CITY OF LIVERMORE CALIFORNIA

City of Livermore Vision Zero Action Plan (VZAP)

Stakeholder Meeting#3
February 26th, 2026

VISION ZERO
City of Livermore

TJKM

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

CITY OF LIVERMORE CALIFORNIA

Introduction

Community Meeting

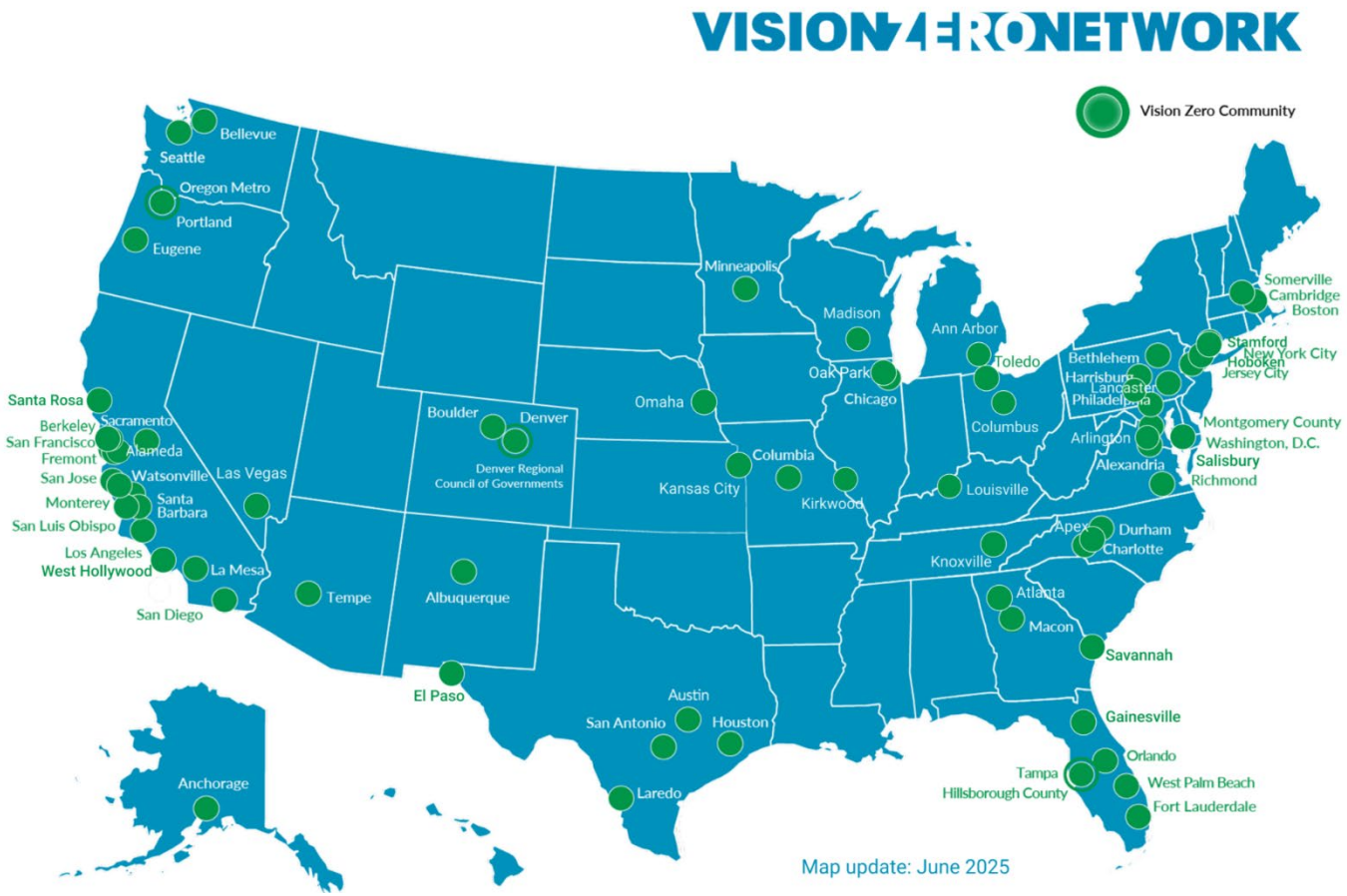
City of Livermore:

- 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?



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.**

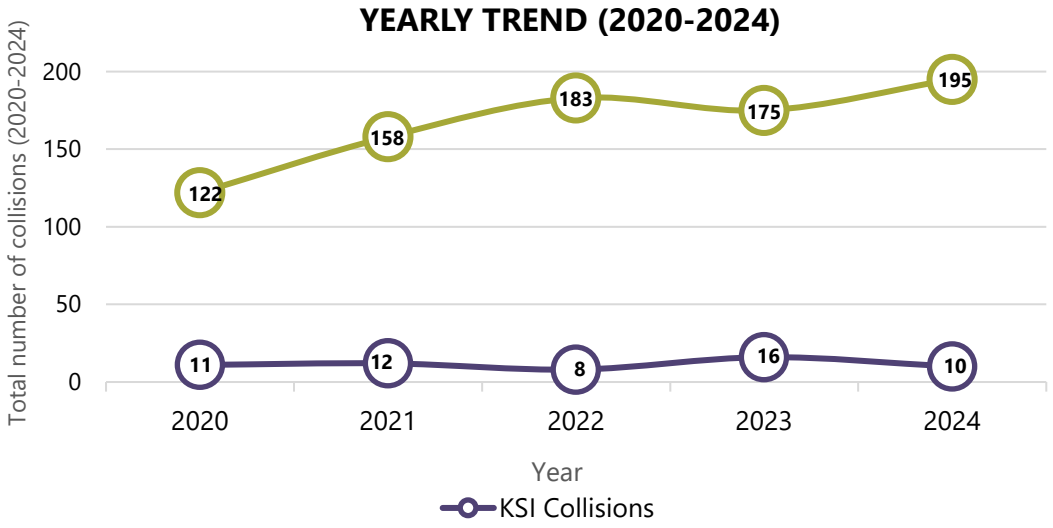
Safe System Approach

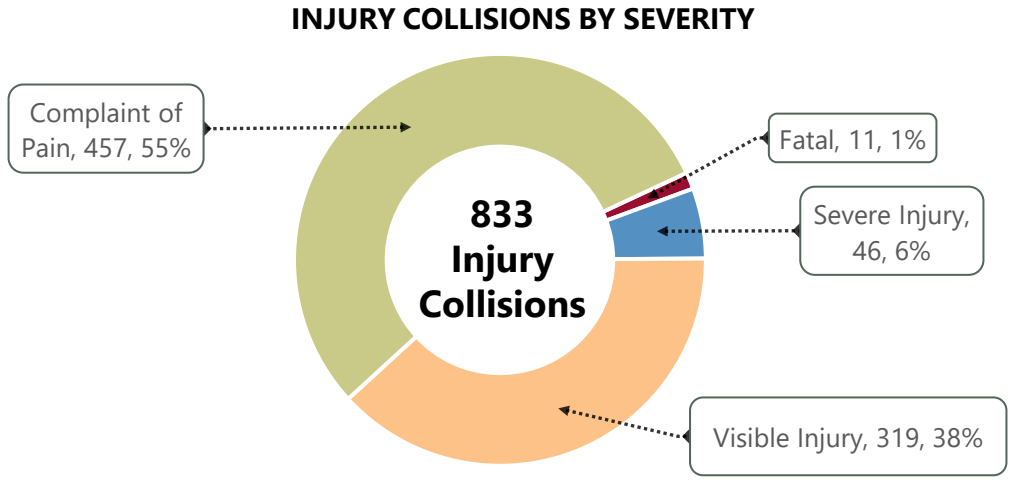
Source: What is a Safe System Approach?

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?





833 Injury Collisions

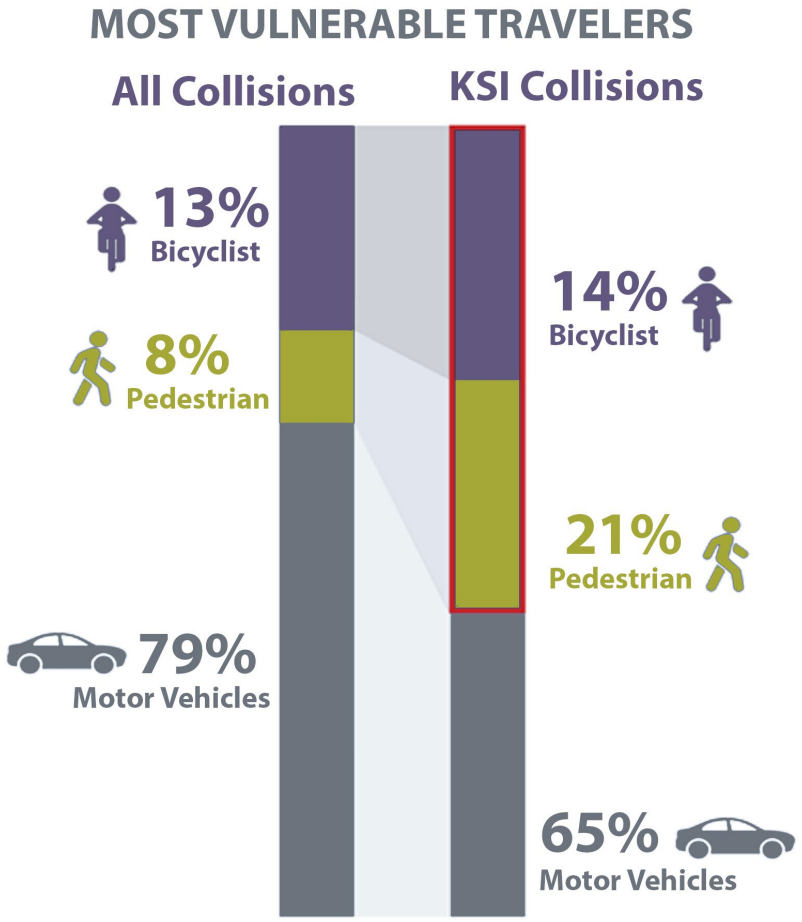
- Livermore's road safety is a growing concern, especially for vulnerable users.
- Despite traffic signals, **intersections pose a risk of fatal and severe injuries,** emphasizing the need for a comprehensive strategy.
- Livermore's Vision Zero Action Plan aims to **create safer streets through various 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?

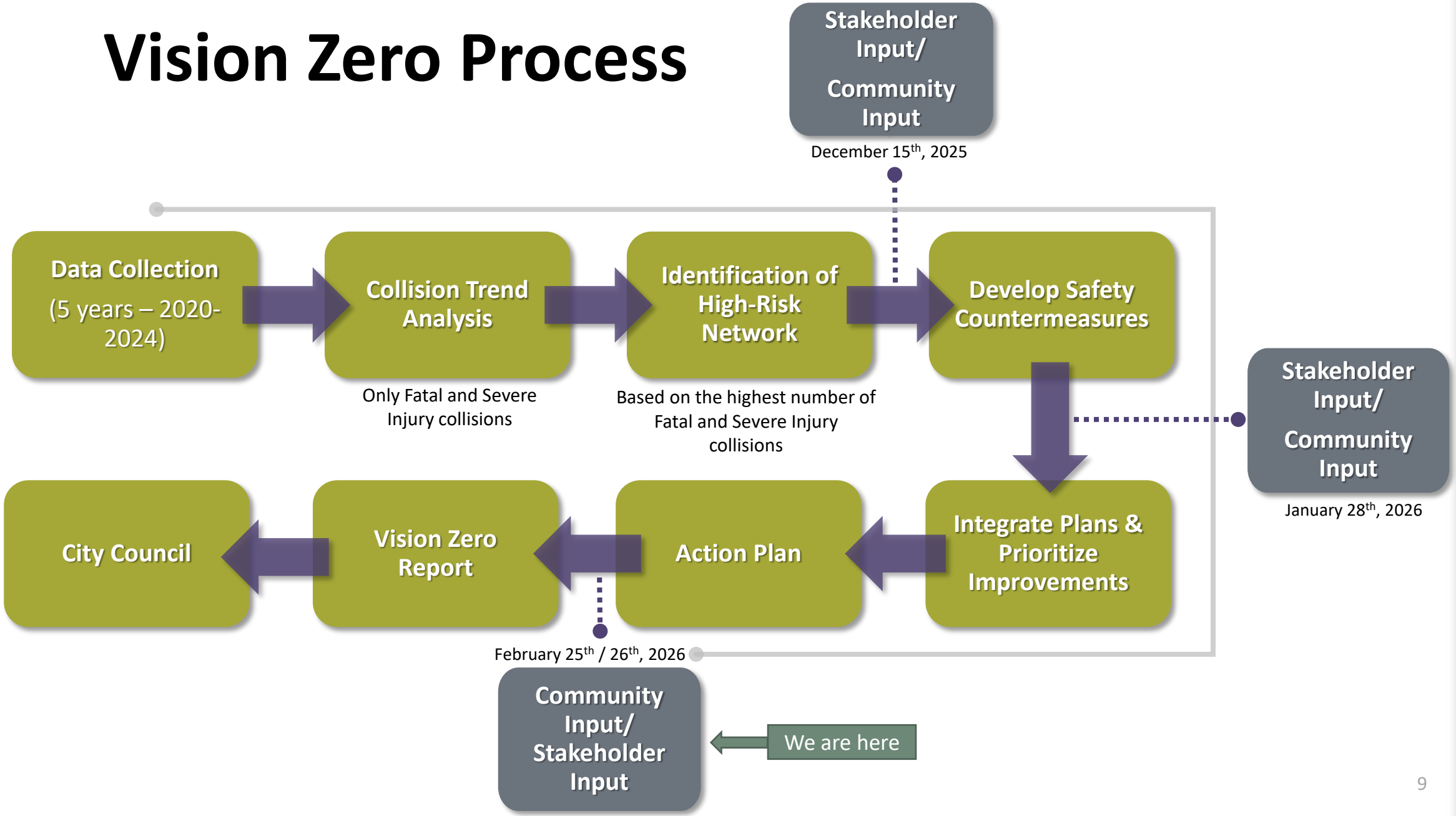
Pedestrians and bicyclists account for **35 percent** (20 collisions) of fatal and severe collisions. The risk of serious collisions persists at intersections, despite the presence of traffic signals.

- **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



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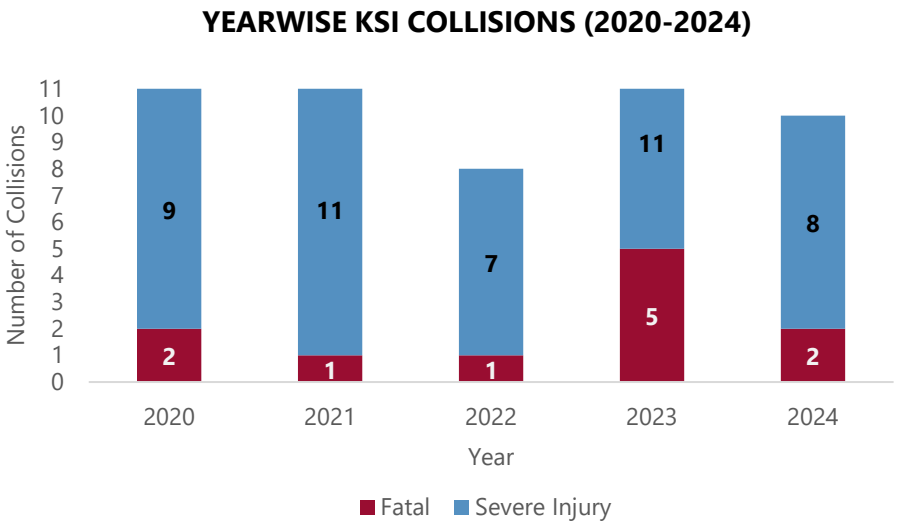
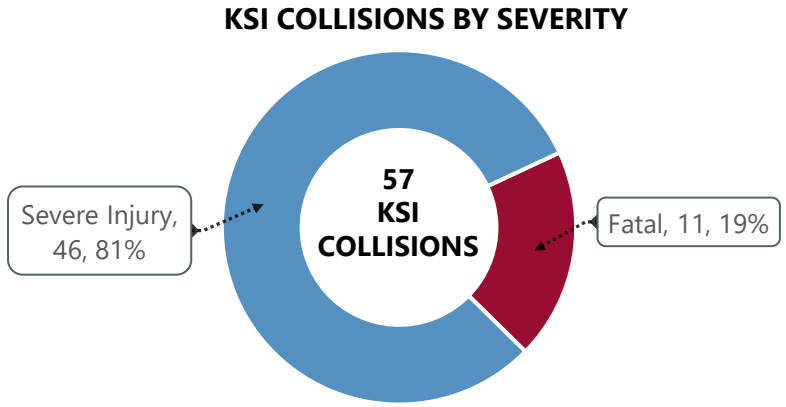
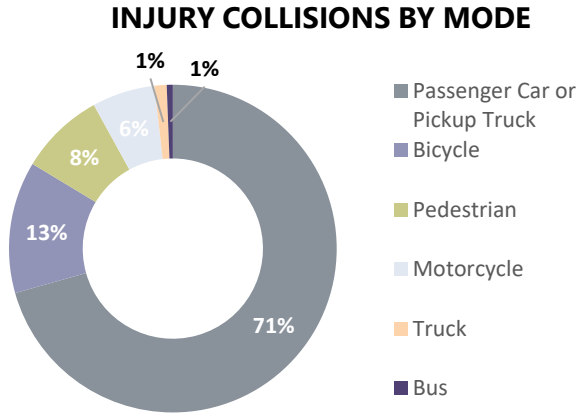
Collision Analysis Findings

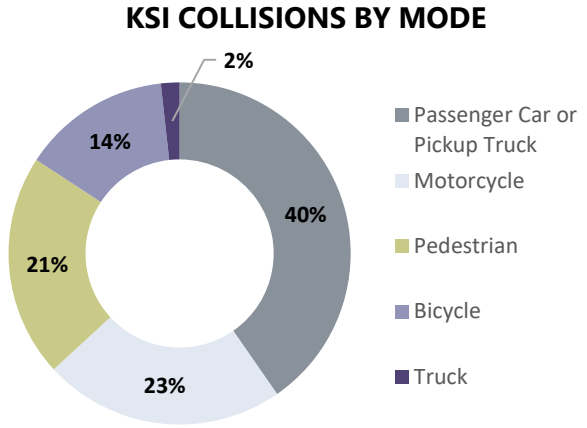
Collision Analysis Findings





11 fatal collisions and 46 severe injuries

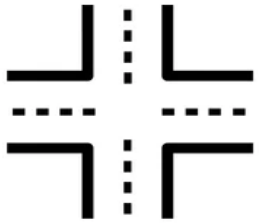




- Passenger cars were involved in collisions, comprising **40 percent** of KSI collisions and a dominant **71 percent** of injury collisions.
- Pedestrians represented **21 percent** of KSI collisions and eight percent of injury collisions, while bicycles made up **14 percent** of KSI collisions and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

KSI COLLISIONS BY LOCATION

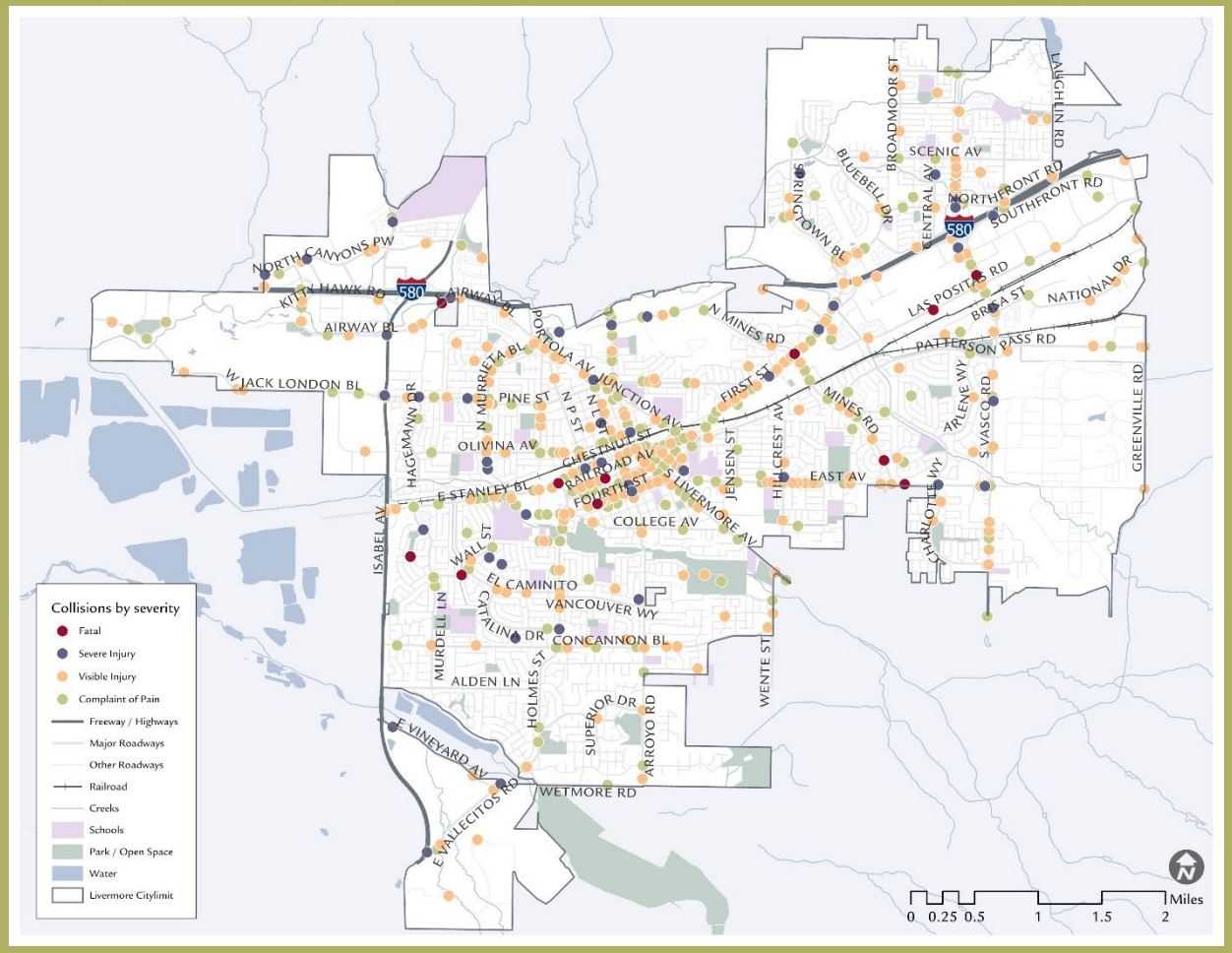
75% 43 collisions occurred at intersections



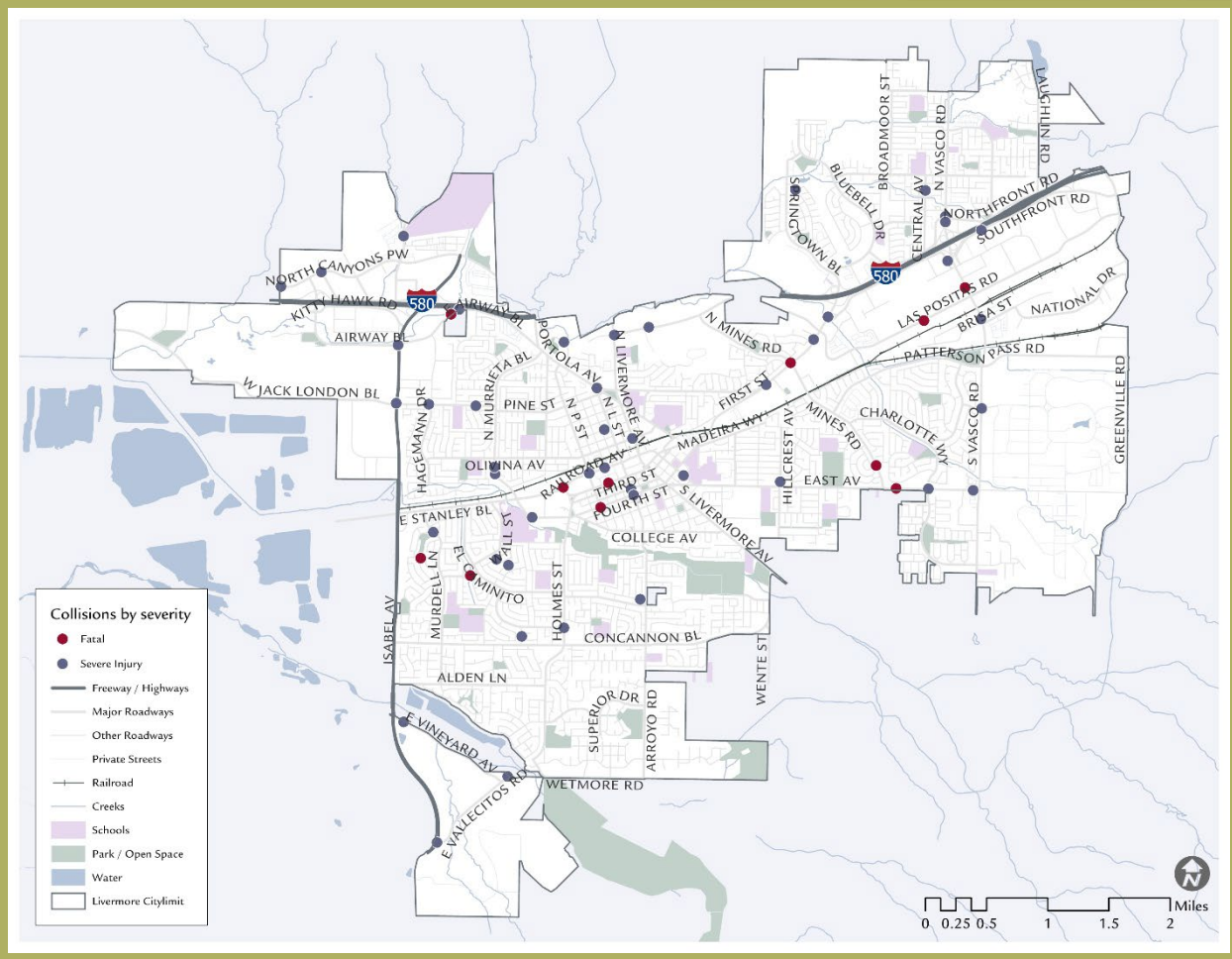
25% 14 collisions occurred along roadway

Note: *Killed and Severe Injury (KSI) & Collision analysis above do not include collisions on Isabel Avenue*

Collision Analysis Findings



All 833 Injury Collisions (2020-2024)

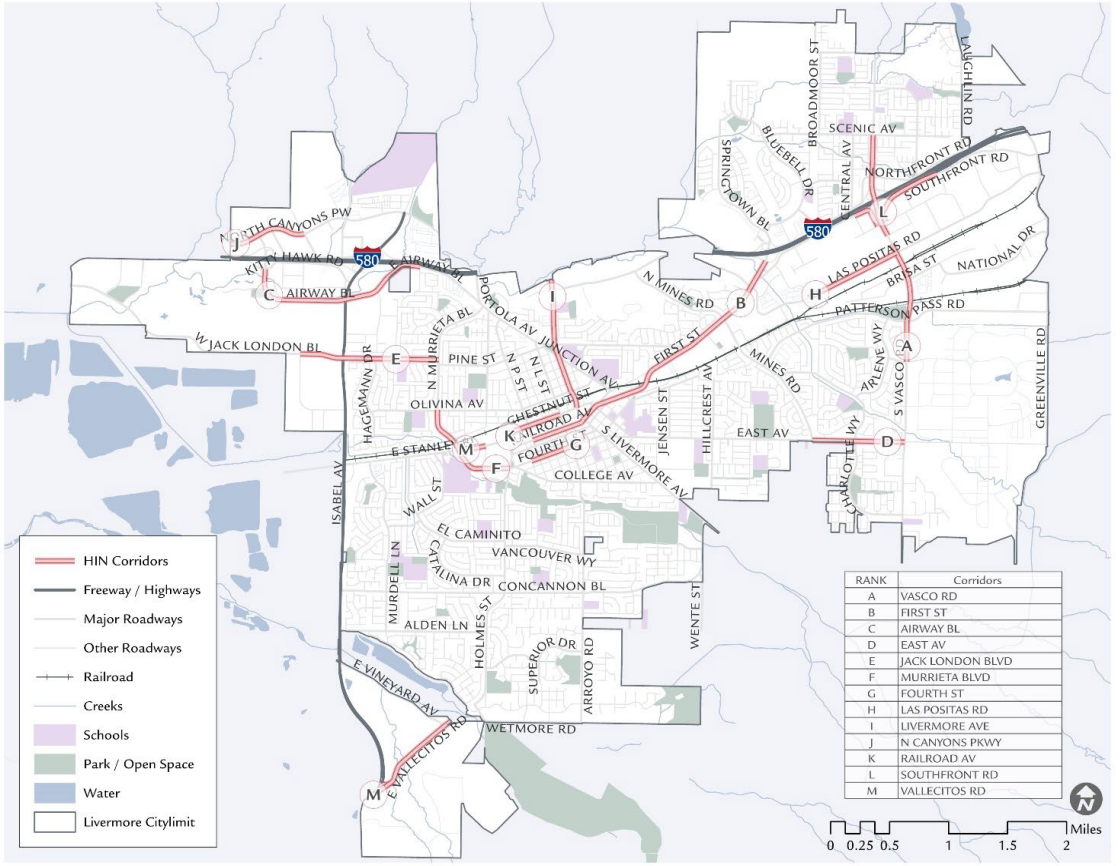


All 57 KSI Collisions (2020-2024)

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



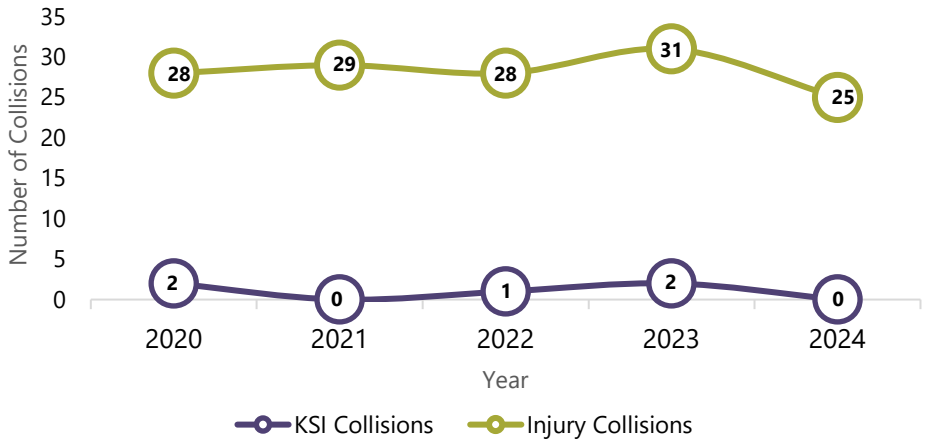
High Injury Corridors (2020-2024)

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

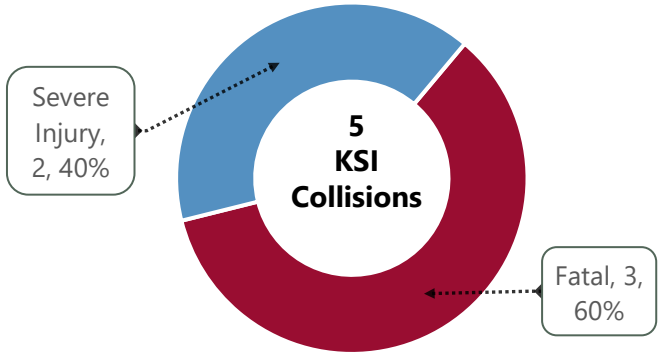
13 high injury corridors in the City accounted for seven killed and 30 severe injury collisions

Isabel Avenue Collision Analysis Findings

YEARLY TREND (2020-2024)

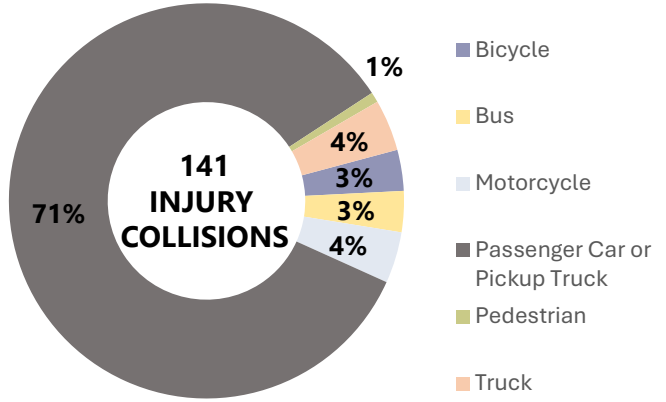


KSI COLLISIONS BY SEVERITY (2020-2024)

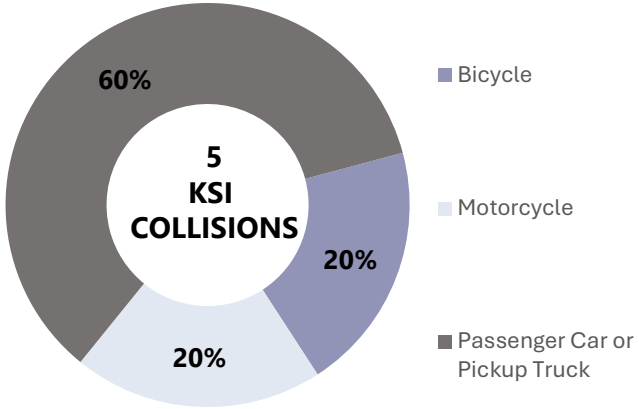


Three fatal collisions and two severe injuries

INJURY COLLISIONS BY MODE



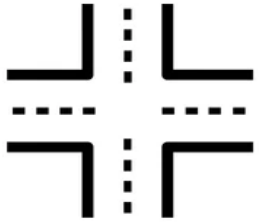
KSI COLLISIONS BY MODE



- Passenger cars were involved in collisions, comprising **60 percent** of KSI collisions and a dominant **71 percent** of injury collisions.
- Pedestrians represented **1 percent** of injury collisions and zero percent of KSI collisions, while bicycles made up **20 percent** of KSI collisions and **three percent** of injury collisions.

KSI COLLISIONS BY LOCATION

80% collisions occurred at intersections



20% collisions occurred along roadway

Note: Killed and Severe Injury (KSI).

Isabel Avenue Collision Analysis Findings

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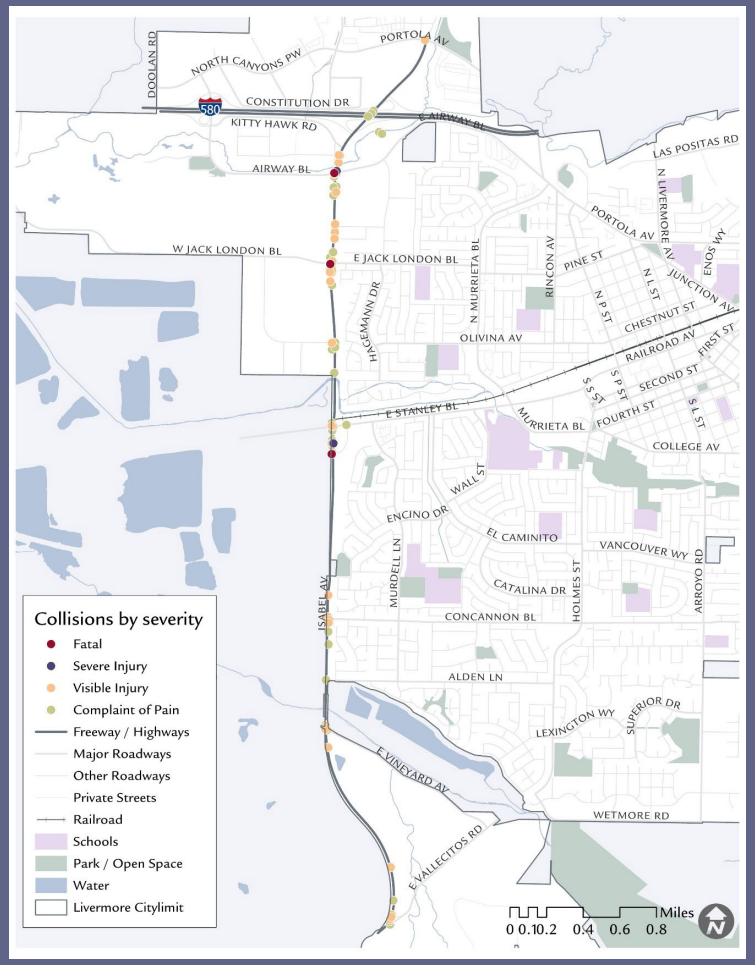
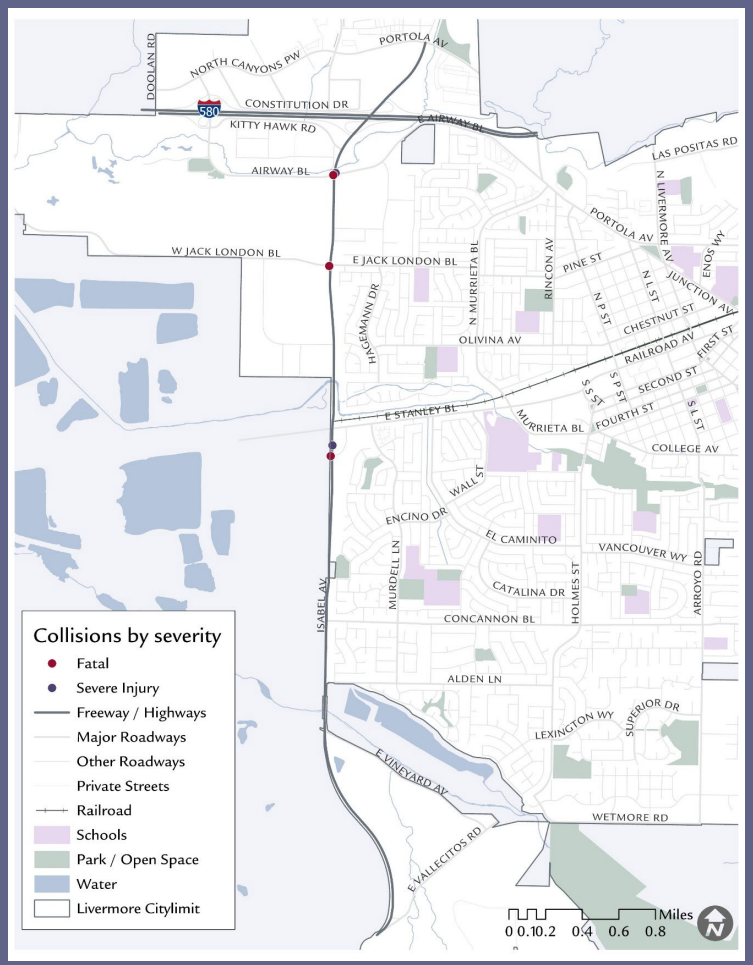


141 Injury Collisions (2020-2024)



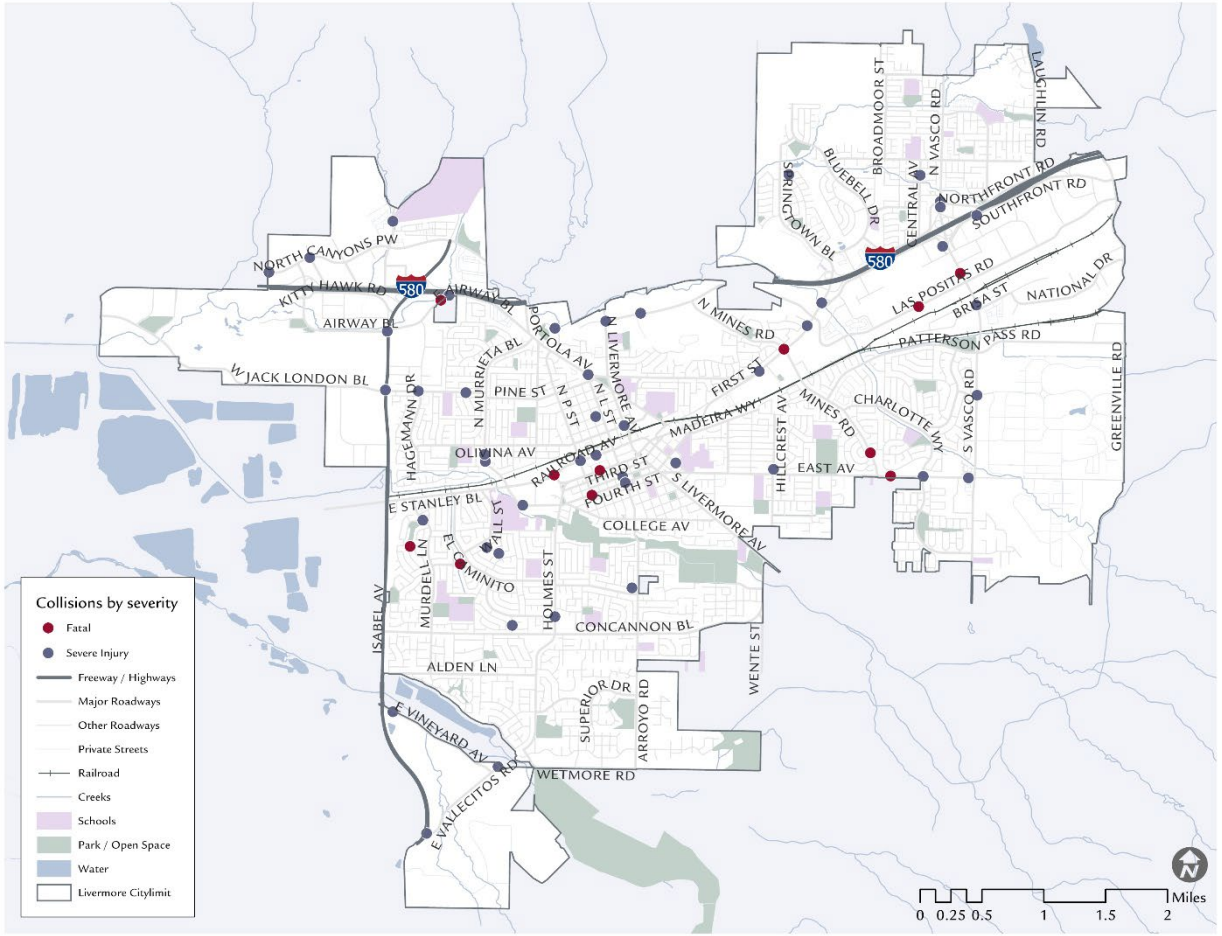
5 KSI Collisions (2020-2024)

KSI: Killed and Severe Injury

6 Pedestrian & Bicycle Injury Collisions (2020-2024)

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*

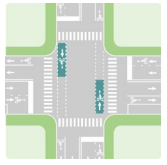
Collision Profiles (2020-2024)

Profile 1: Address collisions near the school zone

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

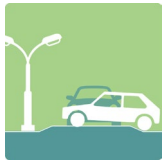
Profile 3: Address collisions that occurred at non-signalized intersections

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

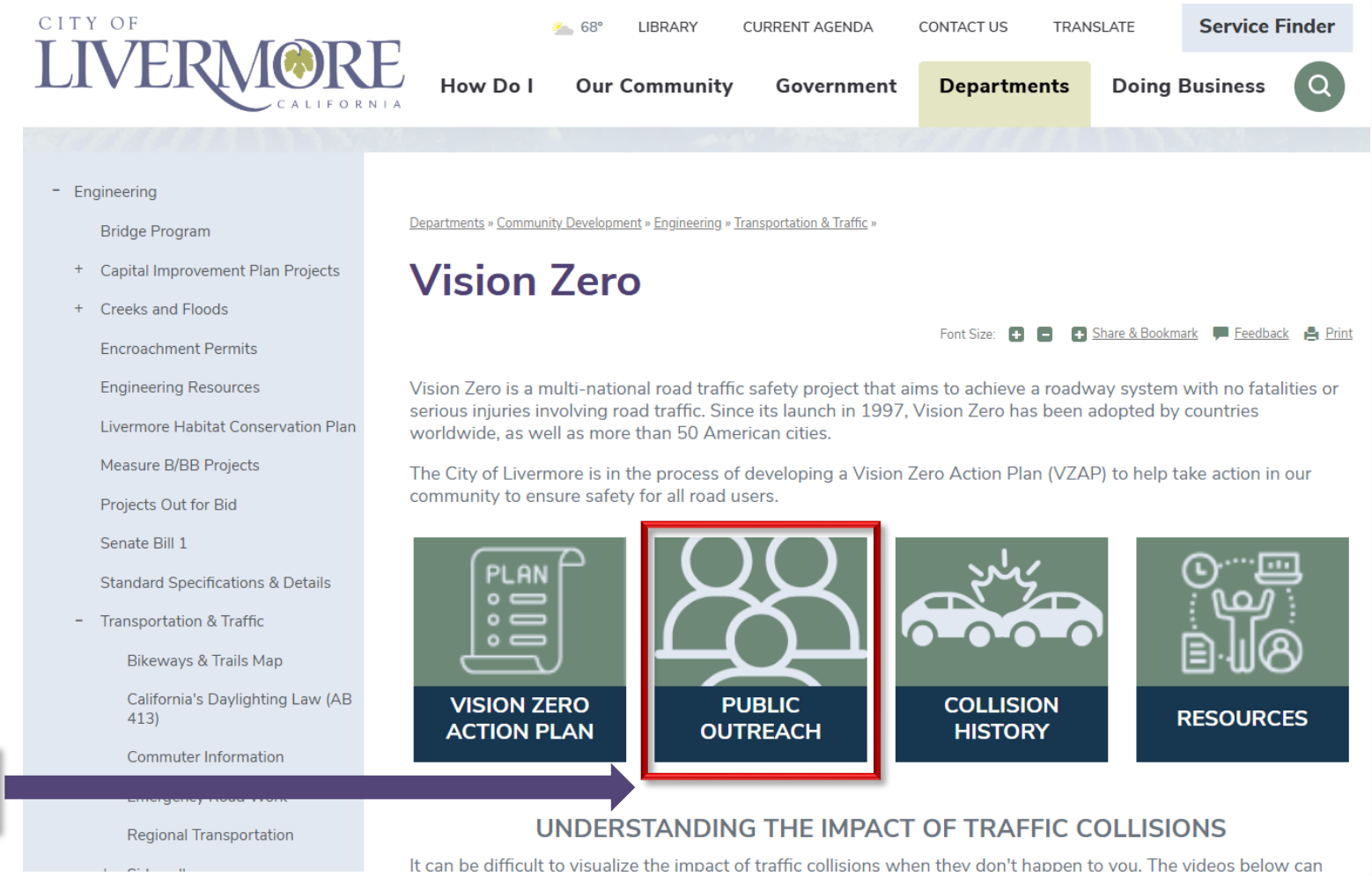
SIGNAGE AND MARKING

EDUCATION AND
PUBLIC AWARENESS

ENFORCEMENT

Public Outreach Platform

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



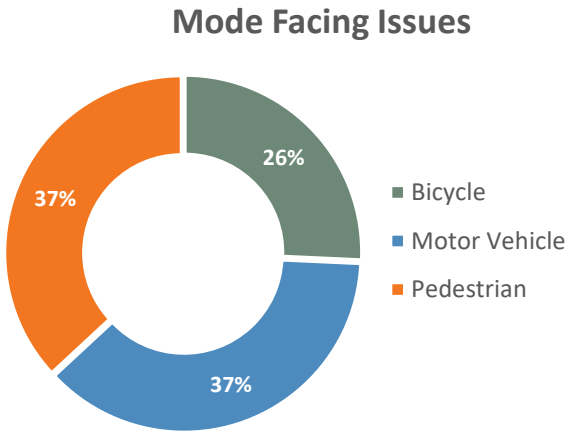
Livermore Vision Zero Action Plan

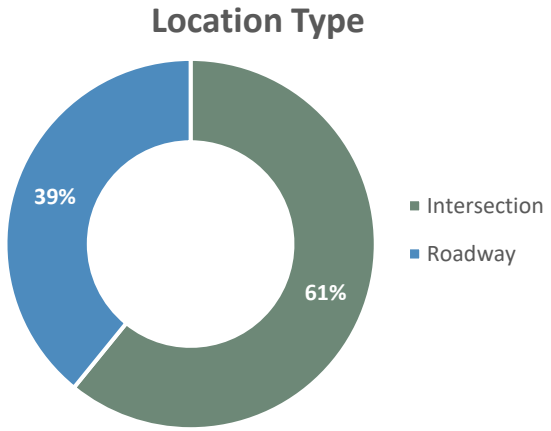
- Project Website
- Community Meeting on Wednesday, 25, 2026, at 6 p.m.
- Email: Senior Transportation Engineer Joanna X.J. Liu, P.E., T.E. at xliu@livermoreca.gov or
- Contact: (925) 960-4556

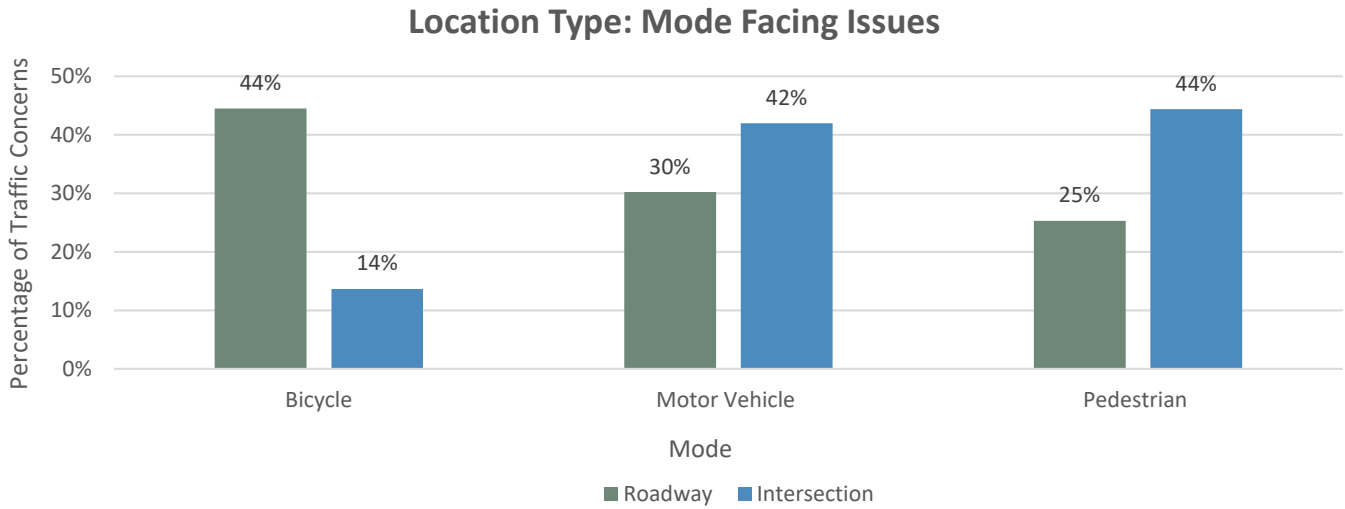
Community Outreach Summary

Community Feedback (December 2025- February 2026)

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

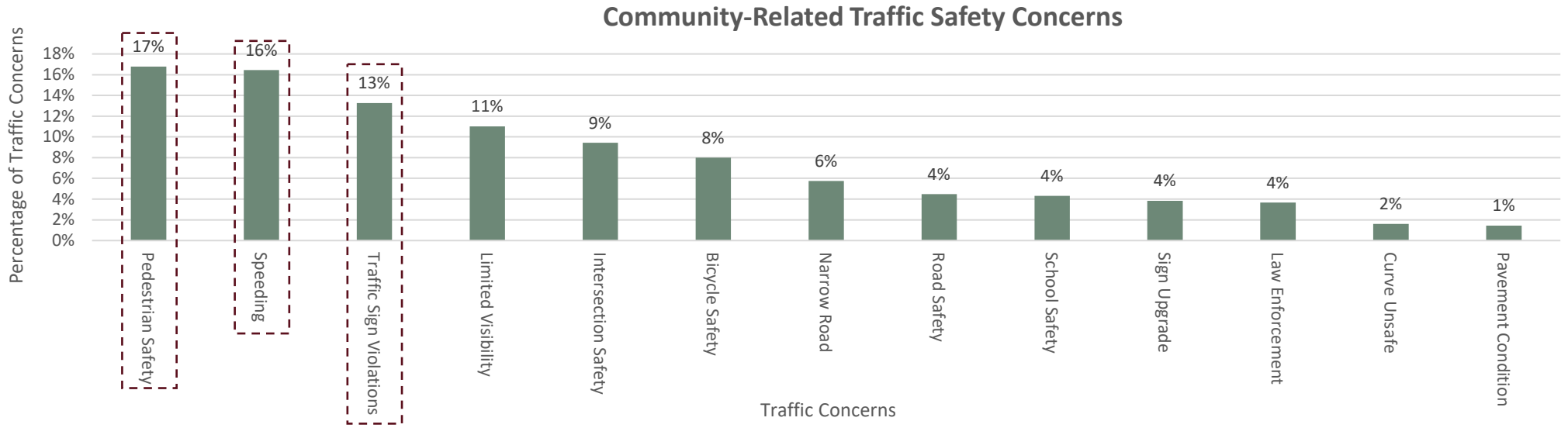


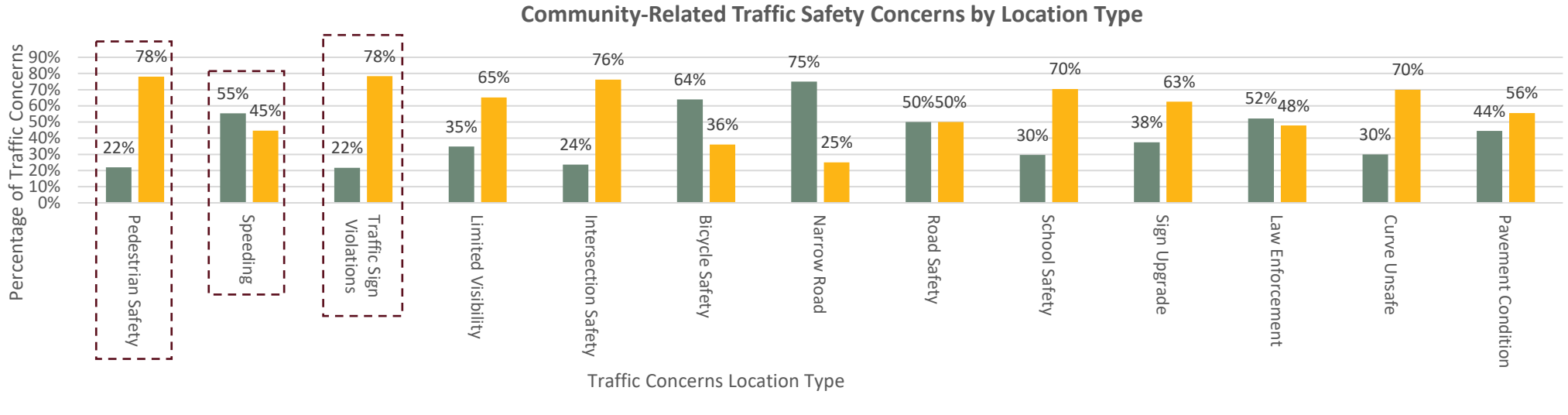




- **39 percent** (245) were related to roadways, and **61 percent** (381) were related to intersections
- Bicycle-related comments: **26%** (161)
- Motor Vehicle-related comments: **37%** (234)
- Pedestrian-related comments: **37%** (231)

Community Outreach Summary





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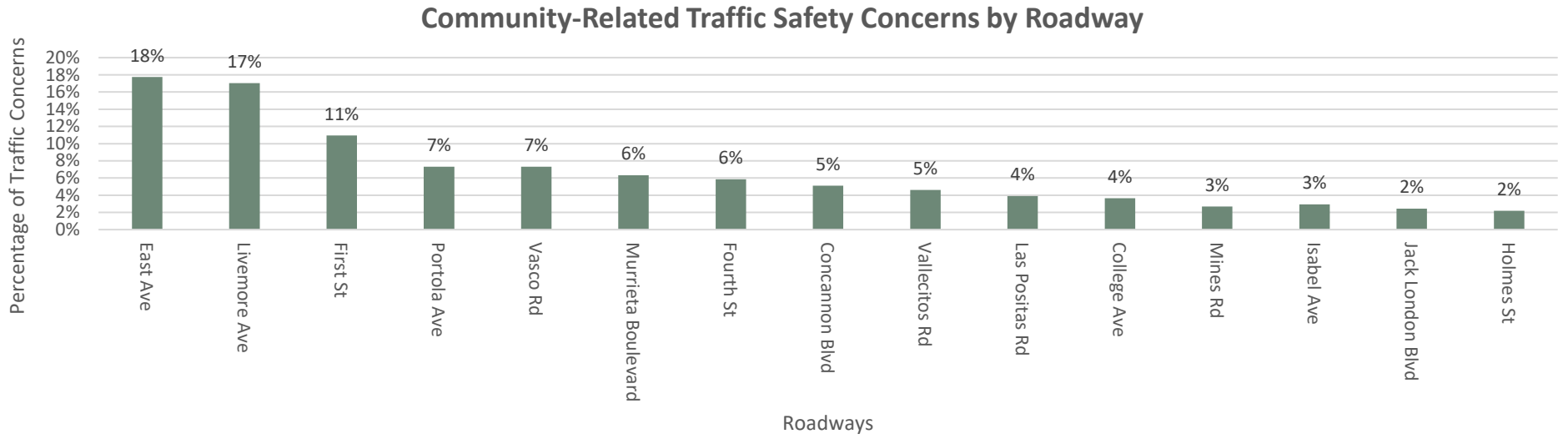

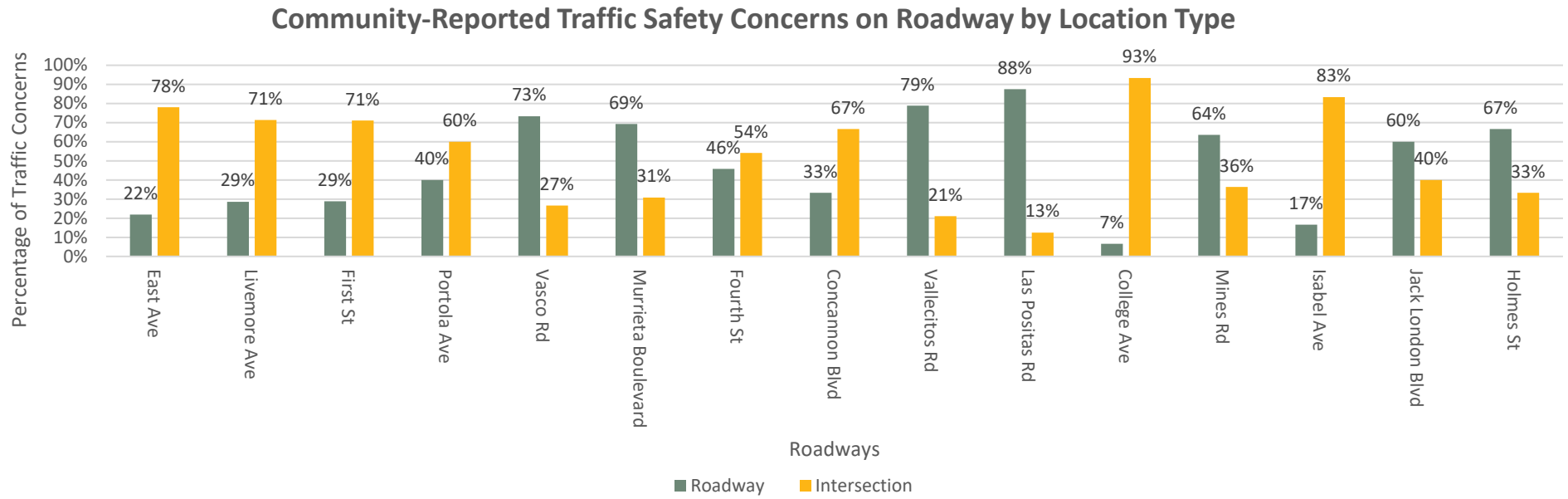

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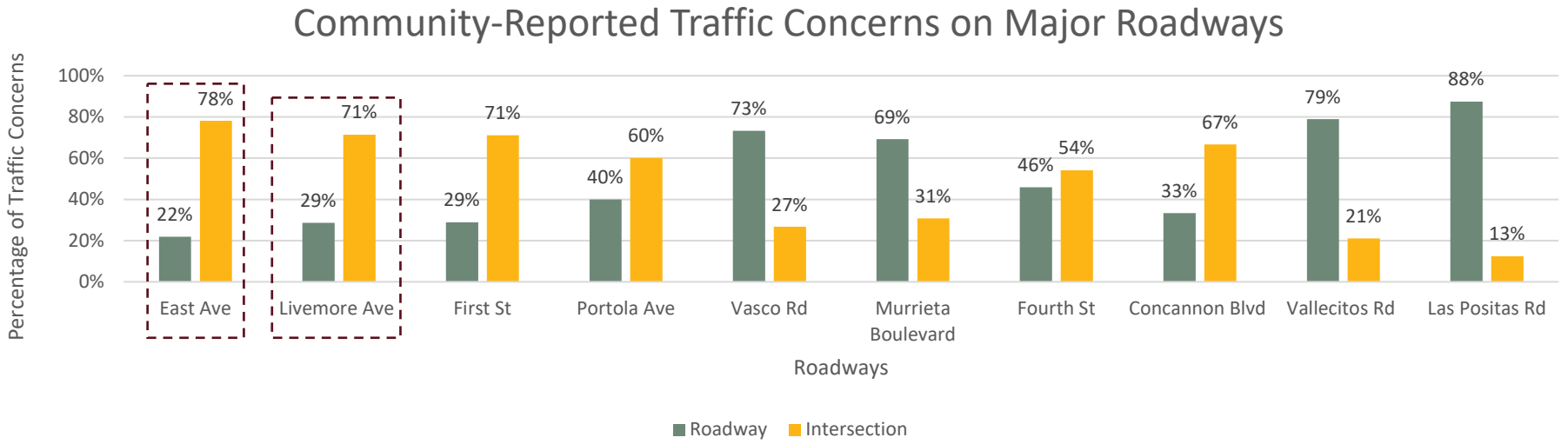
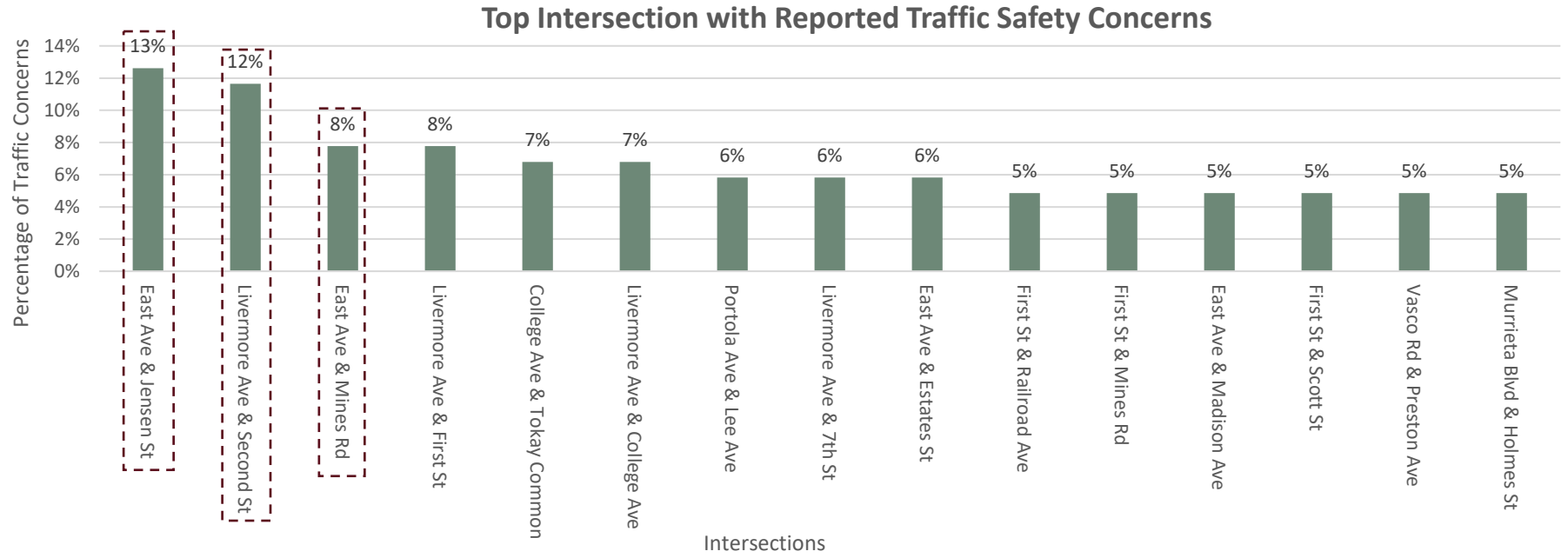




Draft Implementable Actions

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)*

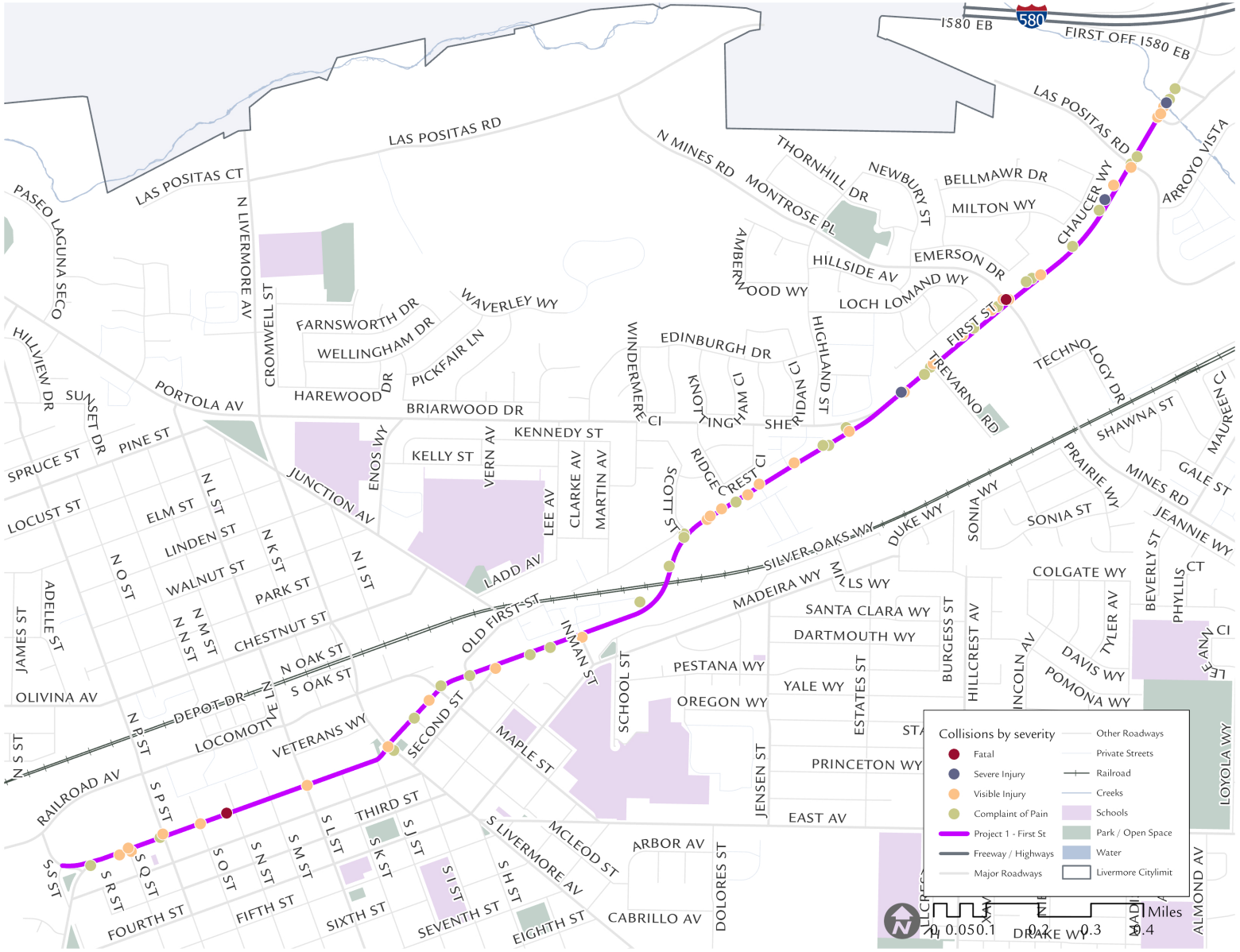
Traffic Calming measures on corridors:

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



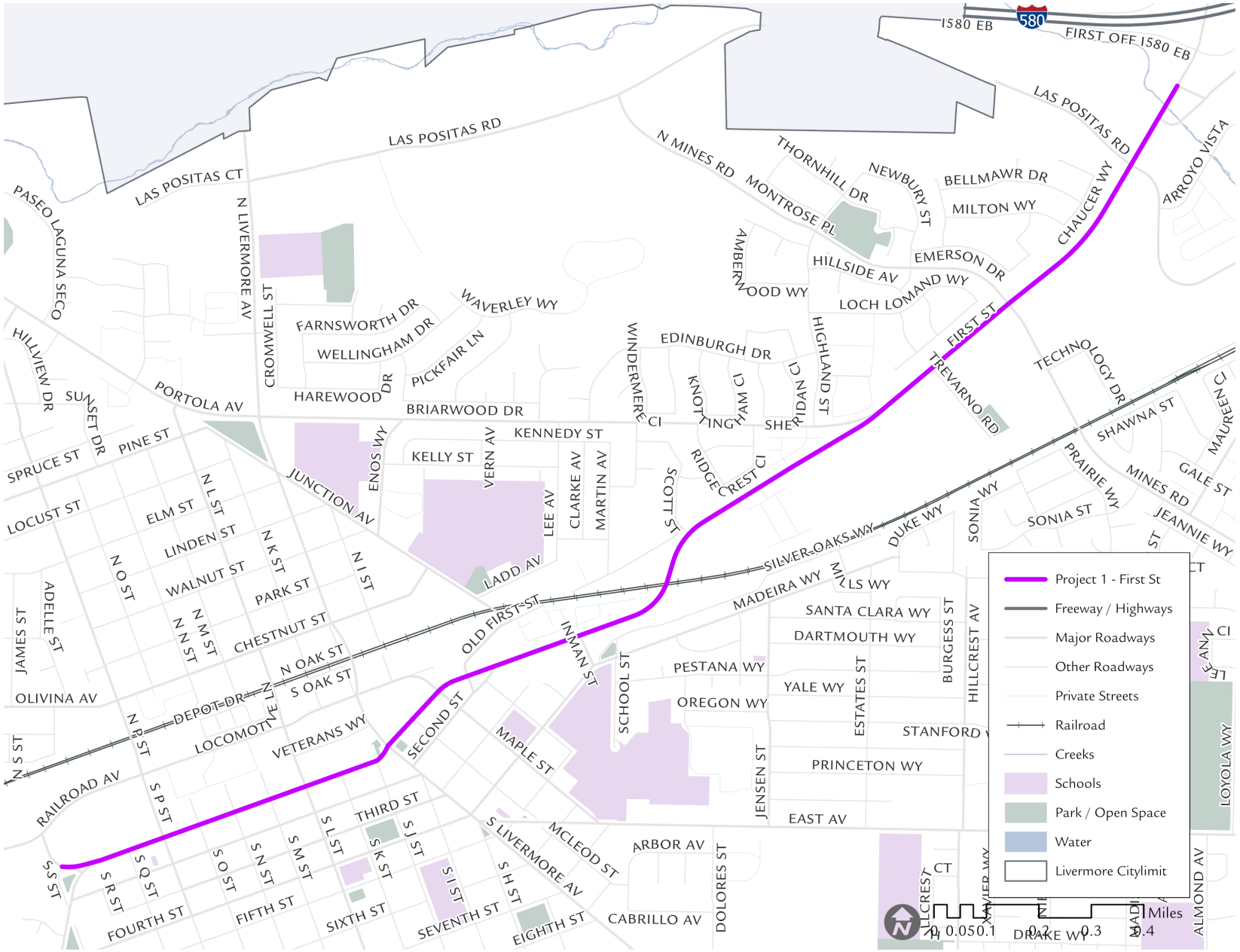
COLLISIONS	
Fatal	2
Severe Injury	3
Visible Injury	35
Complaint of Pain	55
KSI	5
INJURY	95

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

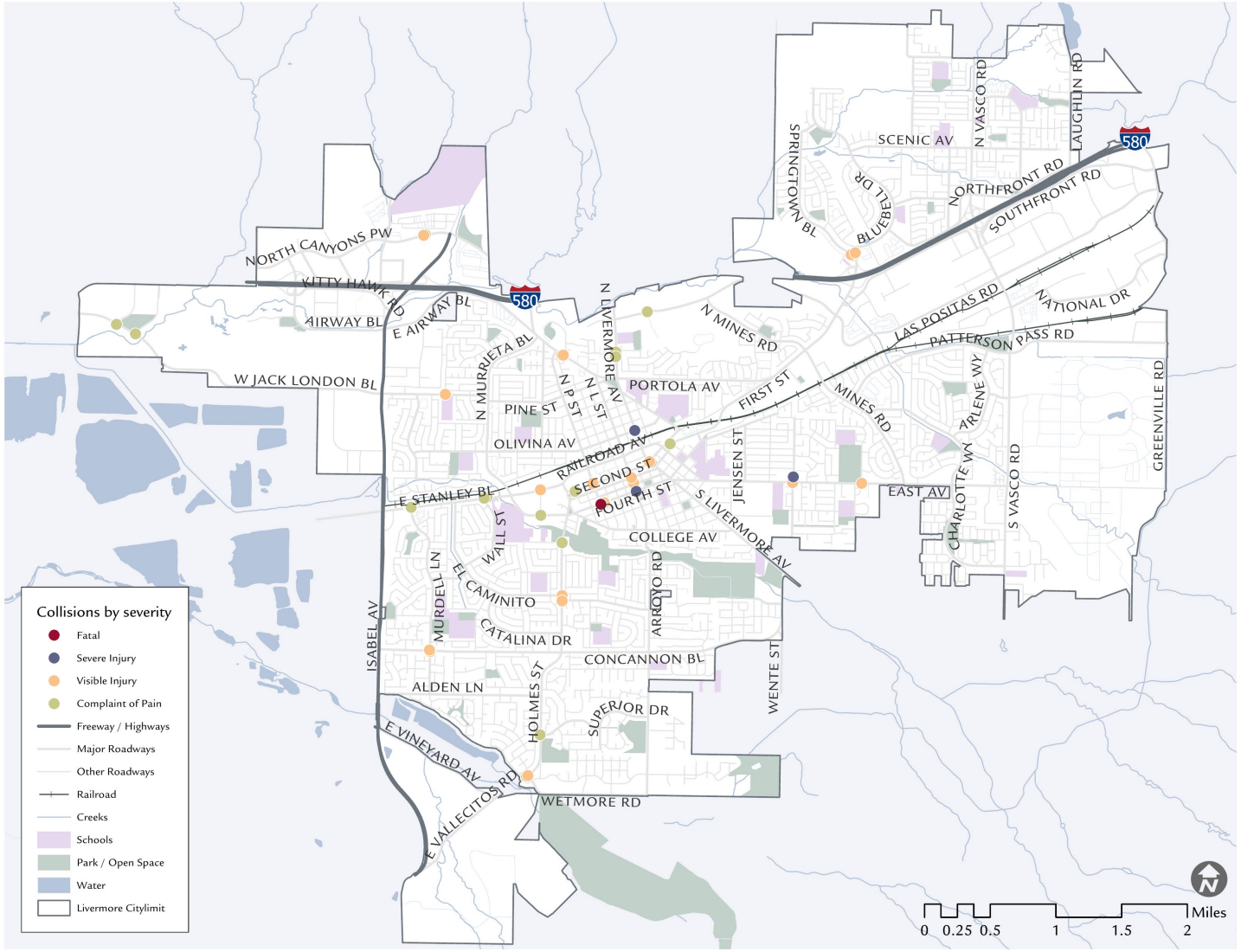
Collisions Profile 3: Address collisions that occurred at non-signalized Intersections
Collisions Profile 5: Address collisions that occurred at signalized intersection
Collision Profile 9: Address pedestrian collisions
Collisions Profile 12: Address bicycle collisions

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

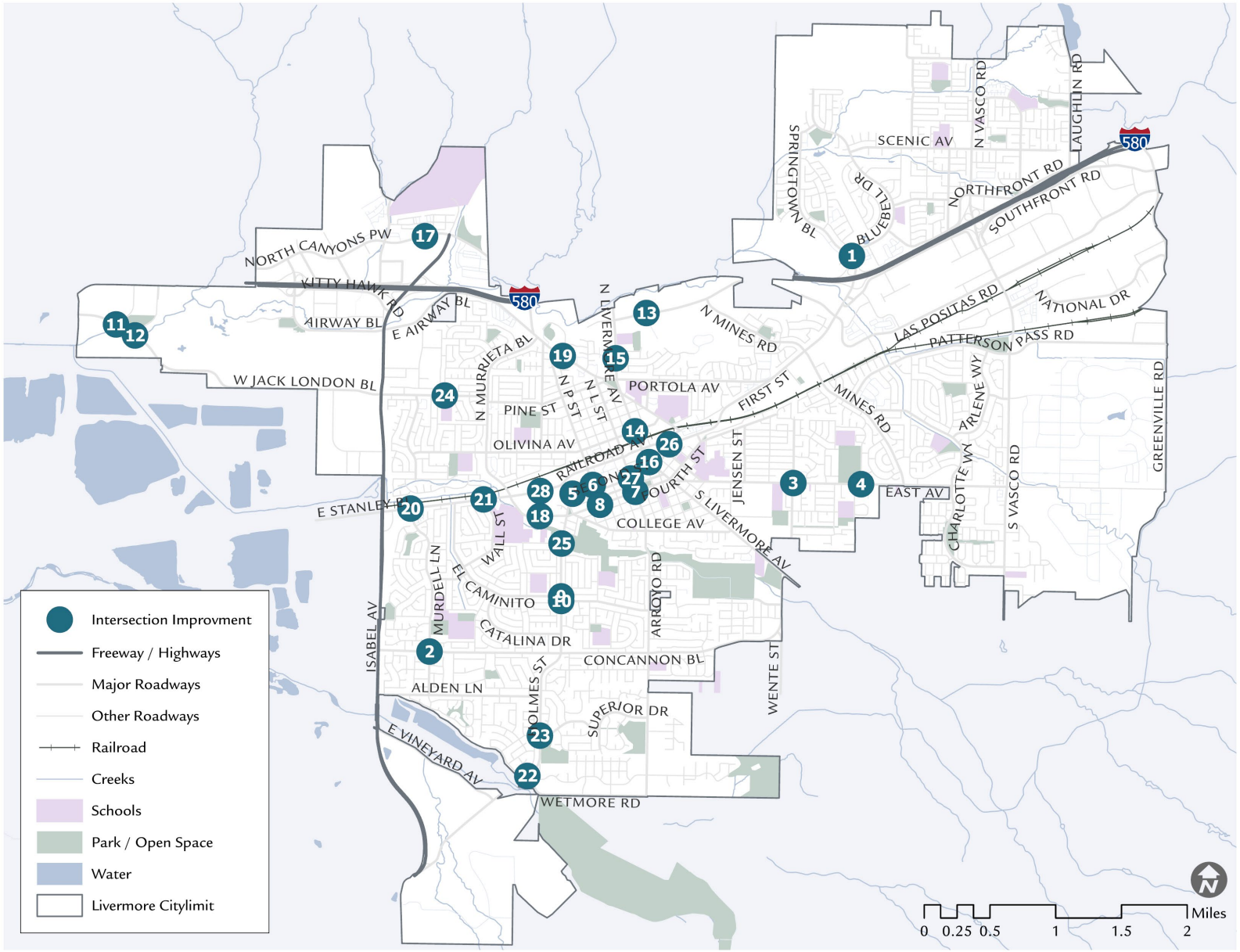
Improve signal safety by converting existing permissive left turn signal operations to protected left turns to enhance signal operations and safety



COLLISIONS	
Fatal	1
Severe Injury	3
Visible Injury	29
Complaint of Pain	52
KSI	4
INJURY	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 2: Improve Signalized Intersections with Protected Left Turns



Collision Profiles

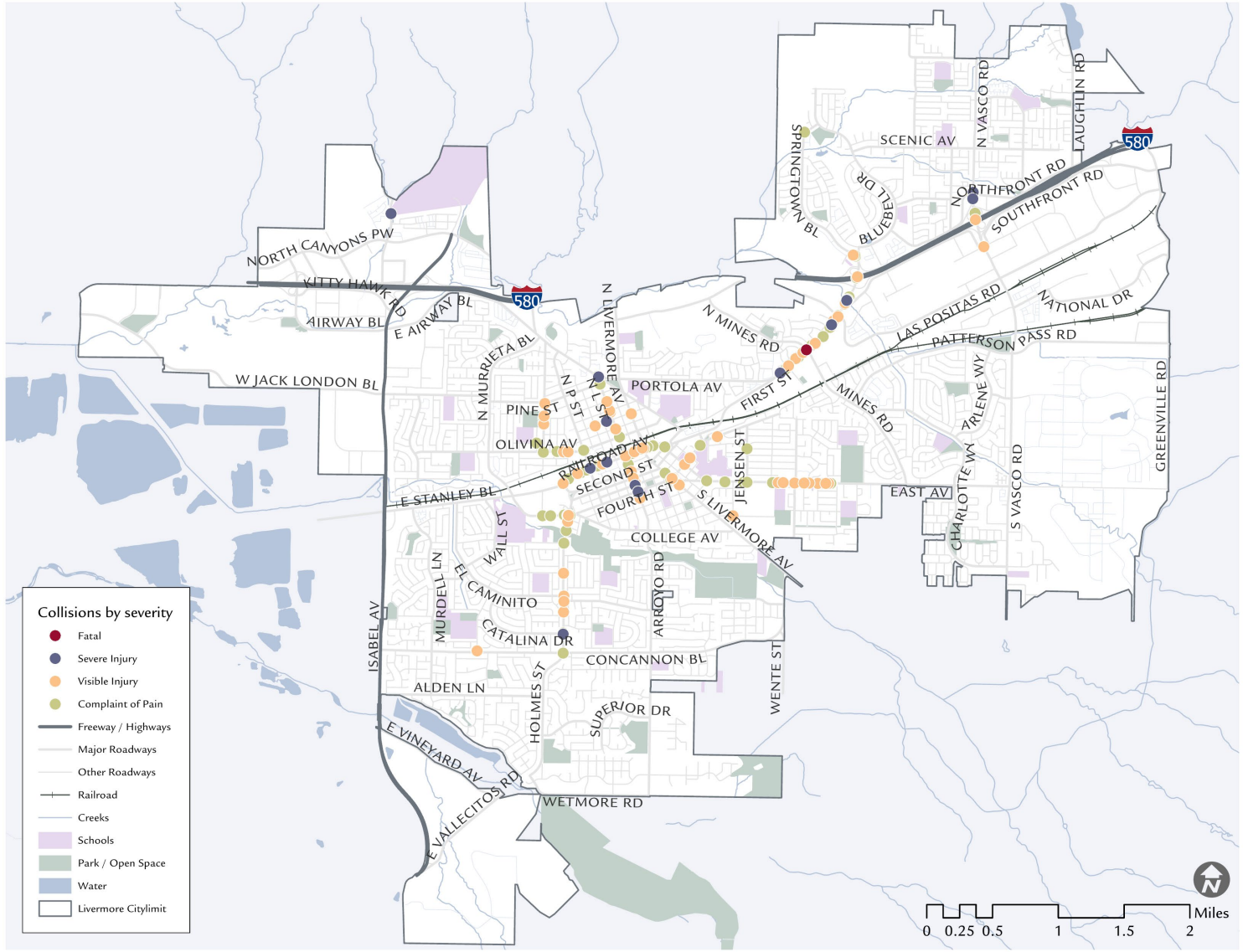
Profile 5: Address collisions that occurred at signalized Intersections
Profile 7: Reduce broadside collisions

Implementable Actions

SV.1: Implement protected turn phasing and leading pedestrian intervals
SU.5: Improve walking and biking access to transit by closing gaps, adding safer crossings, lighting, and wayfinding

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



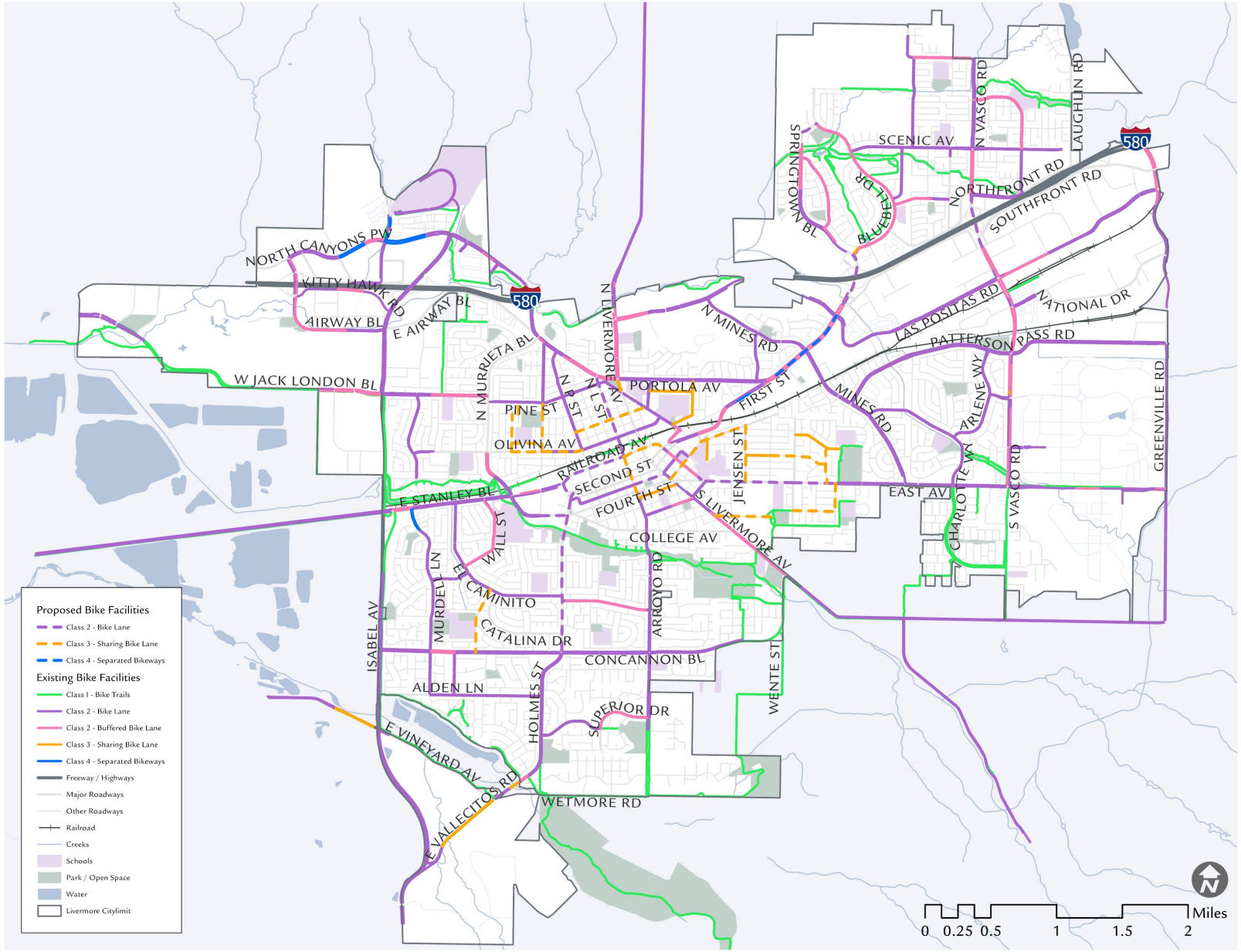
COLLISIONS	
Fatal	1
Severe Injury	14
Visible Injury	82
Complaint of Pain	147
KSI	15
INJURY	244

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 3: Bike Safety Improvements and Gap Closure



Collision Profiles

Profile 7: Reduce broadside collisions

Profile 12: Address bicycle collisions

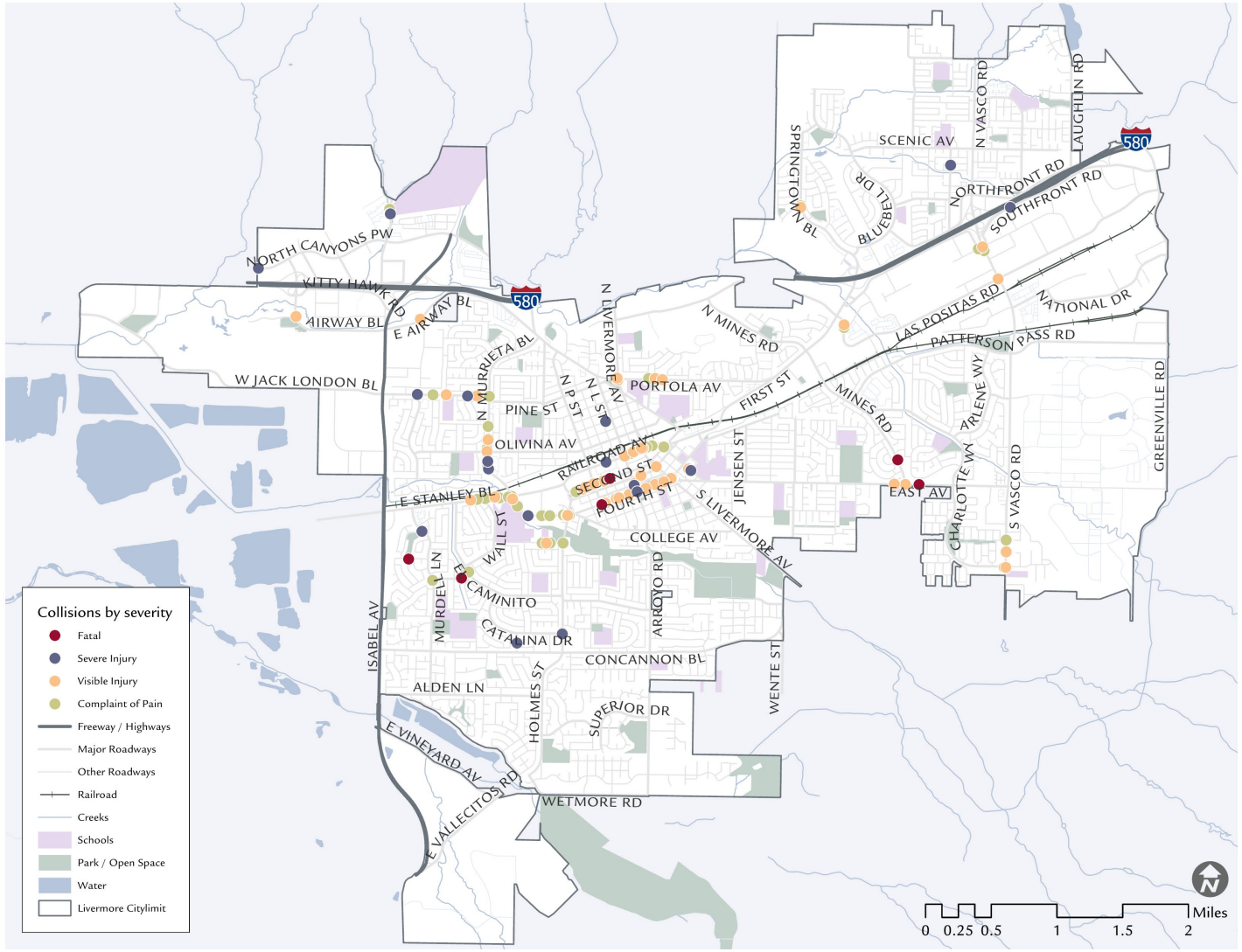
Implementable Actions

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

VRU.1: Expand and enhance the bicycle network, prioritizing low-stress facilities and better connectivity

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

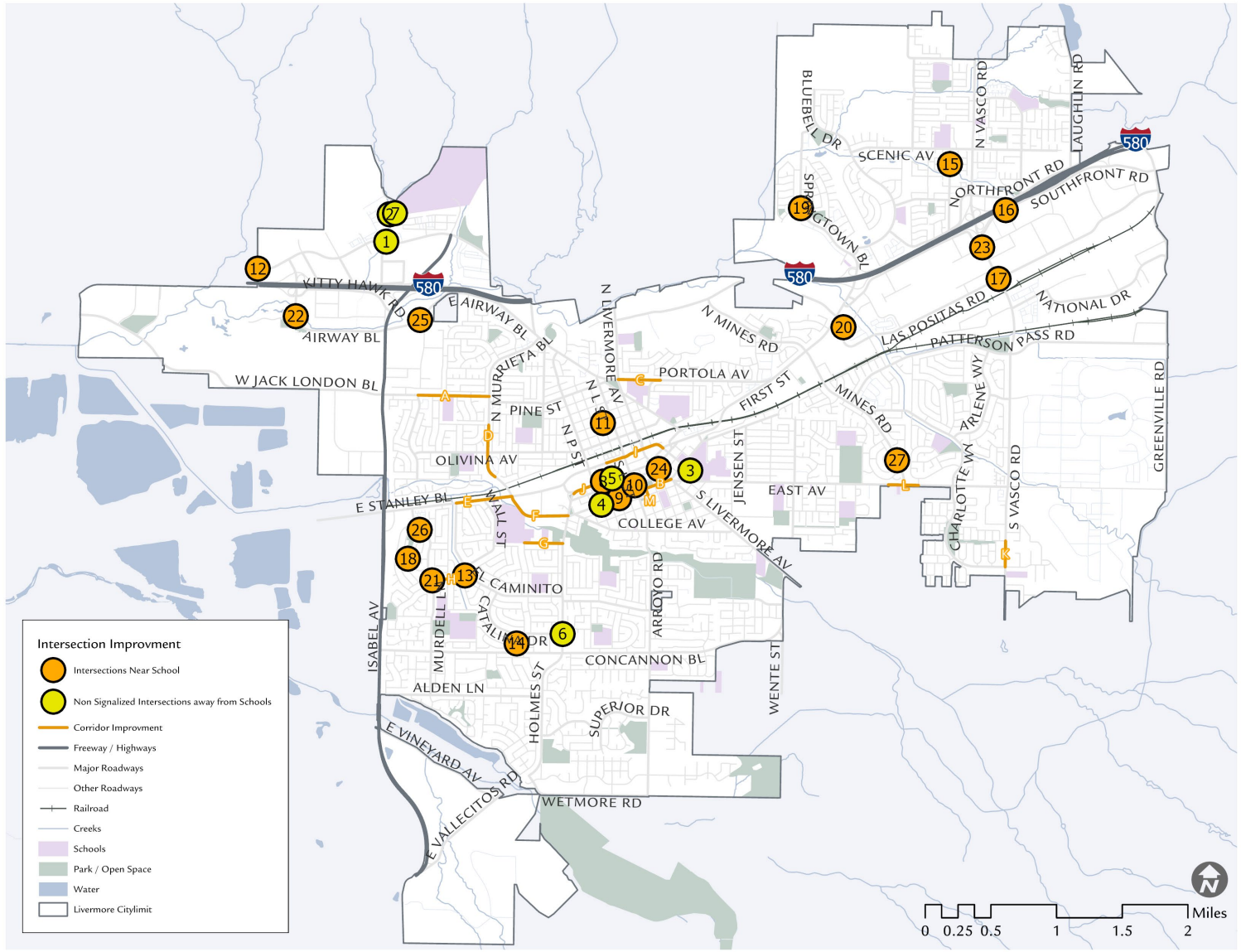
Enhance overall safety at non-signalized intersections and in school zones.



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

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

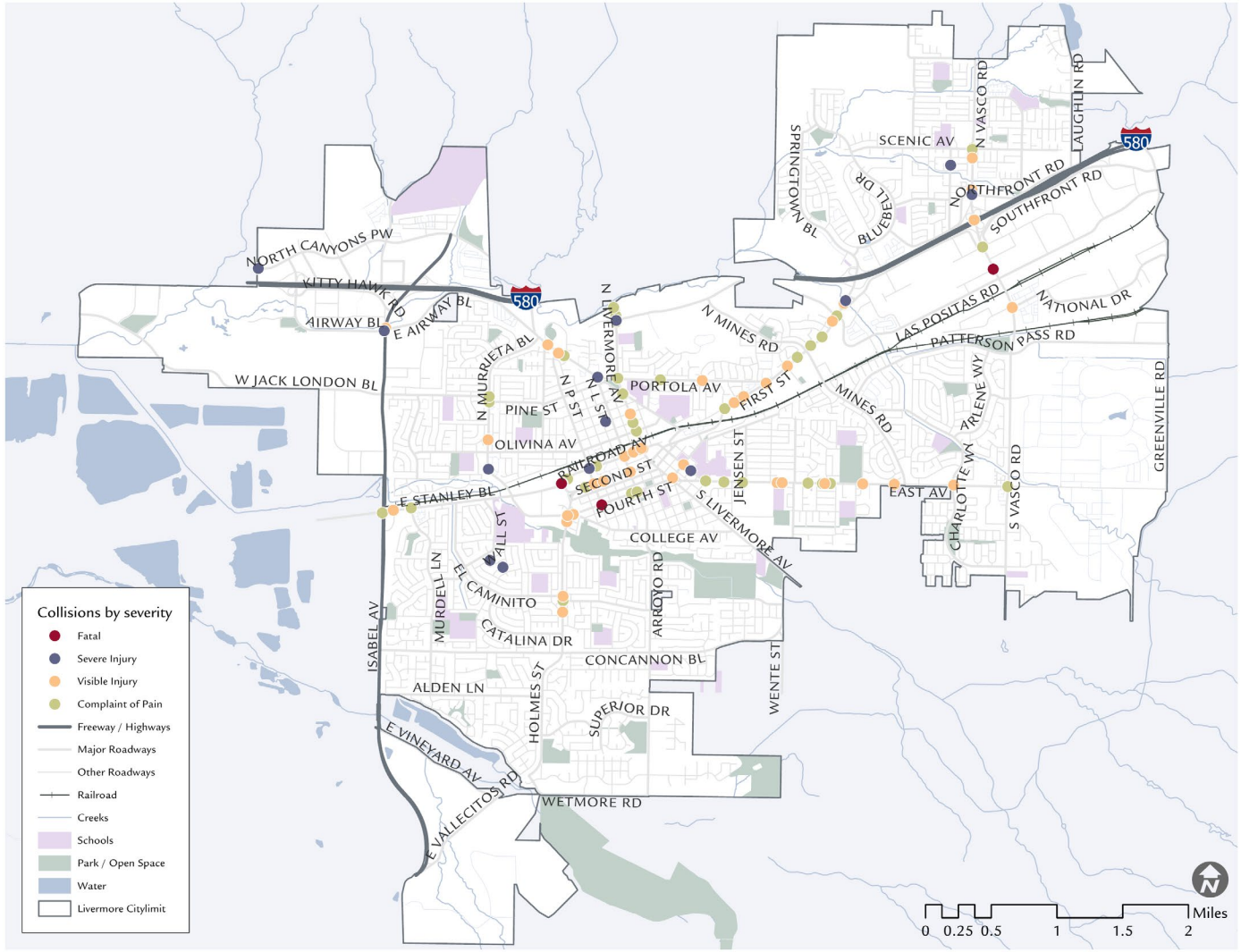
Profile 1: Address collisions near the school zone
Profile 3: Address collisions that occurred at non-signalized intersections

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
KSI	17
INJURY	217

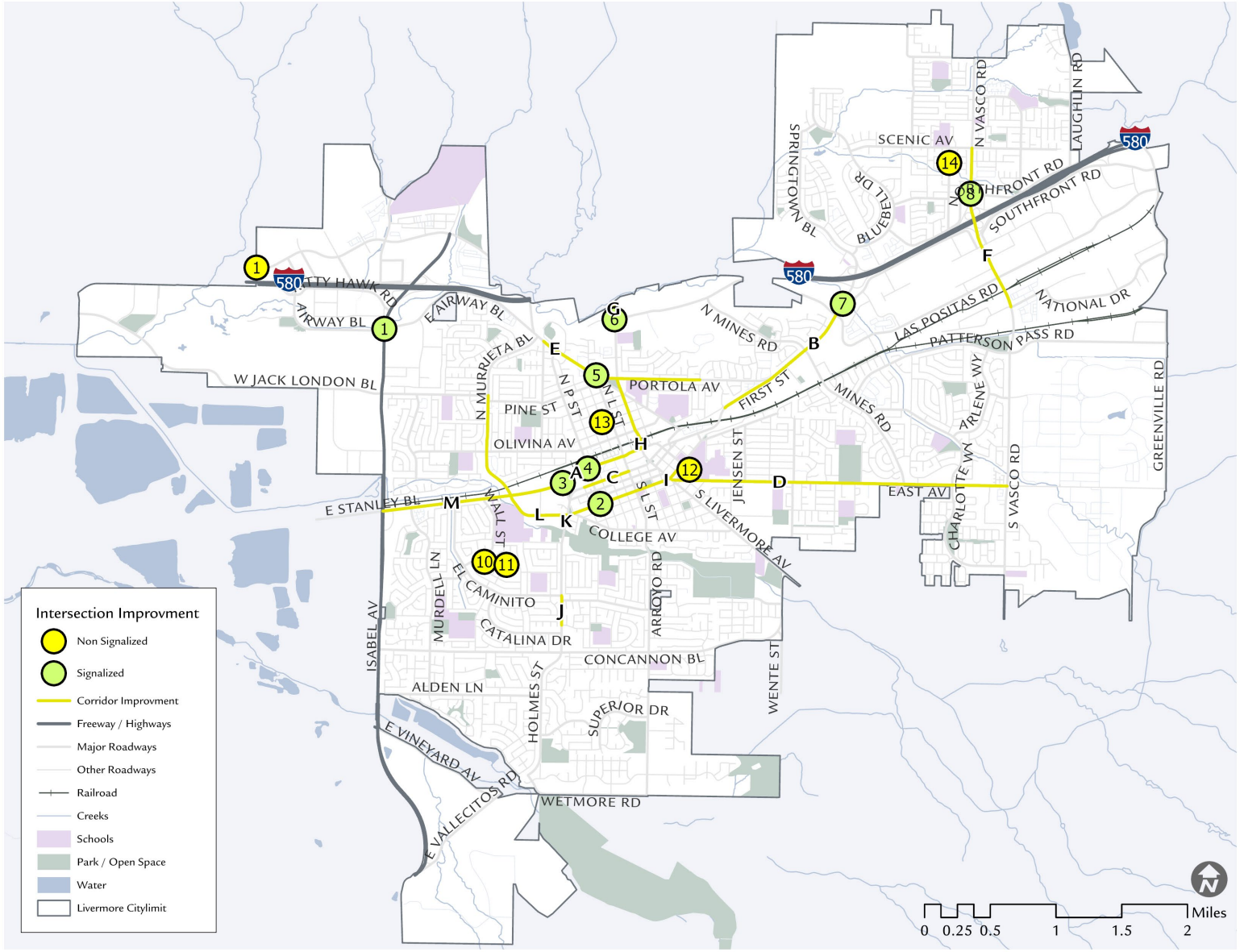
MODE	KSI	INJURY
Bicycle	0	16
Bus	0	1
Motorcycle	2	16
Passenger Car or Pickup Truck	8	162
Pedestrian	6	20
Truck	1	2

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

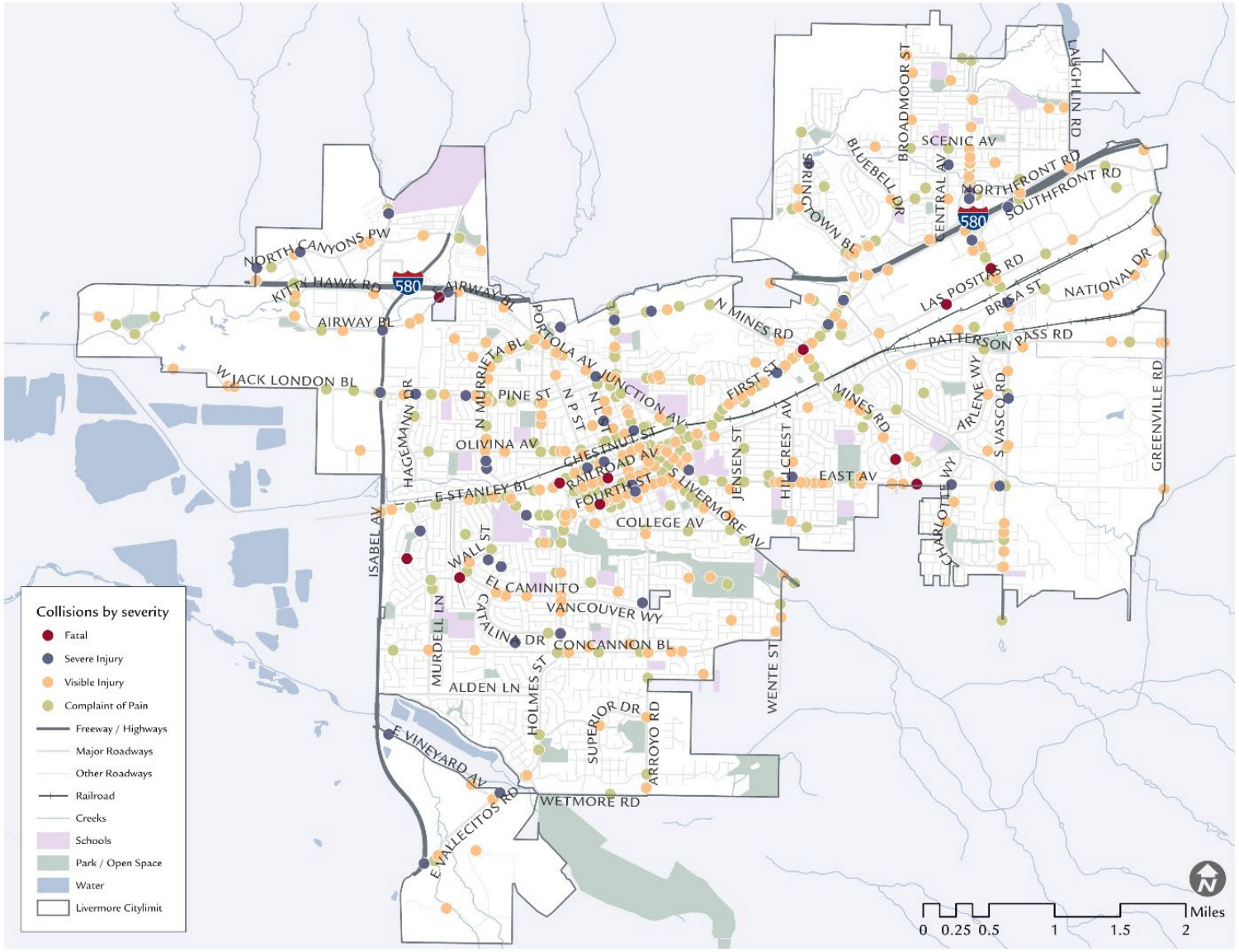
Profile 6: Reduce nighttime collisions
Profile 9: Address pedestrian collisions

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
KSI	57
INJURY	833

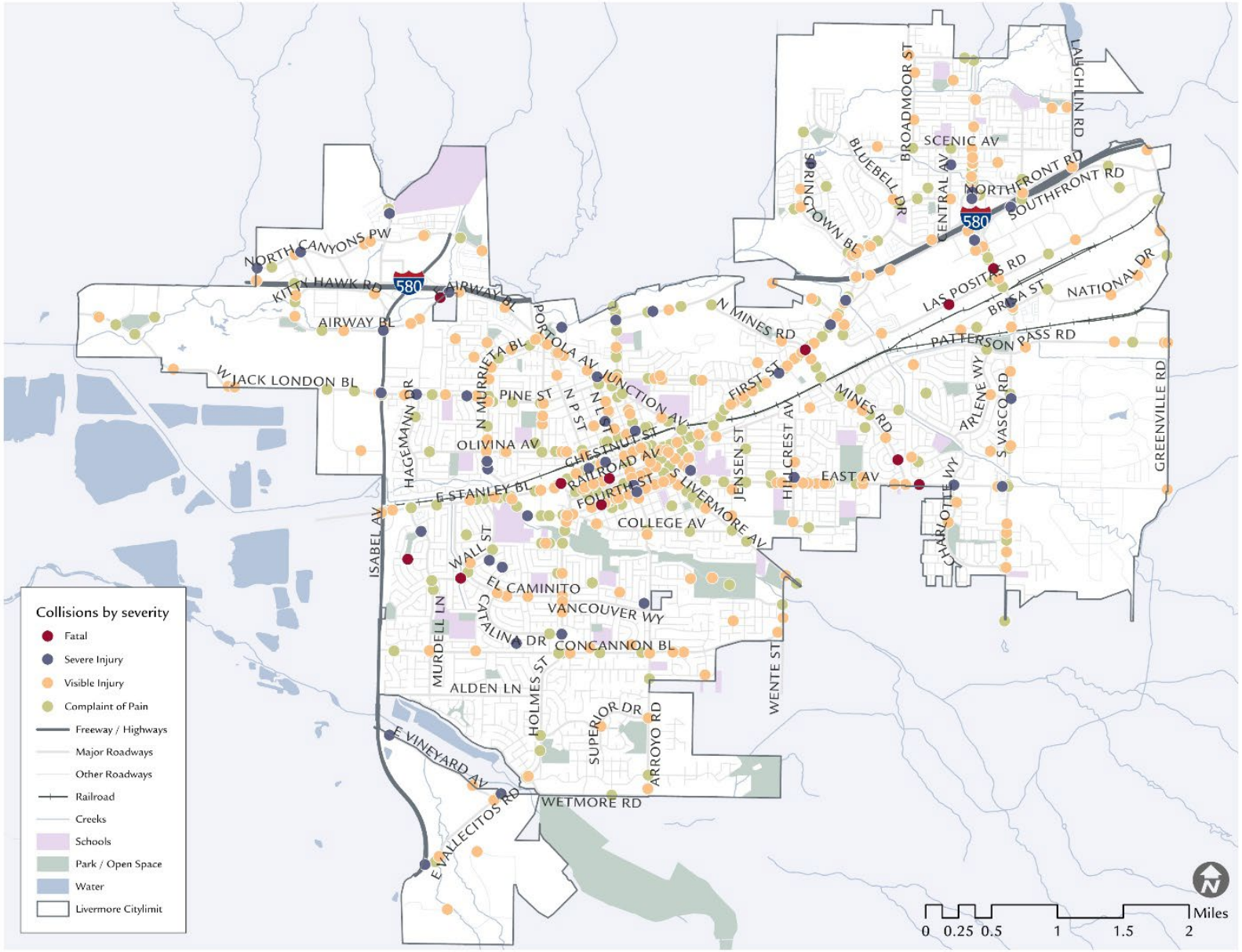
MODE	KSI	INJURY
Bicycle	8	109
Bus	0	5
Motorcycle	13	52
Passenger Car or Pickup Truck	23	587
Pedestrian	12	70
Truck	1	10

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

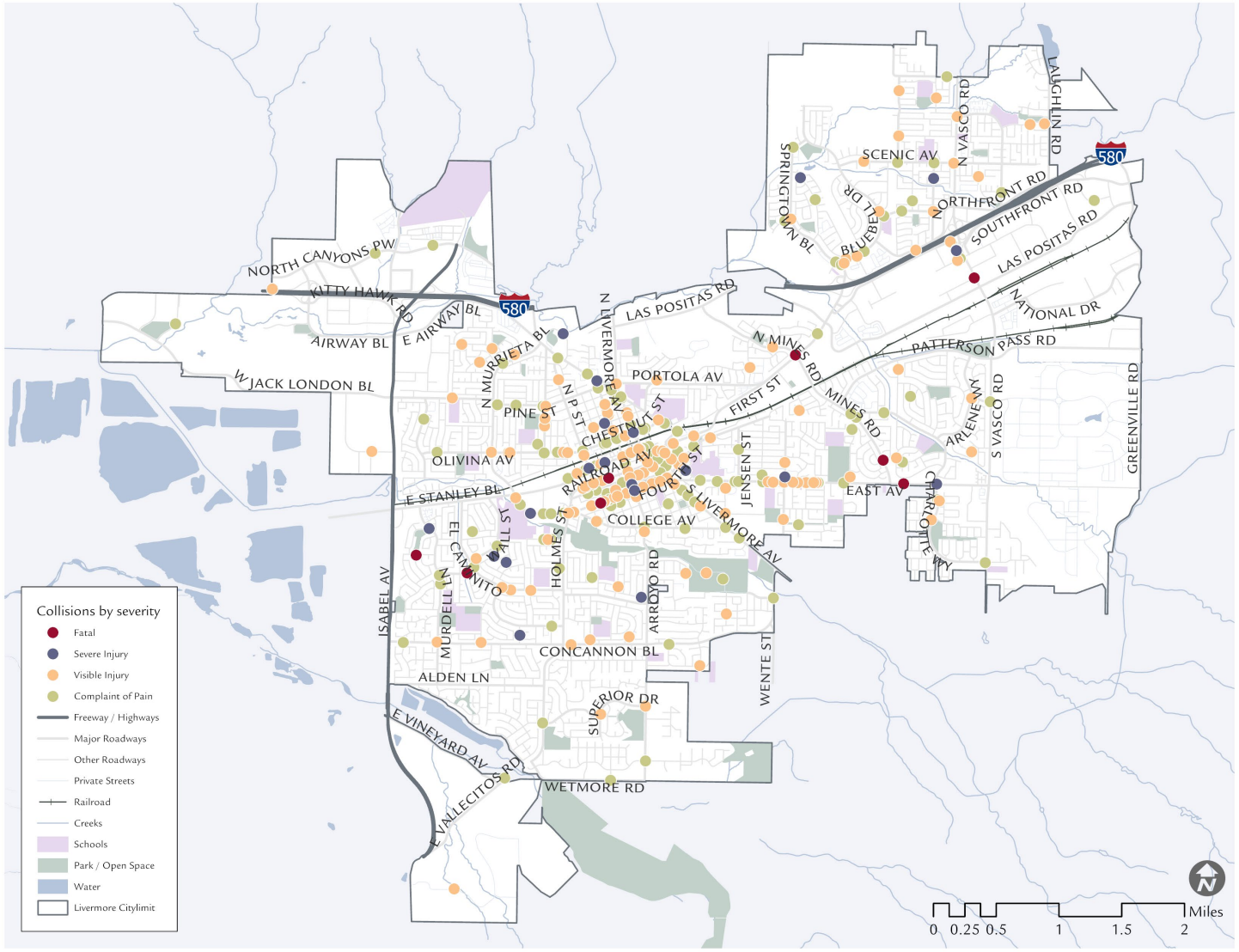
Profile 11: Reduce unsafe speed collisions
Profile 5: Address collision occurred at Signalized Intersections
Profile 3: Address collisions that occurred at Non-Signalized Intersections

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

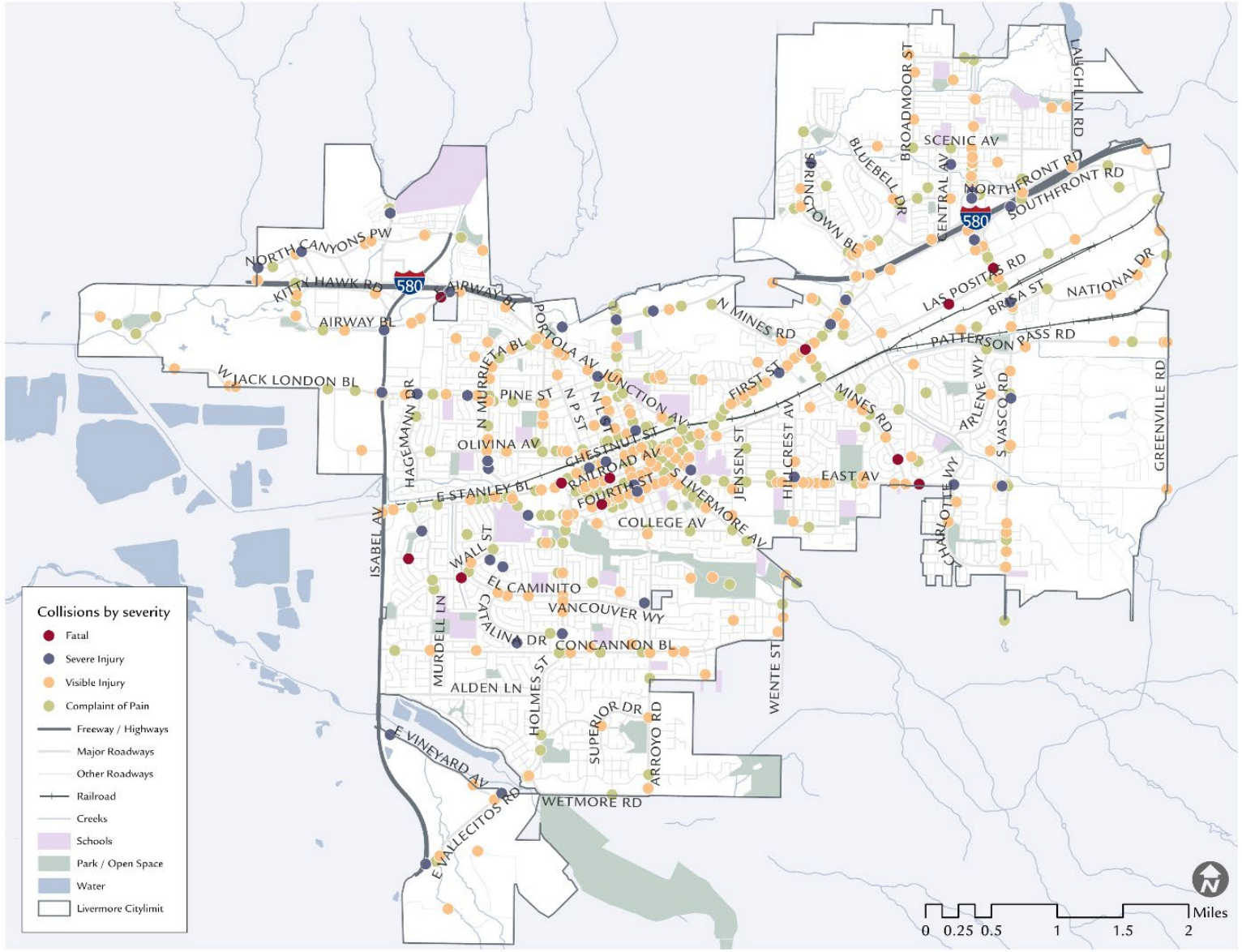
SS.2: Implement corridor-based speed reduction design strategies

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

CITY OF LIVERMORE CALIFORNIA

THANK YOU!

Ruta Jariwala
Vice President
TJKM Transportation Consultants