



City of Livermore Vision Zero Action Plan (VZAP)

Community Meeting#2

January 28th, 2026



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
- Next Steps
- Open Discussion





Introduction



Community Meeting

City of Livermore:

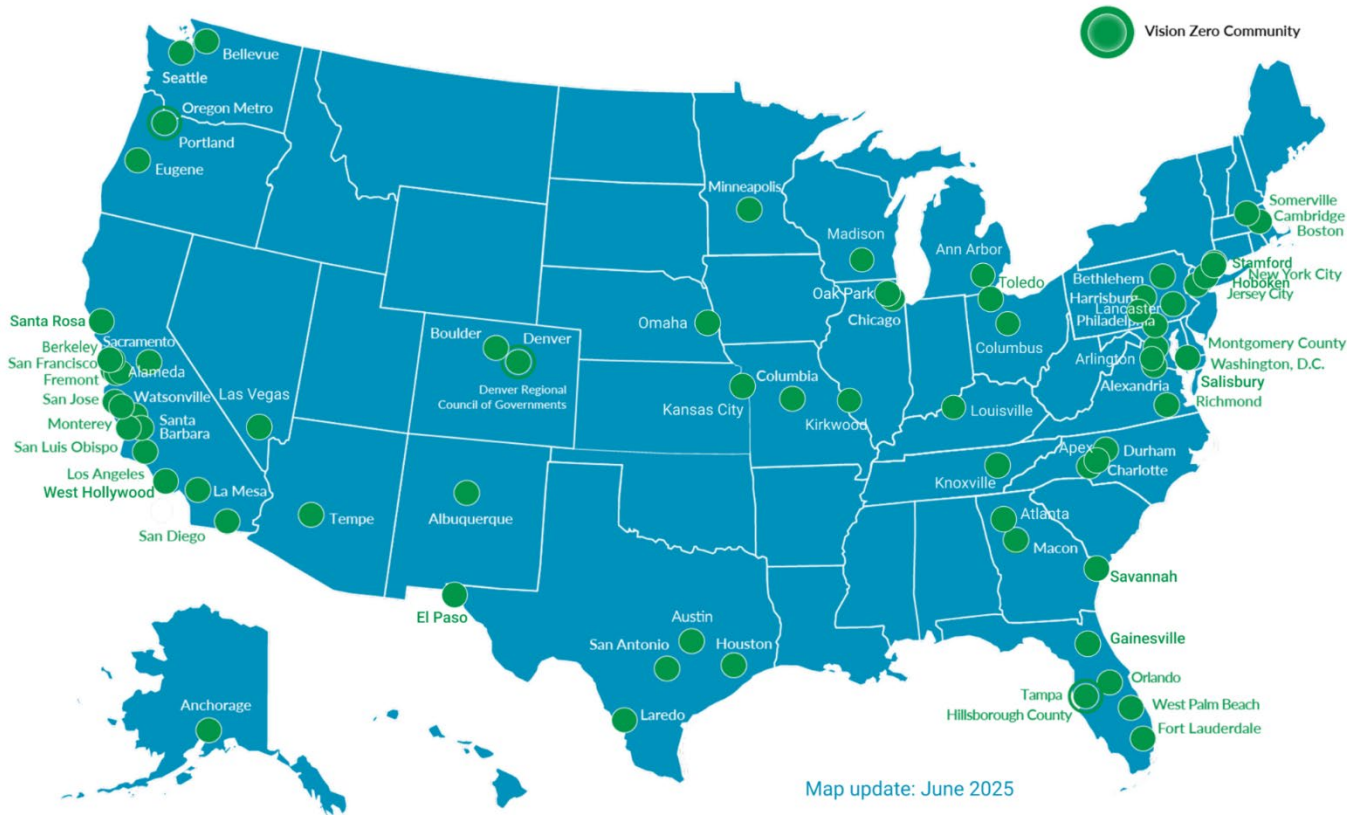
- Joanna X. J. Liu, Senior Transportation Engineer
- Kristina Mai, Associate Civil Engineer
- Gabriel Sendaydiego, Assistant Engineer
- Juan Tenorio, Assistant Engineer

TJKM Transportation Consultants:

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

What is a Vision Zero?

VISION ZERO NETWORK

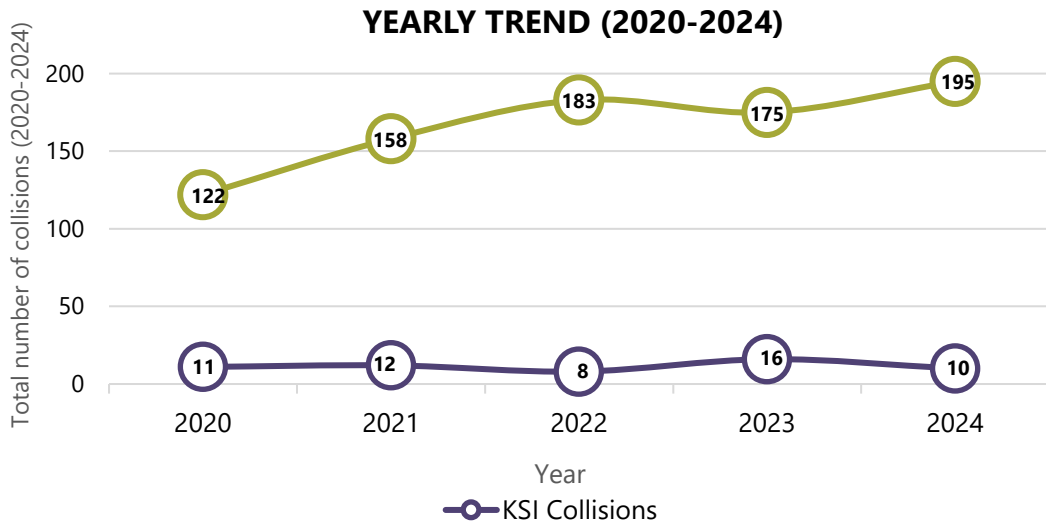


Cities that have adopted Vision Zero (Source: [Vision Zero Network](#))

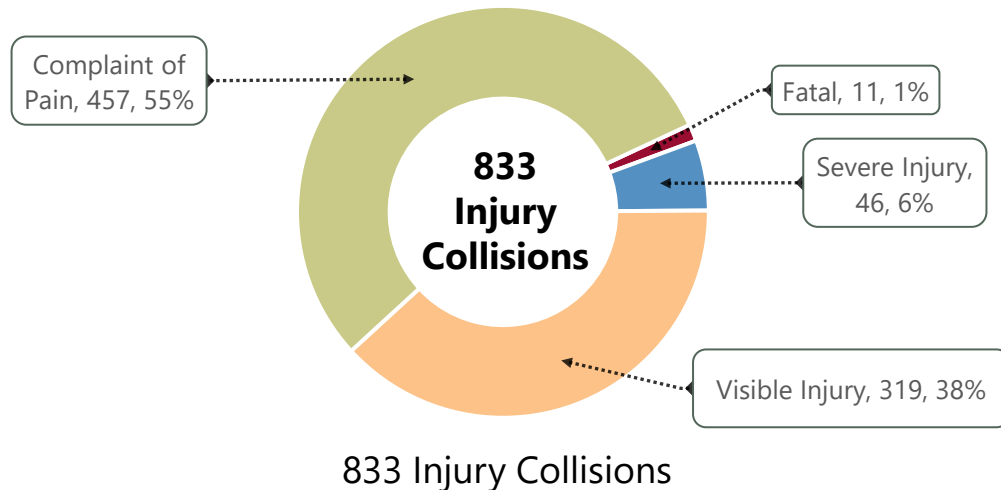
- Vision Zero combines a belief in **zero traffic fatalities with proactive strategies for safer roads.**
- It stems from a deep belief that **no one should endure death to severe injury on our streets,** extending that value to all individuals.
- Vision Zero's comprehensive strategy aims to **eliminate 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.**



Why does Livermore need Vision Zero?



INJURY COLLISIONS BY SEVERITY



- 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.

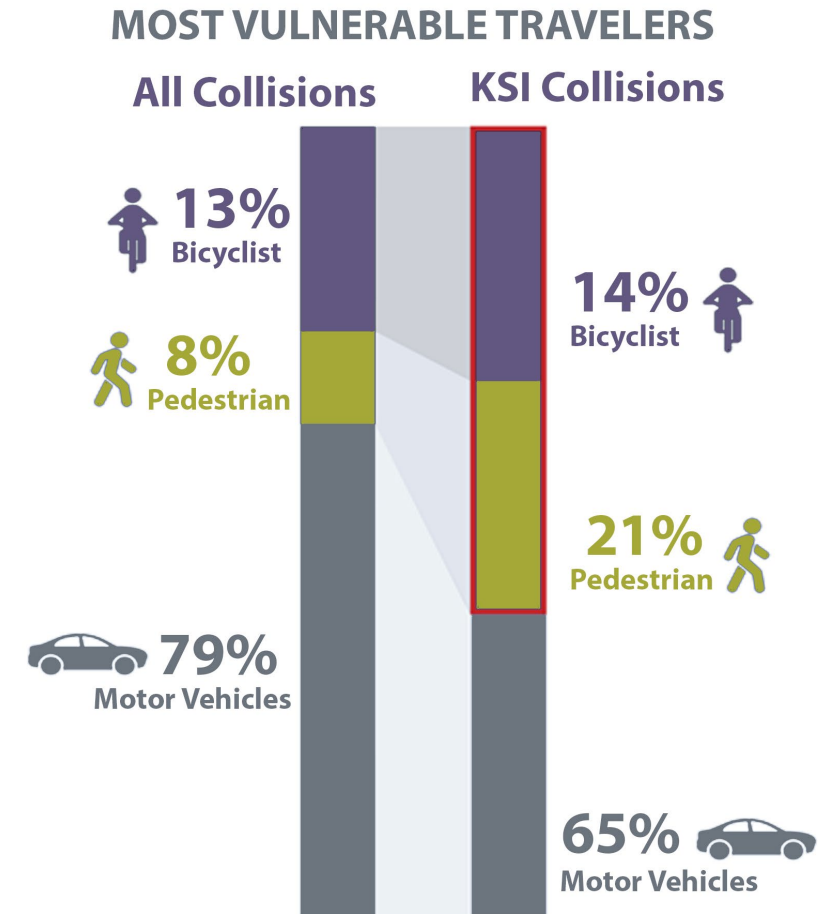




Why does Livermore need Vision Zero?

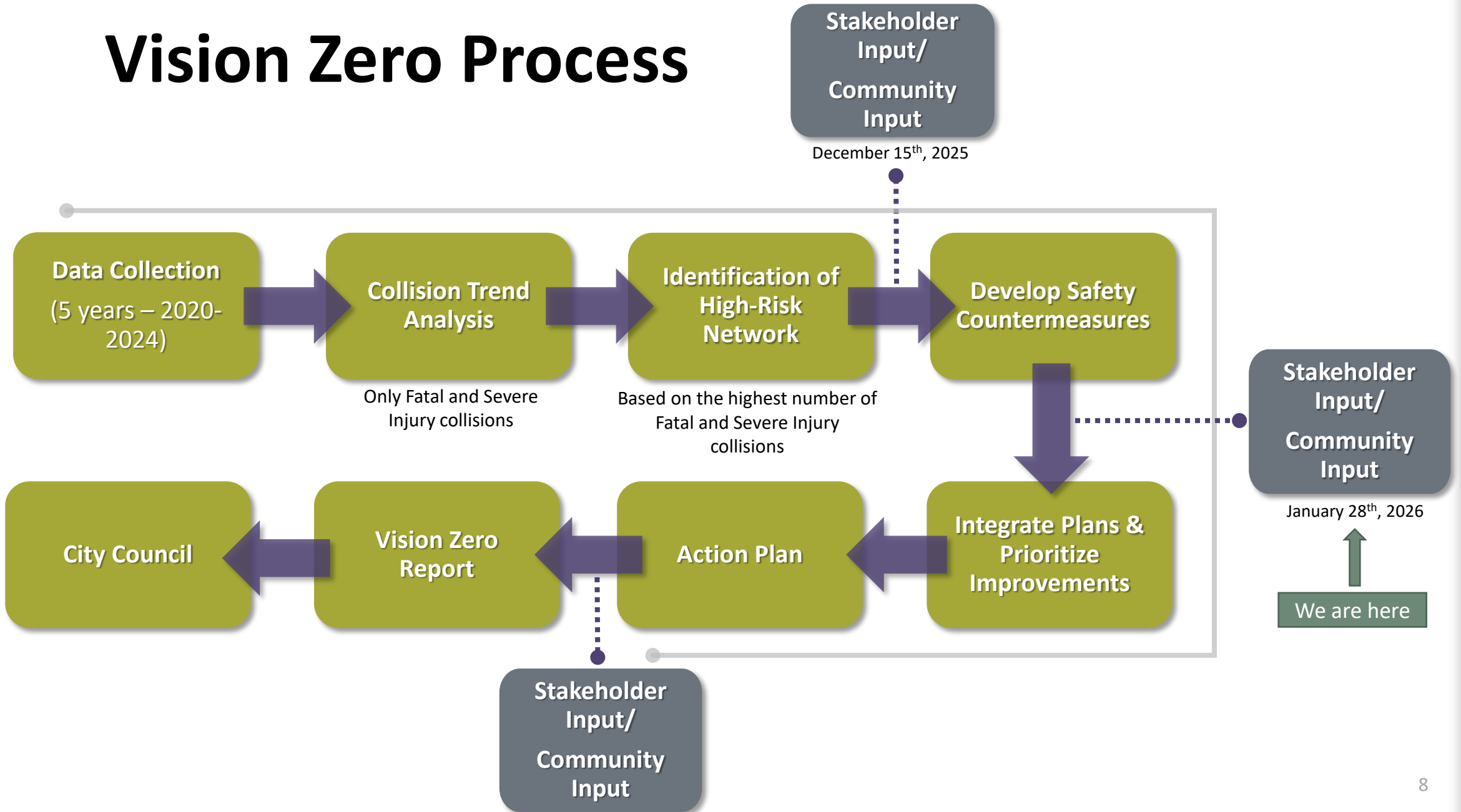
Pedestrians and bicyclists account for **35 percent** (20 collisions) of fatal and severe collisions. The risk of serious collisions persists at intersections, despite the presence of traffic signals.

- **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



Stakeholder Group



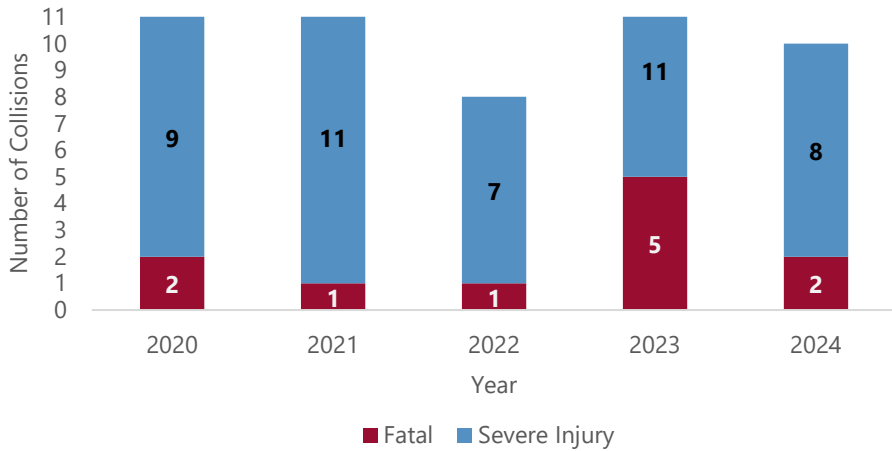
No.	Department / Organization
1	Livermore Planning Department
2	Livermore Public Works – Streets
3	Livermore Public Works – Sanitation
4	Livermore Public Works
5	Livermore Police Department
6	Livermore Housing Department / Element
7	Fire Department
8	LARPD
9	LAVTA
10	LVJUSD
11	Bike East Bay
12	Sandia National Lab
13	Lawrence Livermore National Lab
14	Downtown Inc.

Collision Analysis Findings

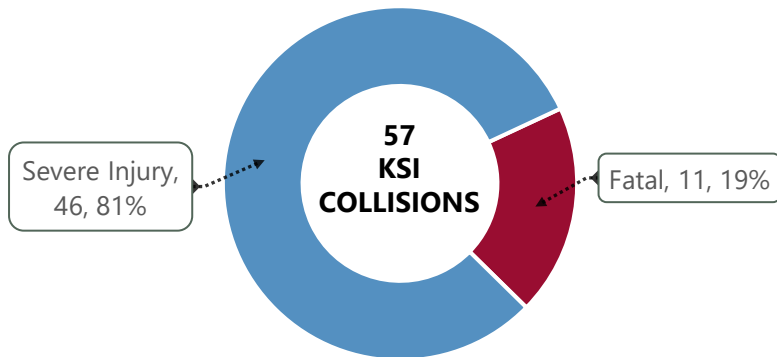


Collision Analysis Findings

YEARWISE KSI COLLISIONS (2020-2024)



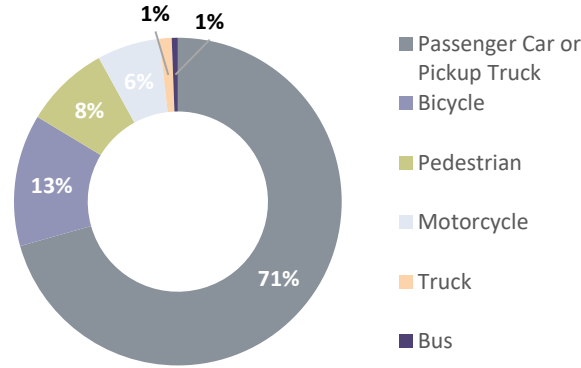
KSI COLLISIONS BY SEVERITY



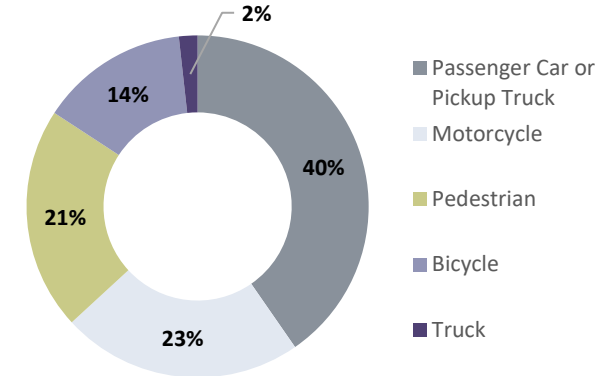
11 fatal collisions and 46 severe injuries

Note: Killed and Severe Injury (KSI)

INJURY COLLISIONS BY MODE



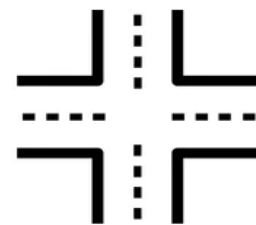
KSI COLLISIONS BY MODE



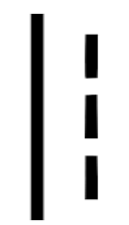
- Passenger cars were involved in collisions, comprising **40 percent** of KSI collisions and a dominant **71 percent** of injury collisions.
- Pedestrians represented **21 percent** of KSI collisions and eight percent of injury collisions, while bicycles made up **14 percent** of KSI collisions and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

KSI COLLISIONS BY LOCATION

75% 43 collisions occurred at intersections



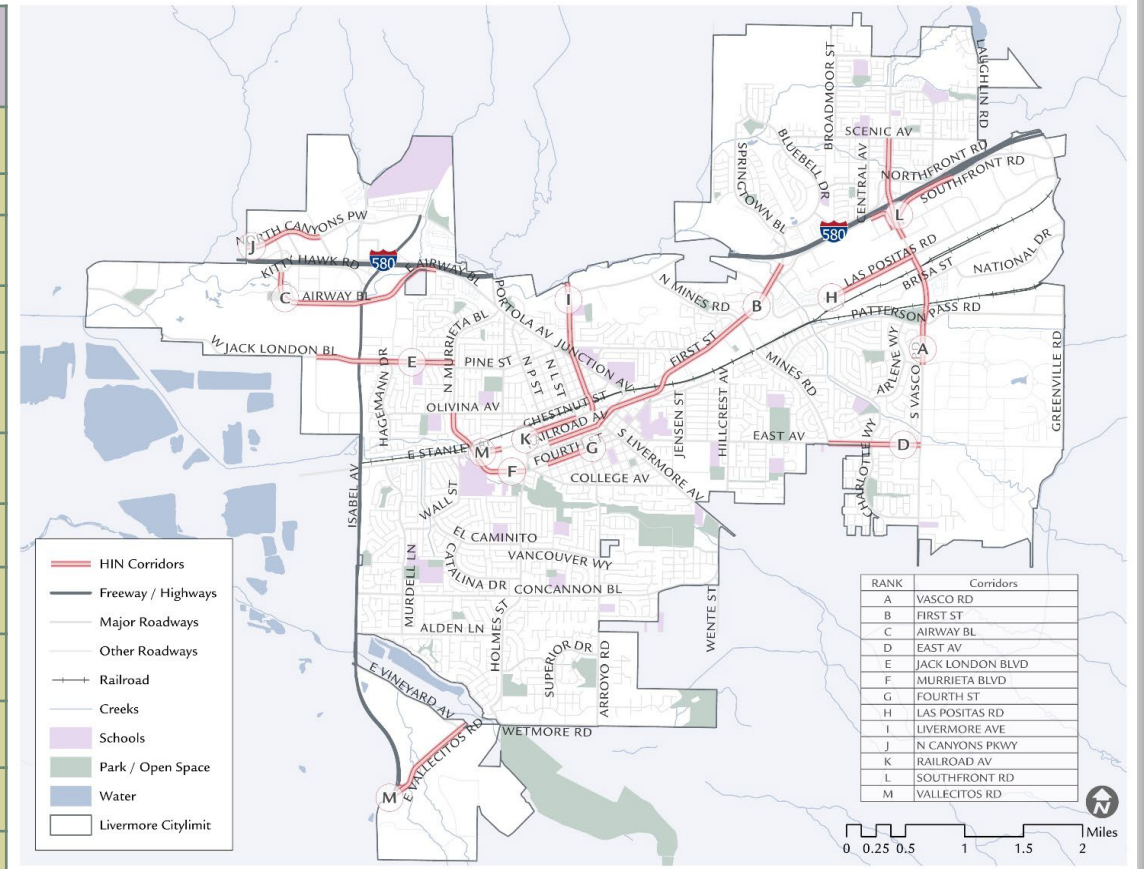
25% 14 collisions occurred along roadway



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

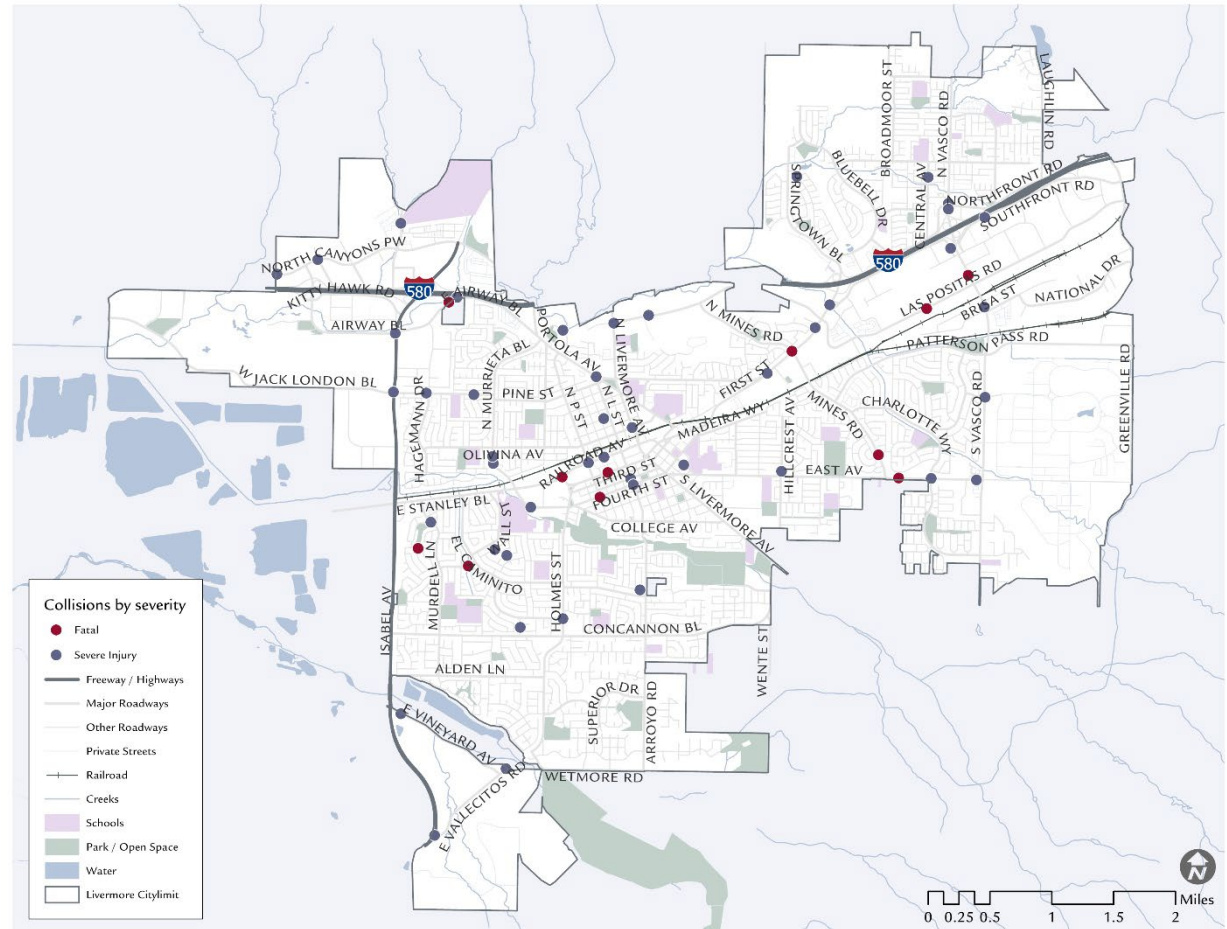


High Injury Corridors (2020-2024)

- 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)



Collision Profiles (2020-2024)



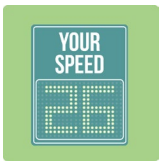
Profile 1: Address collisions near the school zone



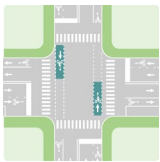
Profile 2: Address collisions between age group between 20-39



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



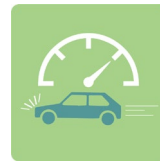
Profile 8: Address motorcycle collisions



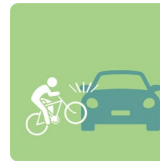
Profile 9: Address pedestrian collisions



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



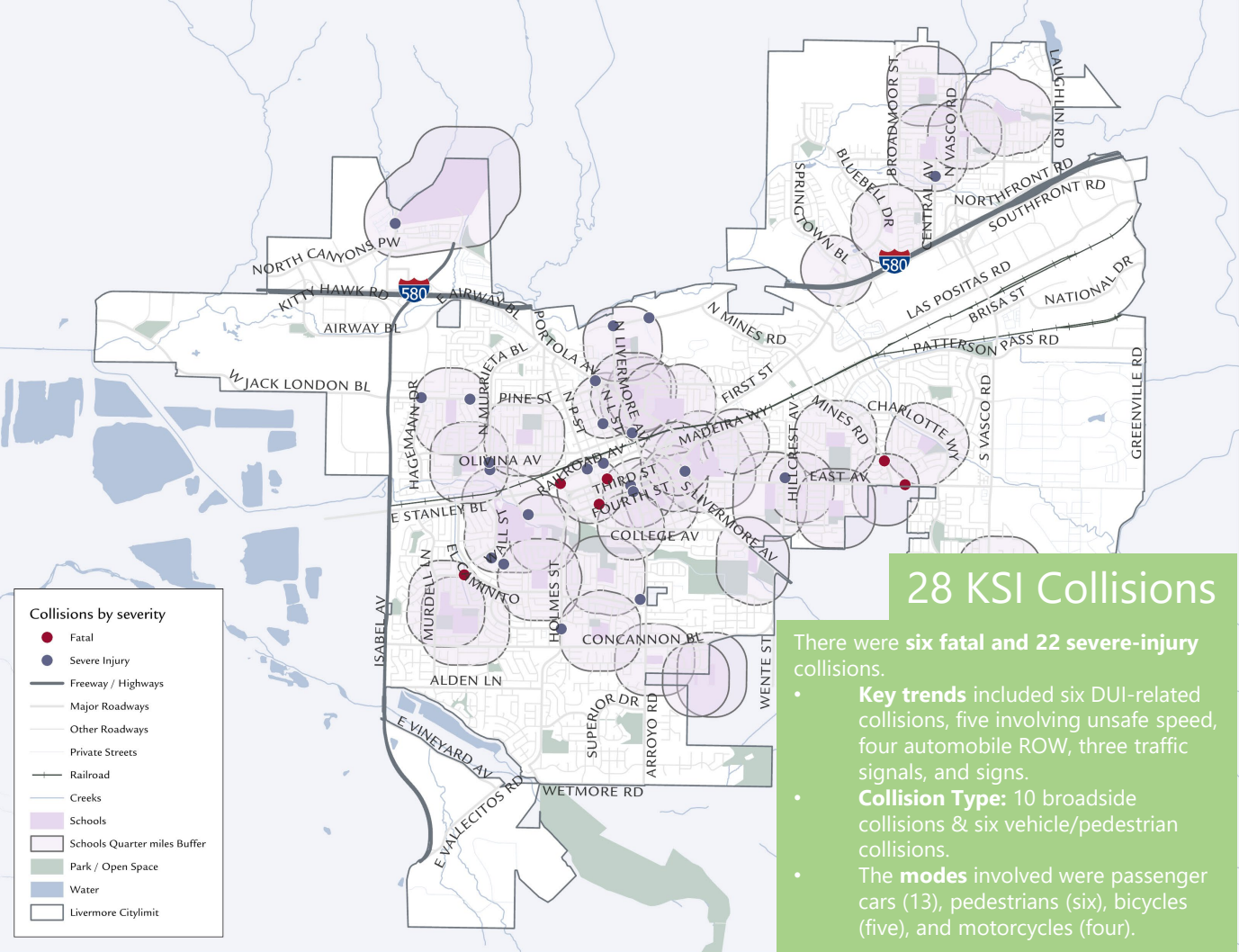
EDUCATION AND
PUBLIC AWARENESS



ENFORCEMENT



Profile 1: Address collisions near the school zone



Safe Routes to School Program

School Educational Programs

Walking School Bus Program

Reduced Speed School Zone

Traffic Calming Devices

Crossing Guard Program

Advanced Stop Bars at Intersections

Pick-Up / Drop-Off Zone Designation

Protected Left-Turn Phases

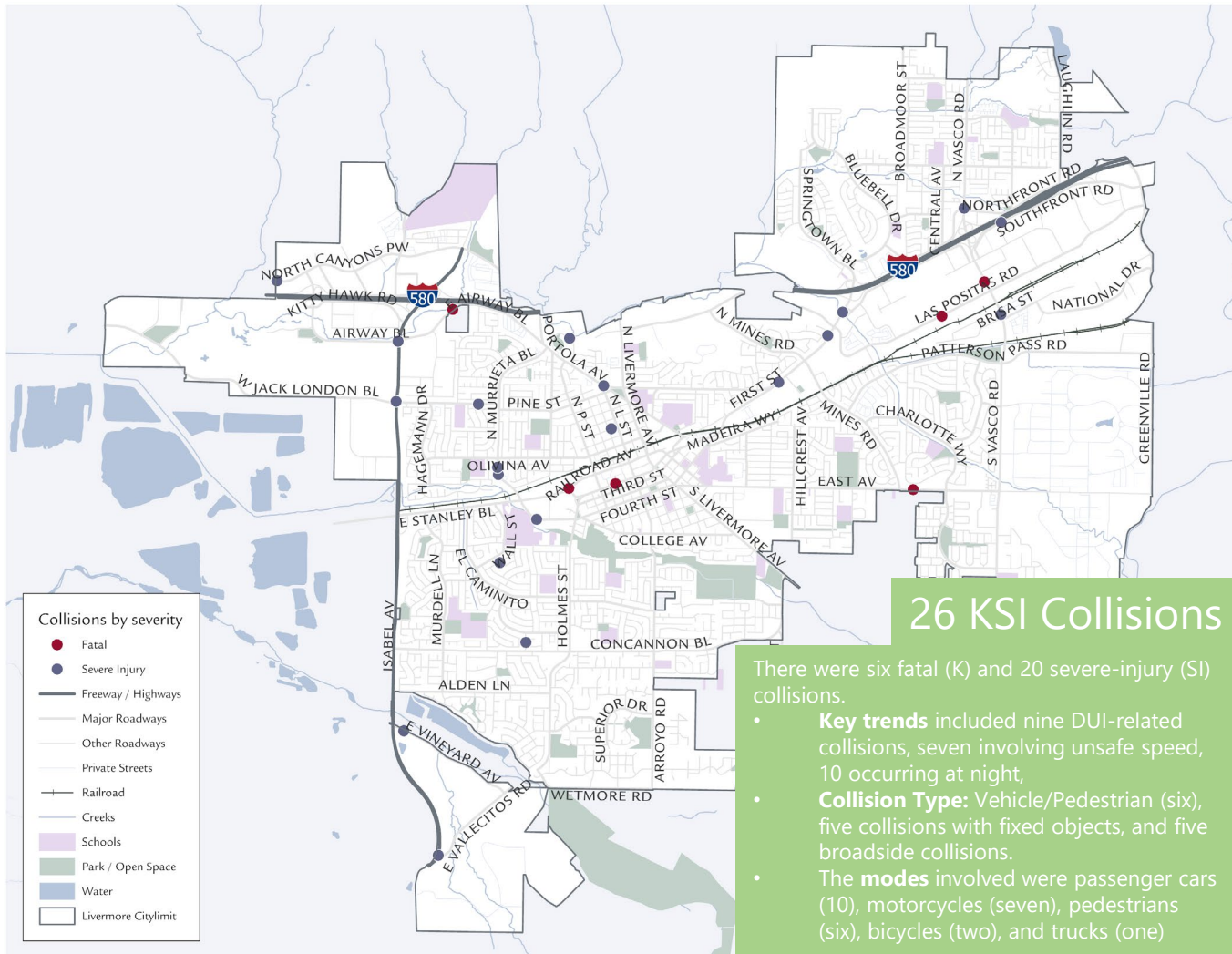
Install Roadway and Intersection Lighting

Enhanced Signs with Reflective Posts

High Visibility Enforcement (Targeted Enforcement)



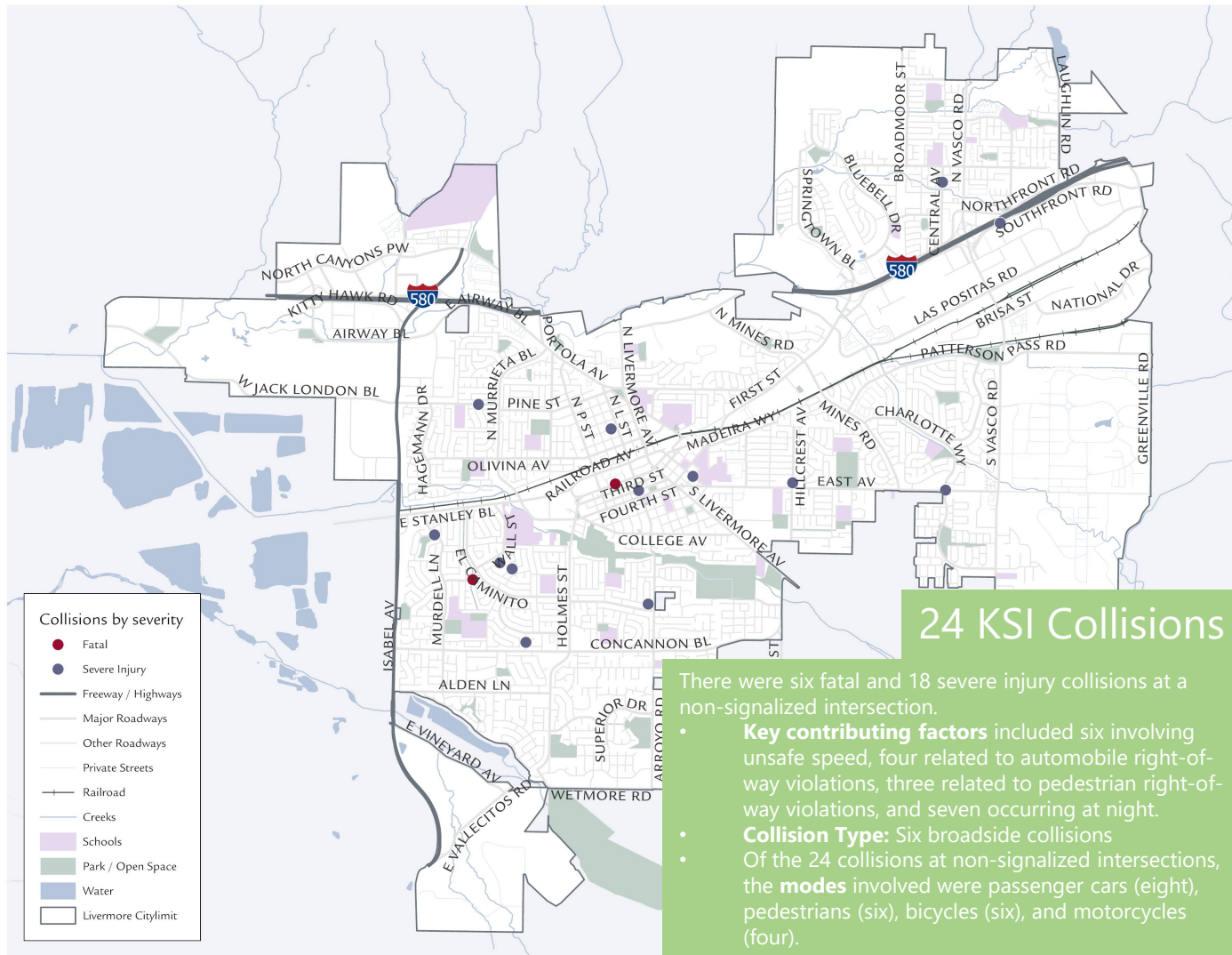
Profile 2: Address collisions between age group 20-39



- School Educational Programs
- Alcohol and Drug Awareness Education
- Vehicle Speed Feedback Signs
- Targeted Speed Enforcement
- Lane Narrowing Using Striping
- Traffic Calming Installations
- High-Visibility DUI Enforcement
- Rectangular Rapid Flashing Beacons (RRFBs)
- Advance Stop Bars
- Lighting (Intersections & Corridors)
- Reflective Pavement Markings
- Signal Backplates with Retroreflective Borders
- Improved Sign Visibility (Larger Signs, Reflective Posts)



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



Rectangular Rapid Flashing Beacons (RRFBs)



Pedestrian Hybrid Beacons (PHBs)



Crosswalk Visibility Enhancements



Raised Crosswalks / Raised Intersections



Median Refuge Islands



Curb Extensions / Bulb-outs



Mini-Roundabouts



Stop-Control Enhancements (Signing)



Lighting (Intersections & Corridors)



Educational Campaigns



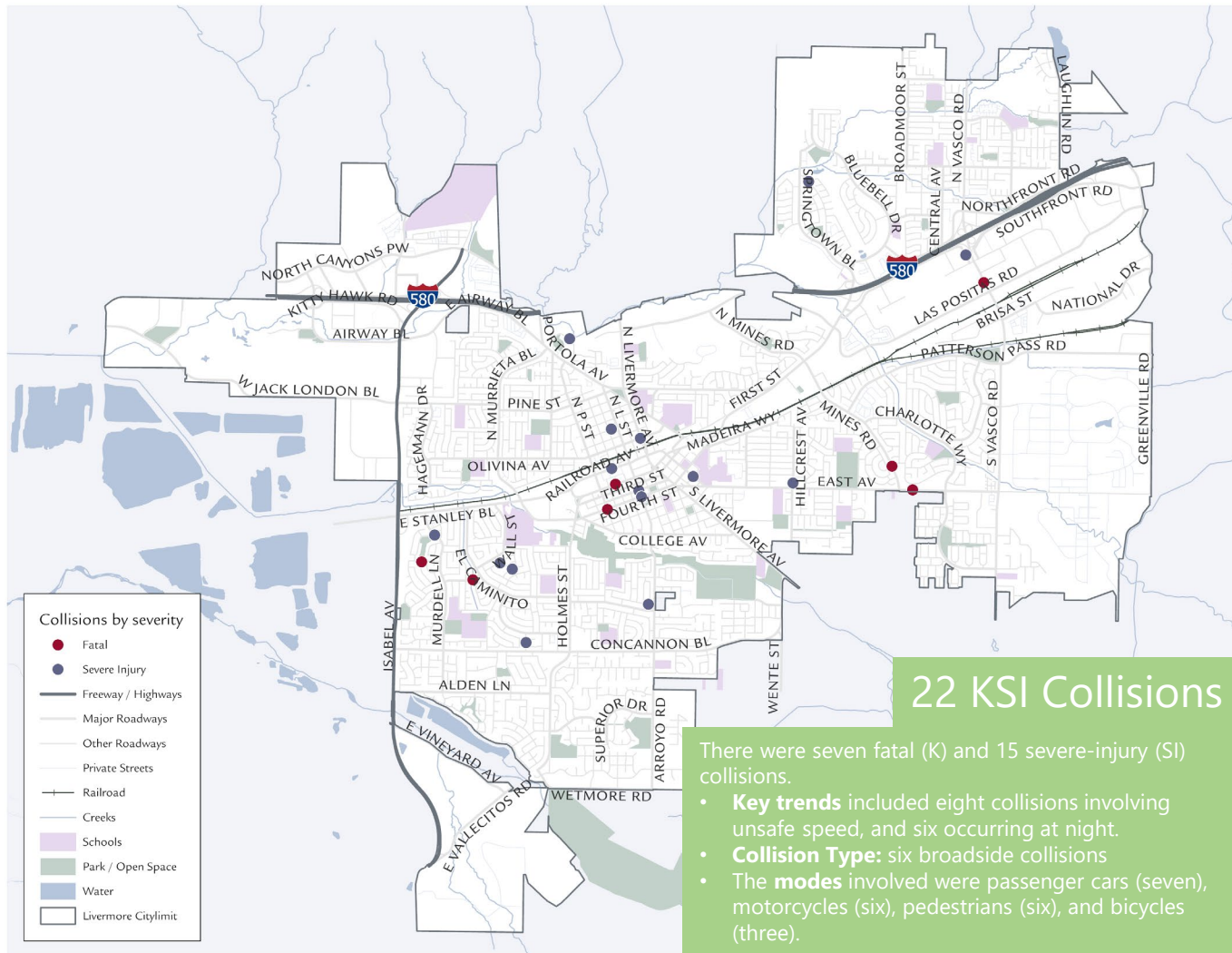
Share the Road Awareness Program



High Visibility Enforcement (Targeted Enforcement)



Profile 4: Reduce collisions on 25mph streets



Vehicle Speed Feedback Signs

Painted Chicanes or Edge-Line Shifts

Traffic Calming Installations

High-Visibility Crosswalks

Advanced Stop Bars at Intersections

Raised Crosswalks

Rectangular Rapid Flashing Beacons (RRFBs)

Curb Extensions (Quick-Build Bulb-outs)

Lighting Upgrades

Reflective Pavement Markings

Enhance Stop Signs

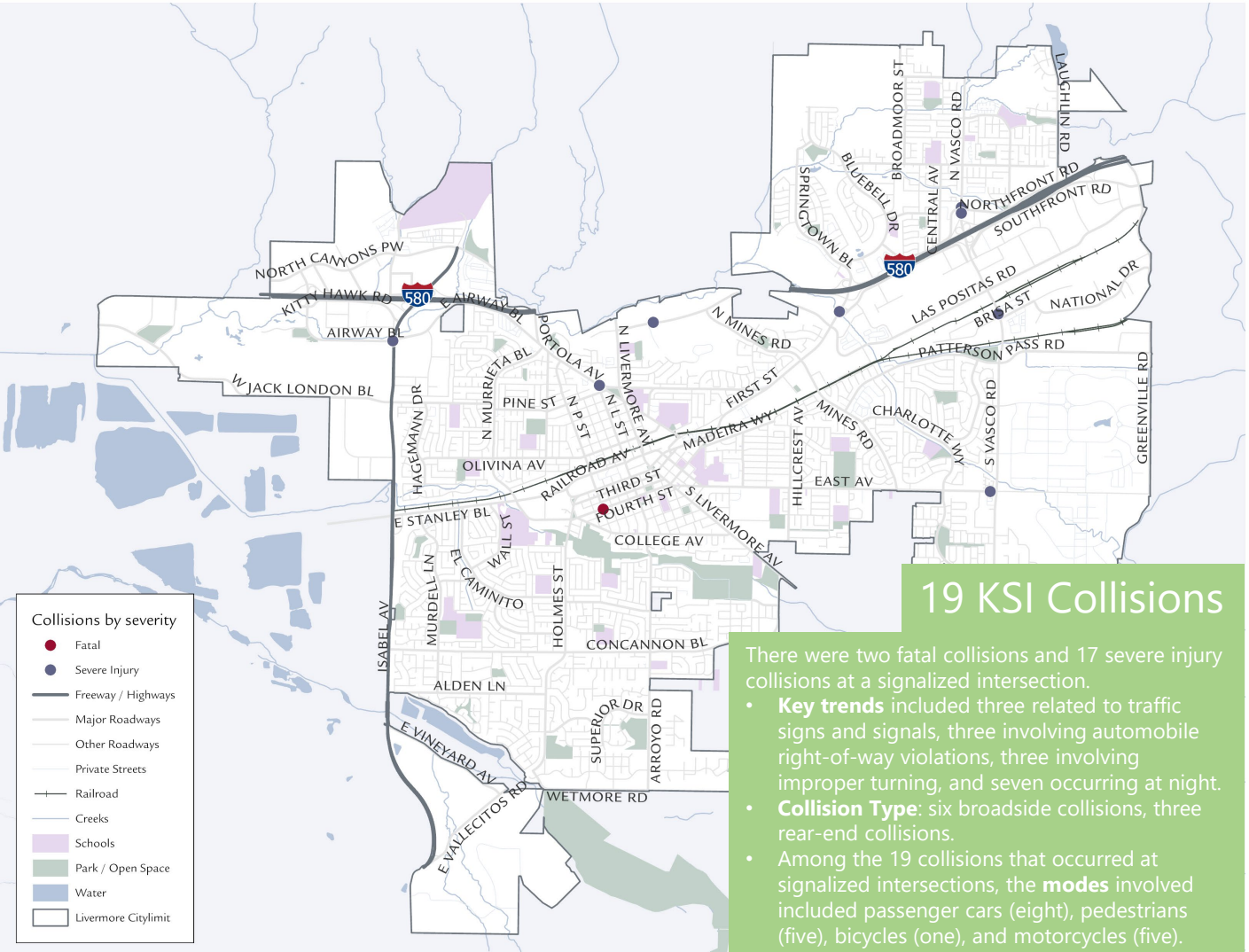
Educational Campaigns

Share the Road Awareness Program

High Visibility Enforcement (Targeted Enforcement)



Profile 5: Address collisions occurred at signalized intersections



Signal Hardware Update



Signal Timing Updates



Transit Signal Priority



Accessible Pedestrian Signals (APS)



Leading Pedestrian Intervals (LPI)



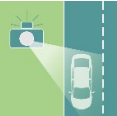
High-Visibility Crosswalks



Pedestrian Refuge Islands / Medians



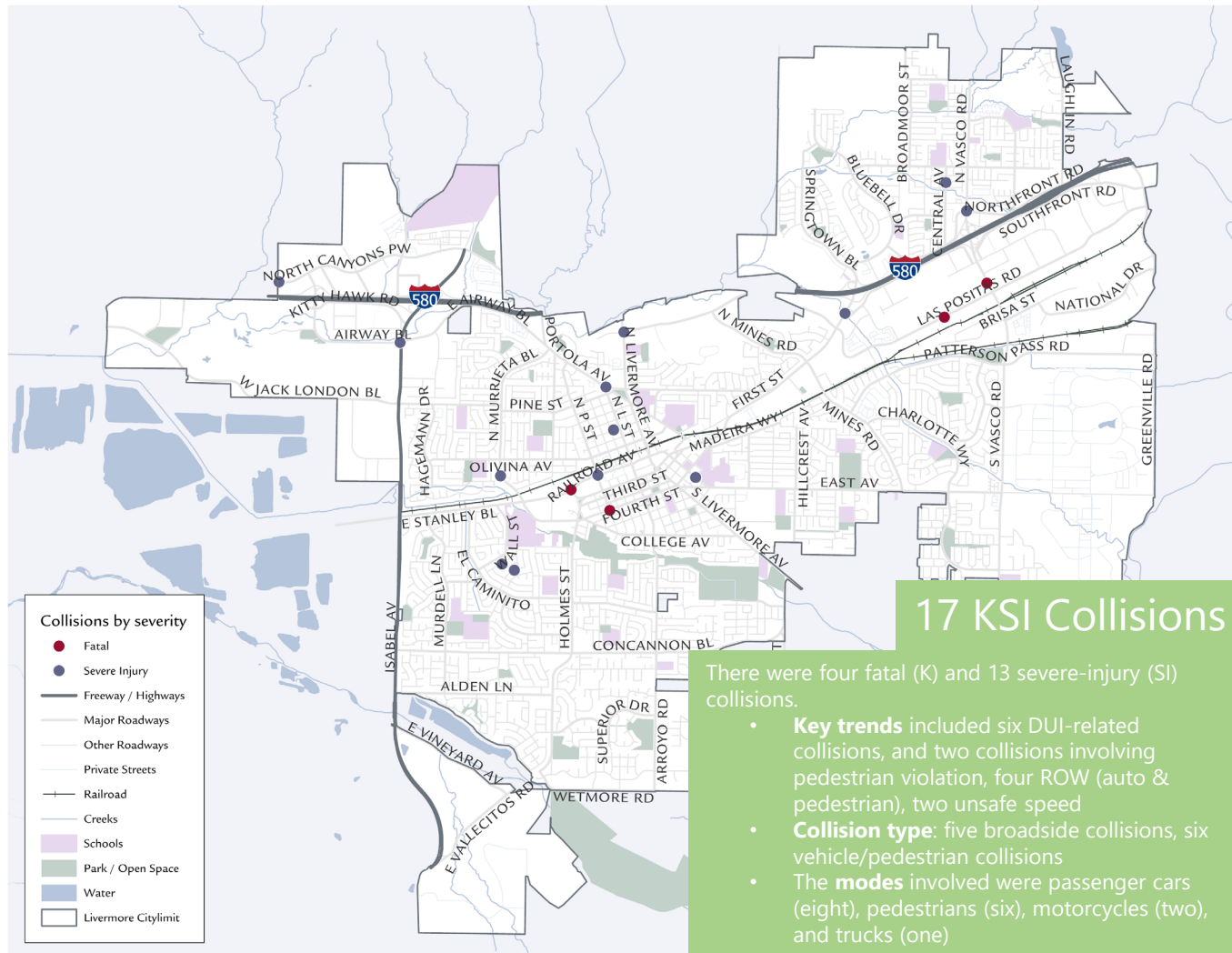
Protected Left-Turn Phasing



Red-Light Enforcement / Cameras



Profile 6: Reduce nighttime collisions



Install Roadway and Intersection Lighting



Reflective Signage and Pavement Markings



Retroreflective Signal Backplates



Install Edge Line and Centerline Stripes



Install Delineators and Object Markers



Install Vehicle Speed Feedback Signs



Install Rumble Strips



Mini-Roundabouts / Traffic Circles



Rectangular Rapid Flashing Beacons (RRFBs)



Educational Campaigns



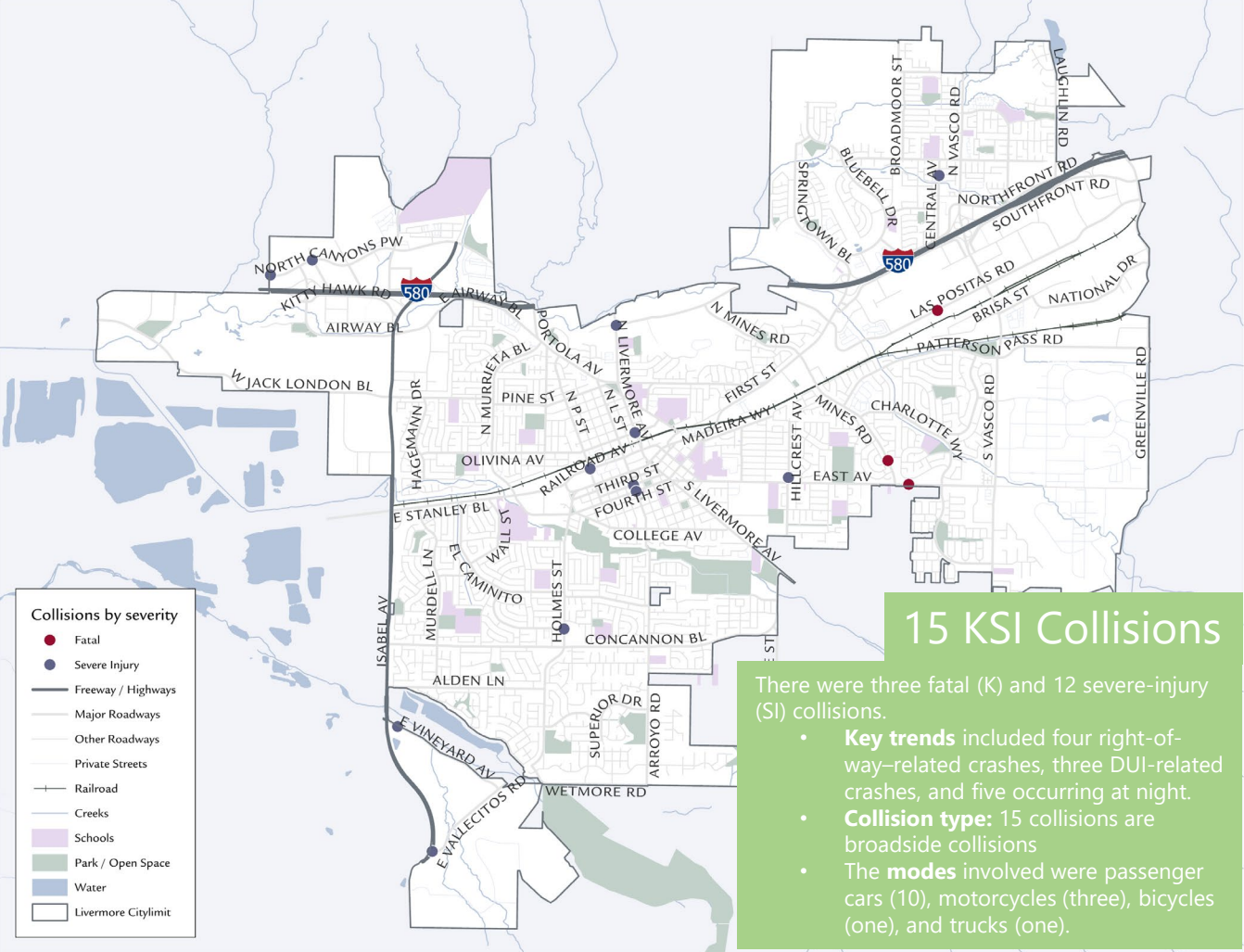
Alcohol Use Disorder (AUD) Assessment & Treatment Programs



High Visibility Enforcement (Targeted Enforcement)



Profile 7: Reduce broadside collisions



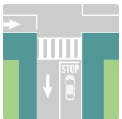
High Visibility Enforcement



Signal Timing and Phasing Improvements



Protected Left-Turn Phases



Advanced Stop Bars at Intersections



Mini-Roundabouts/Traffic Circles



Advance Intersection Warning Signs



Signal Backplates with Retroreflective Borders



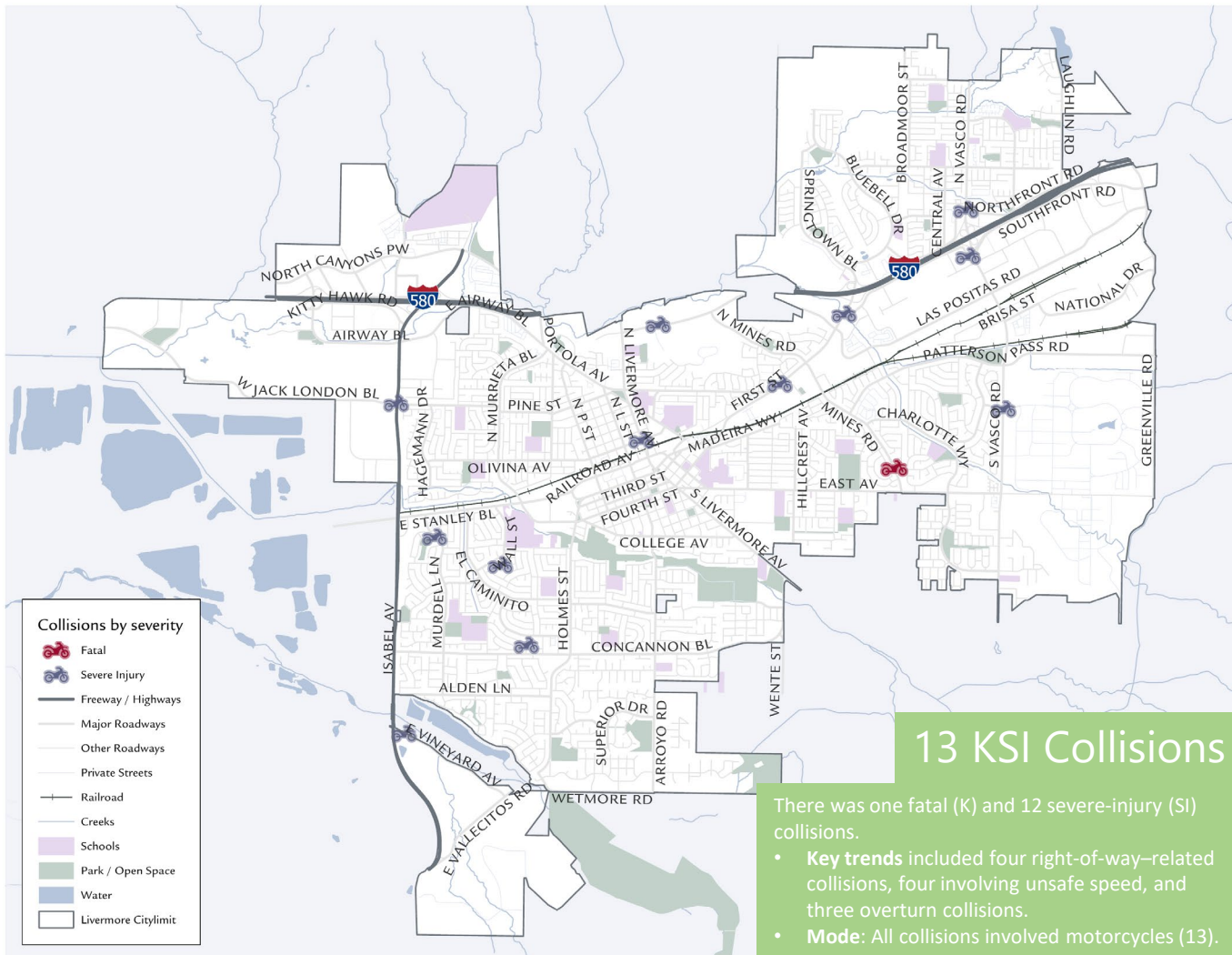
Enhanced Stop Signs with Reflective Posts



Install Roadway and Intersection Lighting



Profile 8: Address motorcycle collisions



Intersection and roadway lighting improvements



Safety and awareness campaigns



Motorcycle awareness signage



High-friction surface treatments



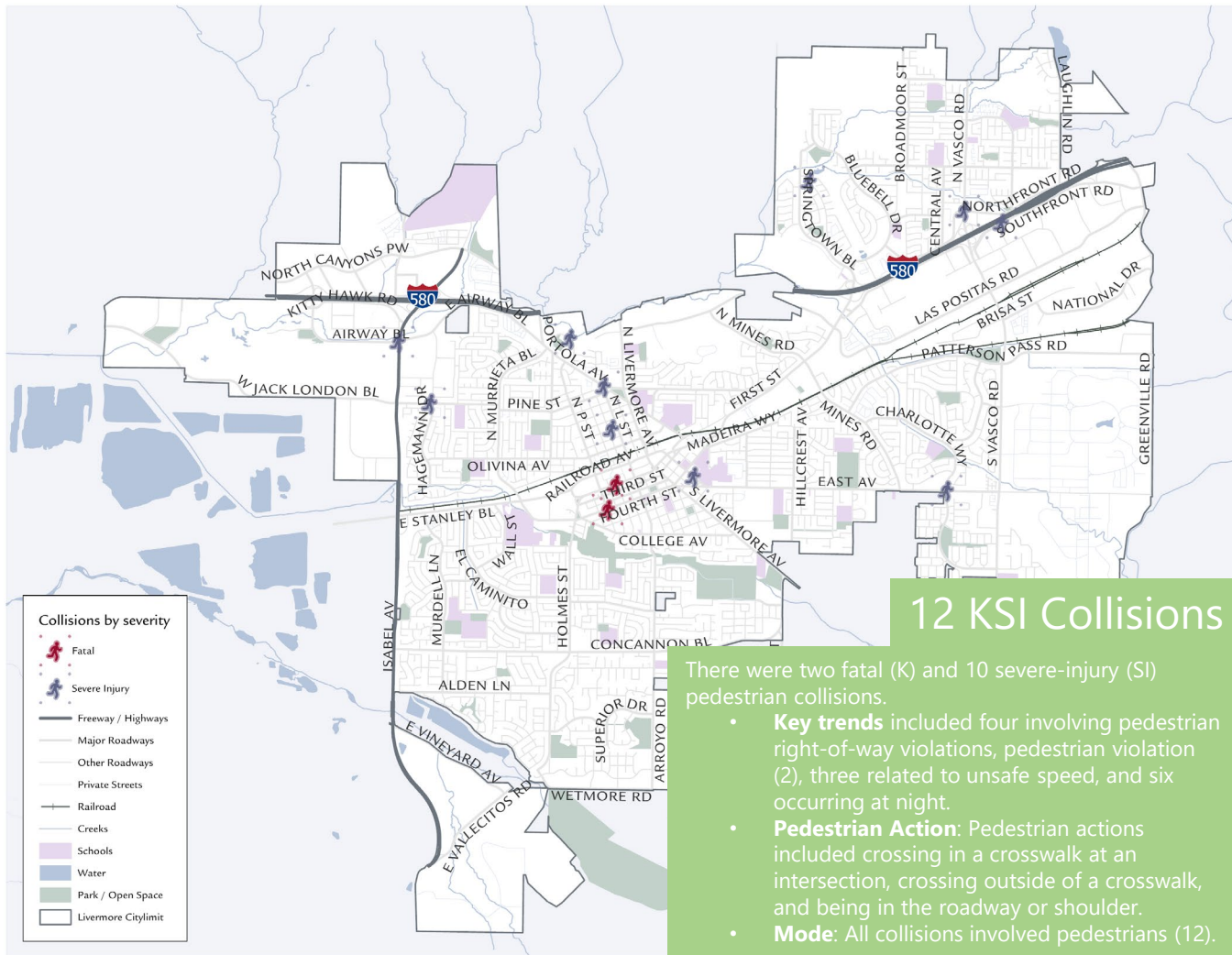
Advanced warning signs



High Visibility Enforcement (Targeted Enforcement)



Profile 9: Address pedestrian collisions



High-Visibility Crosswalks



Advance Stop Bars at Intersections



Curb Extensions



Pedestrian Refuge Islands



Leading Pedestrian Intervals



Rectangular Rapid Flashing Beacons (RRFBs)



Pedestrian Hybrid Beacons (PHBs)



Install Lighting at Crosswalks



Shared Use Path



Educational Campaigns



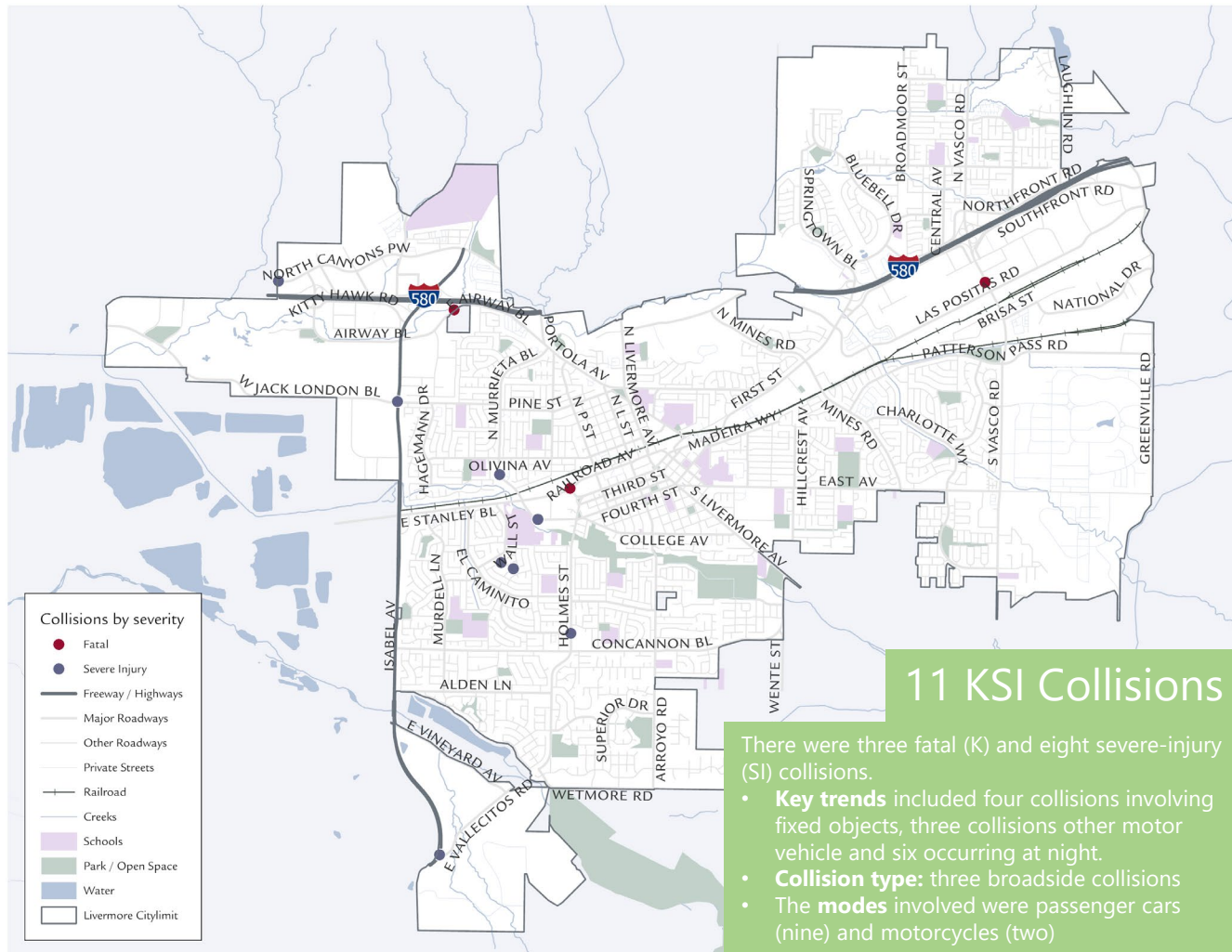
Safe Routes to School



High Visibility Enforcement



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



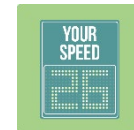
High Visibility Enforcement



Educational Campaigns



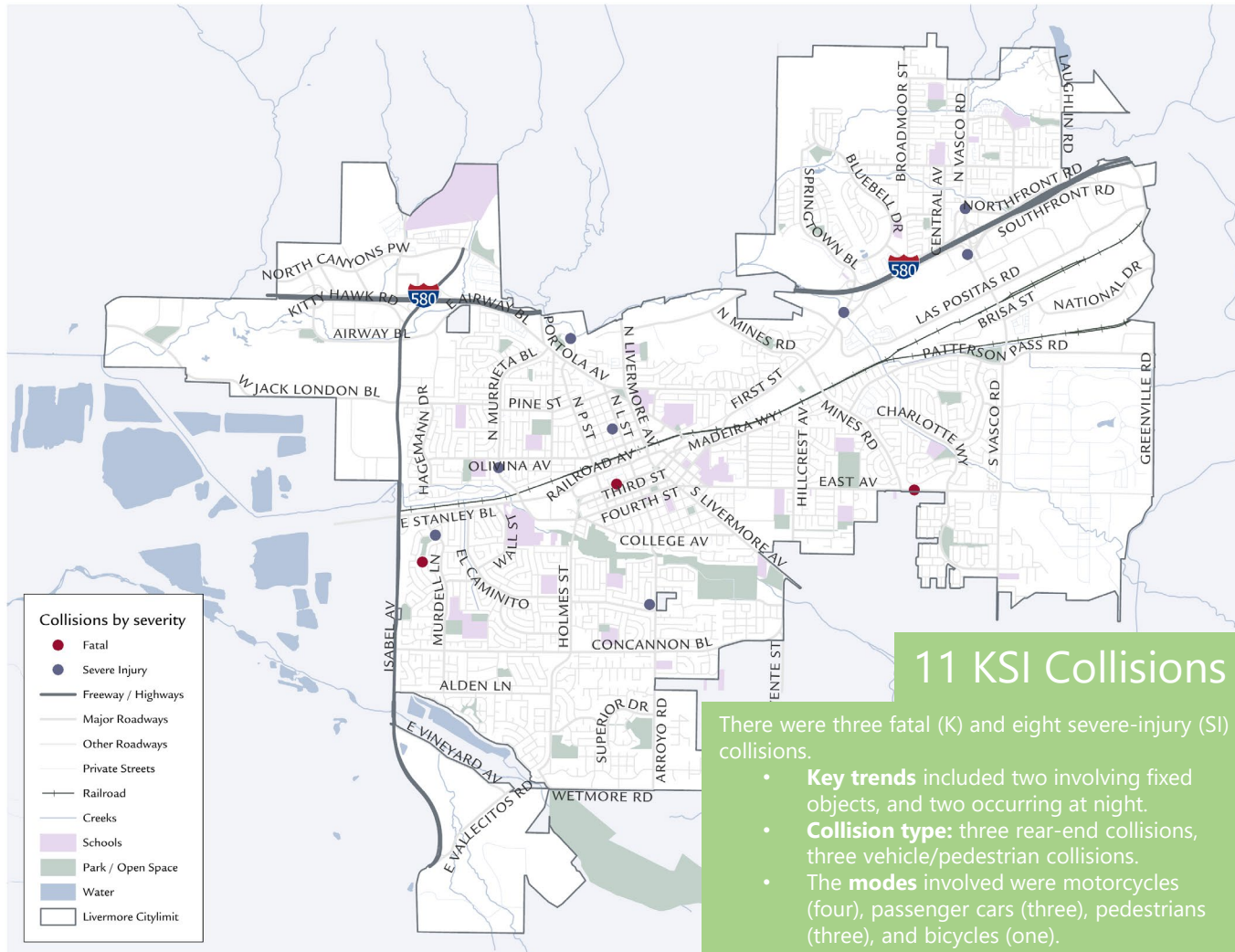
Alcohol Use Disorder (AUD) Assessment and Treatment Programs



Vehicle Speed Feedback Signs



Profile 11: Reduce unsafe speed collisions



Lane narrowing



Neighborhood traffic calming



Road diet implementation



Vehicle speed feedback signs



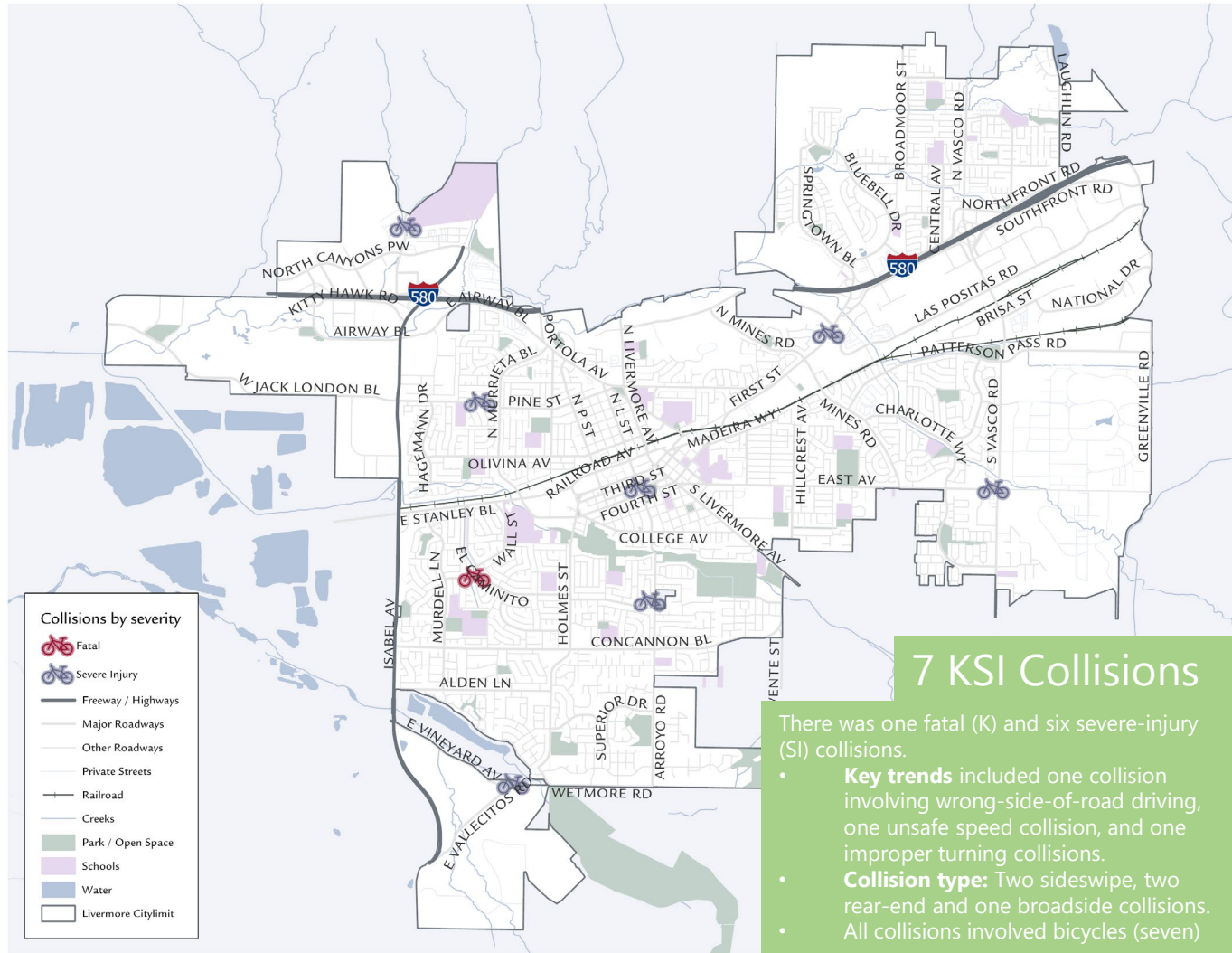
Public Safety campaigns



Targeted speed enforcement



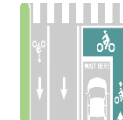
Profile 12: Address bicycle collisions



Bicycle Lanes (Conventional or Separated)



Protected Intersections



Bicycle Boxes at Signalized Intersections



Mini-Roundabouts / Neighborhood Traffic Circles



Signing and Striping for Bicycle Infrastructure



Educational Campaigns



Share the Road Awareness Program



High Visibility Enforcement (Targeted Enforcement)



Public Outreach Platform

- Project Website
- Emails
- Map Input Platform
- Outreach Meetings

- Project Website
- **Upcoming Meetings**
- Email: Senior Transportation Engineer Joanna X.J. Liu, P.E., T.E. at xliu@livermoreca.gov or
- Contact: (925) 960-4556

CITY OF LIVERMORE CALIFORNIA

68° LIBRARY CURRENT AGENDA CONTACT US TRANSLATE Service Finder

How Do I Our Community Government Departments Doing Business

Engineering

- Bridge Program
- Capital Improvement Plan Projects
- Creeks and Floods
- Encroachment Permits
- Engineering Resources
- Livermore Habitat Conservation Plan
- Measure B/BB Projects
- Projects Out for Bid
- Senate Bill 1
- Standard Specifications & Details

Transportation & Traffic

- Bikeways & Trails Map
- California's Daylighting Law (AB 413)
- Commuter Information
- Emergency Road Work
- Regional Transportation

Departments » Community Development » Engineering » Transportation & Traffic »

Vision Zero

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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](#)



Public Outreach Platform

Upcoming Community Meetings

January 28, 2026 - Community Meeting

- Location: Zoom
- Time: 6:00 PM - 7:30 PM PST
- Details: Join Zoom meeting via this link: <https://us06web.zoom.us/j/83097332929?pwd=sLnS3iaTtDJLdcXqcT47mNpScylaZn.1>
 - Meeting ID: 830 9733 2929
 - Passcode: 587861
 - Join by phone: +16694449171,,84886403511#,,,,*180673# (US)
- [Meeting flyer \(English\)](#)/ [Meeting flyer \(Español\)](#)

February 25, 2026 - Community Meeting

- Details TBD

Community Meeting#2 on Wednesday, January 28, 2026, at 6 p.m.

Outreach History

Past Meetings

- 12/15/25 - Community Outreach Meeting:
 - [Video Recording](#)
 - [Presentation](#)
- 8/22/23 - Community Workshop: Presentation available here: [Local Roadway Safety Plan & Vision Zero](#)
- 3/29/23 - Stakeholder Meeting: Presentation available here: [Local Roadway Safety Plan & Vision Zero](#)



Livermore Vision Zero Action Plan (VZAP)

Community Meeting (Virtual)

The City is developing a Vision Zero Action Plan (VZAP) which will be a comprehensive strategy to reduce and eventually eliminate traffic fatalities and severe injuries. Recognizing that traffic deaths and severe injuries are preventable, the VZAP aims to prioritize safety, creating a more sustainable and livable city for all.



Your Input is important to us!

Community outreach was held on December 15th to introduce the Vision Zero Action Plan and share how the City is working to improve traffic safety. The project team discussed the Plan's goals, processes, and next steps, presented early findings from the collision analysis, and invited community feedback on locations identified as part of the High Injury Network. The public outreach platform was also shared so residents can continue providing input throughout the project. The video and presentation are available on the project website via the QR code or at - www.LivermoreCA.gov/VisionZero

Share your Traffic Concerns by January 19, 2026

Mark intersections and street segments, and provide your safety concerns through QR code on the right.

or visit <https://app.maptionnaire.com/q/226syd2ore37>



Upcoming Community Meeting!

Join us for the next Outreach Meeting in January 2026. Details are provided below!!

Wednesday, January 28 at 6 p.m.

<https://us06web.zoom.us/j/83097332929?pwd=sLnS3iaTtDJLdcXqcT47mNpScylaZn.1>

Meeting ID: 830 9733 2929

Passcode: 587861

Note: Please visit the project website for updates on upcoming community meetings.



- Provide feedback and input on High Injury Network (HIN)
- Collision Profiles, Priority Areas & Countermeasures

We look forward to hearing from you! Please let us know your availability by scanning the QR code below and completing the brief form.

Or visit <http://forms.gle/WYzkdNfeKBGc4pqN9>

Please RSVP by January 19, 2026 for Community Meeting!



Public Outreach Platform



Note: The City may be required to disclose certain information that you provide as part of your feedback regarding Livermore Vision Zero Action Plan.

The City of Livermore is regulated by the California Public Records Act (Gov't Code Section 7920.005 et. seq. CPRA) and information provided by members of the community on the map input may be subject to disclosure to third parties or a court of law pursuant to the CPRA.

Vision Zero Public Outreach

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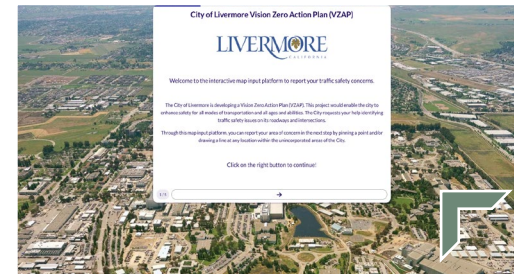
Gathering feedback from the community can help ensure the Vision Zero Action Plan (VZAP) addresses residents' needs and concerns.

Please click the button below to share your concerns about traffic and safety. Your input is essential for the success of the VZAP.



Note: The City may be required to disclose certain information that you provide as part of your feedback regarding the Livermore Vision Zero Action Plan (VZAP).

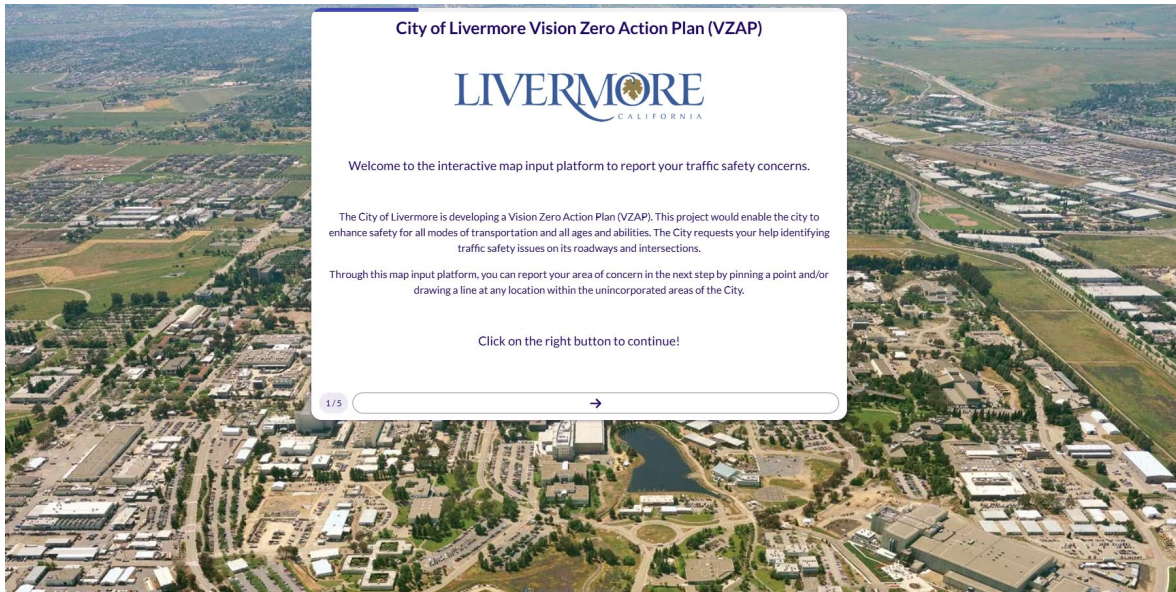
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**CLICK
HERE!**



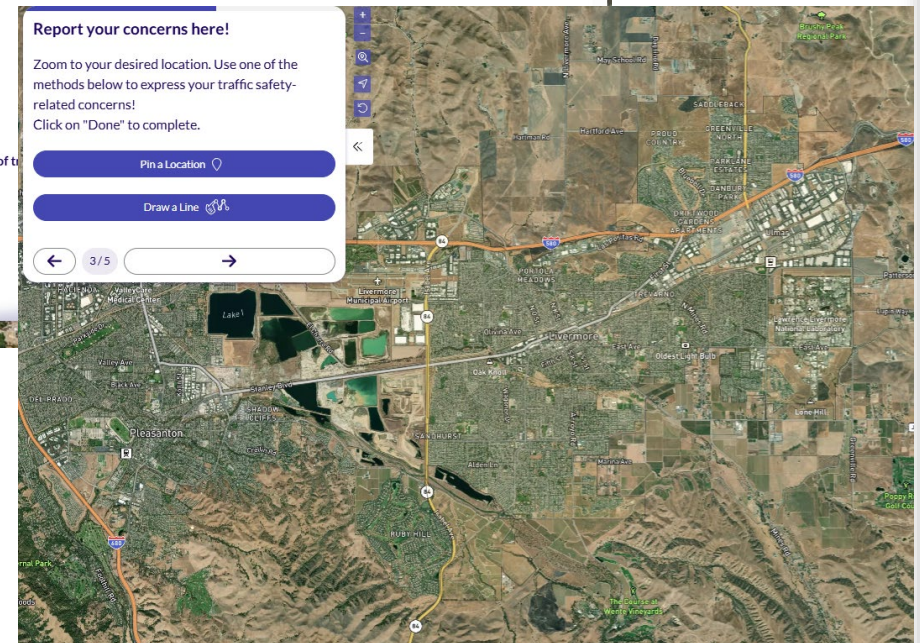
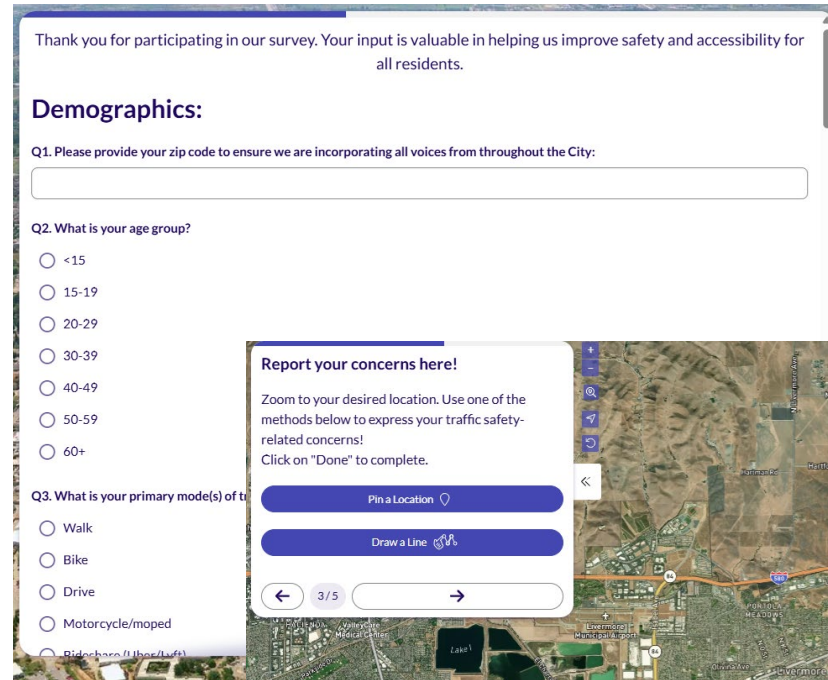
Tell us your concerns on the map!



[CLICK HERE!](#)

As of January 20th, 2026, we have received:

- 100 point traffic concerns
- 36 line traffic concerns



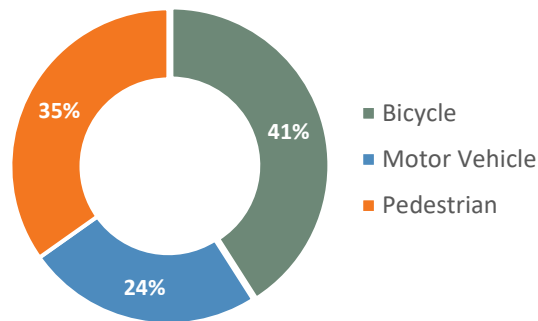


Community Outreach Summary

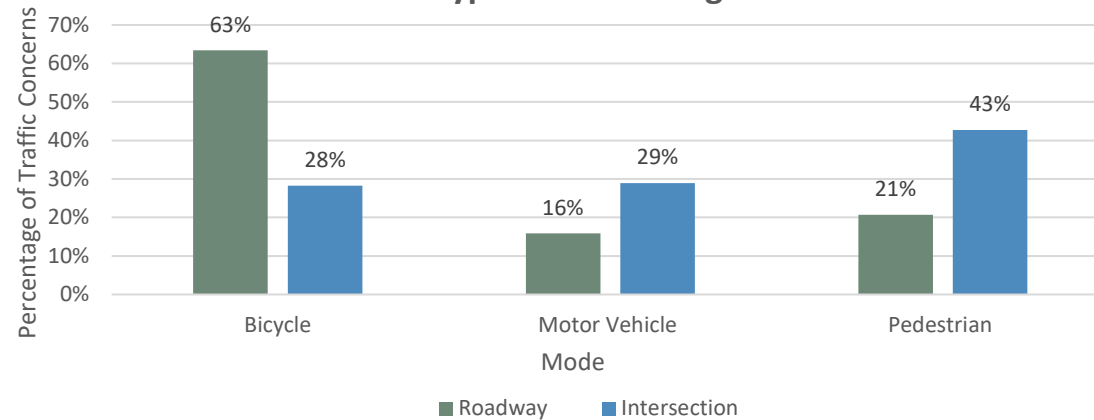
Community Feedback (December 2025- January 2026)

- Total number of unique commenters: **136** (100 points and 36 line comments)
- Total number of comments: **227**

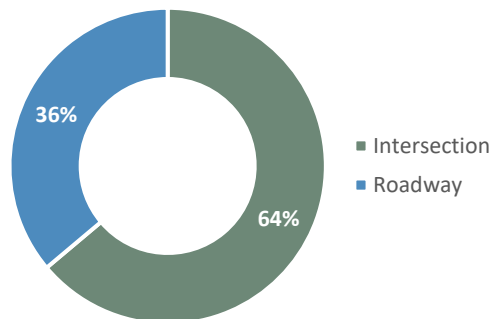
Mode Facing Issues



Location Type: Mode Facing Issues



Location Type

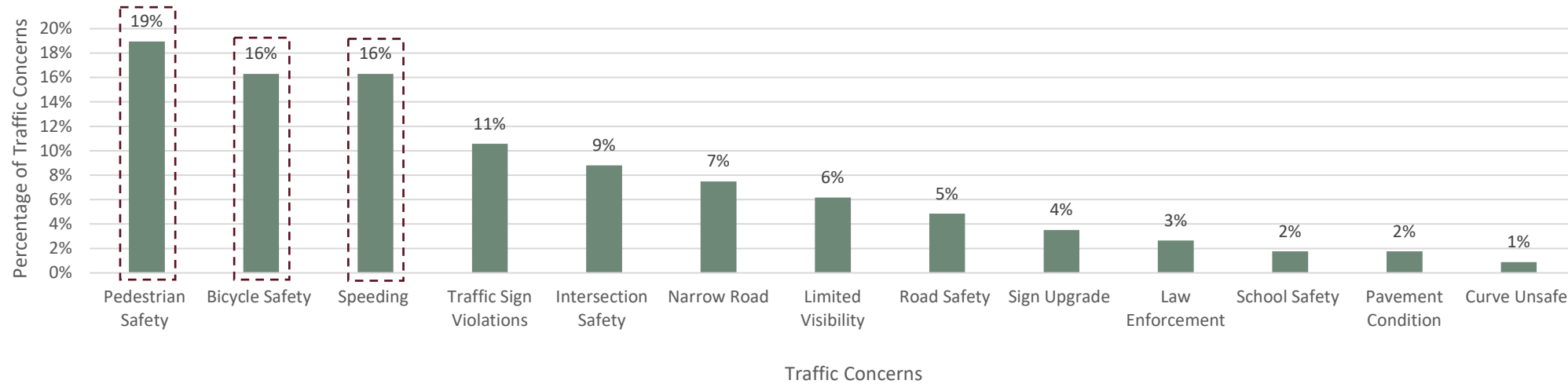


- **36 percent** (82) were related to roadways, and **64 percent** (145) were related to intersections.
- Bicycle-related comments: **41%** (93)
- Motor Vehicle-related comments: **24%** (55)
- Pedestrian-related comments: **35%** (79)

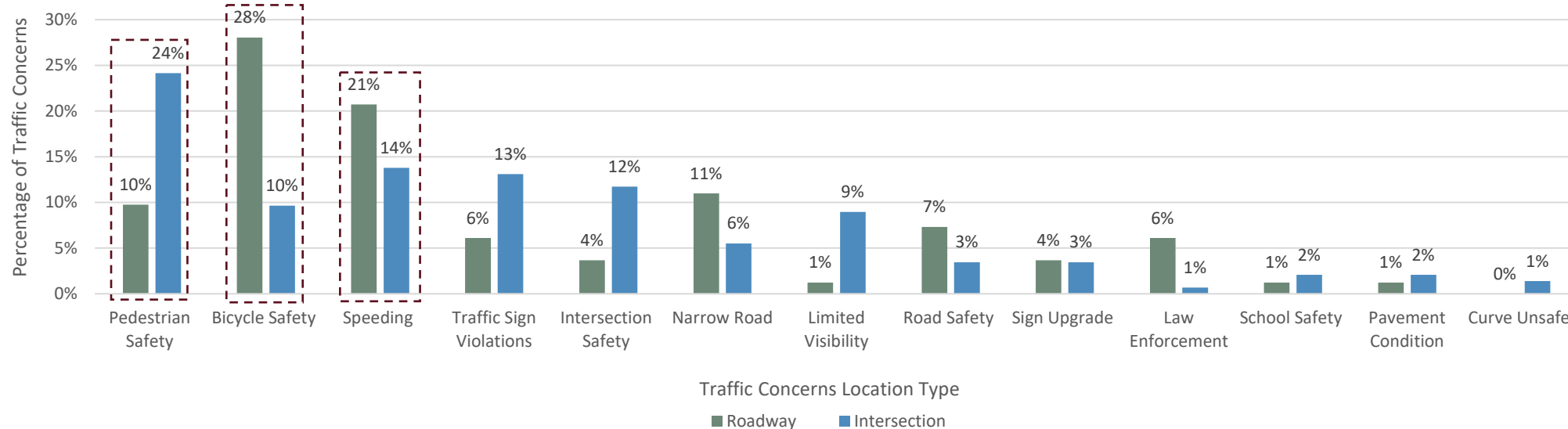
Community Outreach Summary



Community-Reported Traffic Safety Concerns



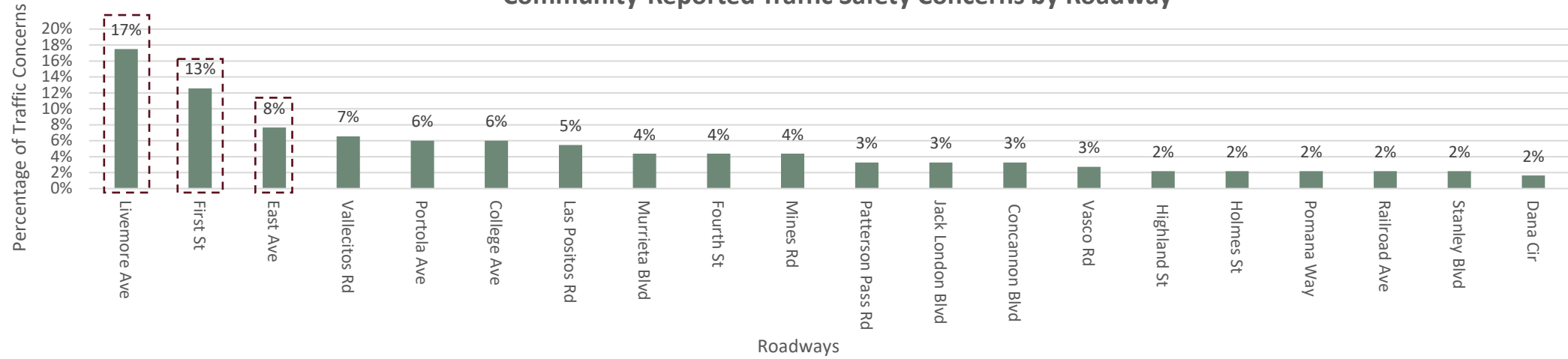
Community-Reported Traffic Safety Concerns by Location Type



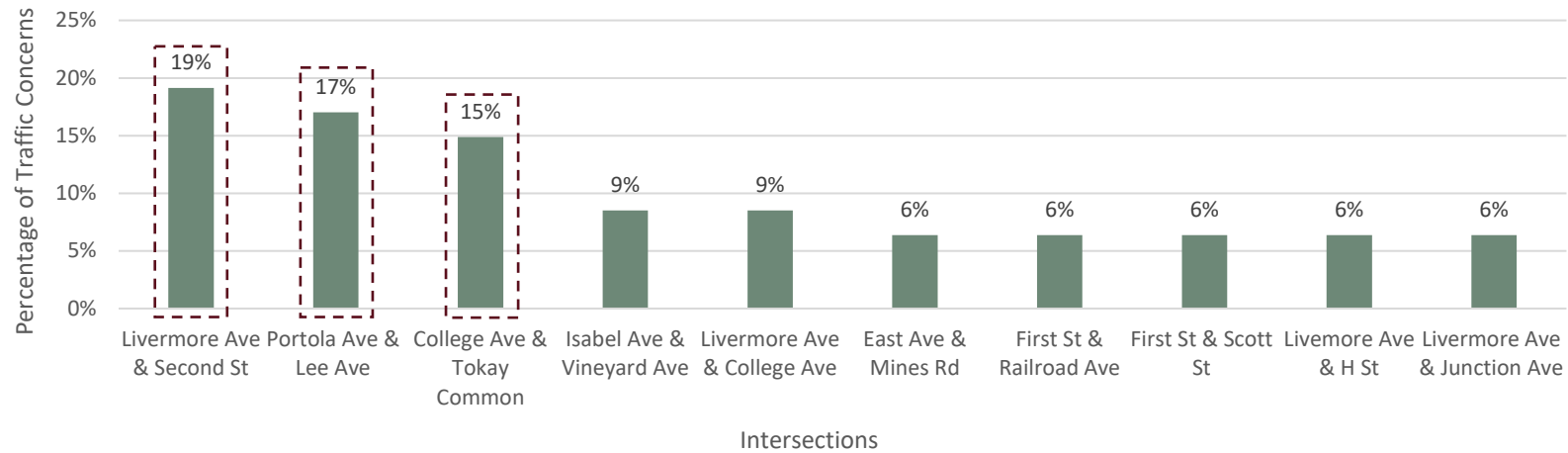
Community Outreach Summary



Community-Reported Traffic Safety Concerns by Roadway



Top Intersections with Reported Traffic Safety Concerns



Next Steps

- The next outreach meetings are scheduled for **February 25, 2026.**
- Additional **Community Outreach Feedback**
- Development **Safety Projects**
- Implementable **Action Plans**



Intersection: Murrieta Boulevard & Stanley Boulevard





THANK YOU!

Ruta Jariwala
Vice President
TJKM Transportation Consultants