



CITY COUNCIL STAFF REPORT

ITEM NO. 6.11

DATE: May 11, 2026

TO: Honorable Mayor and City Council

FROM: Brent Smith, Community Development Director

SUBJECT: Resolution recommending the Livermore City Council declare Livermore a Vision Zero community and adopting a Vision Zero Action Plan with the clear goal of eliminating traffic fatalities and severe injuries on city streets.

RECOMMENDED ACTION

Staff recommends the City Council adopt a resolution:

1. Adopting as policy direction the tenants of Vision Zero with the expressed goal of reducing the number of fatal and serious injury crashes along all roadways under the jurisdiction of the City to zero;
2. Adopting the Livermore Vision Zero Action Plan;
3. Directing City departments, leadership, and staff to share the responsibilities for proactively encouraging and supporting Vision Zero in all facets and aspects of their mission, administration, and service delivery; and
4. Directing the City Manager to:
 - a. Develop procedures and programs to further the goals and objectives of Vision Zero and take data-driven actions to achieve zero fatal and serious injury crashes based on available crash data, community input, and the “eight E’s” of engagement: equity, engineering, encouragement, education, enforcement, emergency medical services, and evaluation;
 - b. Propose to prioritize funding and availability of staff resources for implementing Vision Zero projects and programs;
 - c. Adopt and proactively encourage the application of the Federal Highway Administration’s list of Proven Safety Countermeasures;
 - d. Revise design criteria for new and existing roadways to achieve context-appropriate operating speeds while incorporating sustainable, self-enforcing design principles reflecting current best practices in context-sensitive and people-centric design, and prioritizing context-sensitive people-centric judgment over numerical warrants;
 - e. Review laws, ordinances, rules, policies, procedures, and regulations for conflictive or contrary language and provide remedy through administrative, collaborative, or legislative action;
 - f. Develop and maintain effective partnerships with other agencies, entities, organizations, community groups, and stakeholders to further the goals of and support for Vision Zero; and

- g. Provide ongoing evaluation and performance measures and present to City Council on a regular basis a report on the initial and ongoing status of achieving the goal of zero fatal and serious injury crashes.

DECISION TYPE

Administrative

SUMMARY

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. As of today, nearly 80 communities have formally adopted Vision Zero strategies nationwide. The City of Livermore (City) is a recipient of the FY 24 Safe Streets and Roads for All (SS4A) grant to develop a Vision Zero Action Plan.

The goal of the Livermore Vision Zero Action Plan (Plan) is to establish a transformative approach to transportation safety based on the principle that no loss of life is acceptable. The Plan identifies priority safety issues through data analysis and community input and outlines a coordinated set of strategies to address them. The Plan must be reviewed and updated at a minimum of every five years. In addition, staff expects to prepare annual reports and biennial presentations to City Council to track progress toward reducing and eliminating traffic fatalities and serious injuries.

Staff recommends the Livermore City Council declare Livermore a Vision Zero community and adopt a Vision Zero Action Plan with the clear goal of eliminating traffic fatalities and severe injuries on City streets. A Letter from the Mayor to all the residents is included in Attachment 1 and will be inserted in the Final Vision Zero Action Plan.

DISCUSSION

According to data from the National Highway Traffic Safety Administration, each year, approximately 40,000 people are killed in traffic collisions in the United States. In a study comparing 19 peer nations, the Center for Disease Control and Prevention found that the United States has the highest traffic death rate per person.

From 2020 to 2024 in Livermore, 14 people were killed in 11 fatal crashes on City streets, and 48 people suffered life-changing injuries in 46 severe-injury crashes. Victims included two pedestrians and one bicyclist who died, along with 12 pedestrians and seven bicyclists who were seriously injured. The leading causes of these fatal and severe crashes were unsafe speed, driving under the influence, and motorists failing to yield the right of way.

One death or serious injury on City streets is one too many, and City and departmental leadership are dedicated to strategies that aim to reduce and eliminate deaths and serious injuries on City streets.

The Federal Highway Administration (FHWA) has committed to eliminating fatalities and serious injuries on the nation's roadways using a data-driven interdisciplinary approach modeled after Vision Zero, followed by the California Department of Transportation (Caltrans), who has adopted the goal of moving toward zero deaths with a focus on using proven effective strategies and countermeasures.

Vision Zero is a public health-based traffic safety strategy with a vision of reducing and eventually eliminating traffic deaths and serious injuries, using a data driven multi-disciplinary and Safe System Approach, that also increases safe, healthy equitable mobility for all.

The Federal Highway Administration identifies six principles that form the basis of the Safe System Approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Vision Zero recognizes that while human error will always occur, a combination of engineering, education and enforcement measures can reduce the likelihood of human error and reduce the consequences of error, and therefore, reduce collisions leading to death or severe injuries.

Since its adoption by New York City in 2014, Vision Zero has gained significant momentum across the United States. Today, major cities such as Chicago, Seattle, San Francisco, and Los Angeles, along with many mid-sized and smaller communities, have adopted Vision Zero as a framework for improving roadway safety.

Development of the Plan is funded by the Federal Highway Administration (FHWA). Plan development began in September 2025, immediately after the execution of the grant funding agreement. The project team, made up of City staff and consultants, collected historical collision data, conducted extensive community outreach, identified high injury network and high collision profiles, and recommended implementable action plans and safety projects that are suitable for future SS4A, Highway Safety Improvement Program (HSIP) and other safety-related grant opportunities.

Community and stakeholder input was vital to the development of the Plan. To engage the community and stakeholders, the project team conducted several virtual and in-person meetings, as well as a youth-focused workshop at Livermore High School to engage students who are new or future drivers. In addition, project flyers were posted in downtown kiosks, the local newspaper, and City social media platforms, and were distributed to school parents through district-wide email blasts. Feedback and comments were received through outreach meetings and nearly 626 comments were received through the project website between December 2025 and February 2026.

A total of 13 high collision corridors and 12 collision profiles were developed based on the fatality and severe injury collision data between 2020 and 2024. The high collision corridors are shown in Attachment 2, and the collision profiles are listed below. More details are included in the Plan.

- Profile 1: Address collisions near the school zones
- Profile 2: Address collisions between age group 20-39
- Profile 3: Address collisions that occurred at Non-Signalized Intersections
- Profile 4: Reduce collisions on 25mph streets
- Profile 5: Address collisions that 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)
- Profile 11: Reduce Unsafe Speed collisions
- Profile 12: Address Bicycle collisions

In addition, this Plan also recommends the following six (6) projects that are aligned with the Federal Highway Administration’s list of Proven Safety Countermeasures and suitable for future SS4A, HSIP and other safety-related grant opportunities. More details are included in the Plan.

- Project 1: First Street-Holmes Street corridor safety improvements
- Project 2: Bike safety improvements and gap closures
- Project 3: Pedestrian and Bicycle Safety Improvements
- Project 4: Improve signalized intersections with protected left turns
- Project 5: Citywide Street Light inventory and improvements
- Project 6: Citywide Sign improvements

FISCAL AND ADMINISTRATIVE IMPACTS

Eighty percent of the funding for developing the Plan will be derived from the SS4A grant. The remaining twenty percent of the funding has already been funded with Measure BB Street/Road operational funds (Fund 552) as part of the approved FY 2025-27 Operating Budget. The proposed safety improvements in the Plan will be programmed and implemented as part of the City’s Capital Improvement Program.

COMMUNITY PILLAR

1: A Safe Community That Thrives

GOAL

10: Work to maintain a safe and efficient local transportation network and address safety concerns

ATTACHMENTS

- 1. Letter from the Mayor
- 2. High Collision Network
- 3. Resolution
- 4. Exhibit A - Livermore Vision Zero Action Plan

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