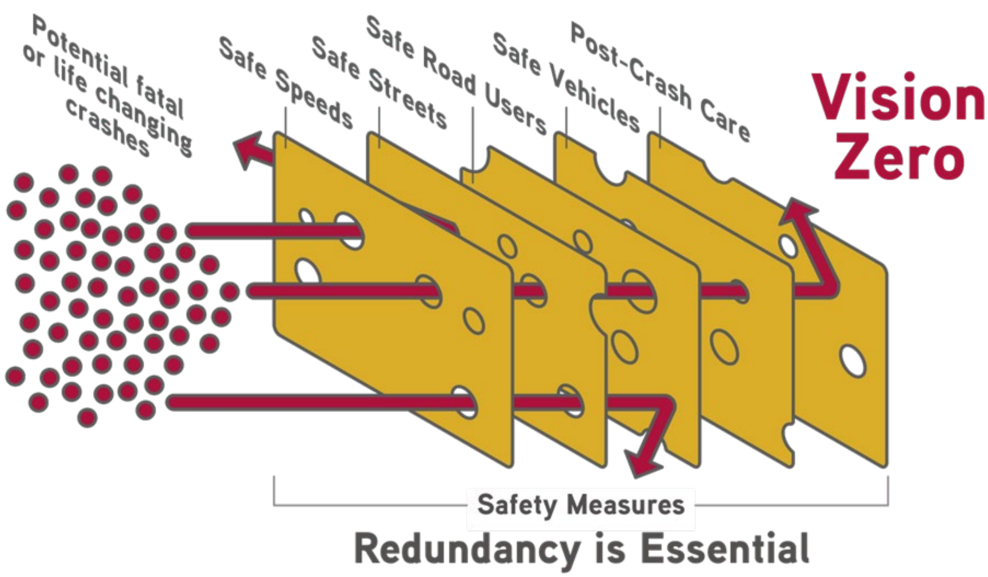
Source: FHWA.

Elements of a Safe System

Implementing the Safe Systems Approach requires five Safe System elements that together add layers of protection and shared responsibility to promote a holistic approach to safety for road users. The Safe System elements are the following:

1. **Safe Speeds:** The risk of death or serious injury increases with increased speeds. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.
2. **Safe Roads:** Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.
3. **Safe Road Users:** The Safe System Approach addresses the safety of all road users, including those who walk, bike, drive, roll, ride transit, and travel by other modes.
4. **Safe Vehicles:** Vehicles are designed and regulated to minimize the occurrence and severity of collisions for those inside and outside of vehicles using safety measures that incorporate the latest technology.
5. **Post-Crash Care:** When a person is injured in a collision, they rely on emergency first responders to locate them, stabilize their injury, and transport them to medical facilities quickly. Post-crash care also includes forensic analysis at the crash site and traffic incident management.

Figure 3: Safe System Elements

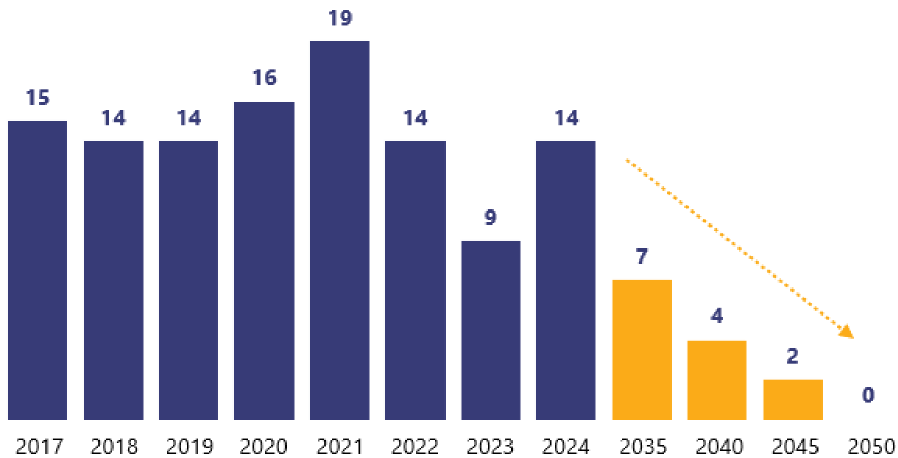


Source: Nelson\Nygaard

VISION ZERO GOALS

The City of West Sacramento is committed to halving the number of fatal and serious injury crashes by 2035, from the average of 14 per year, with the eventual goal of zero in 2050.

Figure 4: FSI Crash Reduction Goal



In addition to the fatal and serious injury (FSI) reduction over time, the city is committed to the following Vision Zero goals. These goals were developed with insights from the project CAG, the community at large, and what was learned from West Sacramento's crash history to ensure the city's move towards safer streets for all people.

Figure 5: Vision Zero Goals

3 COMMUNITY AND CITY INVOLVEMENT

A plan for change within a community is challenging to implement without support of those who live and work there. The Vision Zero Action Plan was shaped by the people of West Sacramento, who desire safe streets for all road users, particularly those most vulnerable.

An equity-centered engagement strategy was developed to ensure the Vision Zero Action Plan authentically reflects community needs and priorities. Activities and outreach methods prioritized engaging communities who have been historically excluded from planning processes, such as monolingual communities (particularly Spanish and Russian-speaking communities), low-income households, youth, older adults, and Black Indigenous and Person of Color (BIPOC)-identifying individuals.

Community Advisory Group

The project engagement strategy was reviewed and updated by a nine-member CAG made up of West Sacramento residents' diverse populations, with emphasis on representation from the City's disadvantaged communities.

Throughout the project the CAG advised on the Vision Zero Action Plan's development and ensured the process was rooted in community priorities. CAG members:

- Provided guidance and feedback to the project team about community values and needs
- Shared best practices and locations for engagement and promoted events within the community
- Shared information and promoted events with their networks and peers
- Ensured that the crash analysis incorporated community experiences
- Informed the development of the project goals and strategies, project prioritization process and priority projects
- Attended up to 8 meetings/workshops held throughout the project, from April 2024 to September 2025

Phases of Engagement

Engagement occurred in three phases: Phase 1 focused on building relationships, understanding concerns and listening to potential solutions. Phase 2 focused on gathering feedback on the draft prioritization matrix citywide and from the above-identified communities while also considering the CAG's suggestions on outreach. Phase 3 provided community members and the CAG an opportunity to review and give input on this plan before its adoption. A summary of the engagement strategy, activities, and feedback received during each phase is outlined below.

Some engagement locations:

- Westfield Village Elementary
- Sacramento Senior Resources Fair
- Sacramento City College
- Resources for Independent Living
- Washington Adult School
- NorCal Resist – Seeds of Solidarity Mutual Aid Farm
- Arthur R. Turner Community Library

Phase I

Phase 1 of engagement focused on soliciting community feedback through different events including two (2) pop-ups attended by 100+ people, two (2) community walking audits, and two (2) stakeholder interviews (focus groups) with priority groups identified as young adults (ages 20-29) and youth (under 17 years old). Between April and June 2024, a community survey was also circulated amongst residents and visitors of West Sacramento. The survey was provided in English, Spanish, and Russian, and received 491 responses.

The following themes emerged through Phase 1 Engagement:

- Drivers travel too fast for pedestrian comfort or sense of safety.
- Bike and pedestrian travel lanes are unprotected and too close to traffic.
- Conditions around school sites lack adequate infrastructure like sidewalks, bike lanes or crosswalks and both driver's and students "do not pay attention" during drop-off and pick-up times.
- Sidewalk and bike lane network connectivity is inconsistent.
- Desire for safer pedestrian crossings including lights, high visibility crosswalks, shorter crossing distances.
- Poor sidewalk conditions are challenging for users of mobility devices.
- Many pedestrians are concerned with driver behavior including speeding and ignoring traffic signals when turning or not giving pedestrians the right-of-way even when in the crosswalk.

Phase 2

The purpose of Phase 2 engagement was to gather feedback on the draft prioritization framework of the Action Plan, with a focus on ensuring that historically underrepresented communities were included in the development of projects, strategies, and countermeasures. The effort consisted of three (3) stakeholder interviews, one (1) pop-up, and a community feedback survey which received 79 responses between January and February 2025. The following themes emerged through the collective Phase 2 Engagement efforts:

- The goals, strategies and actions align with the community's values as they pertain to the desires for achieving safer streets.
- The draft priority location map resonates with people's perceptions of safe and unsafe locations.
- Children and school zones, as was discovered in Phase 1 efforts, continue to be desired as priority populations to improve safer transportation systems for.
- As a direct result of engagement with parents at Westfield Village Elementary, School Bus Stops were added to the proximity to transit stops safety metric.
- The desire for the most basic pedestrian transportation amenities such as safe crosswalks, enhanced pedestrian cross signals, and lighting continue to transcend age and racial boundaries.

Phase 3

Phase 3 engagement focused on soliciting final feedback on the draft final plan from the CAG and community members. The draft final plan was posted to the city's project website for thirty (30) days, along with the executive summary in English, Spanish and Russian. A video was also posted to the website that educated the public on how to review the plan and provide public comment. Additionally, a community workshop was held to provide a forum for discussion of the plan's main takeaways and actions. Two CAG meetings were held during this period. One meeting focused on gathering input on the draft final plan, while the final meeting coincided with the City Council meeting where the plan was adopted. CAG members were educated on how to provide public comment during a City Council meeting, should they feel compelled to do so to discuss the plan or other topics in the future.

Project Development Team

In addition to community participation and support, involvement by staff from across city departments was critical to ensure understanding and implementation of the Vision Zero goals, strategies and actions. The PDT was made up of representatives from Community Development, Fire, Police, Capital Projects, Finance and Technology, and Communications who met five times across the project timeline. Like the CAG, members provided input on the project analyses and informed the project priorities and the actions that will shape the city's vision zero approach and culture of safety going forward. Members of the PDT will be tasked with implementation of the Vision Zero projects, strategies and actions identified in this plan (becoming a Vision Zero Implementation Team).

4 CRASH TRENDS

This Vision Zero Action Plan is informed by police-reported crash data covering the years of 2017 through 2023 and an analysis of crash risk based on the characteristics of those past crashes. Between the seven-year span, there were a total of **101 Fatal and Serious Injury (FSI) crashes.** In those 101 crashes, **29 people died** and **117 people were seriously injured.** Each death and life-altering injury also changes the lives of their loved ones and other people involved in the crash forever.

DEFINING VULNERABLE ROAD USERS

People are more vulnerable when traveling by some modes of transportation than others. People walking, using a wheelchair or other mobility device, riding a bicycle, or driving a motorcycle are much less protected than those traveling in motor vehicles and are more likely to be fatally or seriously injured when crashes occur because of this lack of protection. Users of these modes are defined as vulnerable road users. In conformity with the California 2020-2024 Strategic Highway Safety Plan.[1], this Plan emphasizes vulnerable road users to ensure it assesses and identifies safety improvements for these users.

A FOCUS ON FATAL AND SERIOUS INJURY CRASHES

The Federal Highway Administration (FHWA) Safe System Approach emphasizes that while no crash is desirable, crashes that result in death or serious injuries are unacceptable and preventable. The Safe System Approach also acknowledges that humans make mistakes that lead to crashes, but that these crashes do not have to be fatal or lead to serious injuries. With these two principles in place, the crash analysis presented in this plan primarily focuses on FSI crashes to help West Sacramento identify the risks associated with these crashes to prevent them from happening in the future.

SUMMARY OF CRASH TRENDS

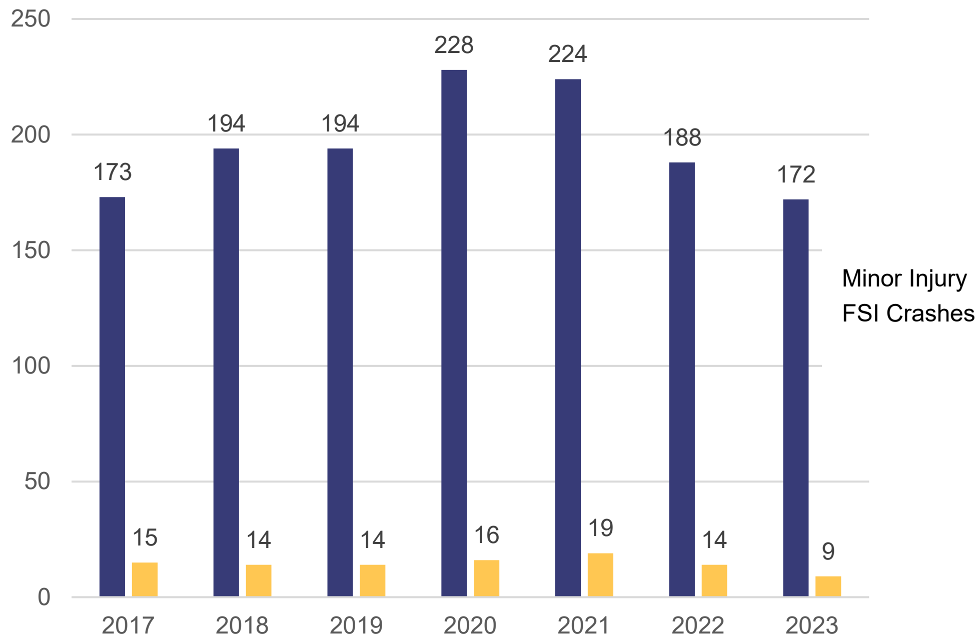
The following analysis reviews the who, when, where, and why of historical crash data in West Sacramento. Crash data was analyzed through multiple lenses, including mode and severity of injury, with a particular focus on crashes that resulted in death or serious injury.

[1] https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/shsp/2023-shsp-full-report-2020-2024-a11y.pdf

Who is Involved in Crashes?

Between the seven-year span of 2017-2023, there were a total of **101 FSI crashes (**Error! Reference source not found.**)**. In those 101 crashes, **29 people died and 117 people were seriously injured.**

Figure 6: All Injury Crashes in West Sacramento 2017-2023



Mode of Travel

FSI Crashes by Mode Between 2017-2023 included:
42 Motor Vehicle Crashes (82 people)
29 Pedestrian Crashes (31 people)
17 Motorcycle Crashes (20 people)
13 Bicycle Crashes (13 people)

People walking, biking, and driving motorcycles were much more likely to die or be seriously injured in crashes. These vulnerable road users make up over half (59%) of FSI crashes. While people driving motor vehicles were far more likely to be involved in crashes, they were less likely to be killed or seriously injured than pedestrians, motorcyclists, and bicyclists that were involved in crashes. Additionally, while motor vehicles crashes had the highest total number of FSI victims, only 6% of people in a motor vehicle during a crash suffered a fatal or serious injury. In contrast, 22% of pedestrians, 29% of motorcyclists and 10% of bicyclists involved in crashes suffered a fatal or serious injury (**Error! Reference source not found.**).

Figure 7: All Injury Crashes by Victim and Mode 2017-2023

Mode	People in All Injury Crashes	People Injured in Non-FSI Crashes	People in FSI Crashes	% of People Injured in Non-FSI Crashes	% of People in FSI Crashes
Pedestrian	141	110	31	78%	22%
Bicycle	135	122	13	90%	10%
Motor Vehicle	1,471	1,389	82	94%	6%
Motorcycle	68	48	20	71%	29%

Age

People aged 20-24 years and 25-29 years represent 26% of FSI crashes and are disproportionately represented in the crashes compared to their West Sacramento population share (each approximately 7% of city's population).

Gender

Males are overrepresented in FSI crashes (74%) compared to their share of the West Sacramento population (49%).

When and Where Do Crashes Occur?

Most FSI crashes (59%) happened in the latter half of the week on **Thursday, Friday, and Saturday.**

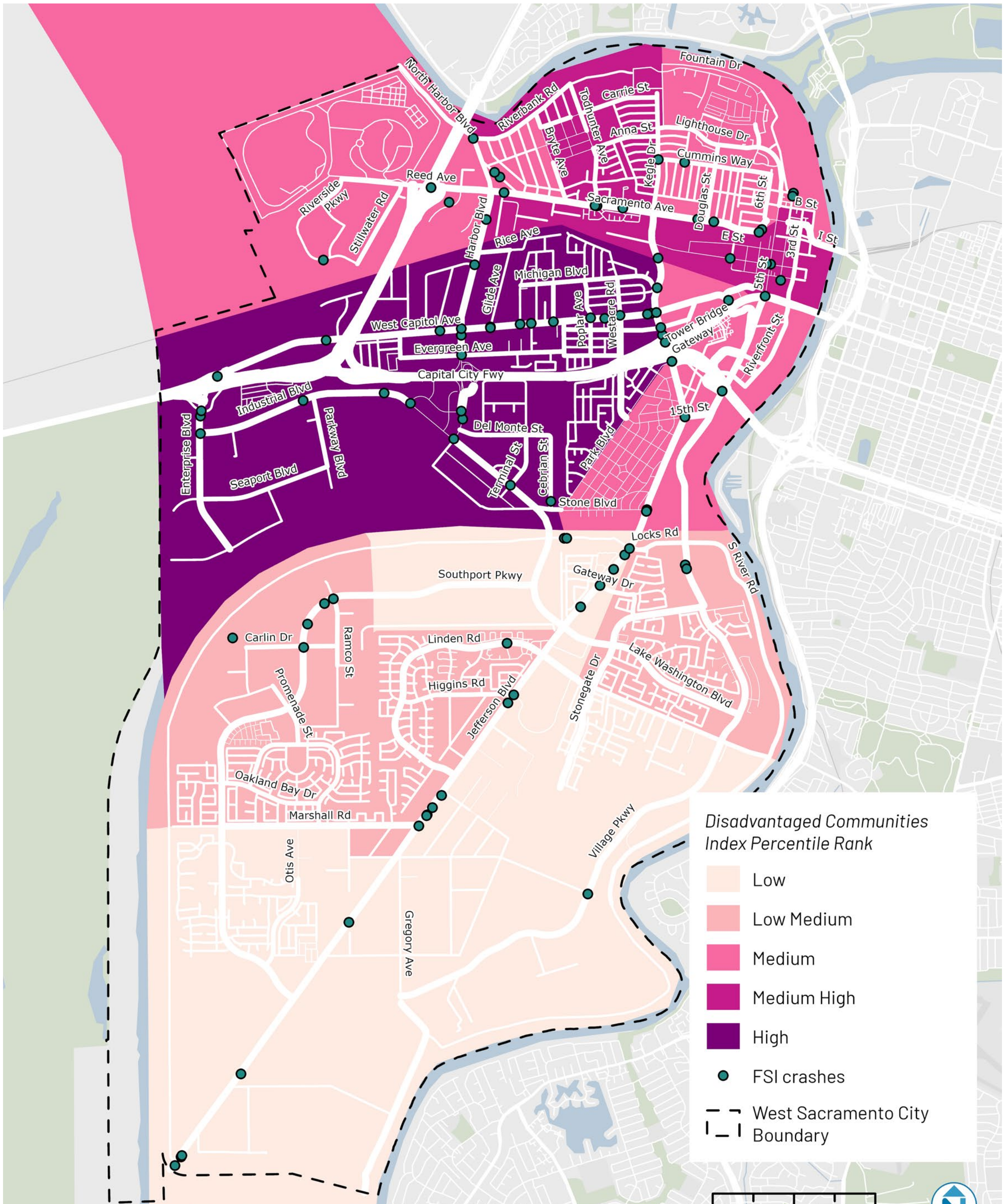
Just under half of FSI crashes (43%) took place in the evening between **6 p.m. and midnight.**

A greater number of FSI crashes occur in lighting conditions classified as **dark or dusk.**

Crashes were more frequent and dangerous on roadways with a **posted speed at or above 35 mph**, and on **higher volume** roadways. These roads make up a smaller percentage of road miles in West Sacramento but carry a more severe crash risk**.**

Over half of FSI crashes (63%) occur in a **disadvantaged community**. Most of the FSI crashes involving VRUs (86% pedestrian-involved, 85% bicyclist-involved, 56% motorcyclist-involved) occurred in disadvantaged communities.

Figure 8: West Sacramento FSI Crashes and USDOT Disadvantaged Communities Index



Data Sources: City of West Sacramento, Crossroads Crash Database 2017-2023,
U.S. Department of Transportation Justice40 Initiative Equitable Transportation Community Explorer, 2024

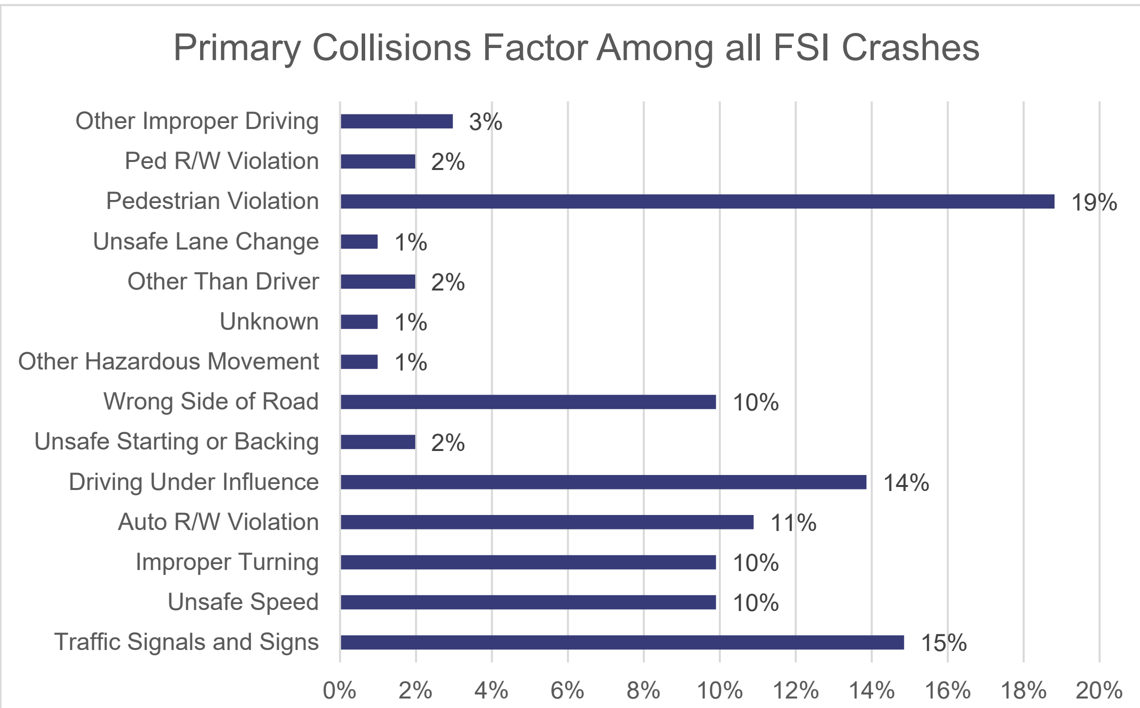
Why Do Crashes Occur?

Driving under the influence was the primary collision factor[2] for 14% of all FSI crashes and 20% of motor vehicle FSI crashes in West Sacramento (28 FSI). =.

Traffic signals and signs violation[3] and **automobile right of way violation**[4] were cited as the primary collision factor for over a quarter (26%) of all FSI crashes, particularly those crashes involving people riding motorcycles and bicycles.

Pedestrian violation[5] was the most often cited primary collision factor among all FSI crashes (19%) and of the FSI crashes involving a pedestrian.

Figure 9: Primary Collision Factor for All FSI Crashes, 2017-2023



[2] A primary collision factor is the one element or driving action which in the officer's opinion best describes the primary or main cause of the collision.

[3] A traffic signals and signs violation is when either party fails to obey a traffic signal or sign.

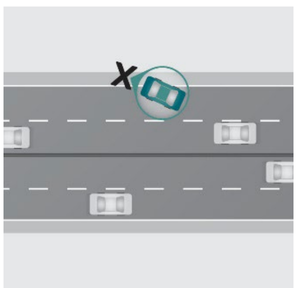
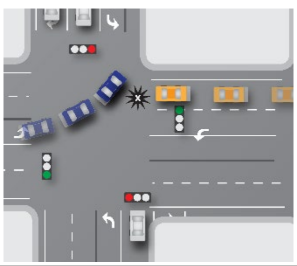
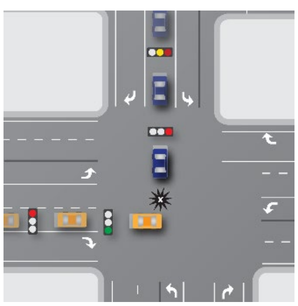
[4] An automobile right of way violation indicates failure to yield to a driver who has right of way.

[5] A pedestrian violation means the reporting officer found the pedestrian to have made an action in violation of the right-of-way.

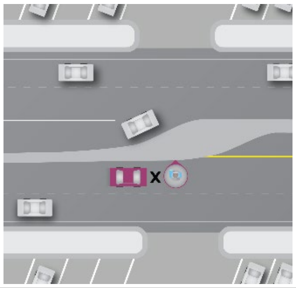
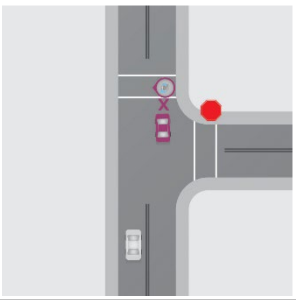
What Are the Most Common Movements Between Parties involved in FSI Crashes?

Understanding the movements just before a crash of those involved in the crash can help to identify solutions, or countermeasures, that may prevent and/or reduce the severity of crashes. In West Sacramento, the following movements were most common in FSI crashes.

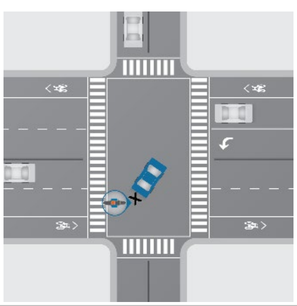
Motor Vehicle FSI Crashes

	**10 FSI Crashes** – The driver of a motor vehicle ran off the road.
	**6 FSI Crashes** – The driver of a motor vehicle making a left turn while another driver was proceeding straight.
	**5 FSI Crashes** – The drivers of motor vehicles were both proceeding straight.

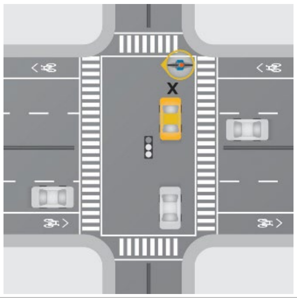
Pedestrian-Involved FSI Crashes

	**14 FSI Crashes** – A pedestrian was hit by a driver of a motor vehicle when not crossing in a crosswalk.
	**2 FSI Crashes** – A pedestrian was crossing in a crosswalk at an intersection and a driver of a motor vehicle proceeded straight
	**2 FSI Crashes** – A pedestrian was crossing in a crosswalk at an intersection and a driver of a motor vehicle made a right turn

Motorcycle-Involved FSI Crashes

	**5 FSI Crashes** – A motorcyclist was proceeding straight and a driver of a motor vehicle was turning left.

Bicycle-Involved FSI Crashes

	**7 FSI Crashes** – A bicyclist and the driver of a motor vehicle were proceeding straight.
	**2 FSI Crashes** – A bicyclist was proceeding straight and a driver of a motor vehicle was turning right.

Community Input On Traffic Safety

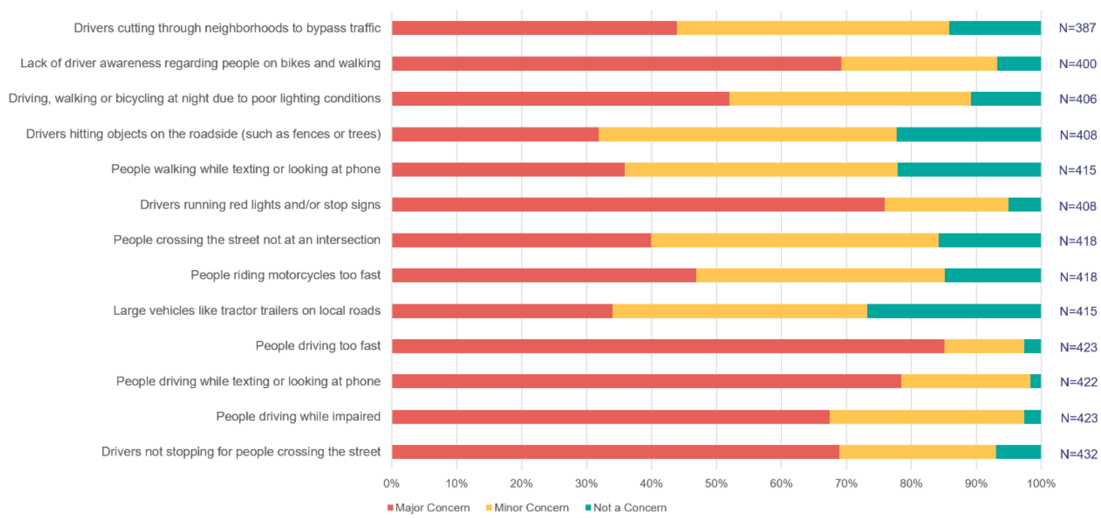
The survey conducted during Phase I engagement also highlighted traffic safety concerns from the community's perspective. Key takeaways related to safety concerns included unsafe drivers, pedestrian and bicyclist infrastructure and amenities, and safety for school-age children.

Drivers Speeding/ Not following rules | **Sideshows & Street Racing** | **Large trucks driving on residential lanes** | **Cyclists not following rules**

Lack of proper road maintenance | **No sidewalks/ Ped. amenities** | **Inadequate street lighting** | **No enforcement of traffic laws**

Survey respondents identified some specific major and minor concerns related to traffic safety as well. Among survey respondents, over 97% were most concerned about "People driving while impaired", and "People driving too fast". Over 90% of respondents have concerns about the "visibility at intersections or driveways", "quality of sidewalks/walkways", "street lighting at night", and "sidewalk lighting at night". Meanwhile, there were low rates of respondents feeling safe crossing West Sacramento streets or safe for school-age children to walk and bike along streets.

Figure 10: Survey Responses Related to Traffic Safety Concerns



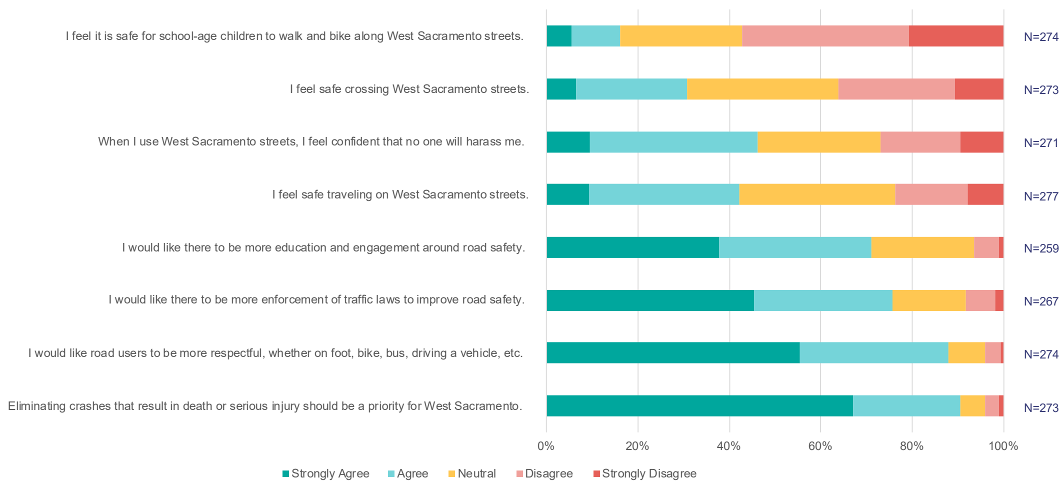
“NO sidewalks. Lack of crosswalk infrastructure in the south side of town.”

“People swerve in and out of the other lane to avoid all the potholes in the roads.”

“NO lights leading to the city park… it’s scary for children to cross and very unsafe for all.”

The community’s impression of traffic safety underscored response rates related to priorities moving forward. Over 75% of respondents agree to prioritizing vision zero goals for the city, increasing respectful behavior among road users, and increased enforcement of traffic laws to improve safety.

Figure 11: Survey Responses To Level of Agreement For Statements Related To Traffic Safety



HIGH INJURY LOCATIONS

Traffic safety is a community-wide issue; however, FSI crashes are not evenly dispersed across West Sacramento. Identifying High Injury Locations (HIL), or street segments and intersections that experience the highest number of FSI crashes, is one of the pillars of a Vision Zero program. Identifying these High Injury Locations helps the City focus on making improvements in key problem areas so that those improvements may have the biggest impact on improving safety for the community.

High Injury Locations Criteria

Street segments were included as a high injury location if they included the following crash criteria:

- There were 2 or more FSI crashes involving motor vehicles only; or
- There were 2 or more FSI and minor crashes involving Vulnerable Road Users

High Injury Locations Summary

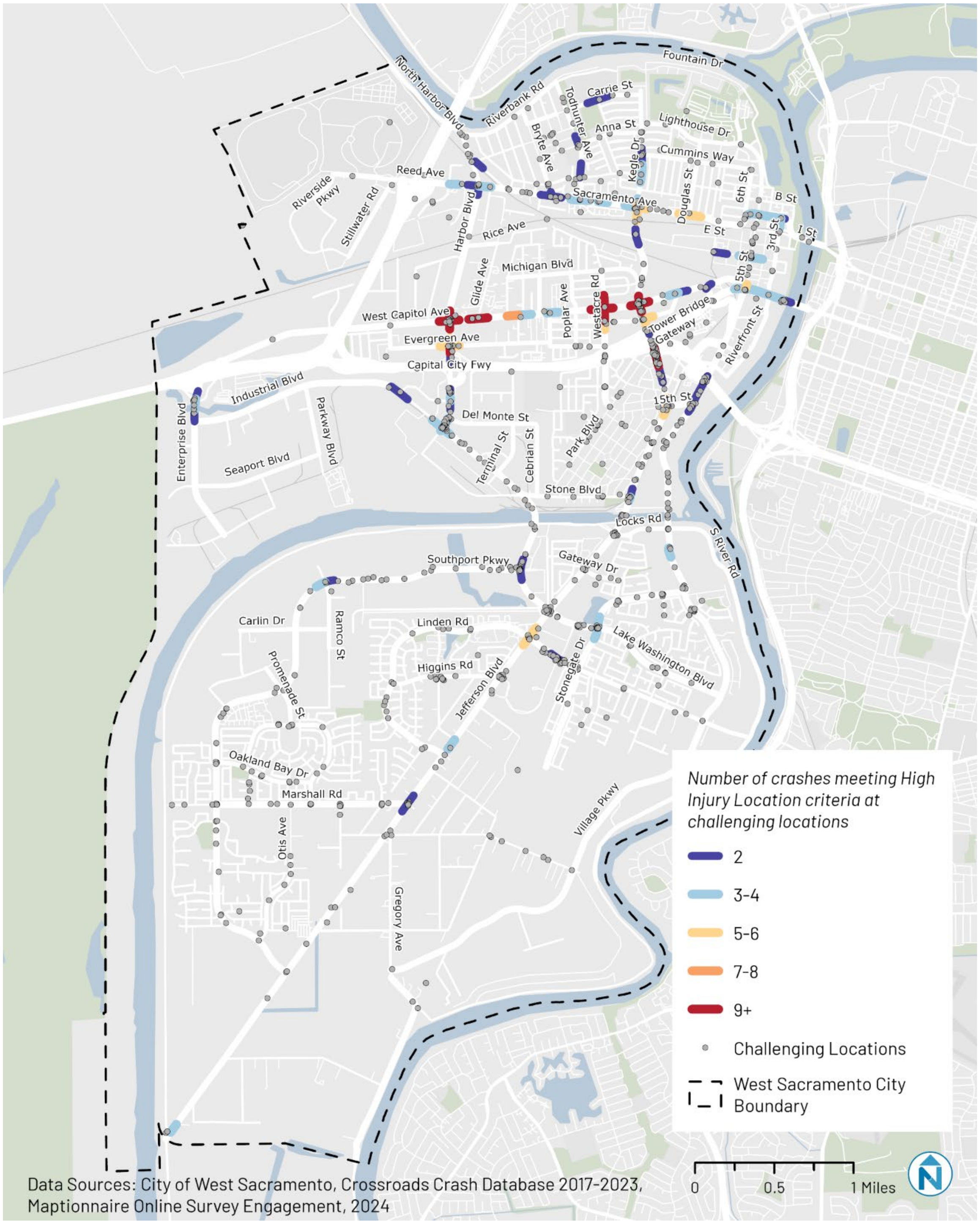
70% of FSI crashes occur on just 3.5% of West Sacramento streets.

The HILs represent:

- 76% of pedestrian FSI crashes
- 77% of bicycle FSI crashes
- 78% of motorcycle FSI crashes
- 61% of motor vehicle FSI crashes

Among the street segments comprising the HILs, 79% of these segments overlapped with locations identified as challenging by the public.

Figure 12: High Injury Locations and Community-Identified Challenging Locations

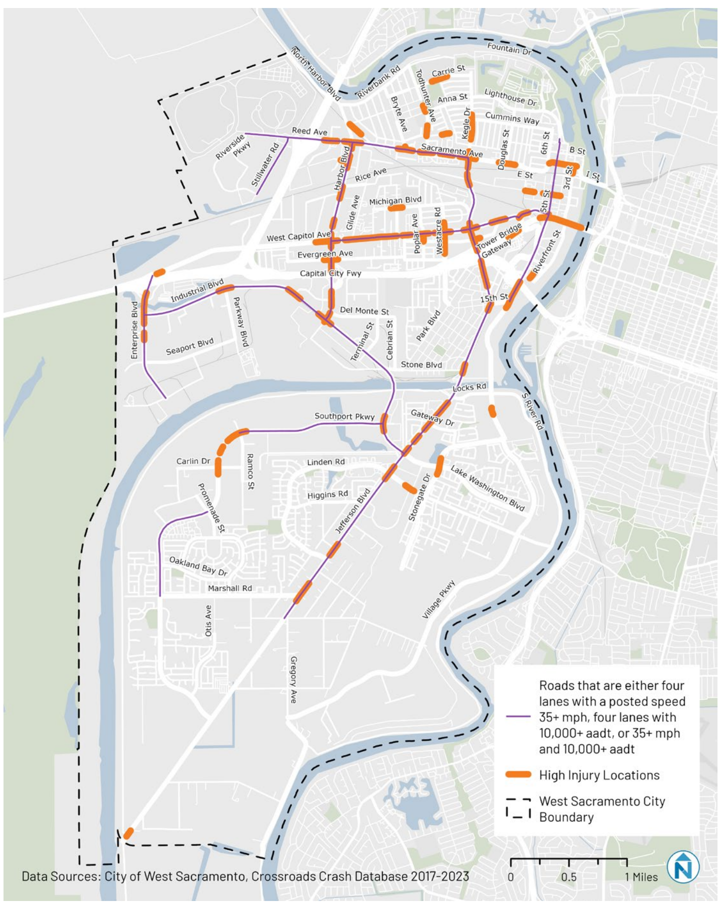


HIGH RISK LOCATIONS

Proactive safety planning is not just based on examining where crashes have historically occurred. It also involves looking at the characteristics of those locations and seeing if they are present elsewhere in the community. The goal is to stop crashes from occurring where they already have and prevent them from happening at locations with similar characteristics through proactive improvements based on the type of crashes that occurred at the historical crash locations.

Not surprisingly, roadway segments with four or more lanes, posted speeds of 35mph or higher and daily traffic volumes exceeding 10,000 average annual daily traffic share characteristics with FSI crash locations. FSI crashes at intersections typically involve at least one arterial and more than 50% occurred at signalized intersections. This information can help the city to further prioritize transportation safety improvements and also think about roadway design for new development in terms of how to reduce conflicts between road users, by providing separation in time (e.g., protected left turns) or space (e.g., sidewalks and protected bicycle lanes).

Figure 13 Example of risk-based safety assessment



5 SAFETY COUNTERMEASURES AND DESIGN TREATMENTS TOOLBOX

Safety Countermeasures refer to solutions that are designed to reduce the severity of crashes or prevent them altogether by addressing the primary collision factors and the characteristics of crashes. Countermeasures address specific safety issues such as speed management, turning movements, or road user awareness. The Vision Zero Action Plan includes a Safety Countermeasures and Design Treatments Toolbox created to support West Sacramento's Vision Zero goals.

TOOLBOX OVERVIEW

The Vision Zero Safety Countermeasures and Design Treatments Toolbox provides an overview of infrastructure improvements that are demonstrated to address the primary collision factors and common characteristics of fatal and severe crashes in West Sacramento. The toolbox provides countermeasures under the following six categories:

Figure 14: Awareness, Signs, & Markings Countermeasures

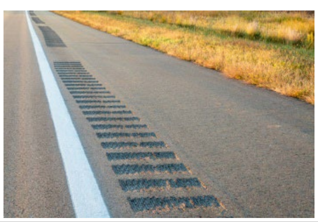
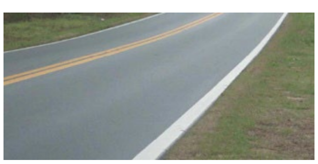
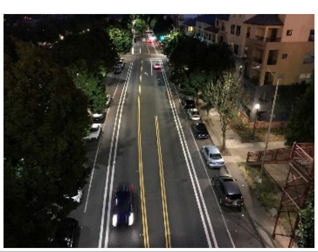
	**Backplates with Retroreflective Borders**
	**Red Light Cameras**
	**Enhanced Delineation for Horizontal Curves**
	Rumble Strips
	Wider Edge Lines
	Street Lighting

Figure 15: Pedestrian Crossings Countermeasures

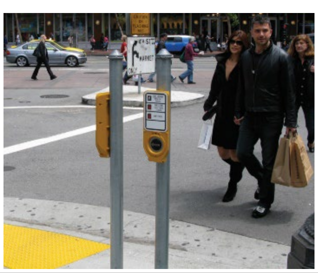
	High Visibility Crosswalk
	Curb Extension
	Median & Pedestrian Refuge Island
	Pedestrian Hybrid Beacon
	Rectangular Rapid Flashing Beacon
	Pedestrian Signal Operations

Figure 16: Signals, Timing & Phasing Countermeasures

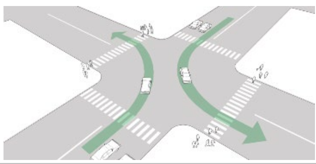
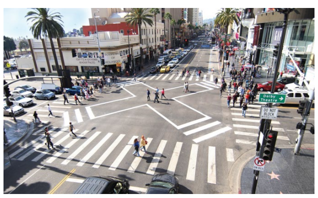
	No Right Turn on Red
	Protected Left Turn
	Leading Pedestrian Interval
	Exclusive Pedestrian Phase
	Slow Green Wave Signal Sync
	Bicycle Signal Phase

Figure 17: Intersection Design Countermeasures

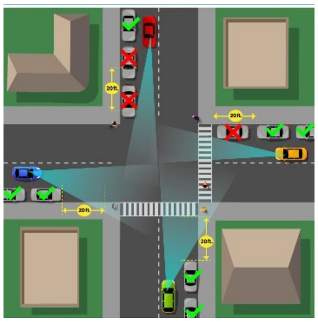
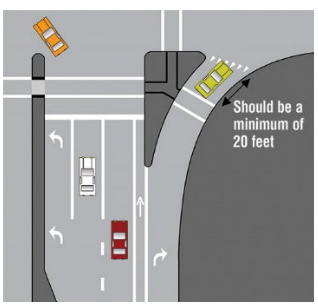
	Daylighting
	Dedicated Right & Left Turn Lanes
	Roundabout
	Protected Turn Lane
	Curb Radii

Figure 18: Roadway Design Countermeasures

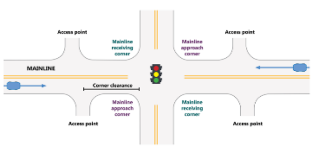
	Sidewalks
	Protected Bicycle Lanes
	Median Barrier
	Lane Reduction & Reconfiguration
	Corridor Access Management

Figure 19: Speed Management Countermeasures

	Appropriate Speed Limits
	Traffic Calming Measures (horizontal and vertical deflection)

The main sources for the countermeasures toolkit include the Federal Highway Administration (FHWA)'s Proven Safety Countermeasures[6], and other guidance such as FHWA Crash Modification Clearinghouse[7] and Caltrans Pedestrian Safety Countermeasures Toolbox[8]. The full Toolbox can be found in Appendix XX.

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[6] https://highways.dot.gov/safety/proven-safety-countermeasures

[7] https://cmfclearinghouse.fhwa.dot.gov/

[8] https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ped-bike/caltrans-ped-safety-countermeasures-toolbox-a11y.pdf

6 VISION ZERO PRIORITY LOCATIONS

The prioritization process incorporates broad community values and priorities and an understanding of City practices and policies to determine priority safety locations. Community-supported prioritization scoring helps identify the most important areas in West Sacramento to focus efforts for safety improvements to help meet Vision Zero goals.

PRIORITIZATION METHOD

The identification and prioritization of safety locations informs Vision Zero project phasing and funding for the next ten to fifteen years. The prioritization process identifies priority locations that have the potential to become Vision Zero projects. Developing the prioritization method and criteria was an iterative process that included the CAG and PDT's safety concerns and feedback on the goals and criteria, community concerns and projects already in a planning stage at the city. Prioritization goals were developed with associated scoring criteria based on publicly available data sources and community input garnered from project engagement activities.

- Maximize Impact for Improving Safety
- Protect Vulnerable Users
- Encourage Equitable Safety Outcomes

The goals and criteria were reviewed and validated by City staff, the CAG, PDT and through several community engagement activities.

Each street segment in West Sacramento was scored using the criteria and scoring thresholds for each goal, identified in the tables below, with a final cumulative score then used to identify street segments of high priority.

Figure 20: Priority Locations Scoring Methodology

GOAL: MAXIMIZE IMPACT FOR IMPROVING SAFETY

Criteria	Unit of Analysis	Scoring
Located along High Injury Locations (HIL)	Centerline segment identified as along the HILs	Located on HIL – 6 Not located on HIL - 0
Located along High Risk Locations (HRL)	Centerline segment identified as along the HRLs	Located on HRL – 4 Not located on HRL - 0
Population density	Population density per square mile per block group or census tract within a quarter mile of centerline segment	High - 2 Medium - 1 Low - 0
Proximity to key destinations	Density of key destinations (parks, trails, healthy food sources, future mobility hubs) per square mile within a quarter mile of a centerline segment	High - 2 Medium - 1 Low - 0
Public input on safety concerns	Density of aggregated public comments from engagement activities per square mile of centerline segment	High – 2 Medium – 1 Low – 0
	Maximum Points Possible:	**16**

GOAL: PROTECT VULNERABLE USERS

Criteria	Unit of Analysis	Scoring
Proximity to schools	Centerline segments located within a quarter-mile of a school	Within quarter mile proximity of schools – 4 Not within proximity – 0
Proximity to current school bus and transit stops	Centerline segments located within 500 feet of a school bus or transit stop	Within 500 feet proximity of transit stop serving as school bus stop – 4 Within 500 feet proximity of transit stop – 3 Not within proximity – 0
Pedestrian/Bike Crashes	Density of all bicycle-involved and pedestrian-involved crashes per square mile	High – 4 Medium – 2 Low – 0
Motorcycle Crashes	Density of all motorcycle crashes per square mile	High – 4 Medium – 2 Low – 0
	Maximum Points Possible:	**16**

GOAL: ENCOURAGE EQUITABLE SAFETY OUTCOMES

Criteria	Unit of Analysis	Scoring
<10% most disadvantaged according to CalEnviroScreen[9] 4.0	Centerline segments within area scoring CalEnviroScreen 4.0 = 51.98-93.18	6
10%-<15% most disadvantaged according to CalEnviroScreen 4.0	Centerline segments within area scoring CalEnviroScreen 4.0 = 47.55-51.97	4
15%-<20% most disadvantaged according to CalEnviroScreen 4.0	Centerline segments within area scoring CalEnviroScreen 4.0 = 43.39-47.54	2
20%-25% most disadvantaged according to CalEnviroScreen 4.0	Centerline segments within area scoring CalEnviroScreen 4.0 = 40.05 43.38	1
Above 25% most disadvantaged according to CalEnviroScreen 4.0	Centerline segments within area scoring CalEnviroScreen 4.0 = less than 40.05	0
	Maximum Points Possible:	**6**

The following two maps highlight how all street segments in West Sacramento scored in the prioritization process and priority corridors for safety improvements. Street segments with a score of 27 or higher were identified as potential priority corridor projects, particularly when the location had continuous high scoring street segments. Some of the priority corridors have seen changes in the past 1-3 years, or have projects planned. They were kept on the list to highlight how they score from a safety perspective and to allow the city to track safety performance on them going forward.

[9] https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

Figure 21: Street Segment Prioritization Scoring

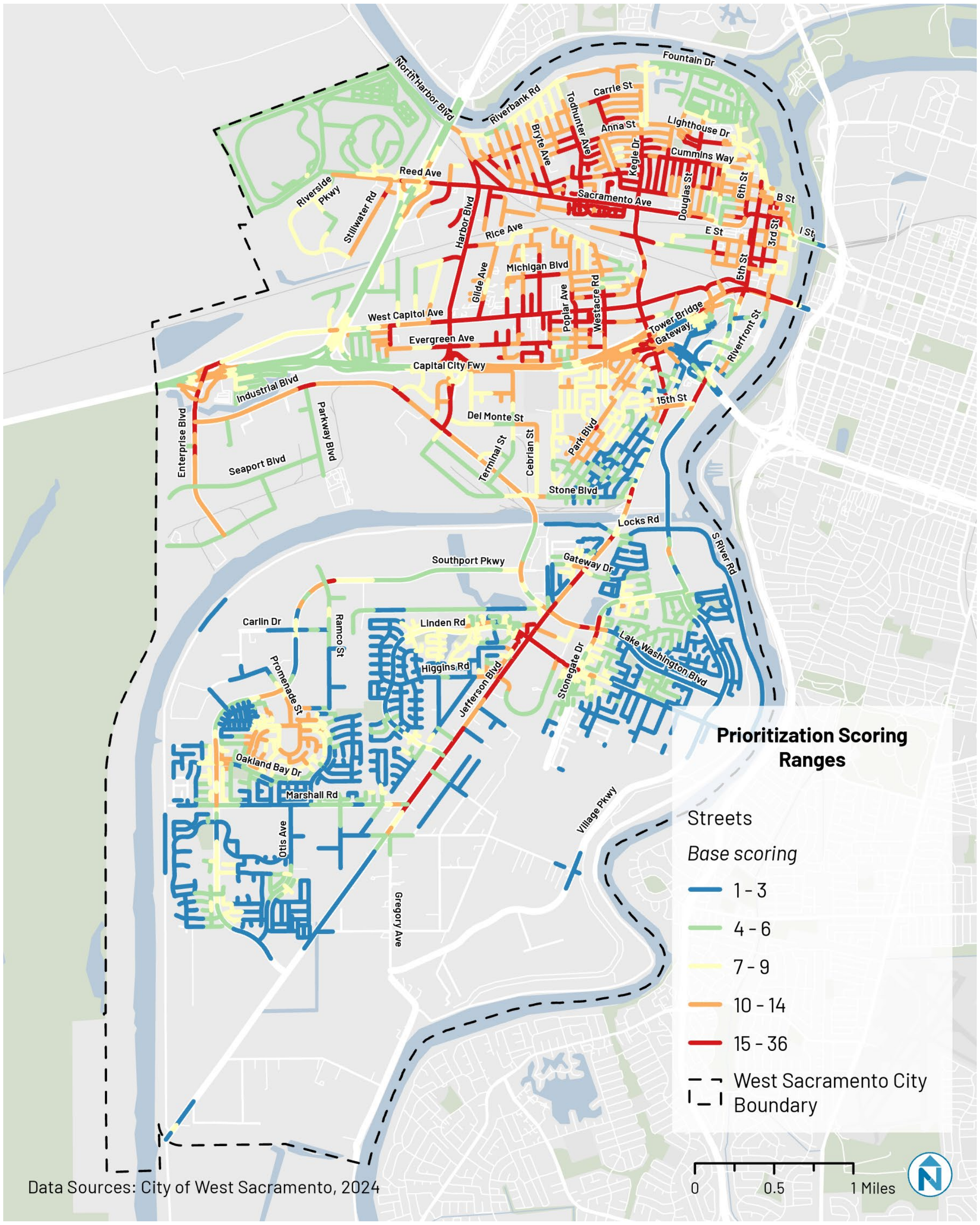
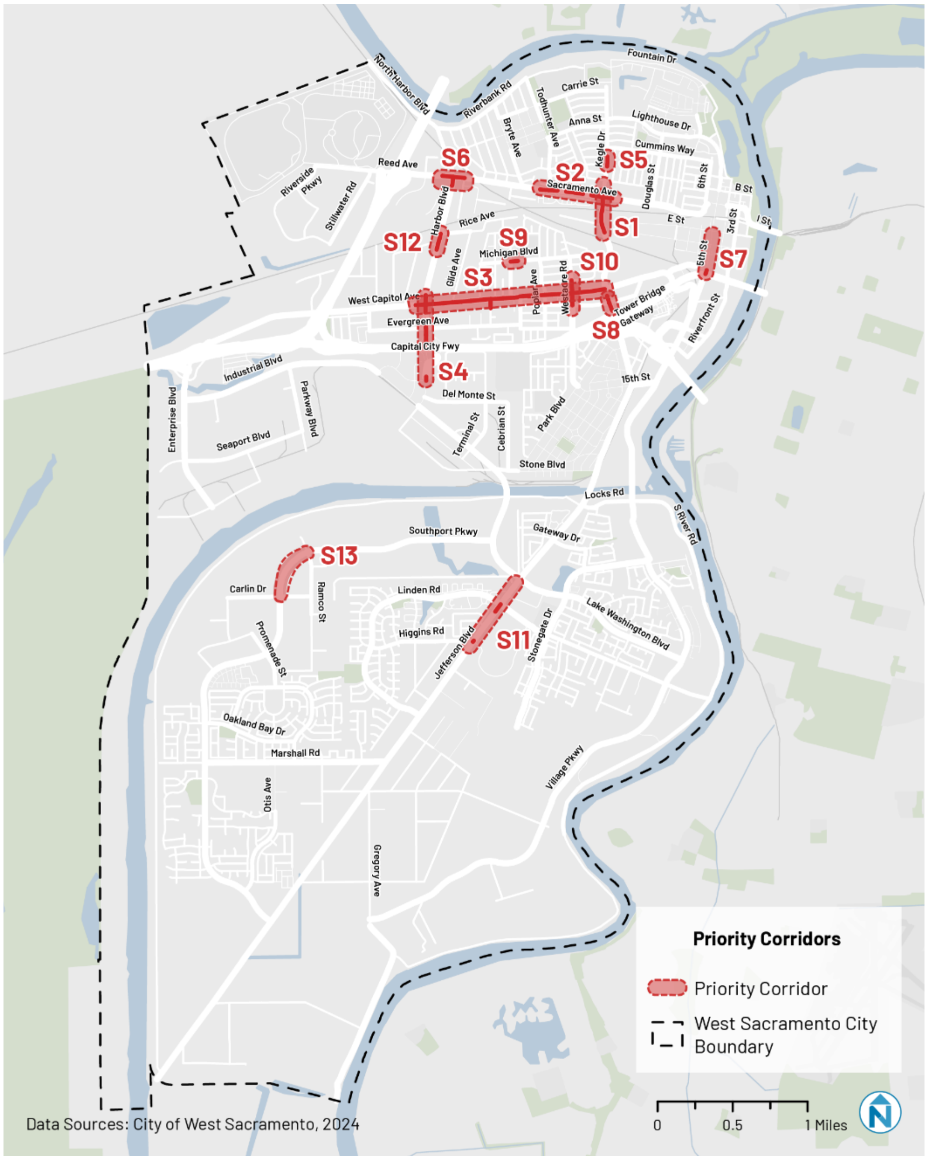


Figure 22: Priority Corridors



Further details on the priority corridors, project extents, crash characteristics and potential countermeasure solutions are summarized in the tables that follow.

Figure 23: Corridor Extents

Corridor	ID	Extents
Jefferson Boulevard	S1	Sacramento Avenue to F Street
Sacramento Avenue	S2	Kegle Drive to Sierra Place*
West Capitol Avenue	S3	Jefferson Boulevard to Harbor Boulevard*
Harbor Boulevard	S4	Capitol Avenue to Beacon Boulevard
Kegle Drive	S5	Rich Street to Hobson Avenue
Reed Avenue	S6	Oak Street to Riverpoint Court
Fifth Street	S7	E Street to Cabaldon Parkway
Jefferson Boulevard	S8	Merkley Avenue to Cabaldon Parkway
Michigan Boulevard	S9	Maple Street to Maple Street
West Acre Road	S10	Madrone Avenue to Merkley Avenue
Jefferson Boulevard	S11	Lake Washington Boulevard to Higgins Road
Harbor Boulevard	S12	Rice Avenue to Duluth Street
Southport Parkway	S13	Ramco Street to Carlin Drive

* Indicates a project completed (in last 1-3 years), underway or planned by the city that includes safety improvements

ID	FSI Crashes	VRU Crashes	Intersection Crashes	Collision Factors	Collision Types	Movement Preceding Collision	Potential Countermeasures
S1	0	5	77 (87% of crashes on extent)	1. Unsafe Speed 2. Improper Turning 3. Traffic Signals and Signs	1. Rear End 2. Hit Object 3. Sideswipe	1. Proceeding Straight & Stopped in Road 2. Both Proceeding Straight 3. Making Left Turn & Proceeding Straight	• Road diet/roadway configuration • Improved lighting, extensions lines, and signage • Enhanced delineation
S2	4	11	48 (71% of crashes on extent)	1. Unsafe Speed 2. Traffic Signals and Signs 3. Improper Turning	1. Rear End 2. Broadside 3. Vehicle Hit Pedestrian	1. Proceeding Straight & Stopped in Road 2. Both Proceeding Straight 3. Making Left Turn & Proceeding Straight	• Pedestrian signal improvements (leading interval and decreased walking speed) • Protected left turn • Crosswalk visibility enhancements • Curb extensions at intersections

S3	9	50	273 (86% of crashes on extent)	1. Unsafe Speed 2. Improper Turning 3. Auto ROW Violation	1. Rear End 2. Broadside 3. Sideswipe	1. Proceeding Straight & Stopped in Road 2. Making Left Turn & Proceeding Straight 3. Both Proceeding Straight	• Pedestrian signal improvements (leading interval and decreased walking speed) • Protected left turn • Crosswalk visibility enhancements • Curb extensions at intersections
S4	3	22	285 (90% of crashes on extent)	1. Unsafe Speed 2. Traffic Signals and Signs 3. Improper Turning	1. Rear End 2. Sideswipe 3. Broadside	1. Proceeding Straight & Stopped in Road 2. Both Proceeding Straight 3. Making Left Turn & Proceeding Straight 4. Changing Lanes & Proceeding Straight	• Road diet/roadway configuration • Improved intersection lighting and signage • Enhanced delineation
S5	0	3	10 (91% of crashes on extent)	1. Improper Turning	1. Sideswipe 2. Rear-End	No standout types	• No right turn on red • Access management at intersections

S6	1	3	45 (87% of crashes on extent)	1. Unsafe Speed 2. Traffic Signals and Signs 3. Improper Turning	1. Rear End 2. Broadside 3. Sideswipe	1. Proceeding Straight & Stopped in Road 2. Both Proceeding Straight 3. Making Left Turn & Proceeding Straight 4. Both Making Left Turns	• Protected left turn • Improved intersection lighting and signage • High visibility crosswalks
S7	1	5	30 (100% of crashes on extent)	1. Traffic Signals and Signs 2. Unsafe Speed	1. Broadside 2. Rear-End	1. Proceeding Straight & Stopped in Road 2. Both Proceeding Straight 3. Making Left Turn & Proceeding Straight	• Improved intersection lighting and signage • Access management at intersections
S8	0	3	41 (87% of crashes on extent)	1. Auto ROW Violation 2. Traffic Signals and Signs 3. Unsafe Speed	1. Rear-End 2. Broadside 3. Sideswipe	1. Proceeding Straight & Stopped in Road 2. Making Left Turn & Proceeding Straight 3. Both Proceeding Straight	• Pedestrian signal improvements (leading interval and increased time to cross/walking speed) • Protected left turn • Curb extensions at intersections

S9	0	2	7 (100% of crashes on extent)	1. Improper Turning 2. Unsafe Speed 3. Improper Passing	1. Sideswipe 2. Broadside 3. Vehicle Hit Pedestrian	1. Proceeding Straight & Parked 2. Both Proceeding Straight 3. Backing 4. Entering Traffic & Proceeding Straight	• Improved intersection lighting and signage • Access management at intersections • Enhanced delineation
S10	1	10	40 (49% of crashes on extent)	1. Traffic Signals and Signs 2. Auto ROW Violation 3. Improper Turning	1. Broadside 2. Rear-End 3. Hit Object	1. Both Proceeding Straight 2. Making Left Turn & Proceeding Straight 3. Proceeding Straight and Stopped in Road	• Pedestrian signal improvements (leading interval and increased time to cross/walking speed) • Protected left turn • Curb extensions at intersections

S11	0	5	61 (86% of crashes on extent)	1. Unsafe Speed 2. Traffic Signals and Signs 3. Unsafe Starting or Backing	1. Rear-End 2. Broadside 3. Hit Object	1. Proceeding Straight & Stopped in Road 2. Making Left Turn & Proceeding Straight 3. Both Proceeding Straight	• Pedestrian signal improvements (leading interval and increased time to cross/walking speed • Protected left turn • Curb extensions at intersections • Protected intersection
S12	1	3	42 (95% of crashes on extent)	1. Unsafe Speed 2. Traffic Signals and Signs 3. Driving Under the Influence	1. Rear-End 2. Broadside 3. Hit Object	1. Making Left Turn & Proceeding Straight 2. Proceeding Straight & Stopped in Road 3. Proceeding Straight	• Pedestrian signal improvements (leading interval and increased time to cross/walking speed) • Protected left turn • Improved intersection lighting and signage

S13	4	0	27 (66% of crashes on extent)	1. Traffic Signals and Signs 2. Unsafe Speed 3. Wrong Side of Road 4. Improper Turning	1. Hit Object 2. Broadside 3. Rear-End	1. Proceeding Straight 2. Making Left Turn & Proceeding Straight 3. Proceeding Straight & Stopped in Road	• Road diet/roadway configuration • Appropriate speed limits • Enhanced delineation

7 ACTIONS TO ZERO

Achieving a future without fatal or serious injury outcomes from crashes requires a systemic approach and commitment to action. Shifting the Safety Paradigm

The Safe Systems Approach emphasizes thinking beyond physical infrastructure projects a city can undertake to improve safety. Moving toward a paradigm of safe speeds, safe roads, safe users, safe vehicles, and post-crash care requires upstream and downstream action and collective commitment and leadership. Presented below are goals, strategies and actions that can work together to decrease the frequency and severity of crashes in West Sacramento

A high-level estimate of timeframe, level of effort, and cost is indicated for each action. A future step will be to identify funding sources and other resources needed to implement the actions recommended in this plan.

The following is a key for how to read the tables that follow:

Figure 24: Actions Table Key

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Action description	Near-Term: Within 1 year of plan adoption Mid-Term: >1 year-5 year of plan adoption Long-Term: >5 years	$ = <$2 million $$ = $2-2.99 million $$$ = $3-$5 million $$$$ = Over $5 million	What department within the City of Sacramento is responsible for leading action implementation (see list in next column for department names and abbreviations)	Departments and agencies that can support implementation: CDD: Community Development CMO: City Manager CP: Capital Projects EDH: Economic Development & Housing F: Finance FD: Fire Department GIS: GIS & Mapping PD: Police Department PIO: Public Information Office PR: Parks & Recreation PW: Public Works Operations & Maintenance TM: Transportation & Mobility SacRT: Sacramento Regional Transit

Goal: Create a Transportation System that Prioritizes Safety in West Sacramento

Strategy: Invest in and sustain systems change to achieve safer streets

Figure 25: Actions Table – Strategy 1

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Transition PDT to Vision Zero Implementation Team	Near-term	$	TM	CDD, CMO, CP, EDH, F, FD, PD, PR, PW
Determine ongoing roles and responsibilities of working groups in implementing the Vision Zero Action Plan	Near-term	$	TM	CDD, CMO, CP, EDH, F, FD, PD, PR, PW, Yolo TD, SACOG, SacRT
Confirm West Sacramento's Vision Zero work plan annually	Mid-term	$	TM	CDD, CMO, CP, EDH, F, FD, PD, PR, PW
Dedicate staff time in multiple City departments to support Vision Zero	Mid-term	$	All City of West Sacramento Departments	City Council
Align City staff time and budget to achieve Vision Zero goals	Mid-term	$	All City of West Sacramento Departments	CMO, F
Add Vision Zero report out to Commission and Council meetings	Near-term	$	TM	CDD, CMO, CP, EDH, F, FD, PD, PR, PW
Sustain support of elected officials and decision-makers through regular education, progress briefings, and opportunities for action	Near-term	$	CMO, TM	CDD, CP, EDH, F, FD, PD, PR, PW

Strategy: Prioritize safety and multimodal choice in budgeting decisions

Figure 26: Actions Table - Strategy 2

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Update West Sacramento's Traffic Impact Fee to collect funds for local multimodal and safety projects	Near-term	$	F, TM	CMO, CP, EDH
Include Vision Zero implementation team members in capital improvement planning process	Near-term	$	CP, TM	CDD, CMO, EDH, F, FD, PD, PR, PW
Prioritize safety needs and High Injury Locations in the development of the Capital Improvement Plan	Mid-term	$	CP, TM	CMO, EDH, F, PR, PW
Identify funding sources to implement lost-cost and quick build safety improvements	Mid-term	$	CP, EDH, F, TM	CMO

Goal: Implement Safe Speeds Throughout West Sacramento

Strategy: Design Streets that Compel Motorists to Drive at Safe Speeds

Figure 27: Actions Table - Strategy 3

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Conduct a safe system review of City's roadway geometry and design practices	Mid-term	$	TM/CP	TM/CP
Adopt Countermeasure Toolbox into street design processes	Near-term	$	TM/CP	CDD, TM
Re-establish the Neighborhood Traffic Calming Program and dedicate annual funding to staff time and implementation	Mid-term	$$	TM	CP, CMO, F
Incorporate relevant Vision Zero Countermeasures and Treatments into Traffic Calming Program	Mid-term	$	TM	CP, PW
Conduct pilot of automated speed cameras at High Injury Location Intersections where speed was identified as an issue if/when allowed by law	Mid-term	$$	PD	CMO

Strategy: Lower Speed Limits

Figure 28: Actions Table - Strategy 4

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Leverage state law (e.g., AB43) to reduce posted speed limits where possible (business districts, schools, senior centers)	Mid-term	$	TM/CP	PD, PW, TM
Identify "Safety Corridors" according to California MUTCD for additional speed limit reduction considerations	Mid-term	$	TM/CP	EDH, TM

Goal: Ensure Streets Prioritize the Safety of All People

Strategy: Improve and Analyze Safety Data Regularly to Inform Safe System Improvements

Figure 29: Actions Table - Strategy 5

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Update the High Injury Locations map on an annual basis	Mid-term	$	GIS, TM	
Develop and maintain comprehensive GIS database of urban design and roadway characteristics that are important to safety analyses and multimodal planning such as crosswalks, signals, lighting, landscaping, trees, etc.	Mid-term	$$	GIS	PR, PW, TM
Develop a public-facing dashboard that communicates safety data such as traffic incidents, crash history and safety improvements	Near-term	$	GIS	PD, CP
Evaluate left- and right-turning movements for consideration of signal protection or geometric changes, such as turning radii and/or lane reconfigurations to reduce conflict points and turning speeds.	Mid-term	$$	TM	CP
Develop a biannual bicycle and pedestrian count program with scheduled rotating locations throughout the city based on attractors (e.g., schools and parks, trail locations) and high injury locations	Mid-term	$	TM	CP, PW
Develop a data-driven list of priority signal upgrades based on safety, traffic conditions, and pedestrian and/or bicycle demand, and implement improvements	Mid-term	$$	TM	CP
Develop an evaluation program to measure and communicate the impact of safety projects	Mid-term	$	TM	CP, PD, PIO

Strategy: Integrate Safety in Project Development

Figure 30: Actions Table - Strategy 6

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Formalize a Vision Zero checklist for roadway projects to include items that consider safety of all modes	Mid-term	$	TM	CP, EDH, PW
Formalize a Vision Zero design review checklist for site development to ensure multimodal and safety elements are considered in decision making and approvals	Mid-term	$	TM	CDD, CP, EDH
Coordinate road paving schedule to implement safety improvements such as high visibility markings, lane reconfigurations and bicycle facilities.	Near-term	$	CP, PW	CMO, GIS, TM

*“There are NO stoplights, stop signs, or even pedestrian crossing lights on all of 5th.
People drive way too fast and very rarely do they stop for people to cross.
Nothing has been added especially with the large influx of new buildings in the neighborhood.”*

Strategy: Use New Tools, Guidance, Laws and Practices for Safe Streets Design

Figure 31: Actions Table - Strategy 7

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Develop criteria and design guidance for midblock crossings including for Pedestrian Hybrid Beacons and Rectangular Rapid Flash Beacons	Near-term	$	TM	CP
Develop criteria for the implementation of leading pedestrian intervals	Mid-term	$	TM	CP
Develop criteria for the implementation of no right turn on red	Mid-term	$	TM	CP
Create a quick build implementation program to target high injury locations and other safety concern areas	Mid-term	$$	TM	CP
Continue to construct an all ages and abilities bike network as directed by the Bicycle, Pedestrian, and Trails Master Plan	Long-term	$$$$	TM	CP, EDH, PR
Dedicate resources to sidewalk repair as directed by the Sidewalk Equity Transportation Program	Mid-term	$$$	CMO, F	CP, TM, City Council
Create program to evaluate street lighting (with focus on full transportation system, not just roadway) and implement lighting improvements to increase roadway safety	Mid-term	$$$	TM	CP
Implementation of Daylighting law requirements and enforcement	Mid-term	$	EDH, PD	CMO, PW, TM

Goal: Encourage the Community to Be Safe and Responsible Street Users

Strategy: Actively Communicate Vision Zero Goals, Progress, and Education to the Community

Figure 32: Actions Table - Strategy 8

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Create and implement a Vision Zero public education campaign	Near-term	$	CMO	FD, PD, PR, TM
Issue annual Vision Zero report	Near-term	$	TM	GIS
Maintain Vision Zero website	Near-term	$	TM	CMO
Collaborate with advocacy groups and non-profits that support vulnerable road users to advance safe street user education	Near-term	$	CMO, TM	FD, PD, PR, schools
Collaborate with advocacy groups, non-profits and law enforcement on safe driver behavior such speeding, impaired driving and graduated license rules	Near-term	$	TM, CMO	PD, PIO, schools

Strategy: Develop Policies and Programs to Encourage and Incentivize Mode Shift

Figure 33: Actions Table - Strategy 9

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Reinstate safe routes to school program to involve and educate parents and youth on multimodal options and safety	Mid-term	$	TM	CMO, FD, PD, PR, schools
Develop local Transportation Demand Management program to support VMT reduction and traffic safety goals	Mid-term	$	TM	CDD, Yolo Commute
Support community-wide programs that encourage safe users including giveaways for bicycle helmets and car seats	Mid-term	$	CMO	FD, PD, TM, Schools

Goal: Create a Culture of Support

Strategy: Improve Post-Crash Response and Investigation

Figure 34: Actions Table - Strategy 10

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Establish requirement with West Sacramento Police Department to report fatal and serious injury crash reports to the Vision Zero Implementation Team within 24 hours	Near-term	$	PD	FD, TM
Deploy multi-disciplinary crash response team to gather comprehensive information about the conditions surrounding FSI crashes to bring a Safe Systems lens to potential collision factors and solutions	Mid-term	$	TM	CP, FD, PD
Work with West Sacramento Police Department to collaborate on improving crash reporting standards and officer training	Near-term	$	PD	TM
Regularly request EMS reports of traffic-related clinically significant injuries and connect to crash database	Near-term	$	FD	PD, TM

Strategy: Support Crash Victims, Their Loved Ones, and Communities Impacted

Figure 35: Actions Table - Strategy 11

Description of Action	Phasing	Order of Magnitude Cost	Lead	Support
Develop standardized means of reporting FSI crashes out to the public and work with local press to incorporate the standard terminology	Near-term	$	CMO	FD, PD, TM
Create a procedure for reaching out to crash victims and their loved ones with supportive resources and information about how to get involved in Vision Zero and share their stories	Near-term	$	TM	CMO, FD, PD
Establish a network of crash survivors to guide and advocate for Vision Zero work	Mid-term	$	TM	CMO
Create a crash victim memorial program that honors victims and raises awareness	Mid-term	$	City Council	CMO, FD, PD, TM

8 IMPLEMENTATION

Identifying safety issues and potential solutions are important early steps in the Vision Zero Action Plan process. However, commitment to action is the critical piece for progress towards reduction of fatal and serious injuries from traffic crashes. This chapter features five priority projects the City can act on in the near term, accountability measures that can be reported on annually to assess progress toward goals, and a reminder of leadership's commitment to Zero.

PRIORITY PROJECTS

Five priority projects were identified by the city as actions that could be taken in the near term to affect change in traffic safety and the safety culture within the city. Three projects focus on changes to the roadway environment that increase safety in high injury locations and using countermeasures to address the crash types occurring in these areas, while two projects focus on policy or programmatic changes that can increase safety at intersections in the City for road users.

Roadway projects

Southport Parkway

The road segment of Southport Parkway between Carlin Drive and Ramco Street was identified as a HIL and a priority corridor. The location has seen multiple vehicular crashes, including those that result in death and serious injury. Unsafe speed is a primary collision factor for crashes in this area, with vehicles departing from the roadway in crashes. Community members also raised concerns about vehicle speeds on Southport Parkway.

The city is in the early design phase of the Port Area Infrastructure and Complete Streets Project that includes this section of Southport Parkway. This was seen as an opportunity to apply a safety lens to a project concept and suggest improvements that address the road user behaviors and crash types occurring in this location. Design modifications were recommended to reduce vehicle speeds, provide greater separation between vehicles and bicyclists and to increase awareness between road users. These improvements, along with those already planned by the city, can reduce the incidence and severity of crashes.

Quick Builds: Curb Radii/Extension Improvements

Many infrastructure changes take multiple years to design, fund and implement. However, some improvements can be made in an interim basis while waiting for a more permanent change. Quick builds focus on this idea of a proven safety countermeasure application with durable yet temporary materials. They are also useful for testing the impact of an improvement before investing in a more permanent change.

Crashes between drivers of vehicles and pedestrians and/or bicyclists at intersections are prevalent in West Sacramento, resulting in a range of injury including severe injuries and death. Tightening the radius of a curb at an intersection can reduce the speed at which vehicles enter and exit the intersection, while adding an extension to a curb reduces the crossing distance for pedestrians. When drivers move at slower speeds they have more time to observe other road users, particularly at potential conflict points like intersections.

Quick build curb radii and curb extension design concepts were developed for the city to consider the application of at intersection locations within the city.

Jefferson Boulevard & Linden Road intersection

Several sections of Jefferson Boulevard are noted as HILs and priority corridors, including the intersection of Jefferson Boulevard and Linden Road. Jefferson is a main north-south roadway in the city, particularly south of the deep water channel. Linden provides access to residential neighborhoods east and west of Jefferson, along with access to River City High School, commercial shopping areas and the Clarksburg Trail.

Motor vehicles, pedestrians and bicyclists currently traverse the intersection. However, given the crash history at this location and destinations that are strong attractors of vulnerable road users (schools, shopping and trail access), a protected intersection design was developed that includes reduction of crossing distances for pedestrians, greater separation between motor vehicles and bicyclists and increased visibility during turning movements between road users through design.

Program/policy projects

Daylighting Law Implementation Guidance

California Assembly Bill 413 (AB 413) was passed in 2023. AB 413, also known as the “Daylighting” law, prohibits stopping, standing, or parking within 20 feet of any marked or unmarked crosswalk or within 15 feet where a curb extension is present. Daylighting provides greater visibility for roadway users when approaching an intersection, improving safety for pedestrians and bikes crossing the street, as well as for drivers. The law took effect in January 2024.

Implementation and enforcement of the law involves several steps, including consideration of the method of communication about the law, visible notification via paint, signage or other means where stopping, standing or parking is prohibited, coordination between city departments on implementation and enforcement and the costs associated with the law. Implementation guidance was developed for the city recommending a phased roll out of the daylighting law, taking into consideration based on safety (crash severity and types at intersection locations), road characteristics, key destinations, and parking.

No Right Turn on Red Guidance

Crashes related to right turns and that have high correlation with right turn on red are common incidents in West Sacramento. From 2017 to 2023, there were 292 crashes because of right turns, 34 of which involved pedestrians, bicyclists, or motorcycles. Incidents involving these vulnerable road users had a much higher likelihood of injury and death. An analysis of crash history also indicated that right-of-way violations by drivers was a top primary collision factor. A high volume of crashes due to failure to yield right-of-way is a typical signal for intersections where right turn on red (RTOR) can result in a higher risk of injury.

The city's Code of Ordinances (Ord. 88-17 Art. VII § 3; Ord. 99-2 § 1) includes a provision related to implementation of No RTOR in the city. When requested, staff take into consideration factors such as motor vehicle (passenger cars and trucks), pedestrian and bicycle movements, priority, conflict points, and sight distances.

Based on best practices and existing considerations, guidance was developed to create a more formal process for a phased approach to broader application of No RTOR restrictions across the city. In particular, the addition of criteria that incorporate intersection crash history is an important recommendation for West Sacramento, given the high volume of crashes involving vehicles turning right, including five that resulted in the death or serious injury of pedestrians, bicyclists, and motorcyclists.

ACCOUNTABILITY

This plan creates a framework of actions in accordance with the City's Vision Zero Goals and the Safe System Approach, with the nearer term goal of halving fatal or serious injury crashes by 2035 and the ultimate goal of bringing them to zero.

A critical component to building a culture of safety in West Sacramento is keeping the City and the community accountable for their actions and implementation of this plan. In addition to annual reporting of fatal and serious injury crashes, the City can track broader actions that help demonstrate progress towards safer streets in West Sacramento. The City will share the highlighted findings on its website and in an annual report.

Figure 36: Annual Reporting

Recommended Annual Reporting on Progress toward VZAP Goals
What is the progress that has been made toward the adopted goal of zero roadway deaths by 2040?
What is the change in: 1) total crashes and 2) FSI crashes by mode on the HIL corridors and intersections since adoption of the VZAP?
What is the change in 1) total crashes and 2) FSI crashes by mode on all West Sacramento roadways since adoption of the VZAP?
What is the change in primary collision factors and crash characteristics by mode for 1) total crashes and 2) FSI crashes since adoption of the VZAP?
How has safety as a transportation priority been institutionalized in the City of West Sacramento?
What new programs, project recommendations, or policies have been implemented that fulfill the Vision Zero goal by 2035?
How are local and regional partners collaborating and coordinating to improve transportation safety in West Sacramento?

CONCLUSION

Through the development of a Vision Zero Action Plan the City of West Sacramento has taken an important step forward to improve transportation safety for all road users in the city. The commitment of City leaders to take the actions necessary to achieve the goal of **reducing the number of fatal and serious injury crashes by half in 2035, with the eventual goal of zero in 2050** is important yet is just one step towards achieving that goal. Collective action across the community to improve road safety and instill a culture of safety across West Sacramento is critical to success.