



Local Roadway Safety Plan & Vision Zero

Stakeholder Meeting

March 29, 2023



Agenda

- Introductions
- What is a LRSP & Vision Zero?
- Goals & Process of LRSP & Vision Zero
- Preliminary Collision Analysis Findings
- High Injury Network
- Outreach Platform
- Your Role as a Safety Champion
- Open Discussion
- Next Steps





Stakeholder Meeting #1

City of Livermore:

- Joanna X. J. Liu, Senior Transportation Engineer
- Mallika Ramachandran, Assistant City Engineer

TJKM Transportation Consultants:

- Ruta Jariwala, Principal Engineer
- Carlo Sendaydiego, Senior Project Manager
- Himangi Mutha, Transportation Planner

What is a Local Road Safety Plan (LRSP)?

- Overarching Goals:
 - To reduce fatalities and severe injuries on City roadways and intersections attributed to traffic collisions
 - To identify, analyze and prioritize roadway and intersection safety improvements on City roads
 - A required document to be eligible for the Highway Safety Improvement Program (HSIP) grant funding & One Bay Area Grant (OBAG)



What is a Vision Zero?

- **Overarching Goals:**
 - To eliminate all traffic-related fatalities and serious injuries. This requires a commitment to making roads, vehicles, and traffic systems as safe as possible for all users.
 - Vision Zero prioritizes the safety of the pedestrians, cyclists, and motorcyclists and aims to create safe and accessible road systems for all.
 - It aims to create safe speeds that are appropriate for the road environment and that minimize the risk of crashes and their severity.
 - To create a culture of safety that encourages responsible road behavior and promotes respect for all road users.

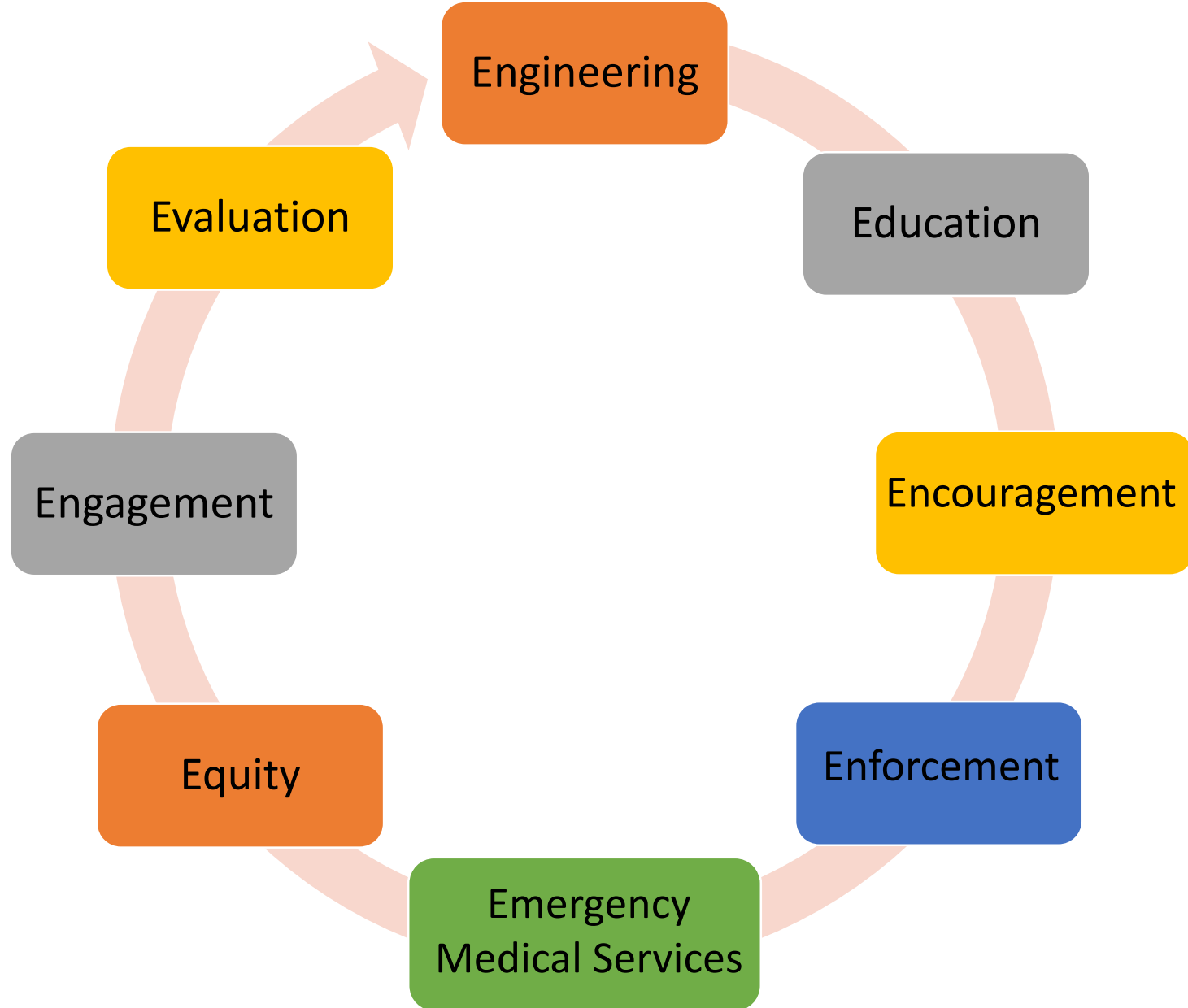


Benefits of an LRSP & Vision Zero

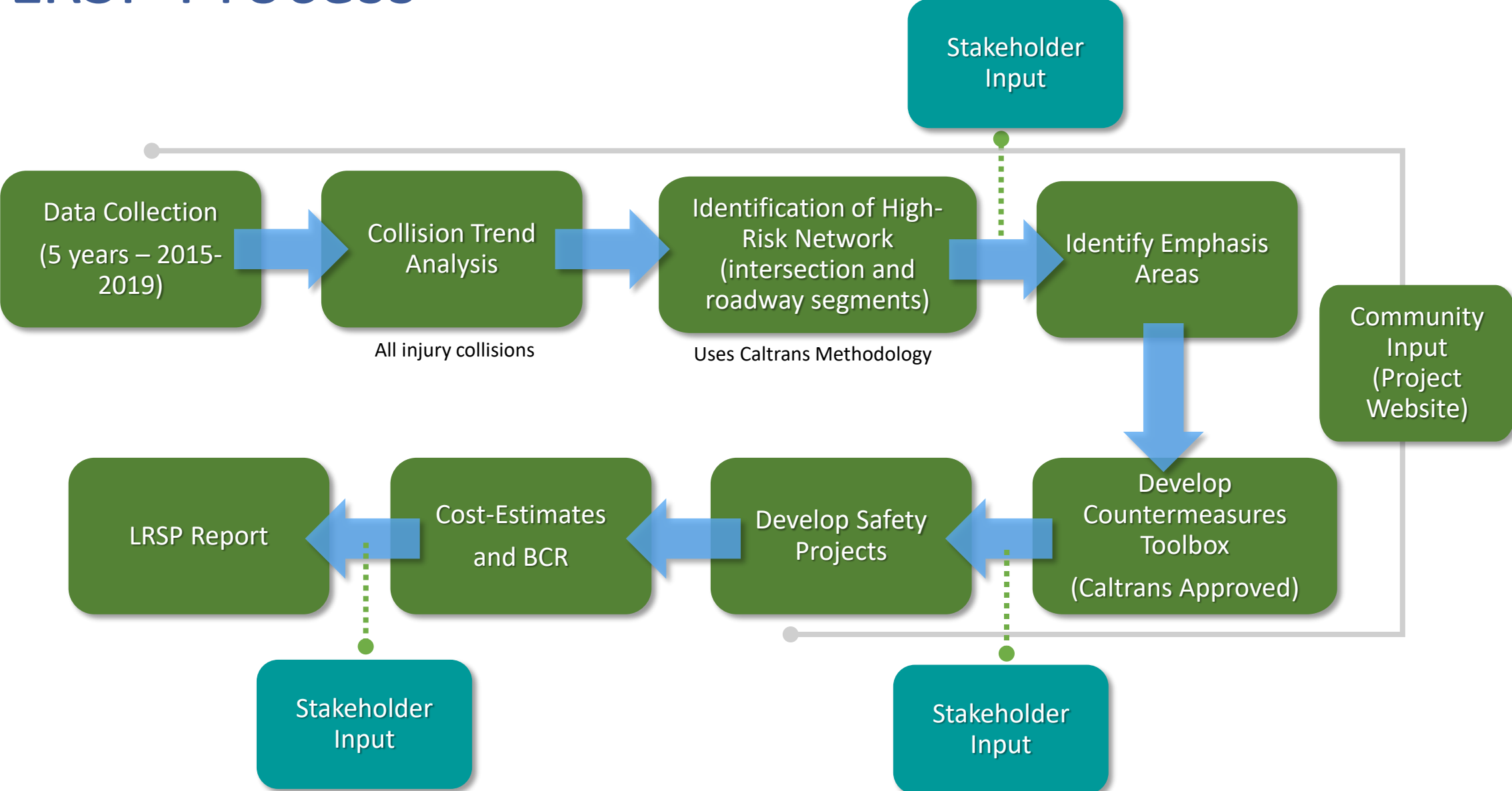
- Data driven approach to identify, analyze, and prioritize roadway safety improvements
- Considers stakeholder and community feedback to identify additional traffic safety related concerns
- Holistic approach: incorporates more than just engineering solutions
- Allows the City to implement a systemic approach to address collisions
- Tailored to the City's and Community specific traffic safety needs – based on the data
- Implementation: City is eligible to apply for grants (HSIP, OBAG and SS4A)



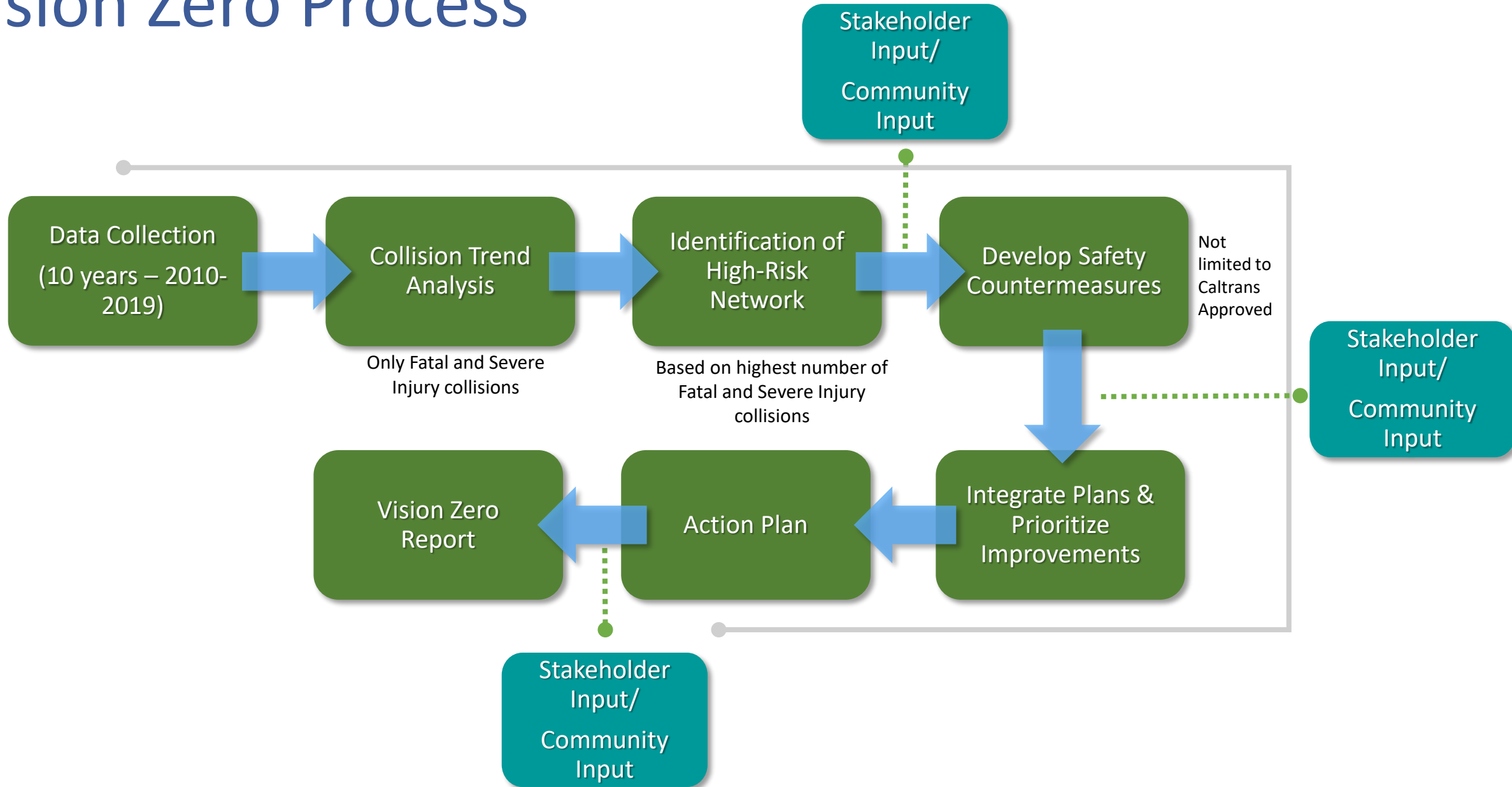
The 8 E's of Traffic Safety



LRSP Process



Vision Zero Process

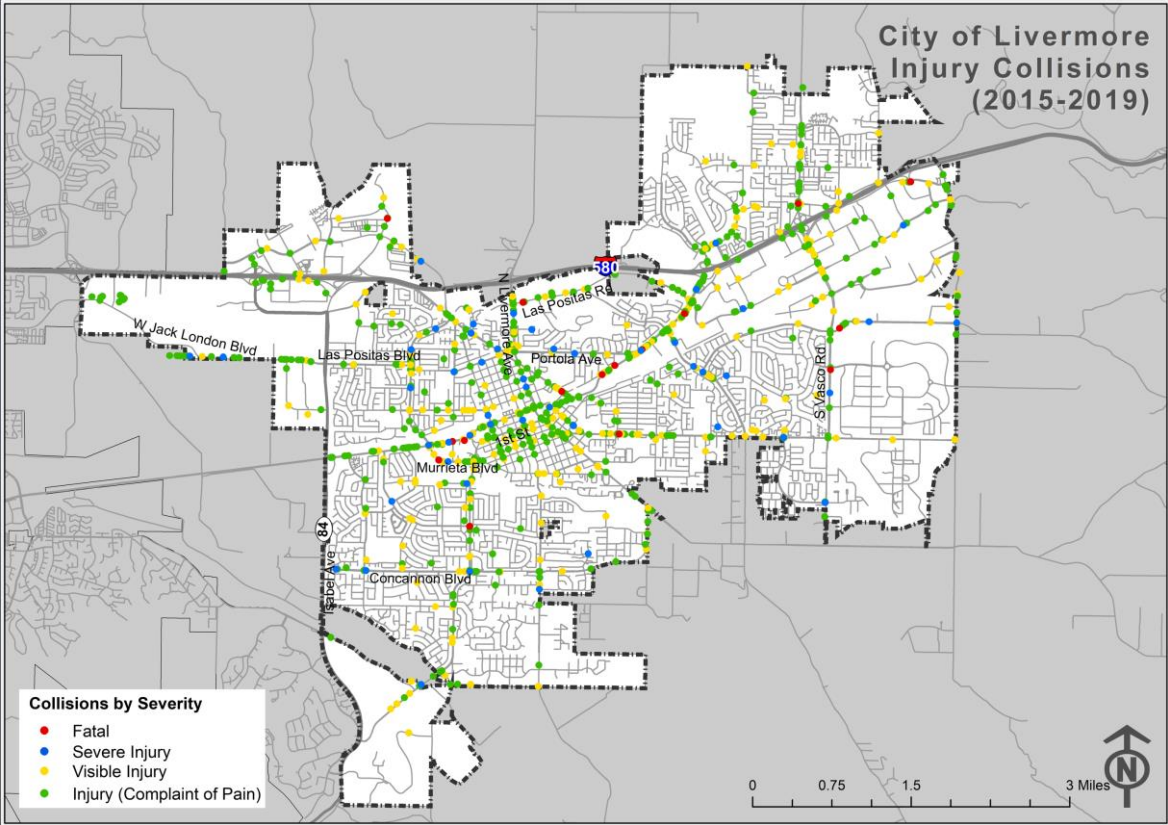




Collision Analysis

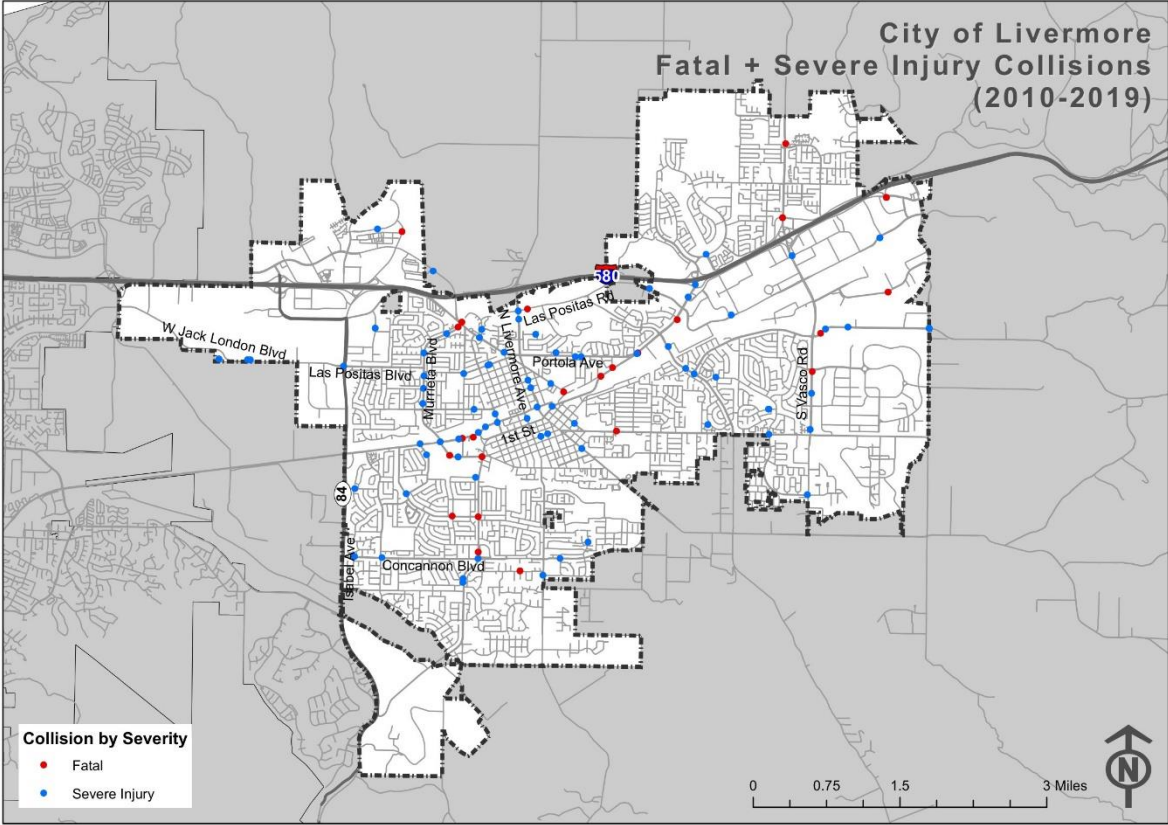


Collision Analysis Findings



All Injury Collisions (2015-2019)

Local Roadway Safety Plan

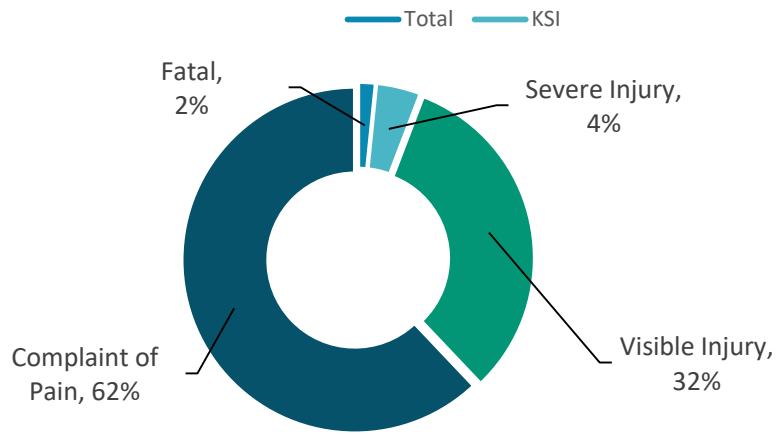
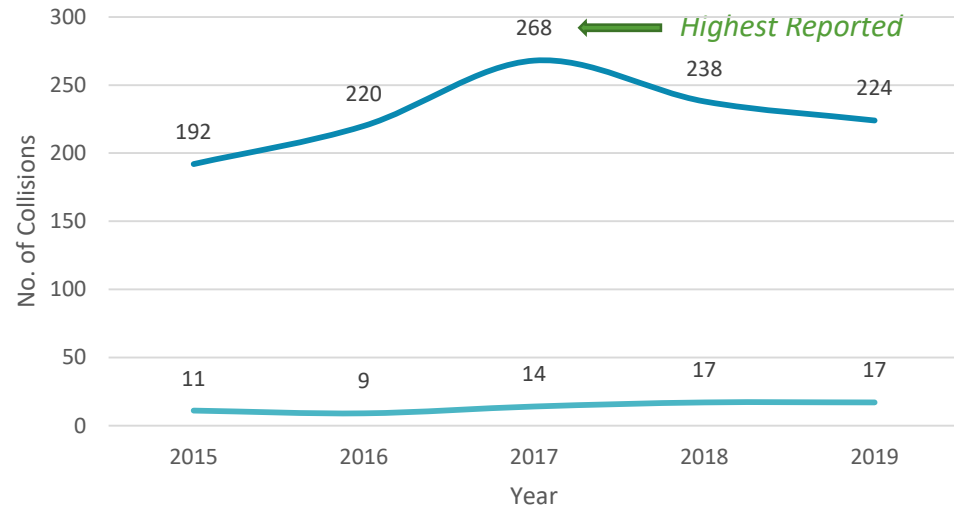


All Killed and Severe Injury Collisions (2010-2019)

Vision Zero

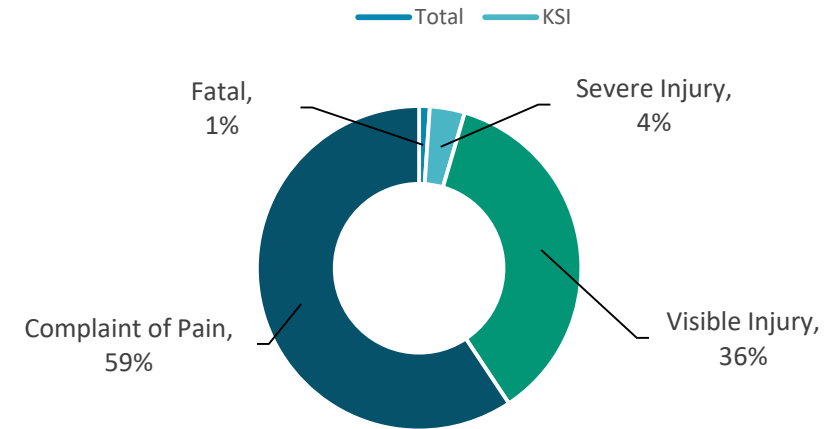
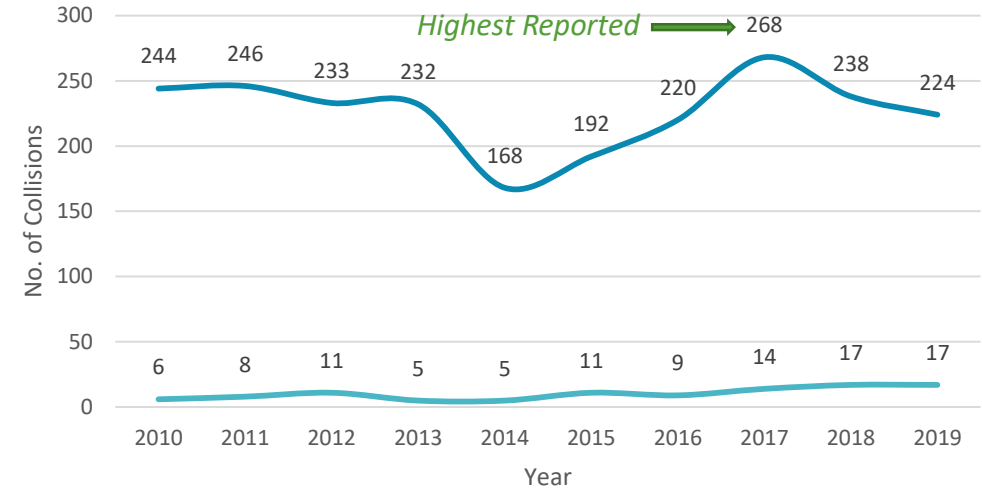
Collision Analysis Findings

Local Roadway Safety Plan (2015-2019)



79 Killed & Severe Injury (KSI) collisions

Vision Zero 2010-2019

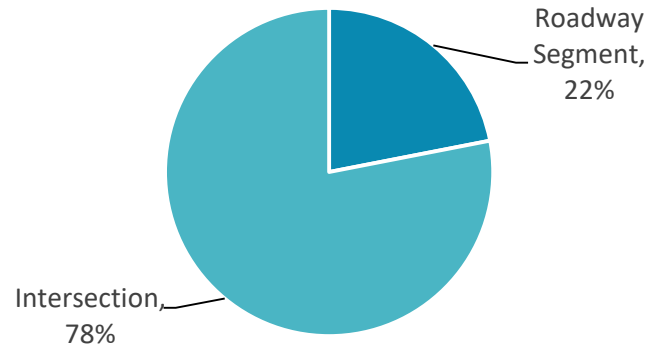


103 Killed & Severe Injury (KSI) collisions 13

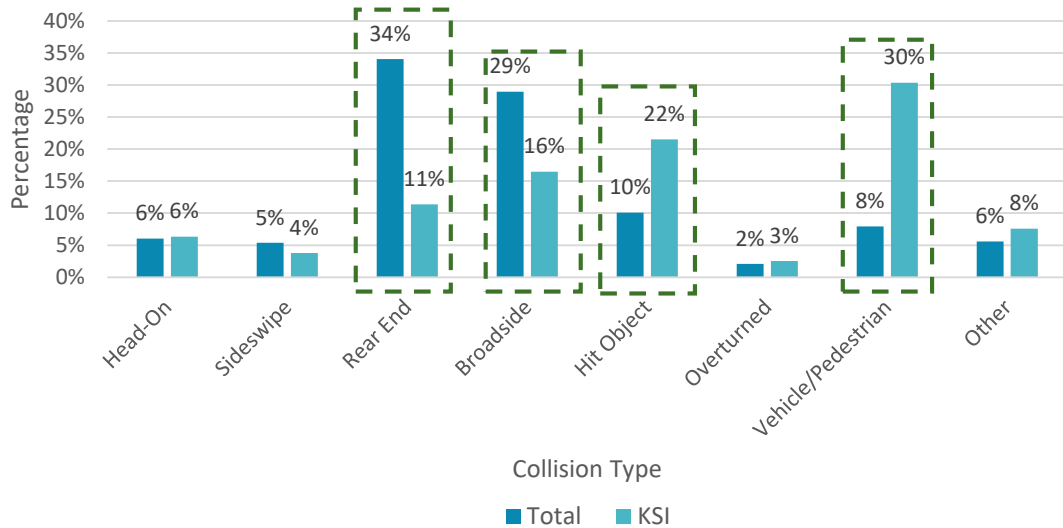
Collision Analysis Findings

Local Roadway Safety Plan (2015-2019)

Intersections vs. Roadway Segments

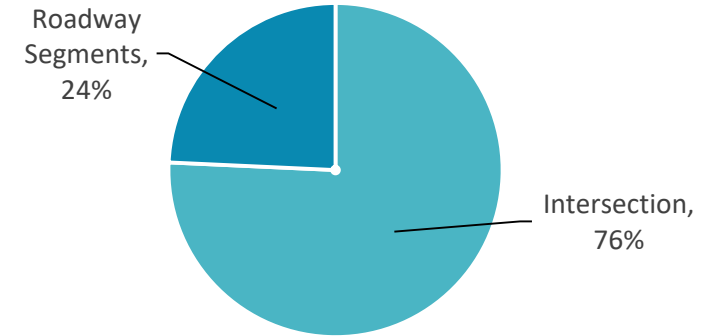


Collision Type



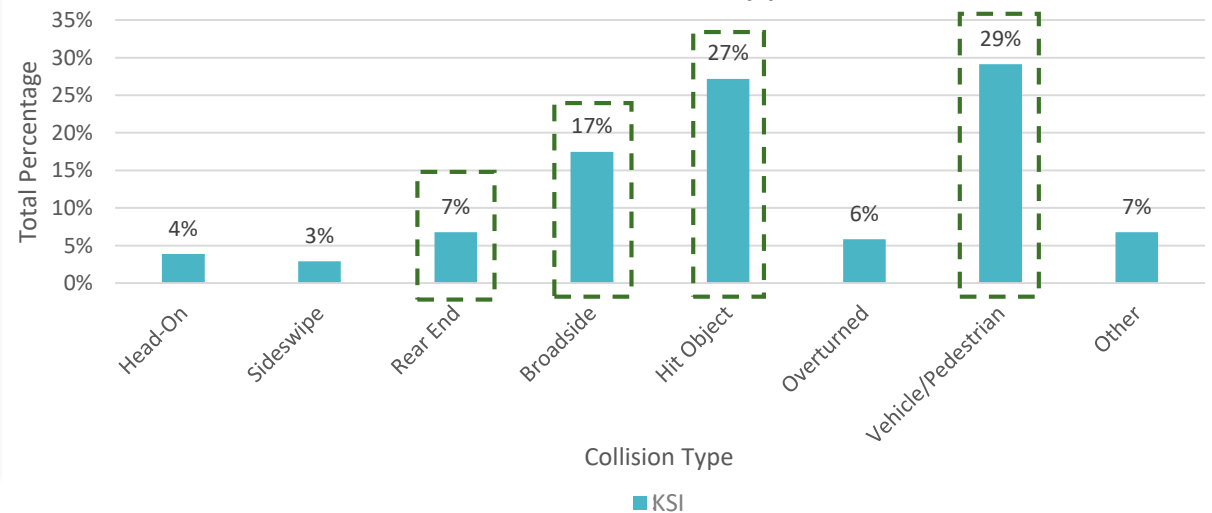
Vision Zero (2010-2019)

Intersections vs. Roadway Segments

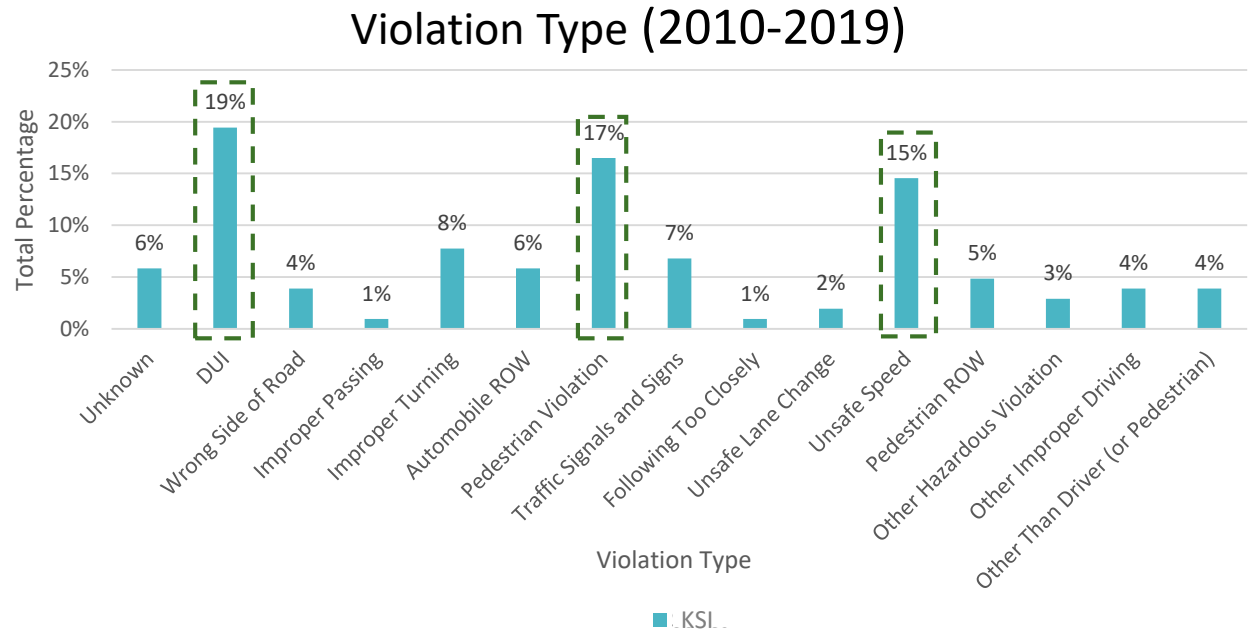
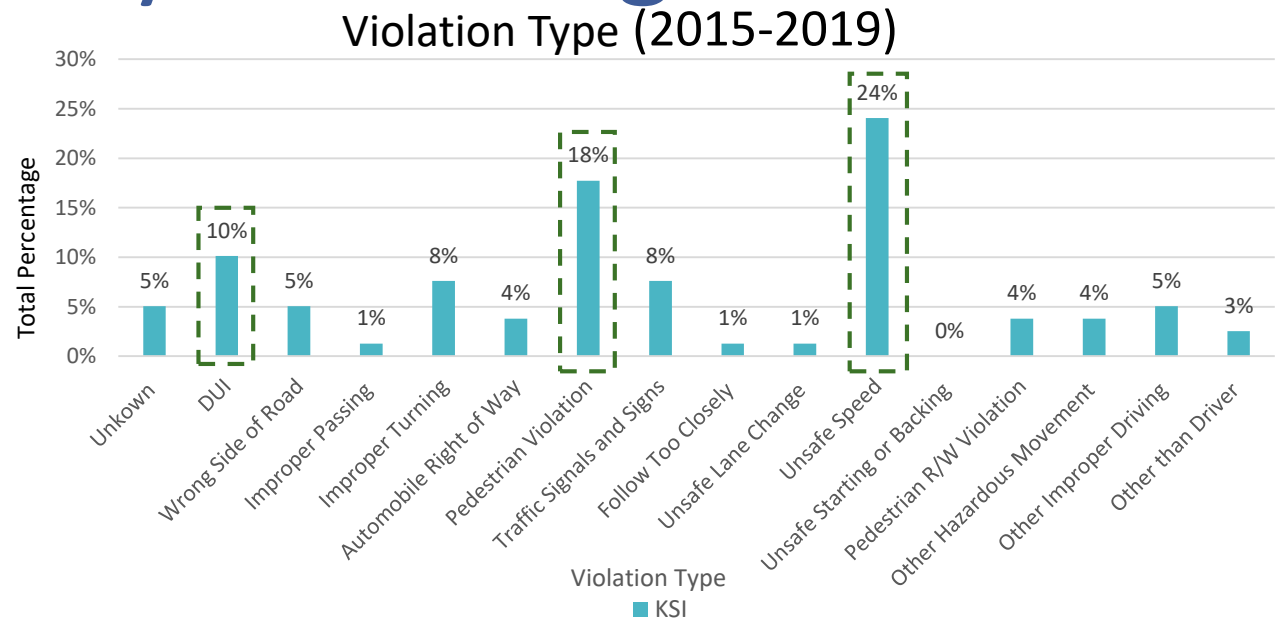


- Rear End
- Broadside
- Hit Object
- Vehicle/
Pedestrian

Collision Type



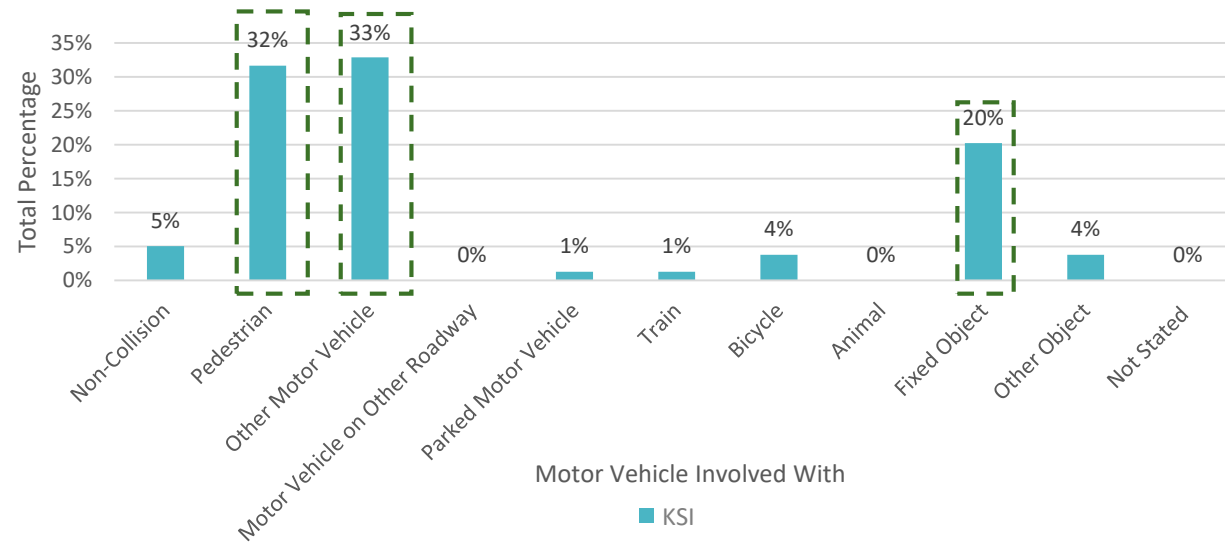
Collision Analysis Findings



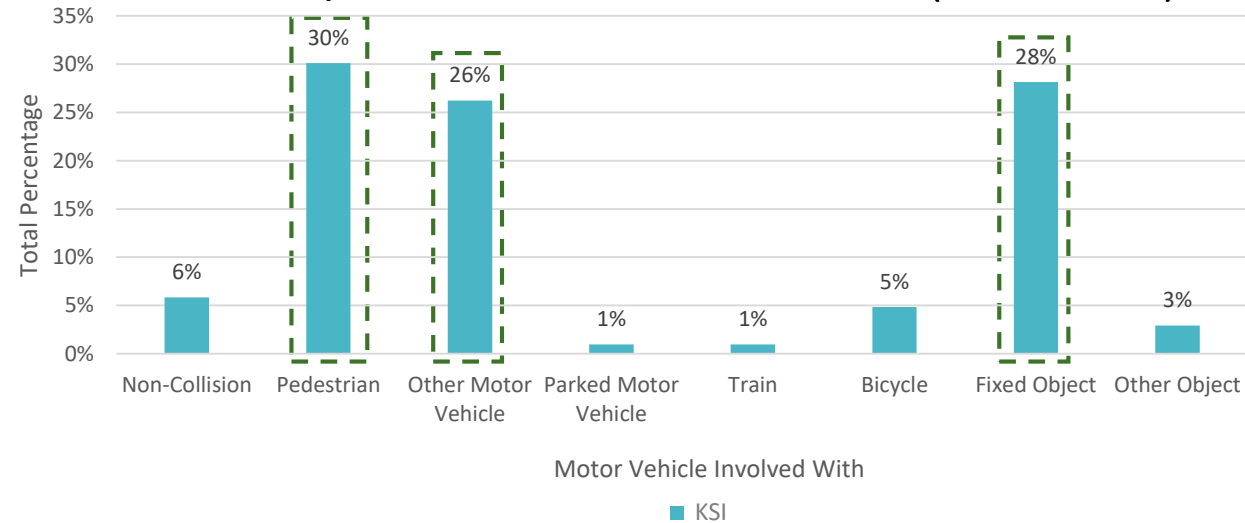
- DUI (Driving under influence)
- Pedestrian Violation &
- Unsafe Speed

Collision Analysis Findings

Collisions by Motor Vehicle Involved With (2015-2019)



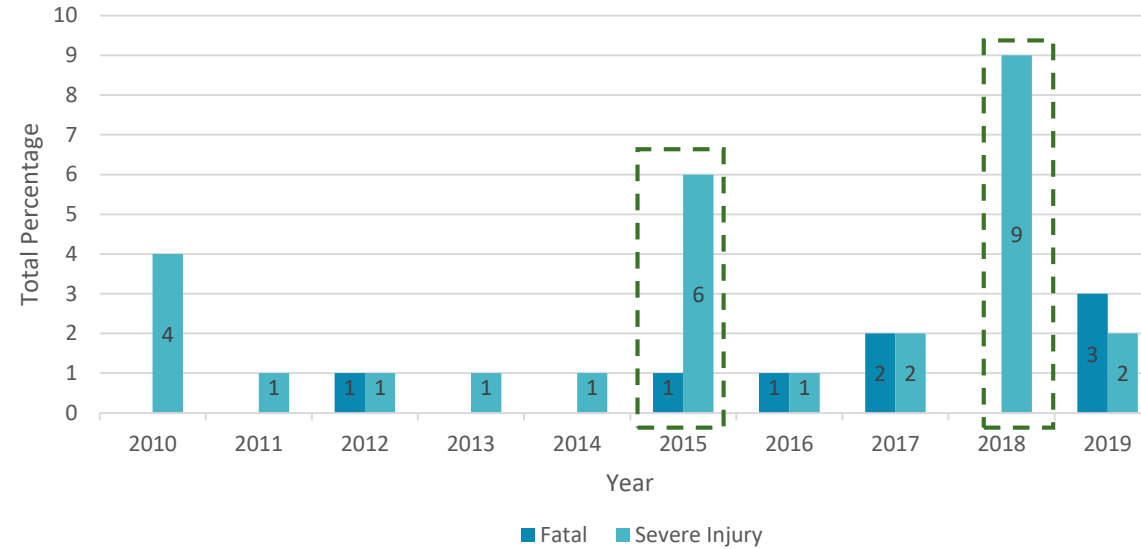
Collisions by Motor Vehicle Involved With (2010-2019)



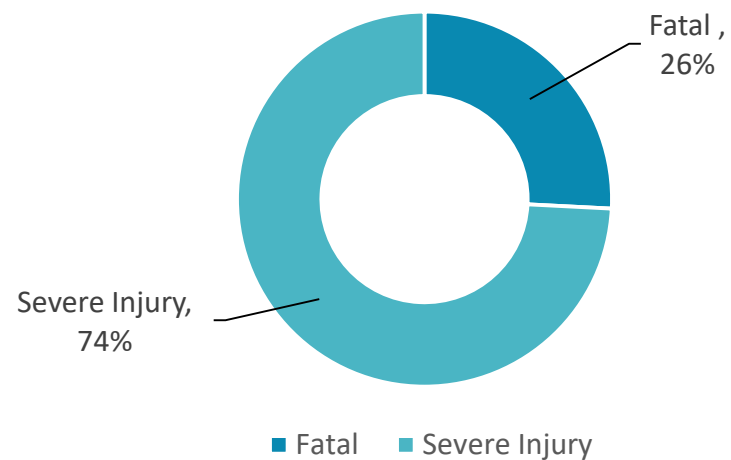
- Pedestrian,
- Other Motor Vehicle &
- Fixed Object

Collision Analysis Findings-Pedestrian/Bicycle

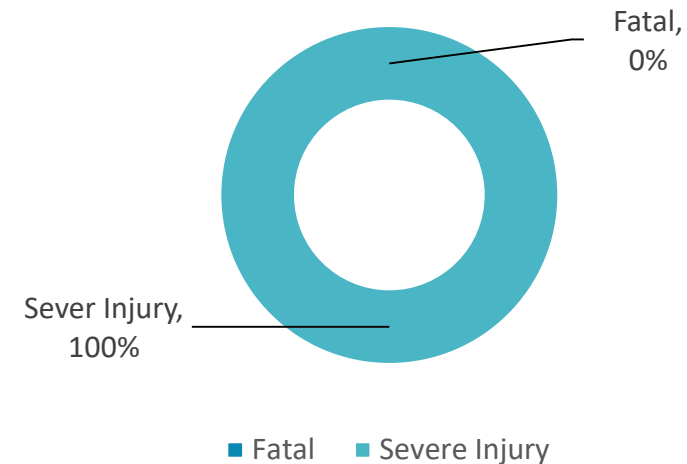
Pedestrian/Bicycle Collisions (KSI)



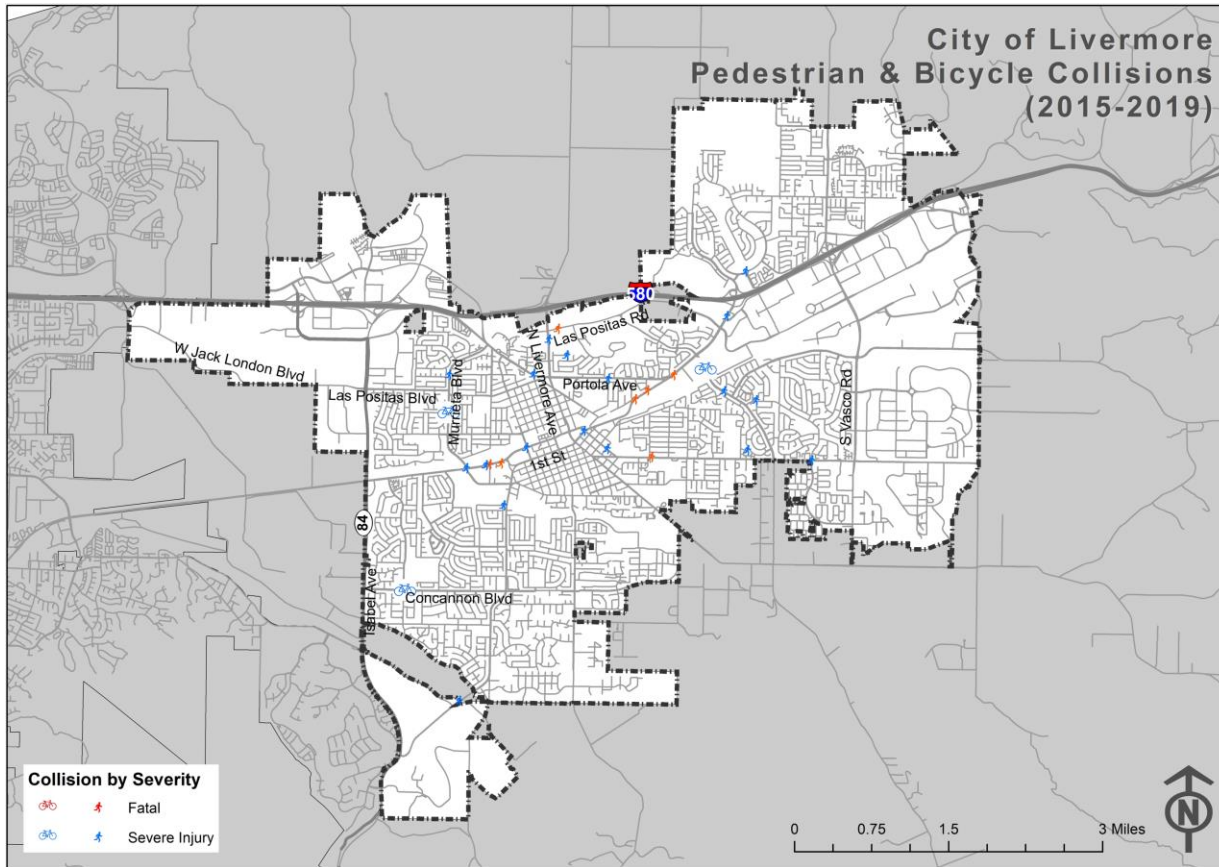
Pedestrian Collisions (KSI)



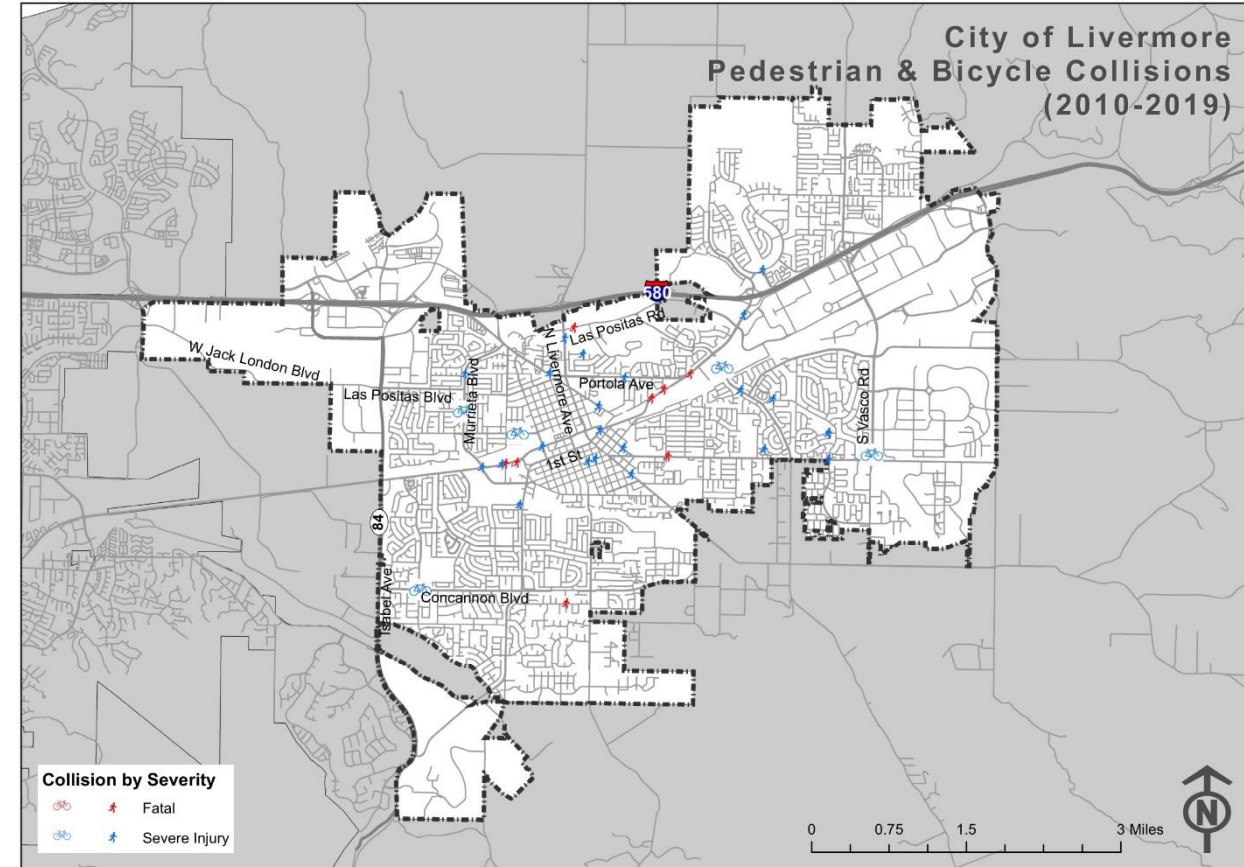
Bicycle Collisions (KSI)



Collision Analysis Findings-Pedestrian /Bicycle



Pedestrian/Bicycle KSI Injury Collisions (2015-2019)



Pedestrian/Bicycle KSI Injury Collisions (2010-2019)

Equivalent Property Damage Only (EPDO) Score

Collision Severity	EPDO Score
Fatal	165
Severe Injury	165
Visible Injury	11
Complaint of Pain	6
Property Damage Only (PDO)	1

EPDO Score =

(165 x # of Fatal Collisions) +

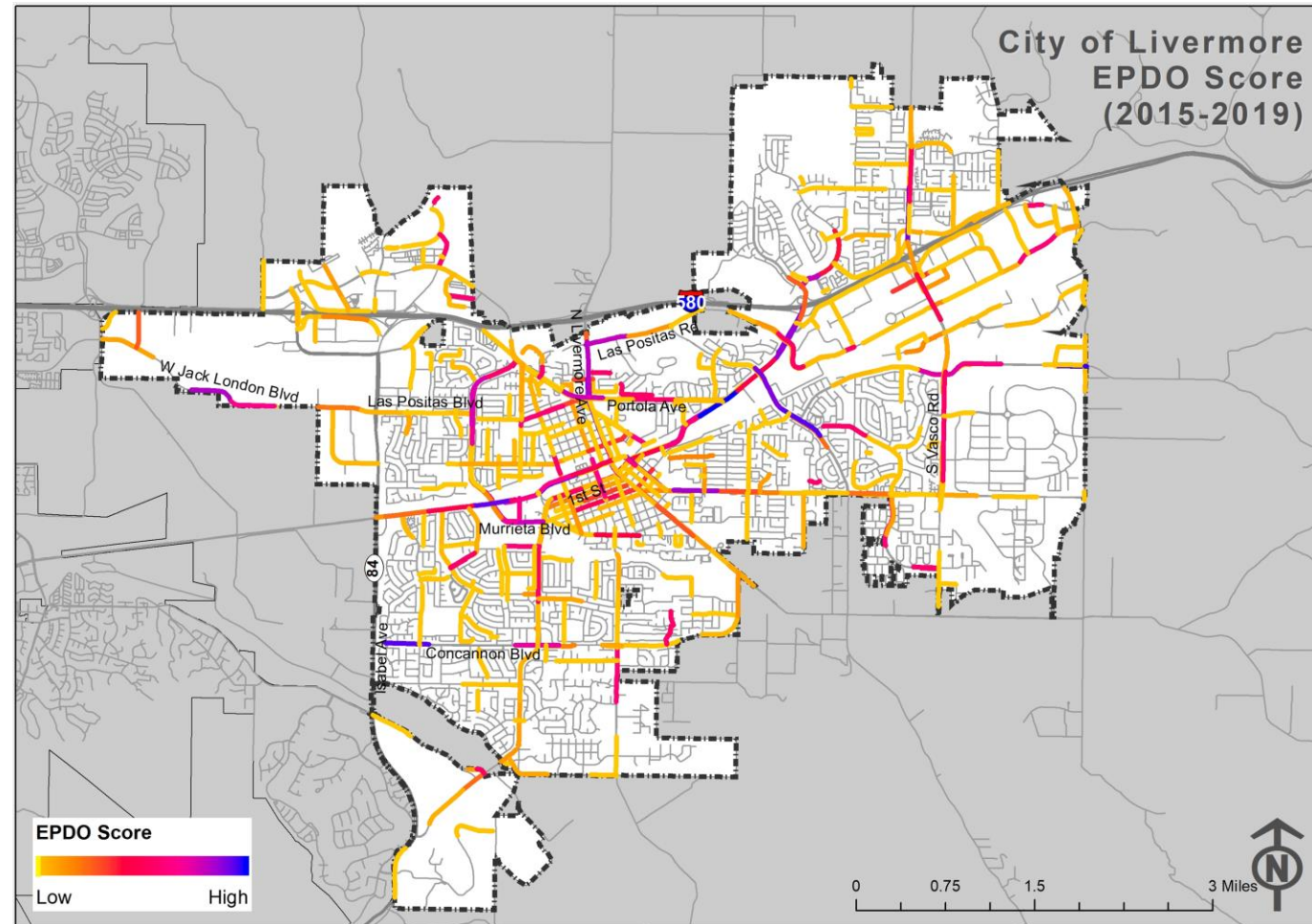
(165 x # of Severe Injury Collisions) +

(11 x # of Other Visible Injury Collisions) +

(6 x # of Complaint of Pain Collisions) +

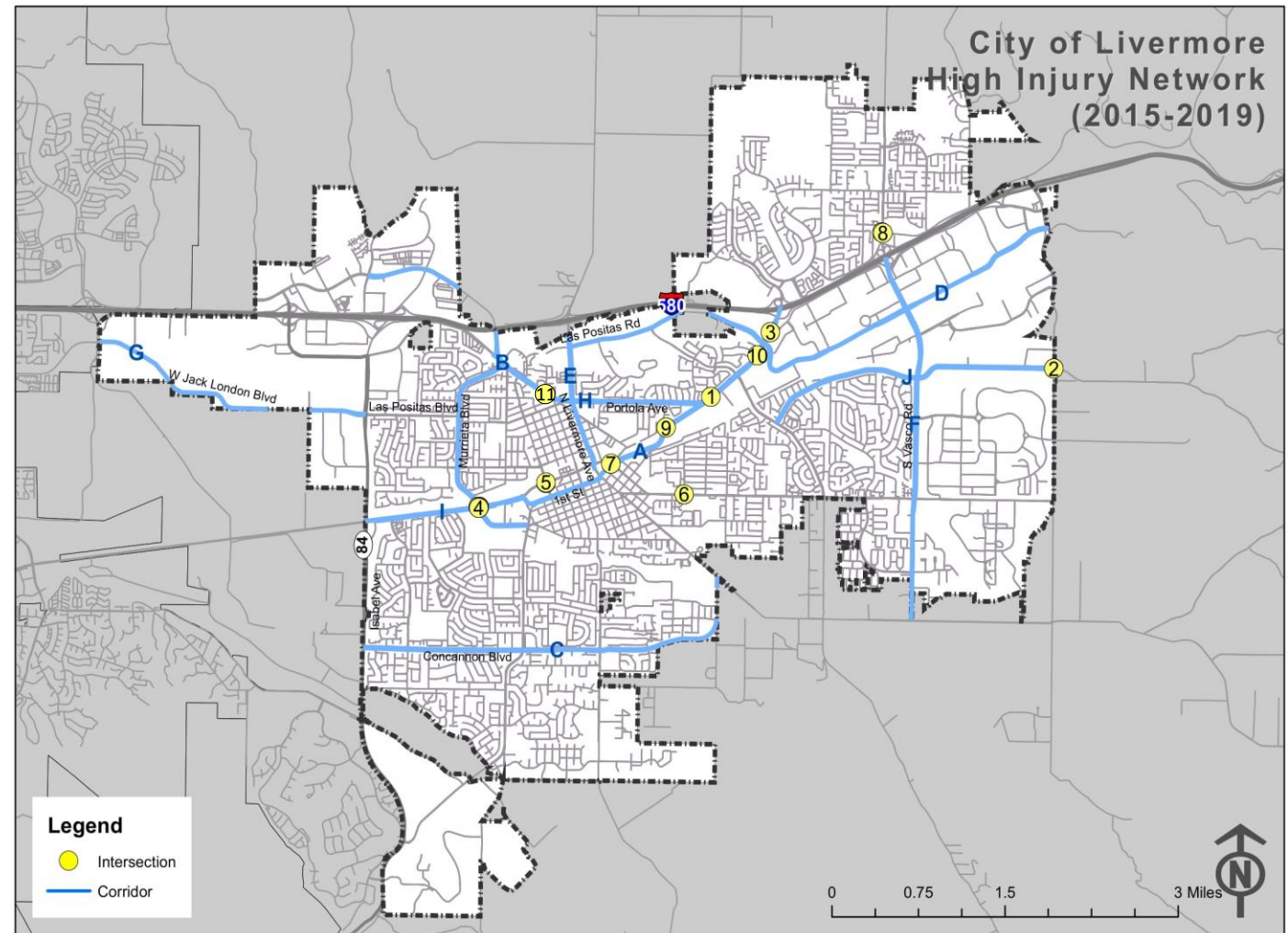
(1 x # of PDO Collisions)

(Source: Local Roadway Safety Manual 2020, Caltrans)



High-Injury Intersections (2015-2019)

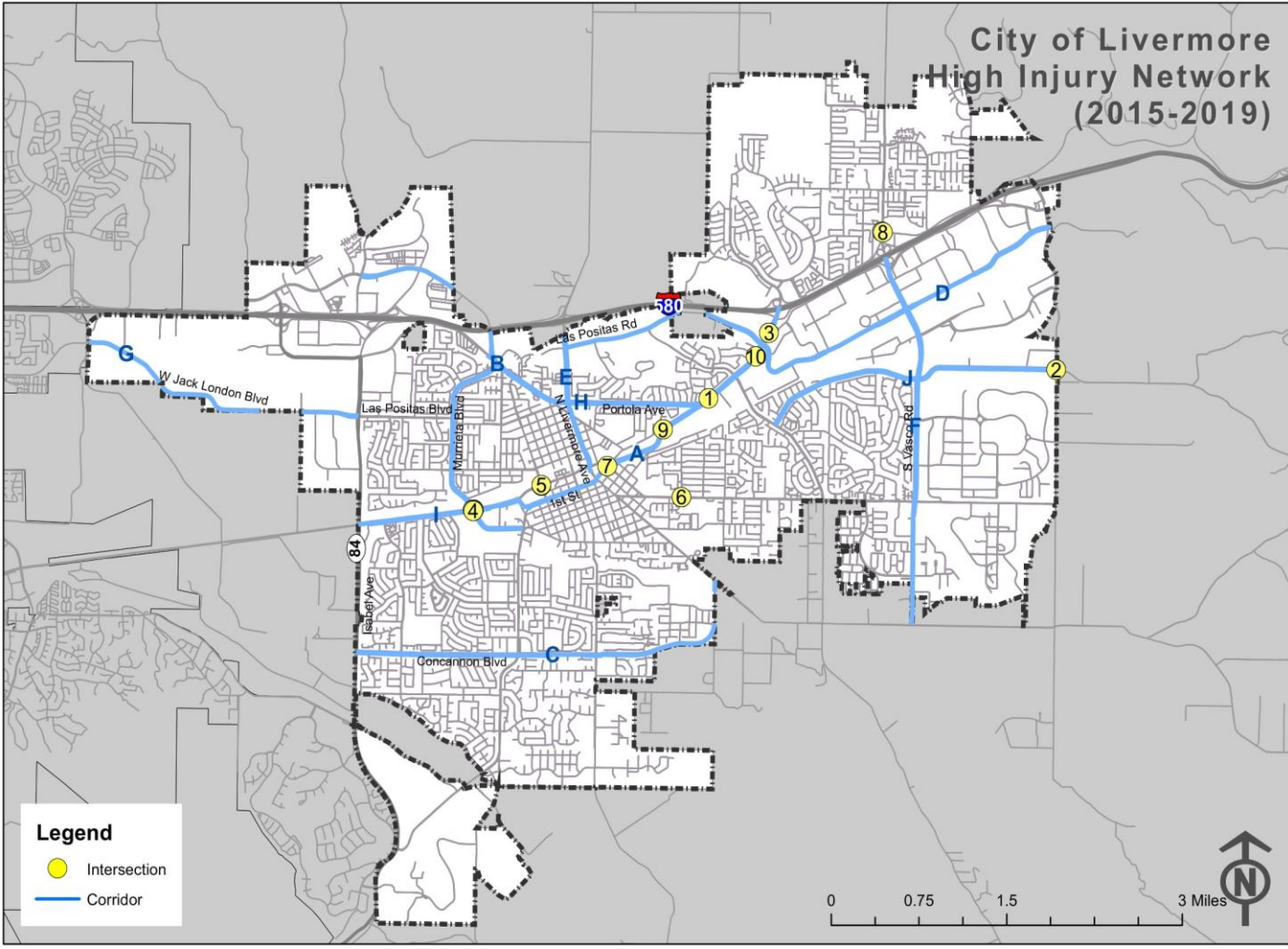
ID	Intersection	Total Injury Collisions	F+SI Collisions	Severity Weight
1	First St & 360' N of Portola Ave (Signalized)	7	3	534
2	Patterson Pass Rd & Greenville Rd (Signalized)	27	2	530
3	First St and Southfront Rd (Signalized)	12	1	241
4	E Stanley Blvd & Murrieta Blvd (Signalized)	10	1	239
5	Railroad Ave & S P St (Signalized)	9	1	228
6	Jensen St & East Ave (Non-Signalized)	8	1	227
7	First St & Maple St (Signalized)	6	1	187
8	Northfront Road & North Vasco Road (Signalized)	9	1	282
9	First St & Scott St (Non-Signalized)	7	1	437
10	First St & Bellmawr Dr (Non-Signalized)	6	1	215
11	Portola Ave & Meadowood Common (Signalized)	5	1	199



Note: Signal installed on Patterson Pass Rd & Greenville Rd the year 2020.

High-Injury Corridors (2015-2019)

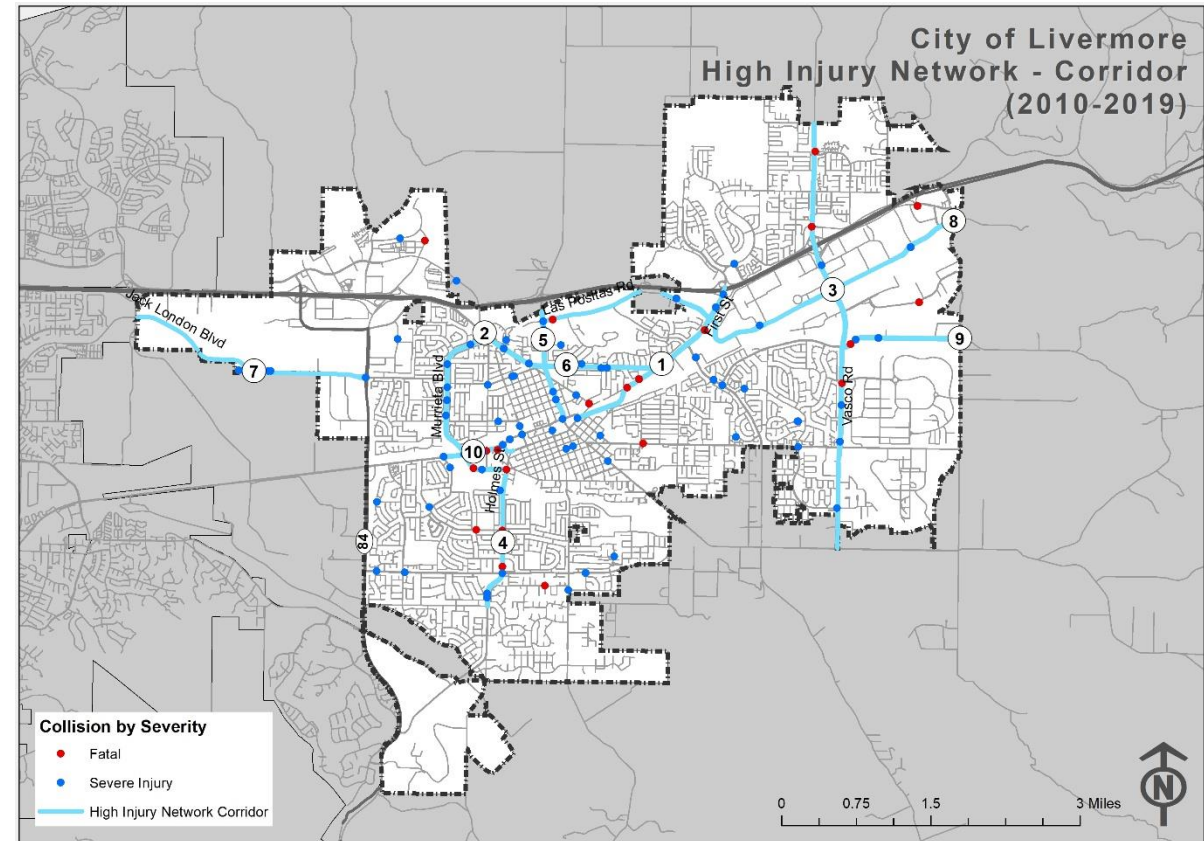
ID	Corridors	Total	KSI	Length (miles)	Severity Weight
A	First St: E Stanley Blvd to I-580/John P Miller Memorial Hwy (Intersection)	74	6	3.5	1518
B	Murrieta Blvd: Holmes St to Portola Avenue	25	5	2.3	995
C	Concannon Blvd: Isabel Avenue (City Limit- West) to S Livermore Avenue (City Limit- East)	19	3	3.5	626
D	Las Positas Rd: N Livermore Ave to Greenville Rd (City Limit- East)	31	2	5.4	544
E	N Livermore Avenue: I-580 (City Limit) to Railroad Avenue	27	2	1.4	510
F	S Vasco Rd: I-580 (City Limit-North) to Tesla Rd (City Limit-South)	18	2	3.1	456
G	W Jack London Blvd: El Charro Rd (City Limit- West) to Isabel Ave	19	2	1.3	447
H	Portola Avenue: First St to Murrieta Blvd	13	2	2.0	426
I	E Stanley Blvd: S P St to Murdell Lane	38	1	1.2	422
J	Patterson Pass Rd: Greenville Rd to N Mines Rd	10	2	2.6	398



Note: Concannon Blvd is identified as High Injury Network (HIN) of LRSP not in Vision Zero

High-Injury Corridors (2010-2019)

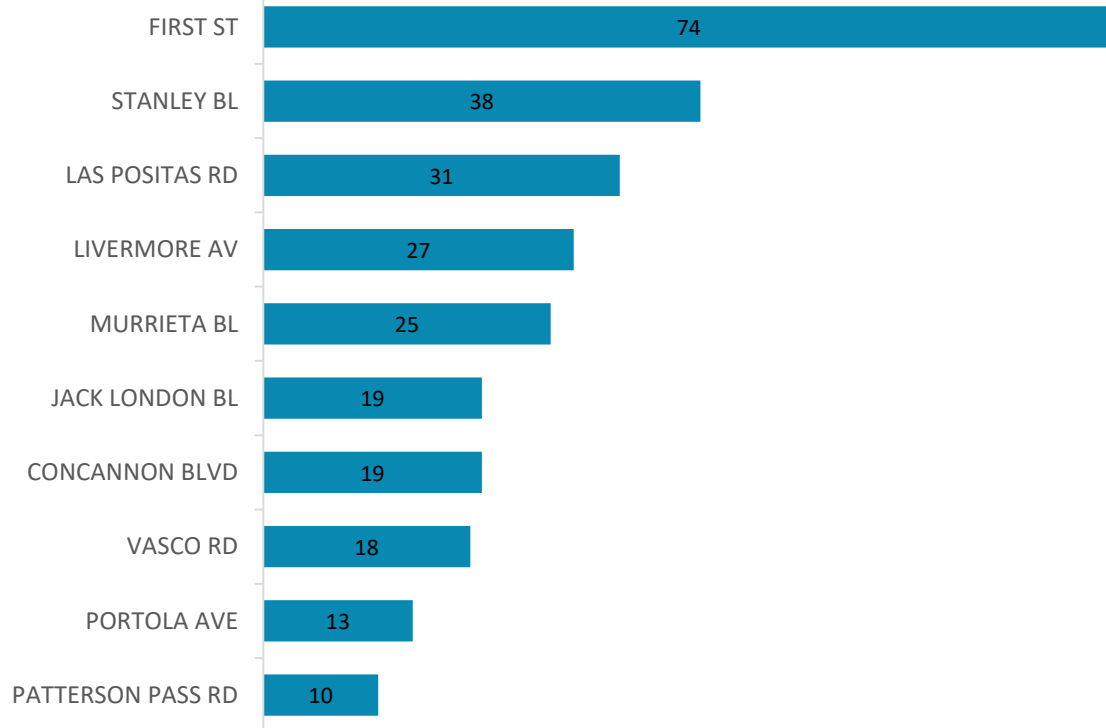
ID	Corridors	Total	Fatal	Severe Injury
1	First St: Maple St to I-580 (North)	8	4	4
2	Murrieta Blvd: Portola Ave to Holmes St	7	2	5
3	Vasco Rd: (City Limit-North) to (City Limit-South)	7	3	4
4	Holmes St: Fourth St to Alden Ln	6	3	3
5	Livermore Avenue: I-580 to Railroad Avenue	5	0	5
6	Portola Avenue: First St to Murrieta Blvd	5	0	5
7	Jack London Blvd: El Charro Rd (City Limit- West) to Isabel Ave	4	0	4
8	Las Positas Rd: N Livermore Ave to Greenville Rd (City Limit- East)	4	1	3
9	Patterson Pass Rd: S Vasco Rd to Greenville Rd	4	1	3
10	E Stanley Blvd: Wall St to First St	4	1	3



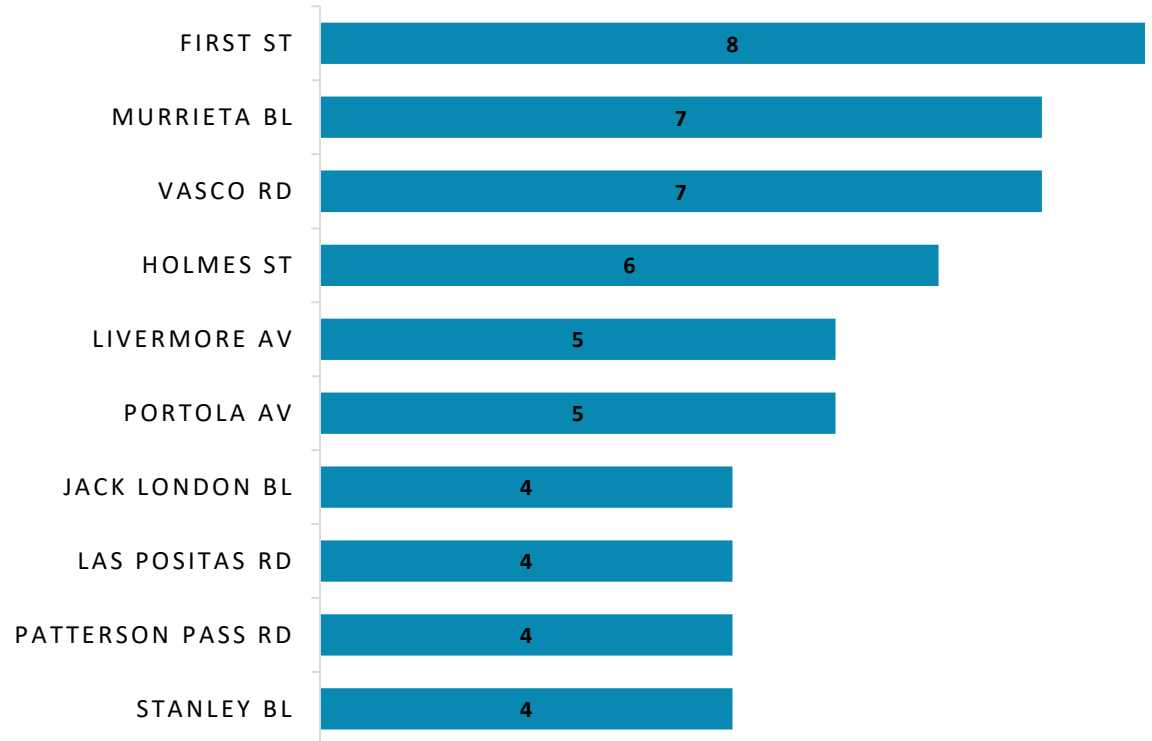
Note: Holmes St is identified as High Injury Network (HIN) of Vision Zero not in LRSP

High-Injury Corridors (LRSP & Vision Zero)

LOCAL ROADWAY SAFETY PLAN (HIGH INJURY CORRIDORS) (2015-2019 ALL INJURY COLLISIONS)



VISION ZERO (HIGH INJURY CORRIDORS)



Stakeholder and Community Outreach

- Project Website
- Join Mailing List
- Emails
- Map Input Platform

PROJECT OVERVIEW

The City of Livermore is developing a comprehensive Local Road Safety Plan (LRSP). The LRSP would enable the City to enhance traffic safety for all modes of transportation and for all ages and abilities.

The overarching goal is to develop a successful LRSP by utilizing the historic collision database to create a decision-making process that relies on a partnership with stakeholders and public outreach using the four "E's of traffic safety: Engineering, Enforcement, Education, and Emergency Medical Services.

Scroll down to view the project area.

VISION ZERO PLAN DEVELOPMENT

PROJECT OVERVIEW

The development of Vision Zero Plan will include review of collision history and review of existing traffic and pedestrian safety studies, and include public engagement, and collaboration with stakeholders and advisory groups to develop comprehensive strategies and policies for city to achieve vision zero over a performance period established by the city. It will also allow city to be competitive in pursuing various grants to implement Vision Zero improvements. Vision Zero implementation will enhance safety for all users.

Provide Input

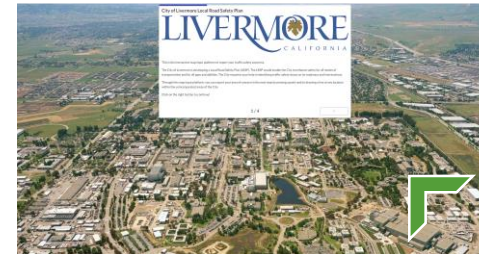


REPORT YOUR AREA OF CONCERN

Your input is essential for the success of this Local Road Safety Plan. Select the button below to provide us with your concerns regarding traffic and safety.

[REPORT YOUR AREA OF CONCERN](#)

For further updates, check project updates or subscribe to receive notifications.



[CLICK
HERE!](#)

Tell us your concerns on the map!

City of Livermore Local Road Safety Plan

LIVERMORE

CALIFORNIA

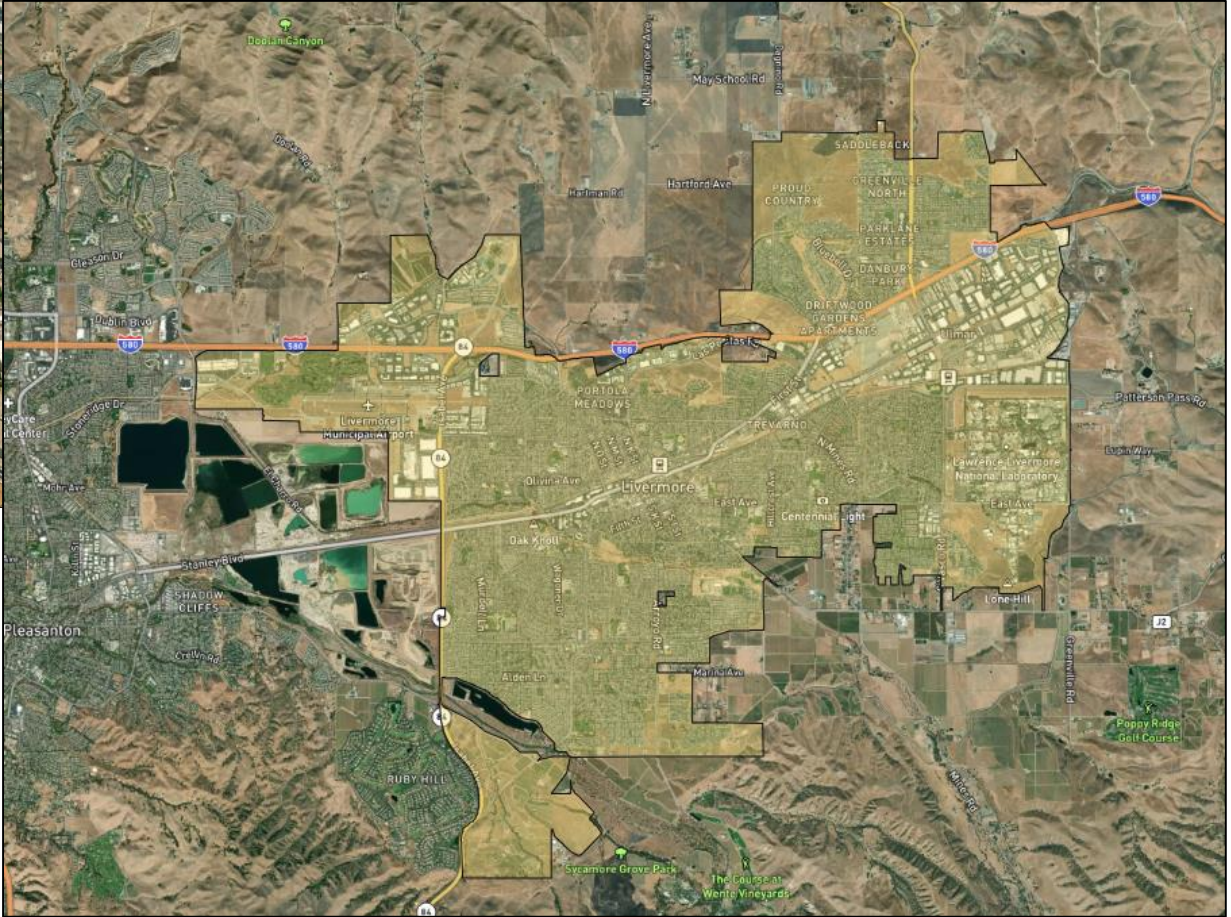
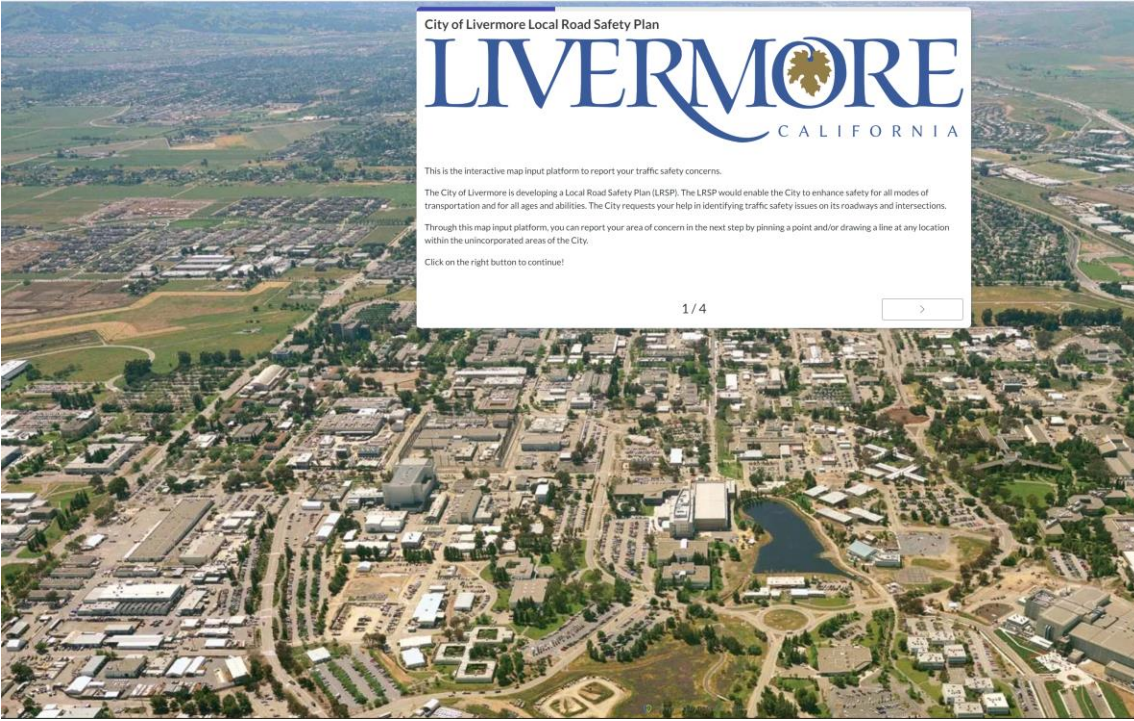
This is the interactive map input platform to report your traffic safety concerns.

The City of Livermore is developing a Local Road Safety Plan (LRSP). The LRSP would enable the City to enhance safety for all modes of transportation and for all ages and abilities. The City requests your help in identifying traffic safety issues on its roadways and intersections.

Through this map input platform, you can report your area of concern in the next step by pinning a point and/or drawing a line at any location within the unincorporated areas of the City.

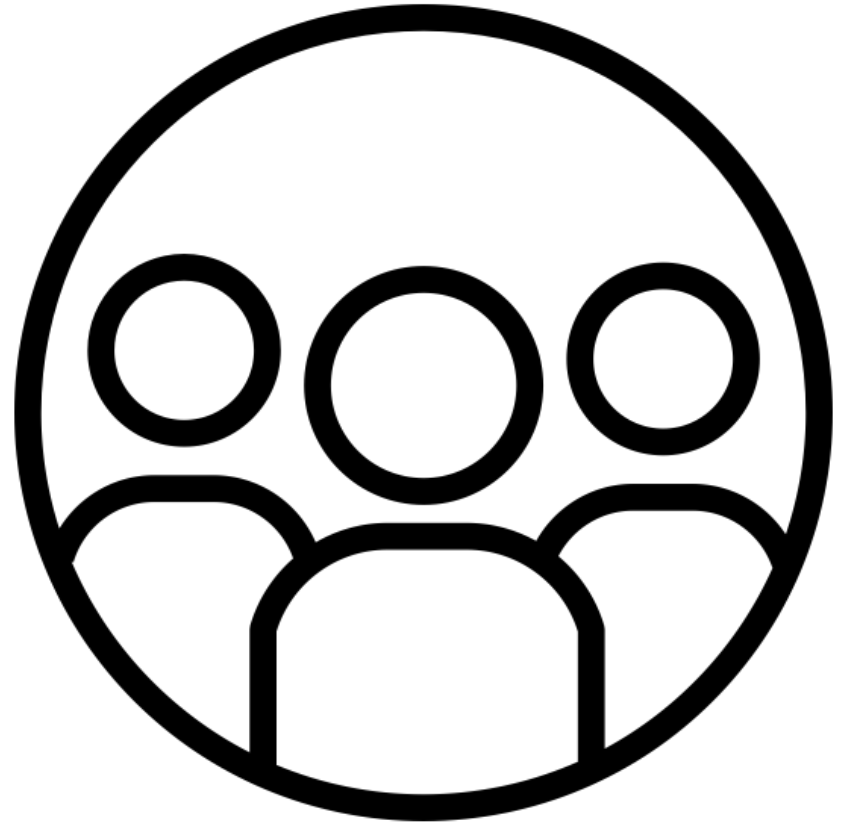
Click on the right button to continue!

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Your Role as a Safety Champion!

- Help set the goals and objectives of the LRSP and Vision Zero
- Tell us about traffic safety related issues
- Tell us what you heard from the members of the community
- Report your concerns in a map-based survey
- Share your experience with countermeasures that have been recently implemented
- Share the project details within the community members and help increase awareness and involvement in the project
- Assist in prioritization of the strategies
- Help to monitor the program and define the benefits of implemented strategies
- Stay informed about the project!





Open Discussion/Questions?



Next Steps

- Identify top emphasis areas
- Identify and prioritize engineering countermeasures and non-engineering strategies
- Develop safety projects

