

Sacramento Vision Zero Action Plan Update

Task Force Meeting #3

January 28, 2026



Agenda

1

Welcome

- Introductions
- Recap status of project
- Purpose of today's meeting

2

Engagement Overview

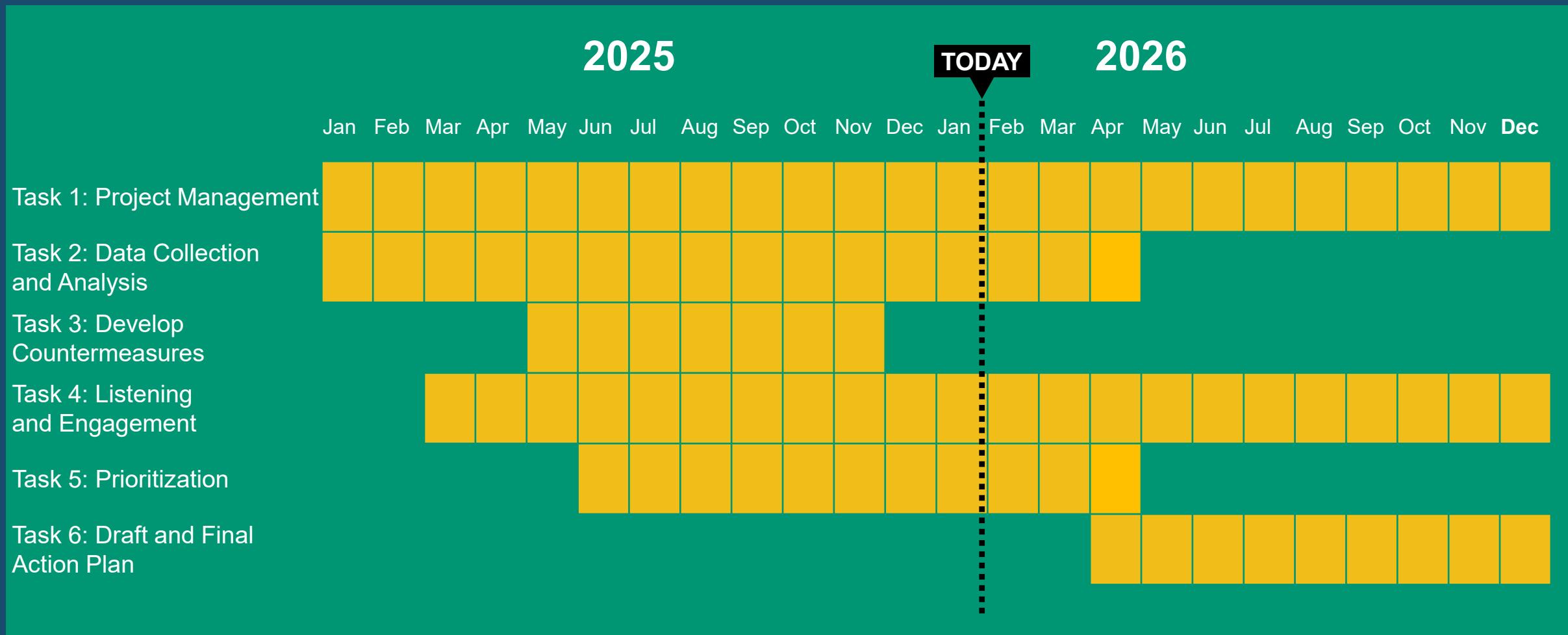
- Approach
- Activities & Schedule

3

Draft High Injury Network

- Methodology
- Draft HINs
- Opportunity for Input

Project Status



Purpose of Today's Meeting



Share Engagement Overview



Discuss Draft High Injury Network



Engagement Overview

Engagement



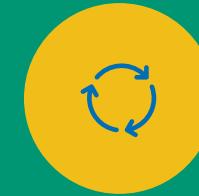
Completed

Phase 1 Project Launch: Spring 2025

- Project Website & Communication Collateral
- City Express Article & Crash Data Dashboard

Phase 2A Introducing the Update:
Summer 2025

- Pop-in at National Nights Out in Robla and Hagginwood



Ongoing

Phase 2B Draft High Injury Network & Draft Actions: Jan/Feb 2026

- In-Person Community Workshop
- Virtual Community Workshop
- Online Survey
- Neighborhood Conversations



Draft High Injury Network

What is a High Injury Network?

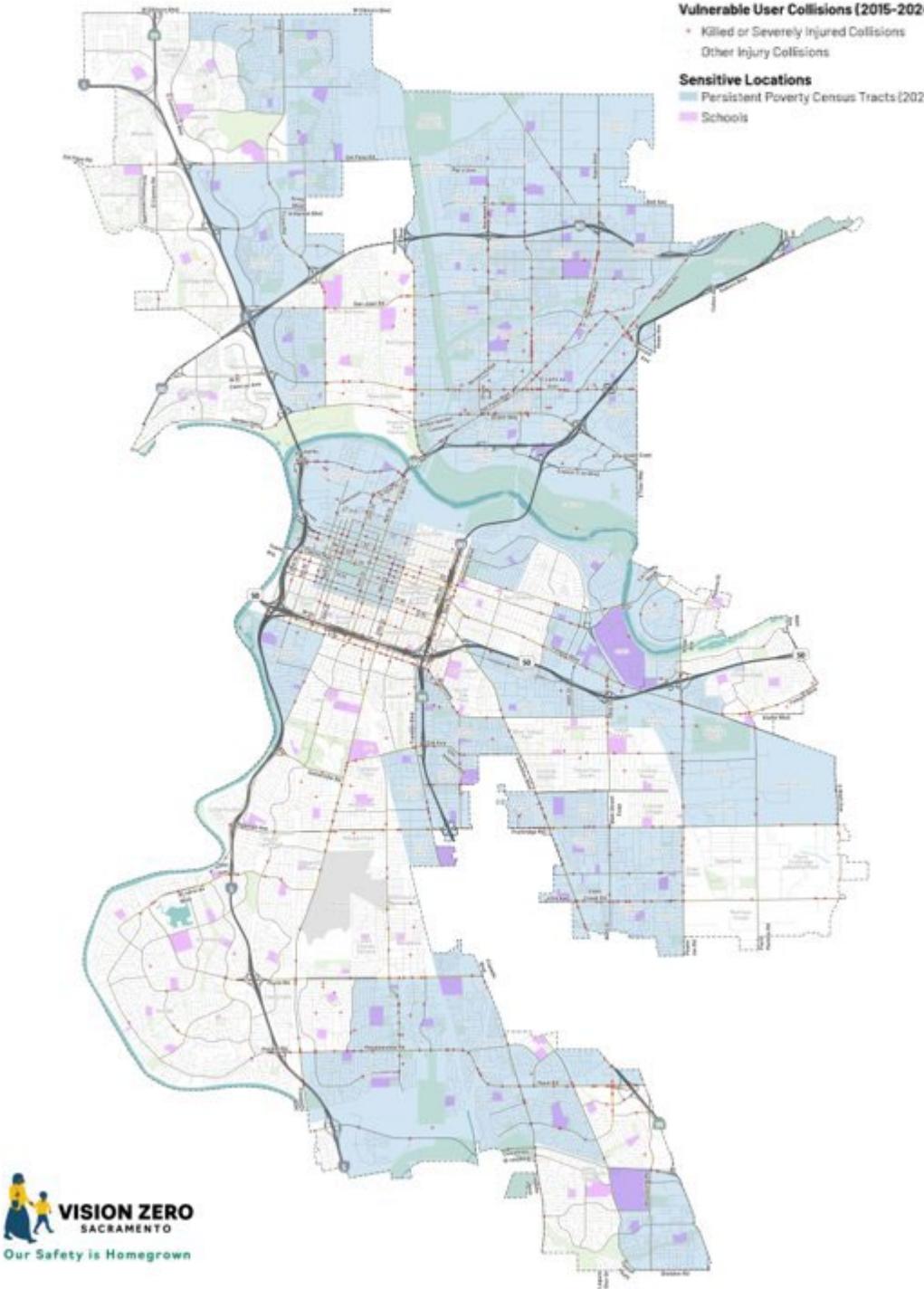
A set of streets within the City where there has been the highest frequency and severity of crashes.

In the past, streets were evaluated based only on the severity of reported crashes.

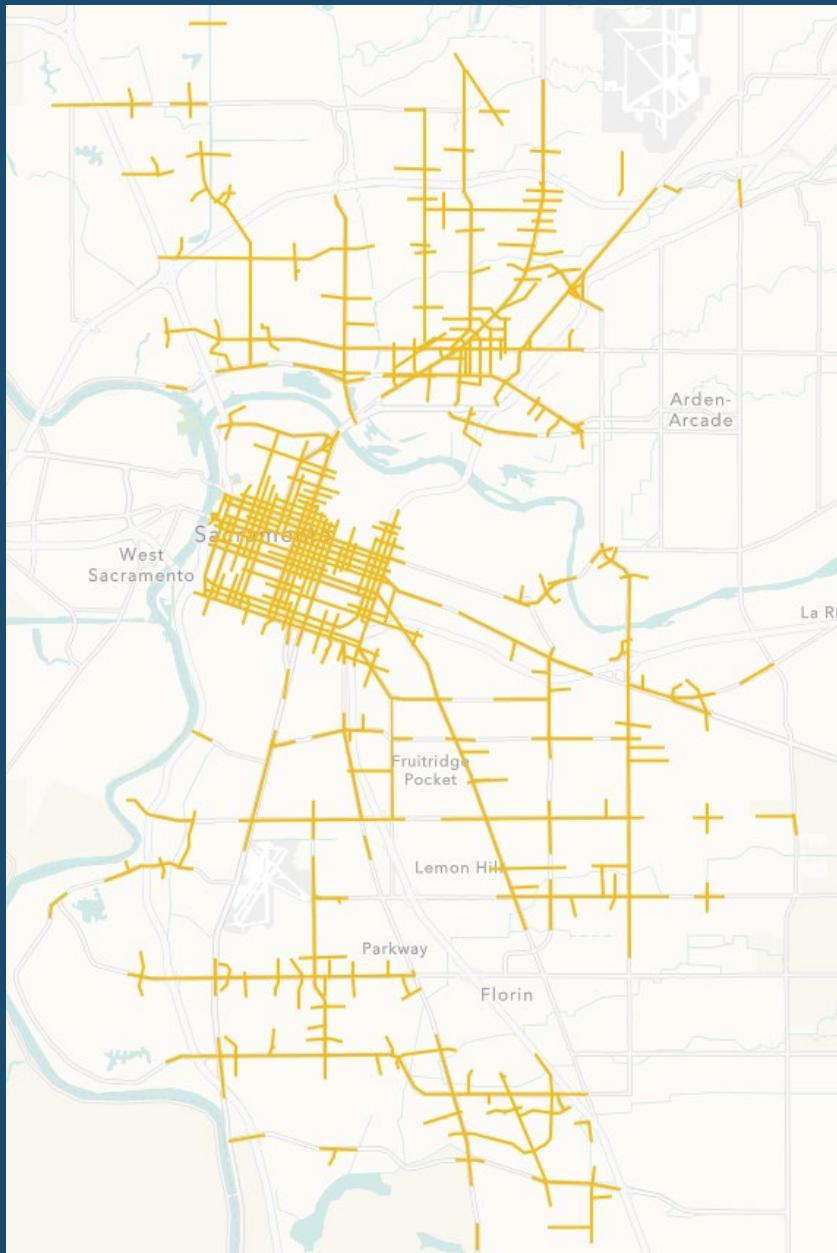
New State Law

Allows cities to also consider and give additional priority to locations with crashes:

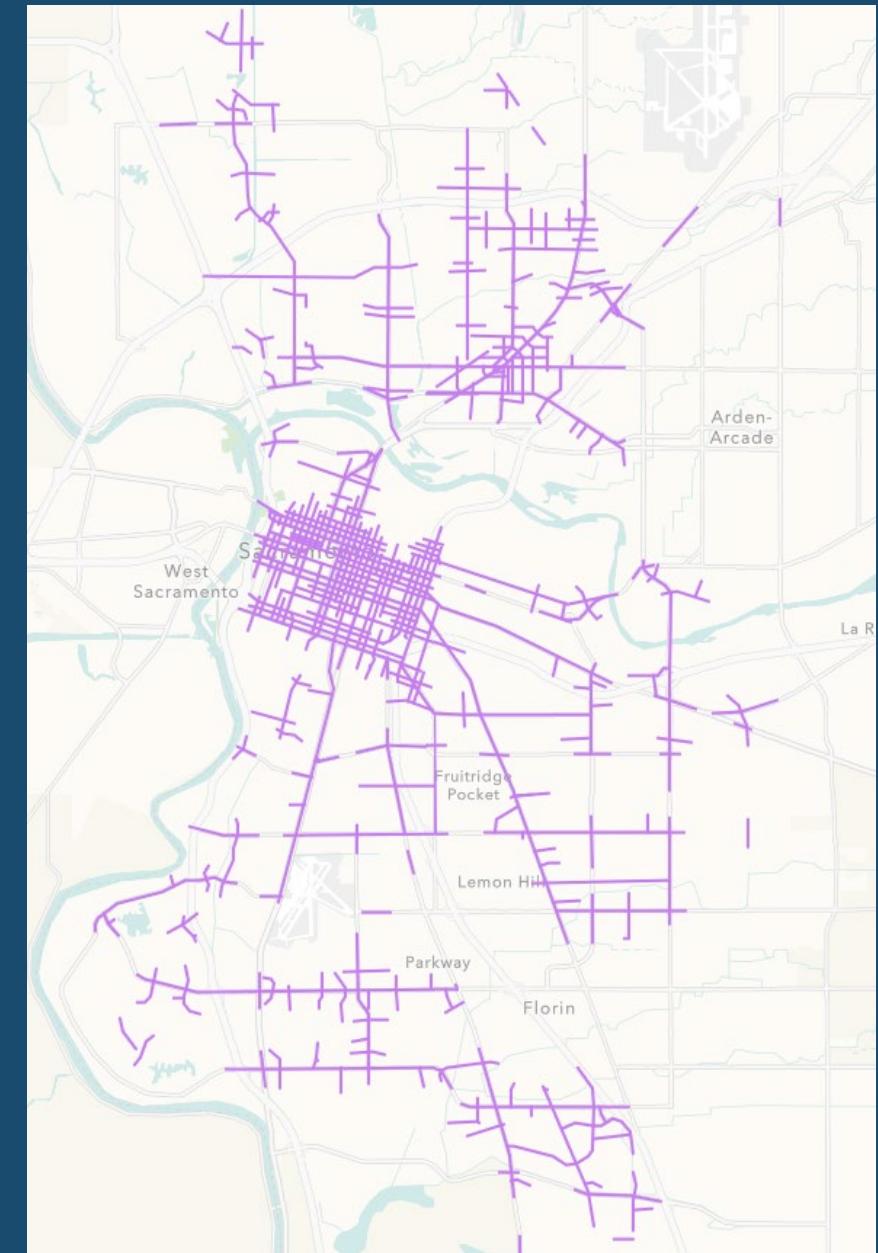
1. Involving people walking or biking or involving youth or elderly (i.e., vulnerable road users)
2. Within or near sensitive areas such as schools and disadvantaged communities



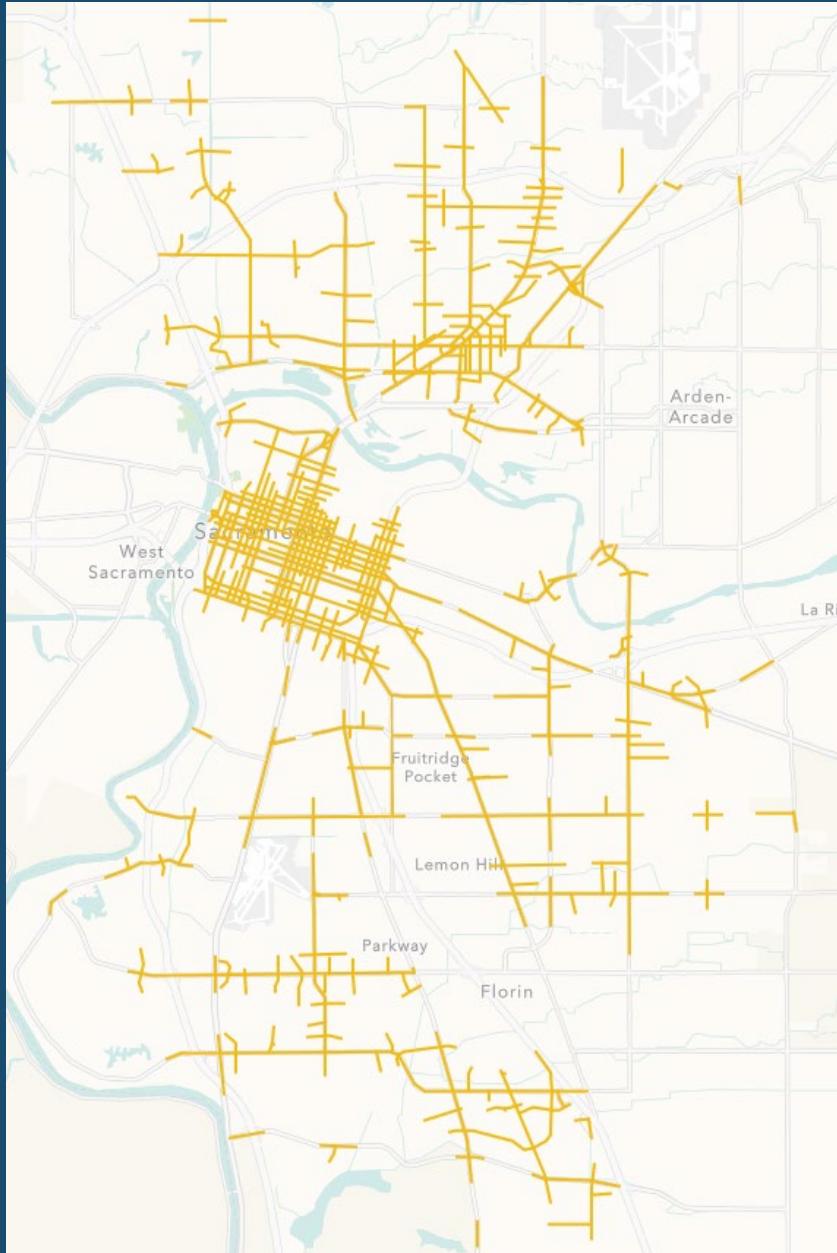
Collision Severity Only



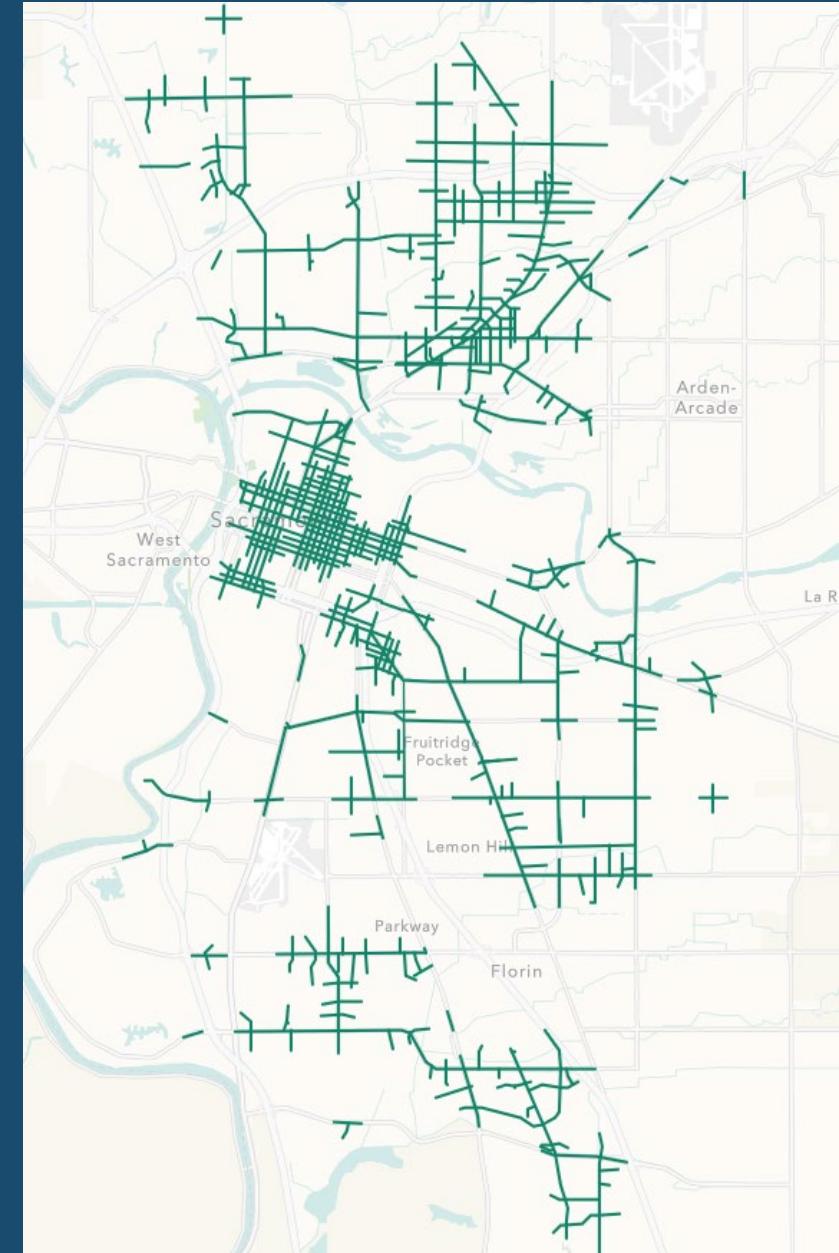
Emphasis on Vulnerable Road Users



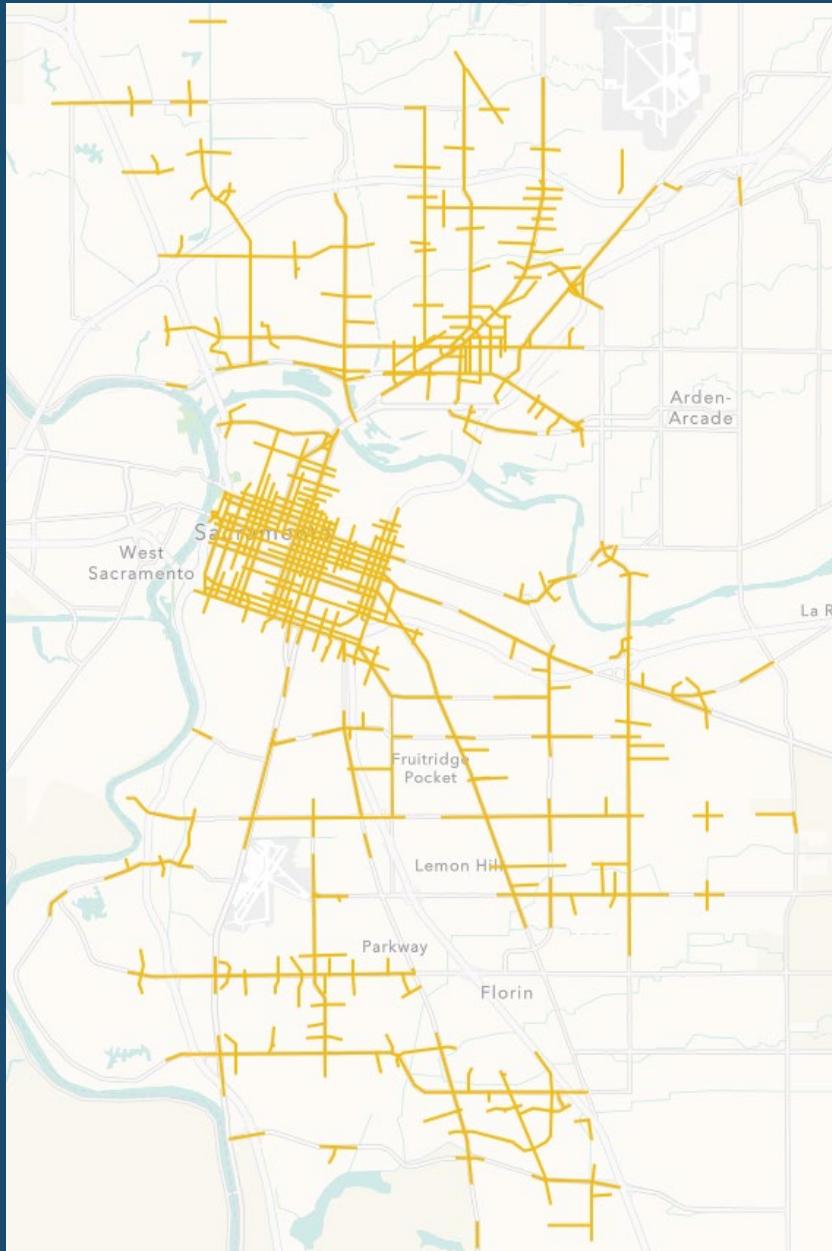
Collision Severity Only



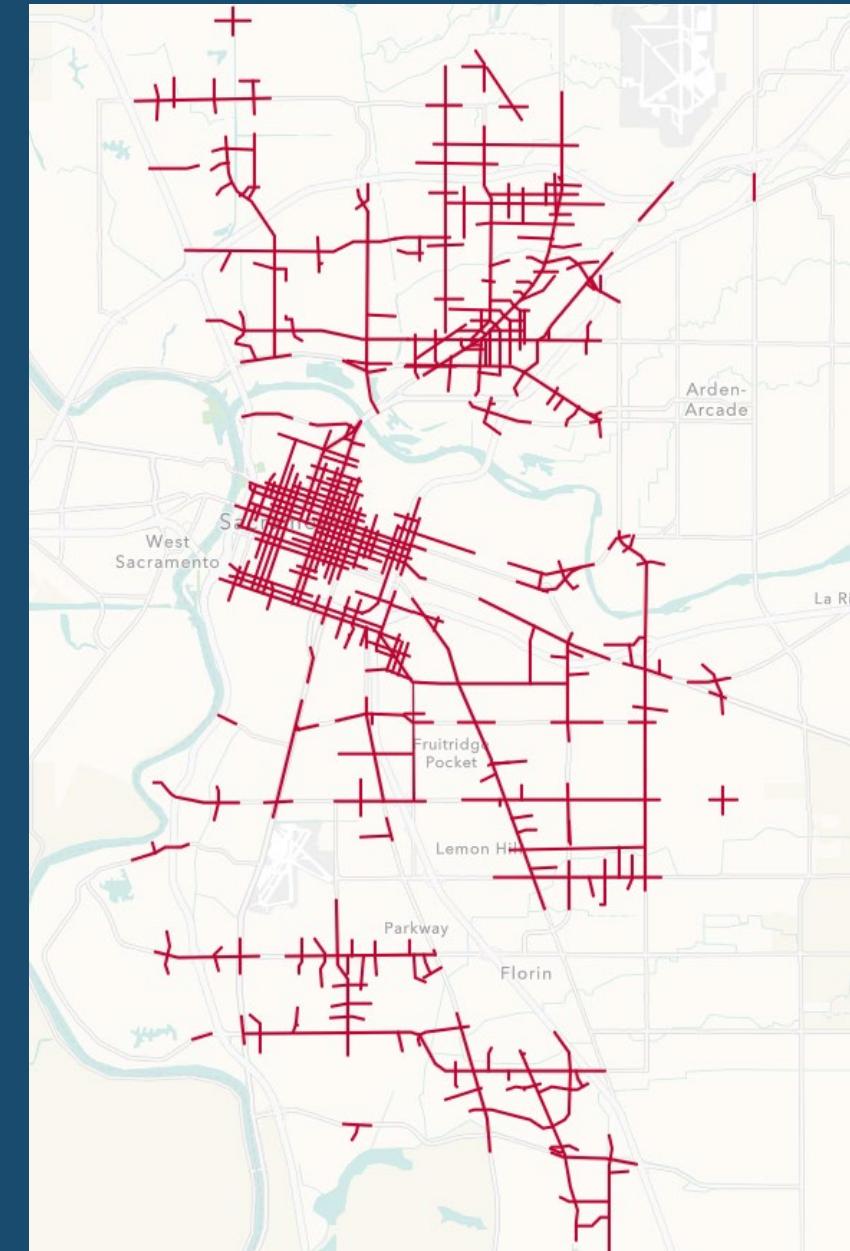
Emphasis on Sensitive Locations



Collision Severity Only



Consider All Evenly



Small Group Discussions:

- (1) Is there a street you expected to see on the HIN that appears to be missing? If yes, what one(s)?

- (2) Do you think one characteristic should be weighted more than another? If yes, which one?

Large Group Sharing of Ideas:

- (1) Is there a street you expected to see on the HIN that appears to be missing? If yes, what one(s)?

- (2) Do you think one characteristic should be weighted more than another? If yes, which one?



Next Steps

Next Steps



TAC Meeting #4 on February 12th



Draft Action Plan in late Spring 2026



Extra Slides

Sacramento Crash Snapshot:

2015 – 2024

22,538

Injury crashes

1,656

Severe injury or
fatal crashes

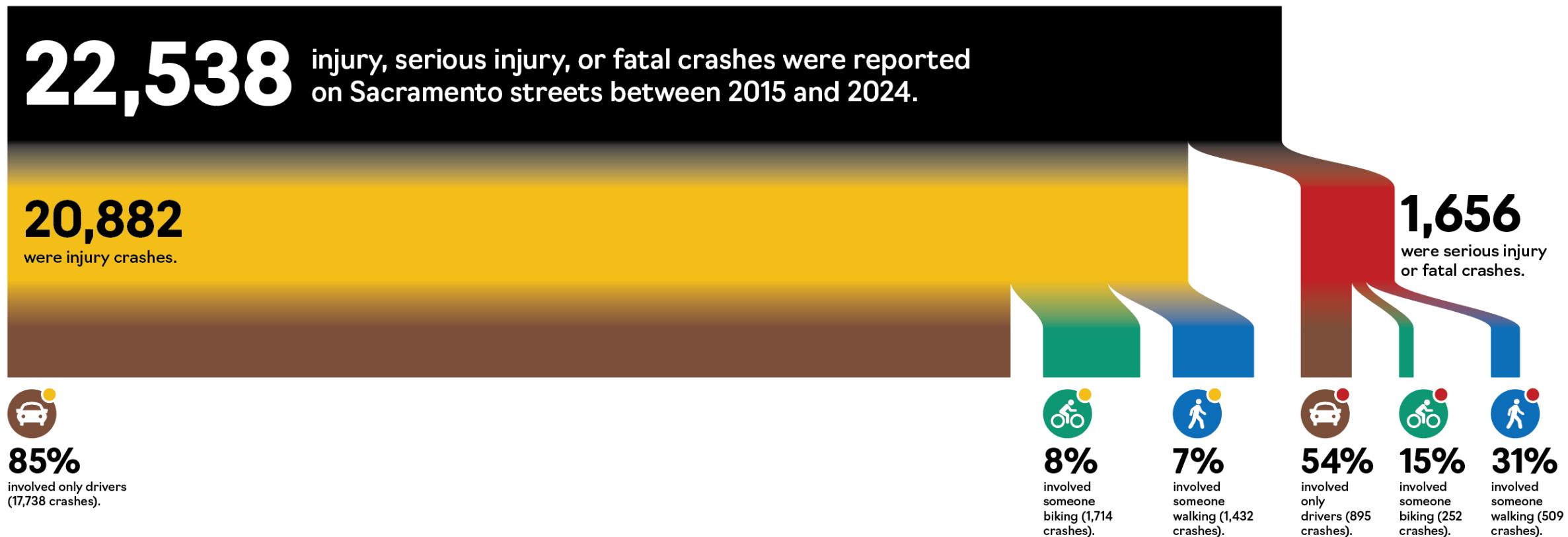
1,941

Crashes involved
someone walking

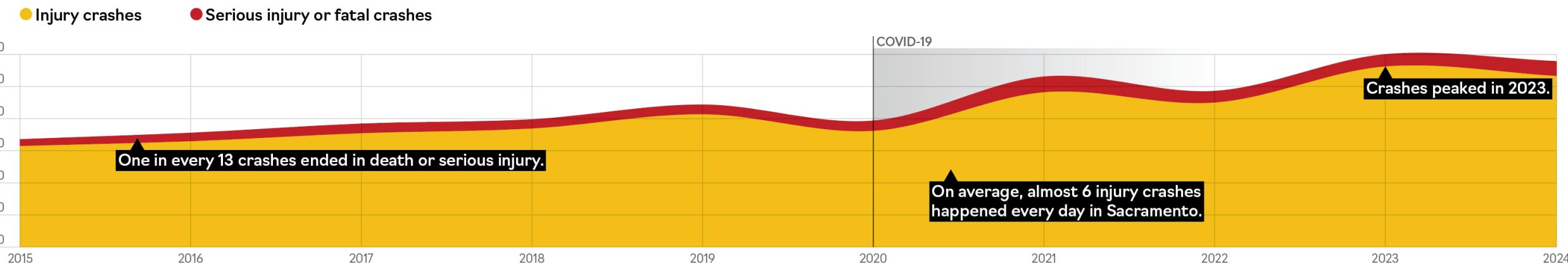
1,966

Crashes involved
someone biking

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

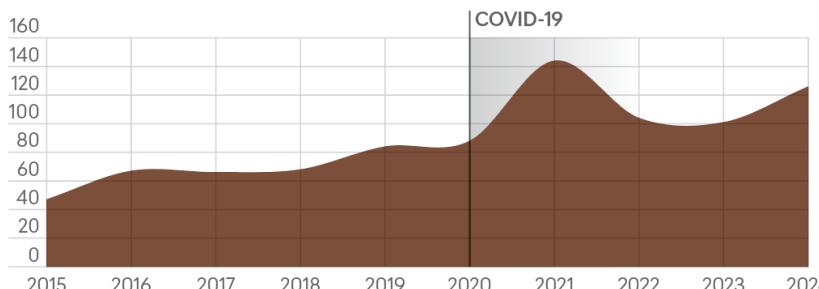


Crashes have been trending up since the COVID-19 pandemic.

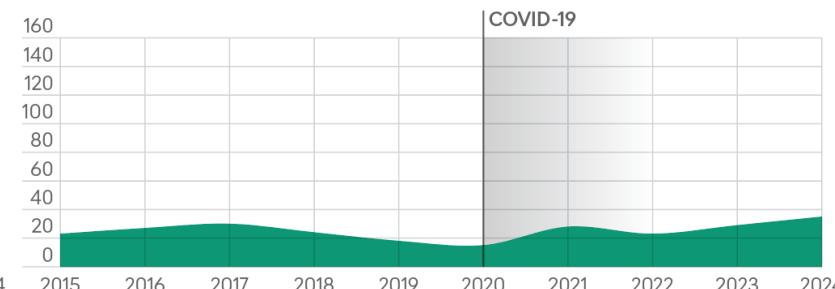


From 2015 to 2024, serious injury and fatal crashes increased...

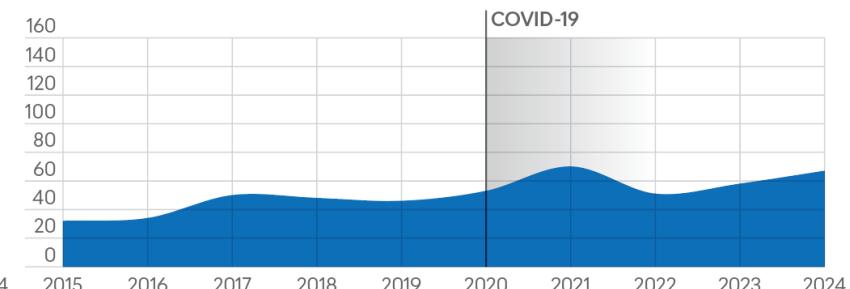
 168% for people driving.



 52% for people biking.

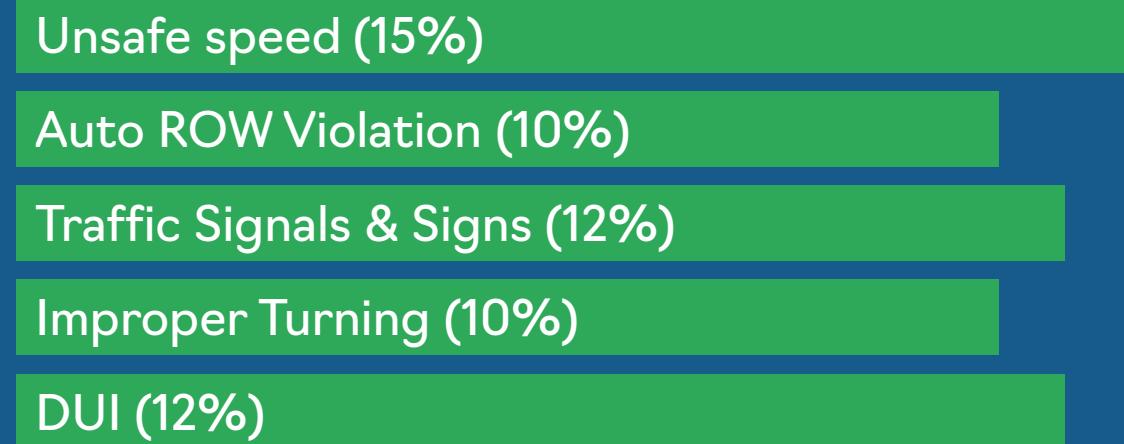


 109% for people walking.



Sacramento Collision Factors & Types

Top Primary Collision Factors



Top Collision Types



Six crash patterns stand out in Sacramento.



Crashes with people walking and biking are...

17%

of injury crashes
(3,907 crashes).

46%

of serious injury or fatal
crashes (761 crashes).

- Near an intersection
- On higher-speed roads (35MPH+ speed limit)
- In persistent poverty areas or disadvantaged communities



Crashes near commercial intersections are...

24%

of injury crashes
(5,450 crashes).

16%

of serious injury or fatal
crashes (266 crashes).

- Near an intersection
- On a truck route
- In persistent poverty areas or disadvantaged communities

Six crash patterns stand out in Sacramento.



Crashes from conflicts at intersections are...

32%

of injury crashes
(7,287 crashes).

21%

of serious injury or fatal
crashes (344 crashes).

- Near an intersection
- In persistent poverty areas or disadvantaged communities



Crashes near transit stops are...

43%

of injury crashes
(9,599 crashes).

41%

of serious injury or fatal
crashes (683 crashes).

- Away from an intersection
- In persistent poverty areas or disadvantaged communities

Six crash patterns stand out in Sacramento.



Crashes near parks and schools are...

20%

of injury crashes
(4,519 crashes).

20%

of serious injury or fatal
crashes (337 crashes).

- Near an intersection
- On arterials
- On higher-speed roads
(35MPH+ speed limit)



Crashes from unsafe speeds on arterials are...

17%

of injury crashes
(3,891 crashes).

8%

of serious injury or fatal
crashes (131 crashes).

- Near an intersection
- At dusk, dawn, or nighttime
- In persistent poverty areas or
disadvantaged communities