

# Sacramento Vision Zero Action Plan Update

## Task Force Meeting #3

January 28, 2026

City of  
SACRAMENTO | FEHR & PEERS



# Agenda

1

## Welcome

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

2

## Engagement Overview

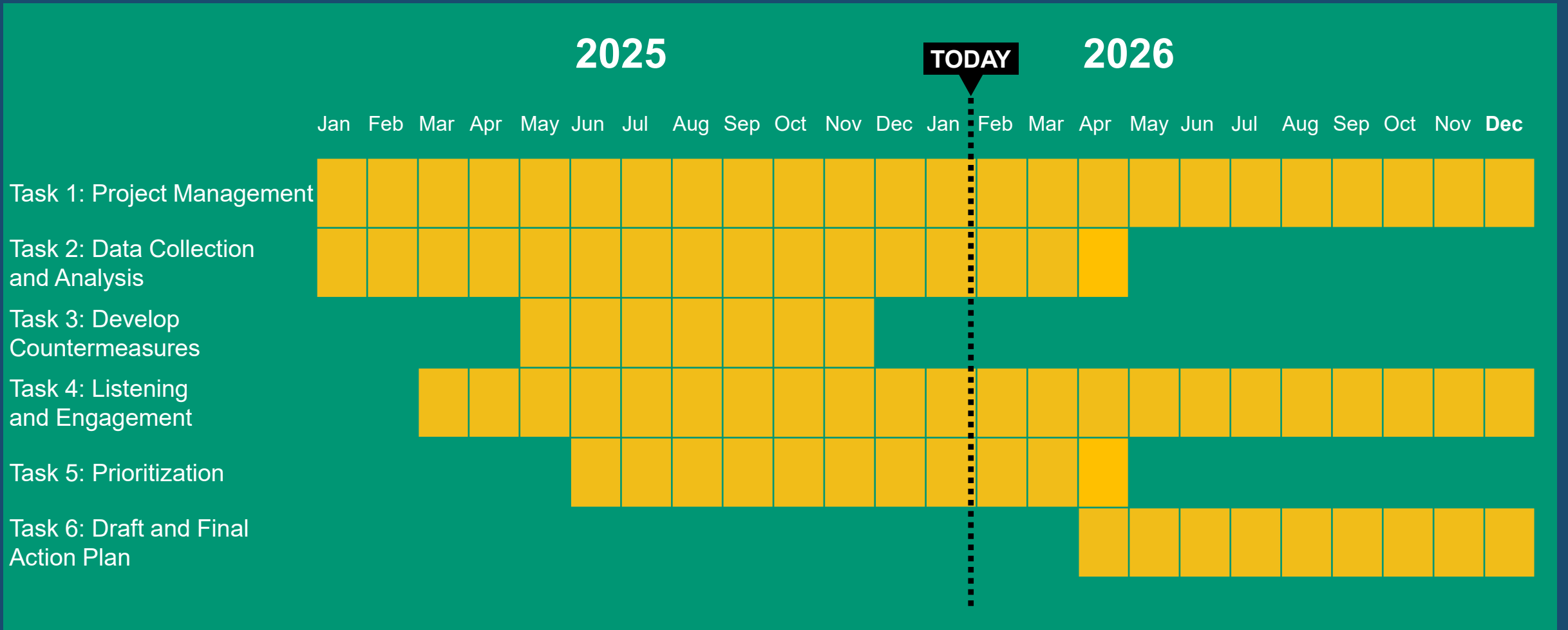
- Approach
- Activities & Schedule

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

An illustration of a park scene. In the foreground, a person with a backpack walks on a light blue path, and a person in a blue shirt and dark pants rides a bicycle on the same path. In the background, a person sits on the grass, and another person in a blue shirt and dark pants stands near a tree. The scene is set in a park with green grass and several trees with brown trunks and green foliage.

# Engagement Overview

# Engagement



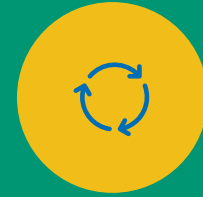
## Completed

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

An illustration of a park scene. In the foreground, a person with a backpack walks on a light blue path, and a person in a blue shirt and dark pants rides a bicycle on the same path. In the background, several other people are visible: a person in a blue shirt and dark pants walking, a person in a blue shirt and dark pants walking, and a person in a blue shirt and dark pants walking. The background is filled with green trees and a green hill.

# 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.

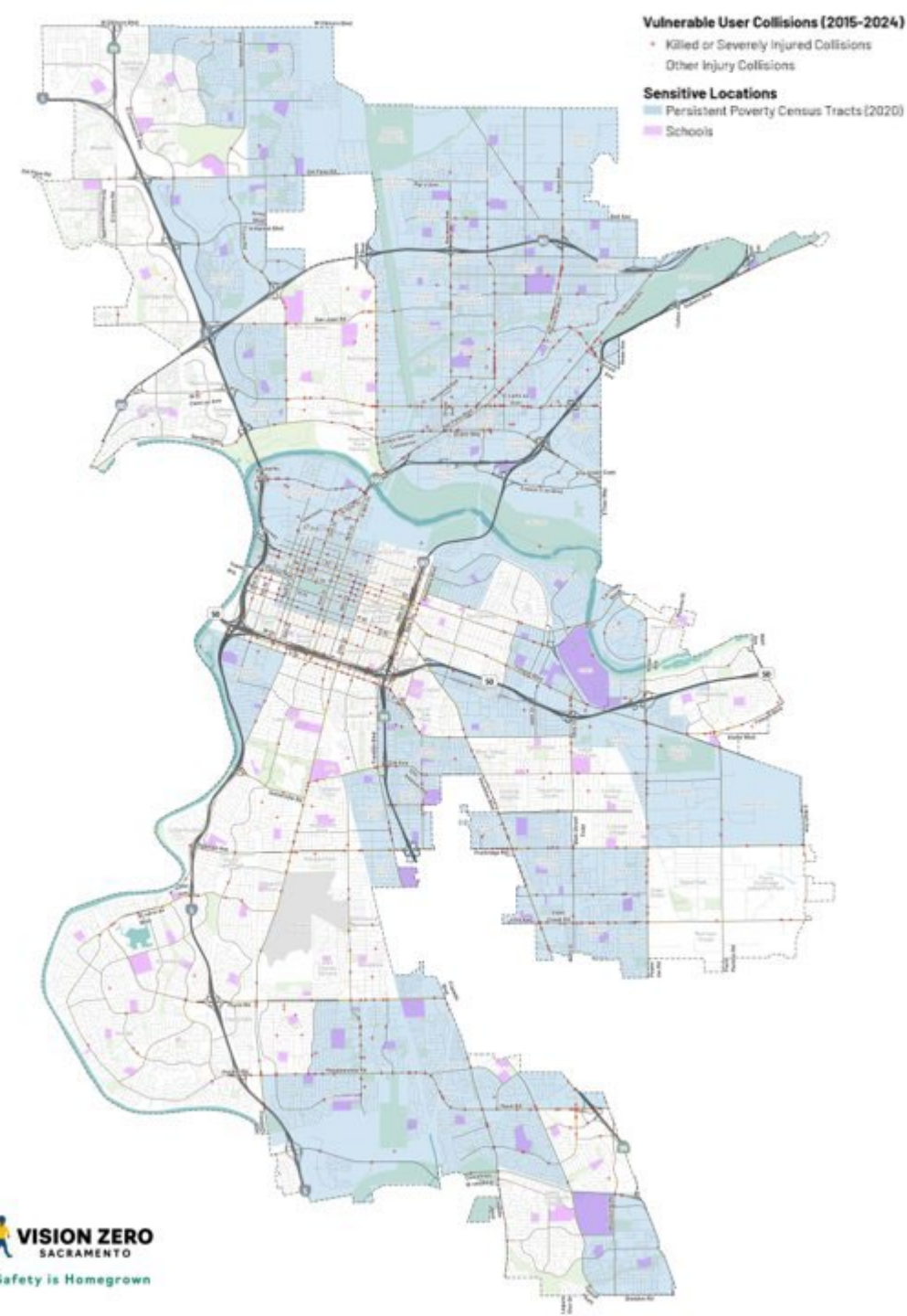
In the past, streets were evaluated based only on the severity of reported crashes.



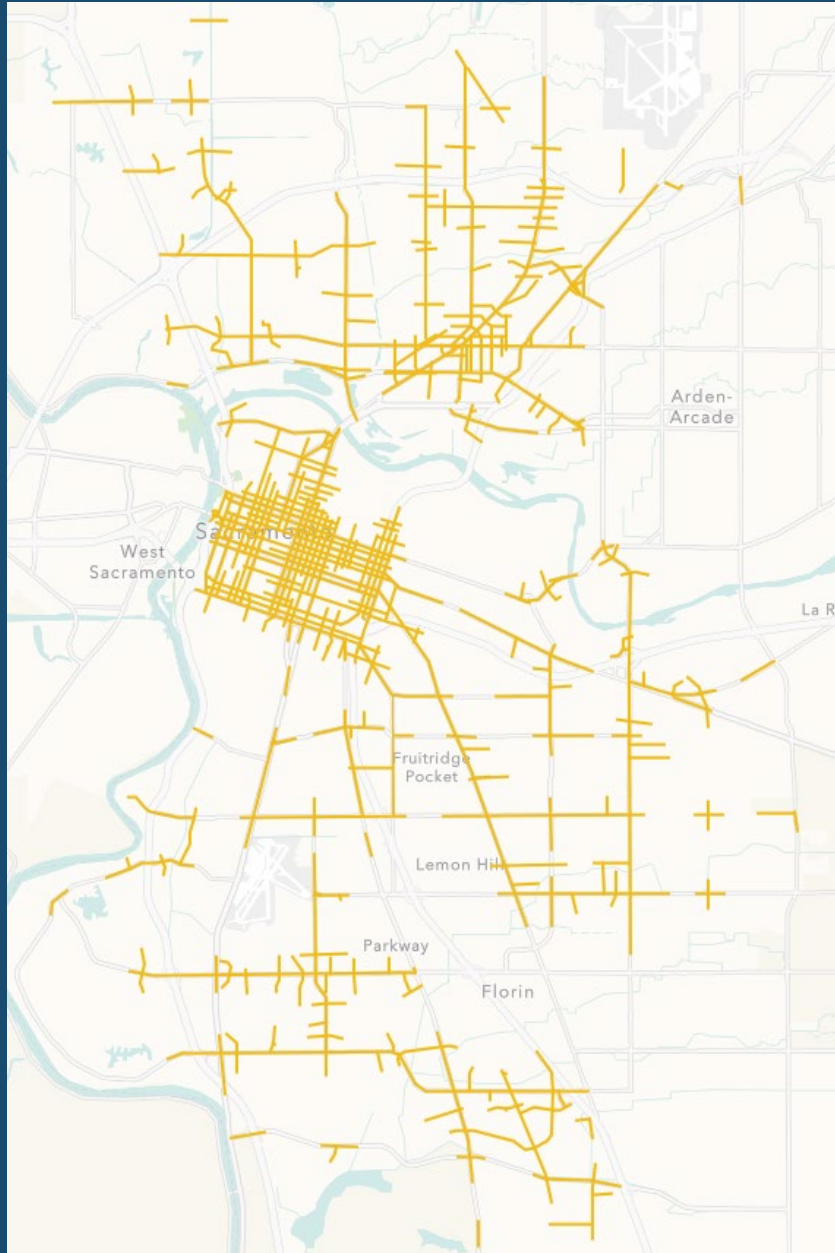
# New State Law

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

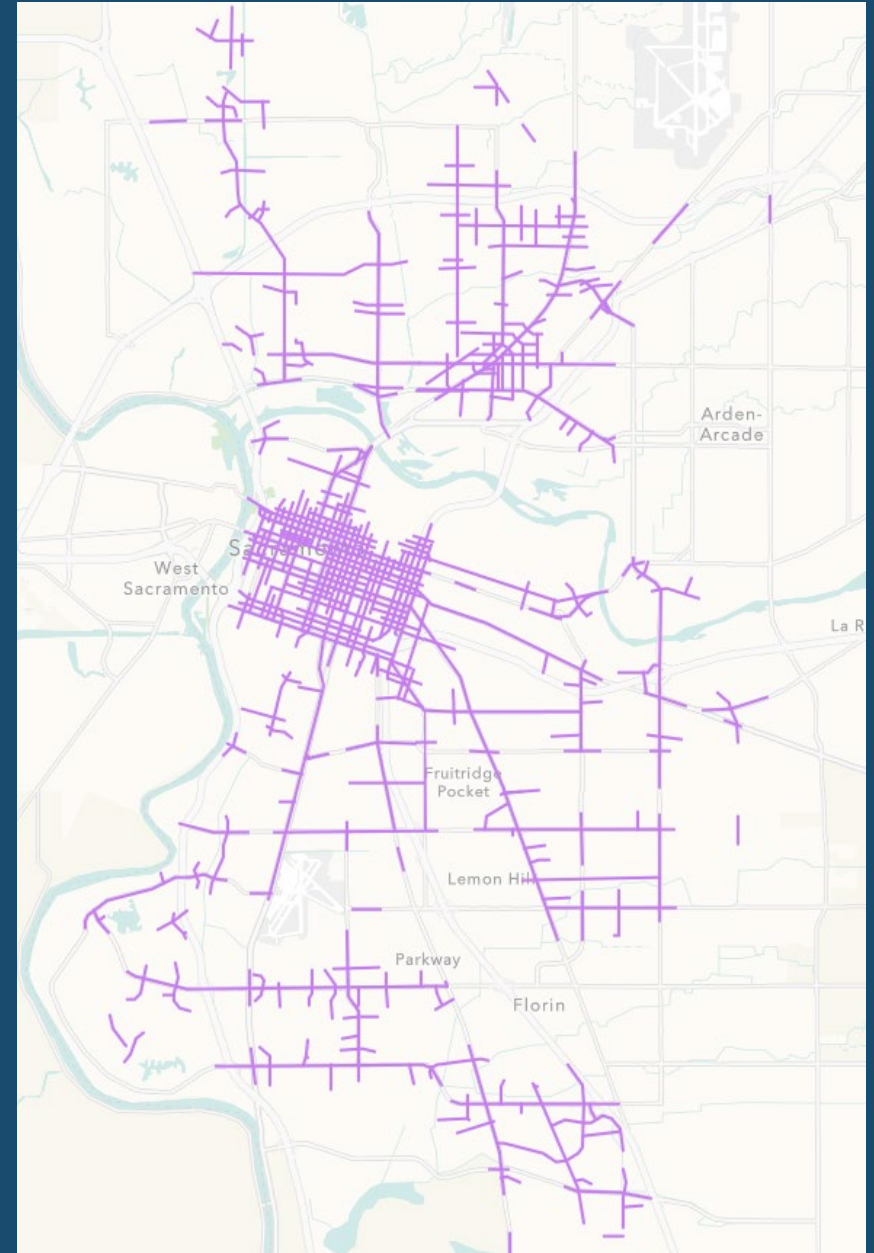
1. Involving people walking or biking or involving youth or elderly (i.e., vulnerable road users)
2. Within or near sensitive areas such as schools and disadvantaged communities



# Collision Severity Only

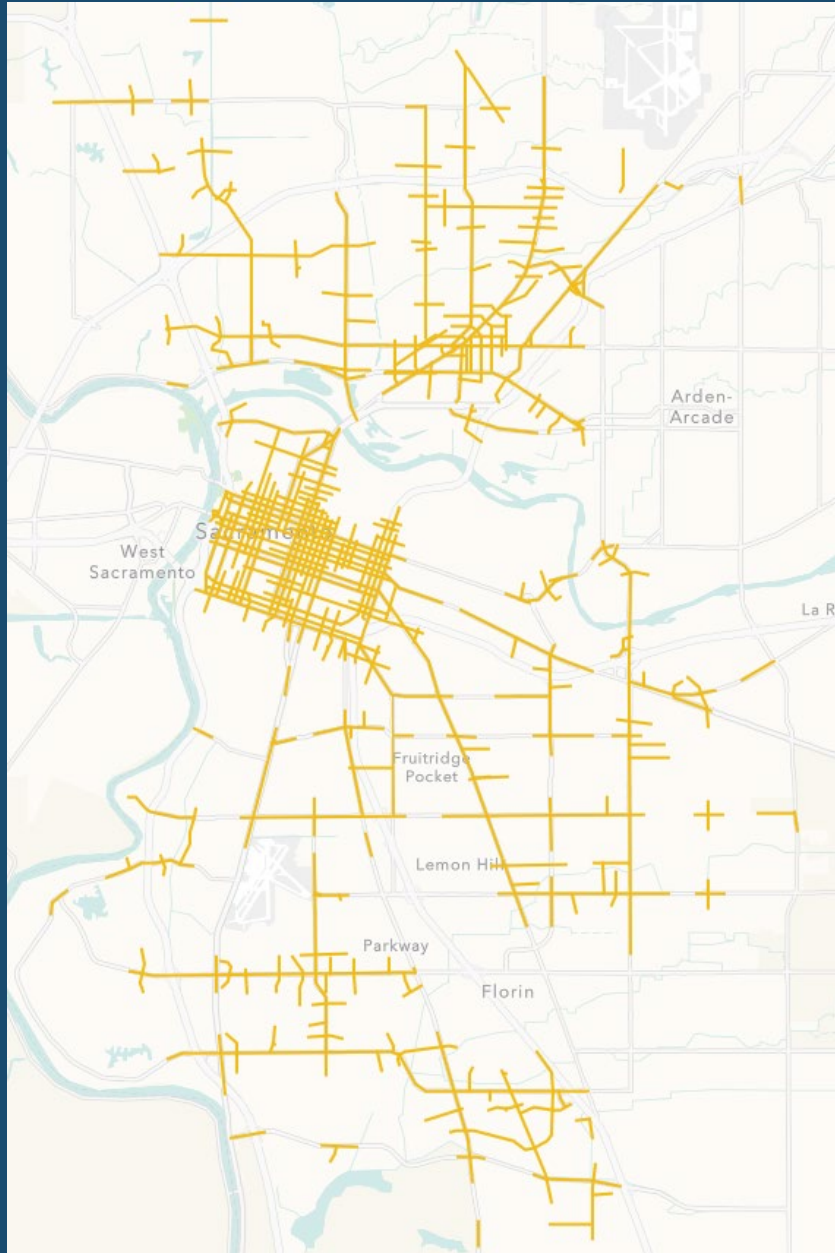


# Emphasis on Vulnerable Road Users

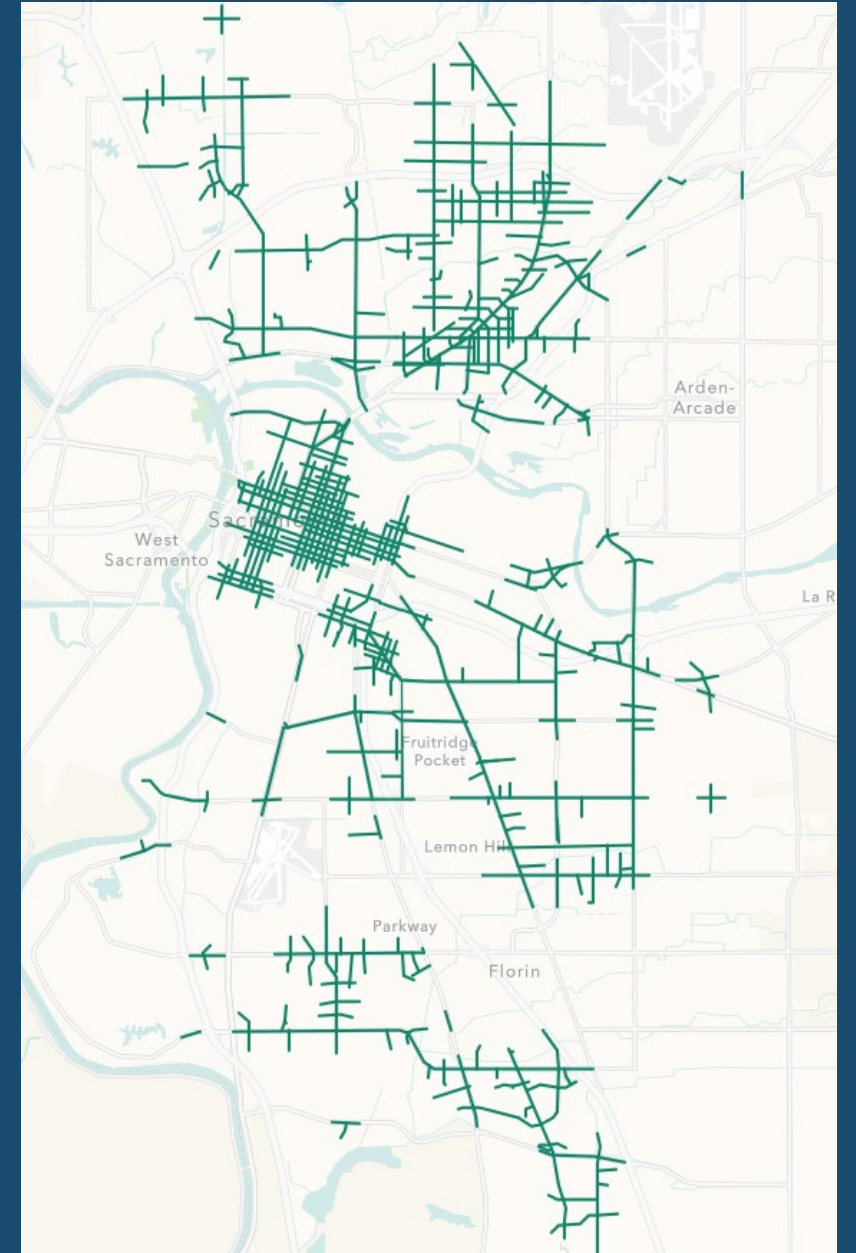




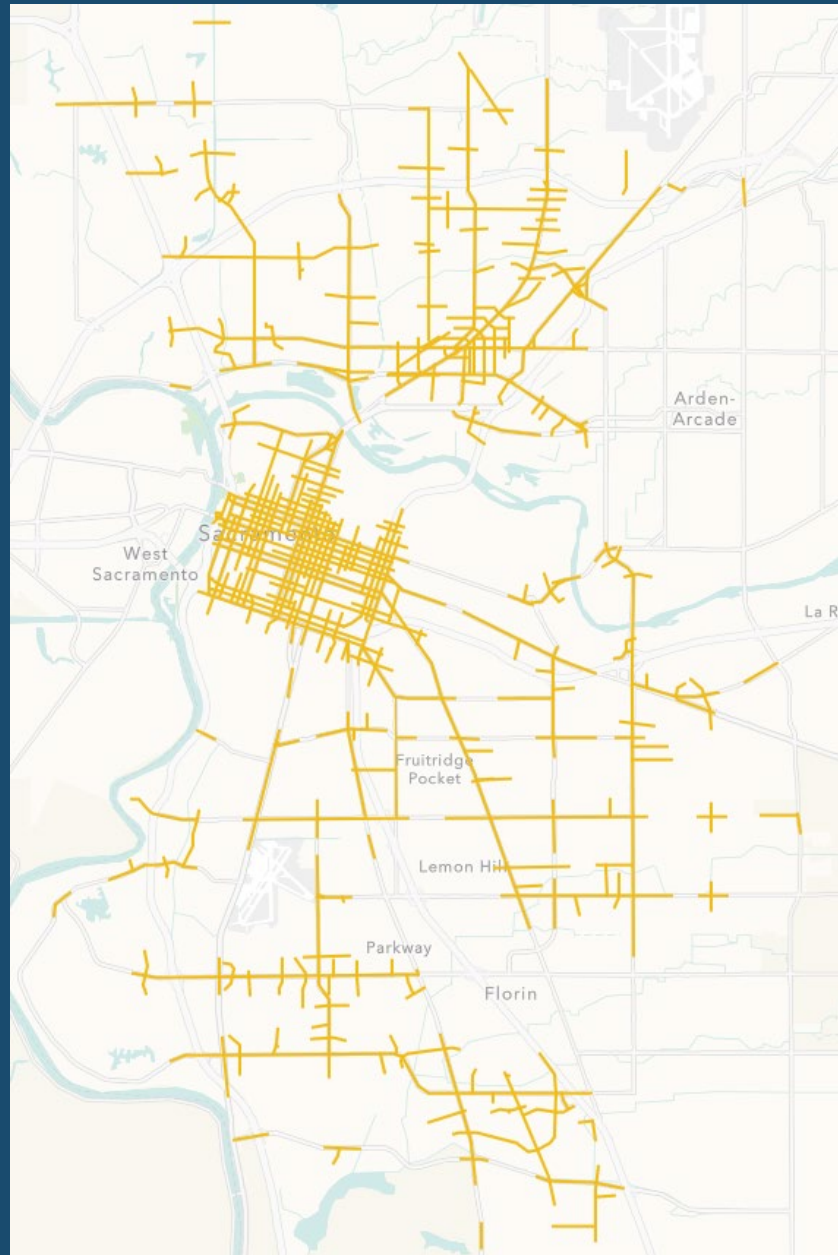
# Collision Severity Only



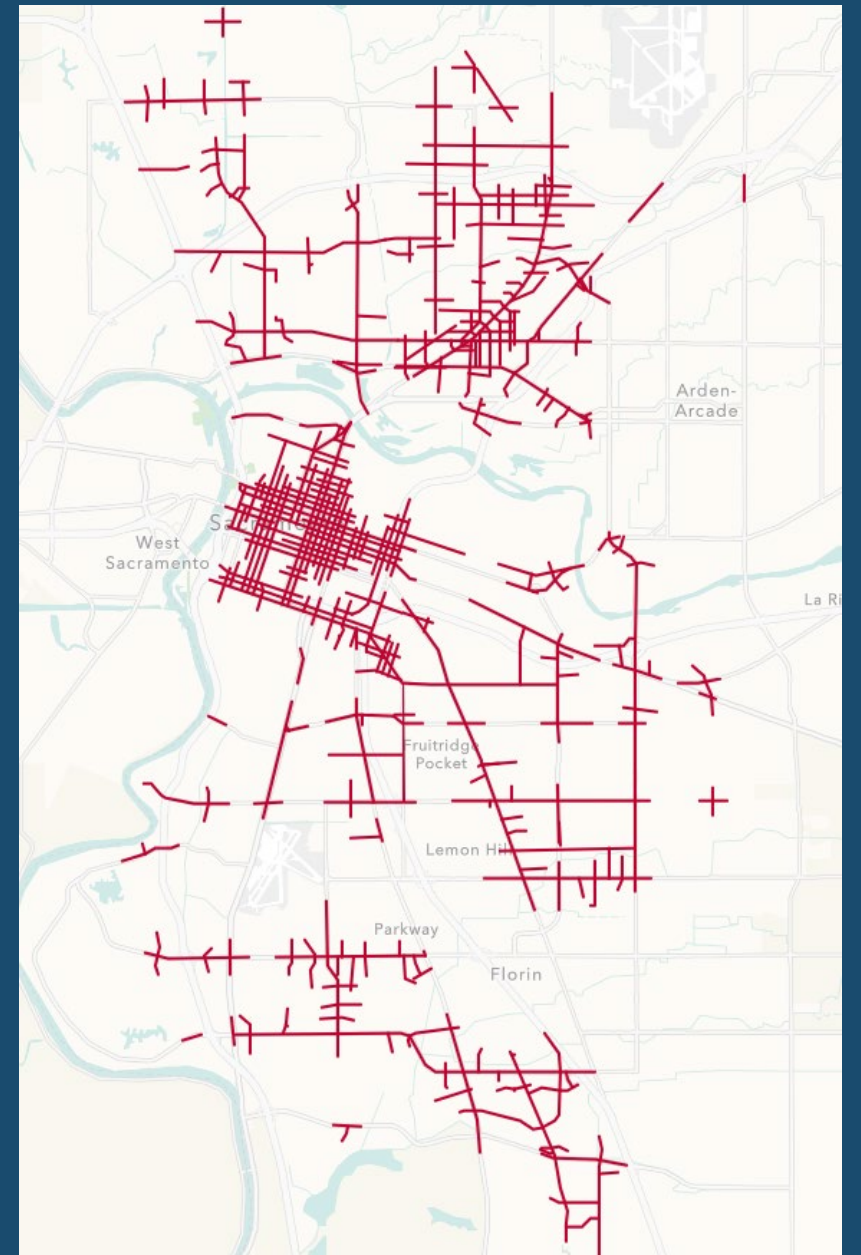
# Emphasis on Sensitive Locations



# 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?



An illustration of a park scene. In the foreground, a person with a backpack walks on a light blue path, and a person in a blue shirt and dark pants rides a bicycle on the same path. In the background, other people are visible: a person in a blue shirt and dark pants walking, a person in a blue shirt and dark pants walking, and a person in a blue shirt and dark pants walking. The background is filled with green trees and a green hill.

# Next Steps

# Next Steps



TAC Meeting #4 on February 12<sup>th</sup>



Draft Action Plan in late Spring 2026



A stylized illustration of a park scene. In the foreground, a person with a backpack walks on a light blue path, and a person in a blue shirt and dark pants rides a bicycle on the same path. In the background, other people are visible: a person in a blue shirt and dark pants walking, a person in a blue shirt and dark pants walking, and a person in a blue shirt and dark pants walking. The background is filled with green trees and a green hill.

# Extra Slides

# Sacramento Crash Snapshot: 2015 – 2024

**22,538**

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Injury crashes

**1,656**

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Severe injury or  
fatal crashes

**1,941**

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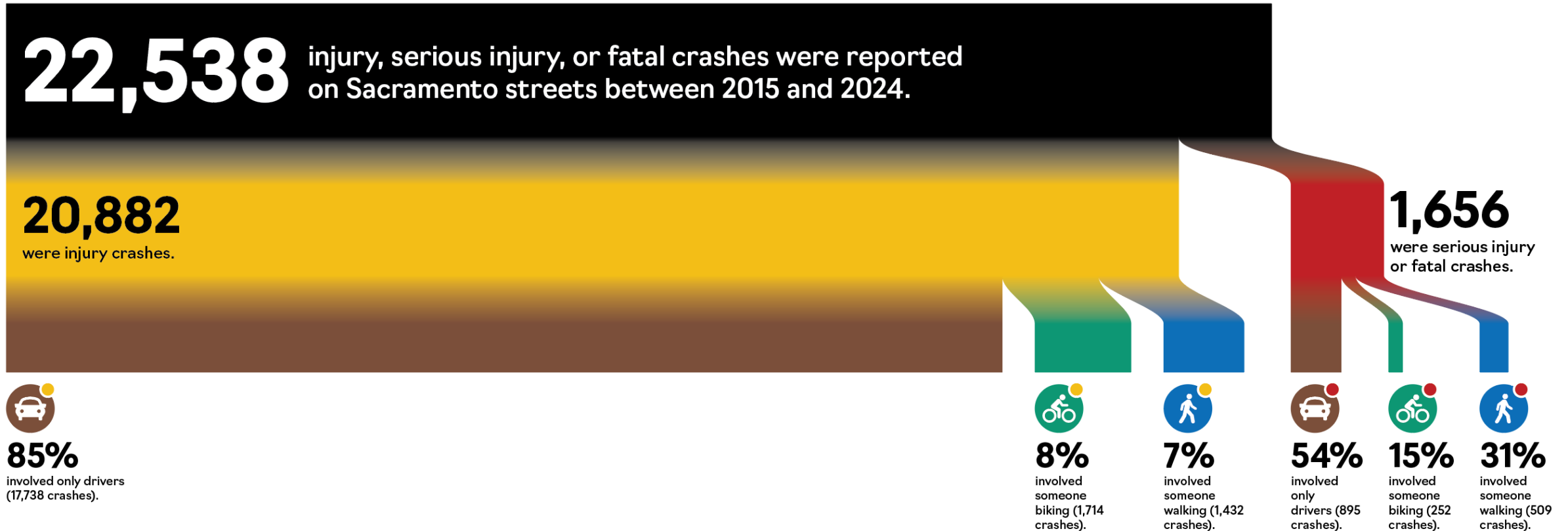
Crashes involved  
someone walking

**1,966**

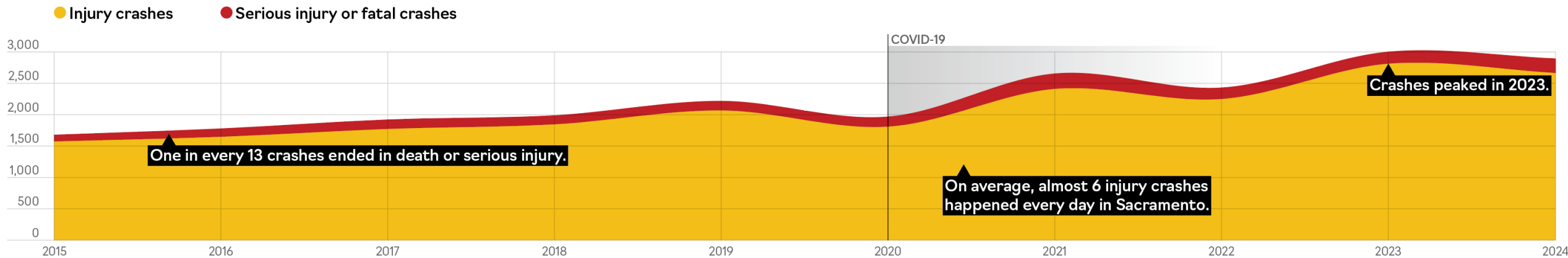
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Crashes involved  
someone biking

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.



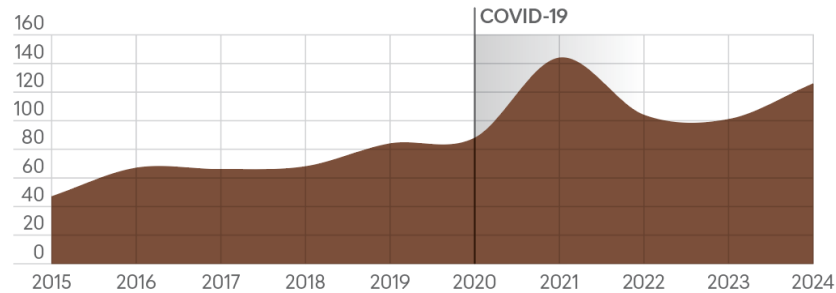
# Crashes have been trending up since the COVID-19 pandemic.



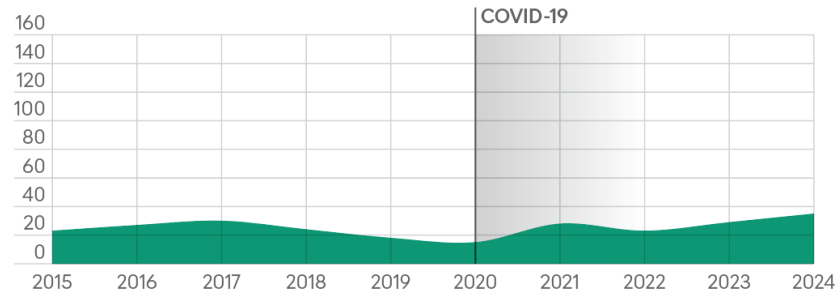
# From 2015 to 2024, serious injury and fatal crashes increased...



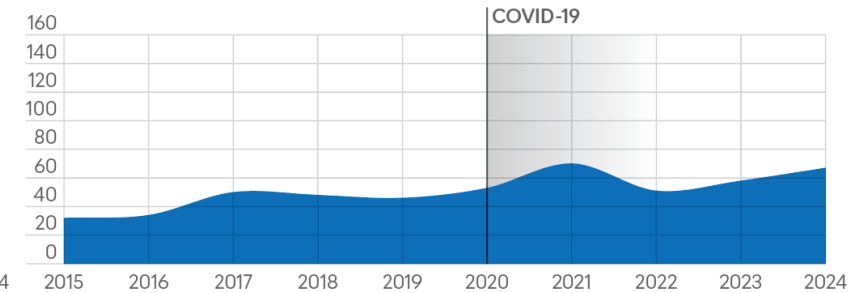
168% for people driving.



52% for people biking.



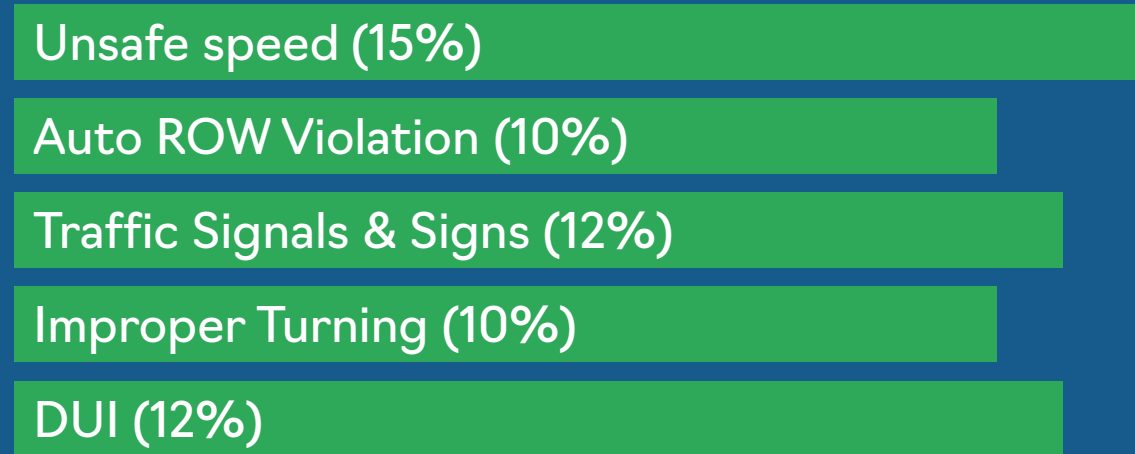
109% for people walking.



2015 – 2024

# Sacramento Collision Factors & Types

## Top Primary Collision Factors



## Top Collision Types

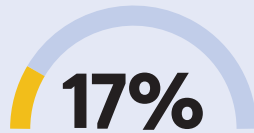


Profiles #1 & #2

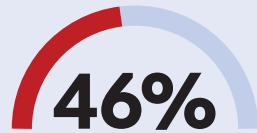
# Six crash patterns stand out in Sacramento.



## Crashes with people walking and biking are...

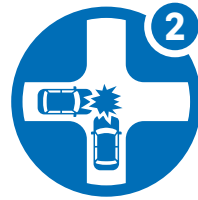


of injury crashes  
(3,907 crashes).

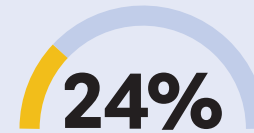


of serious injury or fatal  
crashes (761 crashes).

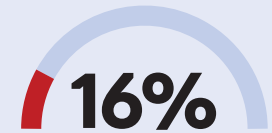
- Near an intersection
- On higher-speed roads (35MPH+ speed limit)
- In persistent poverty areas or disadvantaged communities



## Crashes near commercial intersections are...



of injury crashes  
(5,450 crashes).



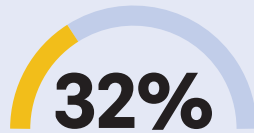
of serious injury or fatal  
crashes (266 crashes).

- 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...



of injury crashes  
(7,287 crashes).

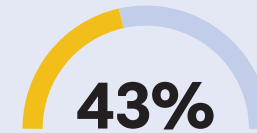


of serious injury or fatal  
crashes (344 crashes).

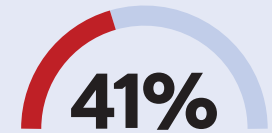
- Near an intersection
- In persistent poverty areas or disadvantaged communities



## Crashes near transit stops are...



of injury crashes  
(9,599 crashes).



of serious injury or fatal  
crashes (683 crashes).

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



Profiles #5 & #6

# Six crash patterns stand out in Sacramento.



## Crashes near parks and schools are...



of injury crashes  
(4,519 crashes).

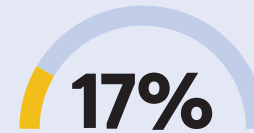


of serious injury or fatal  
crashes (337 crashes).

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



## Crashes from unsafe speeds on arterials are...



of injury crashes  
(3,891 crashes).



of serious injury or fatal  
crashes (131 crashes).

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