



Vision Zero Top 5 Corridors Study

Community Outreach Summary Report | Phase I

FALL 2018

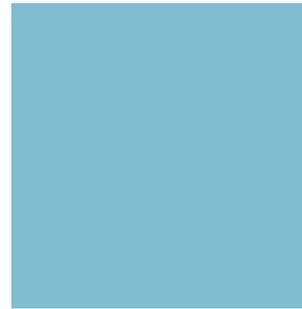


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About the Vision Zero Top Five Corridors

In 2017, the City of Sacramento identified five corridors in Sacramento with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

The purpose of the Vision Zero Top Five Corridor Study is to analyze the factors that contribute to these corridors' high crash rates and propose improvements for each corridor that can be implemented near-term. Improvements are based on technical analysis, community input, and best practices in roadway safety and design.

Each of the five corridors span about one mile and are shown on the map to the right and listed below:

Marysville Boulevard

North Avenue to Arcade Boulevard

El Camino Avenue

Del Paso Boulevard to the paved levee trail adjacent to Steelhead Creek

Broadway / Stockton Boulevard

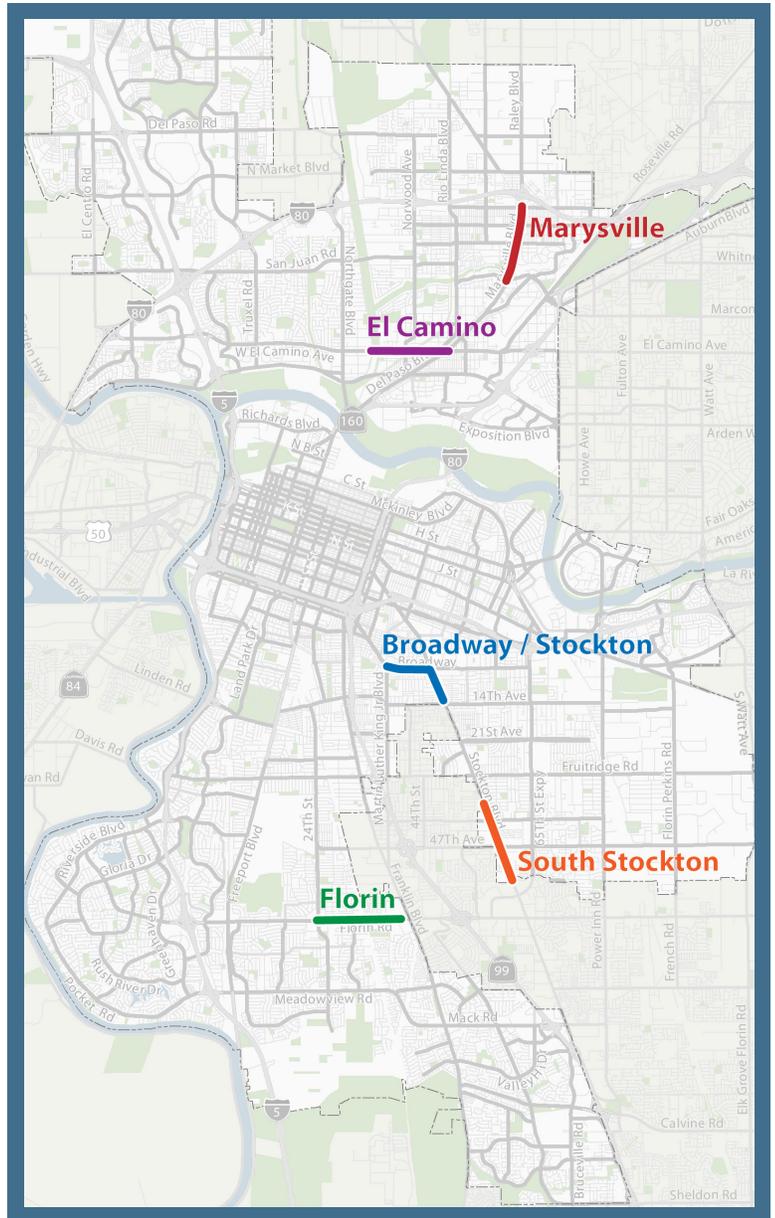
Martin Luther King Jr. Boulevard to 13th Avenue

South Stockton Boulevard

McMahon Drive to Patterson Way

Florin Road

24th Street to Munson Way



Community Outreach Program

Community outreach is an important component of the Vision Zero Top Five Corridor Study. Technical data and analysis can identify where crashes take place along a corridor, how often they take place, and the types of crashes. However, community input is needed to help tell the whole story – including the experiences of those who travel along the corridors, their observations of how others are traveling within the corridor and what and where they see the challenges. Feedback from the community about these topics can better inform the study's countermeasures, which will address specific traffic and safety challenges along each of the top five corridors.

The community outreach program includes two phases:

Phase 1 (October – December 2018)

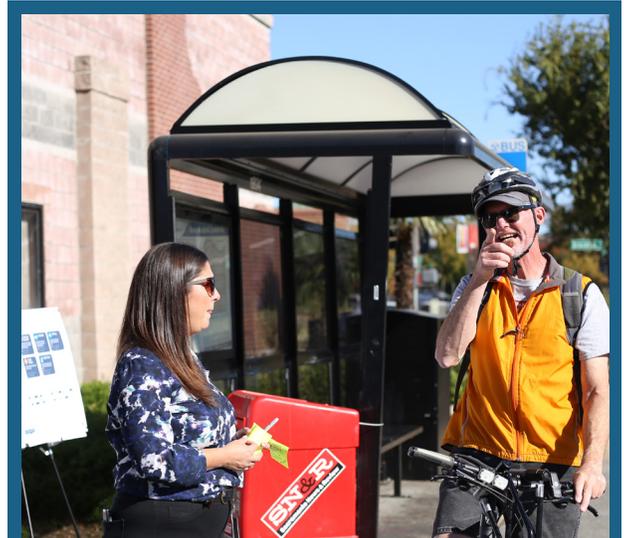
Objectives

- Build community awareness about the Vision Zero Top Five Corridors Study
- Present an overview of existing conditions along the top five corridors
- Obtain community input on the community's experiences traveling along the top five corridors
- Educate the community on the importance of traffic safety

Phase 2 (Spring – Summer 2019)

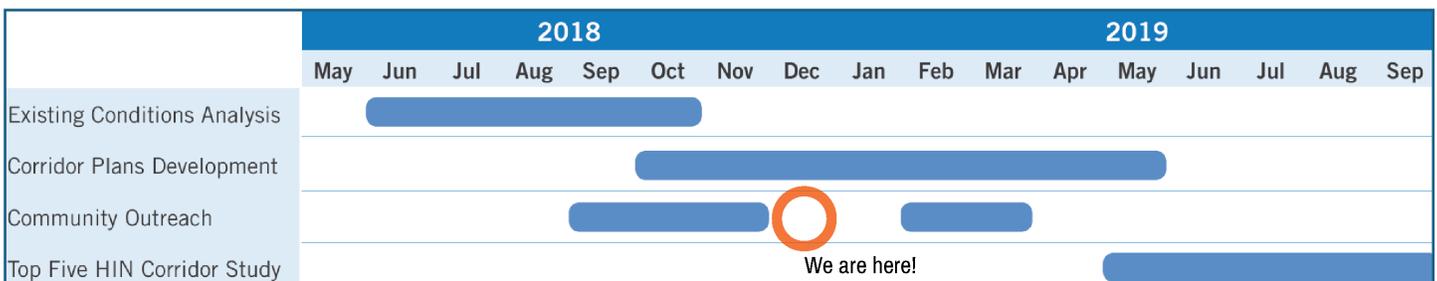
Objectives

- Present draft countermeasures developed based upon technical analysis, best practices in traffic engineering, and community input.
- Obtain community input on the draft countermeasures.
- Educate the community on the importance of traffic safety



Leslie Mancebo, City of Sacramento, discusses the **Broadway / Stockton** Corridor with a community member at the SacRT transit stop by Food Source.

PROJECT SCHEDULE



The City of Sacramento Vision Zero team held a total of six pop-up events and two community workshops throughout the top five corridors.

The purpose of the pop-up event series and community open houses were to engage community members who regularly travel along the corridors and find out their experiences walking, biking, and driving along the corridor. The project team held the pop-up events at community hubs and community events near each corridor. Community workshops were held at local schools near each of the corridors. The project team engaged more than 100 community members throughout the Phase 1 of public outreach.

At each of the outreach events community members were provided technical information represented graphically on a series of display boards relevant to one of the top five corridors, depending on the location of the event, as well as an overview of the project background. The boards included the following information:



Project Overview and Background

- o These displays provided an overview about the Vision Zero Top Five Corridors Study and a project schedule along with a map of all corridors within the City.

Existing Conditions of the Corridor

- o This display included key characteristics of the corridor, such as the average daily traffic volume, length of bike lanes, distance in-between crosswalks, and the percentage of sidewalk coverage along the corridor. It also displayed an illustrative drawing of a sample cross-section of the existing conditions, daily transit ridership numbers, and transit stop locations.

Corridor Crash Analytics

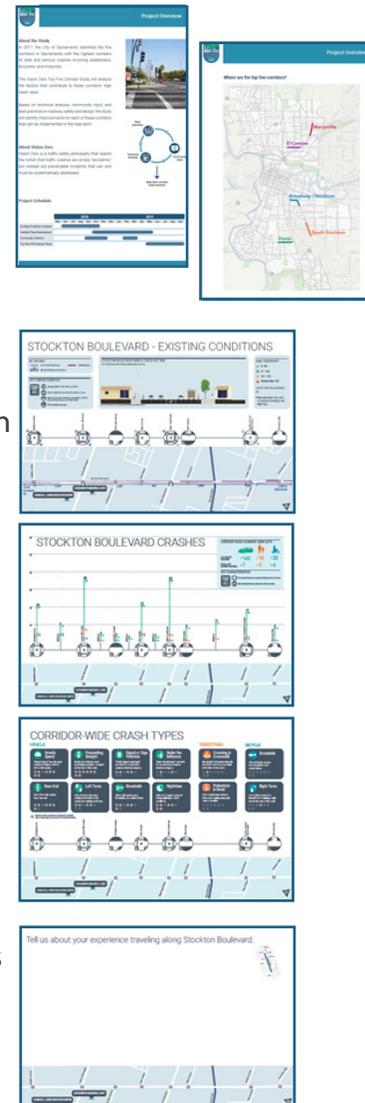
- o This display presented a summary of all crashes involving vehicles, pedestrians, and bicyclists along the specific corridor from 2009 to 2017. It showed where these crashes have taken place and specified if the crash resulted in an injury or fatality.

Corridor-Wide Crash Types

- o This display presented the different types of crashes that had taken place along the specific corridor from 2009 to 2017, for each mode of transportation that was involved in a crash.

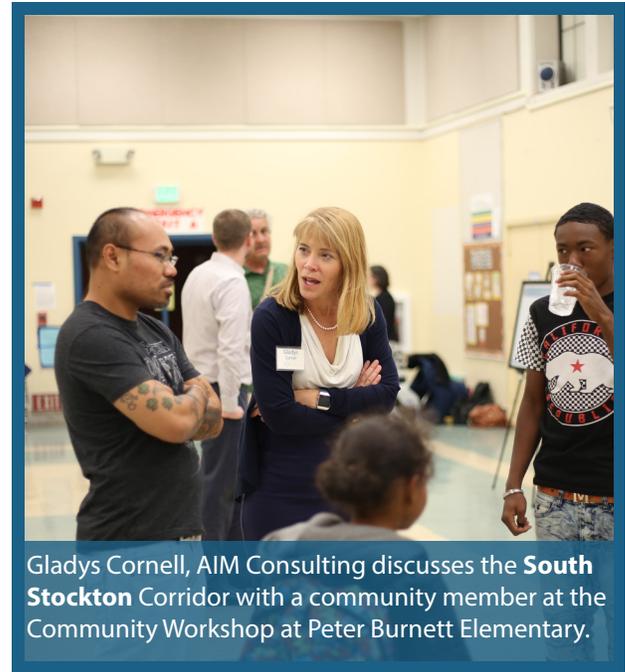
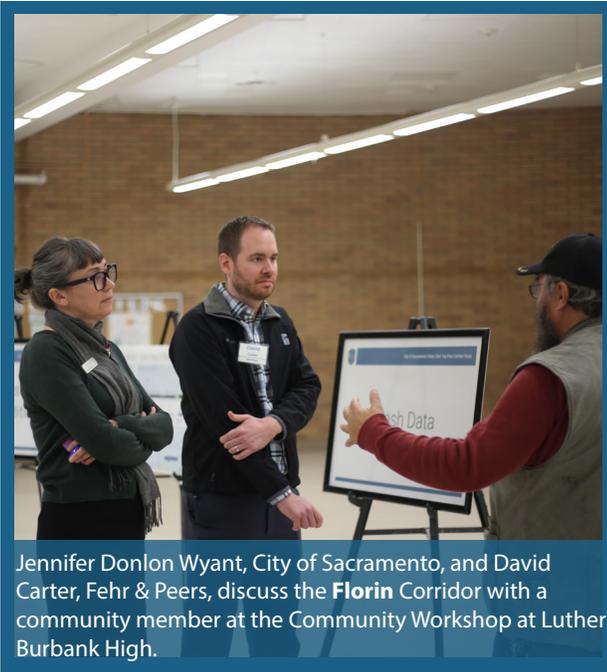
Community Input Board

- o This board asked community members to respond to the prompt, "Tell us about your experience traveling long [specific corridor]." The intent was to understand the community members experience traveling within the corridor, their observations, concerns and ideas for improvement.



The boards listed above can be found in the appendix of this document.

During each outreach event, community members were asked to review the project boards and share their experiences traveling within the corridor. Participants wrote their comments on post-it notes and placed their comments on board exhibits. Project team members at the pop-up events wrote down additional comments from one-on-one discussions with participants, which included ideas and suggestions for needed improvements along the corridor to enhance safety.



The outreach events were held from October through early December of 2018 and are listed by date and corridor below.

PHASE 1 OUTREACH EVENTS

October 25	Fall Family Festival Broadway / Stockton Corridor <i>Oak Park Community Center</i>	November 10	Old North Sacramento / Dixieanne Community Association Meeting El Camino Corridor <i>701 Dixieanne Avenue</i>
October 27	Mutual Assistance Harvest Festival Marysville Corridor <i>Robertson Community Center</i>	November 15	Community Workshop Florin Road Corridor <i>Luther Burbank High School</i>
November 5	Community Workshop South Stockton Corridor <i>Peter Burnett Elementary School</i>	December 4	Grocery Outlet El Camino Corridor <i>Grocery Outlet on Del Paso Boulevard</i>
November 7	Transit stop at Broadway / Stockton Broadway / Stockton Corridor <i>WB Transit Stop by Food Source</i>	December 5	Hagginwood Community Association Meeting Marysville Corridor <i>William J. Kinney Police Facility</i>

Compilation of Input by Corridor

The following pages reflect the input received at each pop-up event and community workshop facilitated by the project team.



Marysville

North Avenue to Arcade Boulevard

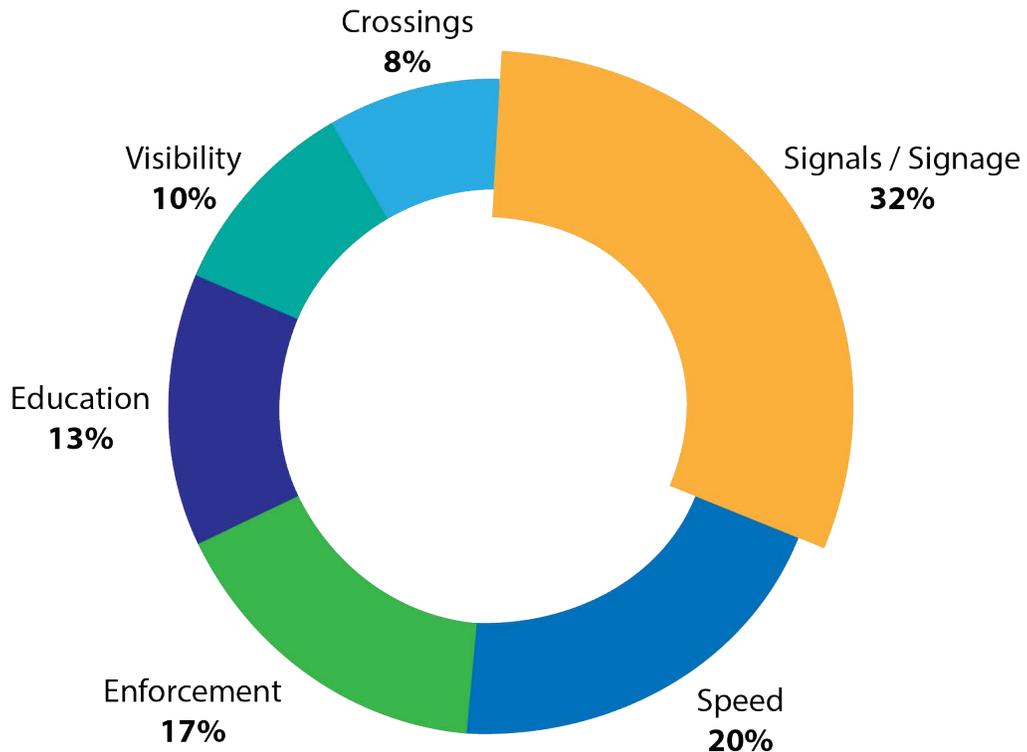


Existing intersection on Marysville Boulevard.

The project team held two pop-up events to obtain community input on the Marysville Corridor:

- Mutual Assistance Network Harvest Festival on Saturday, October 27, at the Robertson Community Center
- Hagginwood Community Association Meeting on Wednesday, December 5th, at the William J. Kinney Police Facility

Below is the feedback received from each event distributed into relevant categories. The graph below depicts the amount of input received in each category.



Comments received from post-it notes on project boards:

Crossings

- Very difficult to cross the street as a pedestrian. Flashing beacons or lights flashing on the street would make it safer.
- There are too many kids and people jay-walking across the street. The crosswalks are too far apart so people don't use them.
- Pedestrians don't pay attention when crossing the street - we need more cross walks.
- Crosswalks need flashing beacons - people are unaware they are there without them.
- We need bump outs for pedestrians to better alert drivers, so they can visually see where they would be.



Community members creating reflective stickers at the Harvest Festival.

Enforcement

- Marysville needs law presence for more phone enforcement and reckless driving enforcement.
- More enforcement needed at signals.
- Drivers don't pay attention, they are on their cell phones, and don't seem to care about pedestrians.
- We need more police enforcement, particularly for speeding.
- Drivers don't pay attention to pedestrians.
- Enforce traffic violations.
- More enforcement to keep drivers off of their cell phones.
- I see a lot of jay-walking, especially near liquor stores and the park.
- There are too many jay-walkers and red light-runners
- Viva Supermarket, Rainbow Market, 3621 Mini mart, Quick Stop, and Arcade Market all have vagrants that loiter and constantly jay-walk back and forth across Marysville Boulevard.

Education

- PHB: Education needed for drivers and pedestrians.
- Educate people on what the signals mean.
- Education about signals and road laws in the area is needed.
- Education on the new traffic beacons is needed, then add more of them.
- this area could use traffic safety / signal classes (for free!)
- Education needed about PHB.
- People drive too fast, drivers don't know what to do at PHB. We need more cross walks, better pavement and more lighting for overall visibility.
- A video series for cyclists to learn the rules of the road is needed.



Rebecca Shafer helping community members make reflective stickers at the Harvest Festival.

Speed

- Cars drive too fast.
- People drive too fast.
- Speeding is an issue.
- Speeding is an issue, and sidewalks disappear.
- Speeding is an issue, drivers don't follow the law and drive aggressively.
- Slow down traffic, drivers go over 35 MPH.
- Speeding is a problem!
- People speed too often.
- I take the side streets to avoid Marysville Boulevard because people drive way too fast.
- Speeding is an issue.
- Paint the speed limit on the street.
- Marysville Boulevard is becoming a shortcut to downtown.



Jennifer Donlon Wyant, City of Sacramento, discussing the Marysville corridor with families at the Harvest Festival.

Signals / Signage

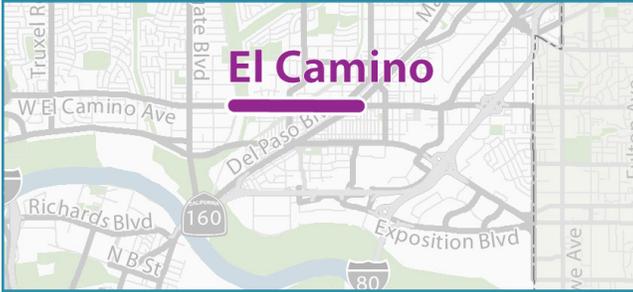
- We need more signal lighting.
- The signals are slow, so people run them.
- More cross walks, more PHB / HAWLK signals. But educate people on them.
- Make cars aware of crosswalks, more lighting to see pedestrians at night would also help. Pedestrian flashing beacons are safe and keep the flow of traffic.
- The Los Robles signal is confusing and needs a left turn signal.
- More signals and more cross walks would make Marysville Safer.
- More signals needed for pedestrians to cross.
- People don't yield where they are supposed to.
- Roanoke pedestrian hybrid beacon.
- Audible pedestrians' heads - do they show better crossing compliance?
- Los Robles at Quick Stop, pedestrian button stolen?
- Westbound Arcade Boulevard to north bound Marysville needs a green arrow for making a turn onto northbound Marysville.
- Arcade and Marysville - no ped heads?
- Vehicle turn lanes help on two-way turn lanes.
- Arcade to Marysville needs turn signal heads.
- Marysville and North Avenue: Cars pull out into traffic for right turn when there is inadequate clearance to do so which causes traffic to slow.
- Left hand turns at Arcade feel like I'm taking my life into my hands every time I turn left. Bicyclists and walkers crossing or walking in streets against red lights.
- Lane striping needs refreshing.
- Need better street signs, I can't see them.

Visibility

- More street lights and cross walks needed.
- Bushes on the dividers make it hard to see oncoming traffic, and hard to make left turns.
- Center medians are not reflective and hard to see at night and the markings are hard to see.
- It's hard to see pedestrians southbound on Marysville, onto Rosalind Street.
- Marysville and Los Robles: View of north bound traffic is obstructed by cars at the gas pumps at the market.
- Corridor is too dark.
- I live by Del Paso and Marysville Boulevard, that neighborhood needs lighting.

El Camino

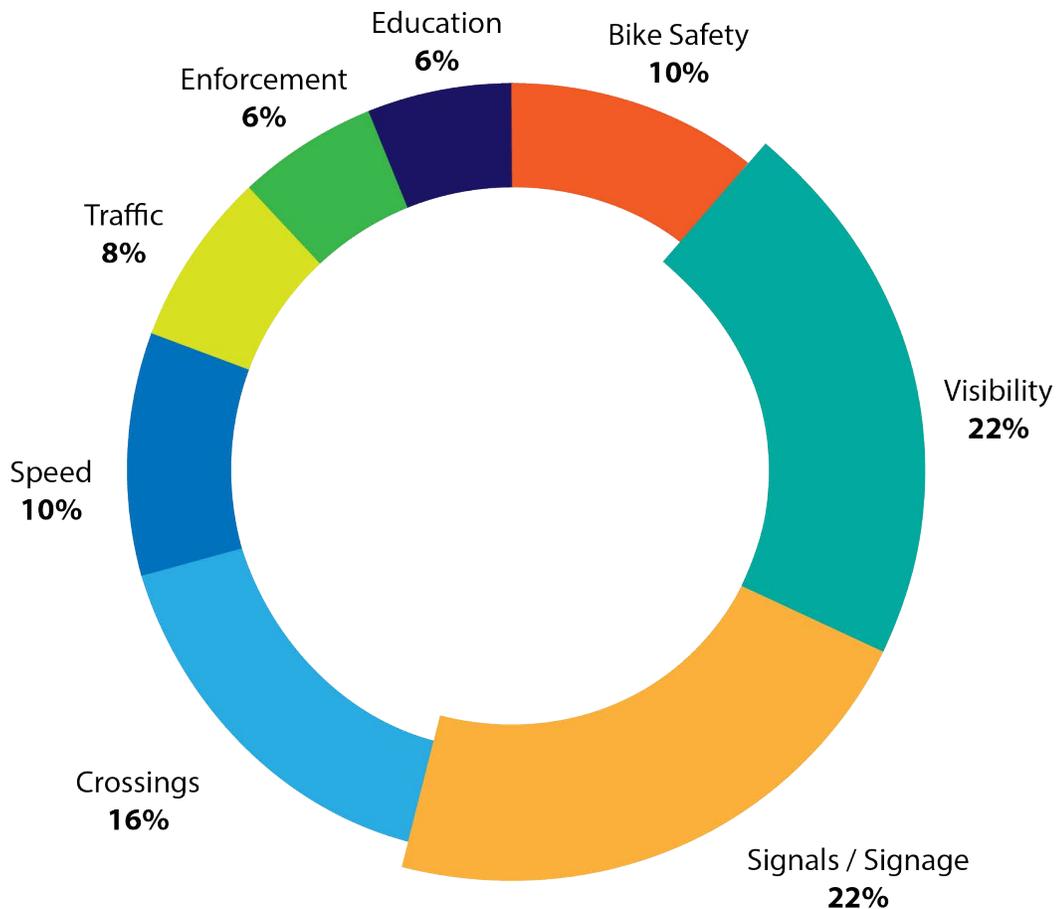
Paved levee trail adjacent to Steelhead Creek to Del Paso Boulevard



The project team held two pop-up events to obtain community input on the El Camino Corridor:

- Old North Sacramento / Dixieanne Community Association Meeting, Saturday, November 10, at Grace City, located at 701 Dixieanne Avenue
- Grocery Outlet Store, Tuesday December 4, located at the Grocery Outlet along the corridor

Below is the feedback received from each event distributed into relevant categories. The graph below depicts the amount of input received in each category.



Comments received from post-it notes on project boards:

Bike Safety

- Altos / Traction meets the bikes path, there is a lot of bike activity there and no bike lanes / bike safety.
- Bike lanes along this corridor have obstructions or are non-existent.
- Bike lanes are too skinny.
- "Fake" bike lanes, we need better lighting to see people, and a barricade to separate cars.
- West El Camino towards Northgate: not a lot of room for cyclists.
- It can be frightening to bike on El Camino.
- Bicyclists have to take a lot of precautions because of fast traffic.

Visibility

- Difficult to pull out of my driveway on El Camino, need slower speeds there and better visibility.
- It's hard to pull out to El Camino from side streets because its hard to see.
- Need better lighting at night.
- Mid-block crashes: a lot of homes have their driveways backing into El Camino - there is unsafe backing out due to high speeds and visibility issues.
- The City needs to trim their trees for visibility, particularly in front of stop signs.
- You cannot see getting onto El Camino from the side streets.
- El Camino needs more lighting in general - more street lights improve visibility
- Hard to turn off of El Camino onto other streets
- Visibility for cyclists is bad on El Camino, especially when it gets dark since the lighting is bad. I have to ride in the gutters and sometimes there is debris.
- Del Paso Boulevard and Rio Linda: People cannot see the stop sign and there is about one accident per month. El Camino is not wide enough.
- On El Camino Avenue, everything is too close together, it's constricting and hard to see at night.
- At night people walk directly in front of cars.
- Need more lighting.



Rebecca Shafer, Fehr & Peers, discussing the El Camino corridor with individuals at the Community Association Meeting.

Speed

- The speed on El Camino is too high.
- El Camino and Grove Avenue needs to be widened and slower traffic speeds to make it safer.
- I try to avoid El Camino because there are random pedestrians and people drive too fast.
- Aggressive driving and road rage on El Camino.
- The street is too narrow, and traffic moves too fast.
- There is one light port in my neighborhood and speed bumps that were installed at Del Paso and Arden Arcade.
- Traffic needs to slow down, especially by crosswalks.



Project team members discussing the corridor crash types at Grocery Outlet.

Crossings

- There is systematic Jay-walking on El Camino.
- Fairfield and El Camino: There is no cross walk, all intersections should have cross walks with crossing lights.
- Crossings along here are not pedestrian-priority, people jay-walk because of it.
- Jay-walking becomes a culture because of the long waits - it's a systematic issue.
- Weird striping for the West Bound approach at Grove.
- It's a nightmare to walk on a 3-way split at Del Paso, Arden, and El Camino.
- Homeless people walk across the street and hang out in the medians sometimes by the overpass.
- They added a new light for the crosswalk, but no one uses it.
- Sometimes it's difficult to walk on El Camino because cars travel too fast.
- At the intersection of Del Paso and El Camino, it is hard to cross the street. There aren't crosswalks for every street, but people won't wait forever for the light, so they walk where there is no crosswalk anyway.
- Look into mid-block victims in this study.

Signals / Signage

- People Jay-walk because the Del Paso and El Camino is too long of a wait.
- Too many traffic signals on El Camino create the problem.
- More Vision Zero signs on El Camino are needed.
- With too many signals, people stop using them.
- Stop signs with red flashing lights around it draws more attention.
- Speed sign feedback: drivers don't wait for pedestrians to get to the sidewalk, flashing lights will call attention to stop signs, as will trimming trees so they are easier to see.
- Colfax and El Camino: Signal timing: too many cars end up waiting for the long signal, then people run red lights
- Signalized cross walks needed.
- "Slow Down" banners would be helpful.
- The Speed feedback sign has been helpful in slowing speeds on Del Paso.
- Signage reminding people to slow down and that they are driving in a residential area.
- El Camino needs stop signs and speed bumps.
- Light at the El Camino corner is highly dangerous. The lanes are also small.
- It's hard to cross at Rio Linda.
- People jay-walk when the lights don't turn for a long time. But some people don't want to stop traffic with the cross walk.
- There are no stop signs on El Camino, which is unsafe as a pedestrian. A friend was hit by a car at 5:00 a.m. and the specific travel times are too fast. Everyone talks about the speed issue, there needs to be more signs and speed bumps to slow cars down. Travel time needs to be better [rush hour].

Enforcement

- There is too much neglectful driving, we need more enforcement, and the Police drive too fast to see.
- More traffic enforcement needed.
- I walk across where Wienerschnitzel is, and some driver ran the red light. If I didn't dive out of the way, I would've been hit.
- Distracted driving with cell phones and jay-walking is a problem on El Camino.

Traffic

- I take Del Paso or Garden Highway instead of El Camino to avoid traffic problems.
- Del Paso and El Camino are always congested, and people are always rushing through.
- Edgewater Road goes from four to two lanes: widen the road way, it's hard to see the way the streets are lined up.
- Traffic gets backed up on El Camino, so I take residential streets.
- El Camino goes from four lanes to two lanes so there's a bottleneck.

Education

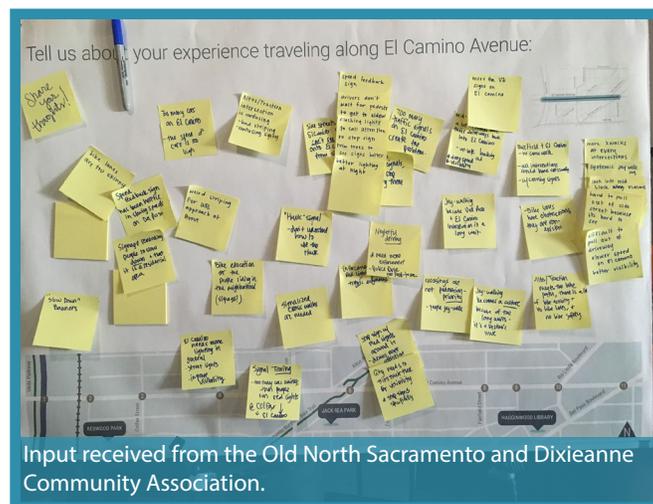
- People do not know how to use the "Hawk Signal"
- We need bike education for cyclists in the neighborhood, maybe signage around the area?
- The Altos / Traction intersection is confusing: bad striping, confusing lighting.
- El Camino Avenue / Del Pas Boulevard is confusing.



Project team members discussing existing conditions at Grocery Outlet.



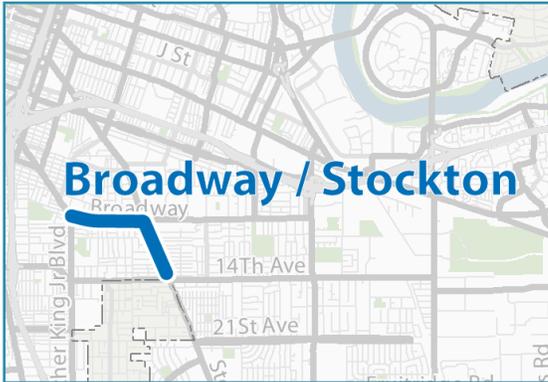
Leslie Mancebo, City of Sacramento, presenting to the Old North Sacramento / Dixieanne Community Association.



Input received from the Old North Sacramento and Dixieanne Community Association.

Broadway / Stockton

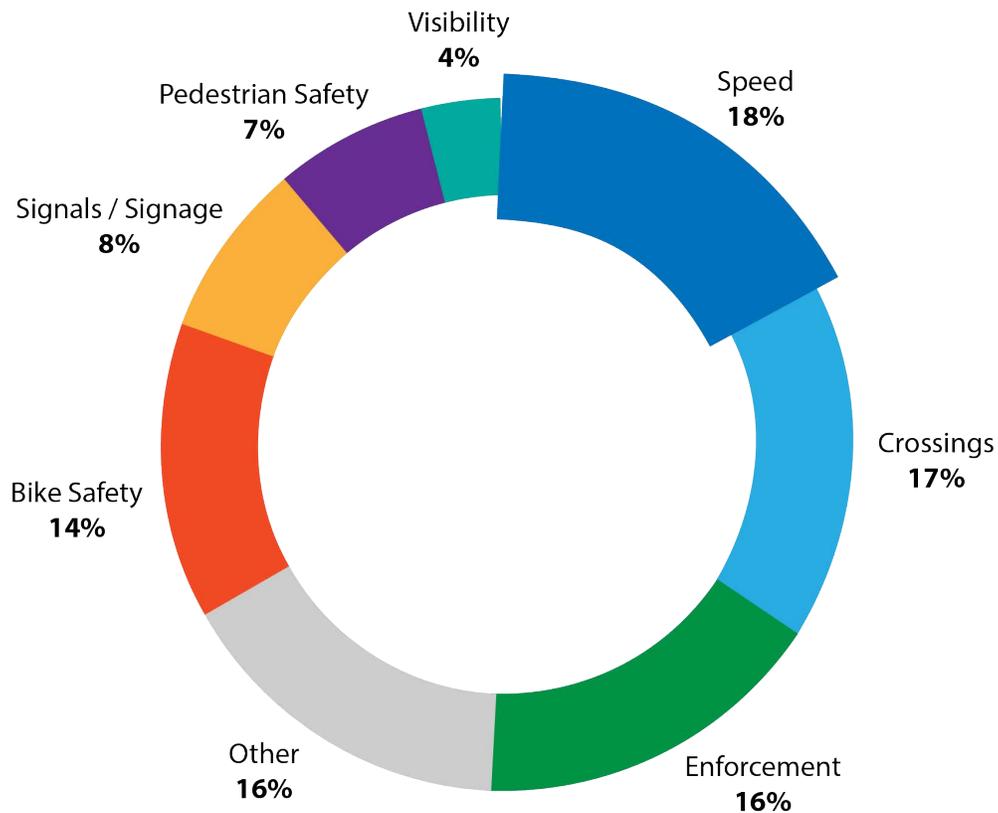
Martin Luther King Jr. Boulevard to
13th Avenue



The project team held two pop-up events to obtain community input on the Broadway / Stockton Corridor:

- The Fall Family Festival on Thursday, October 25, at the Oak Park Community Center
- Transit stop at Broad/way Stockton on Wednesday, November 7, in front of the Food Source

Below is the feedback received from each event distributed into relevant categories. The graph below depicts the amount of input received in each category.



Comments received from post-it notes on project boards:

Signals / Signage

- Cars make left turn from MLK onto Broadway and don't stop or look for people walking.
- Drivers are distracted, and there's a lot of activity happening, especially at the intersection.
- Even when light says you can walk, I stop to make sure they aren't running the red light.
- Need more lights - it isn't convenient for drivers, but it will slow them down and make the area safer.
- Need a double turn lane on Broadway Stockton.
- We need more traffic signals.
- Traffic light timing is a problem, and we need wider lanes on Broadway.

Pedestrian Safety

- Pedestrians usually follow the rules of the road.
- This is a more populated low-income area, so there are more people walking.
- Stockton and 14th - South bound right turn don't look for pedestrians, nor do they stop for pedestrians.
- I drive slower here because I've almost hit other people.
- More people walk around this area than in other places.
- Just saw a family get hit by Mack/Valley Hi, the car drove away.



Nicole Porter, AIM Consulting, discussing the crash data along the Broadway / Stockton Corridor.

Speed

- Speeding - drivers drive too fast and need to slow down.
- My transit stop is at 38th and MLK. My whole family walks from 18th Street and cars drive way too fast.
- Cars speeding! It feels dangerous to bike even in the bike lanes. Cars don't yield to pedestrians. It's difficult as a cyclist to make turns. Work crews always put signs in their bike lanes, and the bike lanes often have a lot of debris/leaves in them which makes it difficult to share the lane.
- On MLK cars drive way too fast and drive too close to the sidewalk.
- Enforce a speed limit and have flashing stop signs.
- I walk to the 51-bus route, usually around Mack and Valley Hi. Cars are going too fast - watch yourself.
- You see a lot of other drivers going fast or angrily.
- Buses speed on Broadway and there is already too much traffic on Broadway. We need more crosswalks.
- Slow the streetcars and create traffic calming mechanisms.
- People drive too fast and run the right turn red lights at the Broadway / Stockton intersection.
- More narrow lanes to slow traffic and make us safer.
- A 2-lane bridge to drive over, like freeways have, so we can keep the freeway speed off this corridor.
- Broadway segment is too many lanes for residential nature - the speed is too high.
- Shrink the lane sizes.
- Better speed enforcement and complete bike lanes.

Bike Safety

- Nurses ride bikes up Stockton early in the morning, on the way to the UCD Med center - from Tahoe park onto Stockton.
- It's difficult to commute to midtown from Stockton Boulevard because all bike lanes end at Broadway / Stockton. It's an uncomfortable corridor to bike on.
- I don't ride my bike on Broadway because it is too fast - we need slower traffic from Central Oak Pak to the UC Davis Medical Center.
- "Disappearing bike lanes" - we need continuing bike lanes.
- No more disappearing bike lanes please.
- Disappearing, reappearing, disappearing bike lanes. Park / bike lanes look similar and usually have cars parked in it. Bike lanes are always the minimum width and the car lanes are huge.
- Direct bike traffic onto 8th Avenue or 1st or 2nd Avenue, they have slower traffic.
- Make bike lanes continuous!
- People always drive in the bike lanes.
- The bike lanes aren't ever cleaned.
- Reflective gear for cyclists is so important.
- Try temporary fixes to make bike lanes continuous and safe.

Crossings

- I take light rail by AutoZone and walk down MLK - we need a crossing between the firehouse and Happy Takeout - a lot of people, students included, jay-walk.
- On the Stanford Market intersection, cars pass through the bike area.
- Crossing guards are needed by the schools.
- Marked crosswalk at 7th was removed, but people still use, and since it's no longer marked, drivers are more aggressive.
- Pedestrian lights, flashing cross walks
- Even when pedestrian crossing lights are on, people are cautious to cross - cars too.
- Enforce pedestrian crossing at crosswalks.
- Lots of jay-walking along here.
- Zebra crossing at Broadway / Stockton (See UC Davis Med Center).
- South Stockton - pedestrian overpass needed to prevent jay-walking.
- Right turn on red and not enough crossings.
- More crosswalks! Cars do not stop, and there are bus stops not too far from crosswalks.
- Pedestrians don't pay attention and people don't use cross walks because they are too far away.



Councilmember Eric Guerra, District 6, and Leslie Mancebo, City of Sacramento, live streaming the transit stop pop-up event.



David Carter, Fehr & Peers, recording input from a community member at the transit stop pop-up event.

Enforcement

- People cut me off while driving, drive too fast, texting while driving
- Distracted driving is an issue.
- More enforcement needed - police need to do their jobs and write tickets.
- Drunk driving is a big problem here.
- Tent pop-ups along Broadway are distracting.
- People don't stop at red lights on a right turn on Broadway / Stockton.
- Red light running is a problem at the Broadway / Stockton Intersection.
- Distracted driving, specifically cell phones, is a huge problem.
- More cops need to be around to enforce the rules of the road: people always speed and jay-walk.
- Cameras to monitor traffic speeds might help with speeding and light running.
- Greater / enhanced traffic enforcement through SacPD and UC Davis.
- Since this area is higher crime, there should be more traffic enforcement officers.
- Red light enforcement cameras or the police.
- Police officers from UC Davis and SacPD need to enforce traffic laws.

Visibility

- Better street lighting is needed on Stockton.
- Light up the intersection so drivers can see pedestrians.
- I walk in the street because the sidewalks are so dark - we need better lighting.
- Blind corner at Martin Luther King Jr. Boulevard / Broadway.

Other

- I usually drive or take SacRT to Cosumnes River College - the bus doesn't stop if homeless people are around, and sometimes when it's busy or late, I must walk to the bus and it's difficult.
- I normally drive around those streets early, at 6:00 a.m., up Stockton to Alhambra.
- Driving on Broadway - the road maintenance is bad and there are too many lanes.
- Stockton to Martin Luther King Jr. Boulevard has cracked pavement that ruins cars.
- Drunk driving along this corridor is an issue.
- Oakridge school parents drive here.
- I go to PS7, no one walks off campus.
- I work at the community center and prefer to go down 8th and Broadway than go on Broadway / Stockton.
- DMV tests - people that drive here don't know how to handle a car and there is too much distracted driving.
- The community should help clean up the street, more receptacles would help.
- Paint green specifically around the corners / problem areas of this corridor.
- The pavement quality is bad and distracting at 39th and Broadway.
- Broadway is too narrow and windy.
- Widen Broadway, two lanes are not large enough.



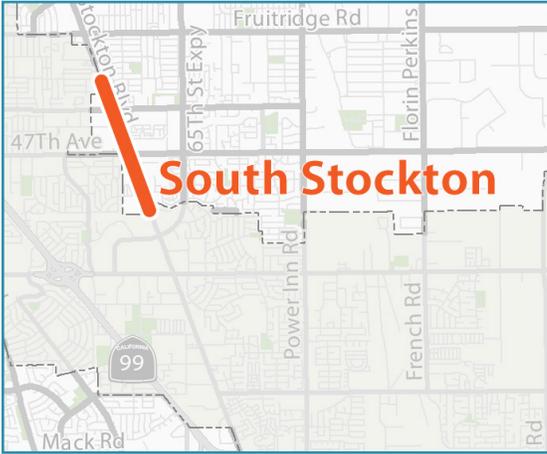
Nicole Porter, AIM Consulting, discussing biking on the Broadway / Stockton Corridor with a student.



Community member providing input on the Broadway / Stockton Corridor at the transit stop pop-up event.

South Stockton

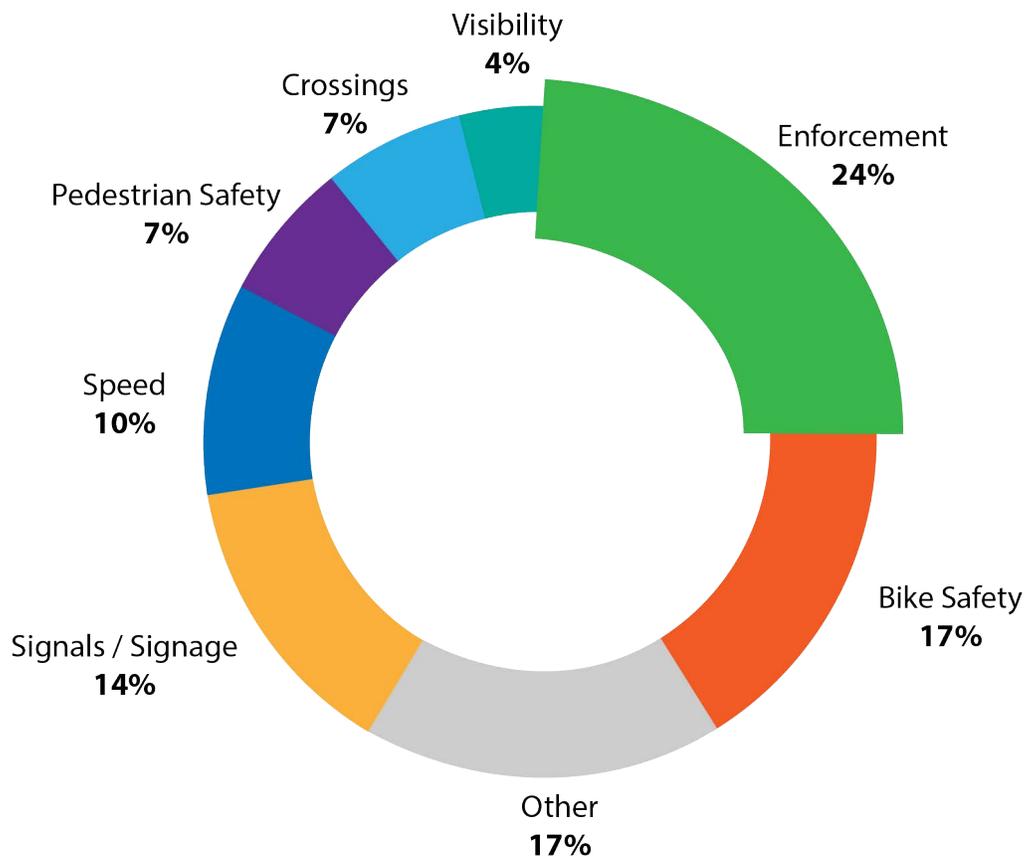
McMahon Drive to Patterson Way



Existing intersection on the South Stockton corridor.

The project team held one community workshop to obtain community input on the South Stockton Corridor at Peter Burnett Elementary School, on Monday, November 5.

Below is the feedback received from the workshop distributed into relevant categories. The graph below depicts the amount of input received in each category.



Comments received from post-it notes on project boards:

Signals / Signage

- I drive and walk. We need people to be more careful. They also need more lights along this corridor. South Stockton is very travelled because of all the schools along it.
- Fruitridge and 58th: One year ago, I got hit walking in the crosswalk on my light. Three-way stops and yields are unsafe because cars don't stop. We need more/longer crosswalk lights.
- People run red lights at McMahon.
- All red signal phase for pedestrians to cross.

Speed

- My grandma picks me up from school and there are a lot of fast cars.
- A road diet would help decrease car speeds.
- Drivers' speeds are too high.

Bike / Pedestrian Safety

- I just saw a car accident between a car and a bicycle - it happens all the time.
- I ride my bike all the time but won't shop on Stockton because it's unsafe.
- I won't ride my bike along this corridor because it feels unsafe.
- Connectivity of adjacent roads would make it easier to bike around.
- If there is enough room to put protected bike lanes in, that would be good.
- Pedestrian Safety
- I walk to school.
- My grandpa walks me to school sometimes and it doesn't feel safe, especially when there are a lot of people walking around.



Project team members discuss community experiences along the South Stockton corridor.



Nicole Porter, AIM Consulting, helping students make reflective stickers for their bike helmets.

Enforcement

- People don't respect the laws, especially drivers.
- There is a lot of red light running on Stockton / McMahon Drive - we need cameras!
- Many people don't see walkers.
- I was in an accident on South Stockton recently - I was stuck in traffic and someone merged into my lane without looking.
- Distracted driving from cell phones is an issue.
- Drivers don't pay attention. They are too concerned with going to their destination and not getting stuck in traffic.
- Drivers don't notice pedestrians, they turn without waiting.

Visibility

- Lemon Hill: lights are dim, and the sunset causes issues with visibility.

Crossings

- We need more crosswalks and stop lights on Stockton - I hear about too many crashes on the news.
- People cross in the middle of the street unexpectedly, especially at night.
- Other
- Lord have mercy! I avoid travelling on South Stockton at all costs.
- A lot of people get off the bus stop on McMahon, they walk onto South Stockton and could get hit.
- It's hard to exit stores on the South-west corner of Stockton / 47th. There is a popular food truck there.

Other

- I've never had trouble driving on South Stockton.
- Homeless on south Stockton – please get rid of them, they leave trash in my alley.



Community members signing up for project updates about the South Stockton Corridor.



Leslie Mancebo, City of Sacramento, and Adrian Engel, Fehr & Peers, discuss with a community member the existing conditions of the South Stockton corridor.

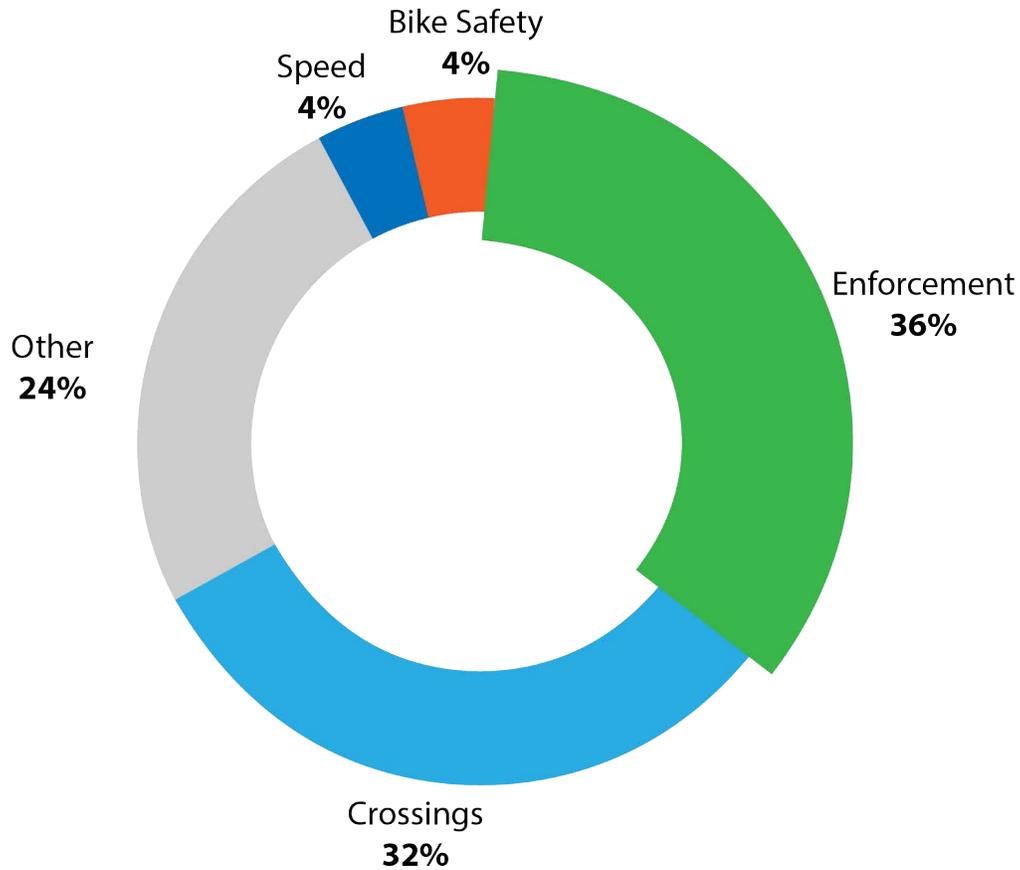
Florin

24th Street to Munson Way



The project team held one community workshop to obtain community input on the Florin Corridor at Luther Burbank High School, on Thursday, November 15.

Below is the feedback received from the workshop distributed into relevant categories. The graph below depicts the amount of input received in each category.



Comments received from post-it notes on project boards:

Speed

- Gates slow people down.

Crossings

- More crosswalks needed at light rail, with audible chirpers.
- Kids always cross mid-block at light rail, it needs a crossing.
- Pedestrian activated crosswalks needed.
- Loma Verde needs a cross walk and traffic signal.
- Students cross without a cross walk directly across from Luther Burbank entrance.
- The signals need more time for crossing (when seniors cross it is too short.)
- Luther Drive needs signals for walking across.
- It is difficult to walk by McDonald's on Florin Road. On Franklin and Florin, cars don't stop - we need more traffic control. Thick traffic gates on the road and reflective clothing would help.
- Morrison creek at Florin - the bus stops are in the traffic lanes and drivers are not thinking about pedestrians.

Enforcement

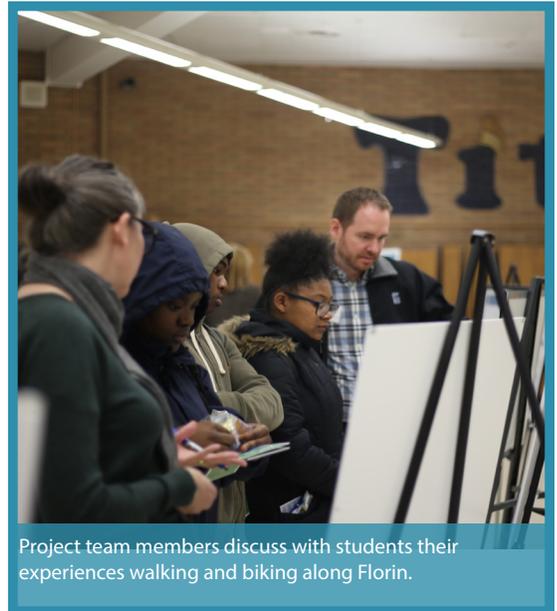
- We need to slow drivers down.
- Increase police enforcement of speeding and jay-walking.
- Florin has too much traffic and the speeds are too high.
- Stop signs: people don't actually stop, they only yield to stop signs.
- Police who see traffic violations are not addressing the violations.
- Drivers drive too fast.
- Red light running - needs more enforcement.
- Need more speed enforcement and better speed limit signs.

Bike Safety

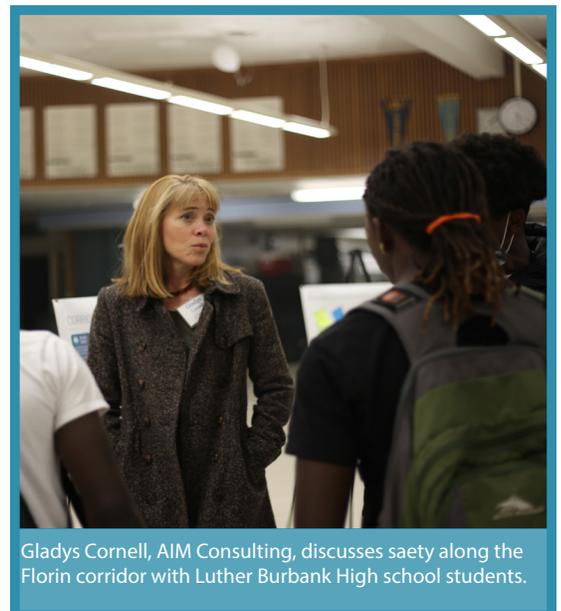
- Need wider bike lanes.

Other

- I would rather take Uber than walk to school (Luther Burbank)
- Flooding at intersections, need DI improvements.
- More trees needed on Florin.
- Heard on NextDoor about the meeting.
- Make sure there are curb ramps for wheel chair users.
- Florin Road: I was contracted to tear up the median strip, assumed it was dirt under the asphalt. Found asphalt under the median strip, two lanes were in a ditch, and I was paid to destroy that.



Project team members discuss with students their experiences walking and biking along Florin.



Gladys Cornell, AIM Consulting, discusses safety along the Florin corridor with Luther Burbank High school students.

Public Notification

The project team completed an extensive notification process for each pop-up event and community workshop. The purpose of creating and completing such an extensive notification plan was to inform the public about the project, it's goals, and ask community members who were notified to share the project and event information with their fellow communities.

For each event, a list of businesses, community associations, and individuals were notified by phone and email to share the event information with their organization along the adjacent corridor. A general email was also sent to all individuals who signed up throughout the City of Sacramento's email database for their specific corridor.

Below is a list of organizations and groups who helped share information about the project and events through email, social media, or printed flyer:

- Councilmember Allen Warren
- Councilmember Jay Schenirer
- Councilmember Larry Carr
- Councilmember Eric Guerra
- Florin Road Partnership
- Stockton Boulevard Partnership
- Sacramento City Blog
- Sacramento Are Bicycle Advocates (SABA)
- Southeast Village Neighborhood Association (SEVNA)
- Hagginwood Community Association
- North Sacramento United Methodist
- Smythe Academy for Arts and Sciences
- Harmon Elementary School
- Mutual Housing at River Garden
- Stanford Settlement
- Saint James Holy Baptist Church
- Friends of West Tahoe Park
- Elmhurst Neighborhood Association
- Colonial Heights Neighborhood Association
- William Lee College Prep
- Broadway DMV
- Parkwest Lotus Casino
- Sommerset Place Apartments
- Southeast Village Neighborhood Association
- Nicholas Elementary School
- Peter Burnett Elementary School
- SF Supermarket
- Rodeway Inn
- A&A Supermarket
- Smart & Final
- Southgate Plaza
- North Franklin District Business Association
- Florin Meadowview Apartments
- Southwind Mobile Estates
- Parkview Apartments
- Meadowview Neighborhood Association
- Luther Burbank High School
- Fern Bacon Middle School
- Bowling Green Elementary School
- Florin Square Shopping Center

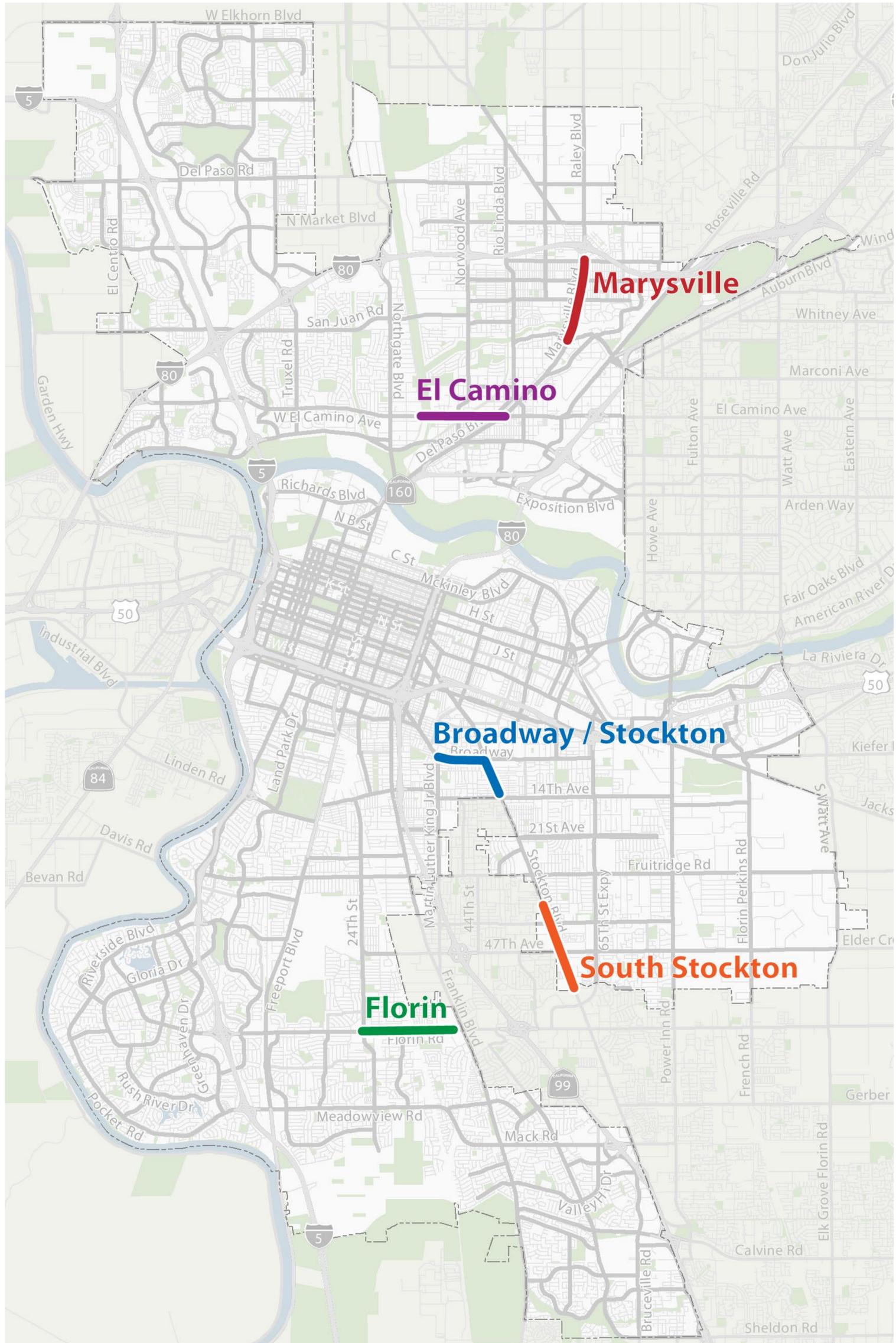
Appendix

- Pop-up Boards
 - Project Overview Boards
 - Marysville
 - El Camino
 - Broadway / Stockton
 - South Stockton
 - Florin
- Comment Card
- Public Notification Flyers

Project Overview Boards



Where are the top five corridors?



Marysville



MARYSVILLE BOULEVARD EXISTING CONDITIONS

IN THE MAP

- On-Street Bicycle Lane
- Distance Between Crosswalks

KEY CHARACTERISTICS

- SPEED LIMIT 35**
- Average Daily Traffic Volume: 26,300
- Class II bicycle lanes along most of the corridor
- Maximum distance between crosswalks: 2,550 ft between North Avenue and Bell Avenue
- 100% sidewalk coverage.

MARYSVILLE BOULEVARD SAMPLE CROSS-SECTION

Four travel lanes plus raised median/center turn lane.



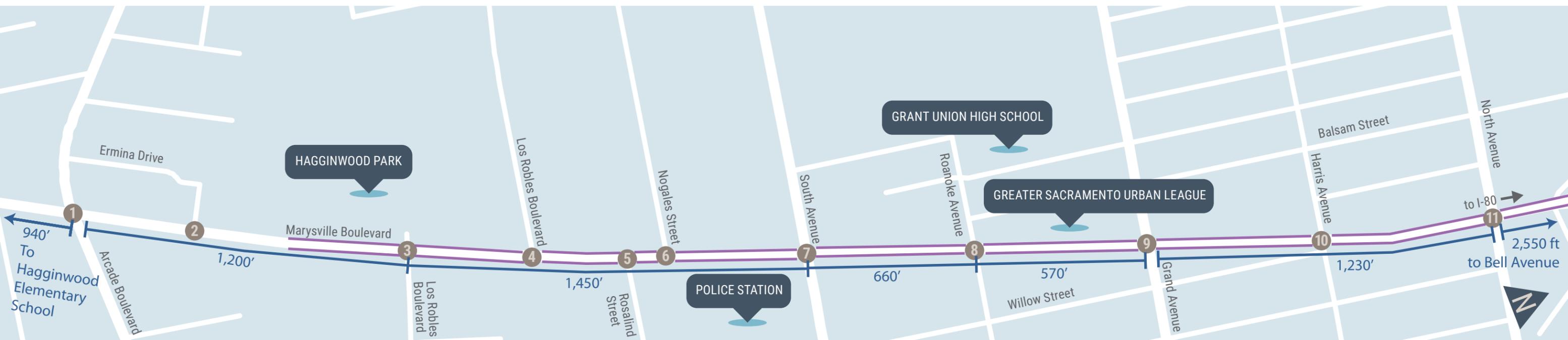
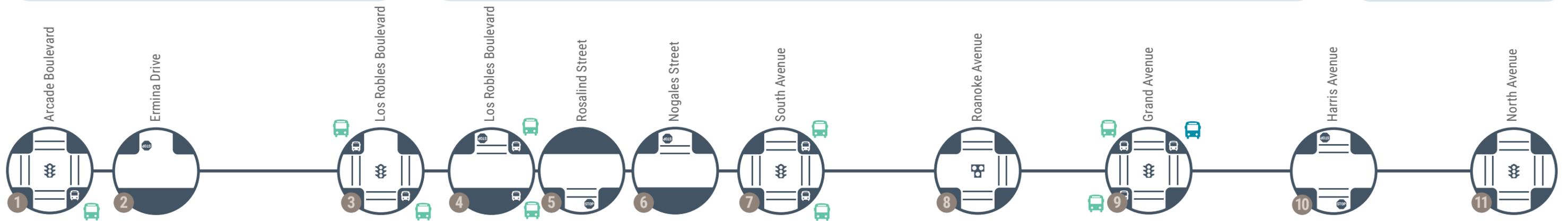
Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

DAILY RIDERSHIP*

- 0 - 50
- 51 - 100
- 101 - 150
- Greater than 150

SACRT ROUTES COVERED:
15, 86

*Daily ridership is the sum of weekday boardings and alightings.



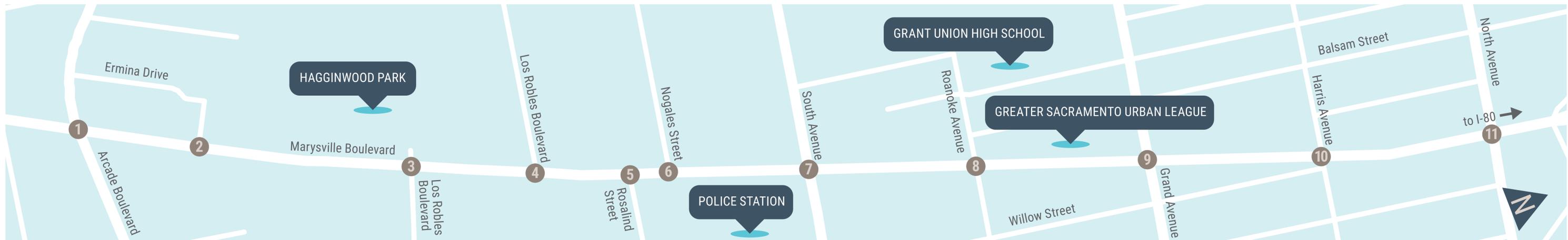
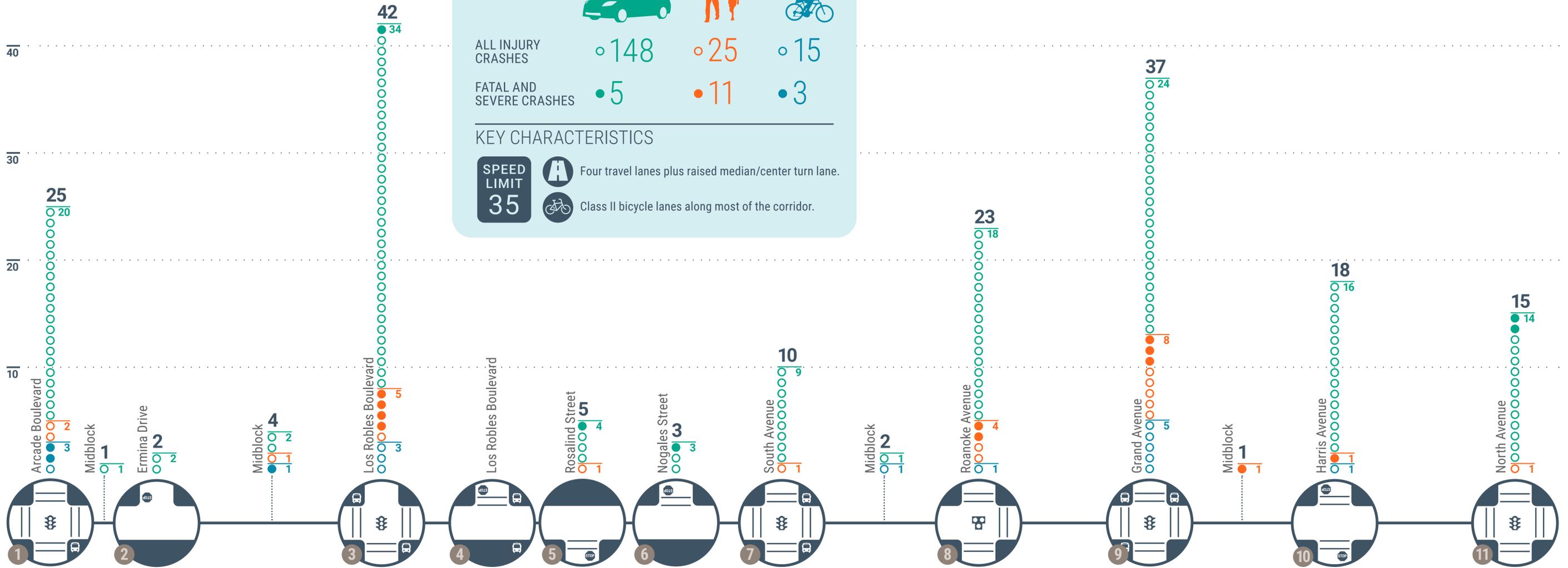
MARYSVILLE BOULEVARD CRASHES

CORRIDOR CRASH SUMMARY (2009-2017)

			
ALL INJURY CRASHES	148	25	15
FATAL AND SEVERE CRASHES	5	11	3

KEY CHARACTERISTICS

- SPEED LIMIT 35**
-  Four travel lanes plus raised median/center turn lane.
-  Class II bicycle lanes along most of the corridor.



CORRIDOR-WIDE CRASH TYPES

VEHICLE

Unsafe Speed

"Unsafe Speed" was cited as the primary violation in 20% of crashes.

1 2 3 4 5 6
7 8 9 10 11

Proceeding Straight

2/3 of drivers were proceeding straight or stopped at the time of the crash.

1 2 3 4 5 6
7 8 9 10 11

Head On

Nearly 20% of all crashes were head on.

1 2 3 4 5 6
7 8 9 10 11

KSI & Alcohol Involved

Alcohol was involved in over half of crashes resulting in a fatality or severe injury.

1 2 3 4 5 6
7 8 9 10 11

Rear End

Nearly 20% of all crashes were rear end.

1 2 3 4 5 6
7 8 9 10 11

Left Turns

More than 20% of drivers were making a left turn at the time of the crash.

1 2 3 4 5 6
7 8 9 10 11

Broadside

40% of all crashes were broadside, also called T-Bone.

1 2 3 4 5 6
7 8 9 10 11

PEDESTRIAN

Pedestrian Crossing

Almost all people hit while walking were crossing. 2/3 of people were in the crosswalk.

1 2 3 4 5 6
7 8 9 10 11

Nighttime

Half of pedestrian crashes occurred during nighttime or dark conditions.

1 2 3 4 5 6
7 8 9 10 11

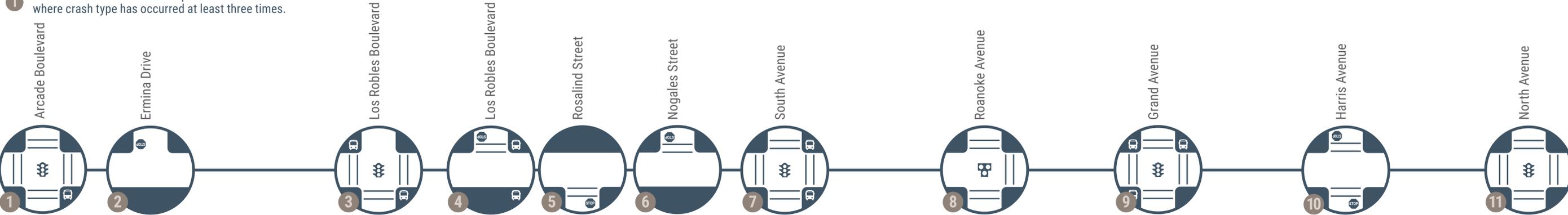
BICYCLE

Broadside

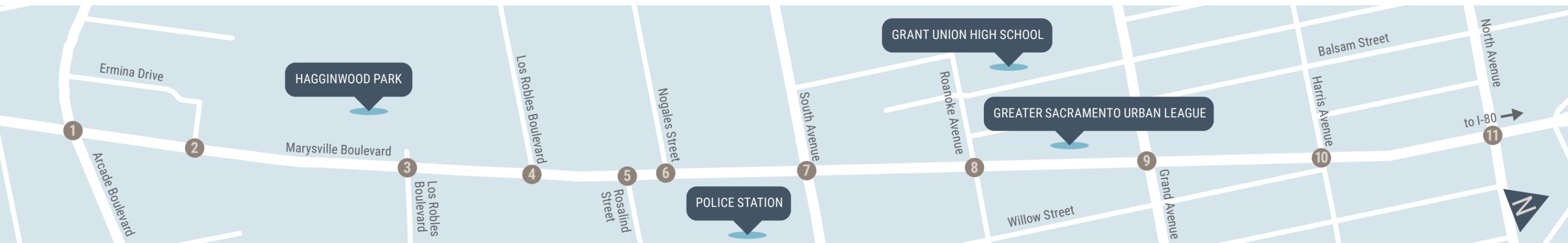
3/4 of bicycle crashes were broadside, also called T-Bone.

1 2 3 4 5 6
7 8 9 10 11

1 Numbers that are turned on represent a location where crash type has occurred at least three times.



Tell us about your experience traveling along Marysville Boulevard:



El Camino

EL CAMINO AVENUE - EXISTING CONDITIONS

IN THE MAP

- On-Street Bicycle Lane
- Multi-Use Path
- Distance Between Crosswalks
- Sidewalk Gap

KEY CHARACTERISTICS

- SPEED LIMIT 30**
- Average Daily Traffic Volume: 13,500
- Class II bicycle lanes along most of the corridor.
- Maximum distance between crosswalks: 2,100 ft between American Ave & Colfax Ave
- 97% sidewalk coverage.

EL CAMINO AVENUE SAMPLE CROSS-SECTION

One travel lane in each direction.



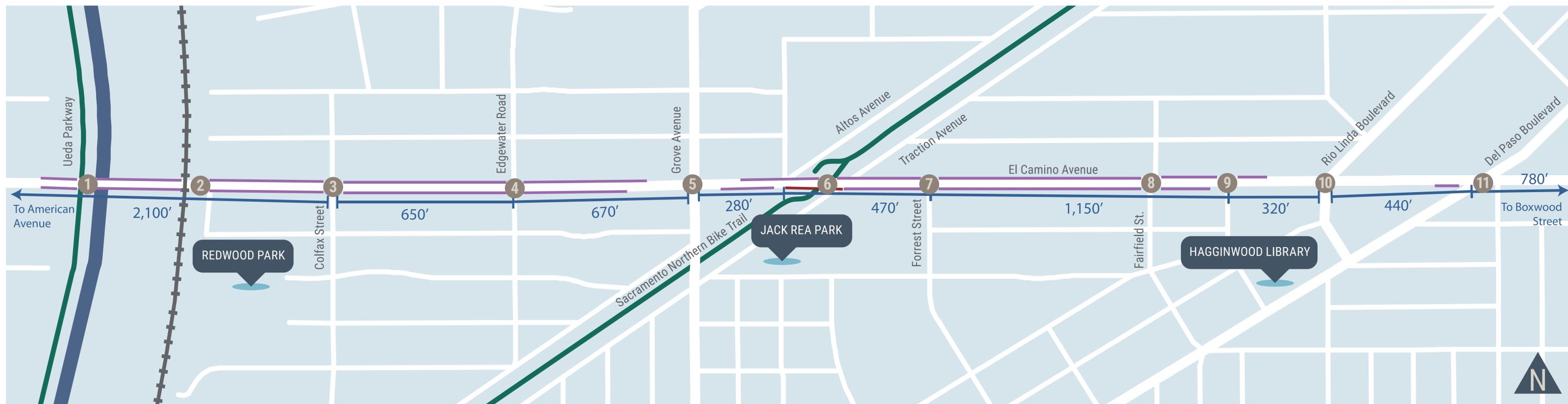
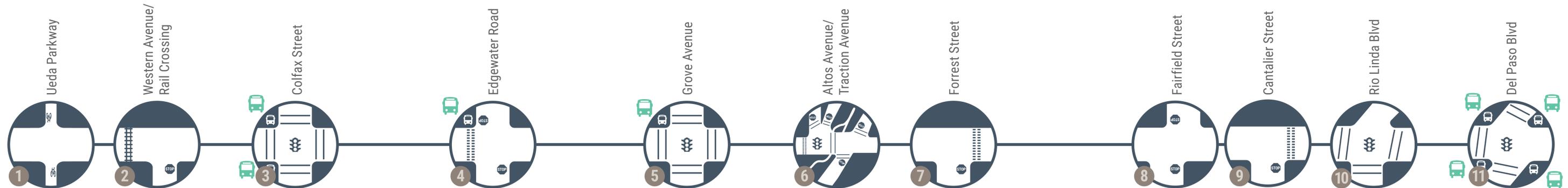
Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

DAILY RIDERSHIP*

- 0 - 50
- 51 - 100
- 101 - 150
- Greater than 150

SACRT ROUTES COVERED:
15, 88

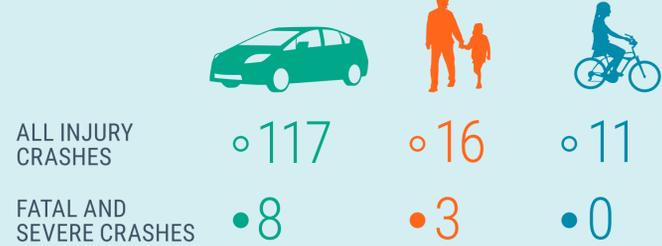
*Daily ridership is the sum of weekday boardings and alightings.



EL CAMINO AVENUE CRASHES



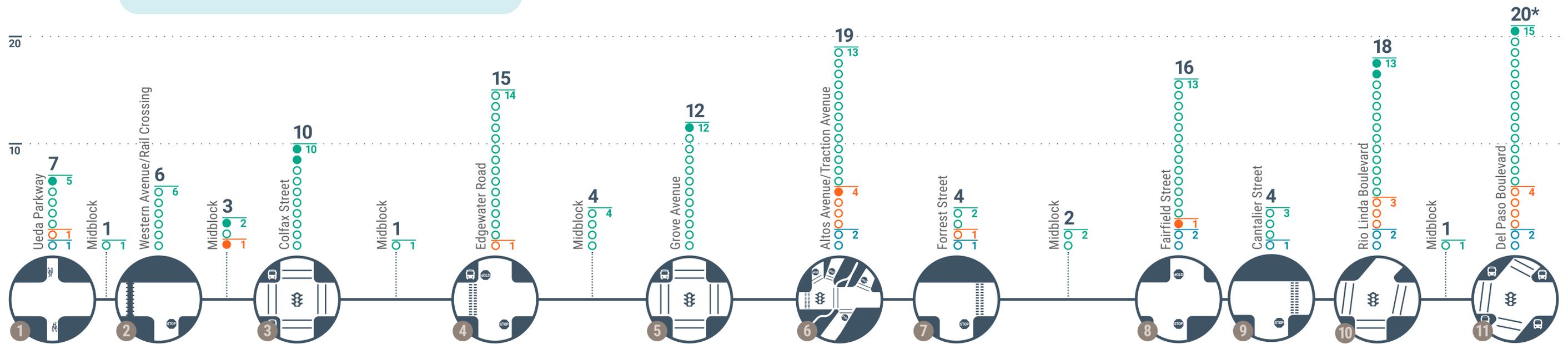
CORRIDOR CRASH SUMMARY (2009-2017)



*One crash involved both a pedestrian and bicyclist, and is identified under both mode categories.

KEY CHARACTERISTICS

- SPEED LIMIT 30**
- One travel lane in each direction.
- Class II bicycle lanes along most of the corridor.



CORRIDOR-WIDE CRASH TYPES

VEHICLE

Unsafe Speed

"Unsafe Speed" was the most common violation, cited in 40% of all crashes.

1 2 3 4 5 6
7 8 9 10 11

Proceeding Straight

80% of drivers were proceeding straight or stopped at the time of the crash.

1 2 3 4 5 6
7 8 9 10 11

Signal or Sign Violation

"Traffic Signals and Signs" was the second most common violation category.

1 2 3 4 5 6
7 8 9 10 11

Rear End

Over 40% of all crashes were rear end.

1 2 3 4 5 6
7 8 9 10 11

Left Turns

70% of drivers who were turning at the time of the crash were making a left turn.

1 2 3 4 5 6
7 8 9 10 11

Broadside

30% of all crashes were broadside, also called T-Bone.

1 2 3 4 5 6
7 8 9 10 11

PEDESTRIAN

Pedestrian Crossing

The majority of people hit while walking were crossing. 2/3 of people were in the crosswalk.

1 2 3 4 5 6
7 8 9 10 11

Weekend

Nearly 2/3 of pedestrian crashes occurred on Friday, Saturday or Sunday.

1 2 3 4 5 6
7 8 9 10 11

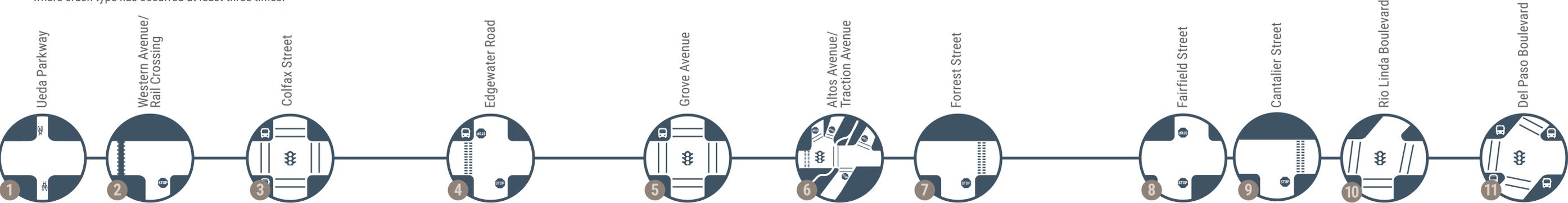
BICYCLE

Daytime

10 of 11 total bicycle crashes occurred between 9 AM and 6 PM.

1 2 3 4 5 6
7 8 9 10 11

1 Numbers that are turned on represent a location where crash type has occurred at least three times.



Tell us about your experience traveling along El Camino Avenue:



Broadway / Stockton



BROADWAY - EXISTING CONDITIONS

IN THE MAP

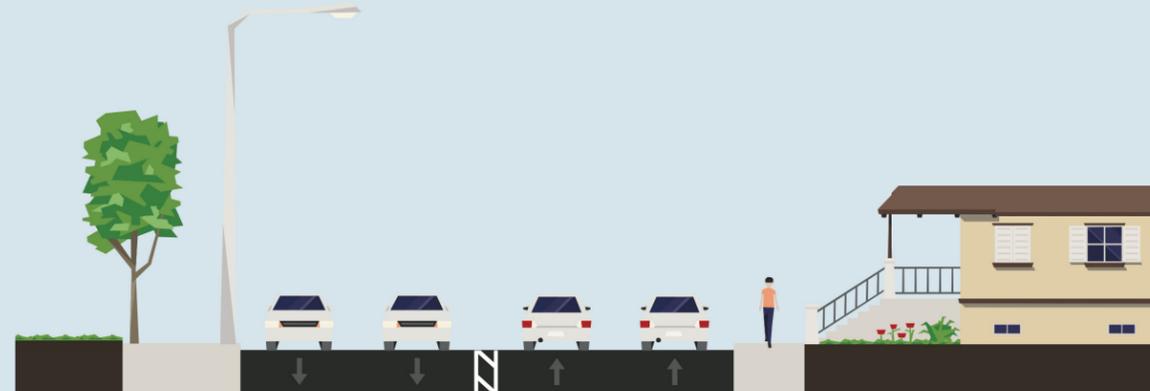
- On-Street Bicycle Lane
- Distance Between Crosswalks

KEY CHARACTERISTICS

- SPEED LIMIT 30**
- Average Daily Traffic Volume: 15,800
- Class II bicycle lanes on some of corridor
- Maximum distance between crosswalks: 930 ft between 39th Street & Santa Cruz Way
- 100% sidewalk coverage

BROADWAY SAMPLE CROSS-SECTION

Four travel lanes with some left turn pockets.



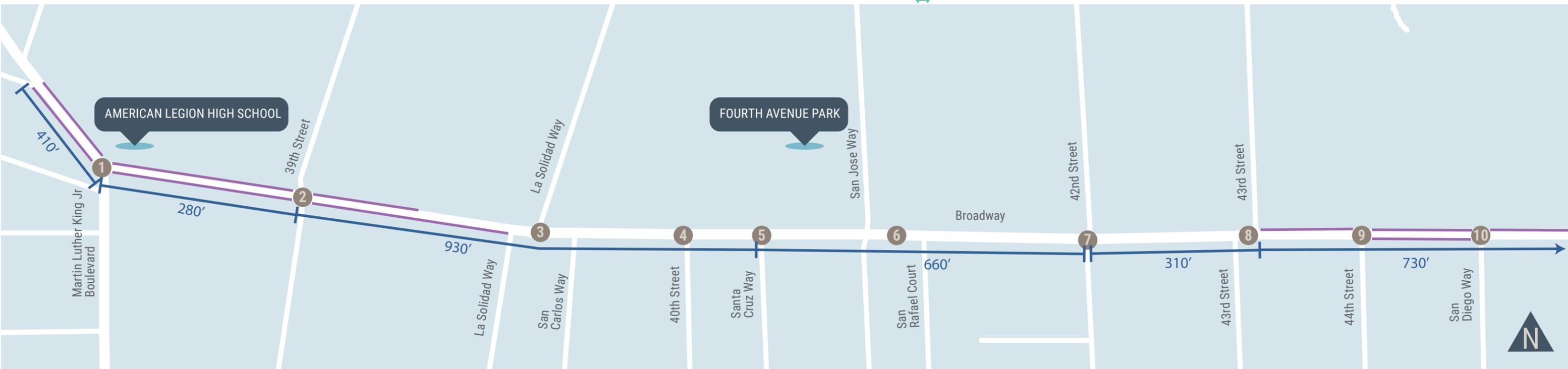
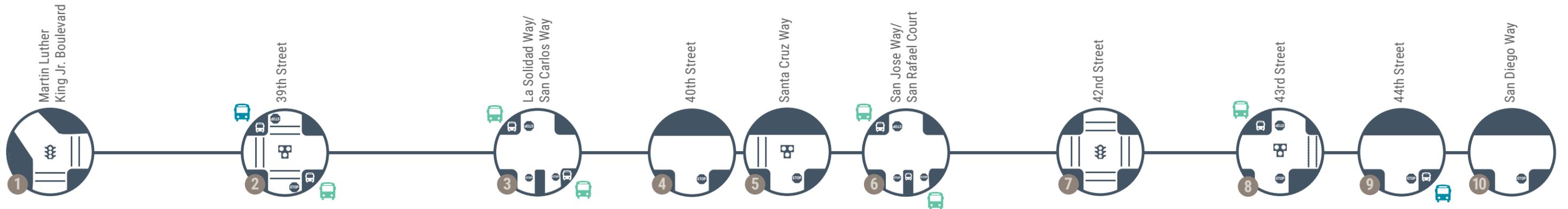
Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

DAILY RIDERSHIP*

- 0 - 50
- 51 - 100
- 101 - 150
- Greater than 150

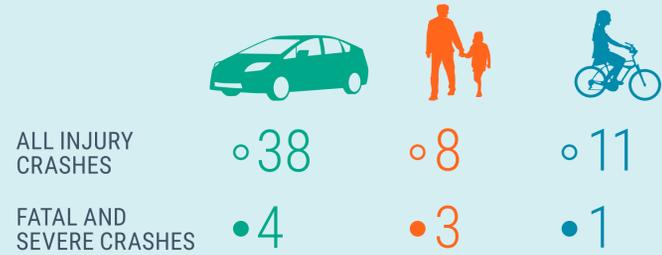
SACRT ROUTES COVERED:
51, 206, 214

*Daily ridership is the sum of weekday boardings and alightings.



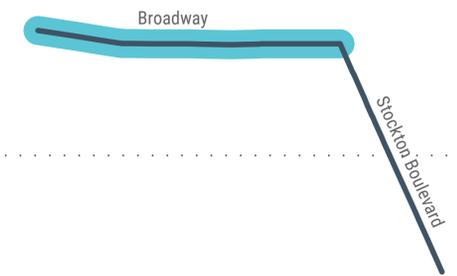
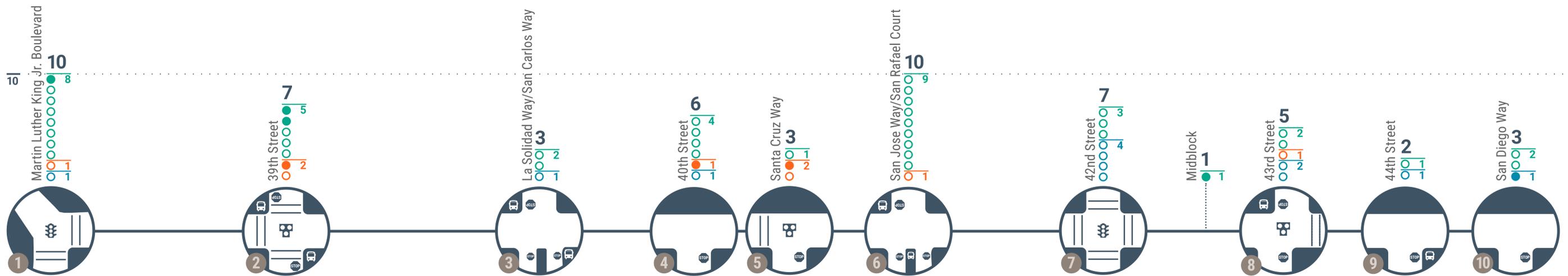
BROADWAY CRASHES

CORRIDOR CRASH SUMMARY (2009-2017)



KEY CHARACTERISTICS

- SPEED LIMIT 30**
-  Four travel lanes with some left turn pockets.
-  Class II bicycle lanes along short portions of the corridor.



CORRIDOR-WIDE CRASH TYPES

VEHICLE

Unsafe Speed

"Unsafe Speed" was the most common violation, cited in 28% of all crashes.

1 2 3 4 5 6
7 8 9 10

Proceeding Straight

More than 2/3 of drivers were proceeding straight or stopped at the time of the crash.

1 2 3 4 5 6
7 8 9 10

Sideswipe

Sideswipe was the second most common crash type - 23% of all crashes.

1 2 3 4 5 6
7 8 9 10

Rear End

Rear End was the most common crash type - 25% of all crashes.

1 2 3 4 5 6
7 8 9 10

Left Turns

Nearly 2/3 of drivers who were turning at the time of the crash were making a left turn.

1 2 3 4 5 6
7 8 9 10

Broadside

Nearly 20% of all crashes were broadside, also called T-Bone.

1 2 3 4 5 6
7 8 9 10

PEDESTRIAN

Not in Crosswalk

Half of pedestrians hit were crossing outside of a crosswalk at the time of the crash.

1 2 3 4 5 6
7 8 9 10

Weekend

Nearly 2/3 of pedestrian crashes occurred on Friday or Saturday.

1 2 3 4 5 6
7 8 9 10

Daytime

Nearly 2/3 of pedestrian crashes occurred between 6 AM and 6 PM.

1 2 3 4 5 6
7 8 9 10

BICYCLE

Sideswipe

45% of bicycle crashes were sideswipe.

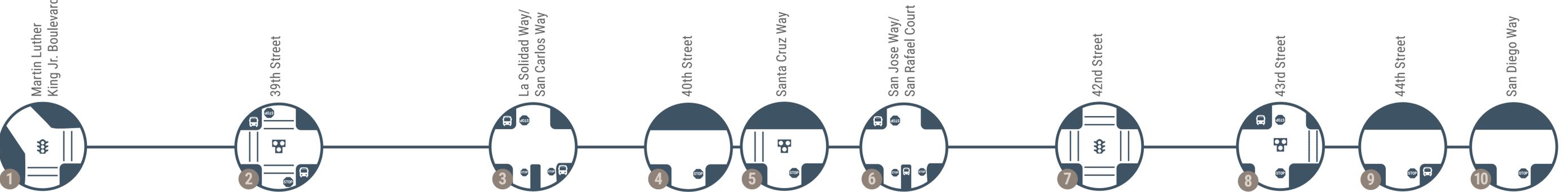
1 2 3 4 5 6
7 8 9 10

Improper Turning

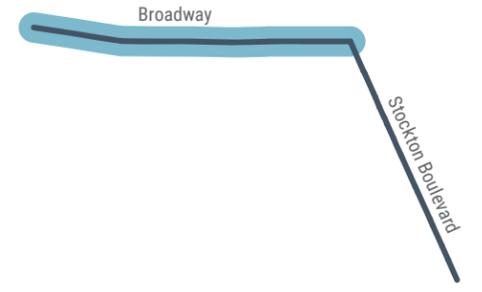
"Improper Turning" was cited as the primary violation in nearly half of bike crashes.

1 2 3 4 5 6
7 8 9 10

1 Numbers that are turned on represent a location where crash type has occurred at least three times.



Tell us about your experience traveling along Broadway:



STOCKTON BOULEVARD - EXISTING CONDITIONS

IN THE MAP

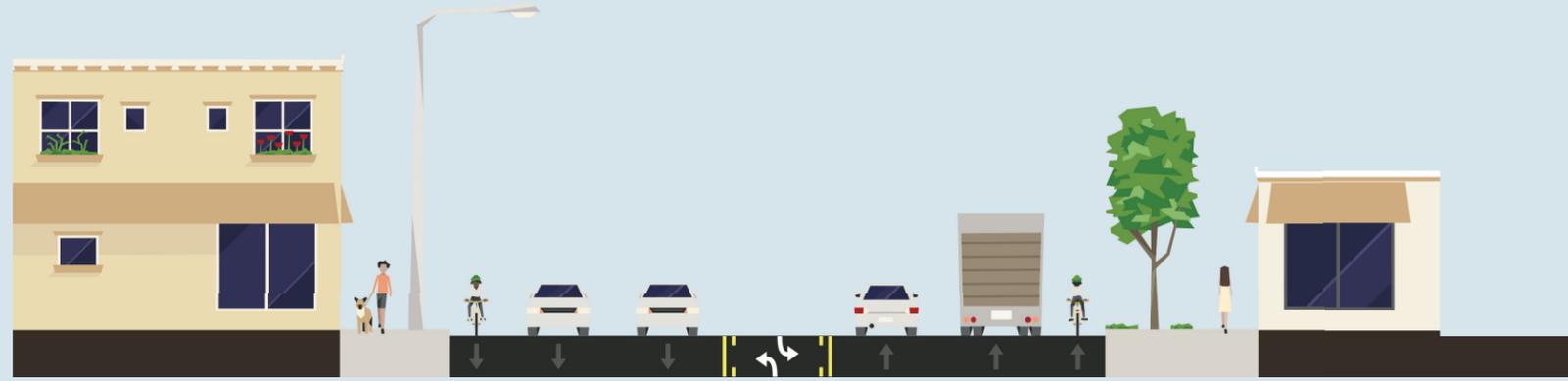
- On-Street Bicycle Lane
- Distance Between Crosswalks

KEY CHARACTERISTICS

- SPEED LIMIT 35**
- Average Daily Traffic Volume: 19,600
- Class II bicycle lanes along the entire corridor
- Maximum distance between crosswalks: 1,560 feet between Broadway and 2nd Avenue
- 100% sidewalk coverage

STOCKTON BOULEVARD SAMPLE CROSS-SECTION

Four travel lanes plus raised median/center turn lane.



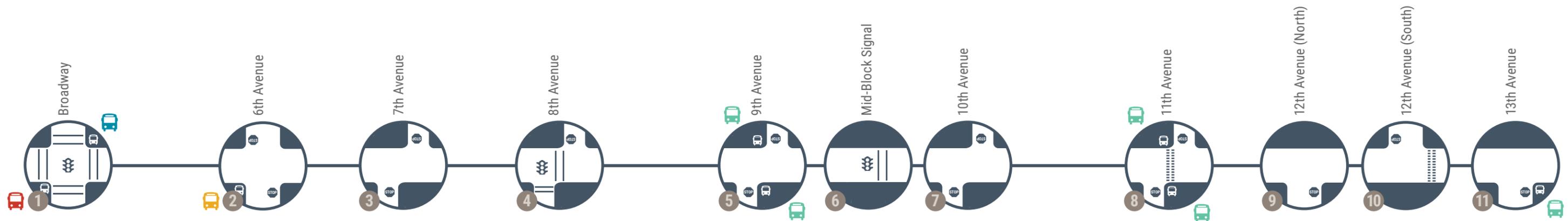
Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

DAILY RIDERSHIP*

- 0 - 50
- 51 - 100
- 101 - 150
- Greater than 150

SACRT ROUTES COVERED:
51, 213

*Daily ridership is the sum of weekday boardings and alightings.



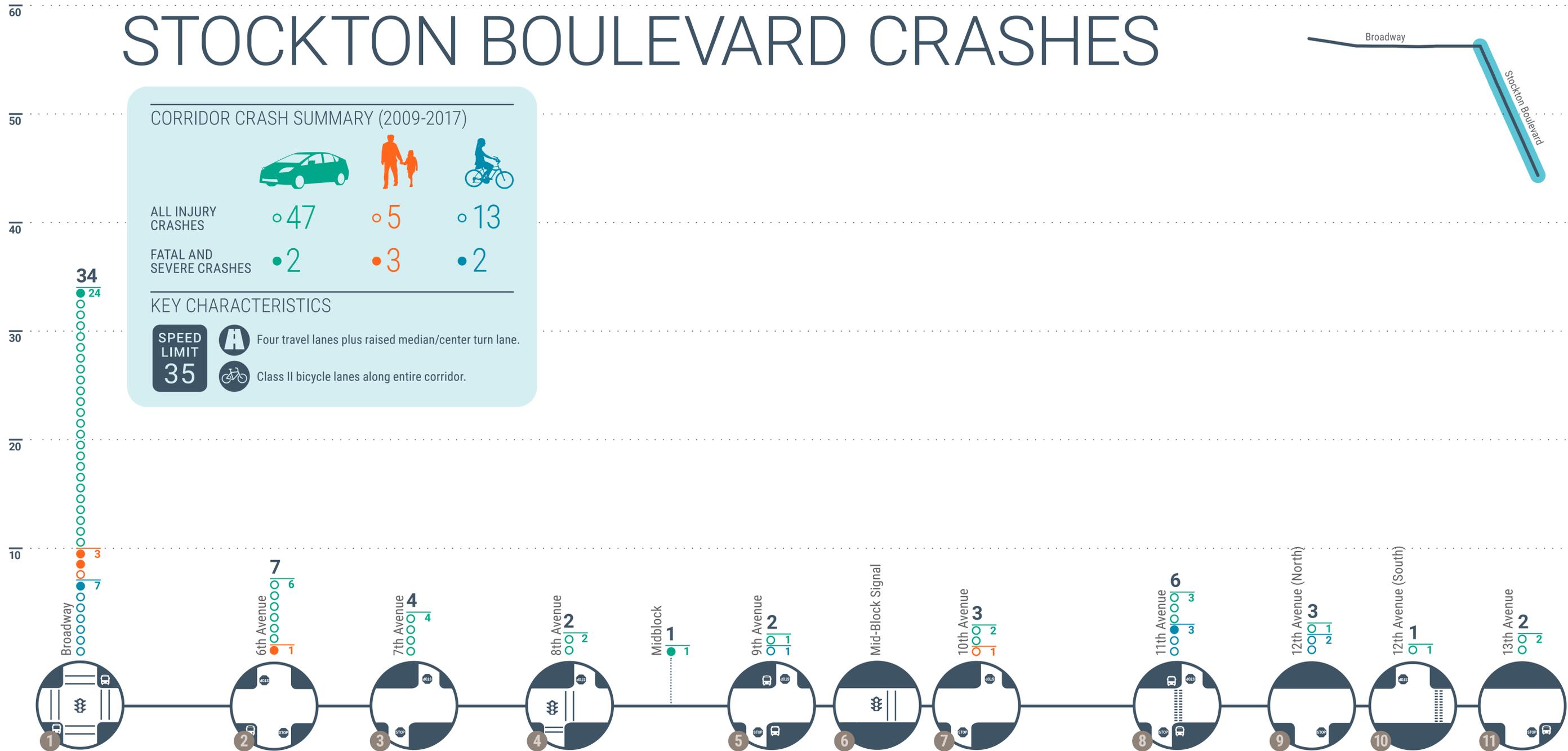
STOCKTON BOULEVARD CRASHES

CORRIDOR CRASH SUMMARY (2009-2017)

			
ALL INJURY CRASHES	○ 47	○ 5	○ 13
FATAL AND SEVERE CRASHES	● 2	● 3	● 2

KEY CHARACTERISTICS

- SPEED LIMIT 35**
-  Four travel lanes plus raised median/center turn lane.
-  Class II bicycle lanes along entire corridor.



CORRIDOR-WIDE CRASH TYPES

VEHICLE

Unsafe Speed

"Unsafe Speed" was the primary violation cited in 23% of all crashes.

1 2 3 4 5 6
7 8 9 10 11

Proceeding Straight

More than 60% of drivers were proceeding straight or stopped at the time of the crash.

1 2 3 4 5 6
7 8 9 10 11

Broadside

40% of all crashes were broadside, also called T-Bone.

1 2 3 4 5 6
7 8 9 10 11

Rear End

Rear End was the second most common crash type - 20% of all crashes.

1 2 3 4 5 6
7 8 9 10 11

Left Turns

More than 70% of drivers who were turning at the time of the crash were making a left turn.

1 2 3 4 5 6
7 8 9 10 11

PEDESTRIAN

Crossing in Crosswalk

60% of pedestrians hit by drivers were crossing in a crosswalk at the time of the crash.

1 2 3 4 5 6
7 8 9 10 11

Senior Victims

60% of pedestrian victims were age 60 or older.

1 2 3 4 5 6
7 8 9 10 11

BICYCLE

Broadside

More than 60% of bicycle crashes were broadside, also called T-Bone.

1 2 3 4 5 6
7 8 9 10 11

Morning

More than 60% of bicycle crashes occurred before noon.

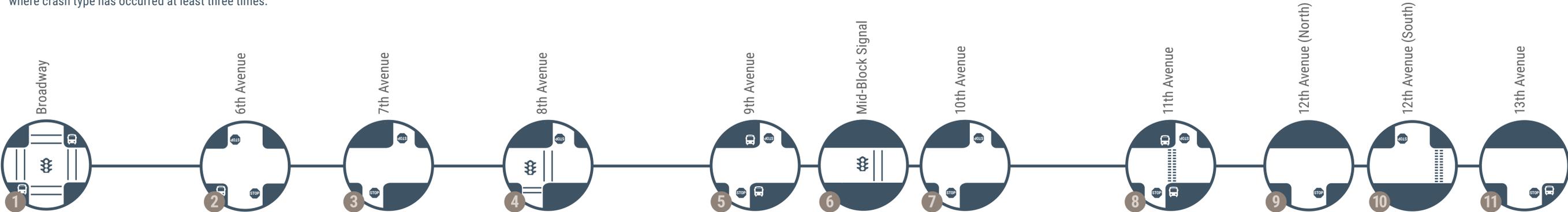
1 2 3 4 5 6
7 8 9 10 11

Right Turns

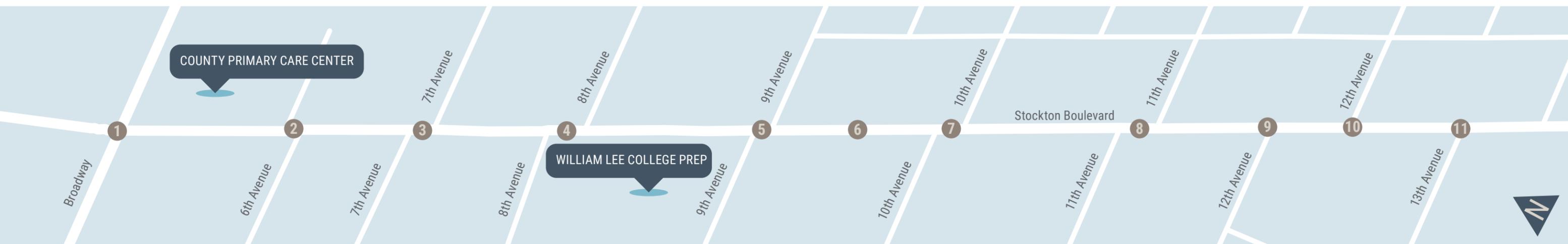
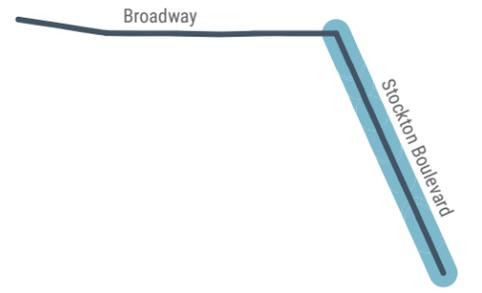
In nearly half of bike crashes, the driver was making a right turn.

1 2 3 4 5 6
7 8 9 10 11

1 Numbers that are turned on represent a location where crash type has occurred at least three times.



Tell us about your experience traveling along Stockton Boulevard:



South Stockton



STOCKTON BOULEVARD - EXISTING CONDITIONS

IN THE MAP

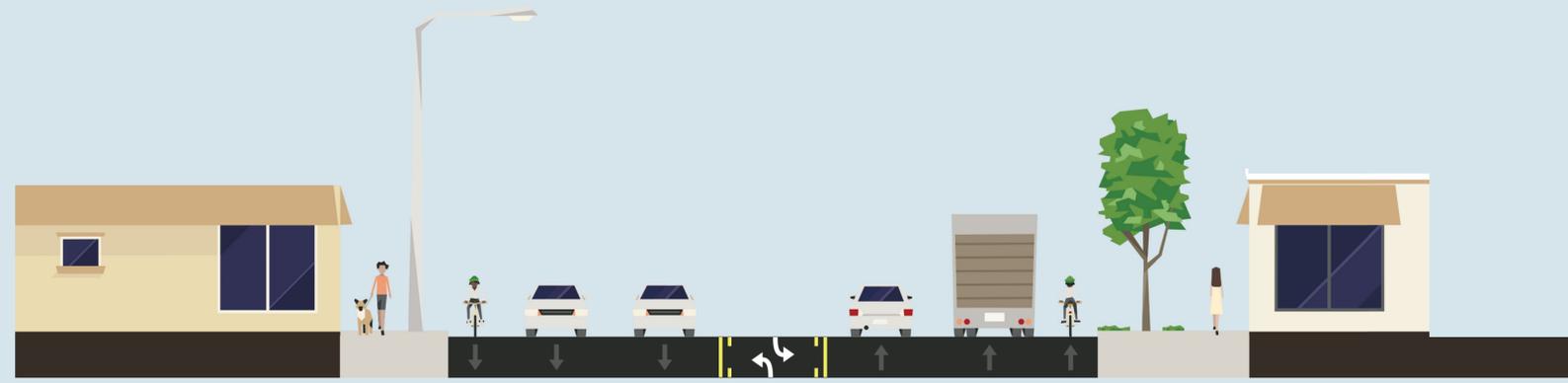
- On-Street Bicycle Lane
- Sidewalk Gap
- Distance Between Crosswalks

KEY CHARACTERISTICS

- SPEED LIMIT 40**
- Average Daily Traffic Volume: 29,700
- Class II bicycle lanes along the entire corridor.
- Maximum distance between crosswalks: 1,780 ft between Riza Avenue and 65th Street
- 97% sidewalk coverage.

STOCKTON BOULEVARD SAMPLE CROSS-SECTION

Four travel lanes plus raised median/center turn lane.



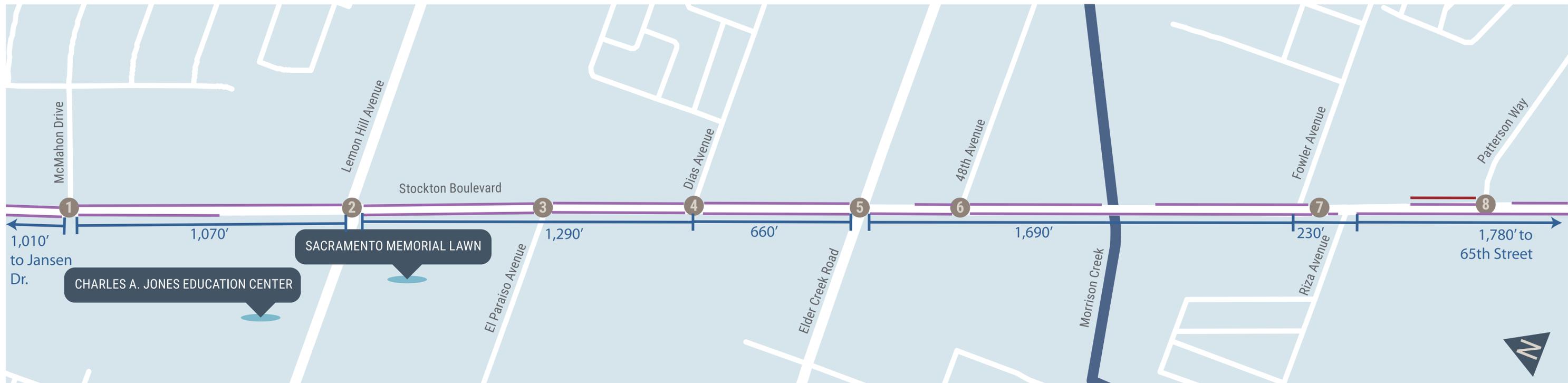
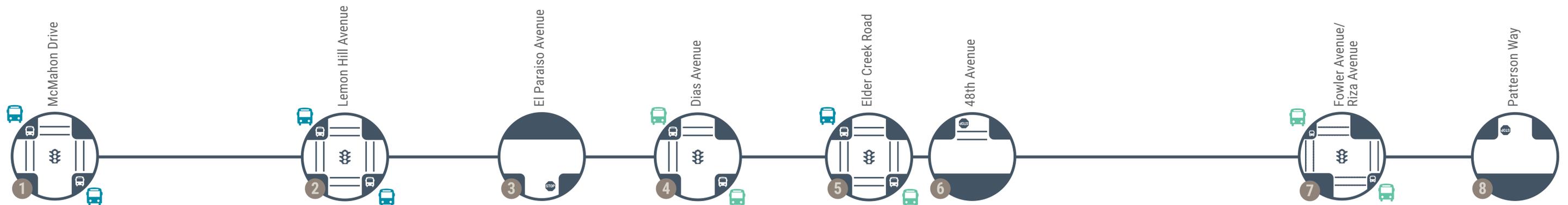
Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

DAILY RIDERSHIP*

- 0 - 50
- 51 - 100
- 101 - 150
- Greater than 150

SACRT ROUTES COVERED:
51

*Daily ridership is the sum of weekday boardings and alightings.



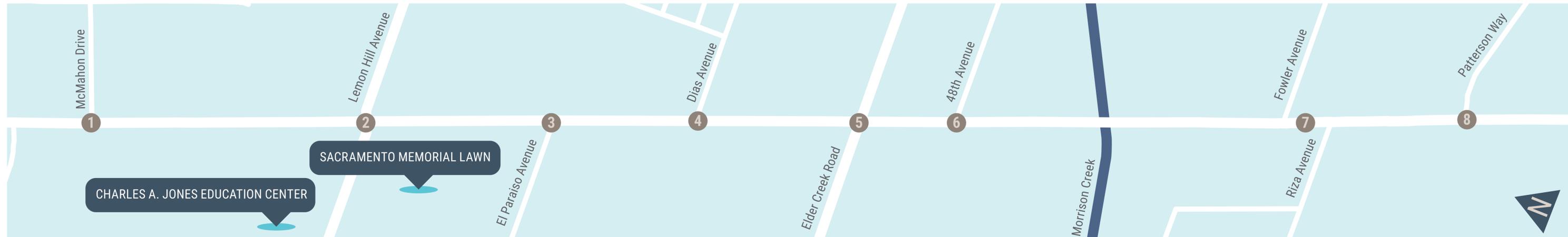
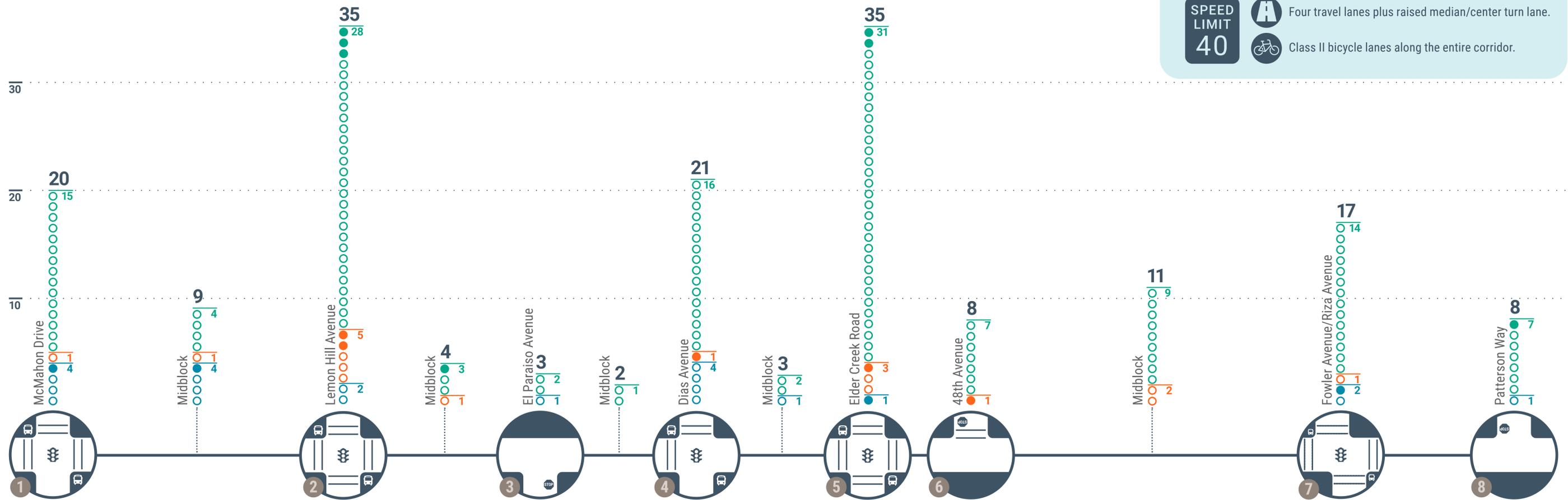
STOCKTON BOULEVARD CRASHES

CORRIDOR CRASH SUMMARY (2009-2017)

			
ALL INJURY CRASHES	140	16	20
FATAL AND SEVERE CRASHES	7	5	4

KEY CHARACTERISTICS

-  **SPEED LIMIT 40**
-  Four travel lanes plus raised median/center turn lane.
-  Class II bicycle lanes along the entire corridor.



CORRIDOR-WIDE CRASH TYPES

VEHICLE

Unsafe Speed

"Unsafe Speed" was the most common violation, cited in 35% of all crashes.

1 2 3 4 5 6
7 8

Proceeding Straight

Nearly 3/4 of drivers were proceeding straight or stopped at the time of the crash.

1 2 3 4 5 6
7 8

Signal or Sign Violation

"Traffic Signals and Signs" was tied for second most common violation category.

1 2 3 4 5 6
7 8

Under the Influence

"Under the Influence" was tied for second most common violation category.

1 2 3 4 5 6
7 8

Rear End

Over 35% of all crashes were rear end.

1 2 3 4 5 6
7 8

Left Turns

65% of drivers who were turning at the time of the crash were making a left turn.

1 2 3 4 5 6
7 8

Broadside

30% of all crashes were broadside, also called T-Bone.

1 2 3 4 5 6
7 8

Nighttime

40% of all crashes occurred during nighttime or dark conditions.

1 2 3 4 5 6
7 8

PEDESTRIAN

Crossing in Crosswalk

Nearly half of all pedestrians hit by a driver were in a crosswalk at the time of the crash.

1 2 3 4 5 6
7 8

Pedestrian in Road

25% of pedestrians hit by a driver were walking along the road or shoulder.

1 2 3 4 5 6
7 8

BICYCLE

Broadside

65% of bicycle crashes were broadside, also called T-Bone.

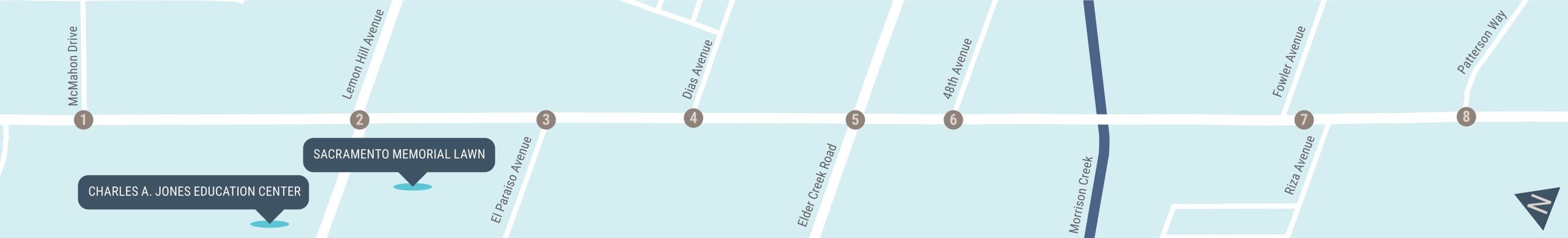
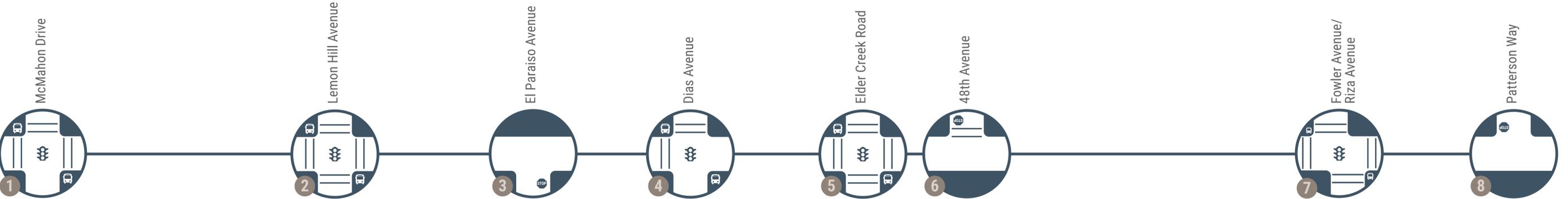
1 2 3 4 5 6
7 8

Right Turns

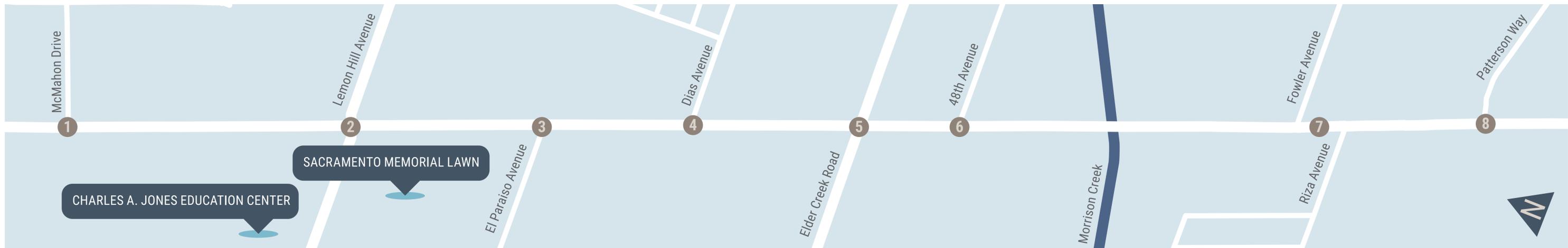
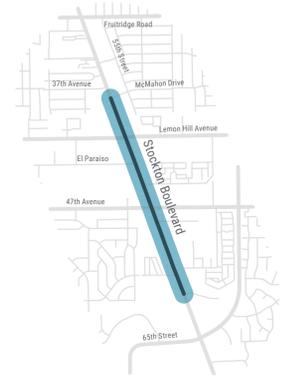
1/3 of drivers who hit a bicyclist were making a right turn at the time of the crash

1 2 3 4 5 6
7 8

1 Numbers that are turned on represent a location where crash type has occurred at least three times.



Tell us about your experience traveling along Stockton Boulevard:



Florin

FLORIN ROAD - EXISTING CONDITIONS

IN THE MAP

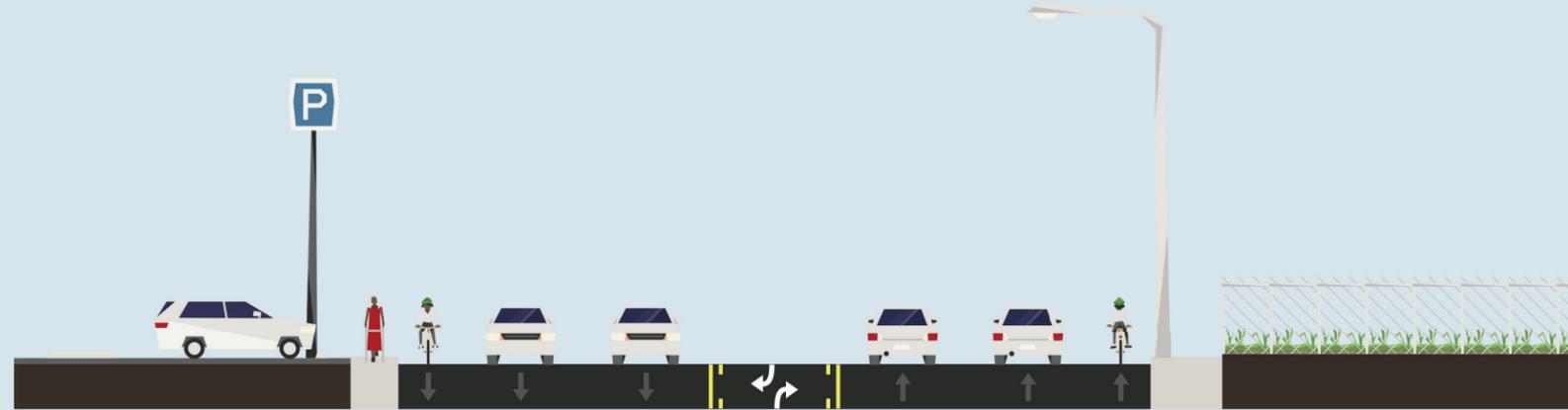
- On-Street Bicycle Lane
- Distance Between Crosswalks

KEY CHARACTERISTICS

- SPEED LIMIT 40**
- Average Daily Traffic Volume: 36,000
- Class II bicycle lanes present in some locations.
- Maximum distance between crosswalks: 1,740 ft.
- 100% sidewalk coverage.

FLORIN ROAD SAMPLE CROSS-SECTION

Four travel lanes plus raised median/center turn lane.



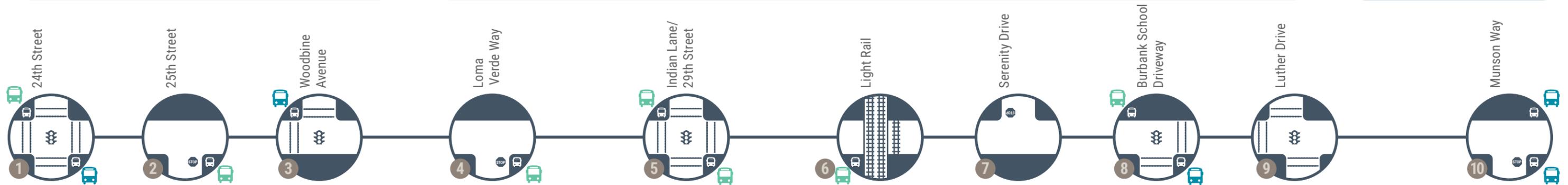
Source: StreetMix (CC BY-SA 4.0, <https://creativecommons.org/licenses/by-sa/4.0/>)

DAILY RIDERSHIP*

- 0 - 50
- 51 - 100
- 101 - 150
- Greater than 150

SACRT ROUTES COVERED:
54, 81

*Daily ridership is the sum of weekday boardings and alightings.



FLORIN ROAD CRASHES

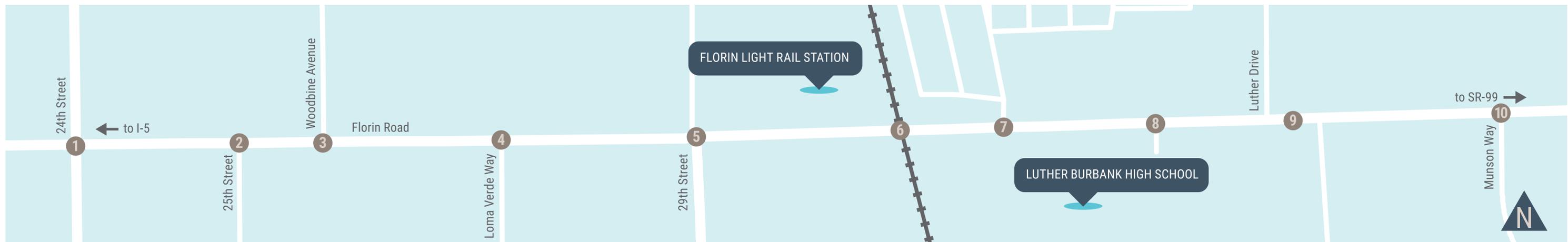
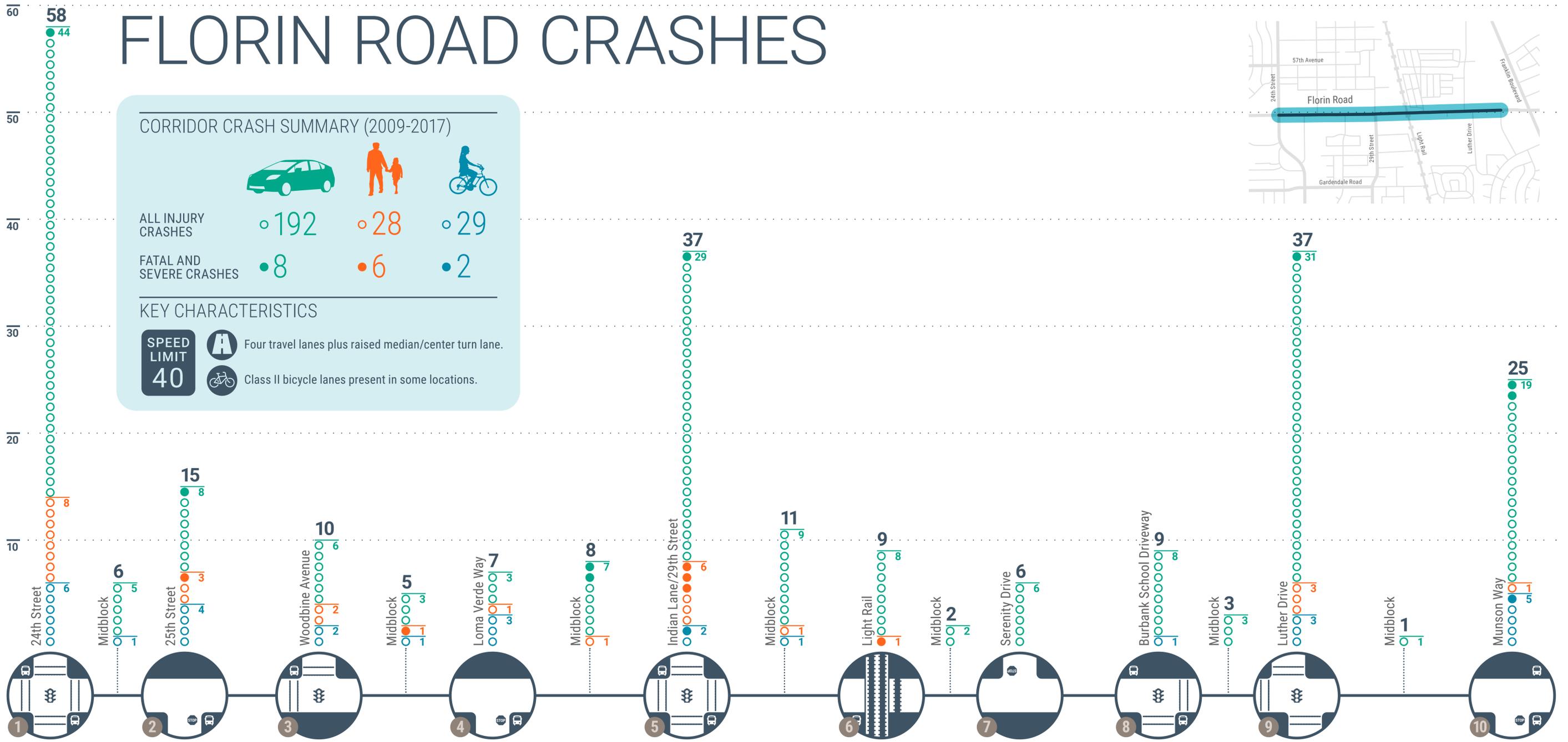


CORRIDOR CRASH SUMMARY (2009-2017)

ALL INJURY CRASHES	192	28	29
FATAL AND SEVERE CRASHES	8	6	2

KEY CHARACTERISTICS

- SPEED LIMIT 40**
- Four travel lanes plus raised median/center turn lane.
- Class II bicycle lanes present in some locations.



CORRIDOR-WIDE CRASH TYPES

VEHICLE

Unsafe Speed

"Unsafe Speed" was cited as the primary violation in nearly half of all crashes.

1 2 3 4 5 6
7 8 9 10

Proceeding Straight

75% of drivers were proceeding straight or stopped at the time of the crash.

1 2 3 4 5 6
7 8 9 10

Rear End

Nearly half of all crashes were rear end.

1 2 3 4 5 6
7 8 9 10

PEDESTRIAN

Pedestrian Crossing

The majority of people hit while walking were crossing. Half of people were in the crosswalk.

1 2 3 4 5 6
7 8 9 10

Winter Crashes

Over 40% of pedestrian crashes occurred in November, December or January.

1 2 3 4 5 6
7 8 9 10

Senior Victims

10 of the 28 people hit while walking were age 60 or older.

1 2 3 4 5 6
7 8 9 10

BICYCLE

Wrong Way Riding

The primary violation cited in over 40% of bicycle crashes was "Wrong Side of Road."

1 2 3 4 5 6
7 8 9 10

Broadside

More than half of bicycle crashes were broadside, also called T-Bone.

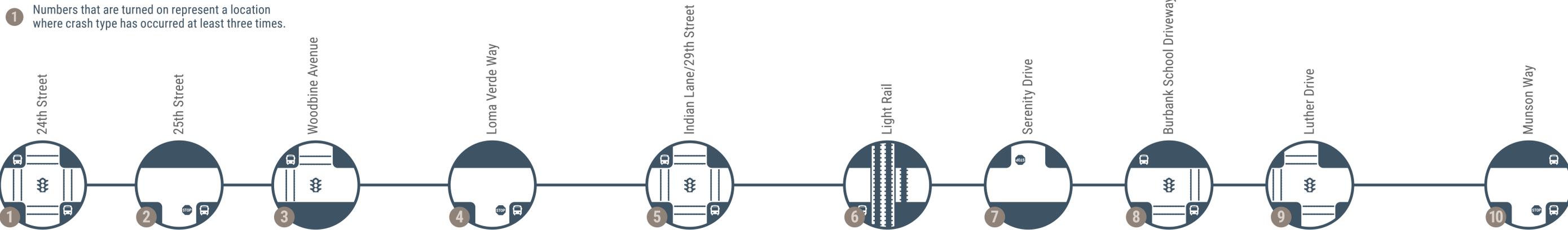
1 2 3 4 5 6
7 8 9 10

Right Turns

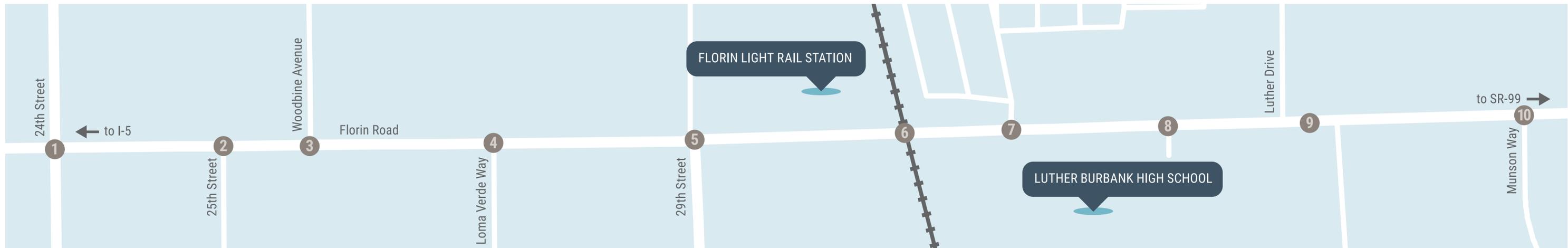
In nearly 40% of bike crashes, the driver was making a right turn.

1 2 3 4 5 6
7 8 9 10

1 Numbers that are turned on represent a location where crash type has occurred at least three times.



Tell us about your experience traveling along Florin Road:





Comment Card

Please share your thoughts, comments, or questions:

Name _____ Phone _____

Email _____

How did you hear about this event? _____

You can submit your comments to staff today, by mail, by fax (916) 442-1186, or email them directly to Katie Durham at kdurham@aimconsultingco.com



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Public Notification Flyers





The Road Belongs to All of Us

HELP CREATE A SAFER MARYSVILLE!

Join us at the at the Mutual Assistance Network Harvest Festival

Saturday, Oct. 27

11:00 am–2:00 pm

Robertson Community Center
3525 Norwood Avenue

Stop by to tell us about your experience walking and biking on **Marysville Boulevard**, and learn about the City of Sacramento's Top Five Corridors Study.

About the Top Five Corridors Study

In 2017, the City of Sacramento identified the five corridors in Sacramento with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

Your input will help the City analyze the factors that contribute to these corridors' high crash rates, and identify improvements for each of the corridors.

visionzerosac.org





The Road Belongs to All of Us

HELP CREATE A SAFER MARYSVILLE

Join us at the at the Hagginwood Community Association Meeting

Wednesday, Dec. 5

6:00 pm–8:00 pm

Hagginwood Community Association Meeting

*William J. Kinney Police Facility
3550 Marysville Boulevard*

Stop by to tell us about your experience walking and biking on **Marysville**, and learn about the City of Sacramento's Top Five Corridors Study.

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visionzerosac.org





The Road Belongs to All of Us

HELP CREATE A SAFER EL CAMINO!

Join us at the at the Old North Sacramento/Dixieanne Community Association Meeting

Saturday, Nov. 10

9:30 am–10:15 am

701 Dixieanne Avenue, Sacramento

Stop by to tell us about your experience walking and biking on **El Camino**, and learn about the City of Sacramento's Top Five Corridors Study.

About the Top Five Corridors Study

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visionzerosac.org





The Road Belongs to All of Us

HELP CREATE A SAFER EL CAMINO!

Join us at the at Grocery Outlet

Tuesday, Dec. 4

4:00 pm–6:00 pm

Grocery Outlet

2308 Del Paso Boulevard

Stop by to tell us about your experience walking and biking on **El Camino**, and learn about the City of Sacramento's Top Five Corridors Study.

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The Road Belongs to All of Us

HELP CREATE A SAFER BROADWAY/STOCKTON

Join us at the at the Oak Park Community Center Family Fall Festival

Thursday, Oct. 25

5:00 pm–7:00 pm

Oak Park Community Center
3425 Martin Luther King Jr. Boulevard

Stop by to tell us about your experience walking and biking on **Broadway/Stockton**, and learn about the City of Sacramento's Top Five Corridors Study.

About the Top Five Corridors Study

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Help create a **safer** South Stockton Boulevard!



Join us at a
Community Open House

Monday, November 5

5:00 – 7:00 p.m.

Peter Burnett Elementary School

6032 36th Avenue, Sacramento, CA

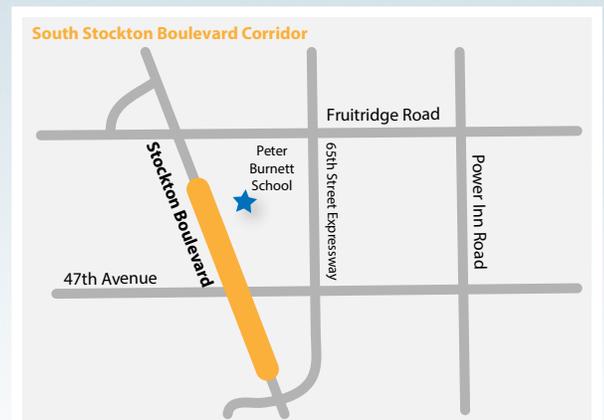
RSVP : [visionzerotop5southstockton.eventbrite.com](https://www.eventbrite.com/e/visionzerotop5southstockton)

Stop by anytime between 5:00 and 7:00 p.m. to tell us your experience walking and biking on **South Stockton Boulevard** and learn about the City of Sacramento's Vision Zero Top Five Corridors Study.

About the Study

In 2017, the City of Sacramento identified five corridors in the City of Sacramento with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

Your input will help the City analyze the factors that contribute to these high crash rates and identify improvements for each of the corridors.



More information about the project is available at www.VisionZeroSac.org

City of
SACRAMENTO



我們講中文 • Hablamos español • Мы говорим по-русски • ພວກເຮົາເວົ້າພາສາລາວ • Peb hais lus Hmoob • Chúng tôi nói tiếng Việt

Help create a **safer** Florin Road



Join us at a
Community Open House

Thursday, November 15

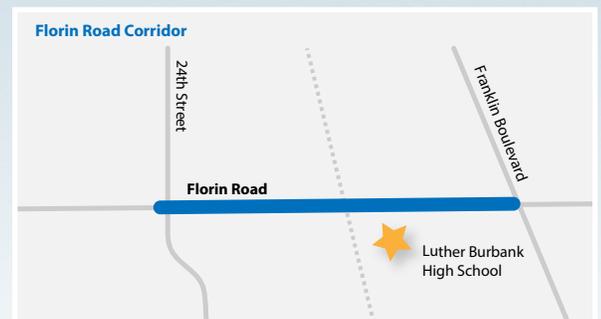
5:00–7:00 p.m.

Luther Burbank High School

3500 Florin Road, Sacramento, CA

RSVP : visionzerotop5florin.eventbrite.com

Stop by anytime between 5:00 and 7:00 p.m. to tell us your experience walking and biking on **Florin Road** and learn about the City of Sacramento's Vision Zero Top Five Corridors Study.



About the Study

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