

**File ID:** 2026-00602

3/17/2026

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## **Vision Zero Action Plan Update High Injury Network (HIN) Development**

File ID: 2026-00602

**Location:** Citywide

**Recommendation:** Review, comment, and provide direction on the development of the Vision Zero Action Plan Draft High Injury Network (HIN).

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### **Attachments:**

- 1-Description/Analysis
- 2-Presentation

### **Description/Analysis**

**Issue Detail:** In winter 2025, the City of Sacramento kicked off an update to the 2018 Vision Zero Action Plan. Included in the update is a reevaluation of the High Injury Network (HIN). Since the development of the 2018 Vision Zero Action Plan, a new State law allows cities to not only consider crashes when developing their HIN or “safety corridors” but also give priority to locations with crashes involving vulnerable road users (people walking or bicycling, youth or older adults) and sensitive areas (schools and disadvantaged communities). Staff have conducted community engagement to seek public input on whether or not these additional considerations should be given priority. Staff now seek Council input and direction to develop the updated High Injury Network.

**Policy Considerations:** The project is consistent with specific Sacramento 2040 General Plan goals and policies of promoting mobility, safety and enhancing livability, sustainability, and economic vitality:

#### **M-4. A safer transportation system.**

**M-4.1 Application of Safety.** The City shall design, plan, and operate streets using complete streets

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principles to ensure the safety and mobility of all users.

**M-4.2 Safer Driving Speeds.** The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

**M-4.3 Vision Zero.** The City shall utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

**Economic Impacts:** None.

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** The informational update in this report is not a project under the California Environmental Quality Act (CEQA), because it is an administrative activity that does not have a potential for resulting in a direct or reasonably foreseeable indirect physical change in the environment, as contemplated by Title 14, California Code of Regulations, Sections 15378(b)(2) and is therefore not subject to CEQA pursuant to CEQA Guidelines Section 15060(c)(3). This informational update is also exempt from CEQA review consistent with CEQA Guidelines section 15061(b)(3) as it can be seen with certainty that there is no possibility that the update may have a significant effect on the environment.

**Sustainability:** Identification of the High Injury Network will support investment in improved active transportation, reducing the necessity for trips by automobile and related air pollution and greenhouse gas emissions, consistent with the goals outlined in the Climate Action and Adaptation Plan (CAAP) to reduce greenhouse gas emissions and vehicles miles traveled by increasing active mode share citywide to 6% by 2030 and 12% by 2045.

**Commission/Committee Action:** Staff presented development of the High Injury Network to the Active Transportation Commission at their February 19, 2026, meeting for review and comment.

**Rationale for Recommendation:** Sacramento continues to rank as one of the cities with the highest number of traffic fatalities per capita in California. The City has made a commitment to address this issue through its Vision Zero program. Development and identification of the High Injury Network is an essential component to addressing transportation safety.

**Financial Considerations:** Not applicable.

**Local Business Enterprise (LBE):** Not applicable.

**Background:** Previously, the High Injury Network (HIN) described the set of streets in Sacramento with the highest concentration of severe injury and fatal crashes. A new State law allows cities to not

only use the crash data when developing “safety corridors” or their HIN, but also consider and add priority scoring to locations with crashes involving:

- Vulnerable road users
  - People walking
  - People bicycling
  - Youth
  - Older adults
  
- Sensitive areas
  - Schools
  - Disadvantaged communities

The additional considerations are not required and if used, a city can choose to include some but not all. For example, a city may choose to consider crashes involving youth and people walking; or may consider crashes near schools and involving older adults.

Additional considerations do not need to be given equal weight. For example, a city may consider crashes involving youth and people walking as the highest priority but give lower priority to crashes in disadvantaged areas and near schools.

Staff conducted community engagement on this topic from January 13, 2026, through February 27, 2026. Engagement included:

- City Express article - January 14, 2026
- Email blasts to over 5,000 people signed up for transportation-related news January 13, January 23, and February 2, 2026
- Presentation to the City’s Active Transportation Commission - February 19, 2026
- In-Person Community Workshop at City College - January 29, 2026
- Virtual Community Workshop - February 4, 2026
- Vision Zero Task Force Community Advisory Committee - January 28, 2026
- La Familia Neighborhood Conversation - February 11, 2026
- Gardenland Northgate Neighborhood Conversation - February 15, 2026
- Grant Union High Improve Your Tomorrow Neighborhood Conversation - February 18, 2026
- Valley Hi Improve Your Tomorrow Neighborhood Conversation - February 19, 2026
- Hmong Youth and Parents United Neighborhood Conversation - February 20, 2026
- Resources for Independent Living Neighborhood Conversation - February 27, 2026

The City also hosted a community survey that received over 900 responses.

Overall, community engagement found Sacramento's communities support prioritizing the following in developing the High Injury Network:

- People walking or bicycling
  - In-person workshop
  - Virtual workshop
  - Community survey
  - Neighborhood Conversations with Gardenland Northgate Neighborhood Association, Improve Your Tomorrow Valley High and Resources for Independent Living.
- People walking or bicycling, youth, older adults
  - Neighborhood Conversations with La Familia and Hmong Youth and Parents United (HYPU)
- Youth, older adults and near schools
  - In-person workshop
  - Neighborhood Conversations with Improve Your Tomorrow Grant High
  - Community survey
- Disadvantaged communities
  - In-person workshop
  - Virtual workshop
  - Community survey
- People walking, bicycling, youth and older adults as well as crashes near schools and in disadvantaged communities
  - Community survey

Staff seek Council direction on the additional considerations and their weight for development of the High Injury Network.