



# Agenda

- Introduction
- What is Vision Zero?
- Why does Livermore need Vision Zero?
- Vision Zero Process
- Collision Analysis Findings
- High Injury Network (HIN)
- Collision Profiles
- Countermeasure Toolbox
- Public Outreach Platform
- Community Outreach Summary
- Draft Implementable Actions
- Draft Recommended Safety Projects
- Next Steps
- Open Discussion





# Introduction



# Community Meeting

## City of Livermore:

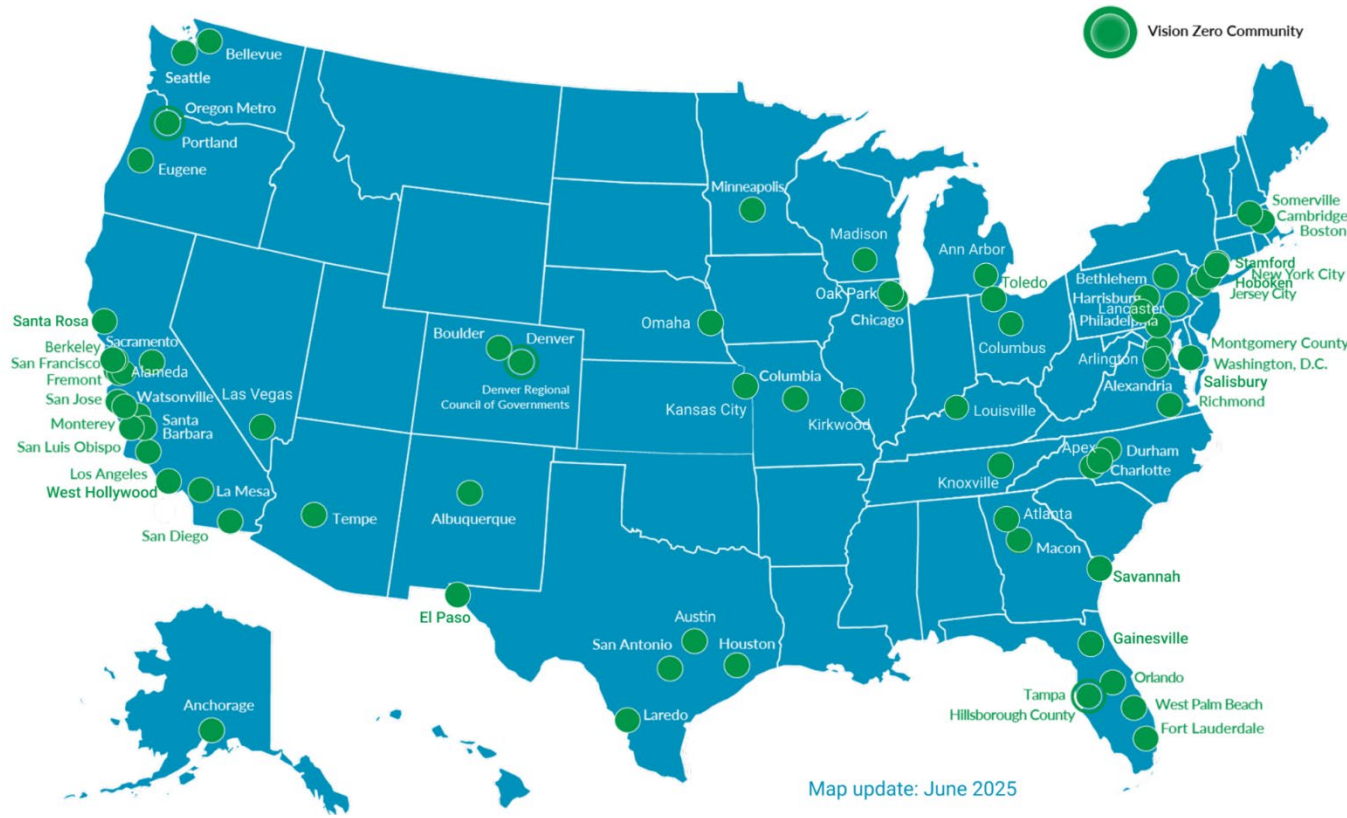
- Joanna X. J. Liu, Senior Transportation Engineer
- Kristina Mai, Associate Civil Engineer
- Gabriel Sendaydiego, Assistant Engineer
- Juan Tenorio, Assistant Engineer

## TJKM Transportation Consultants:

- Ruta Jariwala, Principal
- Rutvij Patel, Senior Project Manager
- Himangi Mutha, Transportation Planner

# What is a Vision Zero?

## VISION ZERO NETWORK



Cities that have adopted Vision Zero (Source: [Vision Zero Network](#))

- Vision Zero combines a belief in **zero traffic fatalities** with **proactive strategies for safer roads**.
- It stems from a deep belief that **no one should endure death to severe injury on our streets**, extending that value to all individuals.
- Vision Zero's comprehensive strategy aims to **eliminate fatal and severe injury collisions, promoting safe, equitable mobility for everyone**.
- This approach prioritizes safety and **inclusivity in road planning** and design, regardless of age, ability, identity, or mode of travel.
- Originating in Sweden, Vision Zero has seen success in Europe and is **gaining momentum in various U.S. jurisdictions**.



# Safe System Approach



**SAFE SYSTEM = SAFE MOBILITY**

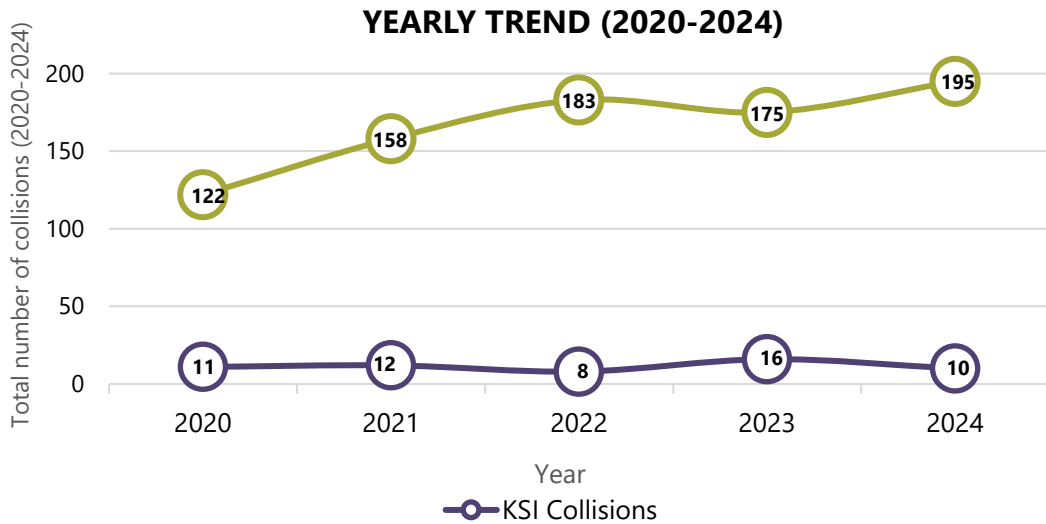


## Principles:

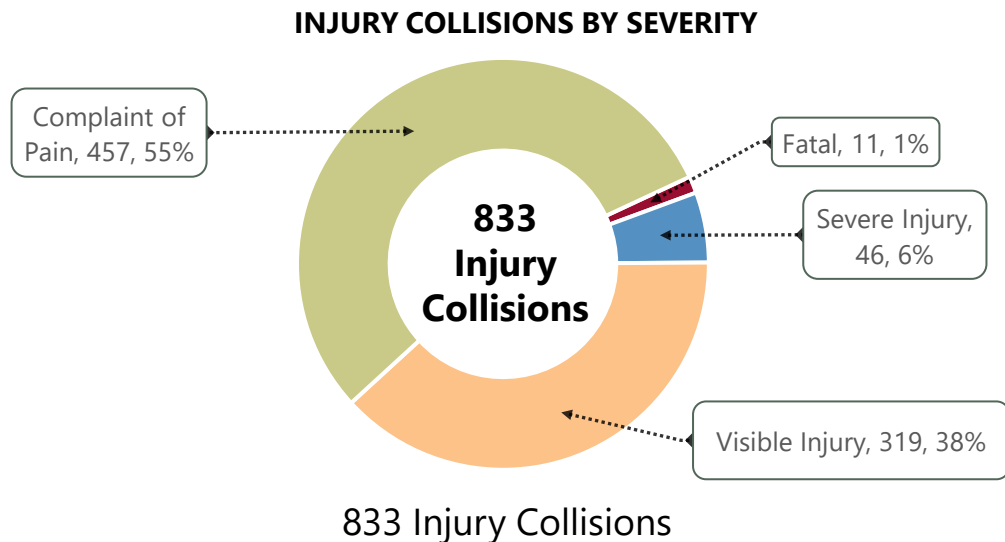
- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



# Why does Livermore need Vision Zero?



- Livermore's road safety is a growing concern, especially for vulnerable users.
- Despite traffic signals, **intersections pose a risk of fatal and severe injuries**, emphasizing the need for a comprehensive strategy.
- Livermore's Vision Zero Action Plan aims to **create safer streets through various measures, prioritizing safety for all.**
- The goal is to eliminate traffic fatalities and severe injuries, as they are preventable collisions with **no acceptable loss of life.**



\* Of 833 injury collisions reported, **57** (seven percent) were classified as KSI collisions.

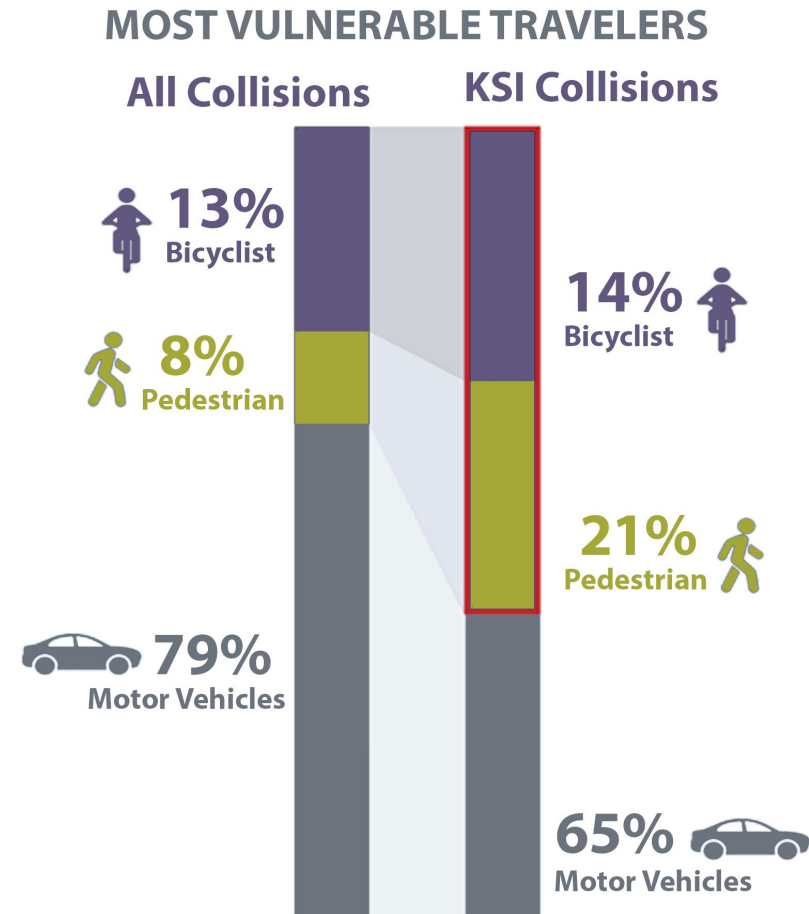




# Why does Livermore need Vision Zero?

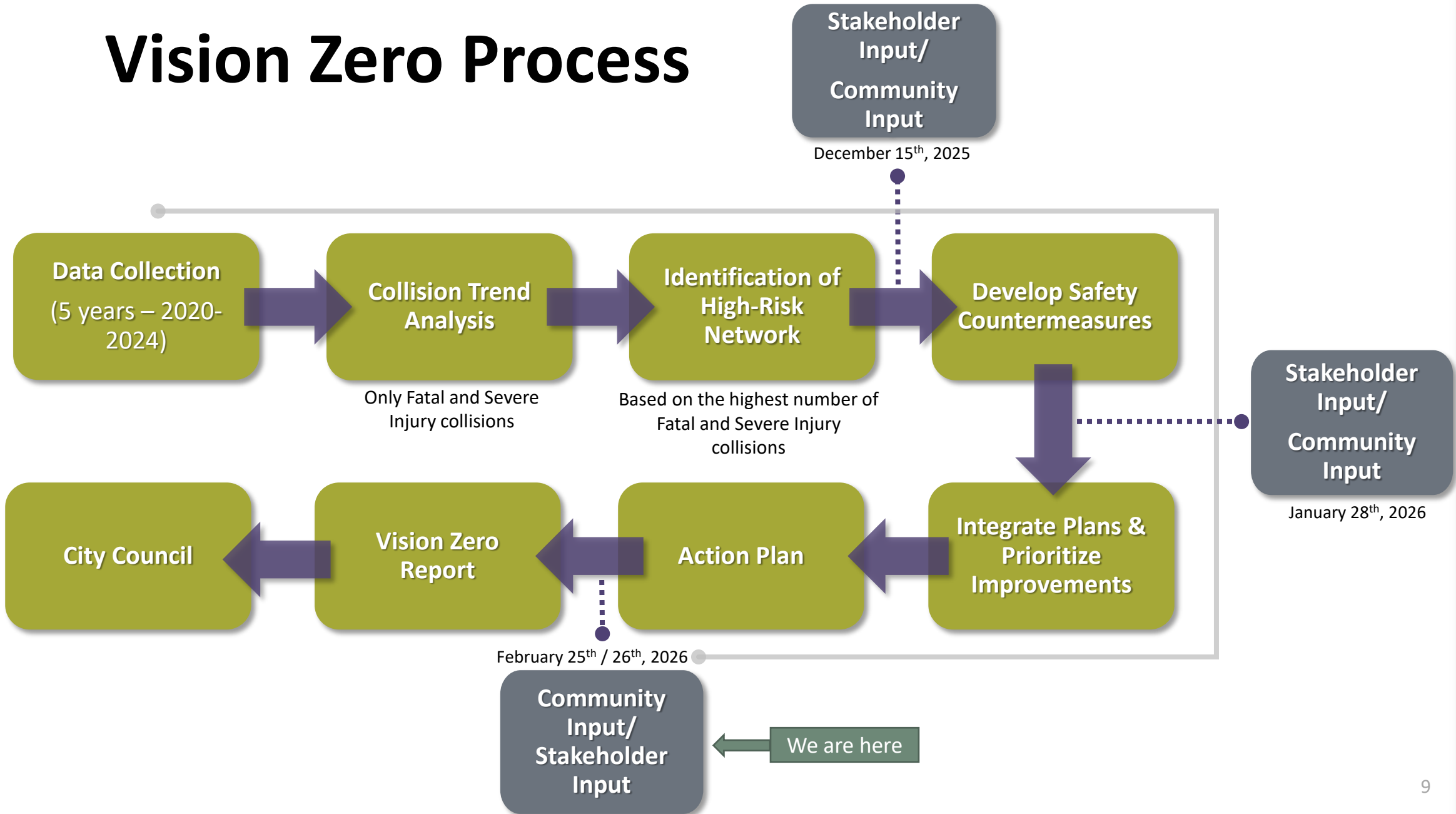
Pedestrians and bicyclists account for **35 percent** (20 collisions) of fatal and severe collisions. The risk of serious collisions persists at intersections, despite the presence of traffic signals.

- **Comprehensive Safety Strategy:** Vision Zero prioritizes safe streets, infrastructure improvements, lower speed limits, public education, and law enforcement.
- **Safer Streets for All (SS4A):** Livermore aims to create safer streets and reduce traffic-related fatalities and injuries, acknowledging that no loss of life is acceptable.



Pedestrians and bicyclists are involved in **21%** of injury collisions, but account for **35%** of serious injuries or fatalities.

# Vision Zero Process

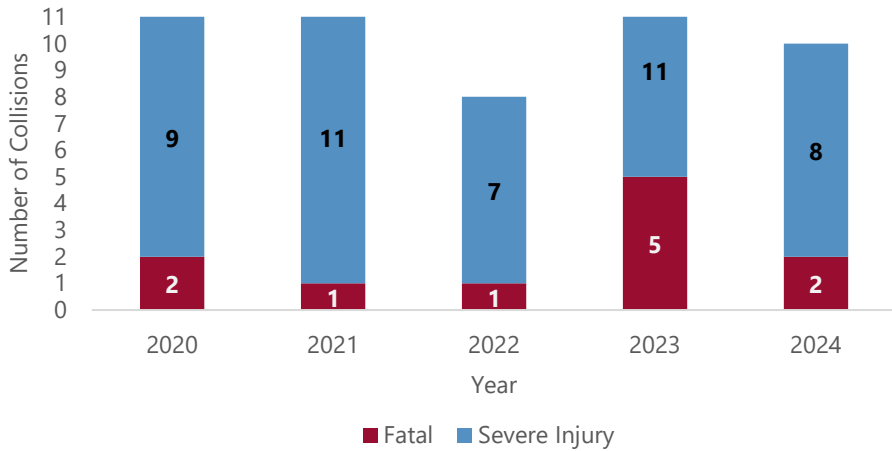


# Collision Analysis Findings

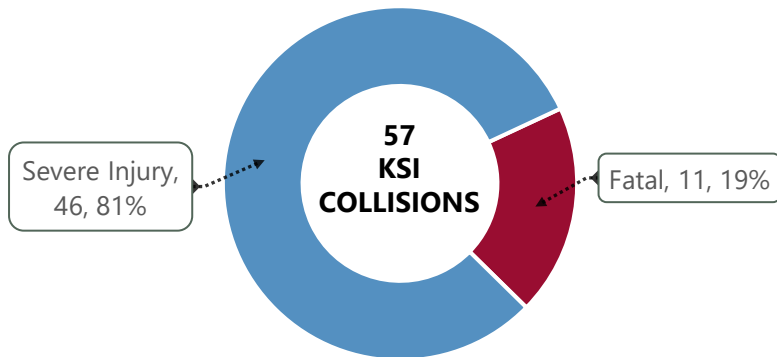


# Collision Analysis Findings

YEARWISE KSI COLLISIONS (2020-2024)

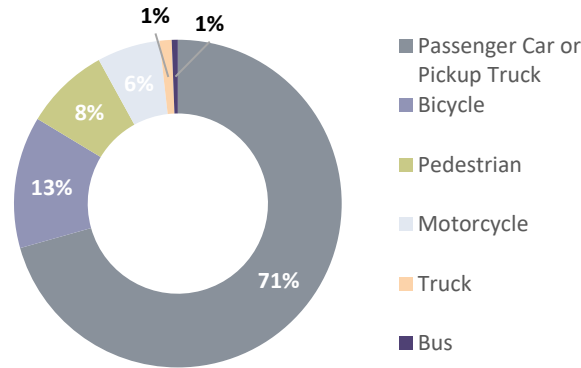


KSI COLLISIONS BY SEVERITY

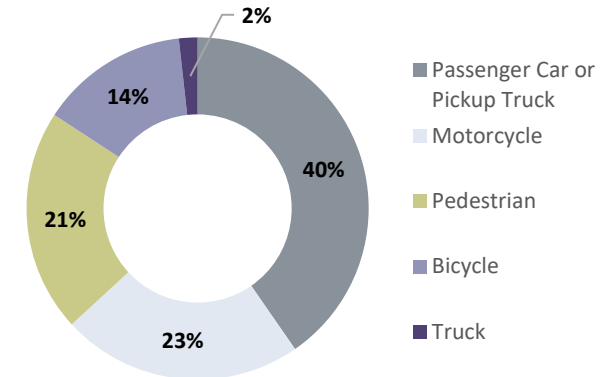


11 fatal collisions and 46 severe injuries

INJURY COLLISIONS BY MODE



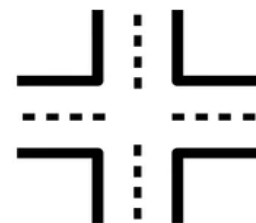
KSI COLLISIONS BY MODE



- Passenger cars were involved in collisions, comprising **40 percent** of KSI collisions and a dominant **71 percent** of injury collisions.
- Pedestrians represented **21 percent** of KSI collisions and eight percent of injury collisions, while bicycles made up **14 percent** of KSI collisions and **13 percent** of injury collisions.

KSI COLLISIONS BY LOCATION

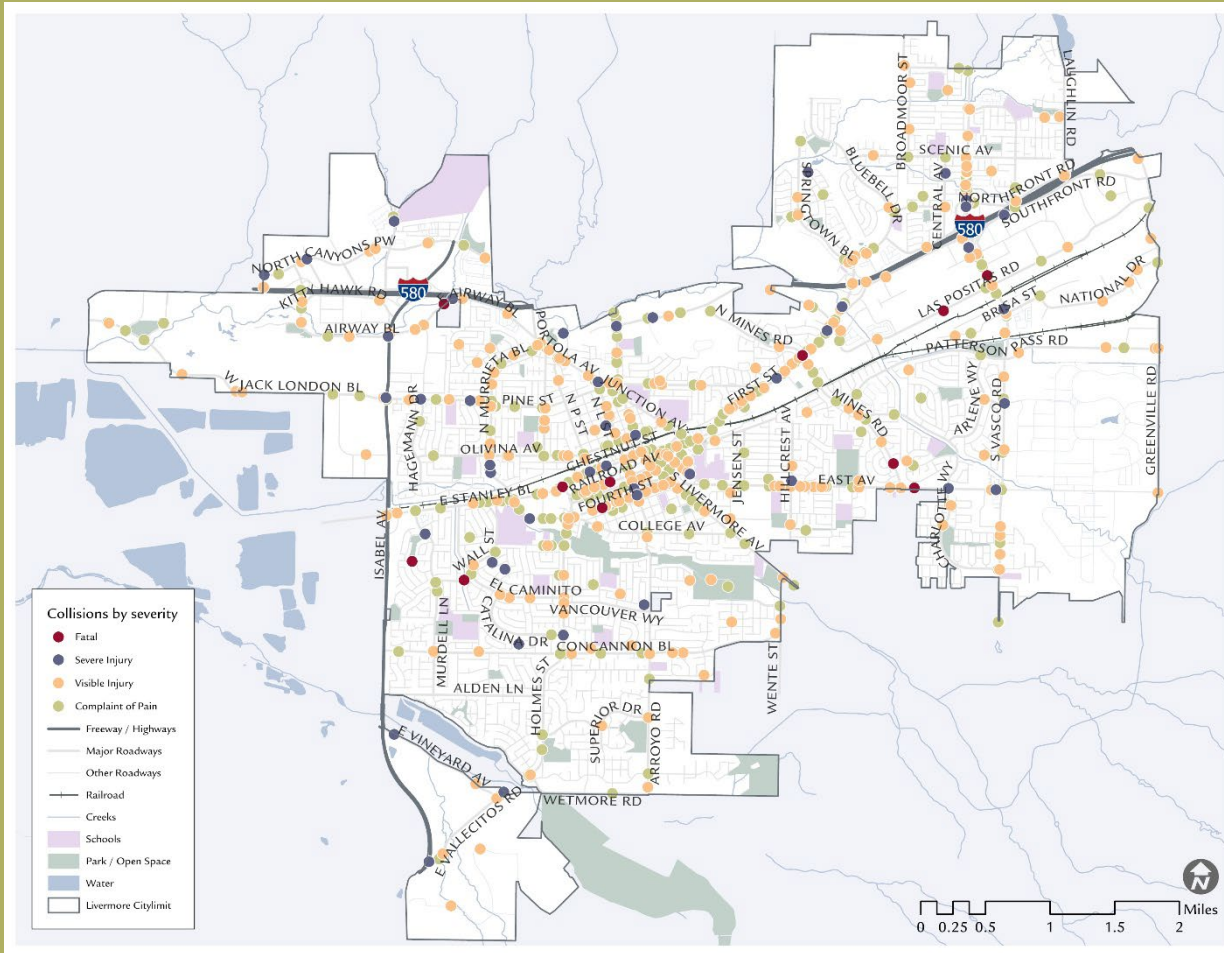
**75%** 43 collisions occurred at intersections



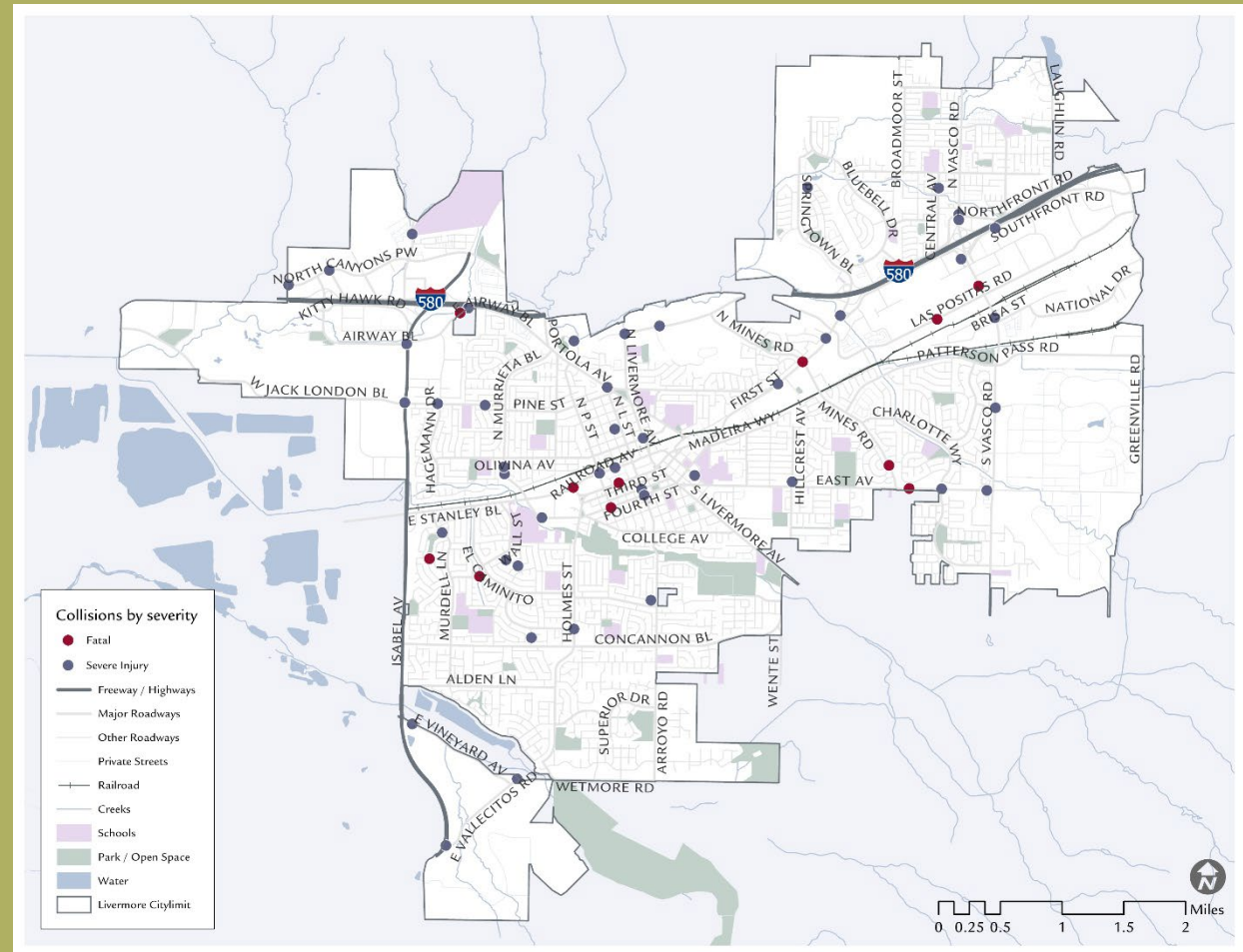
**25%** 14 collisions occurred along roadway



# Collision Analysis Findings



All 833 Injury Collisions (2020-2024)



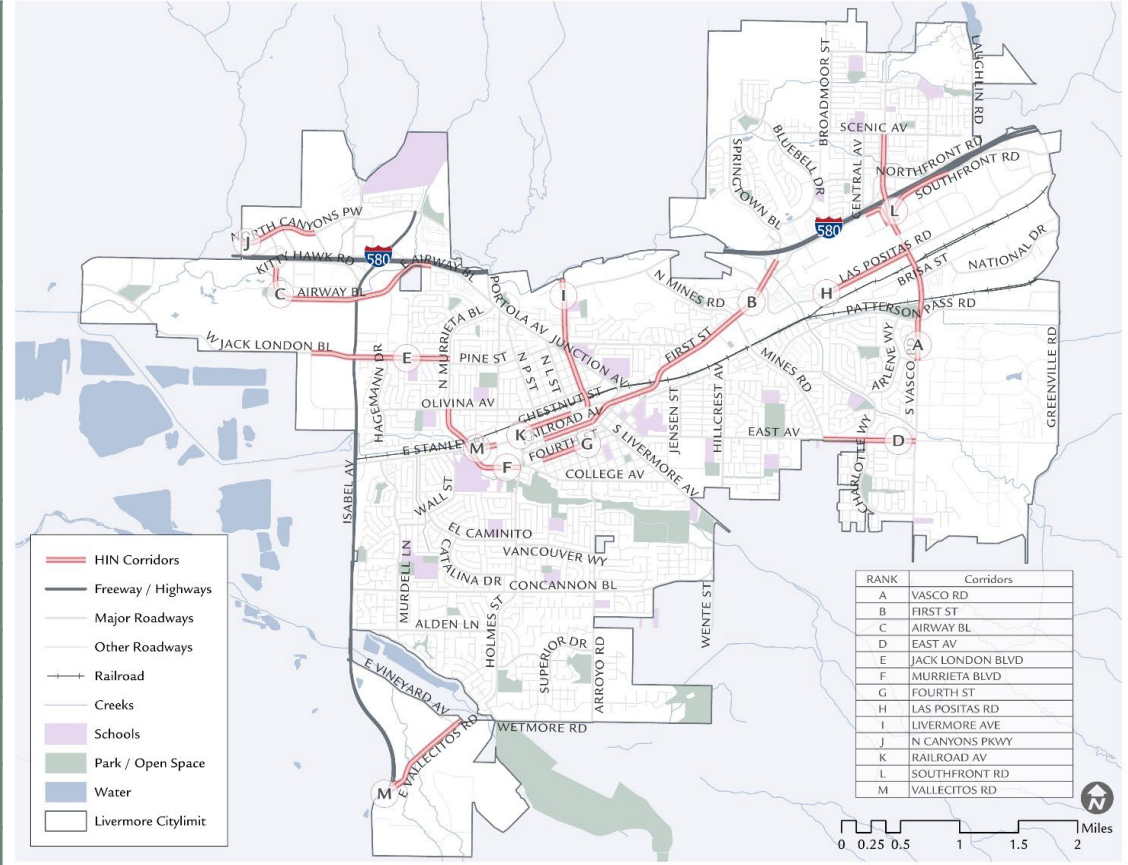
All 57 KSI Collisions (2020-2024)

*KSI: Killed and Severe Injury*

# High-Injury Corridors (2020-2024)



Rank	Corridors	Fatal	Severe Injury	KSI Collisions	Intersection KSI Collisions	Pedestrian KSI Collisions	Bicycle KSI Collisions
A	Vasco Rd: Scenic Ave to W Gate Dr	1	5	6	5	1	0
B	First St: I-580 to P St	2	3	5	3	1	1
C	Airway Blvd: Sutter St to Kitty Hawk Rd	1	2	3	1	1	0
D	East Ave: N Mines Rd to S Vasco Rd	1	2	3	3	1	1
E	Jack London Blvd: Discovery Dr to Murrieta Blvd	0	3	3	2	1	1
F	Murrieta Blvd: Olivina Ave to Holmes St	0	3	3	0	0	0
G	Fourth St: S Q St to S K St	1	1	2	2	1	0
H	Las Positas Rd: Bennett Dr to S Vasco Rd	1	1	2	1	0	0
I	Livermore Ave: North City Limits to Railroad Ave	0	2	2	2	0	0
J	N Canyons Pkwy: West City Limits to Independence Dr	0	2	2	2	0	0
K	Railroad Ave: First St to N L St	0	2	2	2	0	0
L	Southfront Rd: Franklin Ln to Commerce Wy	0	2	2	1	1	0
M	Vallecitos Rd: West City Limits to E Vineyard Ave	0	2	2	1	0	1



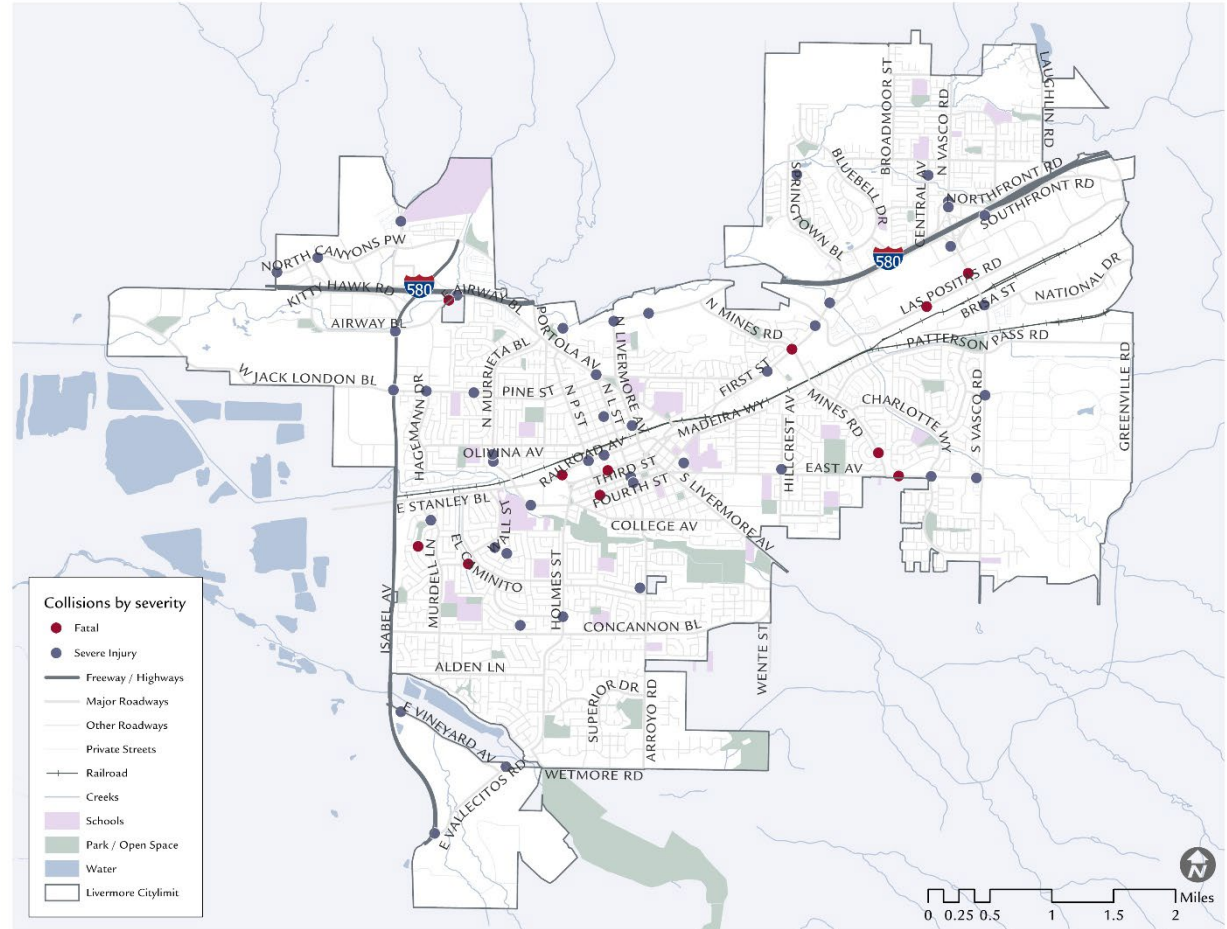
High Injury Corridors (2020-2024)

**Note:** High-Injury Network (HIN) above do not include collisions on Isabel Avenue

13 high injury corridors in the City accounted for seven killed and 30 severe injury collisions

# Collision Profiles (2020-2024)

- Livermore has identified the top **12** collision profiles that highlight the trends observed in collisions resulting in fatalities or serious injuries (KSI).
- These profiles are developed through the analysis of collision data and relevant roadway context.
- Each profile identifies a collision type that is considered a priority concern.
- Accompanying each profile are safety countermeasures that are most applicable to the specific collisions and location context.
- These countermeasures, which include engineering, education, and enforcement strategies, form a toolbox of safety interventions that Livermore will utilize to implement projects tailored to address unique safety issues.



All 57 KSI Collisions (2020-2024)

**Note:** Trends observed in the collision profiles above do not include collisions on Isabel Avenue



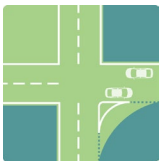
# Collision Profiles (2020-2024)



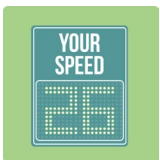
**Profile 1:** Address collisions near the school zone



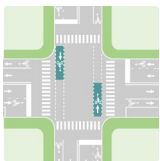
**Profile 2:** Address collisions between age group between 20-39



**Profile 3:** Address collisions that occurred at non-signalized intersections



**Profile 4:** Reduce collisions on 25mph streets



**Profile 5:** Address collisions occurred at signalized Intersections



**Profile 6:** Reduce nighttime collisions



**Profile 7:** Reduce broadside collisions



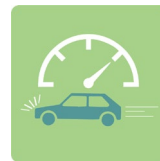
**Profile 8:** Address motorcycle collisions



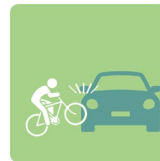
**Profile 9:** Address pedestrian collisions



**Profile 10:** Address driving under the influence (DUI) collisions



**Profile 11:** Reduce unsafe speed collisions



**Profile 12:** Address bicycle collisions



# Countermeasure Toolbox

## CATEGORY TYPE



ROADWAY DESIGN



PEDESTRIAN SAFETY



BICYCLIST SAFETY



OPERATIONS AND  
SIGNAL TIMING



SPEED MANAGEMENT



SIGNAGE AND MARKING



EDUCATION AND  
PUBLIC AWARENESS



ENFORCEMENT



# Public Outreach Platform

- Project Website
- Emails
- Map Input Platform
- Outreach Meetings
- Newsletters
- Kiosks
- Brochures/Fliers
- Advertisements

- Project Website
- **Community Meeting on Wednesday, 25, 2026, at 6 p.m.**
- Email: Senior Transportation Engineer Joanna X.J. Liu, P.E., T.E. at [xliu@livermoreca.gov](mailto:xliu@livermoreca.gov) or
- Contact: (925) 960-4556

The screenshot shows the City of Livermore website. The navigation bar includes links for 'How Do I', 'Our Community', 'Government', 'Departments', and 'Doing Business'. The 'Departments' menu is open, showing a list of categories including 'Engineering' and 'Transportation & Traffic'. The 'Transportation & Traffic' category is expanded, showing various sub-items. The 'Public Outreach' link is highlighted with a red box. An arrow points from the meeting announcement in the list to this link.

**VISION ZERO**

Font Size: + - + Share & Bookmark Feedback Print

Vision Zero is a multi-national road traffic safety project that aims to achieve a roadway system with no fatalities or serious injuries involving road traffic. Since its launch in 1997, Vision Zero has been adopted by countries worldwide, as well as more than 50 American cities.

The City of Livermore is in the process of developing a Vision Zero Action Plan (VZAP) to help take action in our community to ensure safety for all road users.

**VISION ZERO ACTION PLAN** **PUBLIC OUTREACH** **COLLISION HISTORY** **RESOURCES**

**UNDERSTANDING THE IMPACT OF TRAFFIC COLLISIONS**

It can be difficult to visualize the impact of traffic collisions when they don't happen to you. The videos below can

## [Livermore Vision Zero Action Plan](#)



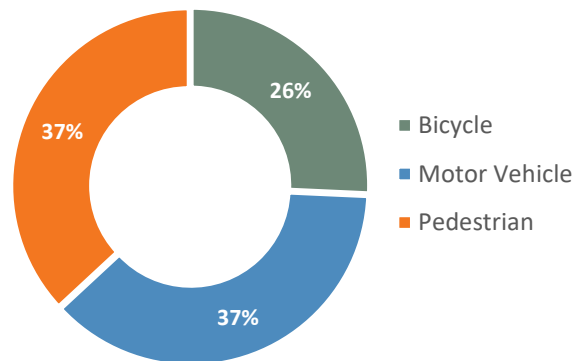


# Community Outreach Summary

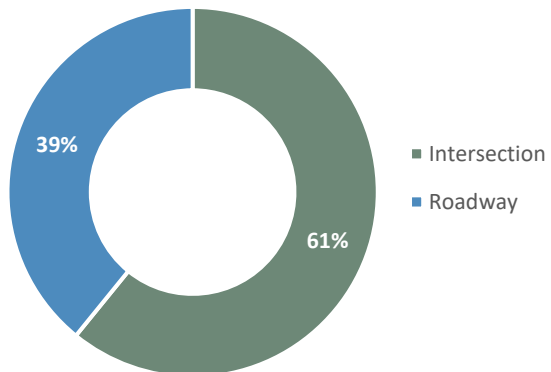
## Community Feedback (December 2025- February 2026)

- Total number of unique commenters: **410** (330 points and 80 line comments)
- Total number of comments: **626**

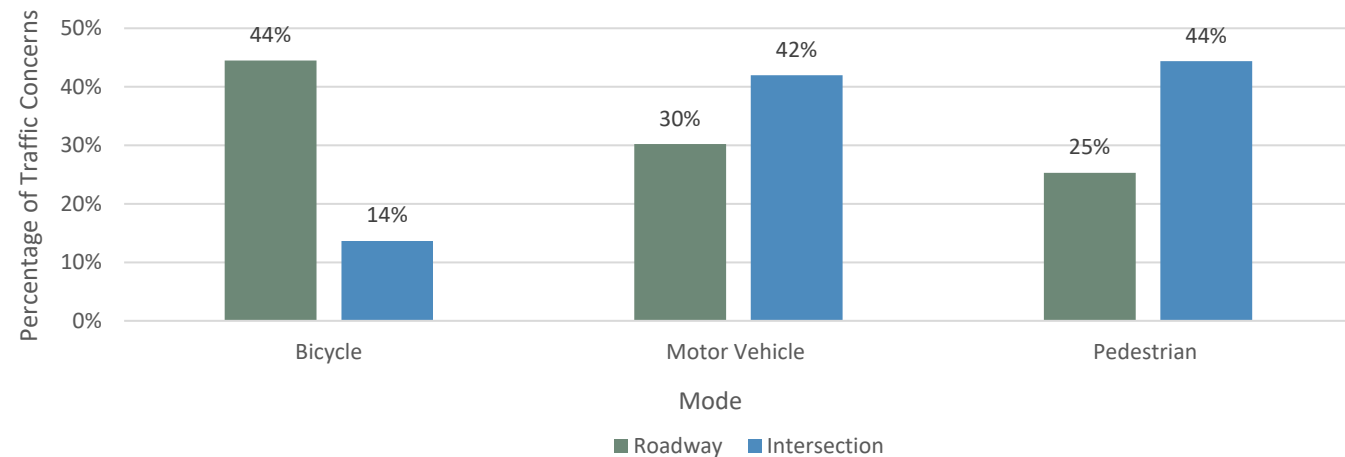
Mode Facing Issues



Location Type



Location Type: Mode Facing Issues

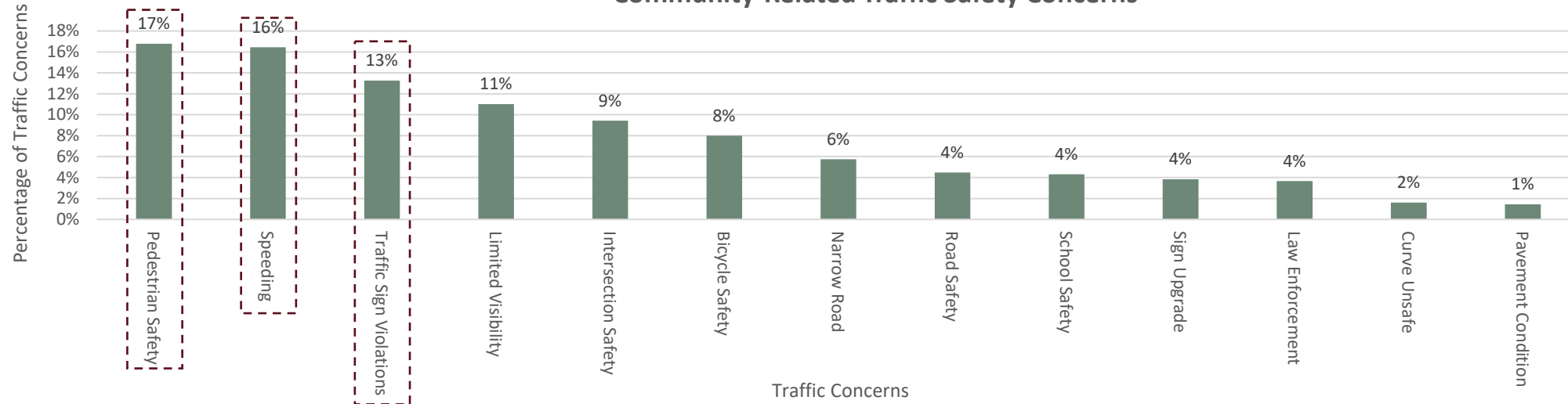


- **39 percent** (245) were related to roadways, and **61 percent** (381) were related to intersections
- Bicycle-related comments: **26%** (161)
- Motor Vehicle-related comments: **37%** (234)
- Pedestrian-related comments: **37%** (231)

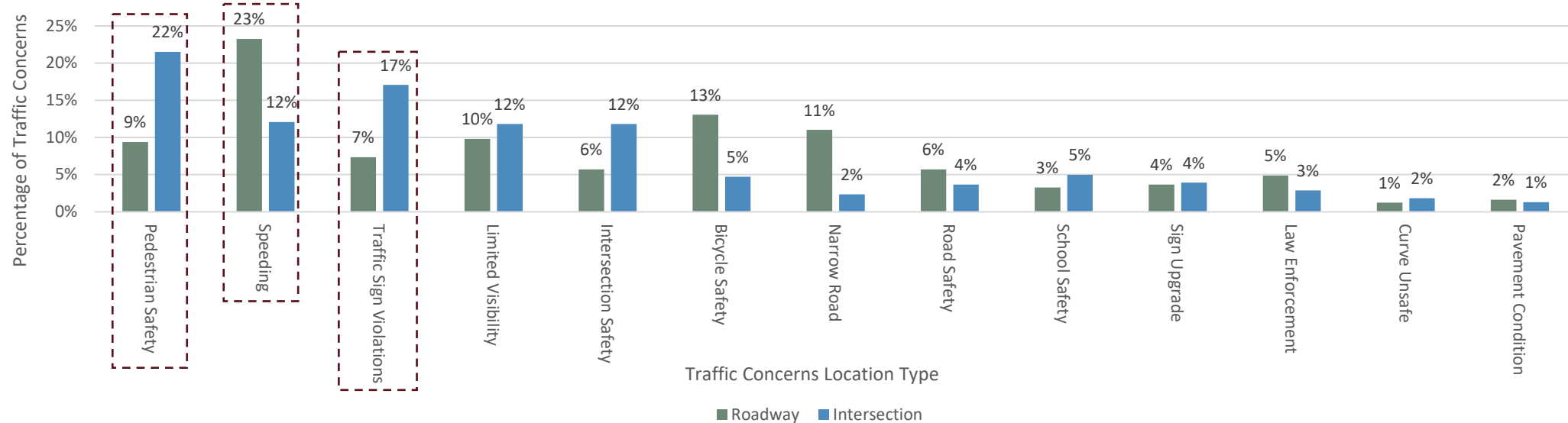
# Community Outreach Summary



## Community-Related Traffic Safety Concerns



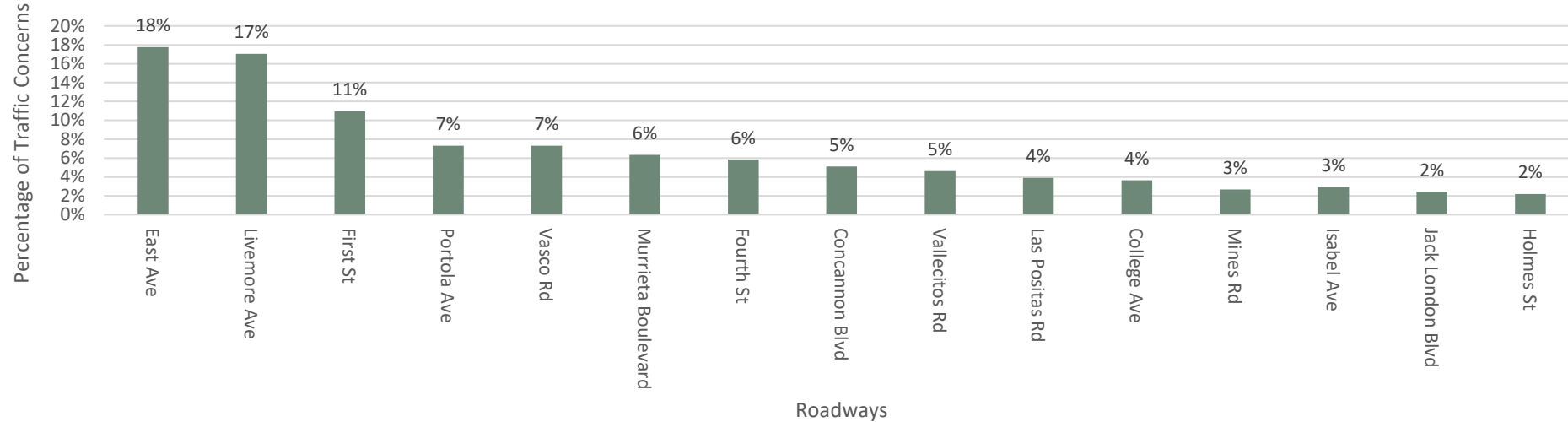
## Community-Related Traffic Safety Concerns by Location Type



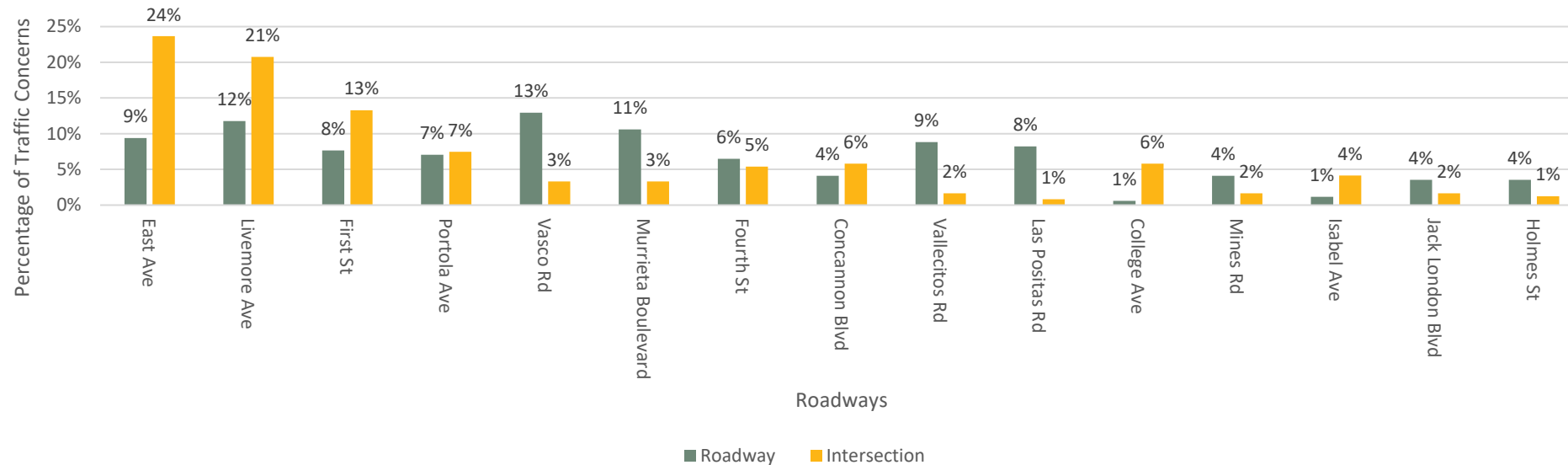
# Community Outreach Summary



## Community-Related Traffic Safety Concerns by Roadway



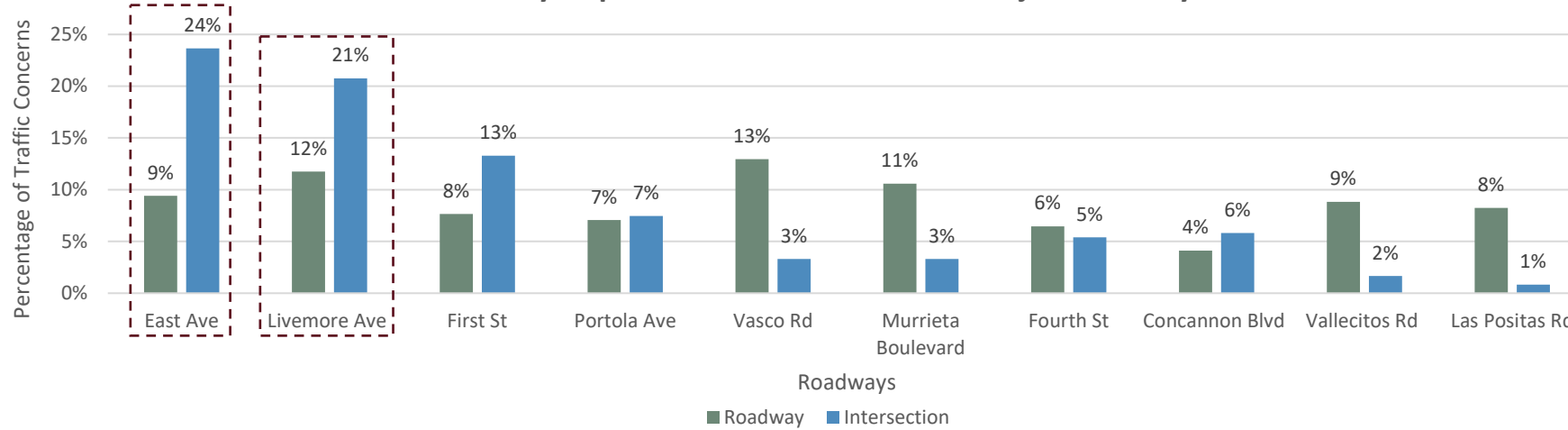
## Community-Reported Traffic Safety Concerns on Roadway by Location Type



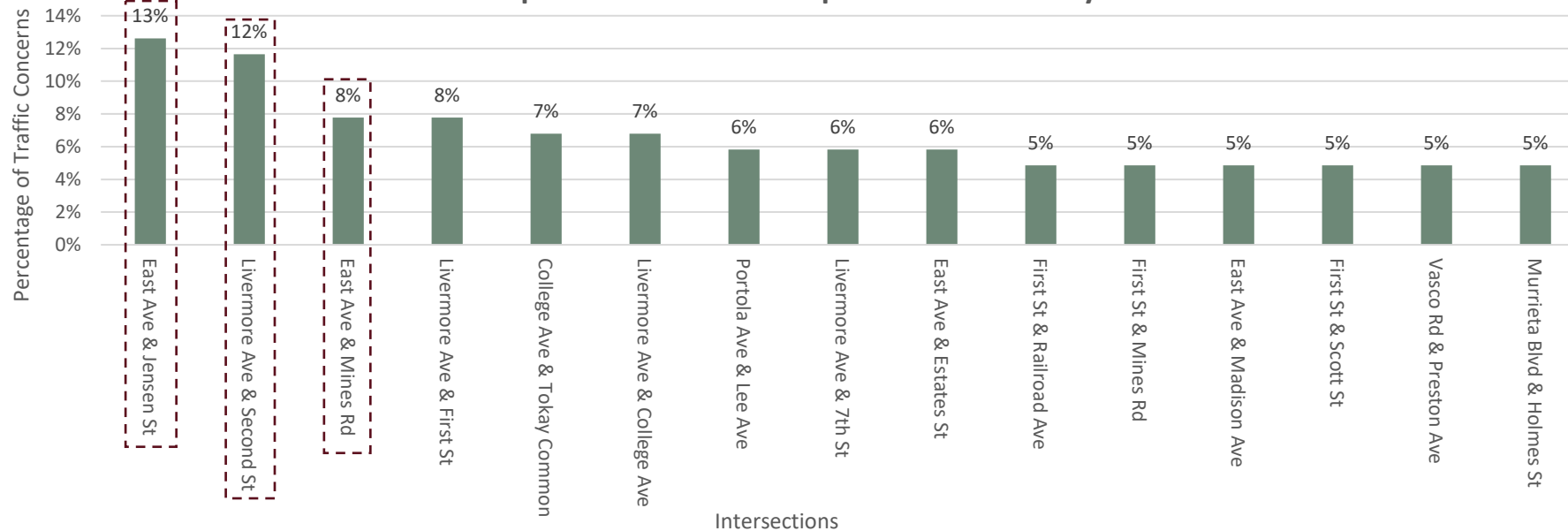
# Community Outreach Summary



### Community-Reported Traffic Concerns on Major Roadways



### Top Intersection with Reported Traffic Safety Concerns



# Draft Implementable Actions



## 1. Vision Zero Program Initiatives & Evaluation

Governance, funding, data, and accountability actions that establish and sustain the Vision Zero program.

- A.1.** Maintain an interdisciplinary Vision Zero stakeholder group to oversee plan implementation and strengthen coordination and collaboration across City departments.
- A.2.** Identify a sustainable and dedicated funding stream for the execution and management of Vision Zero
- A.3.** Integrate safety principles into forthcoming City plans, policies, and design documents
- A.4.** Maintain interactive collision map and Vision Zero project website
- A.5.** Implement a community-based safety-reporting platform
- A.6.** Enhance collision data completeness and systemic safety analysis
- A.7.** Maintain bicycle and pedestrian count programs
- A.8.** Publish annual progress report and present biennial updates to City Council

# Draft Implementable Actions



## 2. Safe Roads

Street design, operations, maintenance, and infrastructure strategies that reduce crash risk and severity.

**SR.1.** Apply for and secure grant funding to advance safety improvement projects at priority locations

**SR.2.** Develop and maintain a ranked list of traffic safety improvement projects based on collision risk, community input, and alignment with Vision Zero goals to guide near- and long-term implementation

**SR.3.** Implement quick-built and low-cost safety treatments

**SR.4.** Develop conceptual and final designs and pursue grant funding for priority corridors

**SR.5.** Update traffic signal timing plans to enhance safety for all travel modes

**SR.6.** Deploy Intelligent Transportation Systems (ITS) enhancements

**SR.7.** Apply City standards, State guidelines, and Municipal Code requirements to ensure consistent, safety-focused transportation design.

**SR.8.** Proactively trim vegetation to maintain clear sightlines at intersections, crossings, and along pedestrian and bike facilities.

**SR.9.** Maintain and refresh markings and signage to ensure clear visibility, prioritizing high-risk corridors and intersections.

**SR.10.** Regularly inspect and repair lighting and signal equipment to improve nighttime visibility and safety.

**SR.11.** Maintain and repair sidewalks and curb ramps to improve ADA access and pedestrian safety, prioritizing key routes.

# Draft Implementable Actions



## 3. Safe Road Users

Education, encouragement, enforcement, and mobility strategies that support safer behavior.

**SU.1.** Conduct high-impact safety education campaigns (speeding, impairment, distraction)

**SU.2.** Install and deploy speed feedback signs at priority locations

**SU.3.** Conduct targeted outreach to discourage impaired driving near alcohol-serving areas, events, and entertainment districts.

**SU.4.** Promote transit, carpooling, micromobility, and commute reduction programs

**SU.5:** Improve walking and biking access to transit by closing gaps, adding safer crossings, lighting, and wayfinding.

**SU.6:** Promote late-night transit, rideshare, and taxi options as safe alternatives to impaired driving.

**SU.7.** Expand Safe Routes to School programs and infrastructure

**SU.8.** Expand Safe Routes to School using collision data and HIN corridors to guide investments.

**SU.9.** Integrate Vision Zero principles into police training and enforcement practices

**SU.10.** Formalize policies for the use of city fleet; review crashes, provide training on safe driving practices

# Draft Implementable Actions



## **Bicyclist and Pedestrian (Vulnerable Road Users)**

- VRU.1.** Expand and enhance the bicycle network, prioritizing low-stress facilities and better connectivity.
- VRU.2.** Install and upgrade pedestrian crossing treatments along the HIN
- VRU.3.** Develop and regularly update the Active Transportation Plan (ATP)
- VRU.4.** Develop and deliver an education and outreach campaign aimed at drivers to improve awareness of older pedestrians
- VRU.5.** Provide safe bicycling demo, helmet giveaways, and free bicycle repair at select public events
- VRU.6.** Roll out regular Bike Rodeos, Form Bike Bus to Schools, and host walking/bicycling tours for community participation
- VRU.7.** Review/modify School Crossing Guard Program

## **4. Safe Speeds**

Systemic strategies to manage vehicle speeds and reduce collision severity.

- SS.1.** Adopt and implement citywide speed management policy
- SS.2.** Implement corridor-based speed reduction design strategies
- SS.3.** Monitor and evaluate operating speeds on major corridors
- SS.4.** Advocate for automated speed enforcement in school zones
- SS.5.** Update signal timing and operational parameters to manage speeds

# Draft Implementable Actions



## 5. Safe Vehicles & Post-Crash Care

Strategies that reduce collision severity and improve emergency response outcomes.

**SV.1.** Implement protected turn phasing and leading pedestrian intervals

**SV.2.** Install advanced warning systems and high-visibility curve treatments

**SV.3.** Install high-visibility crosswalks in proximity to the school, senior centers, parks, and other locations frequently used by children and older adults

**PCC.1.** Coordinate signal preemption for emergency response vehicles

**PCC.2.** Improve post-crash data collection and response coordination

**PCC.3.** Implement a rapid collision scene clearance protocol to minimize secondary collisions and traffic disruption

**PCC.4.** Improve dissemination of crash-related information to the media with necessary confidentiality and sensitivity

**PCC.5.** Provide refresher training to be supportive and empathetic to the victim and family member

# Draft Recommended Safety Projects



**Project 1:** First street corridor safety improvements (*Profiles 9 & 12*) (*SU.5, SU.8, VRU.2*)

**Project 2:** Improve signalized intersections with protected left turns (*Profiles 5 & 7*) (*SV.1, SR.5*)

**Project 3:** Bike safety improvements and gap closure (*Profiles 7 & 12*) (*SU.5, VRU.1*)

**Project 4:** School area and unsignalized intersection safety improvements (*Profiles 1 & 3*) (*SR.9, SR.10, SR.11, SU.1, SU.7, VRU.7, SS.4, SV.3*)

**Project 5:** Citywide street light inventory and improvements (*Profile 6 & 9*) (*SR.10, SU.5*)

**Project 6:** Citywide sign improvements (*Profile 11, 5 & 3*) (*SR.9*)

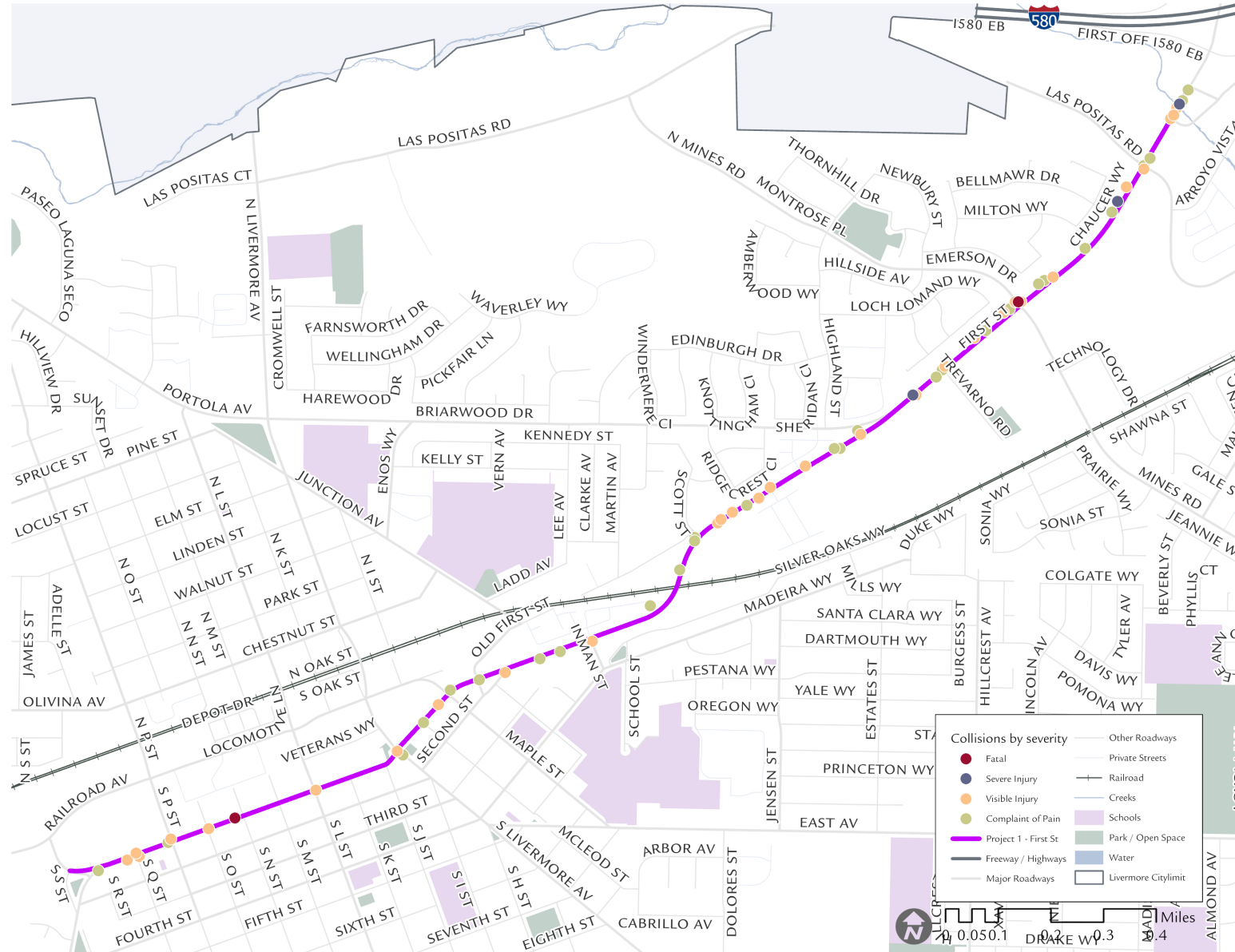
## **Traffic Calming measures on corridors:**

Speed reduction on the corridors (*Profiles 4 & 11*) (*SU.2, SS.1, SS.2, SS.3, SS.4, SS.5*)

Education strategies (*SU.1, SU.3, SU.7, SU.10, VRU.4, VRU.5, VRU.6, VRU.7*)

# Project 1: First Street Corridor Safety Improvements

Enhance overall safety on First Street



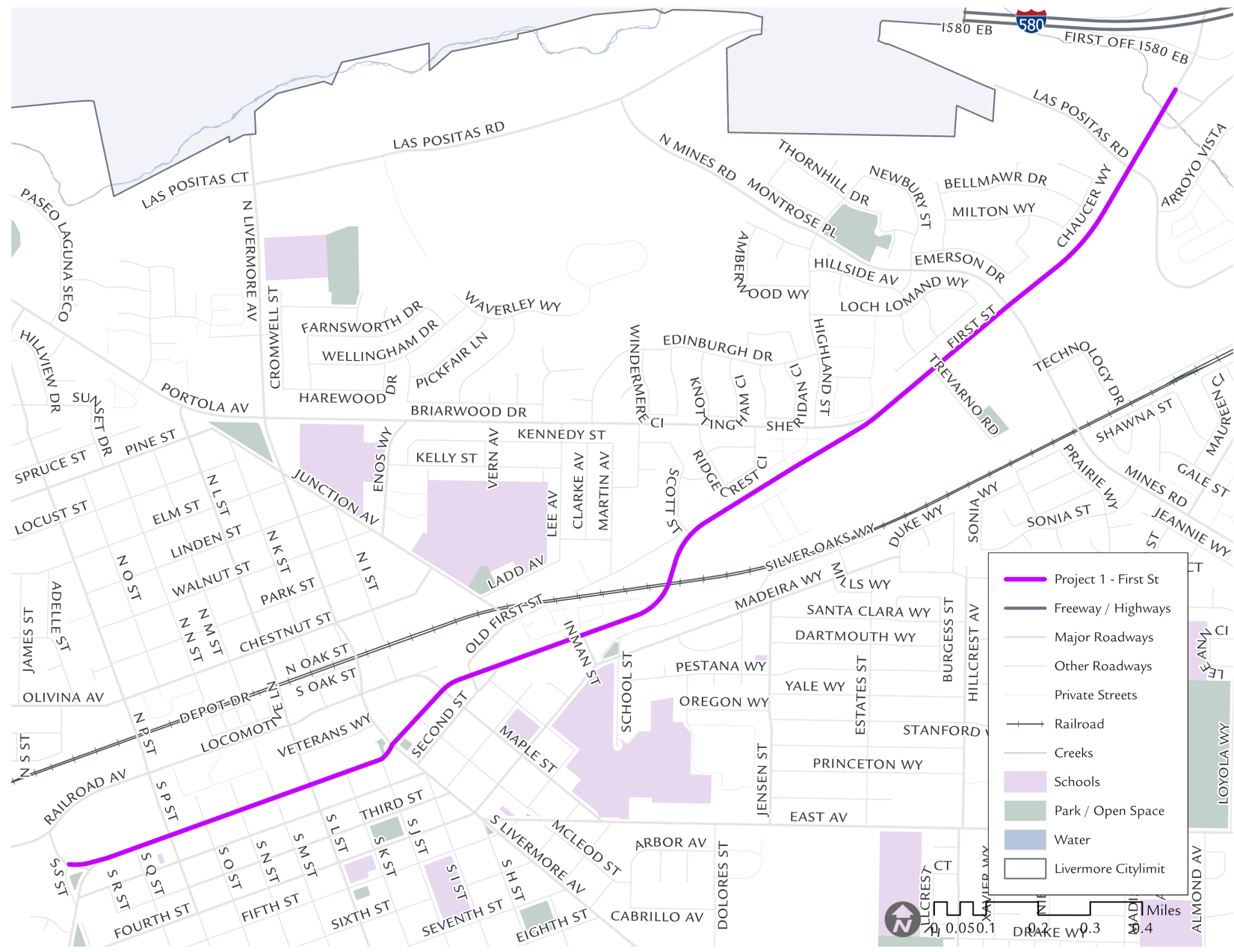
COLLISIONS	
Fatal	2
Severe Injury	3
Visible Injury	35
Complaint of Pain	55
<b>KSI</b>	<b>5</b>
<b>INJURY</b>	<b>95</b>

MODE		
	KSI	INJURY
Bicycle	1	11
Motorcycle	2	10
Passenger Car or Pickup Truck	1	66
Pedestrian	1	6
Truck	0	2

VIOLATION CATEGORY		
	KSI	INJURY
Unsafe Speed	2	24
Automobile Right of Way	2	19
Traffic Signals and Signs	0	14
Improper Turning	1	9

COLLISION TYPE		
	KSI	INJURY
Broadside	0	36
Rear End	2	31

# Project 1: First Street Corridor Safety Improvements



## Collision Profiles

**Collisions Profile 3:** Address collisions that occurred at non-signalized Intersections

**Collisions Profile 5:** Address collisions that occurred at signalized intersection

**Collision Profile 9:** Address pedestrian collisions

**Collisions Profile 12:** Address bicycle collisions

## Implementable Actions

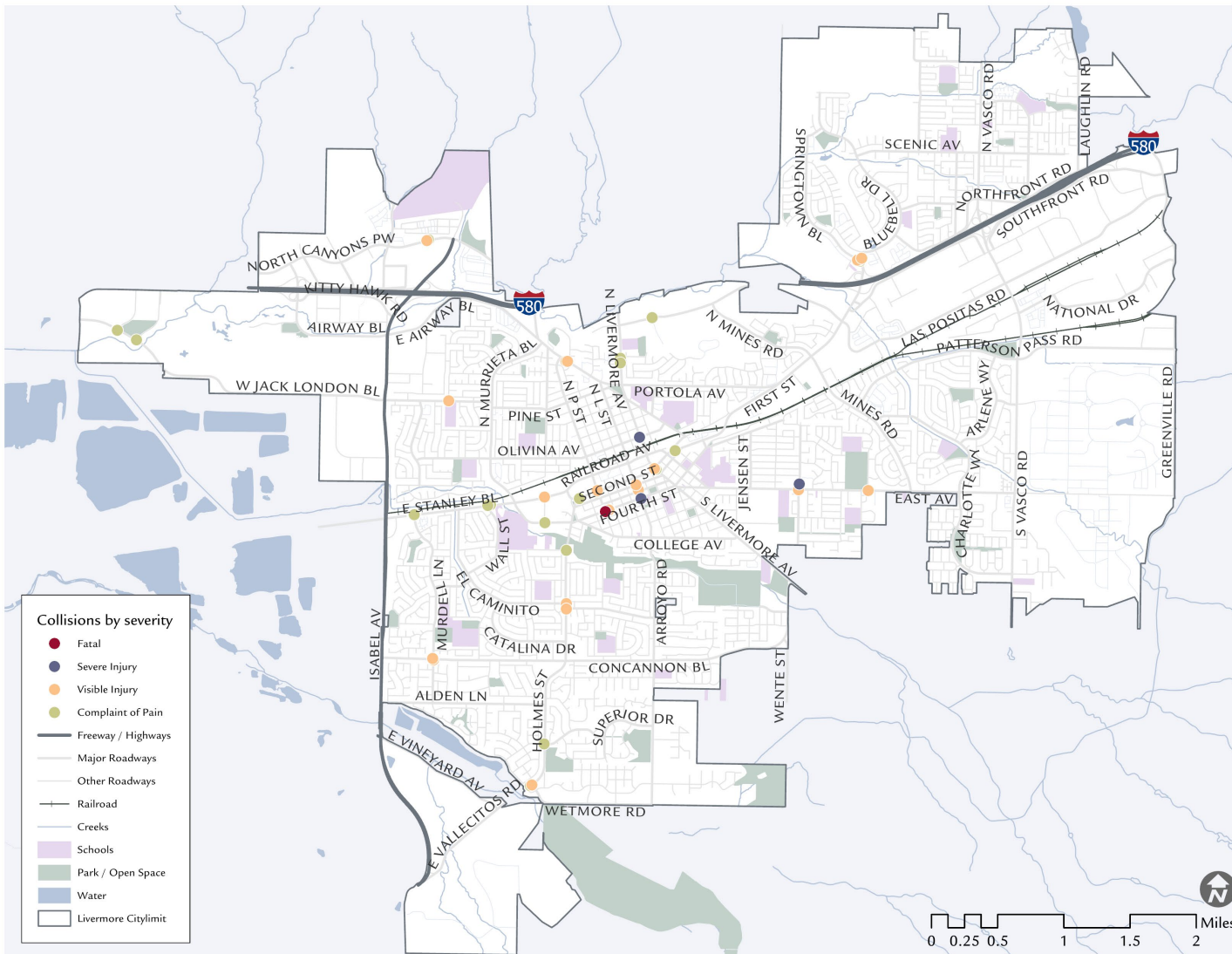
**SU.5:** Improve walking and biking access to transit by closing gaps, adding safer crossings, lighting, and wayfinding

**SU.8:** Expand Safe Routes to School using collision data and HIN corridors to guide investments

**VRU.2:** Install and upgrade pedestrian crossing treatments along the HIN

# Project 2: Improve Signalized Intersections with Protected Left Turns

Improve signal safety by converting existing permissive left turn signal operations to protected left turns to enhance signal operations and safety

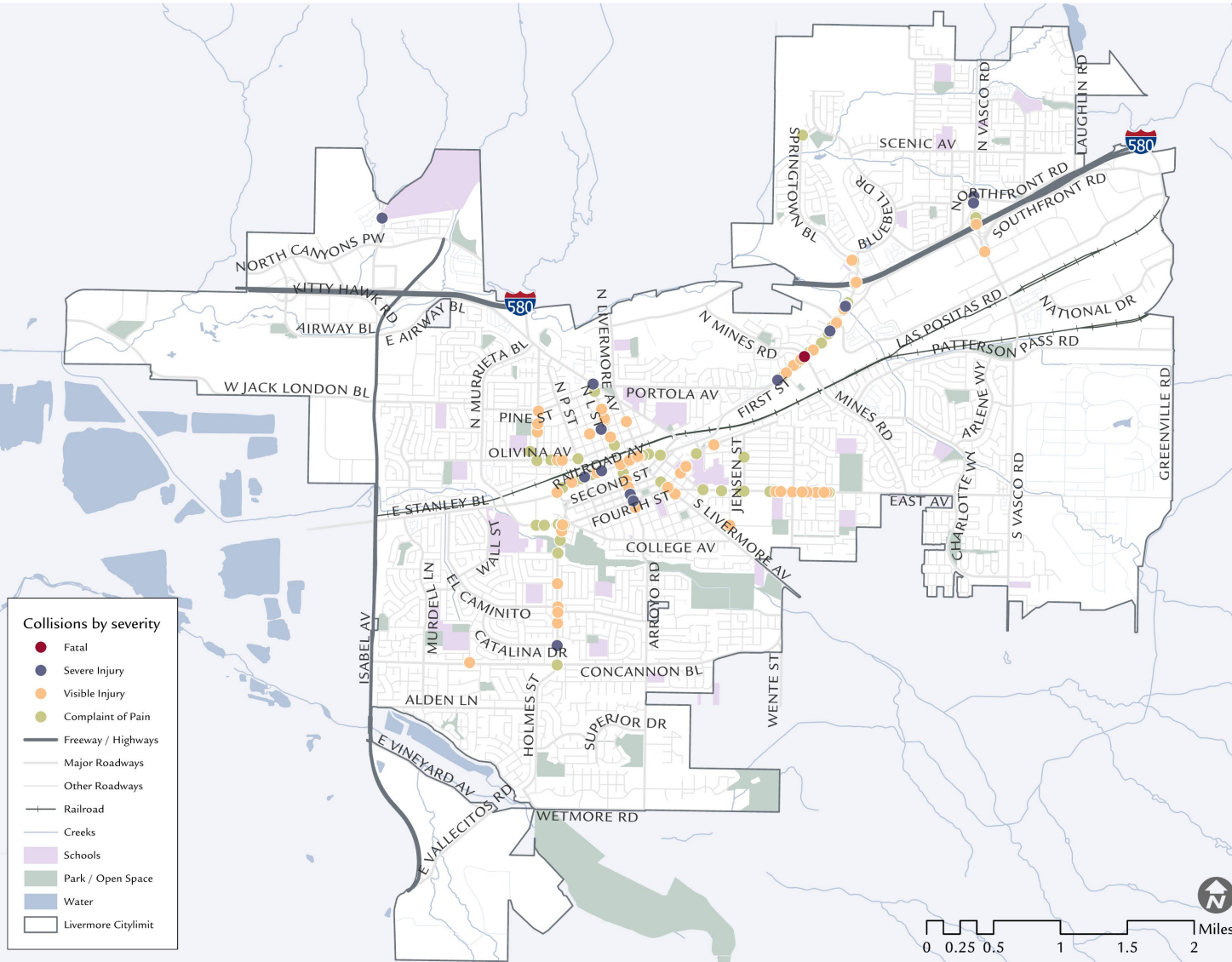


COLLISIONS		
Fatal		1
Severe Injury		3
Visible Injury		29
Complaint of Pain		52
<b>KSI</b>		4
<b>INJURY</b>		85
MODE		
	KSI	INJURY
Bicycle	0	10
Bus	0	2
Motorcycle	1	6
Passenger Car or Pickup Truck	2	54
Pedestrian	1	13
VIOLATION CATEGORY		
	KSI	INJURY
Traffic Signals and Signs	1	23
Automobile Right of Way	1	16
Unsafe Speed	0	15
COLLISION TYPE		
	KSI	INJURY
Broadside	3	40
Rear End	0	17



# Project 3: Bike Safety Improvements and Gap Closure

Bike lane gap closures to build out connectivity throughout the City and enhance existing bike lanes for added safety



COLLISIONS	
Fatal	1
Severe Injury	14
Visible Injury	82
Complaint of Pain	147
<b>KSI</b>	<b>15</b>
<b>INJURY</b>	<b>244</b>

MODE		
	KSI	INJURY
Bicycle	3	36
Bus	0	1
Motorcycle	3	14
Passenger Car or Pickup Truck	6	164
Pedestrian	3	26
Truck	0	3

VIOLATION CATEGORY		
	KSI	INJURY
Automobile Right of Way	4	59
Unsafe Speed	3	44
Traffic Signals and Signs	1	28
DUI	1	23

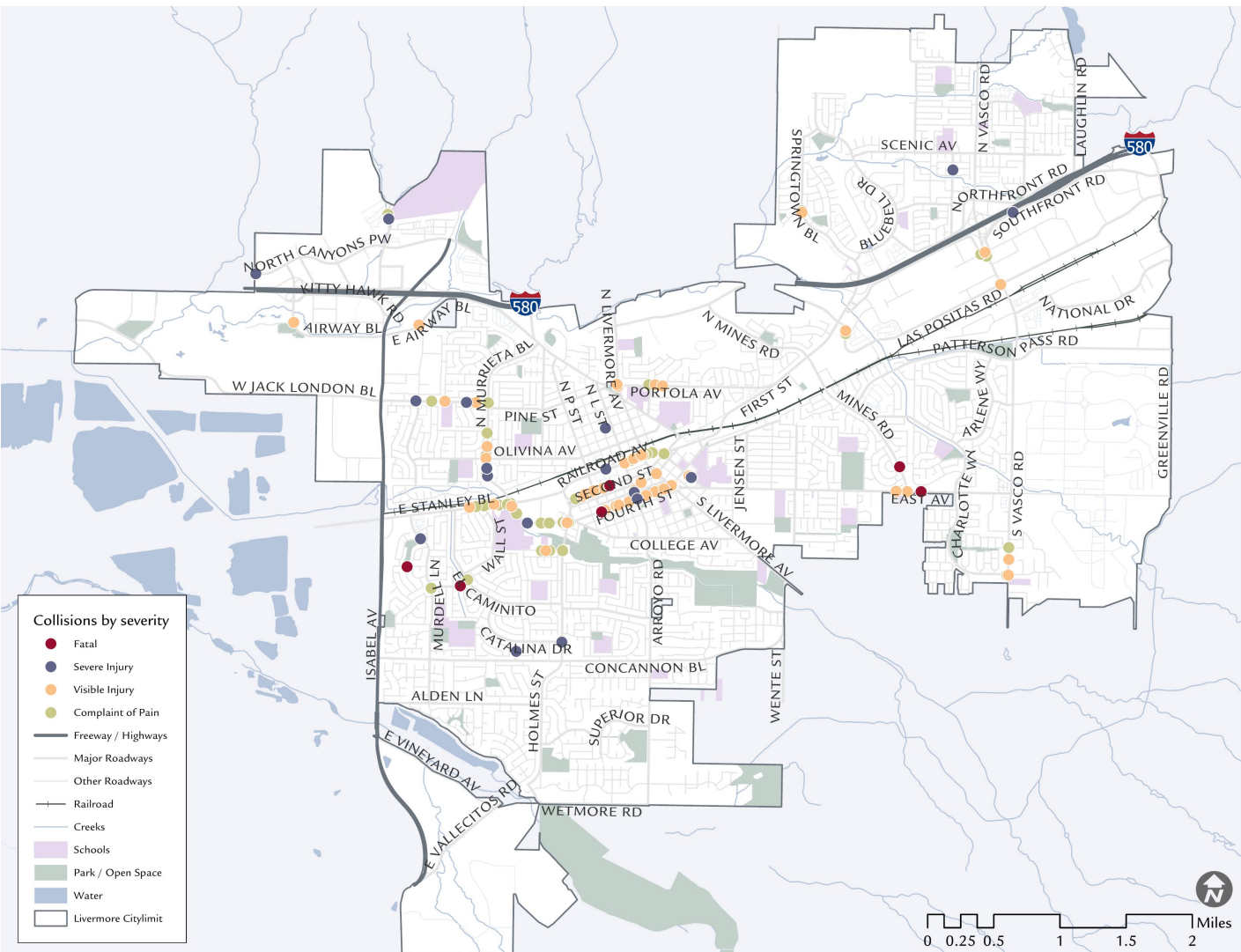
COLLISION TYPE		
	KSI	INJURY
Broadside	4	114
Rear End	2	54
Vehicle/Pedestrian	3	26





# Project 4: School Area and Un-Signalized Intersection Safety Improvements

Enhance overall safety at non-signalized intersections and in school zones.



COLLISIONS	
Fatal	6
Severe Injury	17
Visible Injury	70
Complaint of Pain	95
<b>KSI</b>	<b>23</b>
<b>INJURY</b>	<b>188</b>

MODE		
	KSI	INJURY
Bicycle	4	21
Motorcycle	3	10
Passenger Car or Pickup Truck	10	137
Pedestrian	6	18
Truck	0	2

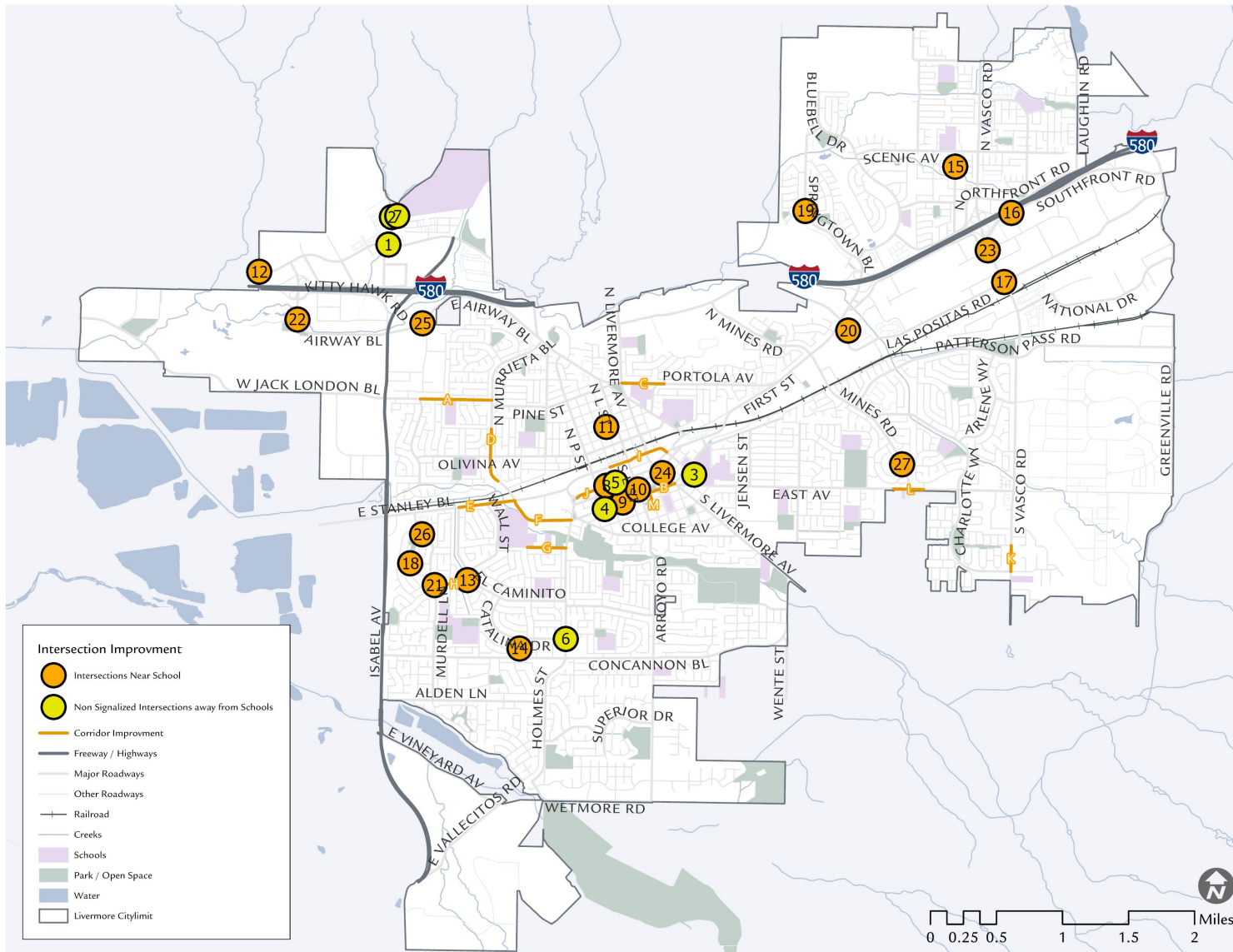
VIOLATION CATEGORY		
	KSI	INJURY
Automobile Right of Way	3	46
Unsafe Speed	6	33
Traffic Signals and Signs	2	26

COLLISION TYPE		
	KSI	INJURY
Broadside	7	84
Rear End	1	31
Hit Object	3	22

LOCATION		
	KSI	INJURY
Intersection	20	170



# Project 4: School Area and Un-Signalized Intersection Safety Improvements



## Collision Profiles

**Profile 1:** Address collisions near the school zone

**Profile 3:** Address collisions that occurred at non-signalized intersections

## Implementable Actions

**SR.9.** Maintain and refresh markings and signage to ensure clear visibility, prioritizing high-risk corridors and intersections

**SR.10.** Regularly inspect and repair lighting and signal equipment to improve nighttime visibility and safety

**SR.11.** Maintain and repair sidewalks and curb ramps to improve ADA access and pedestrian safety, prioritizing key routes

**SU.1.** Conduct high-impact safety education campaigns (speeding, impairment, distraction)

**SU.7.** Expand Safe Routes to School programs and infrastructure

**VRU.7.** Review/modify School Crossing Guard Program

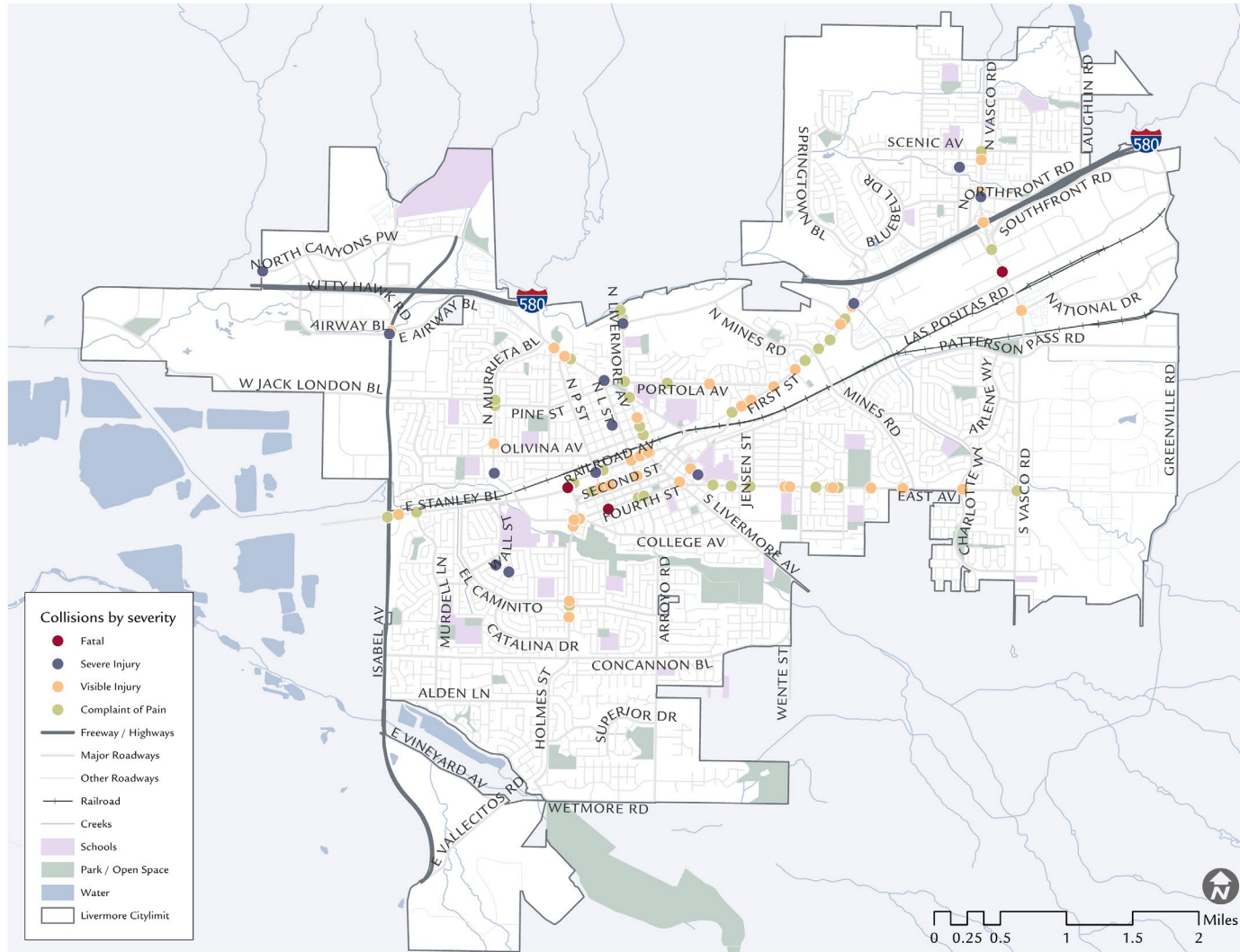
**SS.4.** Advocate for automated speed enforcement in school zones

**SV.3.** Install high-visibility crosswalks in proximity to the school, senior centers, parks, and other locations frequently used by children and older adults

# Project 5: Citywide Street Light Inventory and Improvements



Improvements to nighttime safety around the City by adding new streetlights and upgrading existing lights



COLLISIONS	
Fatal	4
Severe Injury	13
Visible Injury	100
Complaint of Pain	100
<b>KSI</b>	<b>17</b>
<b>INJURY</b>	<b>217</b>

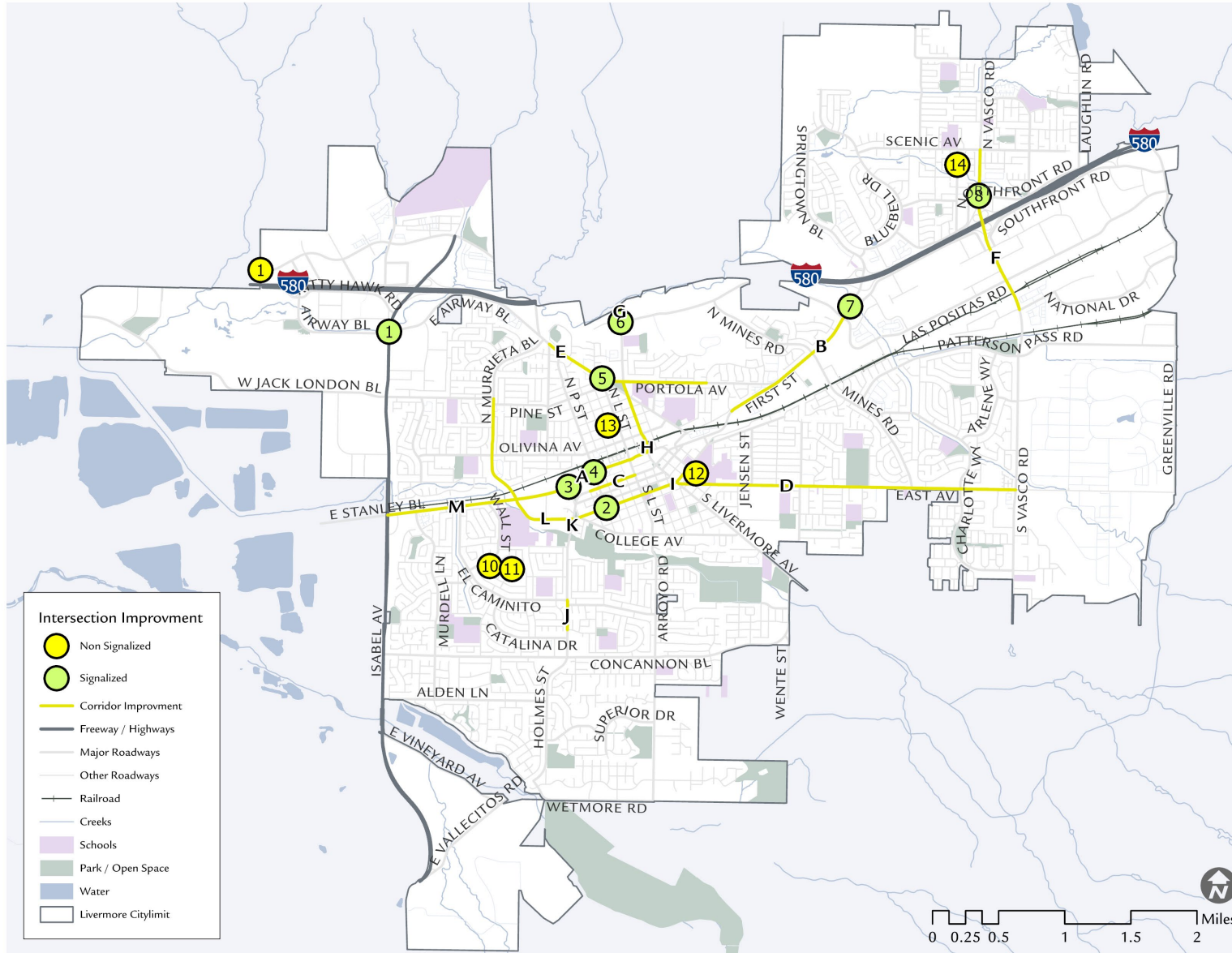
MODE		
	KSI	INJURY
Bicycle	0	16
Bus	0	1
Motorcycle	2	16
Passenger Car or Pickup Truck	8	162
Pedestrian	6	20
Truck	1	2

VIOLATION CATEGORY		
	KSI	INJURY
DUI	6	53
Unsafe Speed	2	52
Automobile Right of Way	2	30

COLLISION TYPE		
	KSI	INJURY
Broadside	5	71
Rear End	1	51
Hit Object	3	39

LOCATION		
	KSI	INJURY
Intersection	14	172

# Project 5: Citywide Street Light Inventory and Improvements



## Collision Profiles

**Profile 6:** Reduce nighttime collisions

**Profile 9:** Address pedestrian collisions

## Implementable Actions

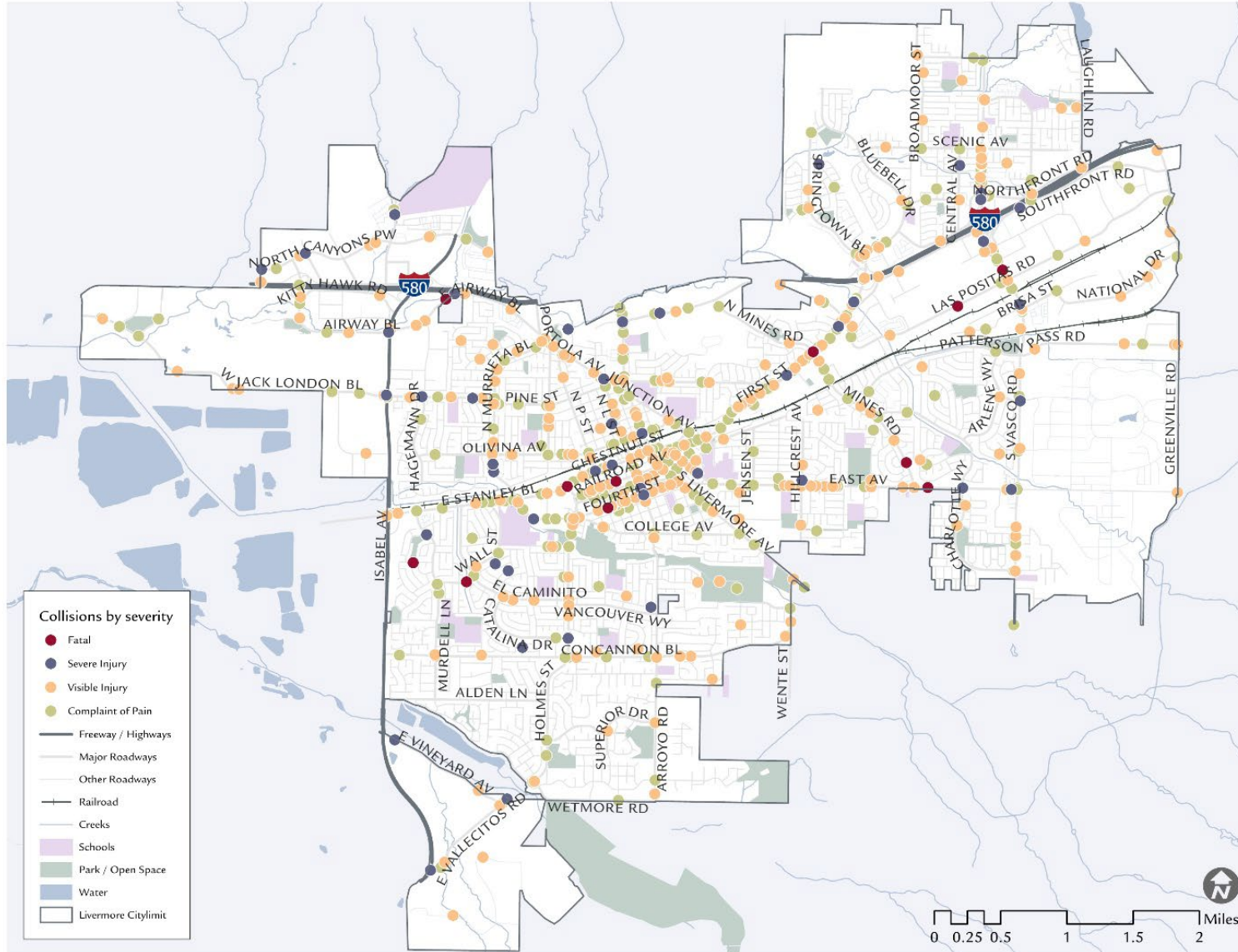
**SR.10:** Regularly inspect and repair lighting and signal equipment to improve nighttime visibility and safety

**SU.5:** Improve walking and biking access to transit by closing gaps, adding safer crossings, lighting, and wayfinding

# Project 6: Citywide Sign Improvements



Improve and upgrade signs within the City



COLLISIONS	
Fatal	11
Severe Injury	46
Visible Injury	319
Complaint of Pain	457
<b>KSI</b>	<b>57</b>
<b>INJURY</b>	<b>833</b>

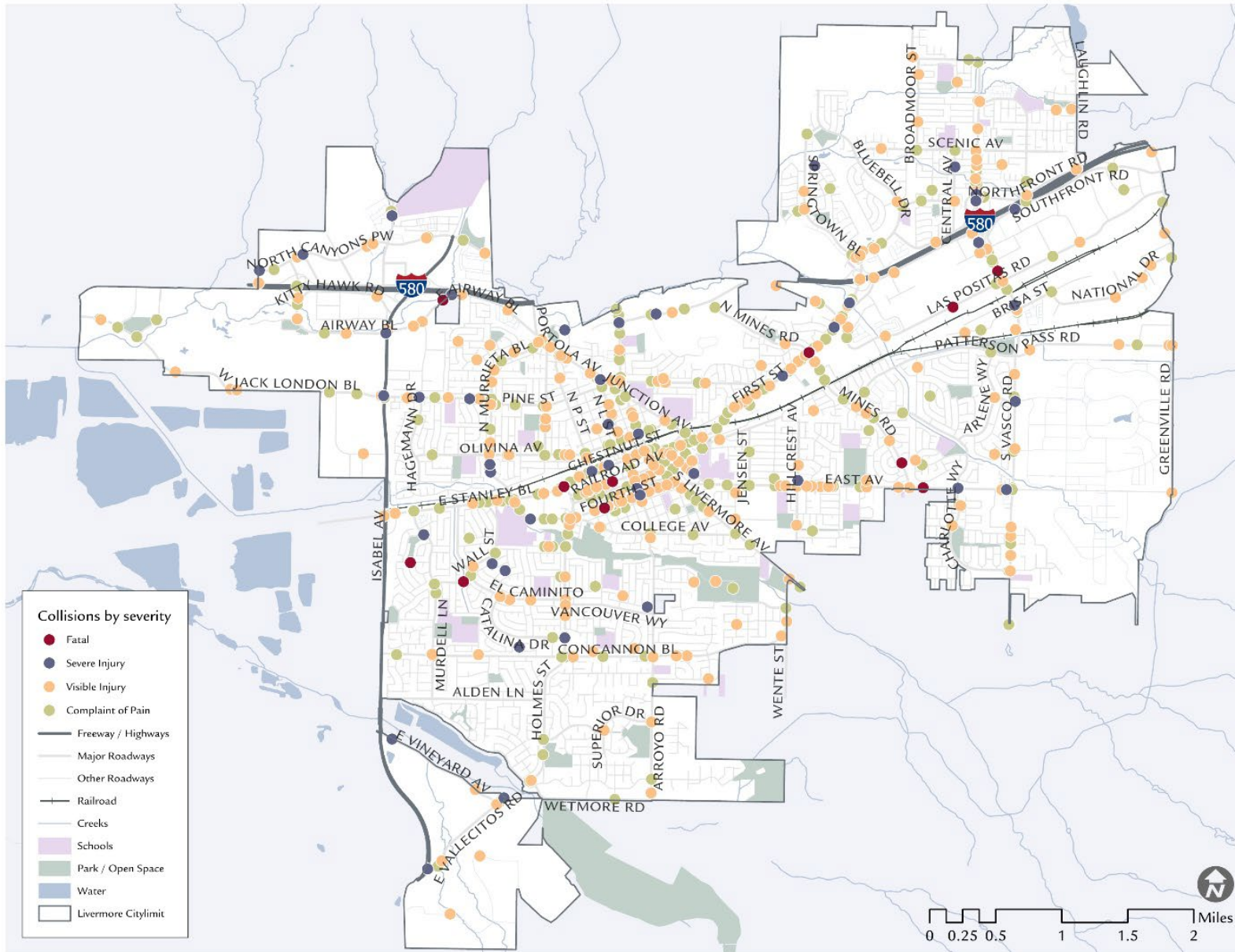
MODE		
	KSI	INJURY
Bicycle	8	109
Bus	0	5
Motorcycle	13	52
Passenger Car or Pickup Truck	23	587
Pedestrian	12	70
Truck	1	10

VIOLATION CATEGORY		
	KSI	INJURY
Unsafe Speed	11	199
Automobile Right of Way	9	183
Improper Turning	6	104

COLLISION TYPE		
	KSI	INJURY
Broadside	15	334
Rear End	6	205
Hit Object	8	92

LOCATION		
	KSI	INJURY
Intersection	43	678

# Project 6: Citywide Sign Improvements



## Collision Profiles

**Profile 11:** Reduce unsafe speed collisions

**Profile 5:** Address collision occurred at Signalized Intersections

**Profile 3:** Address collisions that occurred at Non-Signalized Intersections

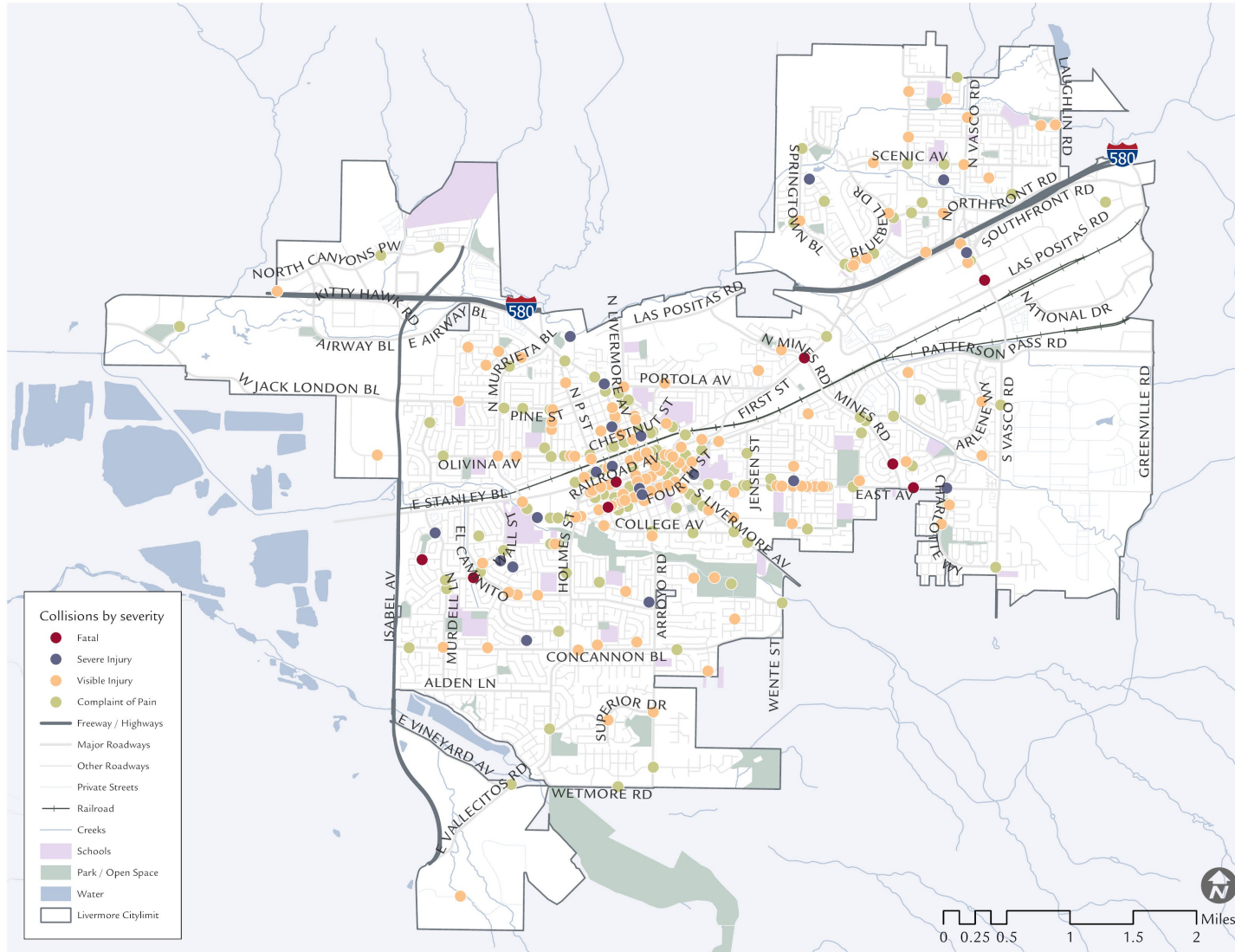
## Implementable Actions

**SR.9:** Maintain and refresh markings and signage to ensure clear visibility, prioritizing high-risk corridors and intersections

# Traffic Calming measures on corridors with 25-30 mph speed:



Identify corridors with speeding issues and implement traffic calming measures to reduce speeding



## Speed Reduction

### Collision Profiles

**Profile 4:** Reduce collisions on 25mph streets

**Profile 11:** Reduce Unsafe Speed collisions

### Implementable Actions

**SU.2:** Install and deploy speed feedback signs at priority locations

**SS.1:** Adopt and implement citywide speed management policy

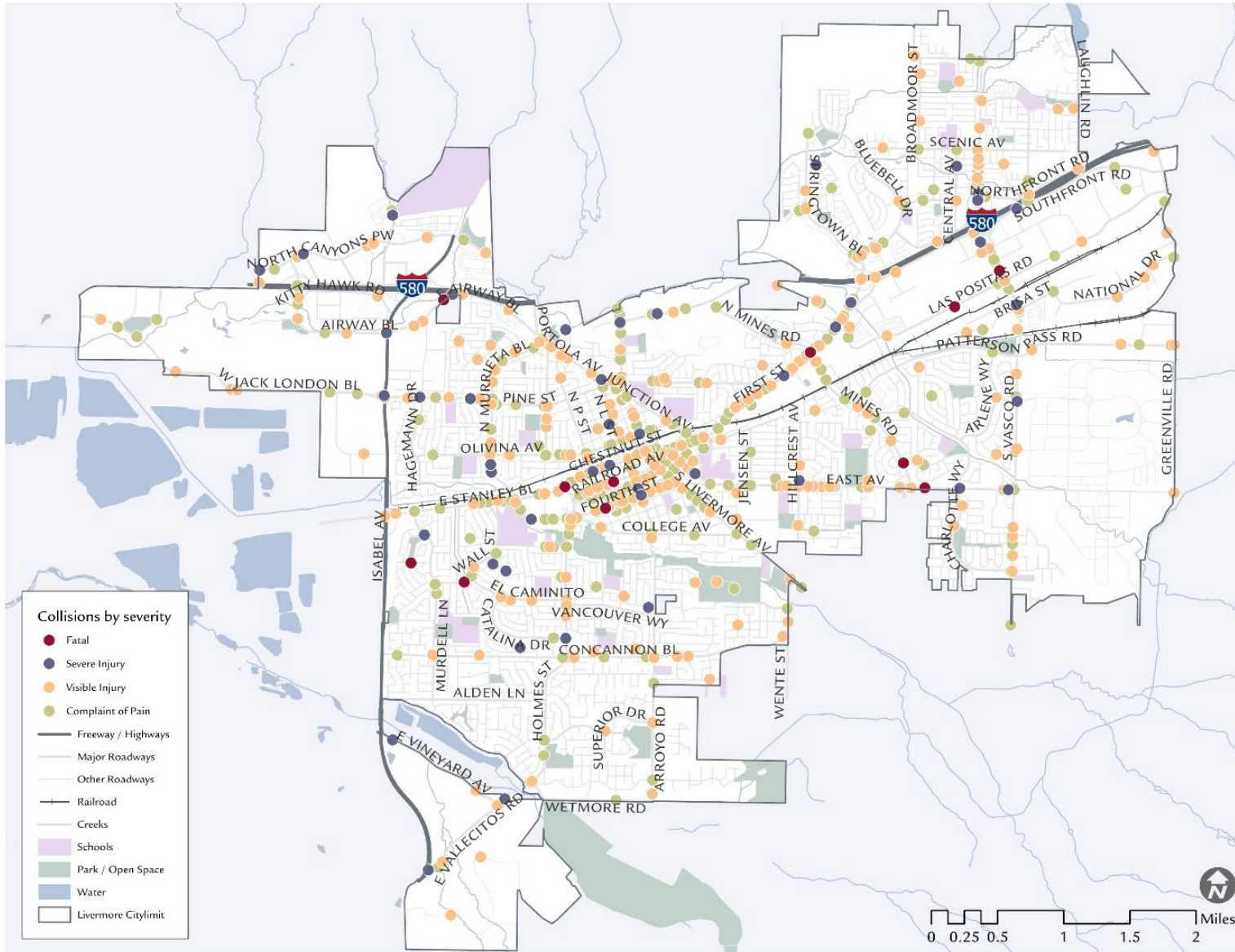
**SS.2:** Implement corridor-based speed reduction design strategies

**SS.3:** Monitor and evaluate operating speeds on major corridors

**SS.4:** Advocate for automated speed enforcement in school zones

**SS.5:** Update signal timing and operational parameters to manage speeds

# Educational Strategies



## Collision Profiles

**Profile 1:** Address collision near the school zone

**Profile 2:** Address collisions between age group 20-39

**Profile 10:** Address driving under the influence (DUI)

## Implementable Actions: Safe Road Users

**SU.1:** Conduct high-impact safety education campaigns (speeding, impairment, distraction)

**SU.3:** Conduct targeted outreach to discourage impaired driving near alcohol-serving areas, events, and entertainment districts

**SU.7:** Expand Safe Routes to School programs and infrastructure

**SU.10:** Formalize policies for the use of city fleet; review crashes, provide training on safe driving practices

**VRU.4:** Develop and deliver an education and outreach campaign aimed at drivers to improve awareness of older pedestrians

**VRU.5:** Provide safe bicycling demo, helmet giveaways, and free bicycle repair at select public events

**VRU.6:** Roll out regular Bike Rodeos, Form Bike Bus to Schools, and host walking/bicycling tours for community participation

**VRU.7:** Review/modify School Crossing Guard Program

# Next Steps

- Final list of **Safety Projects**
- Development of Final Vision Zero Action Plan **Report**
- **City Council Adoption**



*Intersection: Murrieta Boulevard & Stanley Boulevard*





**THANK YOU!**

Ruta Jariwala  
Vice President  
TJKM Transportation Consultants