

Collision Landscape Analysis



Welcome!

What happened since our last Task Force meeting:

- City Council adopted the Vision Zero Resolution
- Applied for an OTS grant for a Vision Zero Safety and Outreach Campaign
- Data analysis

Updated Schedule

October 2016:	Introduction and Purpose (done)
November 2016:	Guiding Principles (done)
February 2017:	Data Analysis
March-April 2017:	Collision Profiles
June 2017:	Draft Actions, Engineering
June 2017:	Draft Actions, Non-Engineering
August 2017:	Draft Action Plan

Today's Agenda

1. Review data analysis
 - a. Trends
 - b. Location
 - c. Vulnerable populations
 - d. Behavior
2. Breakout discussion
3. Next steps

About the Data

Transportation Injury Mapping System (TIMS)

- Injury collisions only (not property damage)
- 2009 – 2013 (2014 and 2015 data is provisional)
- Does not include state highway facilities
- Only includes collisions within the City of Sacramento

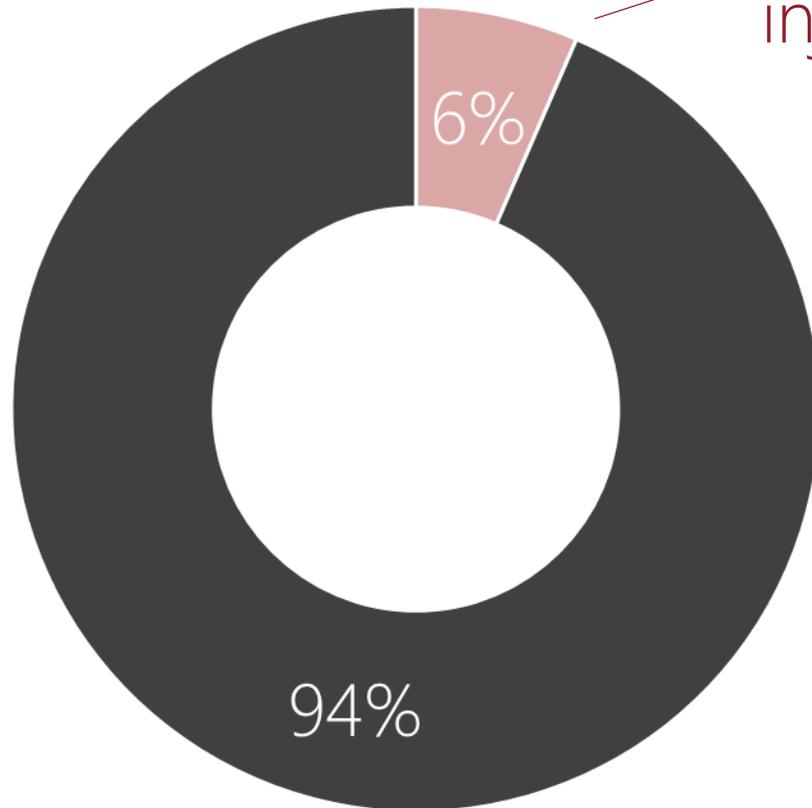
Key Terms

- "KSI" = killed or severely injured
- "vehicle" includes motorcycle and truck, unless otherwise stated

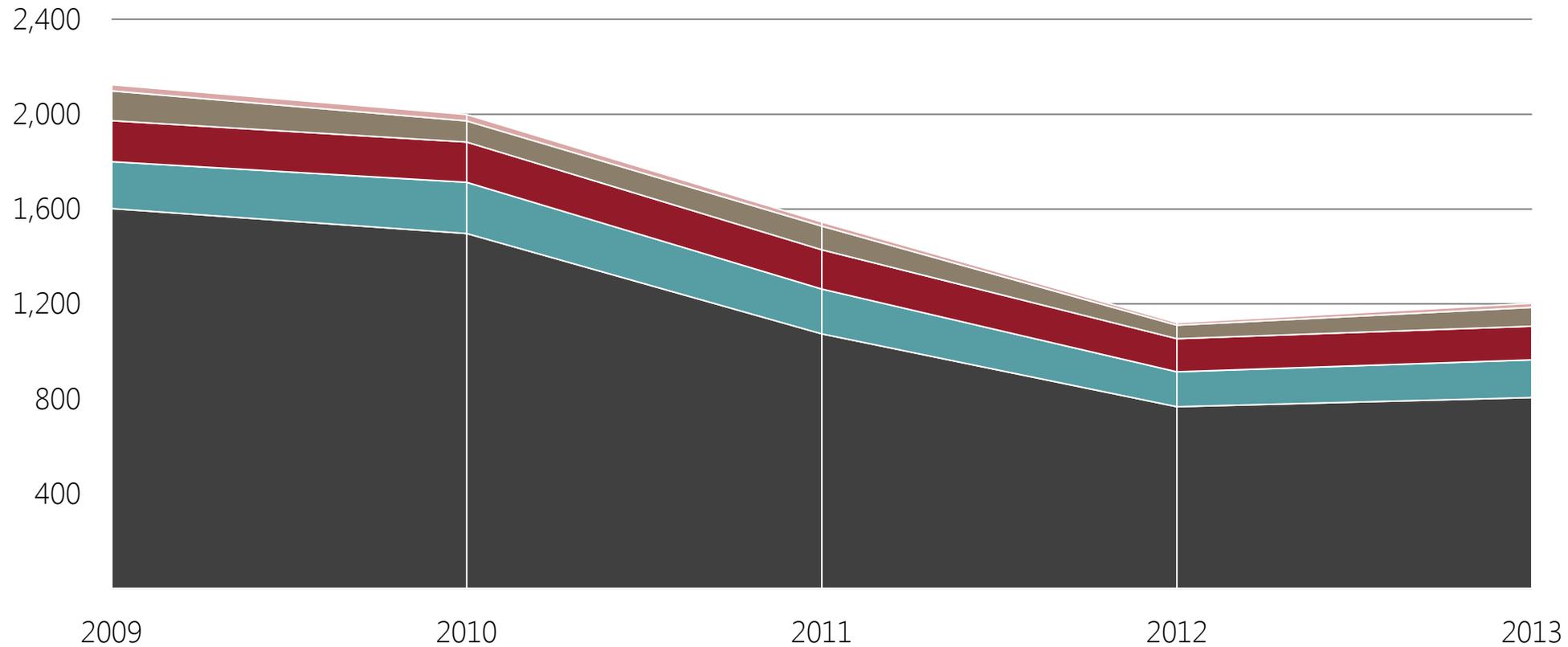
TRENDS

All Collisions

519 collisions with victims killed or severely injured (KSI) between 2009 and 2013

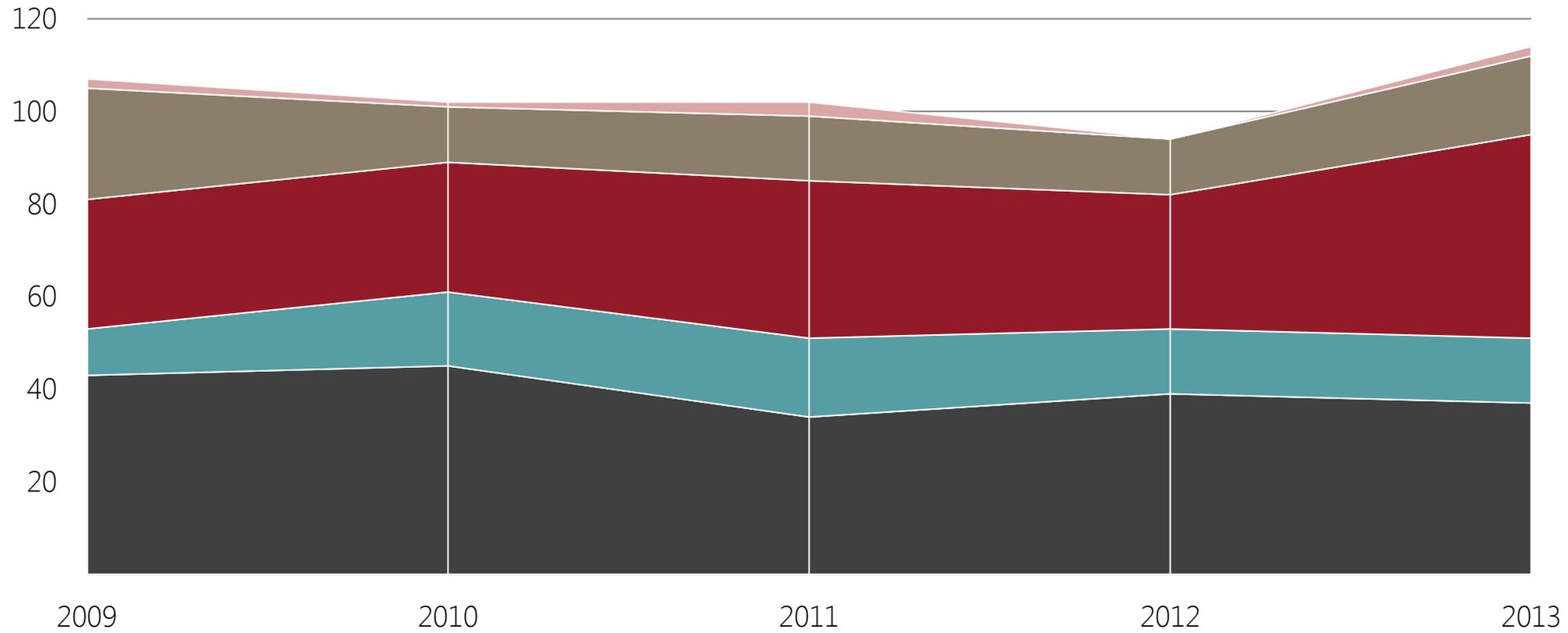


All Collisions



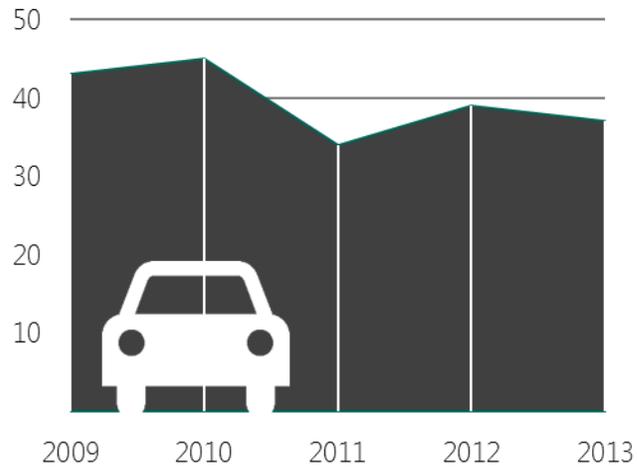
Over the same period of time, the number of collisions with victims killed or severely injured increased by 7%

KSI Collisions

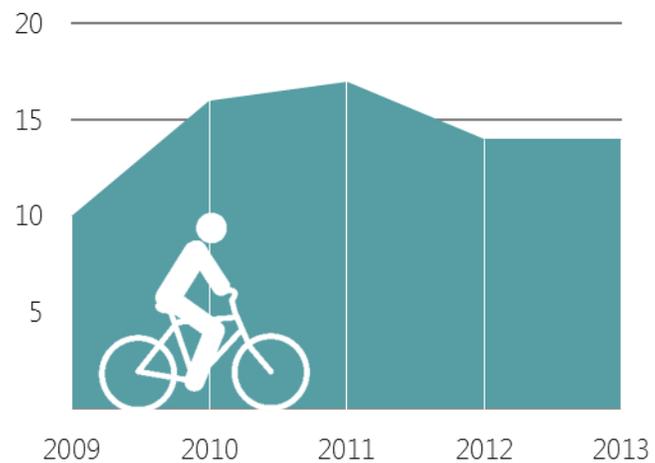


KSI Collisions

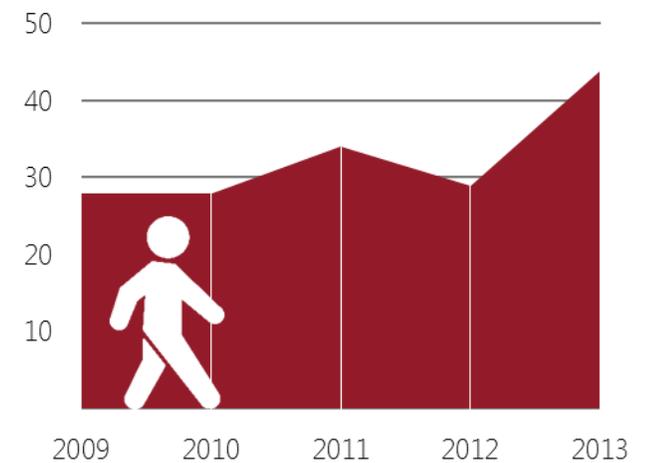
Auto Collisions
Down 14%



Bike Collisions
Up 40%

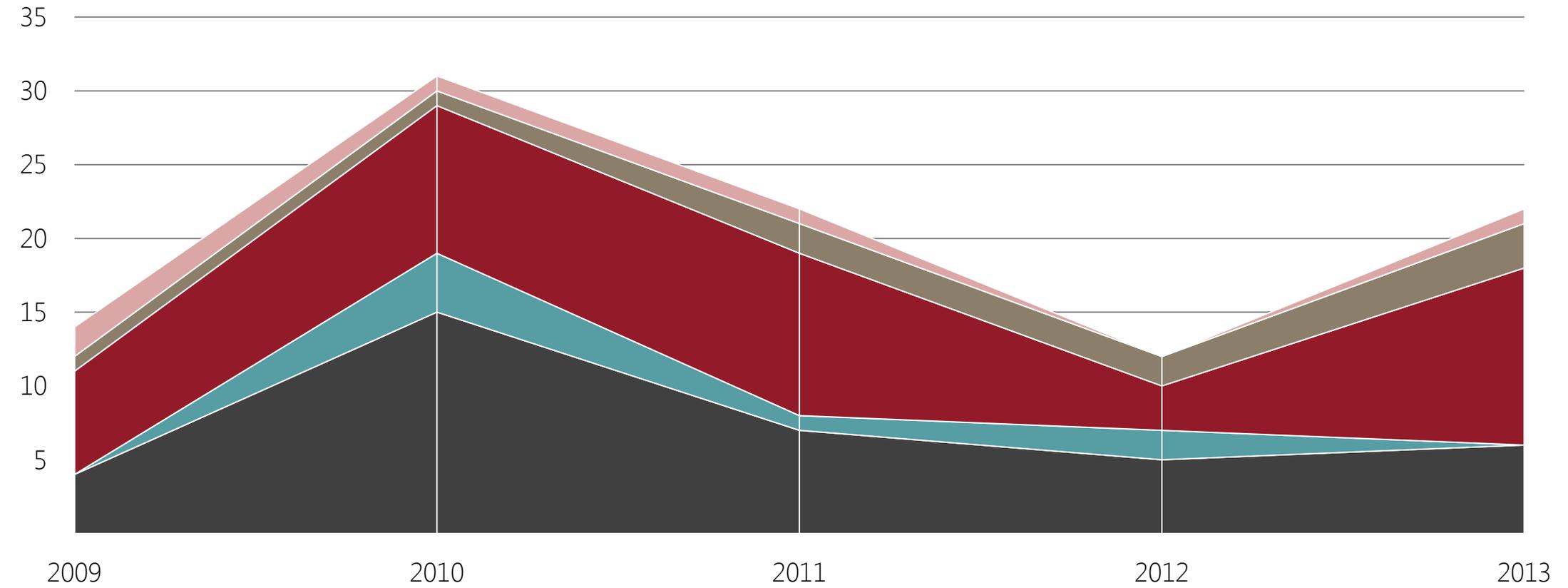


Pedestrian Collisions
Up 57%



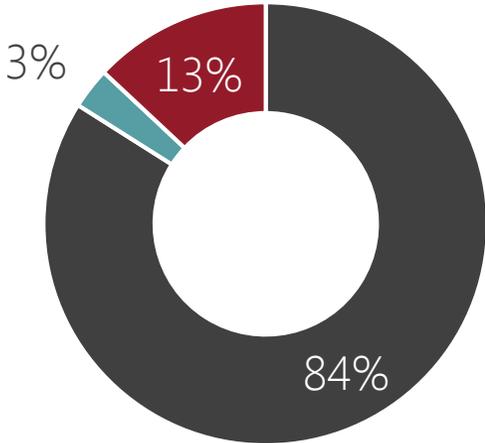
**Pedestrian collisions
account for 10% of all
collisions, but 43% of
fatal collisions**

Fatal Collisions

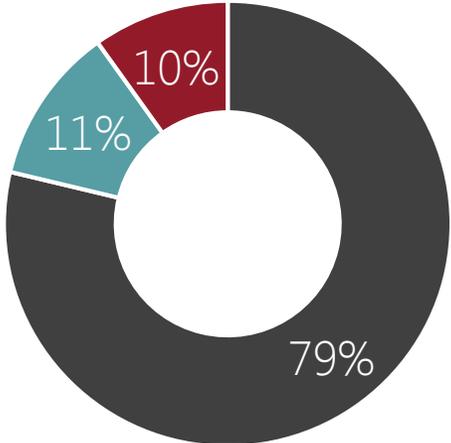


Mode Split

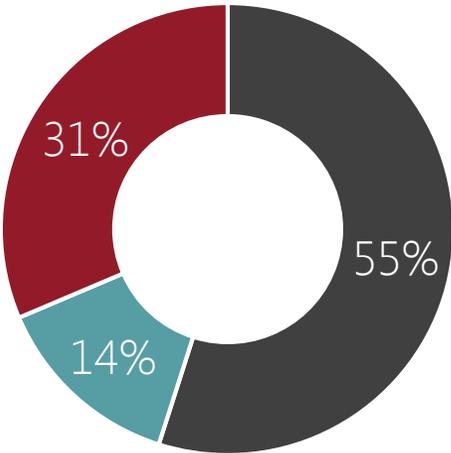
ALL TRIPS*



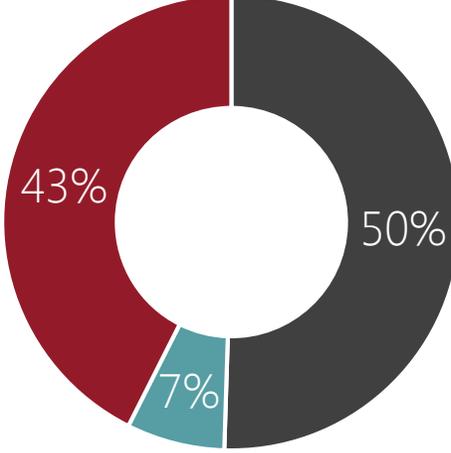
ALL COLLISIONS



KSI COLLISIONS



FATAL COLLISIONS



pedestrian bicycle vehicle

*2012 California Household Travel Survey, City of Sacramento

LOCATION

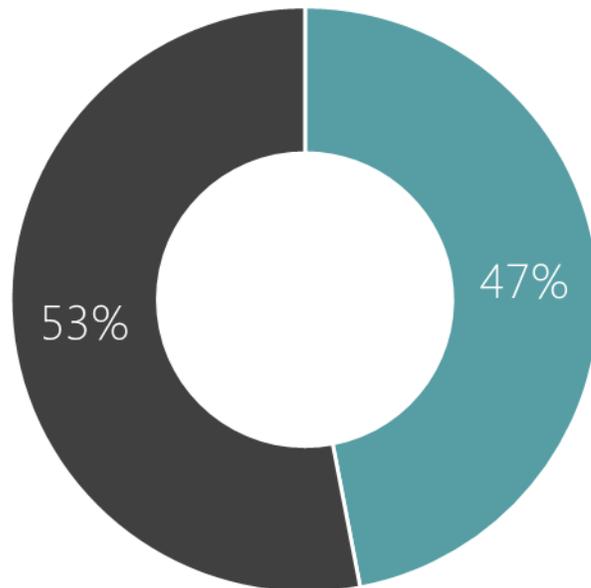
High Injury Network

The HIN accounts for **64%** of all collisions, on **11%** of the roadway network

ALL COLLISIONS

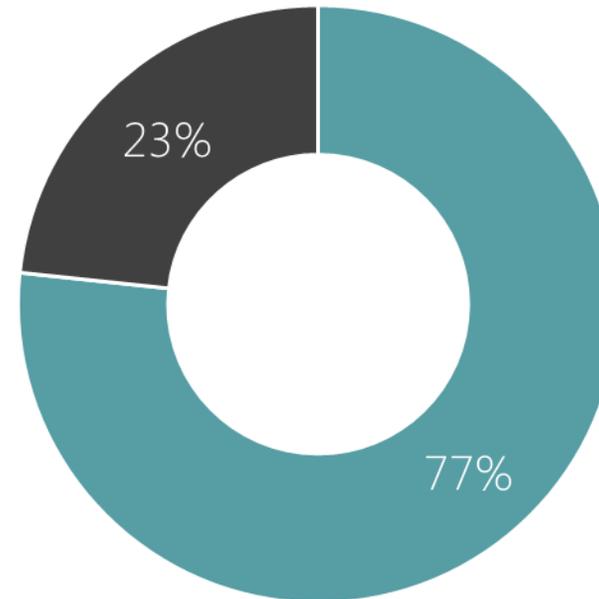
Commercial Areas

Total Roadway Network



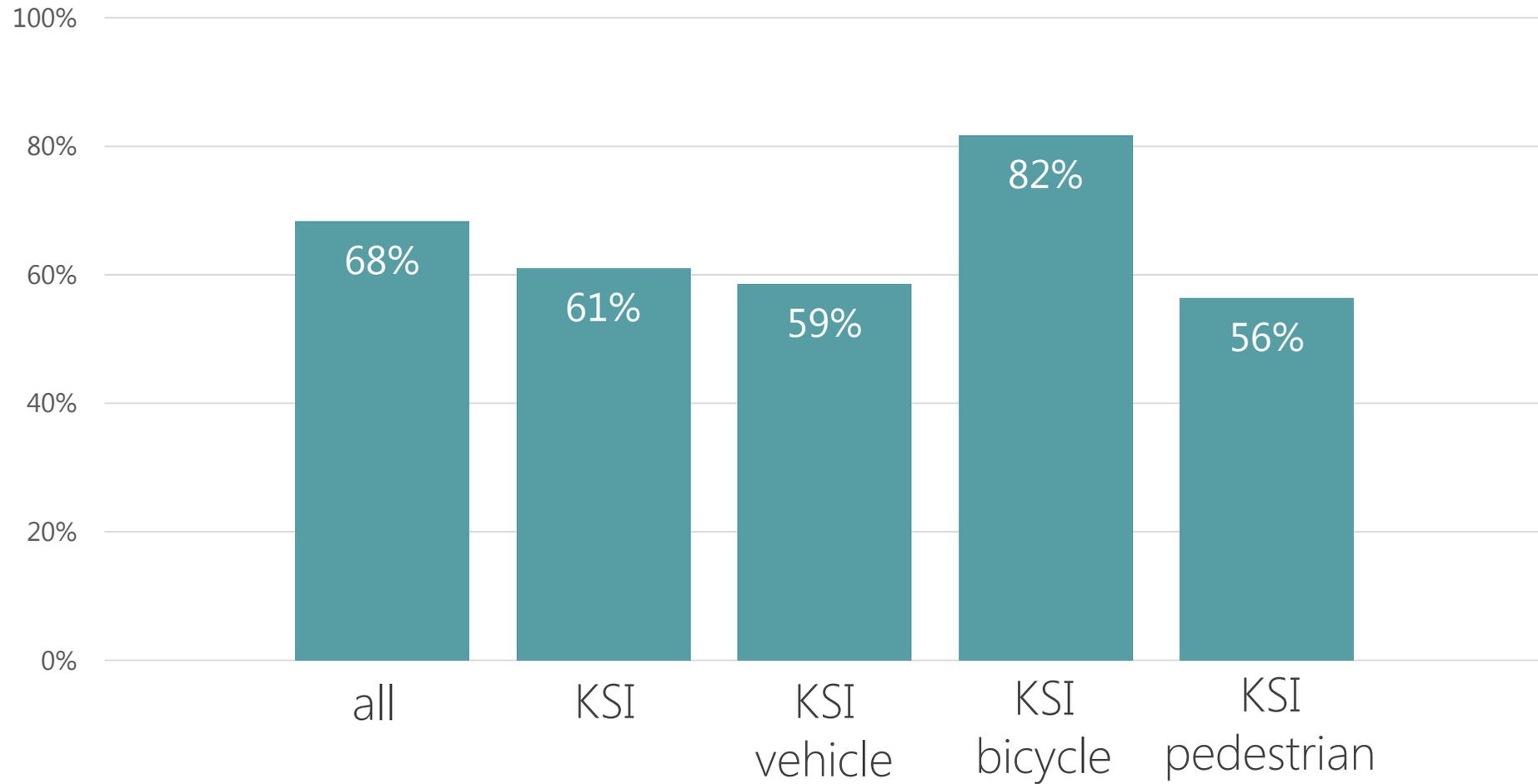
 commercial areas

KSI Collisions



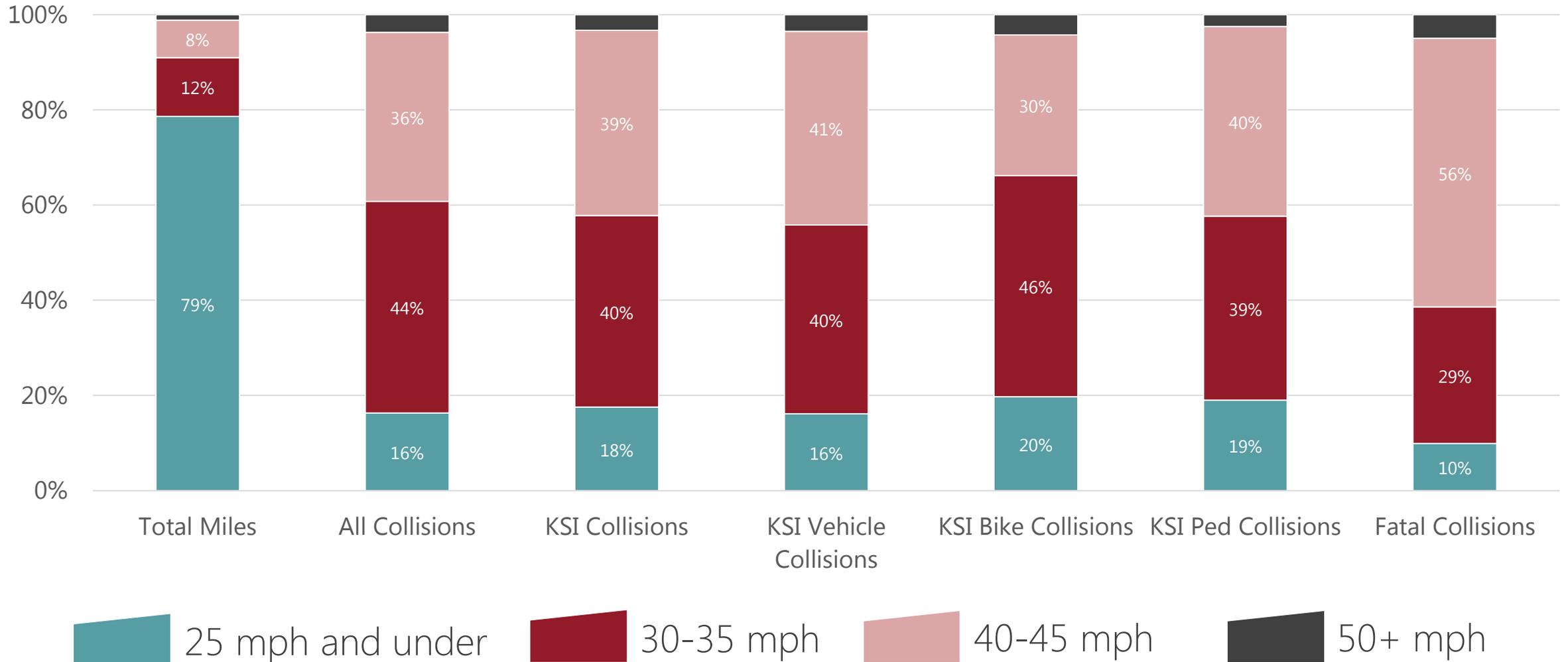
 non-commercial areas

Intersections

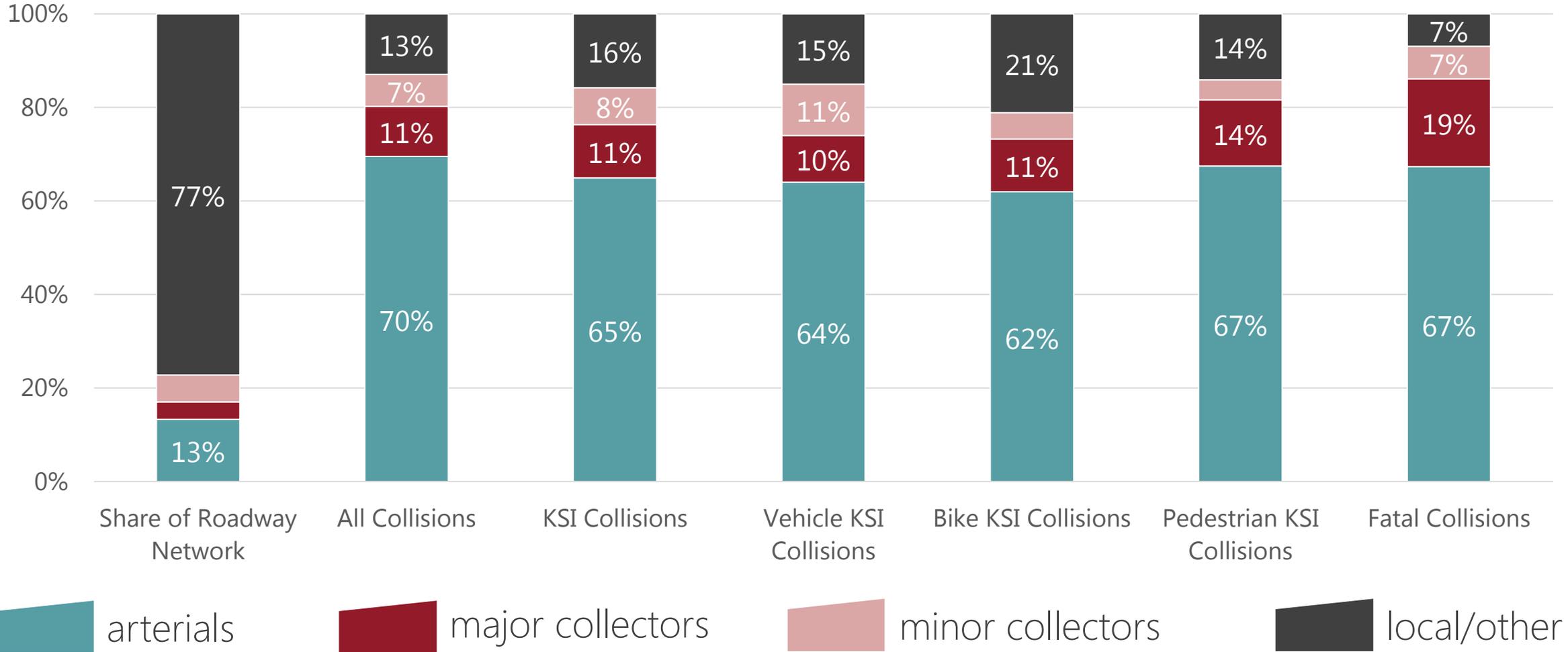


60% of fatal collisions occur on streets with posted speed 40+ mph. These streets account for less than 10% of street network.

Posted Speeds

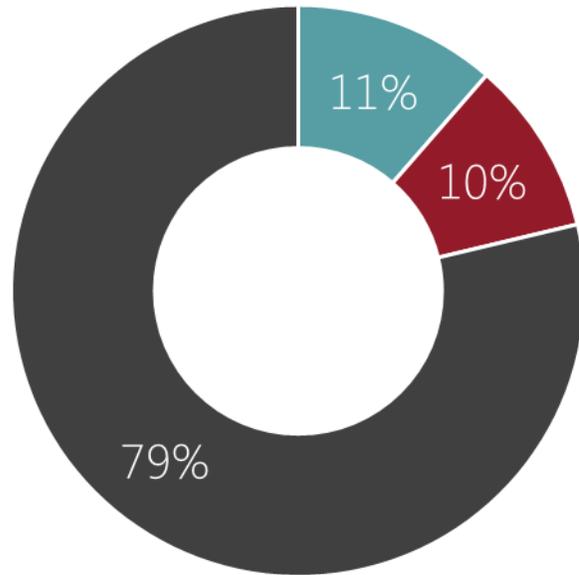


Roadway Types

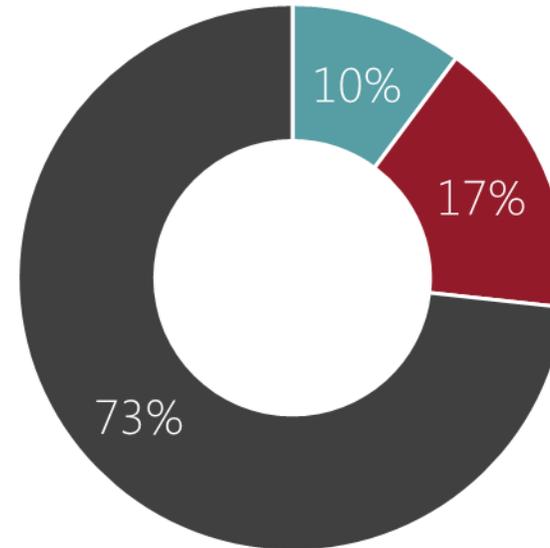


Light Rail Stations

All Collisions



Collisions Near Light Rail Stations



 bicycle collisions

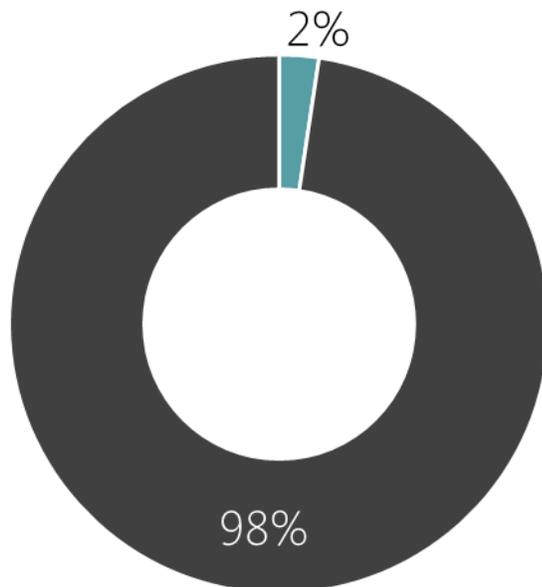
 pedestrian collisions

 vehicle collisions

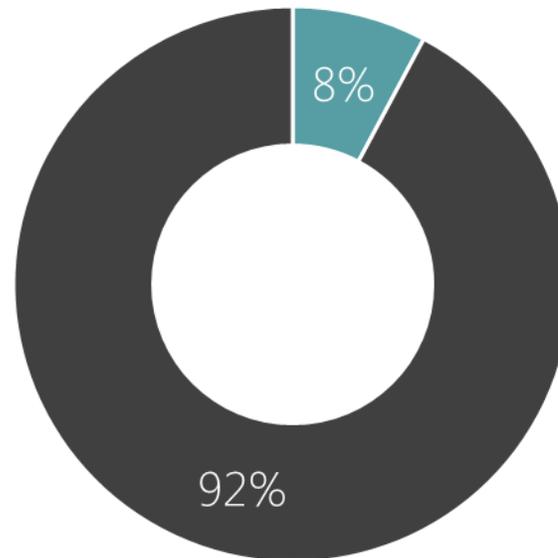
VULNERABLE POPULATIONS

KSI Victims

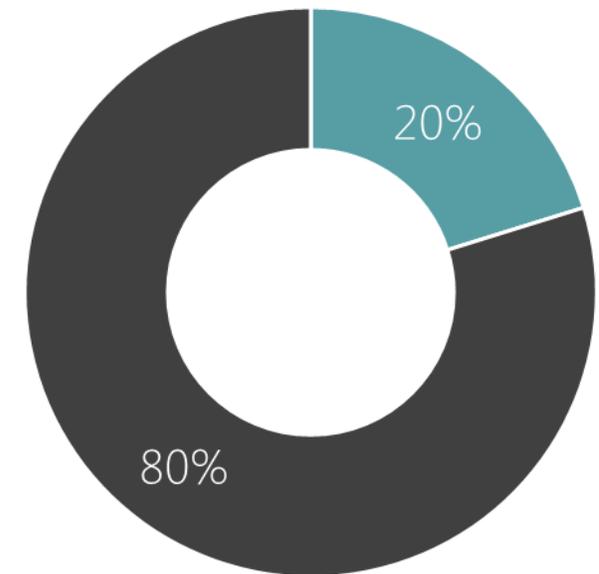
Share of **Auto Driver/Passenger** Victims Killed or Severely Injured



Share of **Bicyclist** Victims Killed or Severely Injured



Share of **Pedestrian** Victims Killed or Severely Injured



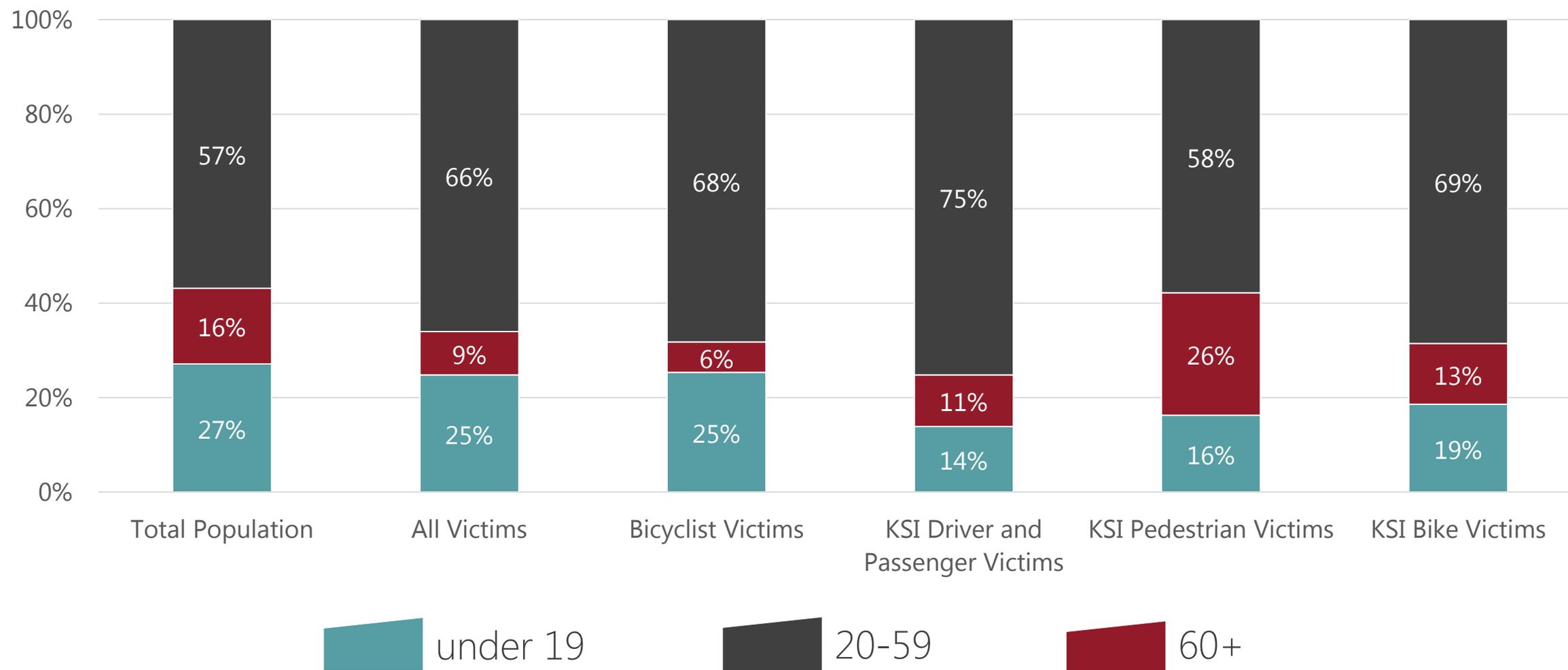
KSI



non-KSI

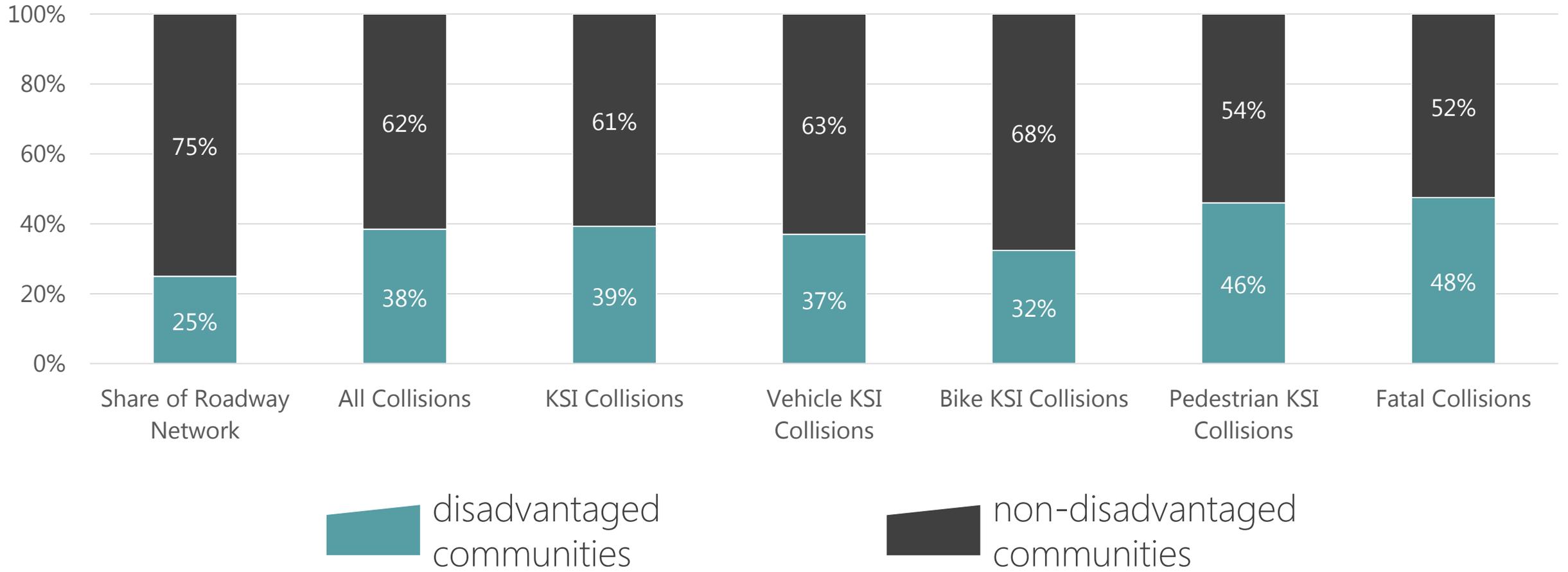
**People age 60 and older
account for less than 10% of
all collisions, but over 25% of
KSI pedestrian collisions**

Age



**Disadvantaged communities
account for 1/4 of street
network, but nearly half of
fatal collisions**

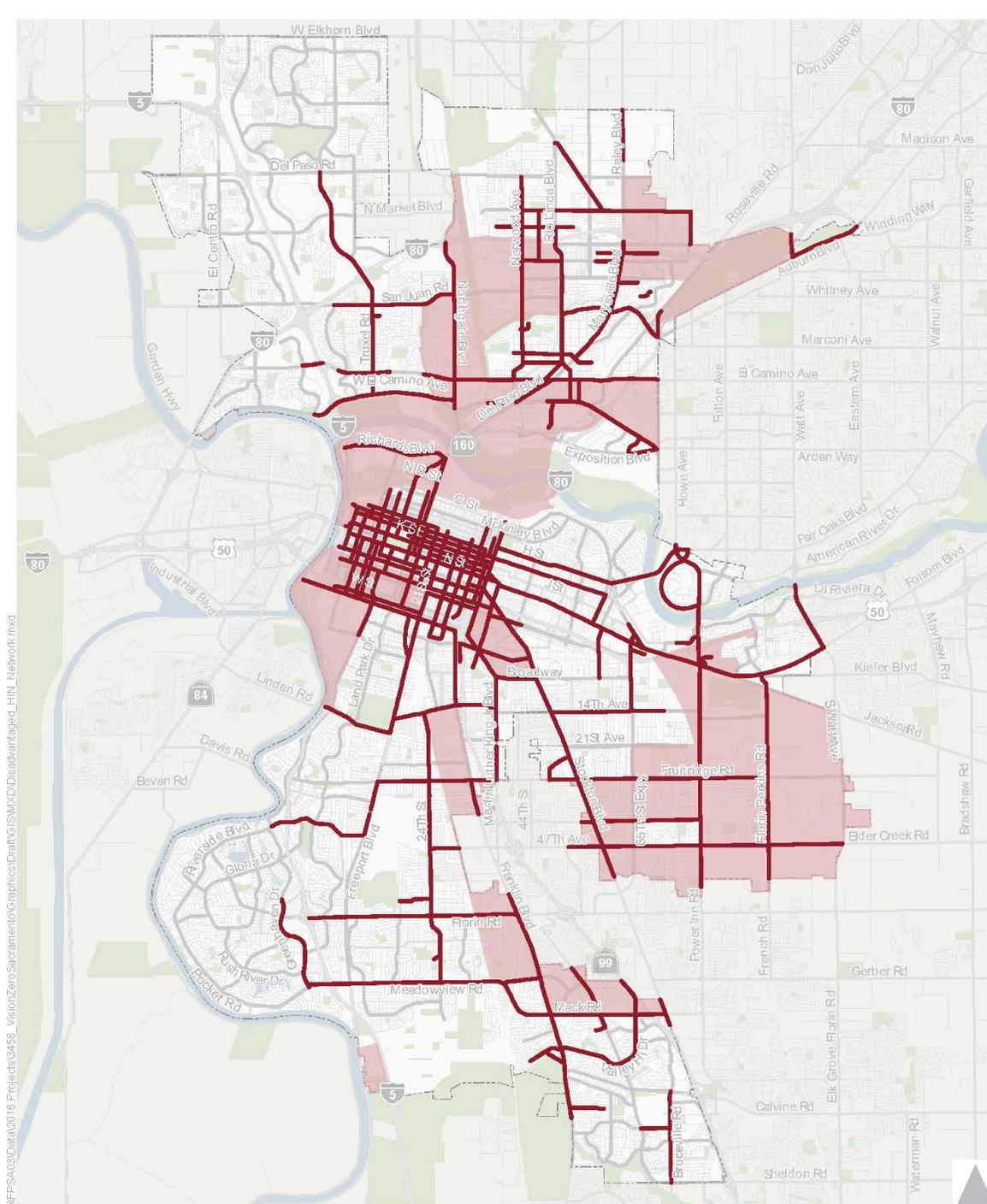
Disadvantaged Communities



CalEnviroScreen 2.0 Disadvantaged Communities are defined under Senate Bill 535 as the top 25% census tracts within the State of California with the highest CalEnviroScreen 2.0 score. The score takes into account indicators related to environmental exposure and effects, sensitive populations, and socioeconomic factors.

HIN in Disadvantaged Communities

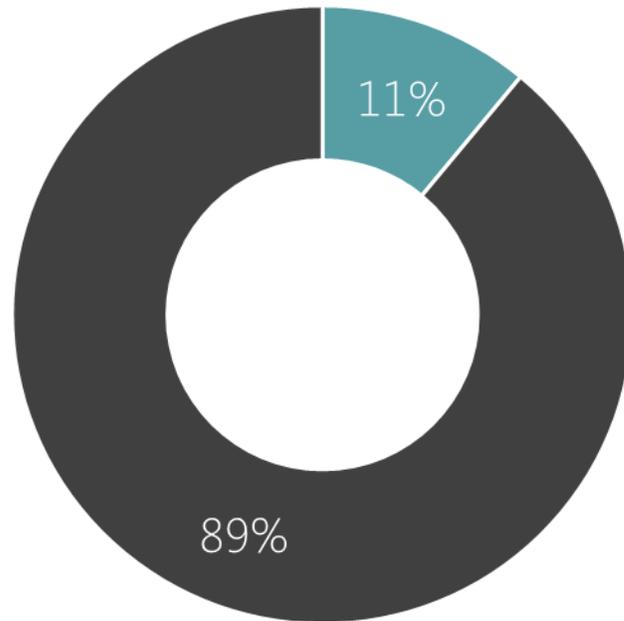
38% of the HIN falls within disadvantaged communities



BEHAVIOR

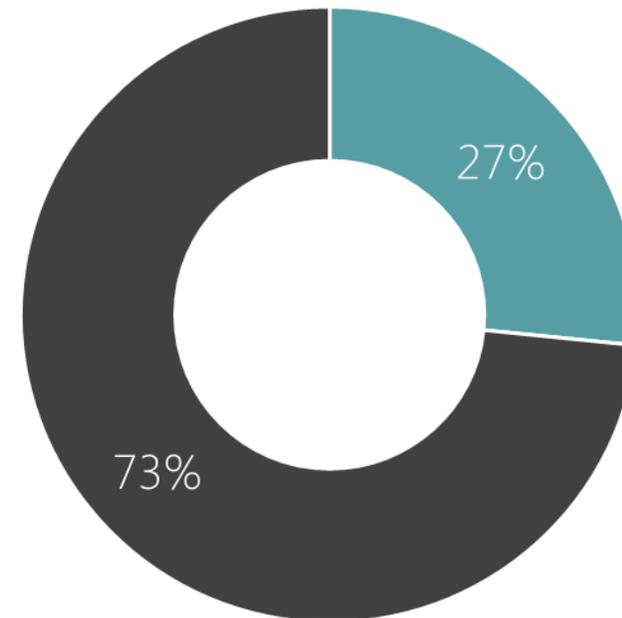
Alcohol Involved

All Collisions



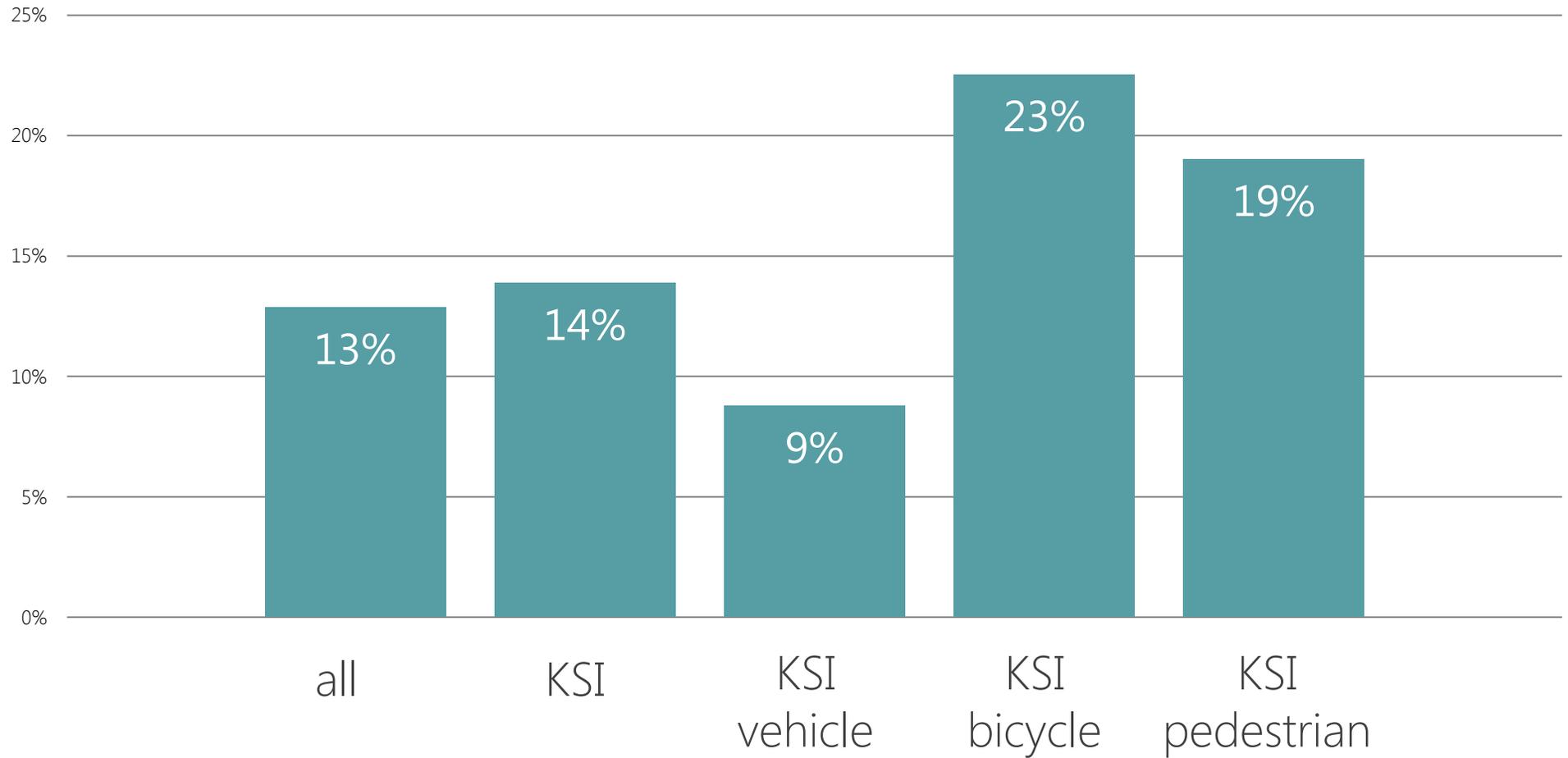
 alcohol involved

KSI Collisions



 no alcohol involved

Hit-and-Run



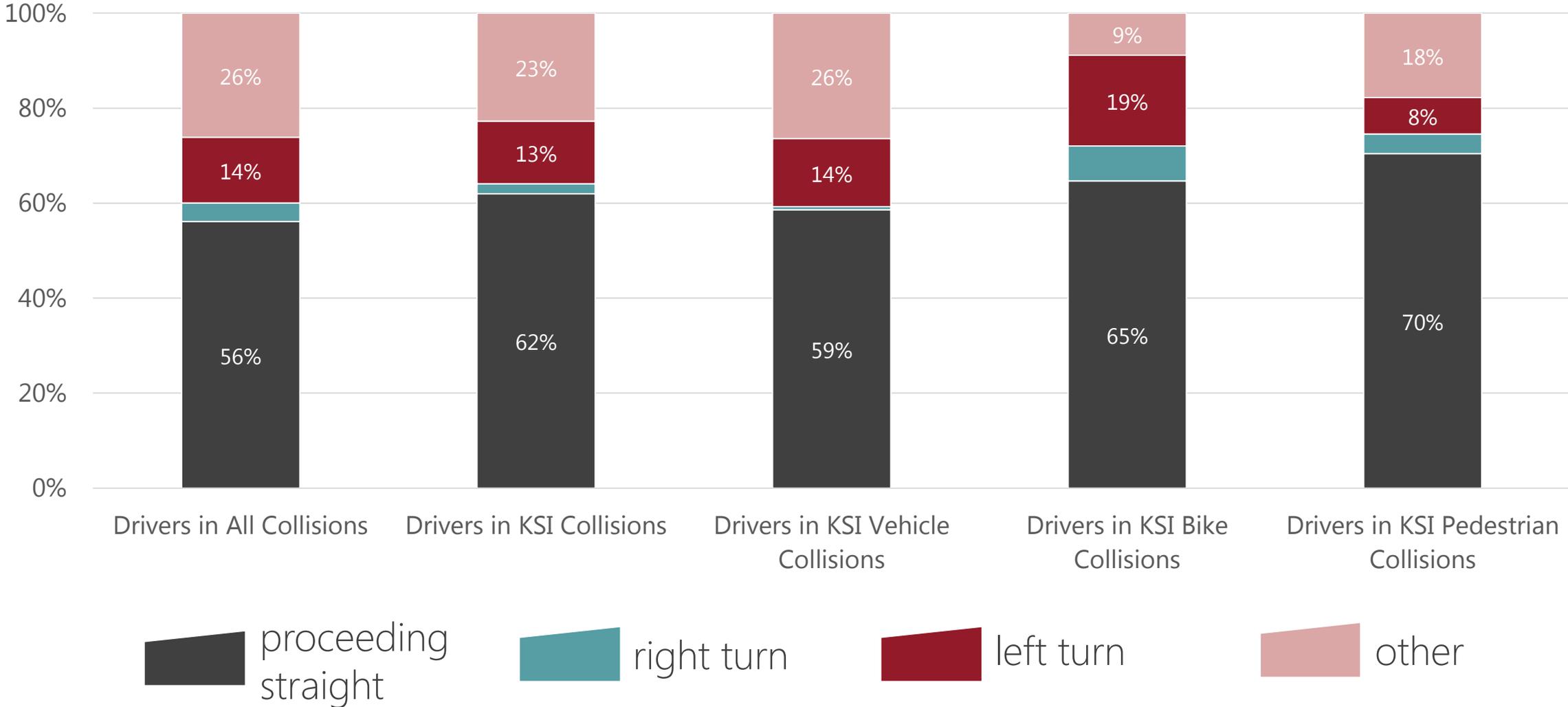
Top Violation for all collisions: Unsafe Speed (25%)

 **Under the influence: 22% of KSI vehicle collisions**

 **Wrong side of road: 18% of KSI bike collisions**

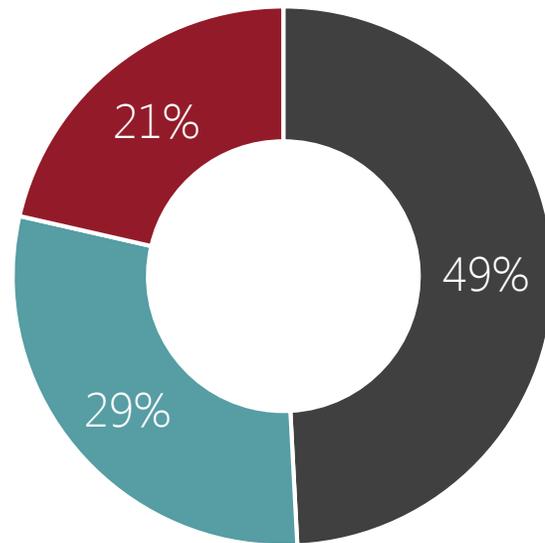
 **Pedestrian violation: 46% of KSI pedestrian collisions**

Driver Action

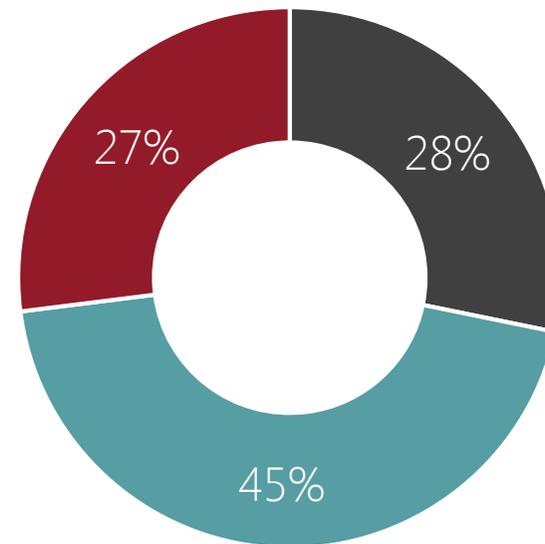


Pedestrian Action

All Pedestrian Collisions



KSI Pedestrian Collisions



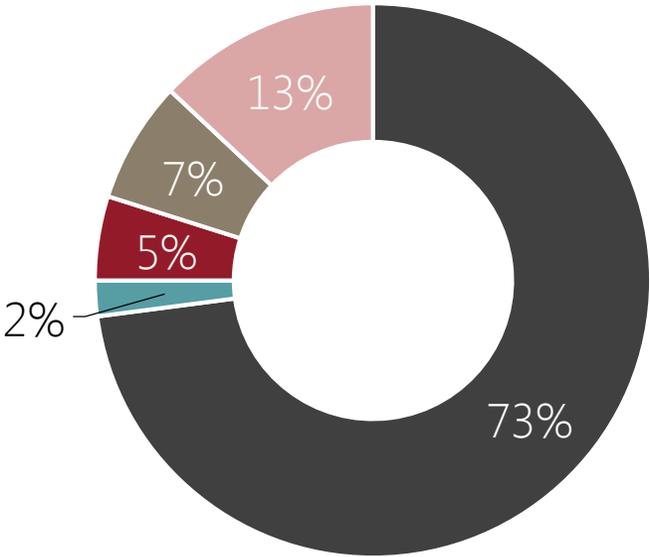
 crossing in crosswalk

 crossing not in crosswalk

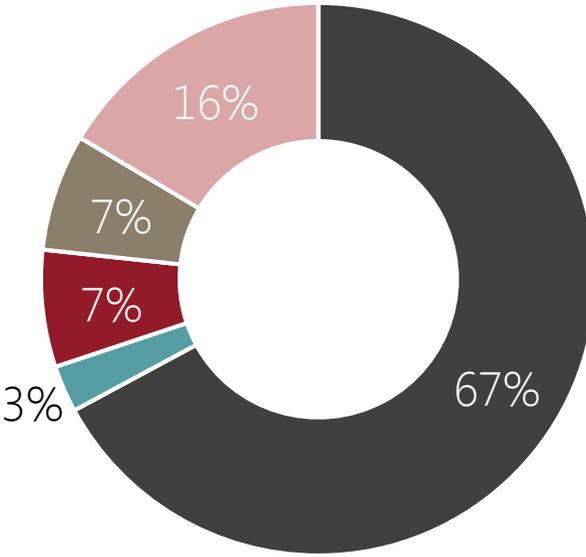
 other

Bicyclist Action

All Bicycle Collisions



KSI Bicycle Collisions



- proceeding straight
- right turn
- left turn
- traveling wrong way
- other

Breakout Discussion

- What was unexpected?
- Which findings do you think the community will find most compelling?
- Which findings make you want to learn more?
- What follow-up questions do you have?

Next Steps

March-April 2017: Collision Profiles

June 2017: Draft Actions, Engineering

June 2017: Draft Actions, Non-Engineering

August 2017: Draft Action Plan