

Menlo Park Vision Zero Action Plan

Appendix A: Engagement Activities Summary

Summary of Engagement

The development of the Menlo Park Vision Zero Action Plan included extensive engagement with City stakeholders and the community. Activities included stakeholder workshops, a community pop-up event, community workshops, targeted meetings with the Safe Routes to School Task Force and senior community, and formal presentations to the City's Complete Streets Commission and City Council.

Stakeholder workshops included an interdisciplinary group of ten representatives from Menlo Park Planning Division, Menlo Park Police Department, Menlo Park Fire Protection District, Menlo Park Safe Routes to School Task Force, Menlo Park Complete Streets Commission, SamTrans, and the non-profit community-based organization Climate Resilient Communities. They took place in April 2023 (introduction to Vision Zero, the process of developing a Vision Zero Action Plan, and the current state of traffic safety in Menlo Park); July 2023 (safety emphasis areas and candidate systemic safety strategies); and October 2023 (priority infrastructure projects and programmatic strategies). *See workshop presentations attached.*

A **community pop-up event** took place in September 2023 at the Menlo Park Farmers Market between Menlo Avenue and Santa Cruz Avenue in downtown Menlo Park. The project team spoke to over 100 people about the goals of the Vision Zero Action Plan, the current state of traffic safety in Menlo Park, and their individual experiences with safety on the roadways. *See event posters attached.*

Climate Resilient Communities (CRC) hosted a **community organization listening session** and four **community workshops**, two in English and two in Spanish, at the Belle Haven Branch Library. They took place in August 2023 (roadway safety conditions in Menlo Park) and November 2023 (City's safety priorities). Nearly 250 Menlo Park residents participated. *See event summary attached.*

Targeted meetings with the Safe Routes to School Task Force and the senior community took place in April, July, September, and October, where representatives asked questions about and commented on plan development.

Complete Streets Commission and City Council presentations took place in August 2023, November 2023, and December 2023, where elected officials, appointed officials, and the public asked questions about and commented on plan development. *See example presentation attached.*

Stakeholder Workshops



Photo Source: City of Menlo Park



FEHR & PEERS

Stakeholder Workshop #1
April 20, 2023

City of Menlo Park Vision Zero Action Plan



Agenda

- Welcome/Introductions
- Principles of Roadway Safety
- Roadway Safety in Menlo Park
 - Benchmarking
 - Collision Data Trends
- Interactive Discussion and Questions
- Next Steps and Schedule



Introductions

Introduce Yourself

- Name
- Organization/Department
- How does your role in the community connect to road safety?



INTRODUCTIONS

Goals for Today

- Orient everyone to what a Vision Zero Action Plan is and this group's role in developing one for Menlo Park
- Create a shared understanding and vocabulary of roadway safety
- Share stakeholders' perspectives, roles, and insights



Principles of Roadway Safety

What is Vision Zero?

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

What is Vision Zero?

Policy CIRC-1.1

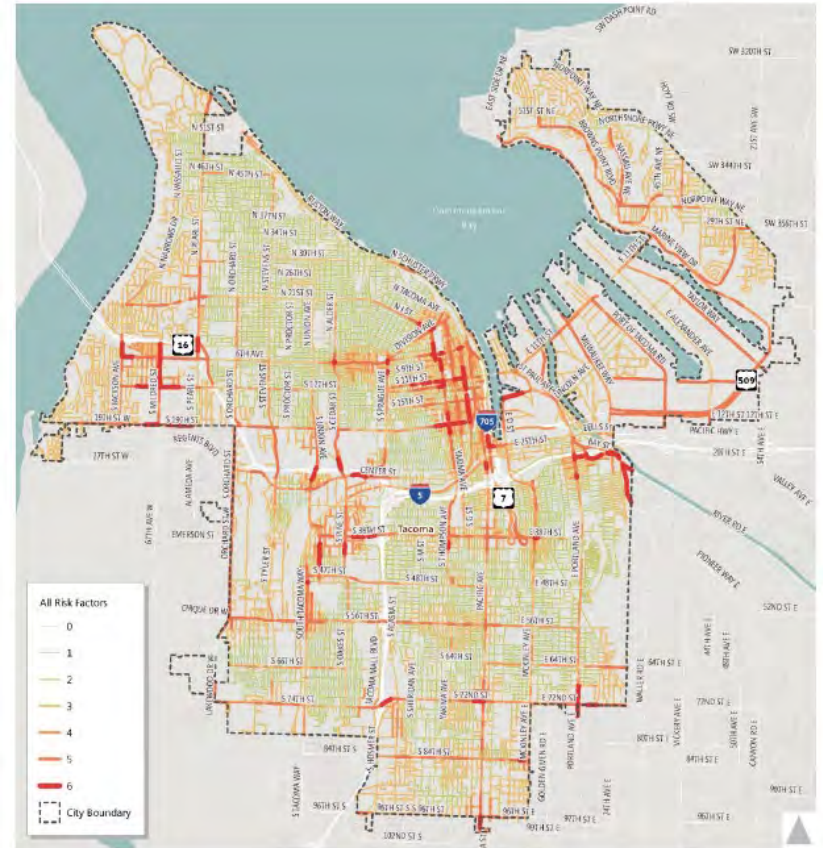
Vision Zero. Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.

What is a Vision Zero Action Plan?



Why do a Vision Zero Action Plan?

- Provides clarity on priorities and strategies to improve road safety
- Opportunity to proactively reduce risk of severe collisions on roads
- Facilitates agency partnerships and collaboration for implementation
- Required for agencies to apply for Caltrans safety funding (HSIP)



Source: Fehr & Peers

What's included in a Vision Zero Action Plan?



Strategic Planning
Vision Statement and Goals



Partnerships
Develop internal partnerships



Project Prioritization or Location-Specific Engineering Recommendations



Discussion of Existing Efforts



Systemic and Data-Driven Analysis



Strategies for Education, Enforcement, and Emergency Services



Strategies for Evaluation and Implementation



Public Outreach
Plan process includes public outreach

What are the steps to develop a VZAP?



Gather and Analyze Safety Data



Develop Countermeasures



Draft LRSP

What are the steps to develop a VZAP?



Gather and Analyze Safety Data

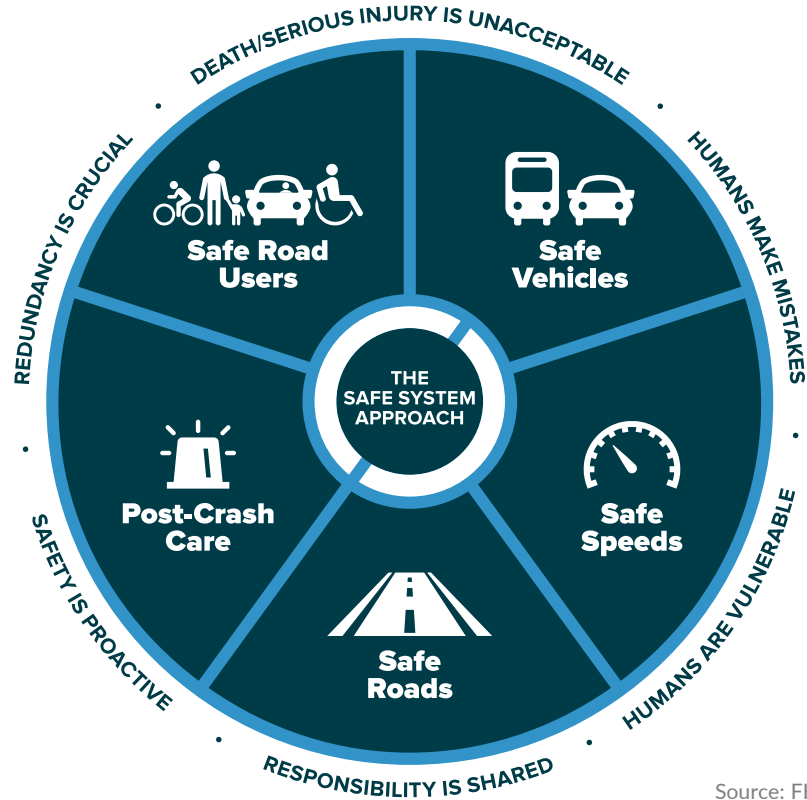


Develop Countermeasures

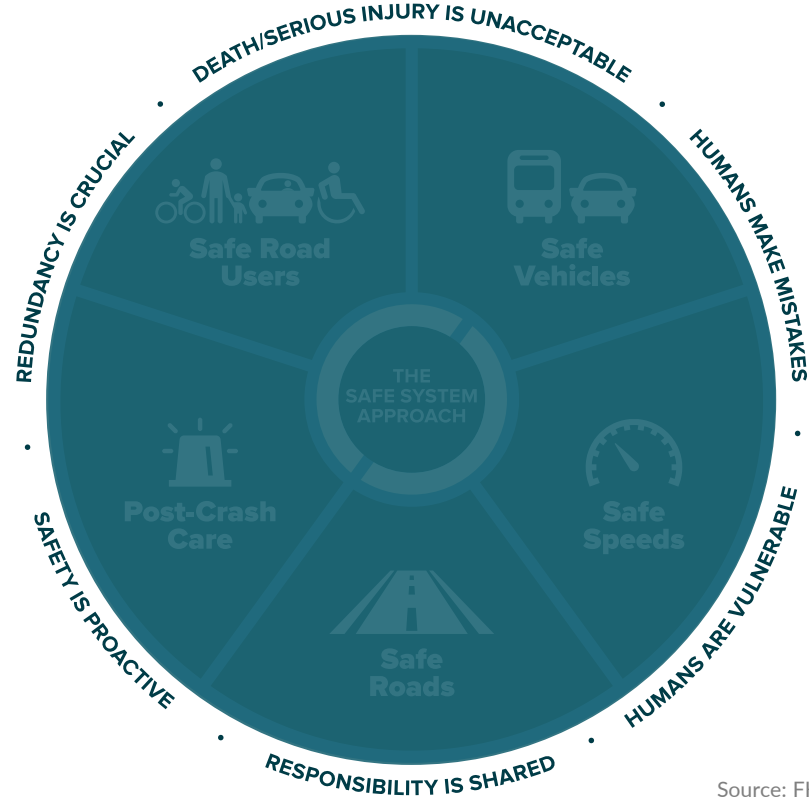


Draft LRSP

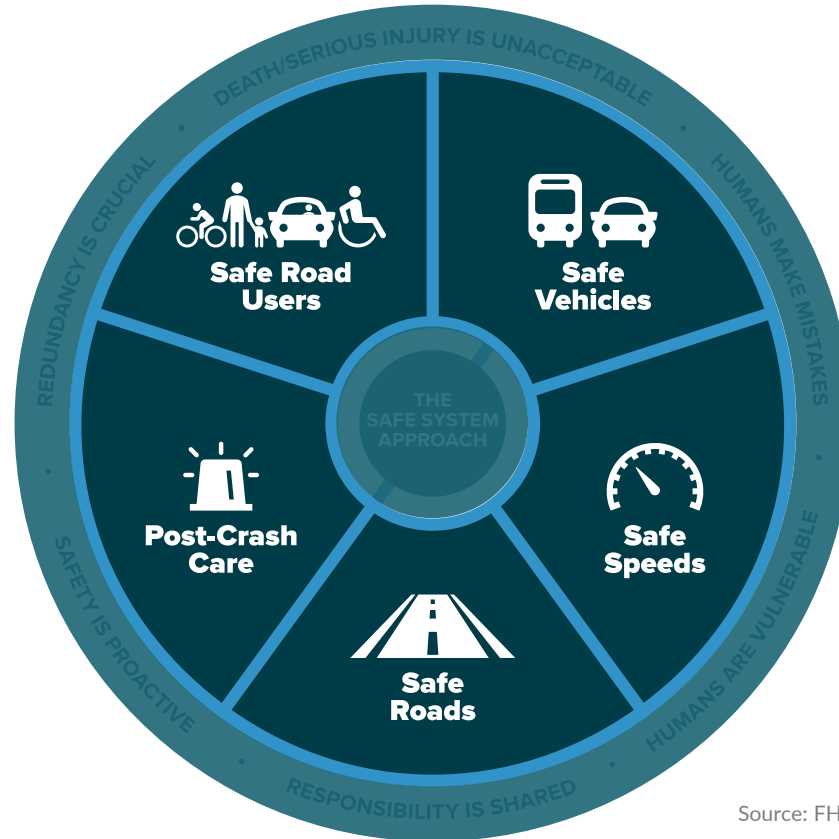
Principles and Key Elements of a VZAP

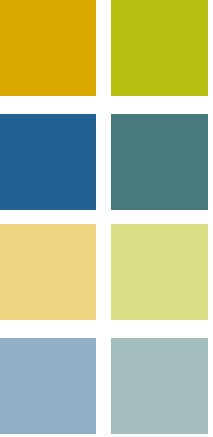


Principles and Key Elements of a VZAP

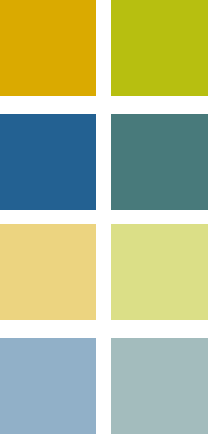


Principles and Key Elements of a VZAP





Questions &
Comments



Roadway Safety in Menlo Park

A decorative graphic on the left side of the slide consists of a 2x4 grid of colored squares. The colors are: top row (orange, yellow-green), middle row (dark blue, teal), bottom row (yellow, light green), and a bottom-most row (light blue, light grey).

SAFETY IN MENLO PARK

Poll Question

**What three words come to mind
when you think of road safety
while traveling in Menlo Park?**

Transportation Master Plan Collision Summary

The crash data for the most recent five years available reveals:



1 in 30

**CRASHES
WERE PEDESTRIAN
RELATED**

Lower than San Mateo County where
1 in 12 crashes are pedestrian related

Between mid-2012
and mid-2017 there
were a total of

75

**PEDESTRIAN-
RELATED CRASHES**

resulting in



8 injuries



5 fatalities

The crash data for the most recent five years available reveals:



1 in 13

**CRASHES
WERE BICYCLE
RELATED**

Lower than San Mateo County where
1 in 11 crashes are bicycle related

Between mid-2012
and mid-2017 there
were a total of

179

**BICYCLE-RELATED
CRASHES**

resulting in



9 injuries



1 fatality

Transportation Master Plan Collision Maps



Bicycle Collisions

Source: Menlo Park Transportation Master Plan

2019 City Comparison

- California Office of Traffic Safety Comparison of similarly-size cities
- 1 represents the least safe city in peer group

Agency	Year	County	Group	Population (Avg)	DVMT
Menlo Park	2019	SAN MATEO COUNTY	D	35120	332250

TYPE OF CRASH	VICTIMS KILLED & INJURED	OTS RANKING
Total Fatal and Injury	176	16/94
Alcohol Involved	11	50/94
Had Been Drinking Driver < 21	0	64/94
Had Been Drinking Driver 21 – 34	2	48/94
Motorcycles	4	51/94
Pedestrians	9	43/94
Pedestrians < 15	1	45/94
Pedestrians 65+	4	8/94
Bicyclists	29	3/94
Bicyclists < 15	2	19/94
Composite	95	37/94

TYPE OF CRASH	FATAL & INJURY CRASHES	OTS RANKING
Speed Related	63	3/94
Nighttime (9:00pm – 2:59am)	12	32/94
Hit and Run	7	42/94

Impact on Community

Menlo Park pedestrian dies in early morning collision in East Palo Alto

Driver remained at the scene, cooperated with police

by Bay City News Service



Uploaded: Tue, Apr 26, 2022, 9:26 am
Time to read: about 1 minutes



NEWS

86-year-old pedestrian killed in Menlo Park

by: Sharon Song
Posted: Jun 19, 2015 / 06:35 PM PDT
Updated: Jun 19, 2015 / 06:35 PM PDT



Car smashes into Menlo Park Safeway store leaving employee injured

By KTVU Staff | Published December 14, 2022 | Updated December 18, 2022 | Menlo Park | KTVU FOX 2 | [Share](#)



LOCAL WEATHER INV

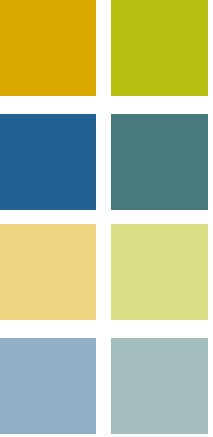
BAY AREA

MENLO PARK

Woman Suffers Critical Injuries After She Was Hit by Bus in Menlo Park

By Bay City News and NBC Bay Area staff - Published June 29, 2022 - Updated on June 29, 2022 at 8:00 am





Roadway Safety: Benchmarking

6 Themes of Benchmarks

Safety Planning and Culture

- Leadership and Commitment
- Meaningful Engagement
- Data Analysis
- Funding
- Development Review
- Equity First

Safe Users

- Education
- Enforcement
- Research

Safe Roadways

- Collision Avoidance
- Kinetic Energy Reduction
- Policies and Tradeoffs
- Innovation

Safe Vehicles

- Supportive Infrastructure
- Fleet Management
- Data

Safe Speeds

- Design and Operations
- Enforcement
- Policy and Training

Post Crash Care

- Crash Investigation
- Partnerships

6 Themes of Benchmarks

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- Enforcement
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Post Crash Care

- Crash Investigation
- Partnerships

 **Not a Current Practice**

 **Occasional/ Partial Practice**

 **Institutionalized Practice**

Examples: Safety Planning and Culture

Safety Planning
and Culture

Safe Users

Safe Roadways

Safe Vehicles

Safe Speeds

Post Crash
Care

Category: Meaningful Engagement

Provide public safety materials in common languages spoken by Menlo Park residents whose first language is not English.

Category: Data and Analysis

Establish a process for citizens to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.

Examples: Safe Users

Safety Planning
and Culture

Safe Users

Safe Roadways

Safe Vehicles

Safe Speeds

Post Crash
Care

Category: Education ●

Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and severe injuries. Utilize partnerships with community-based organizations and advocacy groups.

Category: Enforcement ○

Reallocate enforcement activities to target those behaviors and locations most linked to death and severe injury.

Examples: Safe Roadways

Safety Planning
and Culture

Safe Users

Safe Roadways

Safe Vehicles

Safe Speeds

Post Crash
Care

Category: Collision Avoidance

Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness.

Category: Policies and Tradeoffs

Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.

Examples: Safe Vehicles

Safety Planning
and Culture

Safe Users

Safe Roadways

Safe Vehicles

Safe Speeds

Post Crash
Care

Category: Fleet Management

Support safer operations of city and commercial vehicles through a transition plan of city's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.

Category: Data

Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.

Examples: Safe Speeds

Safety Planning
and Culture

Safe Users

Safe Roadways

Safe Vehicles

Safe Speeds

Post Crash
Care

Category: Policy and Training ○

Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority.

Category: Design and Operations ○

Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways.

Examples: Post Crash Care

Safety Planning
and Culture

Safe Users

Safe Roadways

Safe Vehicles

Safe Speeds

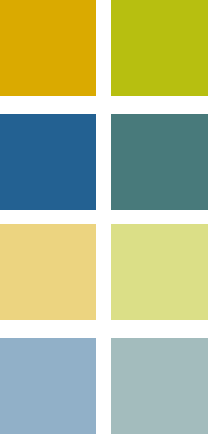
Post Crash
Care

Category: Crash Investigation 🍷

Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.

Category: Partnerships 🍷

Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.



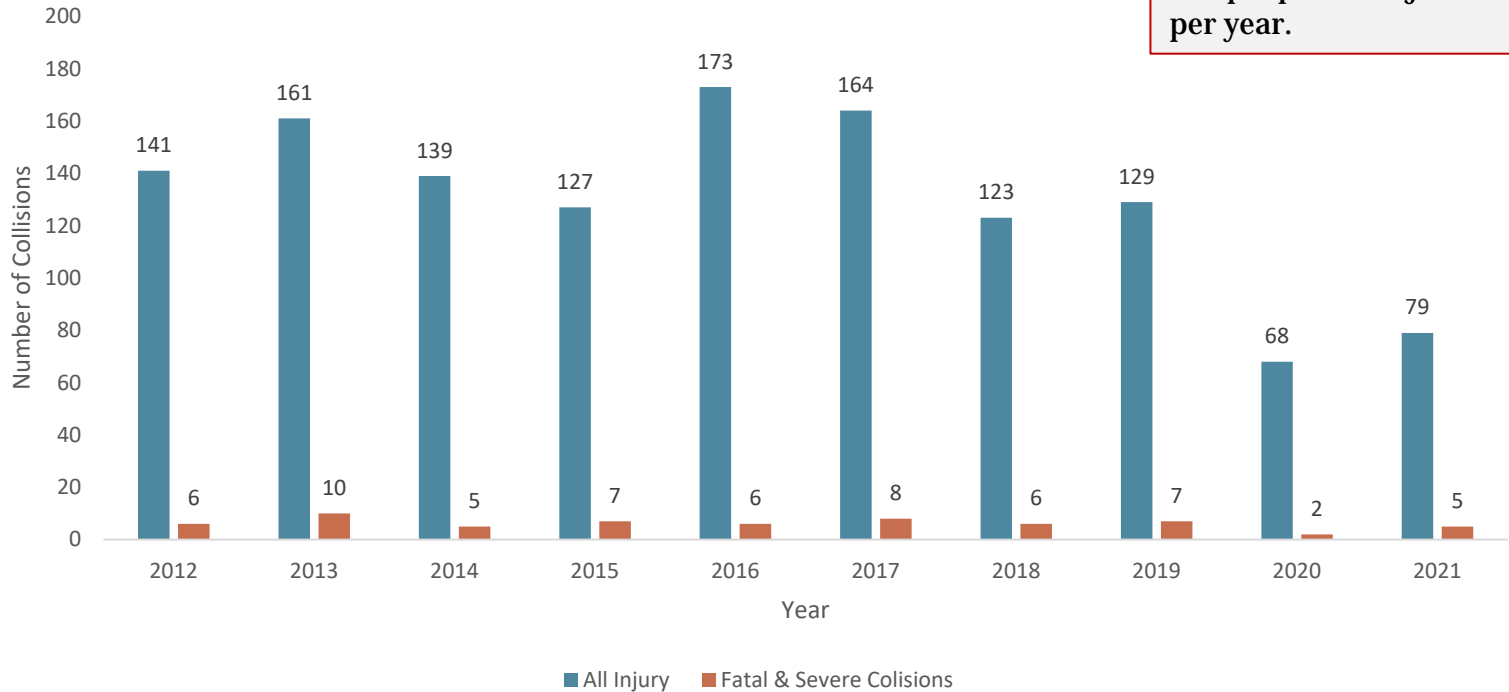
Questions &
Comments



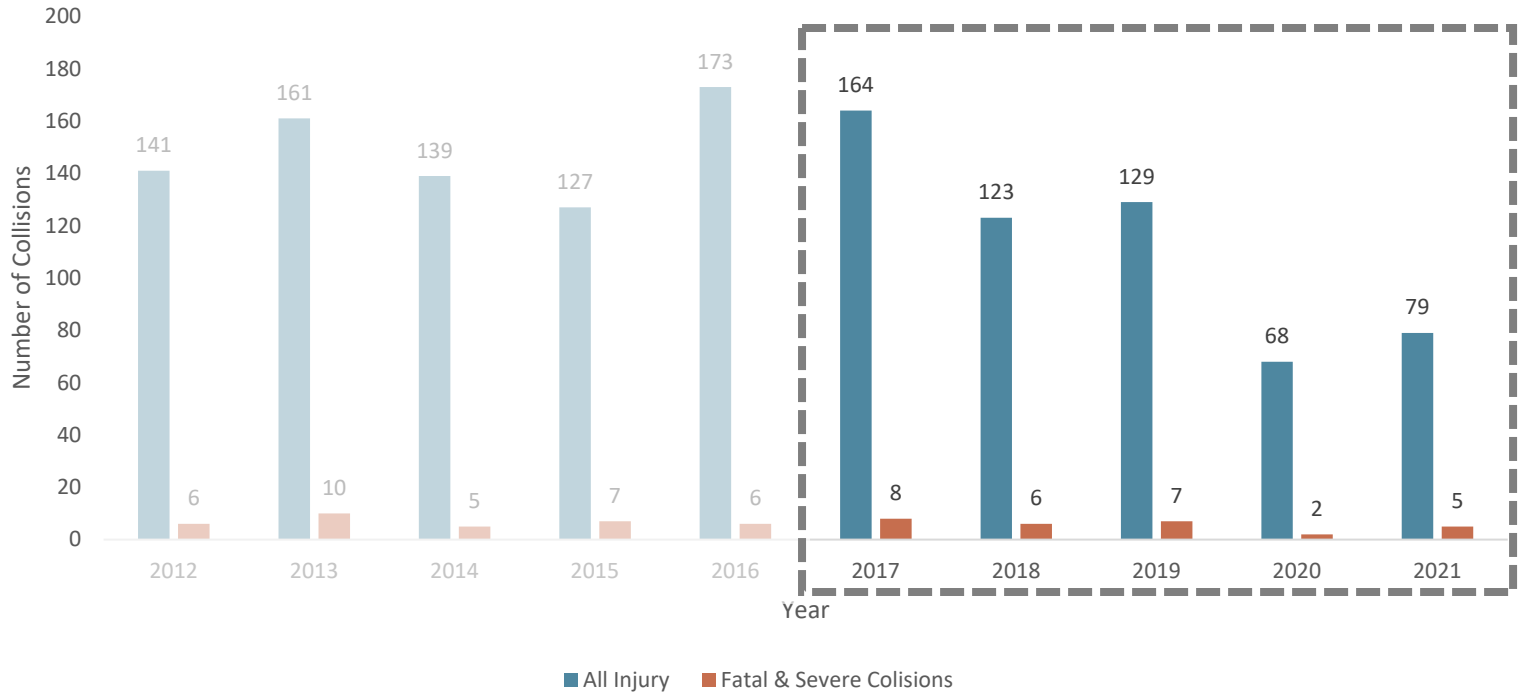
Roadway Safety: Collision Data Trends

Number of Collisions by Year

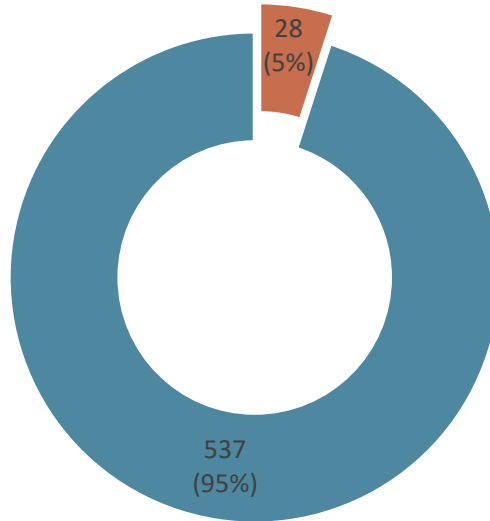
On average, 6 people are killed or severely injured in collisions in Menlo Park, and an additional 124 people are injured per year.



Number of Collisions by Year

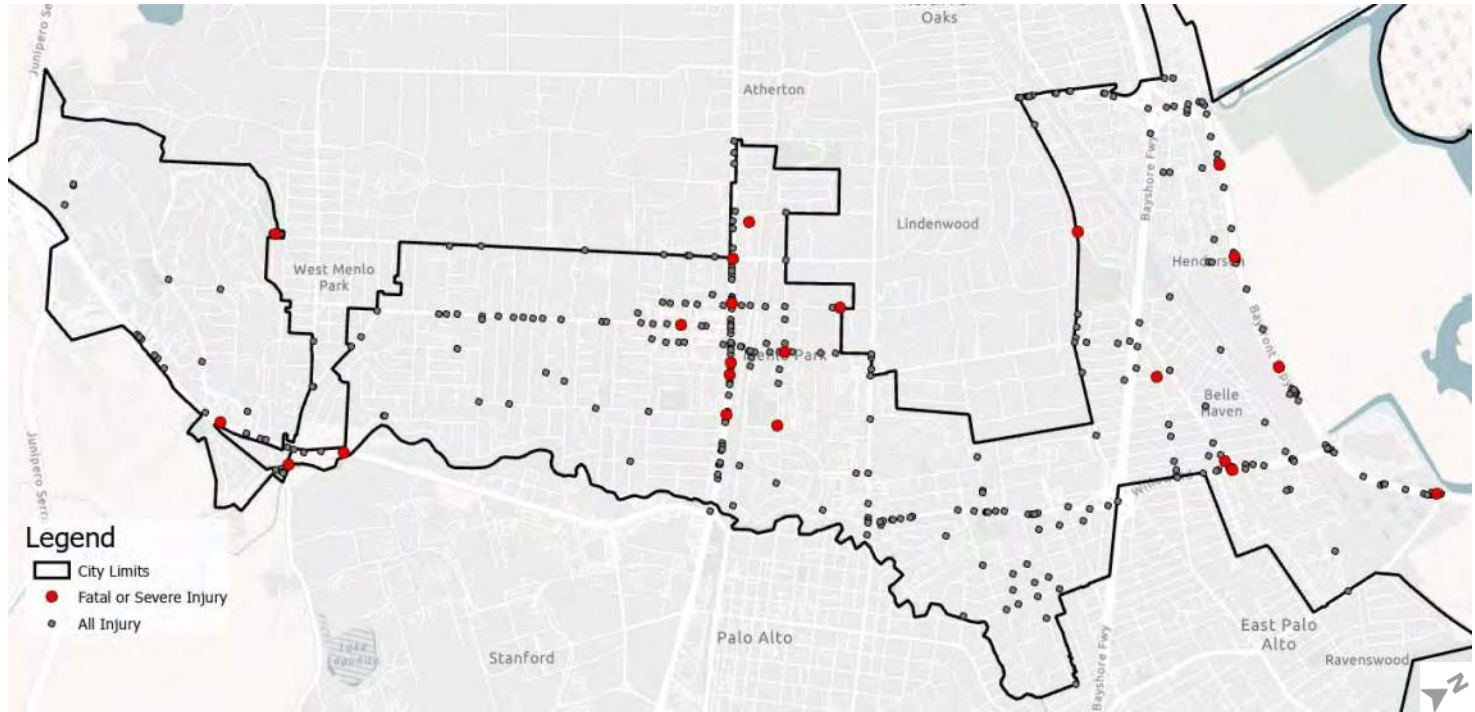


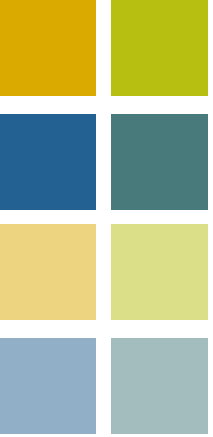
Collisions in Menlo Park, 2017-2021



■ Fatal & Severe Collisions ■ All Other Injury Collisions

Geographic Distribution of Collisions

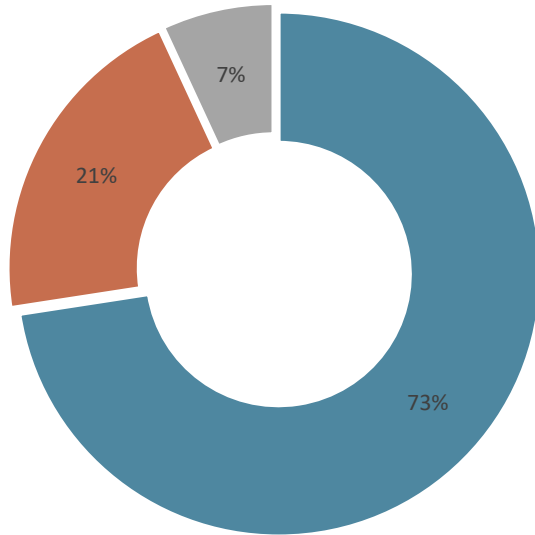




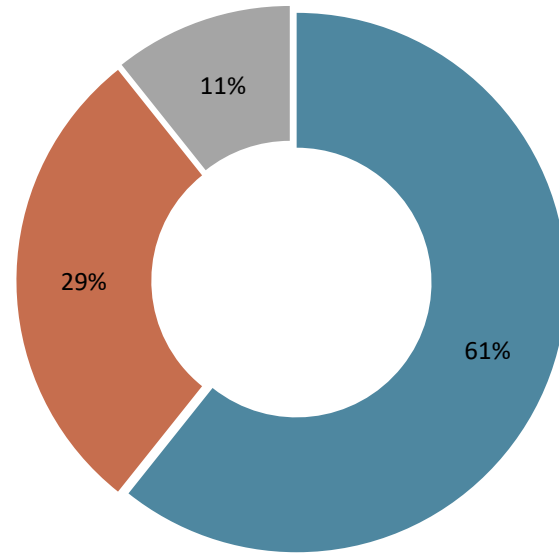
Roadway Safety:
Who?

Collisions by Mode

All Injury Collisions



Fatal & Severe Collisions

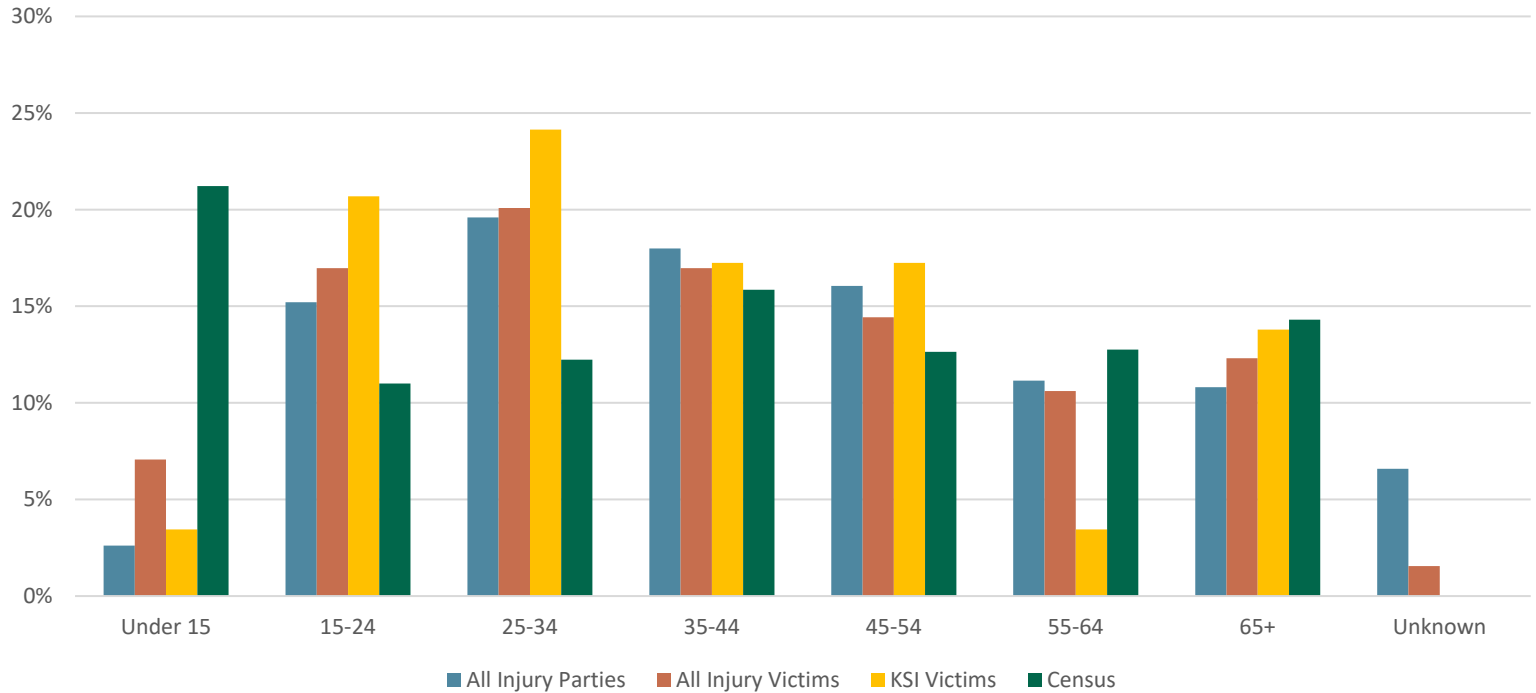


■ Vehicle-Only ■ Bicycle-Involved ■ Pedestrian-Involved

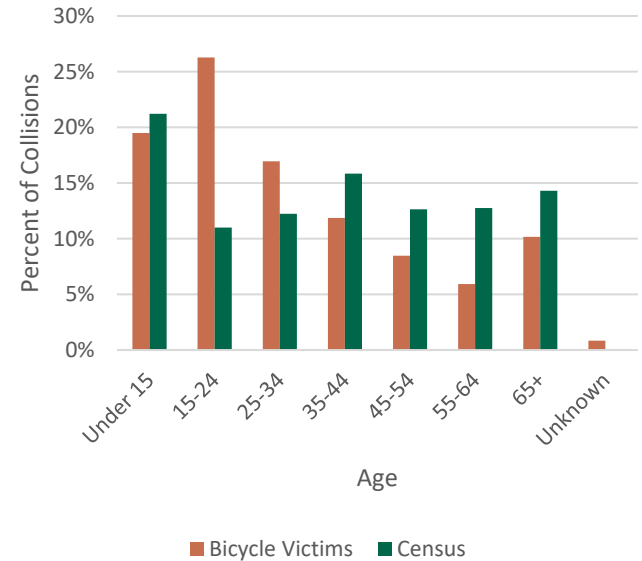
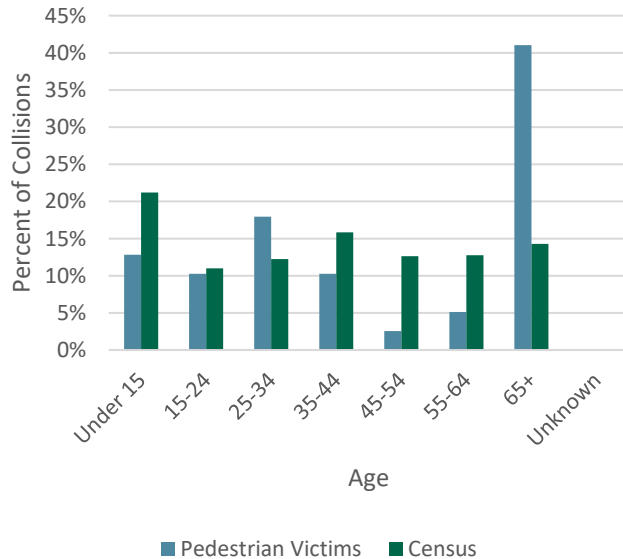


People walking and biking are involved in 28% of total injury collisions but **40% of fatal & severe collisions.**

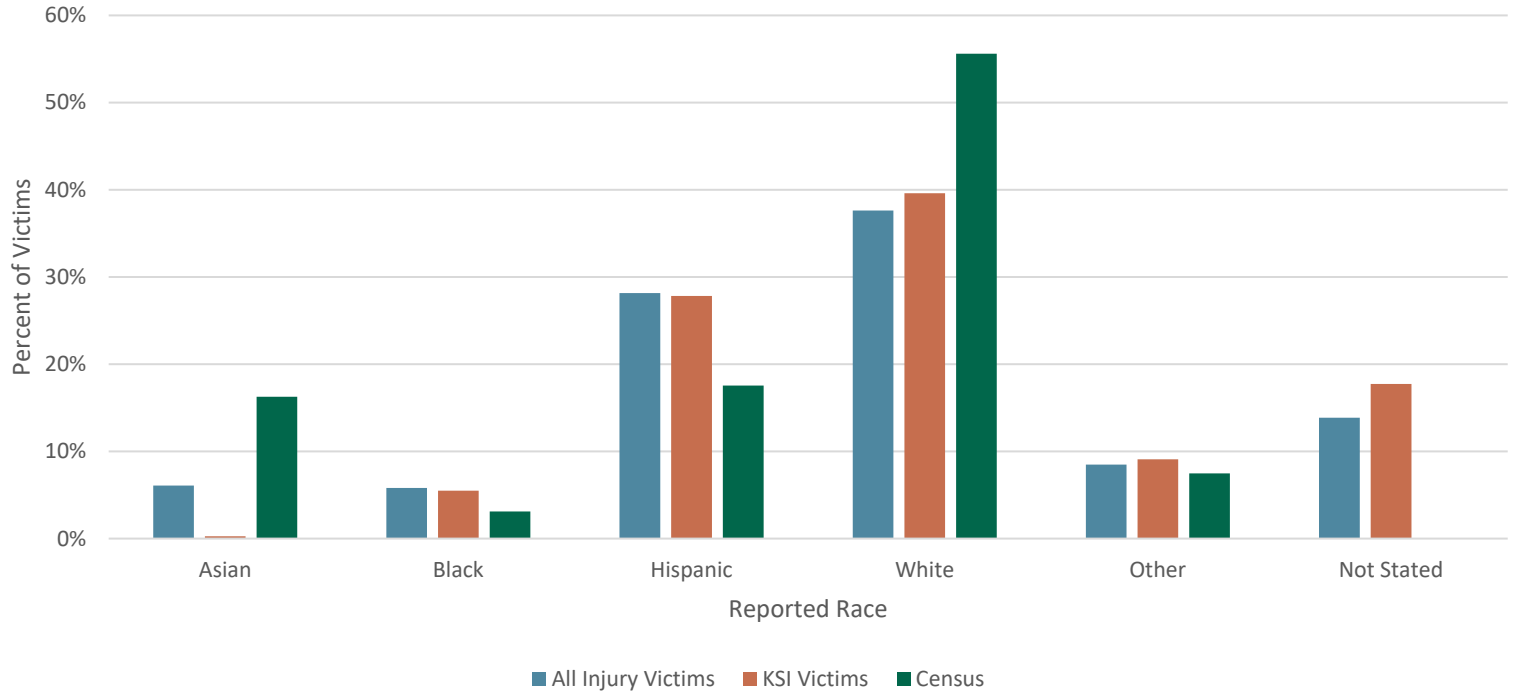
Party and Victim Age



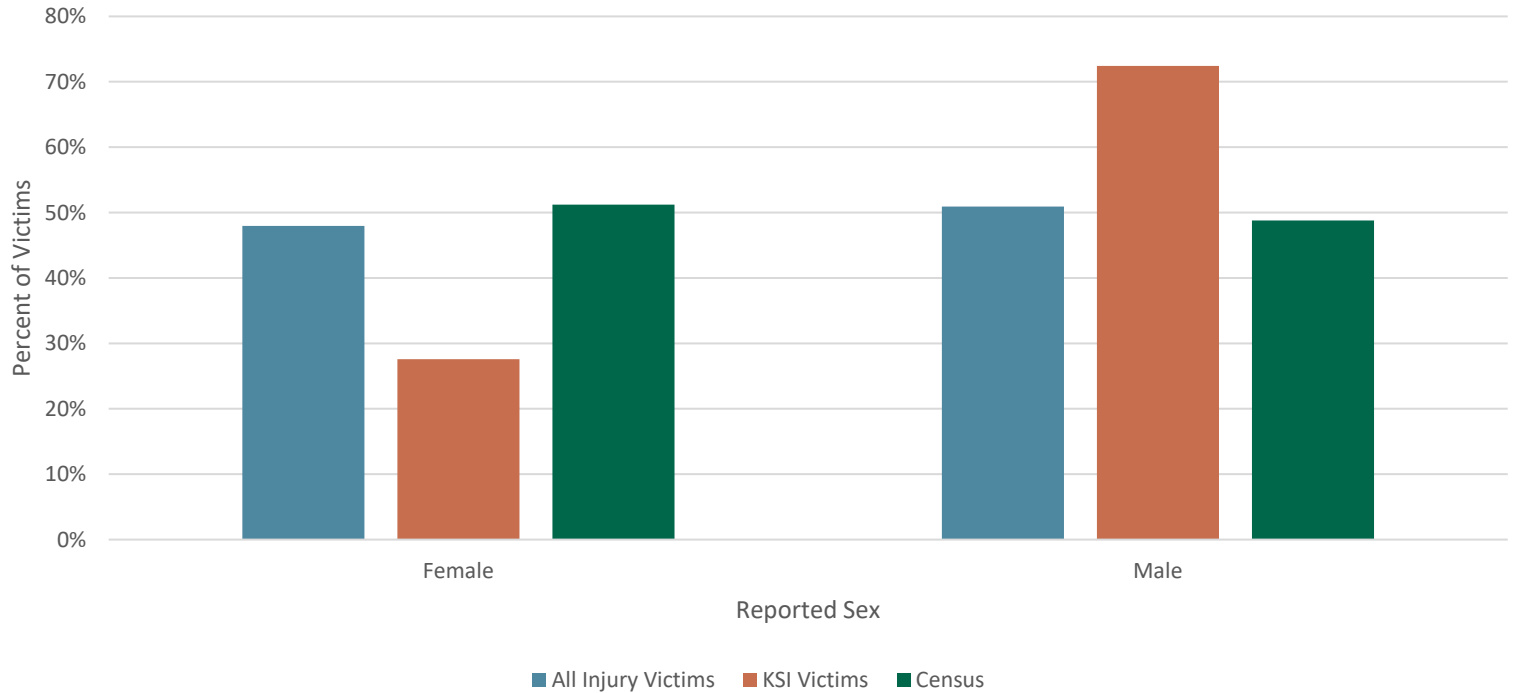
Victim Age: Pedestrians and Bicyclists



Victim Reported Race



Victim Reported Sex

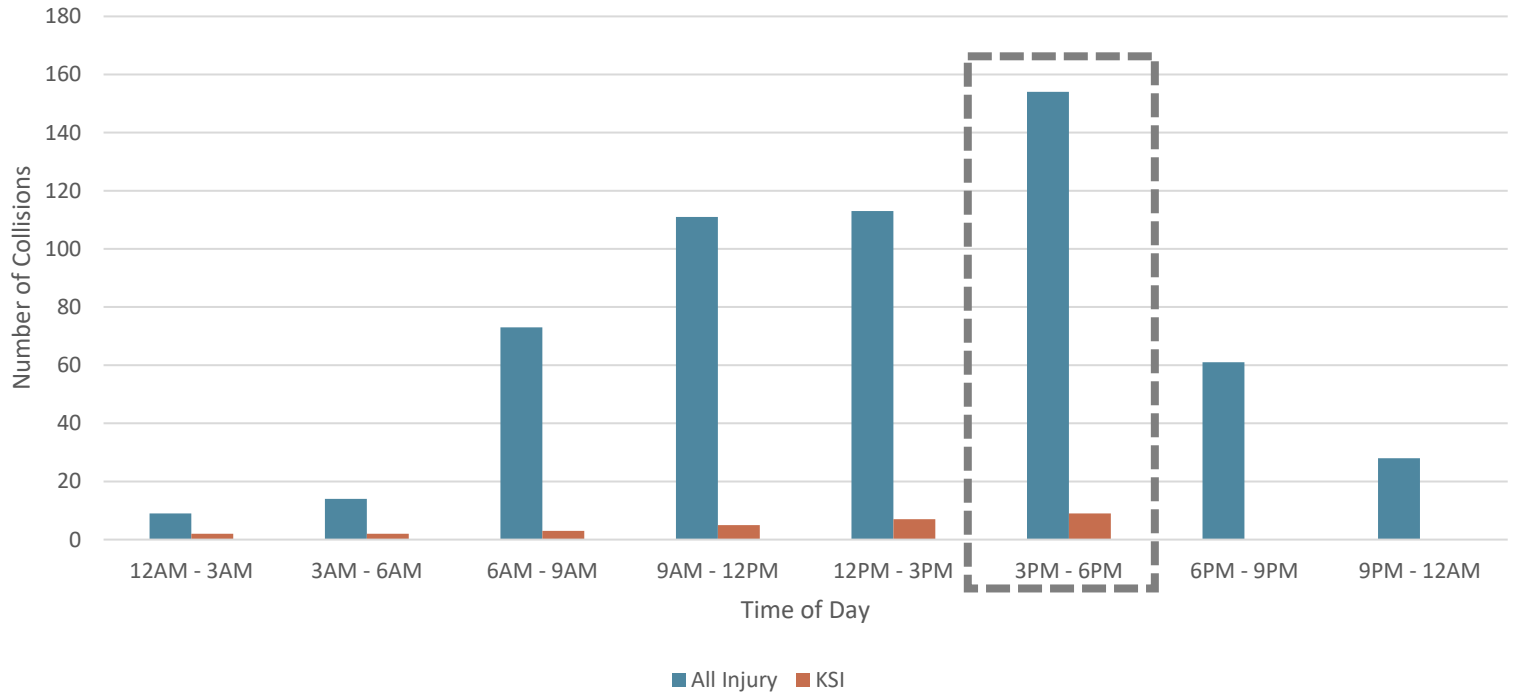




Roadway Safety:
When?

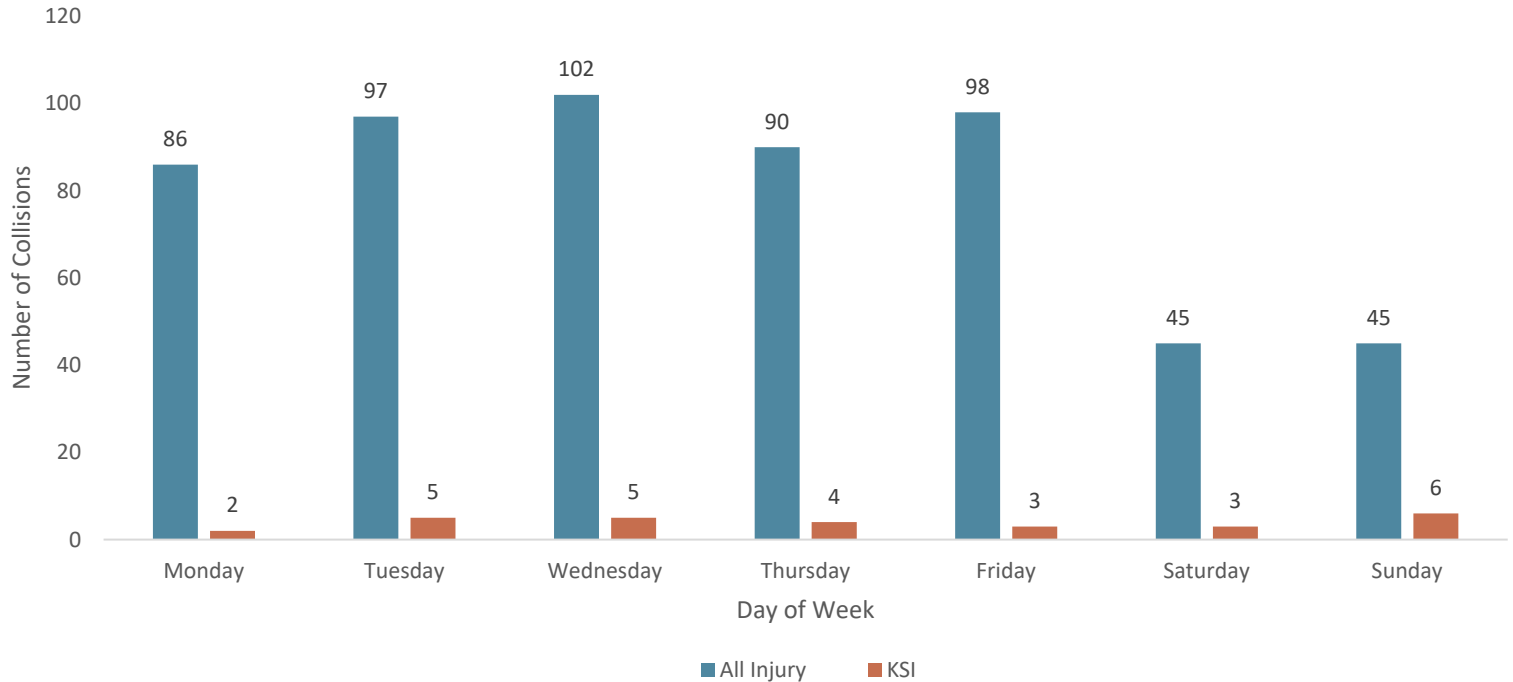
ALL COLLISIONS

Collisions by Time of Day



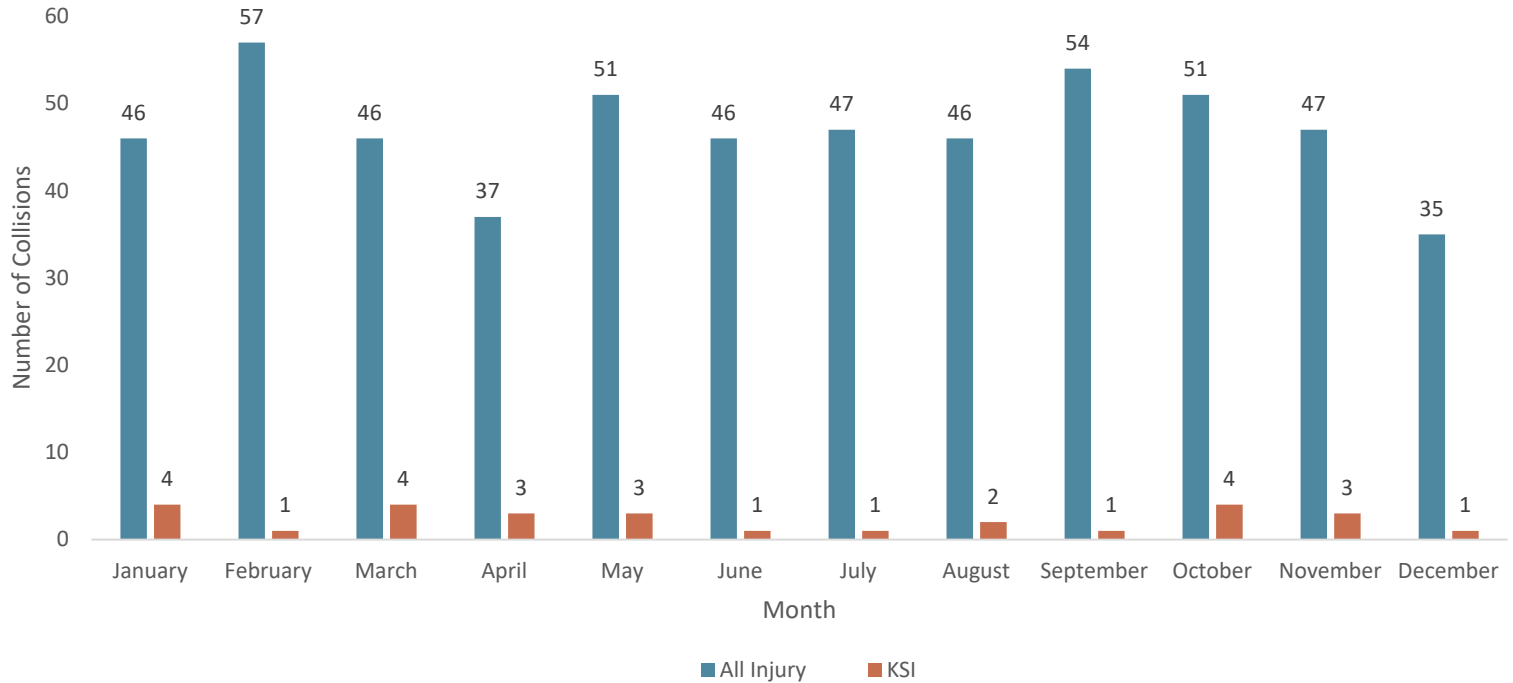
ROAD SAFETY TRENDS: WHEN?

Collisions by Day of Week

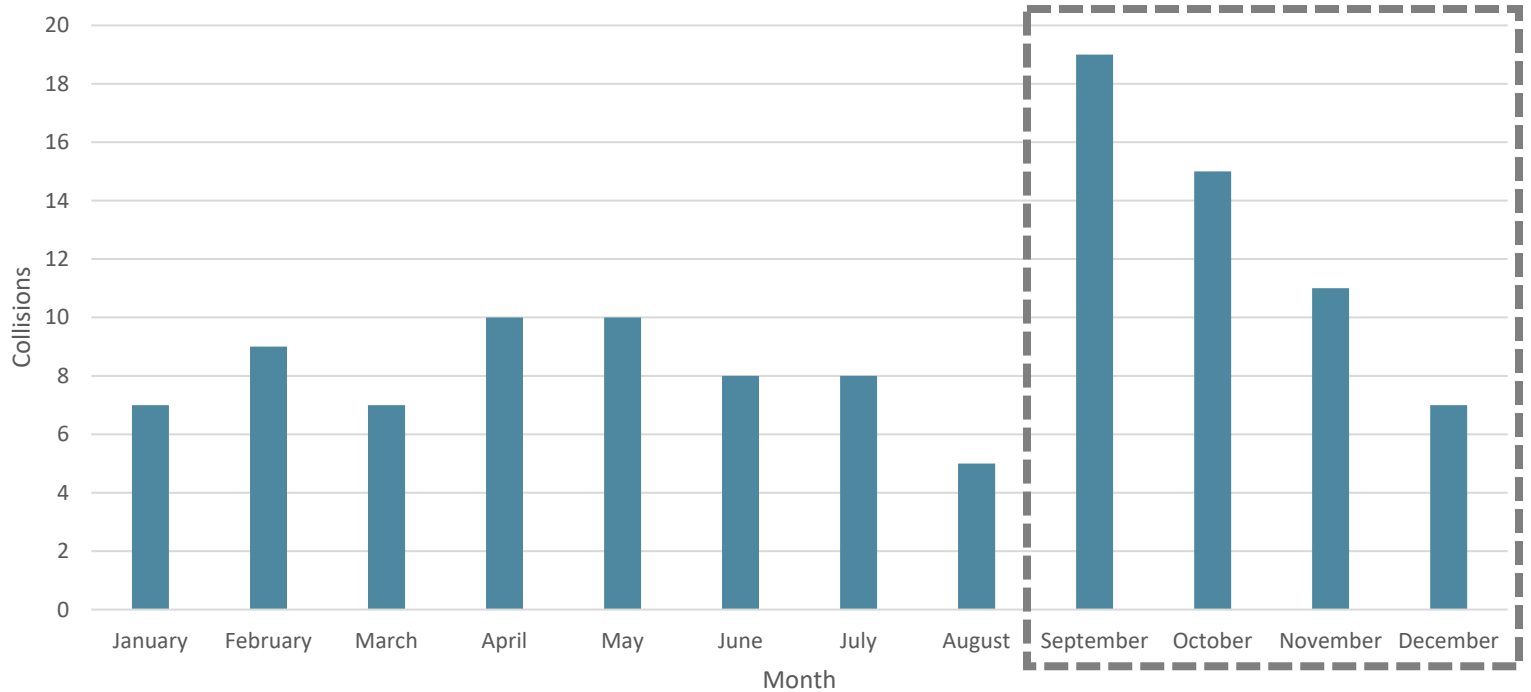


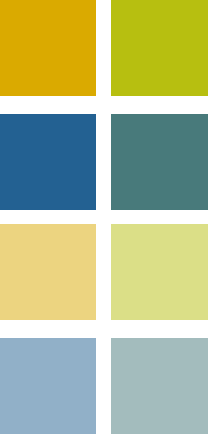
ROAD SAFETY TRENDS: WHEN?

Collisions by Month



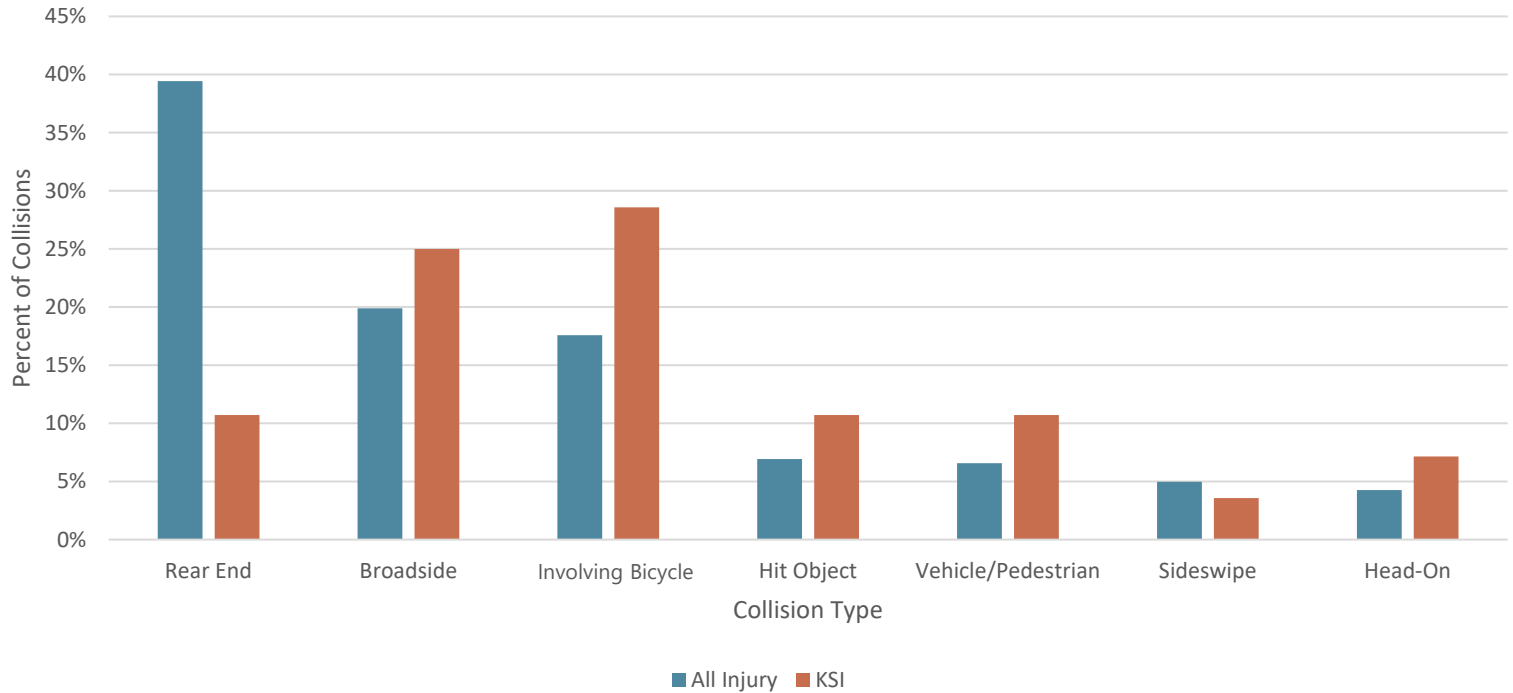
Bicycle Collisions by Month



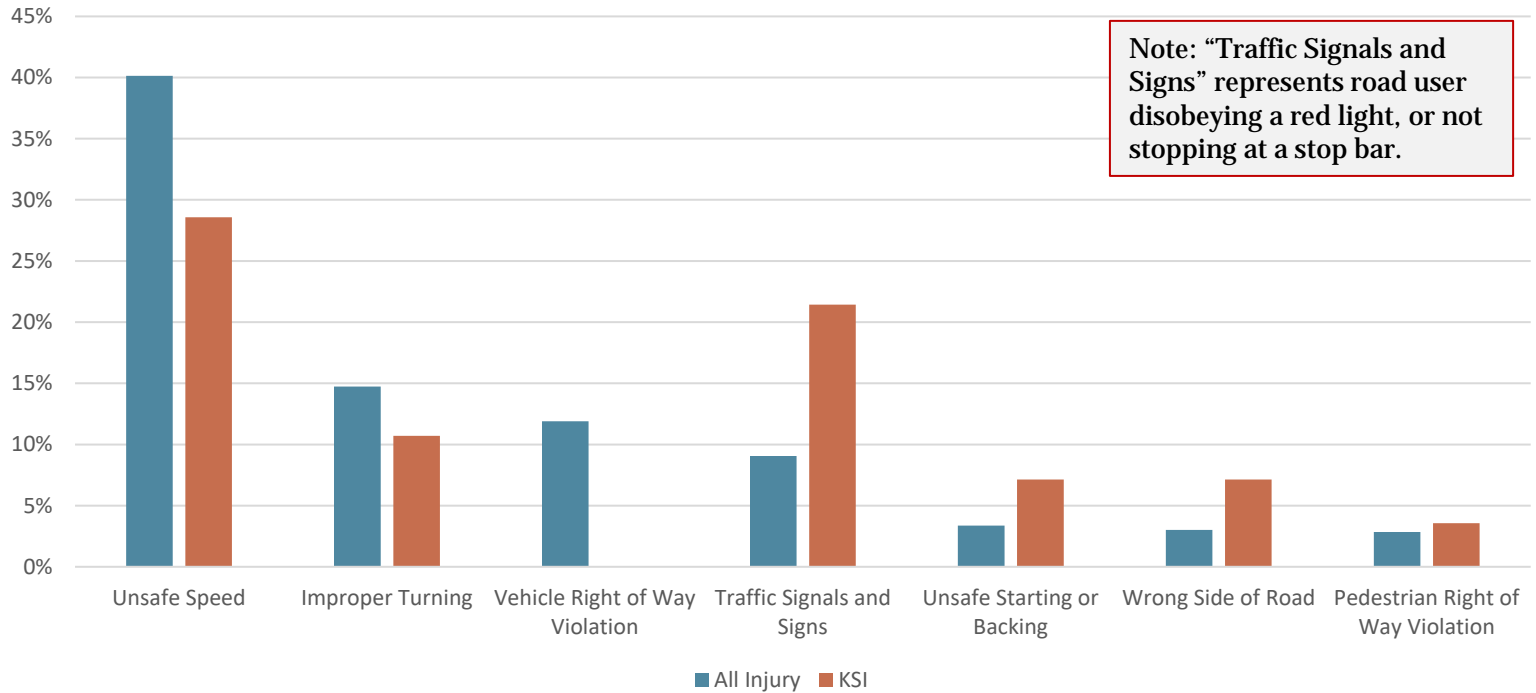


Roadway Safety:
How?

Collision Type by Severity








Primary Collision Factor by Severity



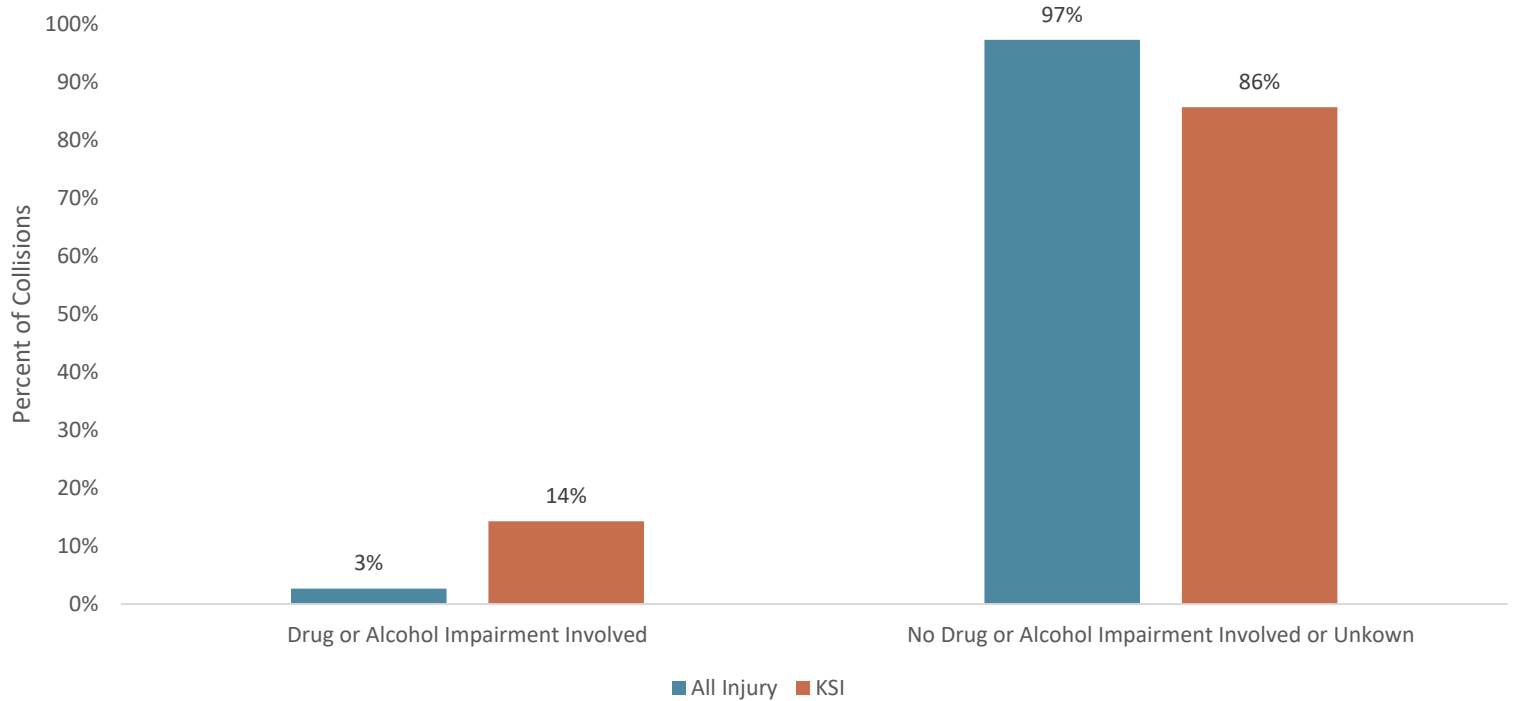
Action Preceding Collisions

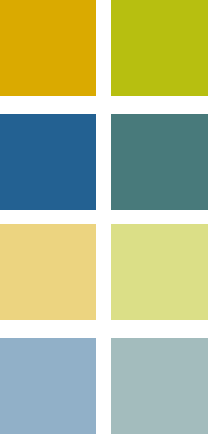
Percent of all-injury collisions caused by a vehicle making a turning movement:

 LEFT TURNS		RIGHT TURNS 
26%		21%
20%		12%
15%		5%

ROAD SAFETY TRENDS: HOW?

Drug or Alcohol Involvement

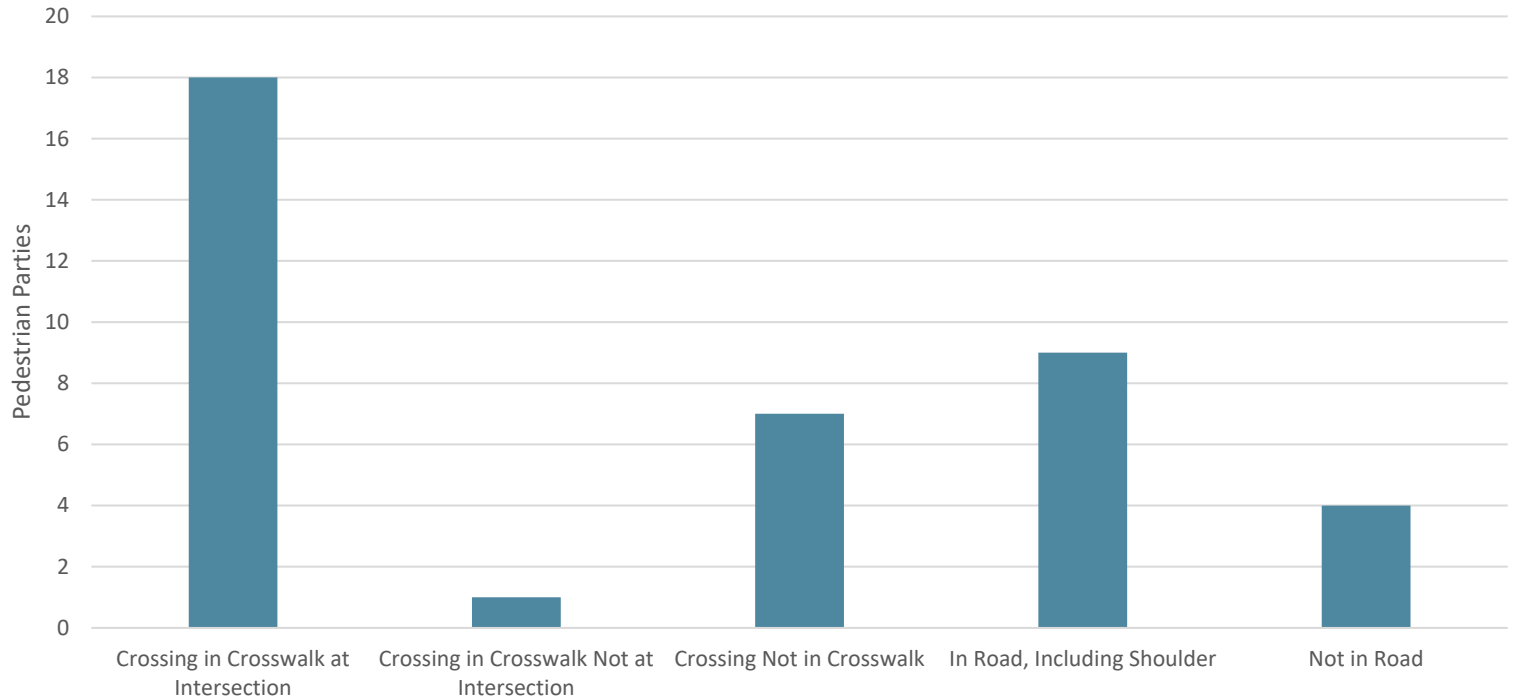




Roadway Safety:
Where?

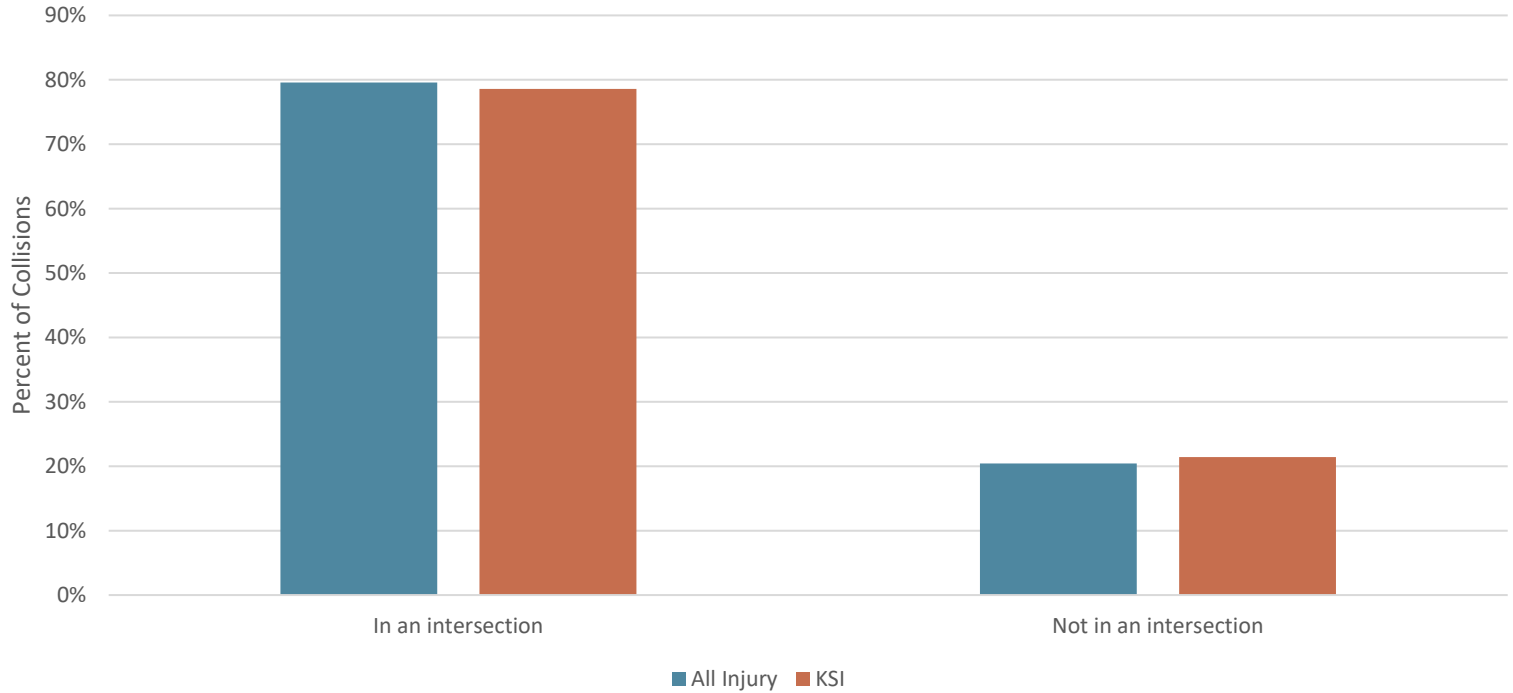
ROAD SAFETY TRENDS: WHERE?

Pedestrian Action Before Collision for All Injury Pedestrian-Involved Collisions



Source: TIMS 2017-2021

Collision Occurring in an Intersection



ROAD SAFETY TRENDS: WHERE?

High-Collision Corridors



ROAD SAFETY TRENDS: WHERE?

Underserved Communities in Menlo Park

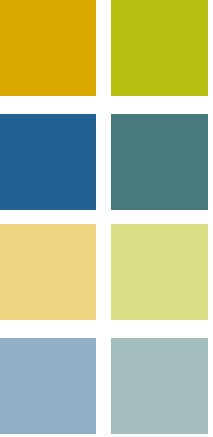




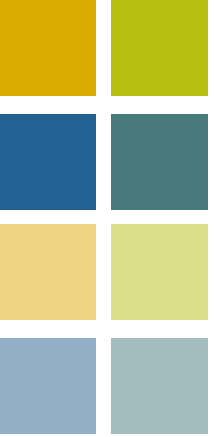
Interactive Discussion and Questions

Questions for discussion

- What resonates with you from our discussion of the state of road safety in Menlo Park?
- What is missing from this discussion?
- What road safety challenges should this Plan prioritize addressing?



Questions?



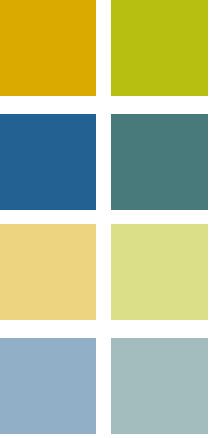
Next Steps



NEXT STEPS

Project Schedule

- Establishing State of Roadway Safety in Menlo Park (April)
- Stakeholder Meeting #1 (April)
- Selection of Emphasis Areas and Countermeasures (May – July)
- Develop Priority Projects and Draft Action Plan (August - December)
- Community Engagement (throughout)
 - Pop-Ups, Focused Conversations, Stakeholder Workshops, and Formal Presentations
- Plan Adoption (December)



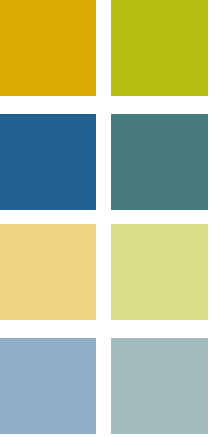
Community Engagement

Goals

1. Reach residents and community members who are most impacted by traffic violence.
2. All stakeholders know what a VZAP is and understand the goals and potential impacts of the Plan.
3. Engagement activities reach and celebrate the voices of populations that represent the demographics of the community and key stakeholders.
4. Stakeholders see their input in the final VZAP.

Medium of Engagement

1. Stakeholder Workshops (April, June/July, September/October)
2. Focus Groups (May, July)
3. Pop-Up Events (June)
 - Farmers Markets
 - CalTrain Station
 - Off the Grid
 - Others?
4. Formal Presentations (November)
 - City Council
 - Complete Streets Commission



Thank you!



Photo Source: City of Menlo Park



FEHR & PEERS

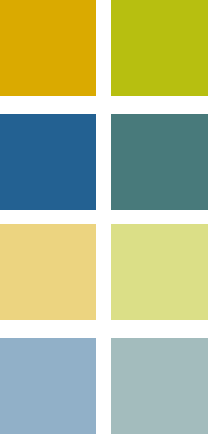
Stakeholder Workshop #2
July 13, 2023

City of Menlo Park Vision Zero Action Plan

A decorative graphic on the left side of the slide. It consists of a 2x2 grid of colored squares in the top-left corner: orange, light green, dark blue, and teal. Below this grid is a vertical line. Further down, there are two more squares: light orange and light green. At the bottom, there are two more squares: light blue and light teal. A large teal rectangle spans the bottom of the page.

Agenda

- Welcome & Introductions
- Project Overview
- Safety Emphasis Areas & Discussion
- Systemic Safety Strategies & Discussion
- Next Steps



Welcome & Introductions



Introductions

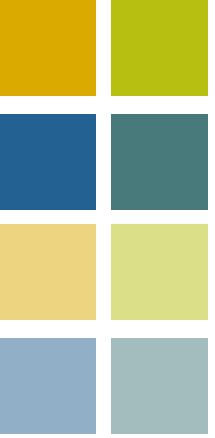
- Name
- Organization/Department
- How does your role in the community connect to road safety?

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INTRODUCTIONS

Goals for Today

Present and discuss draft **safety emphasis areas** and candidate **systemic safety strategies**



Project Overview

Menlo Park's Commitment to Safety

Policy CIRC-1.1

Vision Zero. Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.

Menlo Park's Commitment to Safety

Menlo Park pedestrian dies in early morning collision in East Palo Alto

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KRON 4
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BAY AREA

MENLO PARK

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Vision Zero Action Plan



Gather and Analyze Safety Data



Develop Safety Strategies



Draft Vision Zero Action Plan

Safe System Approach



Roadway Safety in Menlo Park: Qualitative Benchmarking Assessment

Safety Planning and Culture

- Leadership and Commitment
- Meaningful Engagement
- Data Analysis
- Funding
- Development Review
- Equity First

Safe Users

- Education
- Enforcement
- Research

Safe Roadways

- Collision Avoidance
- Kinetic Energy Reduction
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Safe Vehicles

- Supportive Infrastructure
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Safe Speeds

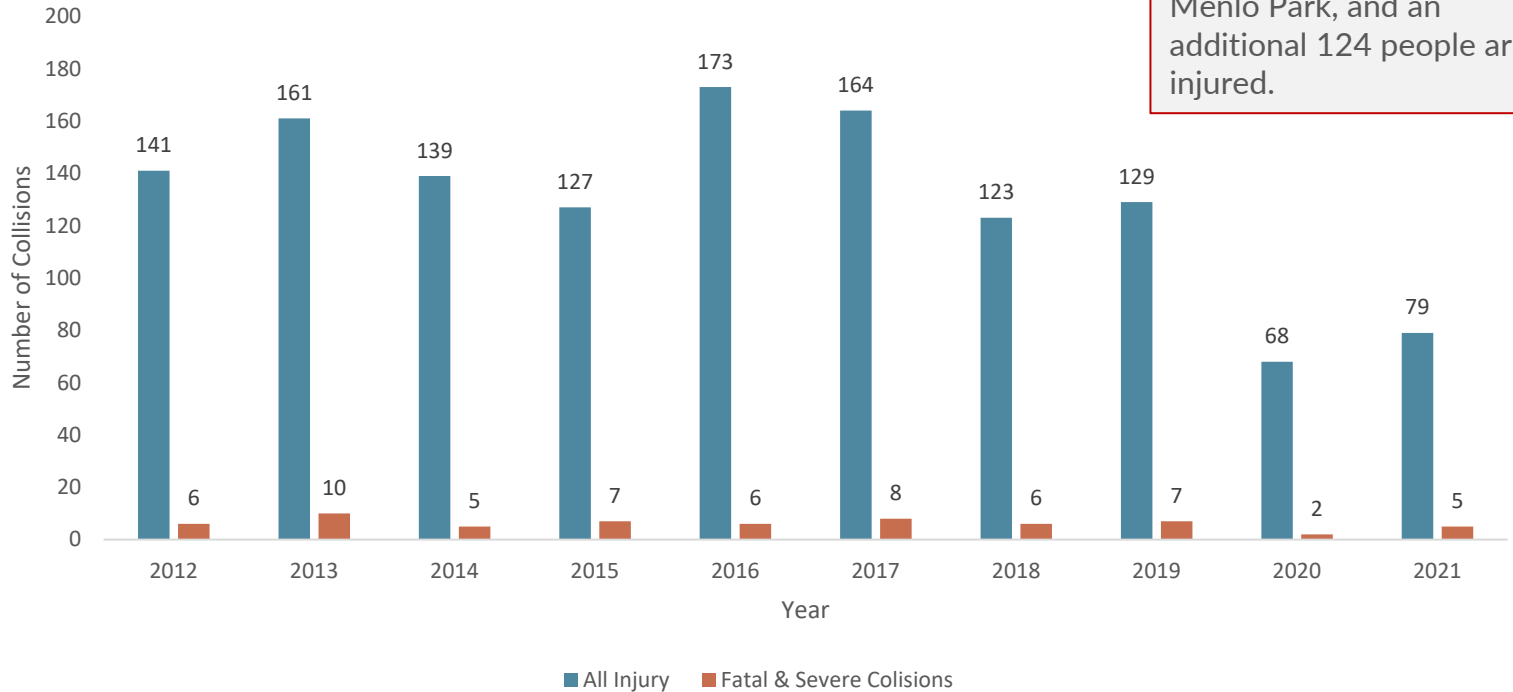
- Design and Operations
- Enforcement
- Policy and Training

Post Crash Care

- Crash Investigation
- Partnerships

Roadway Safety in Menlo Park: Quantitative Analysis

On average, 6 people per year are killed or severely injured in collisions in Menlo Park, and an additional 124 people are injured.



Roadway Safety in Menlo Park: Quantitative Analysis

Key Collision Themes

Movement-Based Themes

Collisions involving unsafe speeds

Bicycle and pedestrian collisions involving left and right turns

Vehicle collisions involving left turns

Midblock bicycle collisions

Vehicle collisions involving driver failure to yield to another vehicle when entering roadway

Broadside collisions

Age-Based Themes

Collisions involving pedestrians 65 and older

Collisions involving bicyclists 15 and under

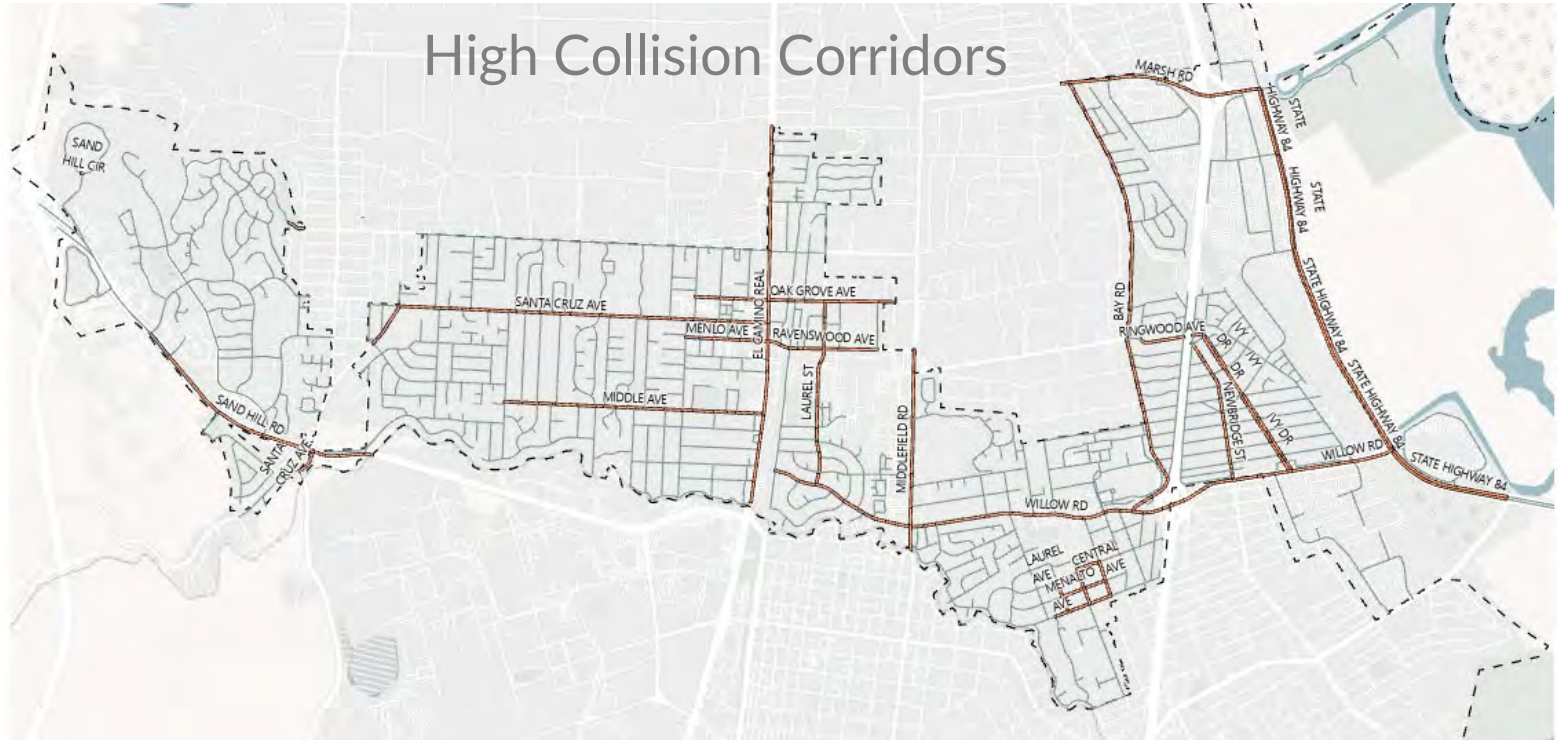
Location-Based Themes

Collisions in Downtown

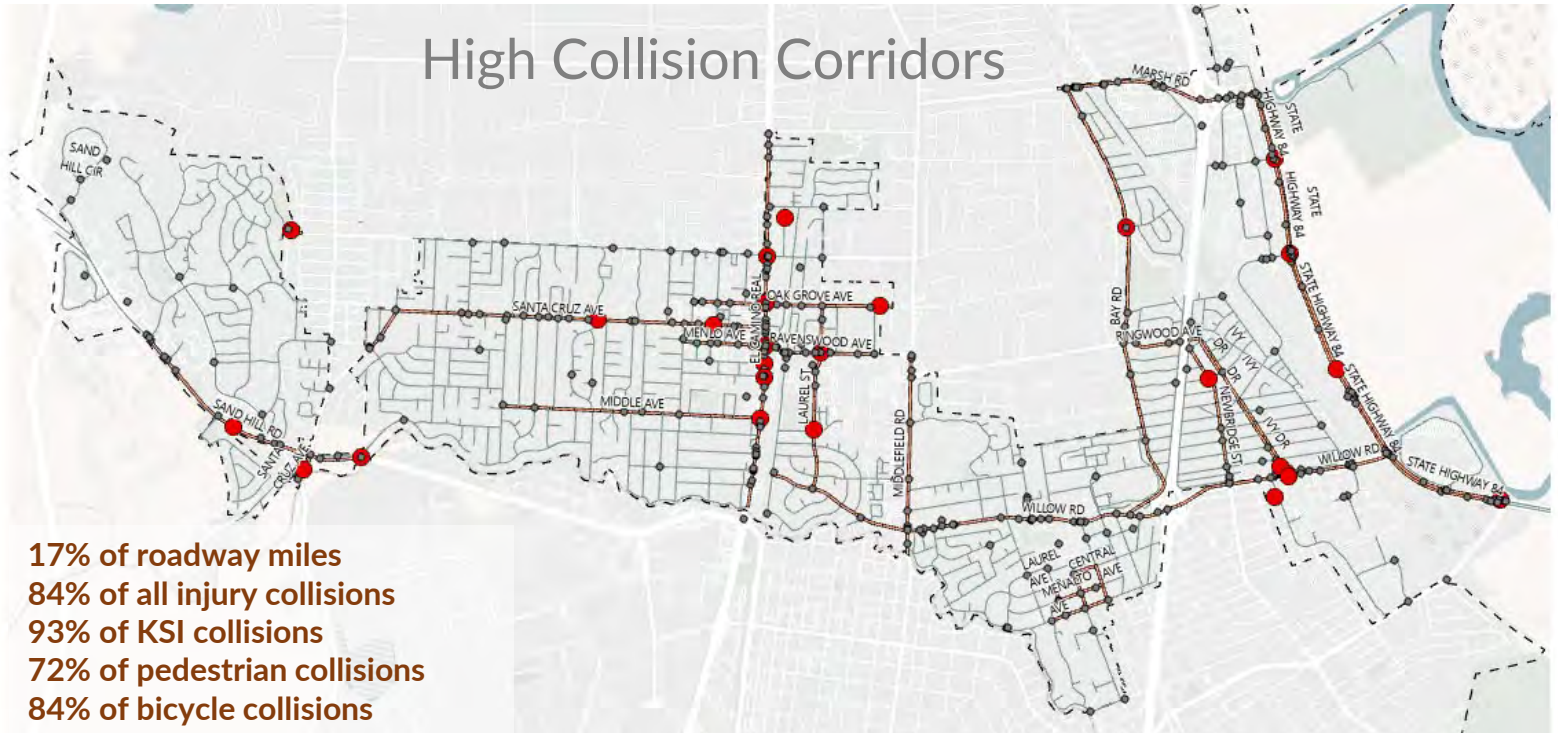
Collisions in Belle Haven neighborhood

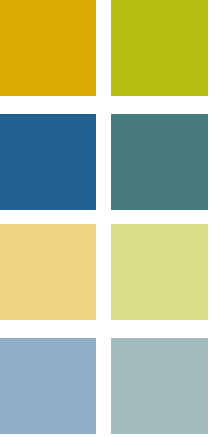
Collisions on state-owned roadways

Roadway Safety in Menlo Park: Quantitative Analysis



Roadway Safety in Menlo Park: Quantitative Analysis





Safety Emphasis Areas

Draft Safety Emphasis Areas

1. State-owned roadways

2. City-owned arterials

3. Local roadways

4. Intersections

5. School zones (within 1000' of school)

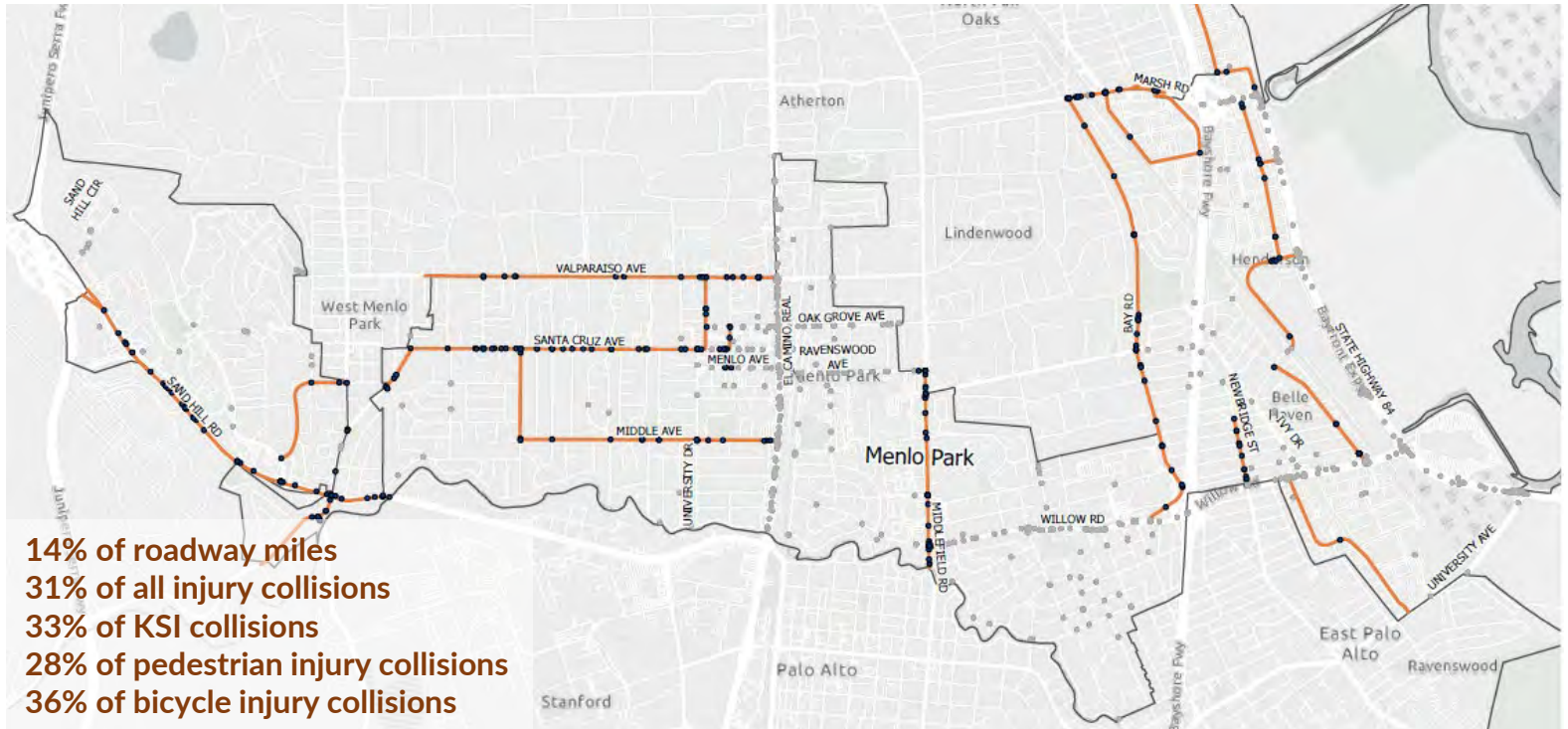
Collisions in Emphasis Area

1. State-owned roadways



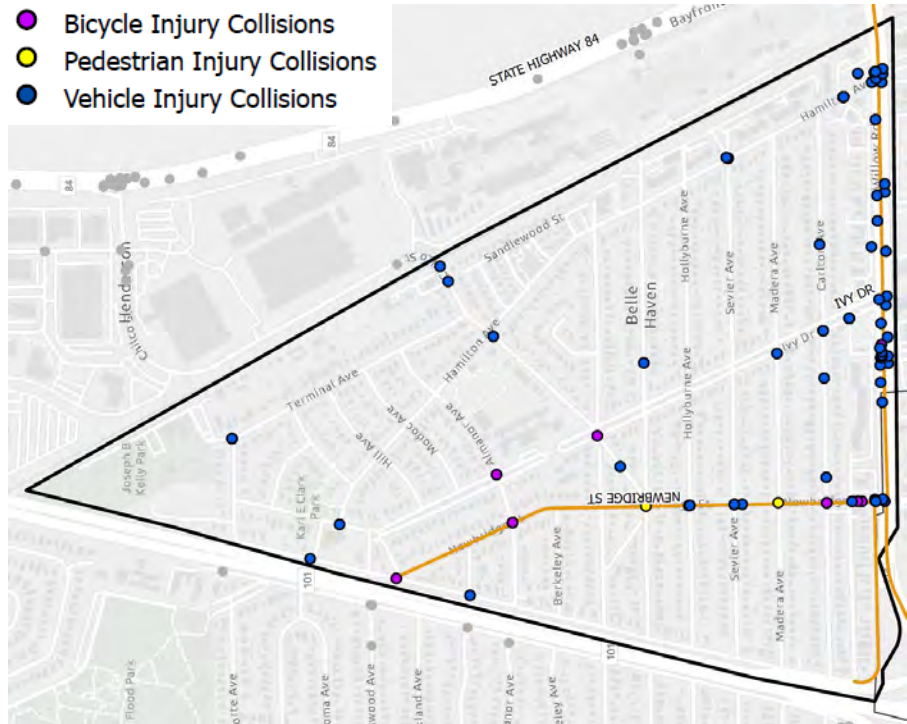
Collisions in Emphasis Area

2. City-owned arterials



Neighborhood Spotlight – Belle Haven

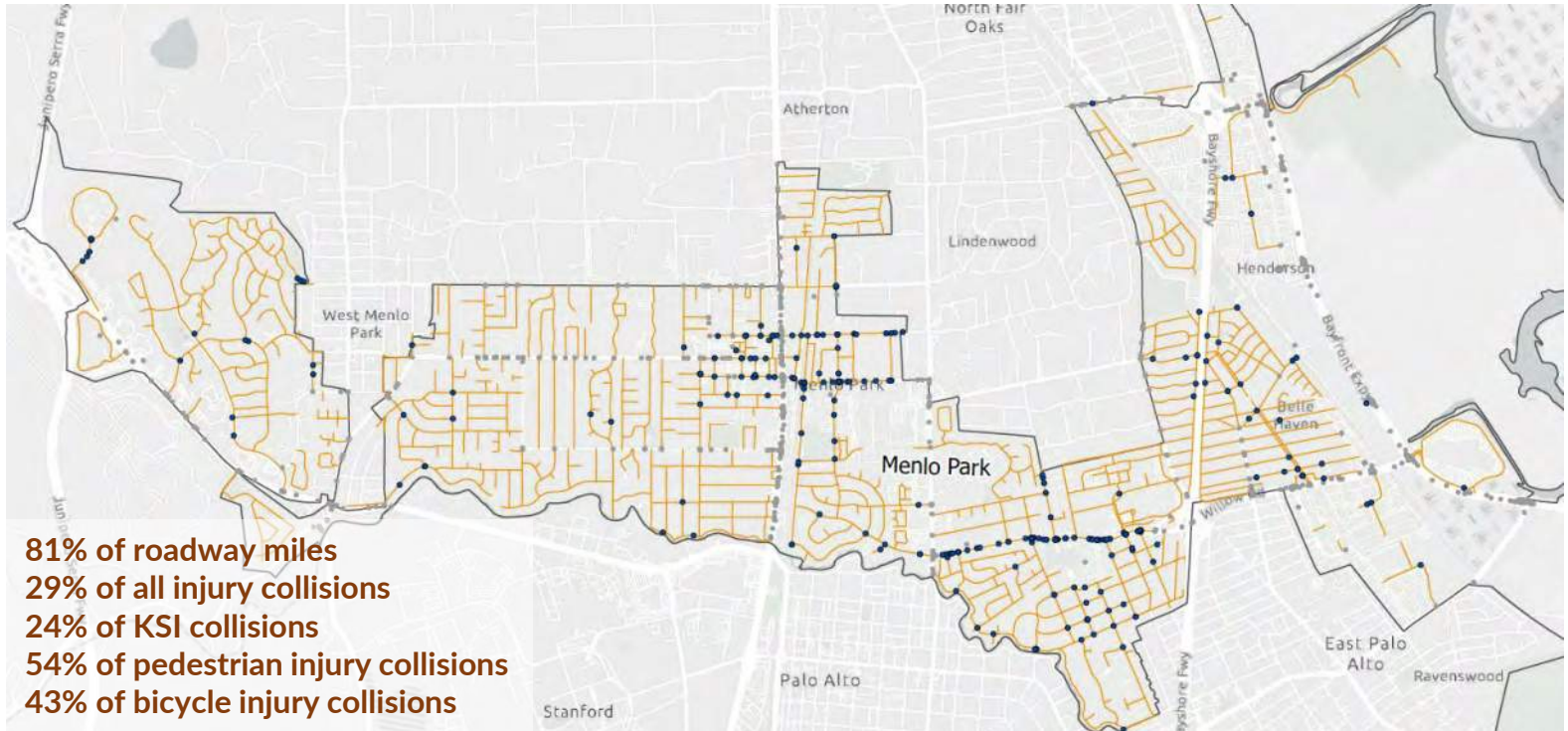
1. State-owned roadways, 2. City-owned arterials



10% of roadway miles
9% of all injury collisions
7% of KSI collisions
9% of pedestrian injury collisions
8% of bicycle injury collisions

Collisions in Emphasis Area

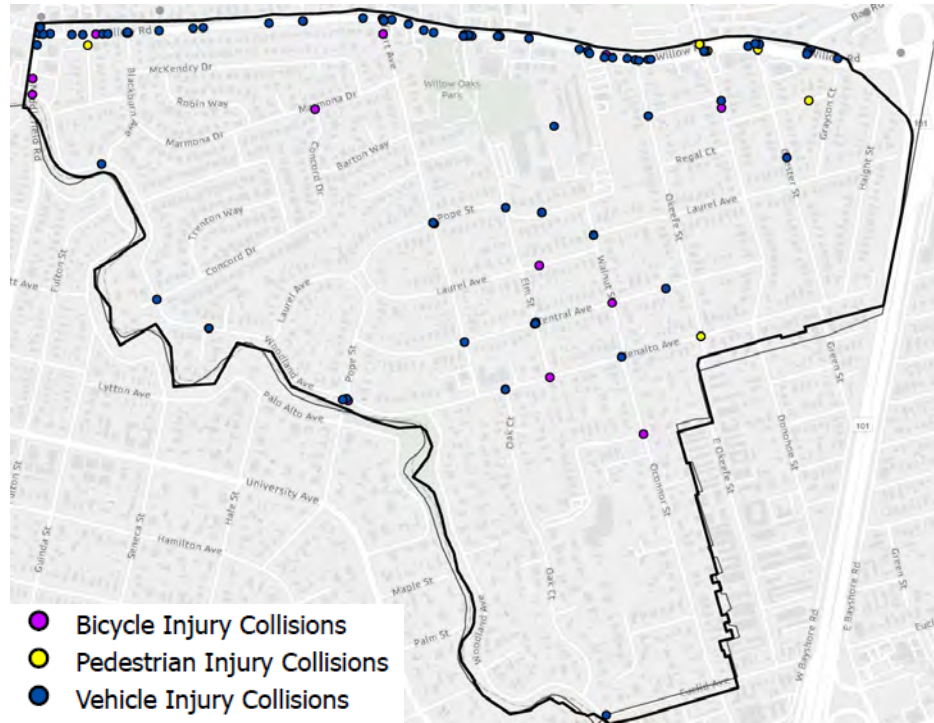
3. Local roadways



Neighborhood Spotlight – The Willows

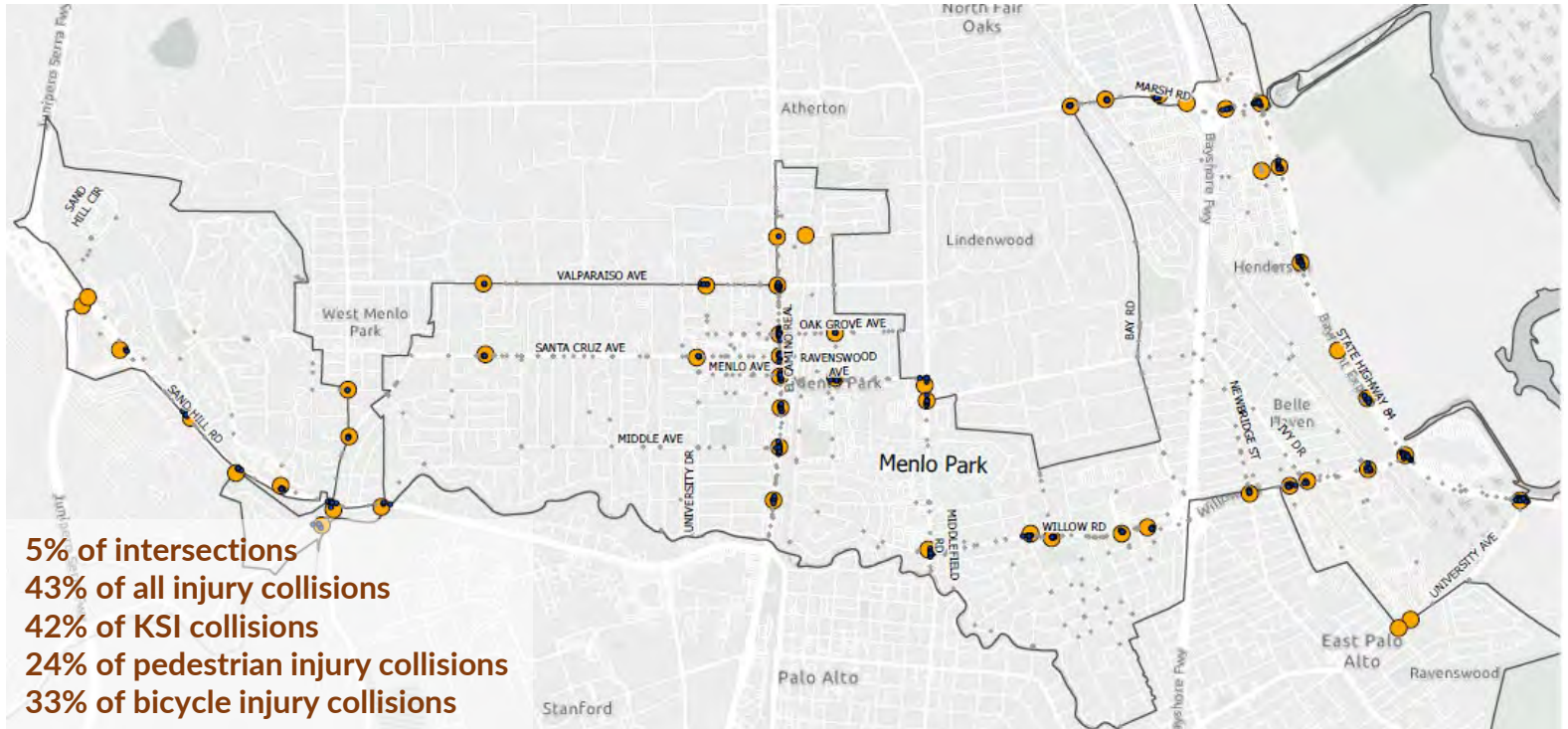
3. Local roadways

10% of roadway miles
12% of all injury collisions
2% of KSI collisions
12% of pedestrian injury collisions
16% of bicycle injury collisions



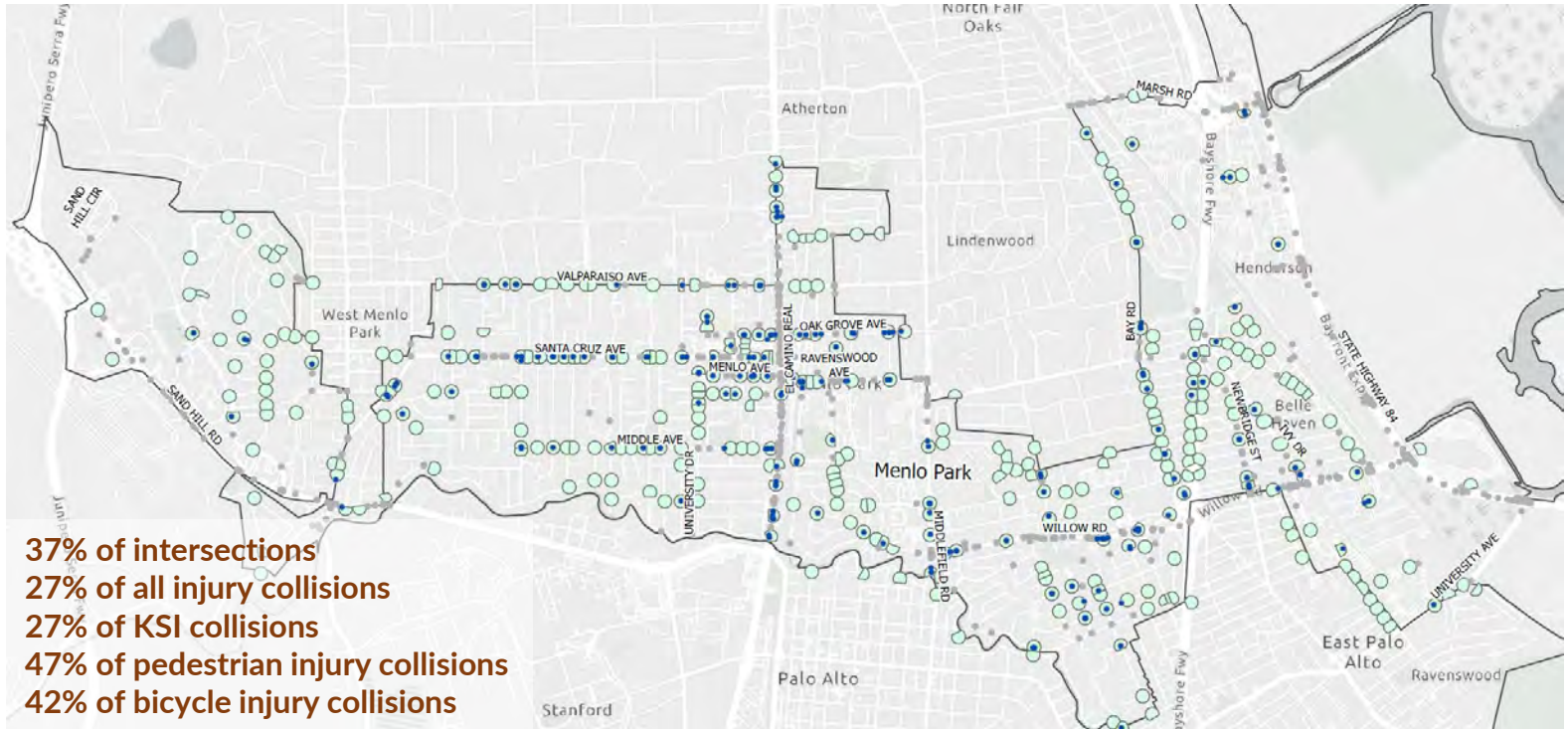
Collisions in Emphasis Area

4. Intersections - signalized



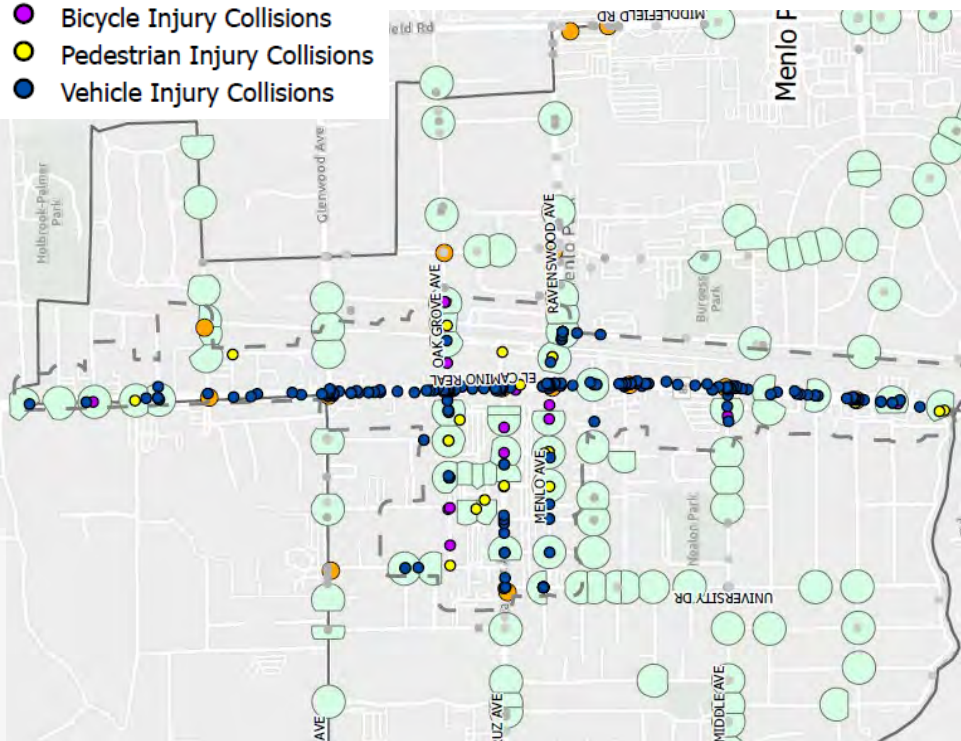
Collisions in Emphasis Area

4. Intersections – side street stop controlled



Neighborhood Spotlight – Downtown

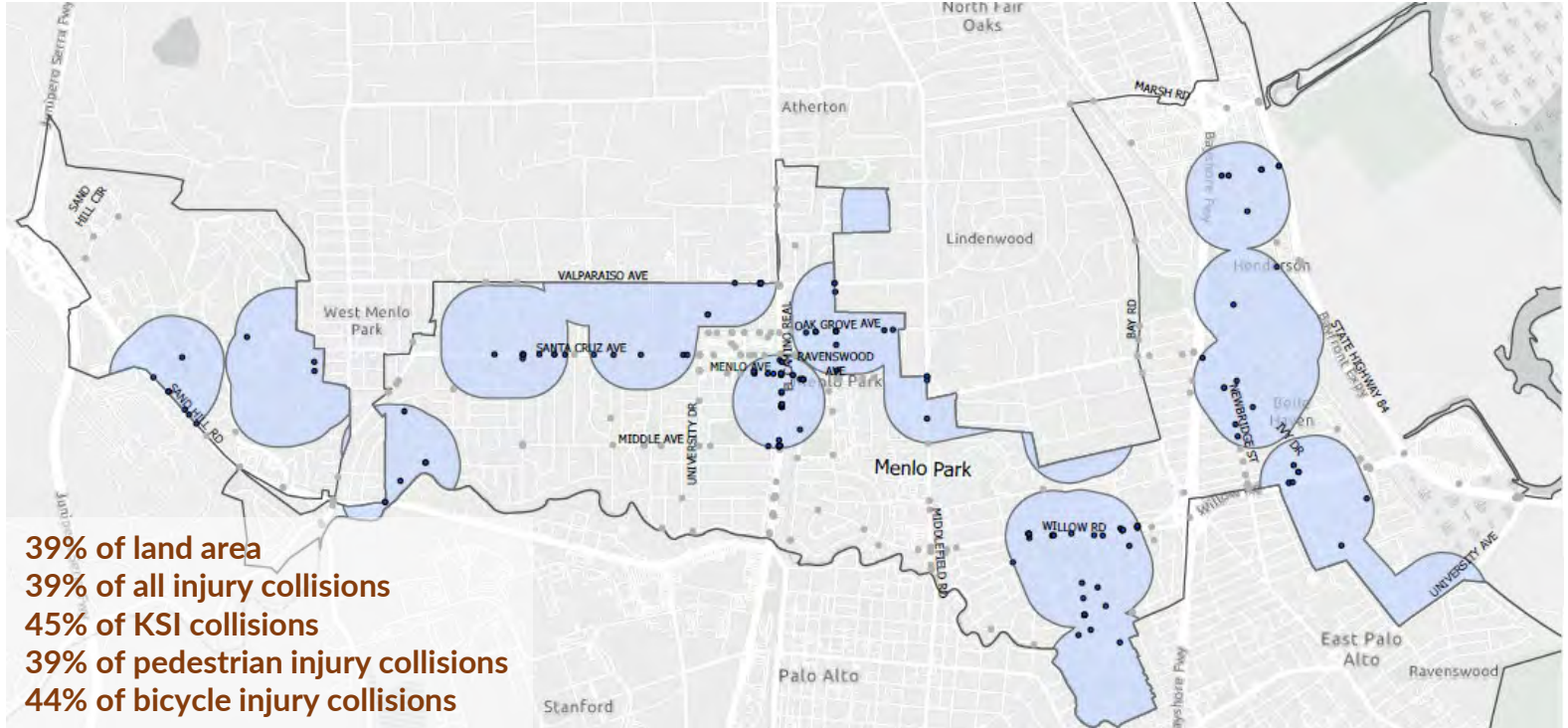
4. Intersections



7% of roadway miles
25% of all injury collisions
29% of KSI collisions
47% of pedestrian injury collisions
22% of bicycle injury collisions

Collisions in Emphasis Area

5. School Zones



39% of land area
39% of all injury collisions
45% of KSI collisions
39% of pedestrian injury collisions
44% of bicycle injury collisions

Note: Map shows only bicycle and pedestrian injury collisions



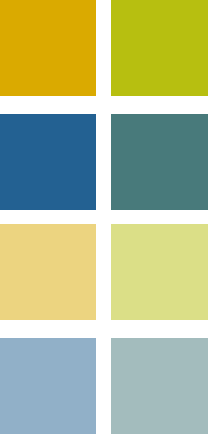
Discussion



Discussion Questions

To what extent do the draft emphasis areas align with your experience with transportation safety in Menlo Park?

To what extent do they align with your understanding of the roadway and land use contexts in the city?



Systemic Safety Strategies

Candidate Systemic Safety Strategies

Corridors
Signalized intersections
Unsignalized intersections

Candidate Systemic Safety Strategies

Corridors

Road diets

Lane narrowing

New/widened sidewalks or shared use paths

Separated or protected bikeways

Bicycle boulevards

Directional medians

Traffic diverters

Speed limit reductions

Traffic calming (e.g., speed humps, chicanes)

Candidate Systemic Safety Strategies

Signalized Intersections

Leading pedestrian intervals, extended pedestrian crossing time

Pedestrian scrambles

Bicycle signals

Protected left turns

Prohibited left or right turns

No right turn on red

Bicycle striping (e.g., bike box, green conflict striping)

Tightened curb radii, slip lane removal

Red light cameras

Candidate Systemic Safety Strategies

Unsignalized Intersections

Roundabouts or mini traffic circles

Rectangular Rapid Flashing Beacons (RRFBs)

Pedestrian Hybrid Beacons (PHBs)

Protected intersections

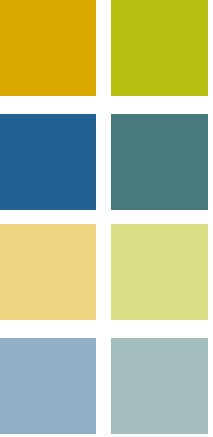
Curb extensions

Pedestrian refuges

Raised crosswalks or intersections

High visibility striping

Turn pocket removal



Discussion



Discussion Questions

What strategies shared here do you think will be most successful in Menlo Park?

What additional strategies would you want to see prioritized in the Vision Zero Action Plan?



Next Steps



Next Steps

- Finalization of Emphasis Areas & Strategies (July)
- Development of Priority Projects and Action Plan (August - November)
- Plan Adoption (December/January)
- Engagement
 - Pop-Ups, Focused Conversations (July/August and September/October)
 - Stakeholder meeting #3 (September/October)



Thank you!



Photo Source: City of Menlo Park



FEHR & PEERS

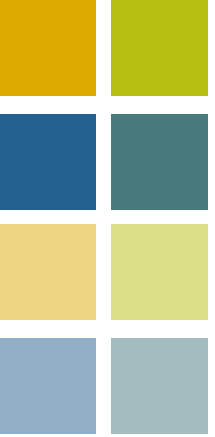
Stakeholder Workshop #3
October 26, 2023

City of Menlo Park Vision Zero Action Plan

A decorative graphic on the left side of the slide. It consists of a 2x2 grid of colored squares in the top-left corner: orange, light green, dark blue, and teal. Below this grid is a vertical line. Further down, there are two more squares: light orange and light green. At the bottom, there is a large teal rectangle. The word 'Agenda' is written in a serif font to the right of the vertical line.

Agenda

- Welcome & Introductions
- Project Overview
- Candidate Safety Projects & Discussion
- Draft Action Plan Matrix & Discussion
- Next Steps



Welcome & Introductions



WELCOME

Introductions

- Name
- Organization/Department
- How can you contribute to advancing road safety in Menlo Park through your role in the community?



WELCOME

Goals for Today

Present and discuss draft **candidate safety projects** and draft **action plan matrix**



Project Overview

Menlo Park's Commitment to Safety

Policy CIRC-1.1

Vision Zero. Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.

Menlo Park's Commitment to Safety

Menlo Park pedestrian dies in early morning collision in East Palo Alto

Driver remained at the scene, cooperated with police

by Bay City News Service



Uploaded: Tue, Apr 26, 2022, 9:26 am
Time to read: about 1 minutes

KRON 4
NEWS
86-year-old pedestrian killed in Menlo Park
by: Sharon Song
Posted: Jun 19, 2015 / 06:35 PM PDT
Updated: Jun 19, 2015 / 06:35 PM PDT



Car smashes into Menlo Park Safeway store leaving employee injured

By KTVU Staff | Published December 14, 2022 | Updated December 18, 2022 | Menlo Park | KTVU FOX 2 | [Share](#)



LOCAL WEATHER INV

BAY AREA

MENLO PARK

Woman Suffers Critical Injuries After She Was Hit by Bus in Menlo Park

By Bay City News and NBC Bay Area staff - Published June 29, 2022 - Updated on June 29, 2022 at 8:00 am



Vision Zero Action Plan



Gather and Analyze Safety Data

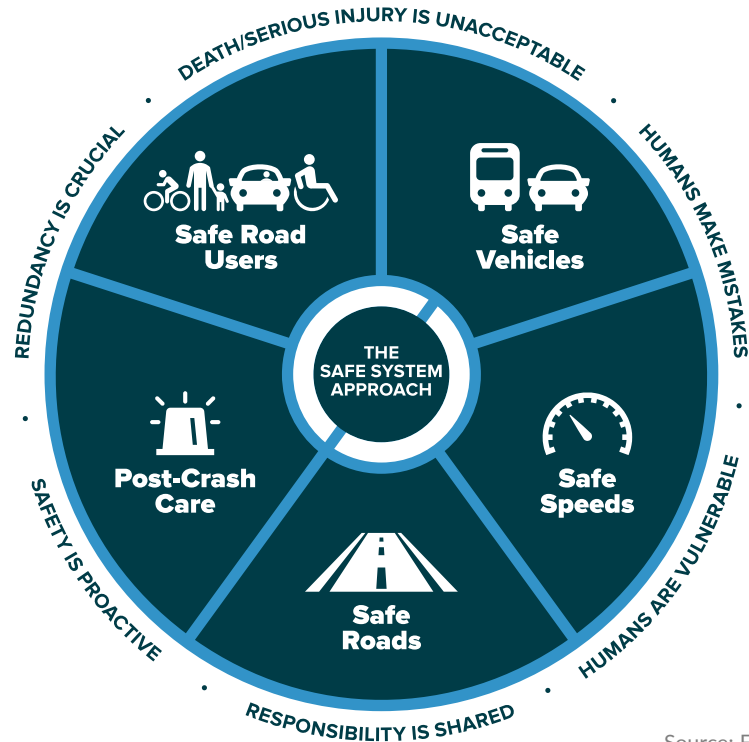


Develop Safety Strategies



Draft Vision Zero Action Plan

Safe System Approach



Roadway Safety in Menlo Park: Qualitative Benchmarking Assessment

Safety Planning and Culture

- Leadership and Commitment
- Meaningful Engagement
- Data Analysis
- Funding
- Development Review
- Equity First

Safe Users

- Education
- Enforcement
- Research

Safe Roadways

- Collision Avoidance
- Kinetic Energy Reduction
- Policies and Tradeoffs
- Innovation

Safe Vehicles

- Supportive Infrastructure
- Fleet Management
- Data

Safe Speeds

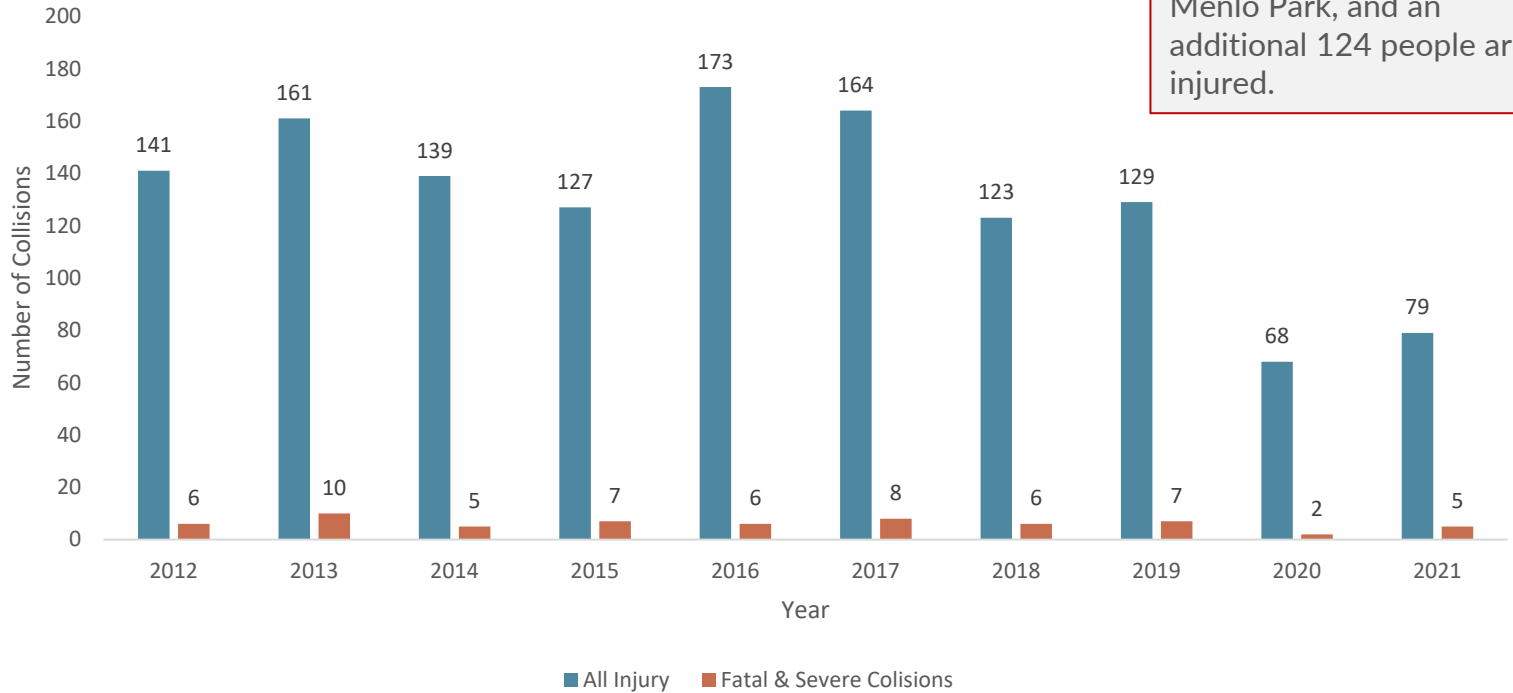
- Design and Operations
- Enforcement
- Policy and Training

Post Crash Care

- Crash Investigation
- Partnerships

Roadway Safety in Menlo Park: Quantitative Collision Analysis

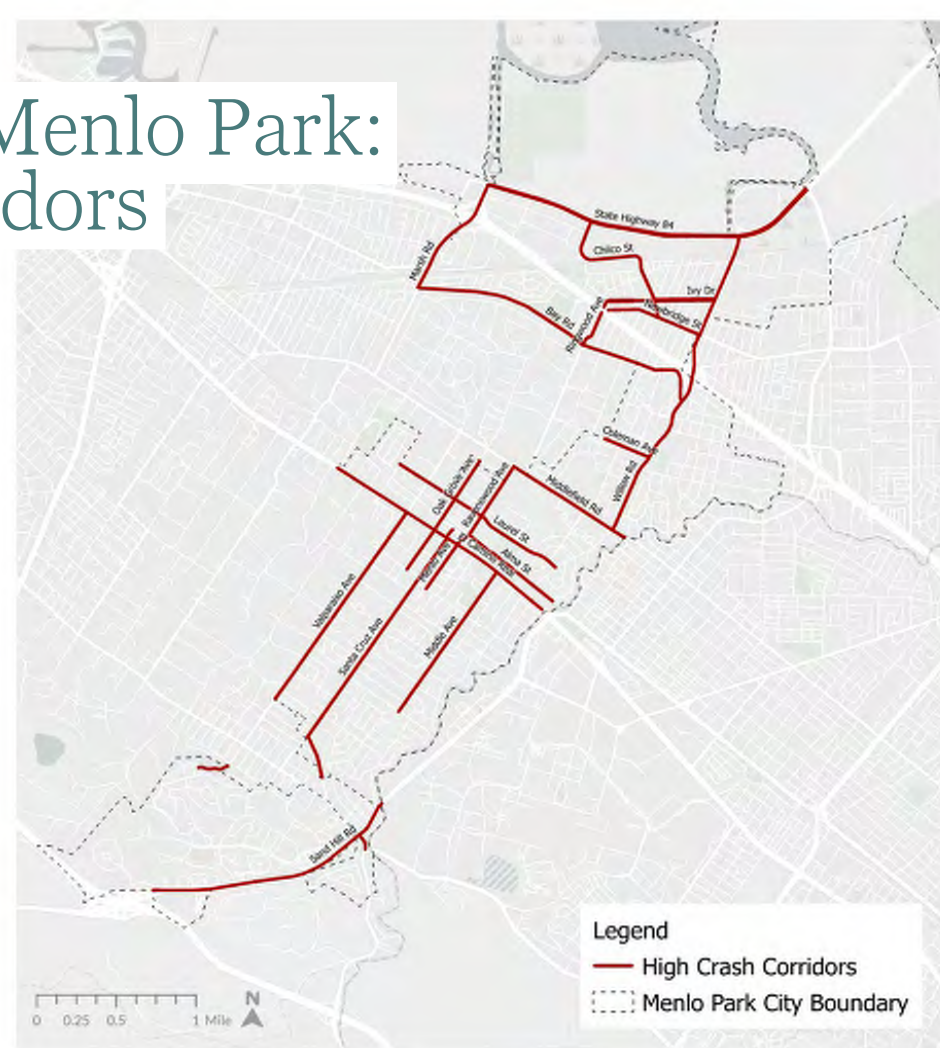
On average, 6 people per year are killed or severely injured in collisions in Menlo Park, and an additional 124 people are injured.



PROJECT OVERVIEW

Roadway Safety in Menlo Park: High Collision Corridors

20% of roadway miles
83% of all injury collisions
93% of KSI collisions
71% of pedestrian collisions
86% of bicycle collisions



Safety Emphasis Areas

1. State-owned roadways

2. Circulatory roadways

3. Local-serving roadways

4. Intersections

5. School zones (within 1000' of school)

PROJECT OVERVIEW

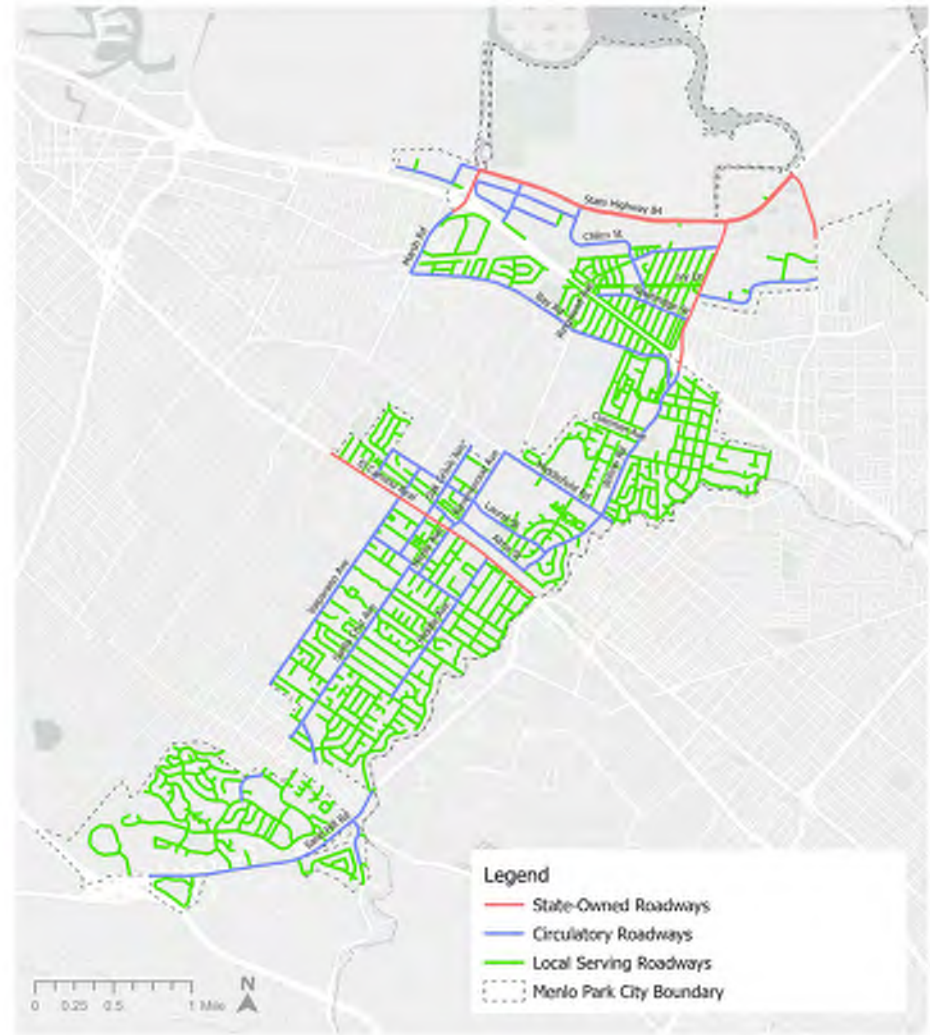
Safety Emphasis Area

Roadway context

State-Owned Roadways
7% of roadway miles
41% of all injury collisions
48% of KSI collisions

Circulatory Roadways
18% of roadway miles
60% of all injury collisions
63% of KSI collisions

Local Serving Roadways
74% of roadway miles
33% of all injury collisions
30% of KSI collisions



PROJECT OVERVIEW

Safety Emphasis Area

Intersections

Signalized

5% of intersections

43% of all injury collisions

42% of KSI collisions

24% of pedestrian injury collisions

33% of bicycle injury collisions

Side Street Stop Controlled

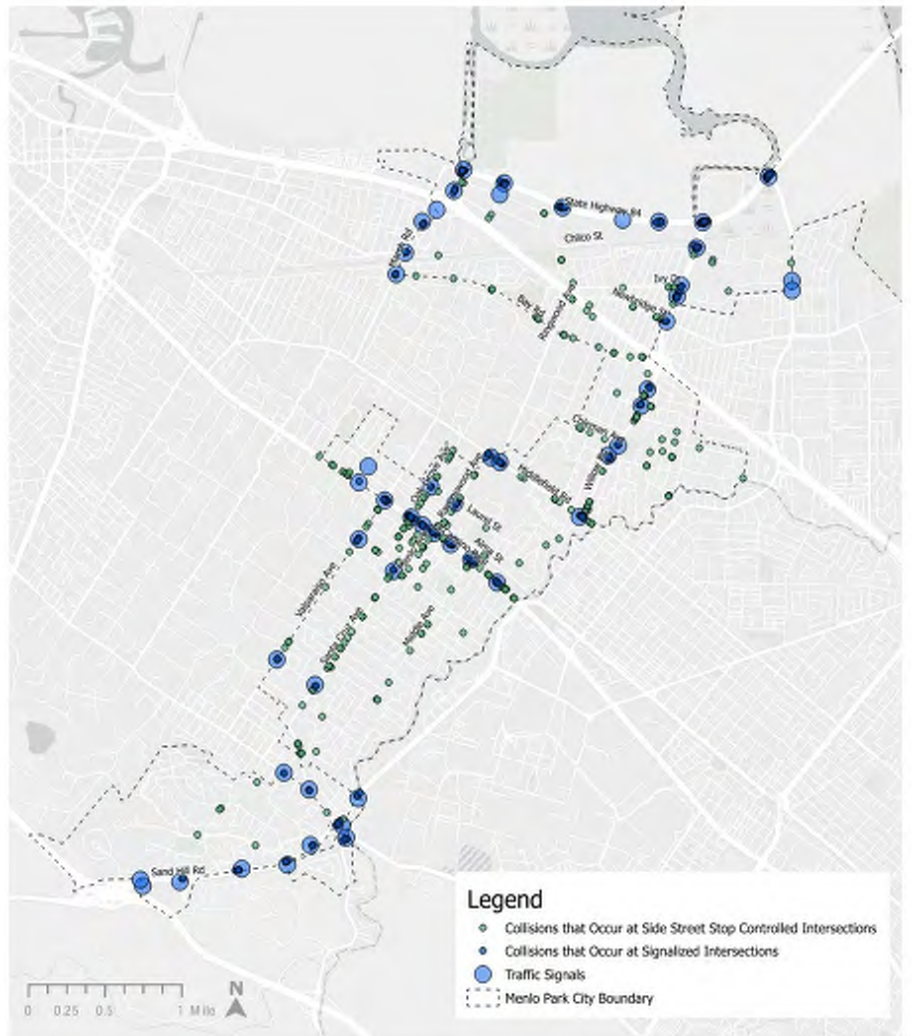
37% of intersections

27% of all injury collisions

27% of KSI collisions

47% of pedestrian injury collisions

42% of bicycle injury collisions



PROJECT OVERVIEW

Safety Emphasis Area

Schools

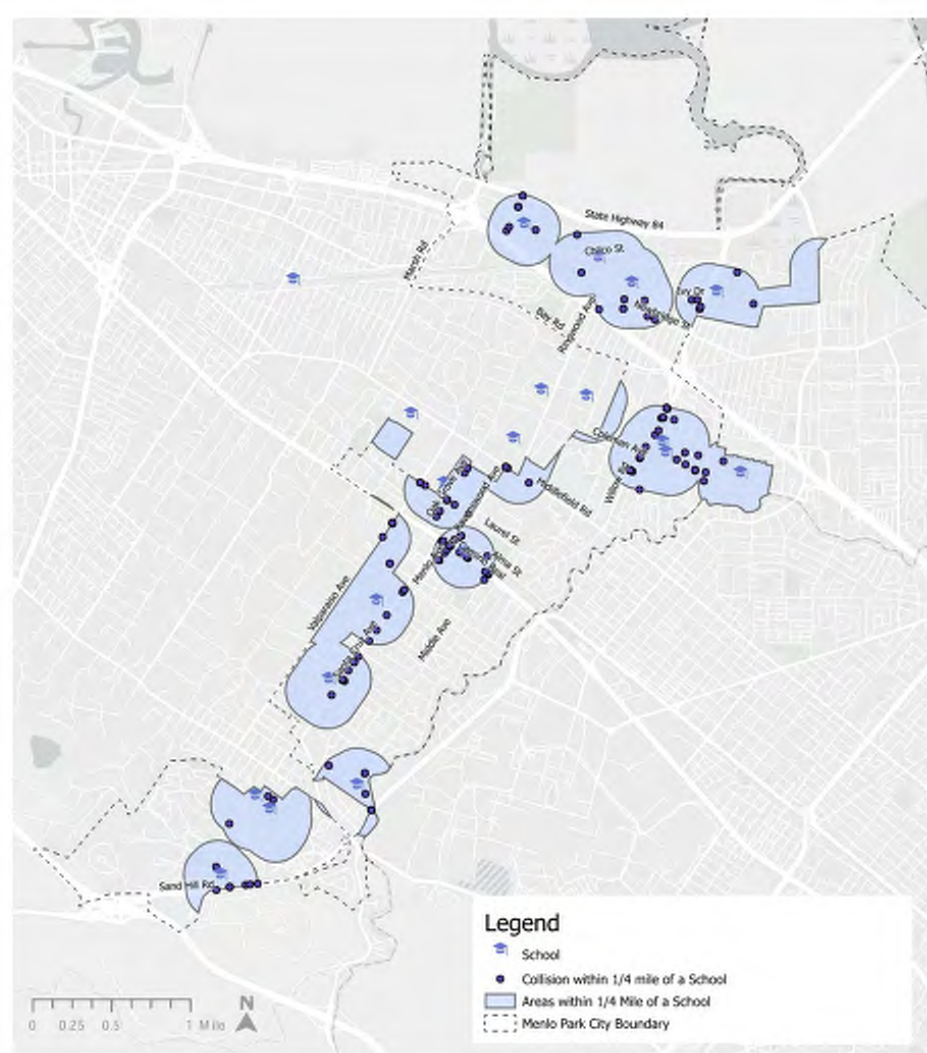
39% of land area

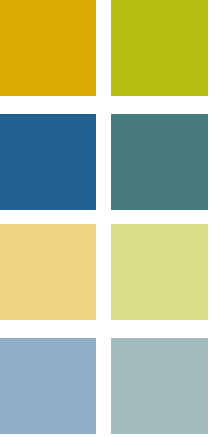
39% of all injury collisions

45% of KSI collisions

39% of pedestrian injury collisions

44% of bicycle injury collisions





Candidate Safety Projects

Safety Project List (1)

Ongoing Safety Projects

- Middle Avenue Complete Streets Project (El Camino to Olive Street)
- Middlefield Road Safe Streets Project (Woodland Ave to Ravenswood Ave)
- Coleman-Ringwood Avenues Transportation Study (full Coleman corridor)
- Belle Haven Traffic Calming Plan (throughout Belle Haven)
- Willow Road Project (Bayfront Highway to US-101 interchange)
- Railroad Crossing Safety Upgrades Project (crossings at Ravenswood Ave, Oak Grove Ave, Glenwood Ave, Encinal Ave)

New Candidate Safety Projects

- Marsh Rd (full corridor)
- Laurel St (full corridor)
- El Camino Real (full corridor)
- Sand Hill Rd (Santa Cruz Ave to US-280 interchange)
- Chilco St (Caltrain tracks to Bayfront Highway)
- Bayfront Highway (Willow Rd to US-101 interchange)

CANDIDATE SAFETY PROJECTS

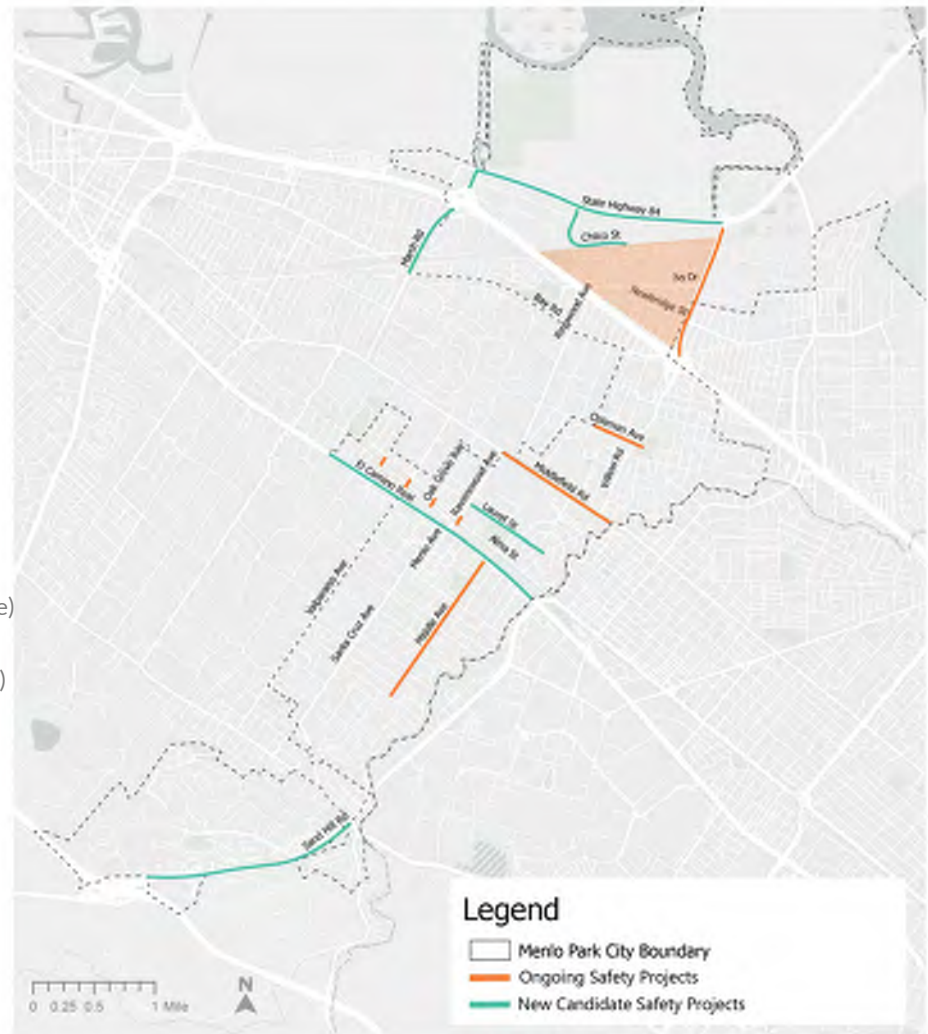
Safety Project Locations (1)

Ongoing Safety Projects

- Middle Avenue Complete Streets Project (El Camino to Olive Street)
- Middlefield Road Safe Streets Project (Woodland Ave to Ravenswood Ave)
- Coleman-Ringwood Avenues Transportation Study (full Coleman corridor)
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- Bayfront Highway (Willow Rd to US-101 interchange)



Safety Project List (2)

Candidate Systemic Safety Projects

- Intersection Improvements at Signals and Side Street Stops on Circulatory Roadways
Potential applicable locations: Bay Rd, Willow Rd (Middlefield to US-101 interchange), Ravenswood Ave, Oak Grove Ave, Santa Cruz Ave, Menlo Ave, Valparaiso Ave, Constitution (Bayfront neighborhood)
- Traffic Calming on Local-Serving Roadways to Achieve Target Speeds
Potential applicable locations: Oak Ave / Oak Knoll Lane, Monte Rosa (full loop)
- Completion of Bike Boulevard Network
Potential applicable locations: Santa Monica Ave, San Mateo Ave
- Upgrades to Safe Routes to School recommended network
- Pedestrian Improvements in Downtown

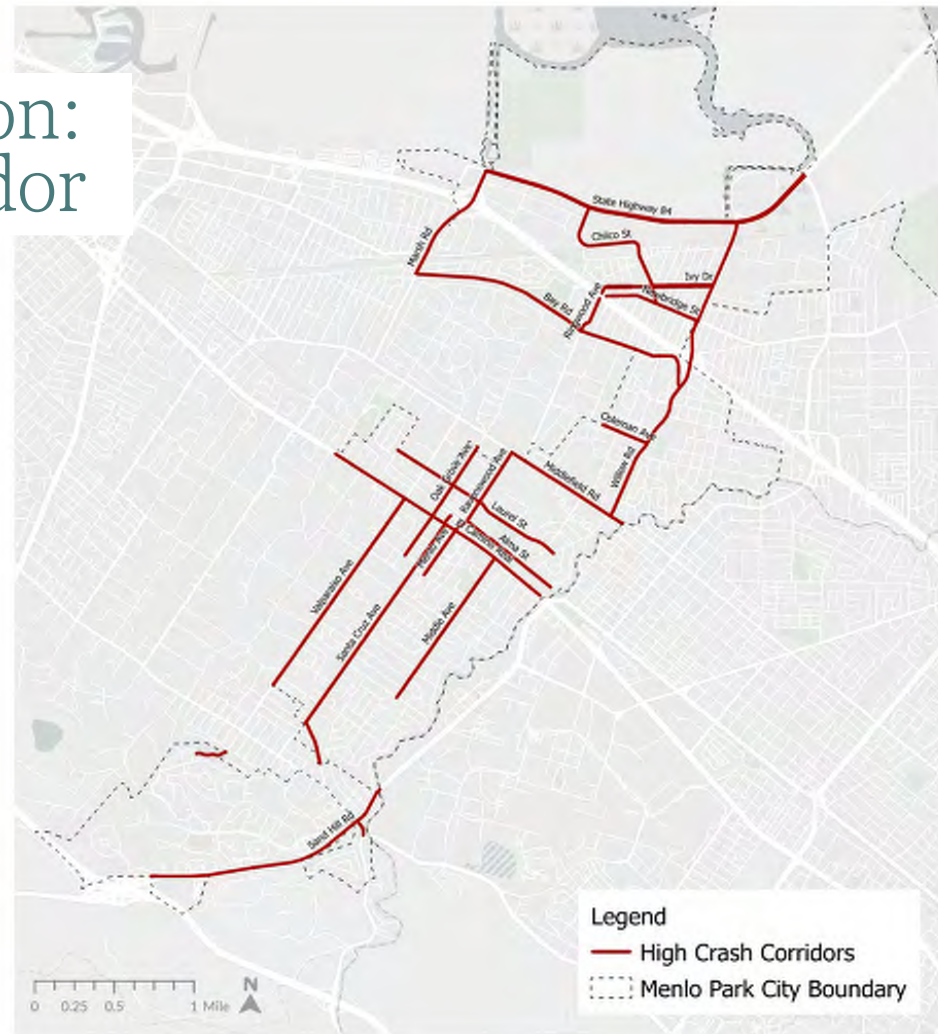
Criteria for Defining Safety Priorities

High Collision Corridor
School Children
High Speeds
Equity
Other?

CANDIDATE SAFETY PROJECTS

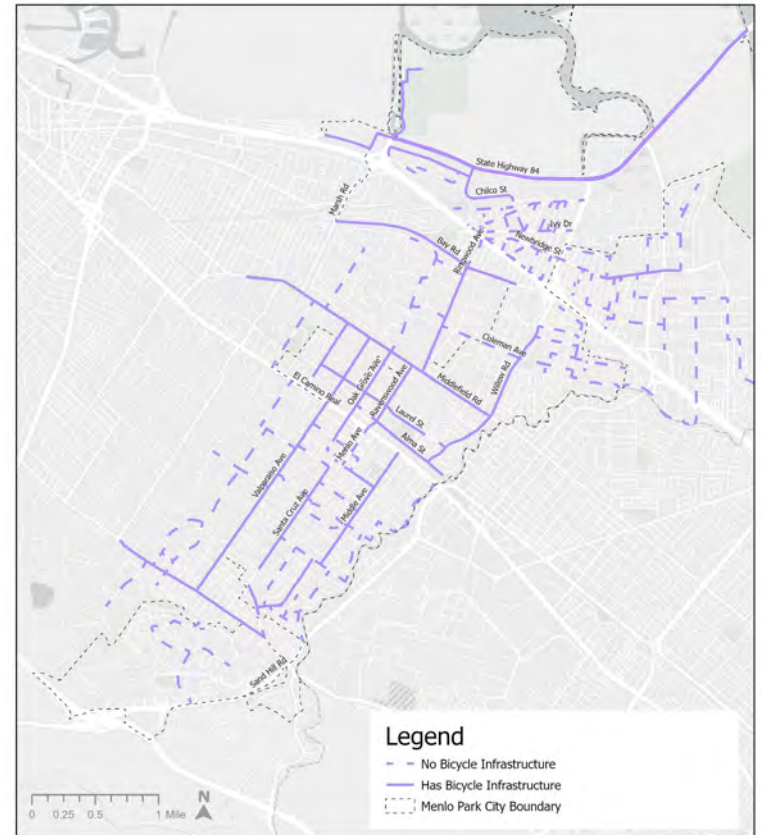
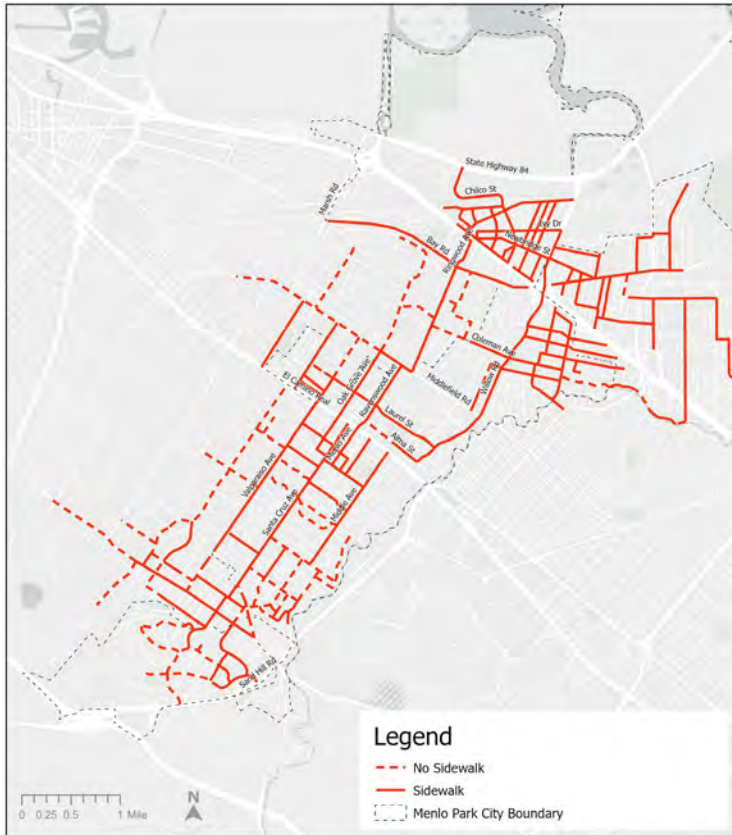
Prioritization Criterion: High Collision Corridor

On a roadway with a history of collisions



Prioritization Criterion: School Children

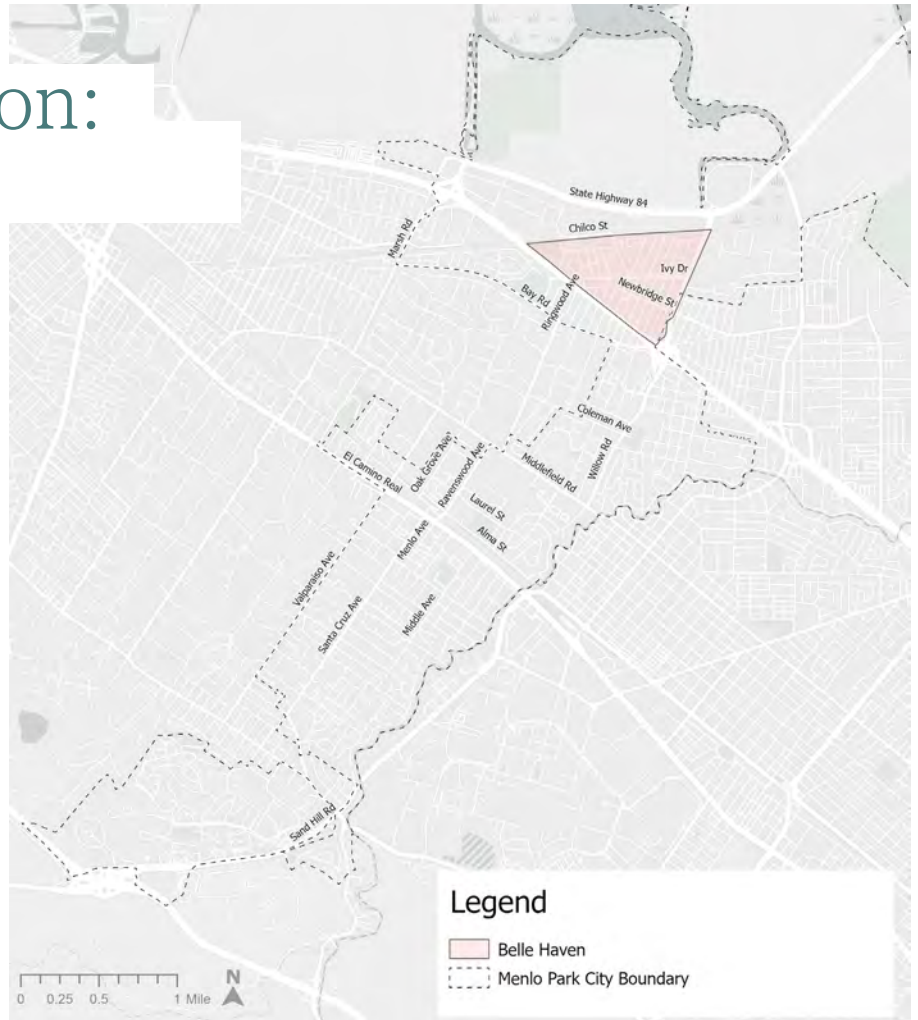
On a Safe Routes to School route (with / without existing infrastructure)

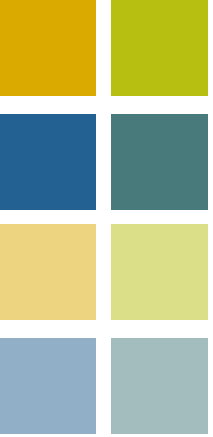


CANDIDATE SAFETY PROJECTS

Prioritization Criterion: Equity

*Serving Menlo Park's Equity
Priority Community: Belle Haven*





Discussion

Discussion Questions

To what extent do the candidate safety projects reflect the locations you would expect to see given your experience with transportation safety in Menlo Park?

What criteria do you consider most important in prioritizing candidate safety project locations?

CANDIDATE SAFETY PROJECTS

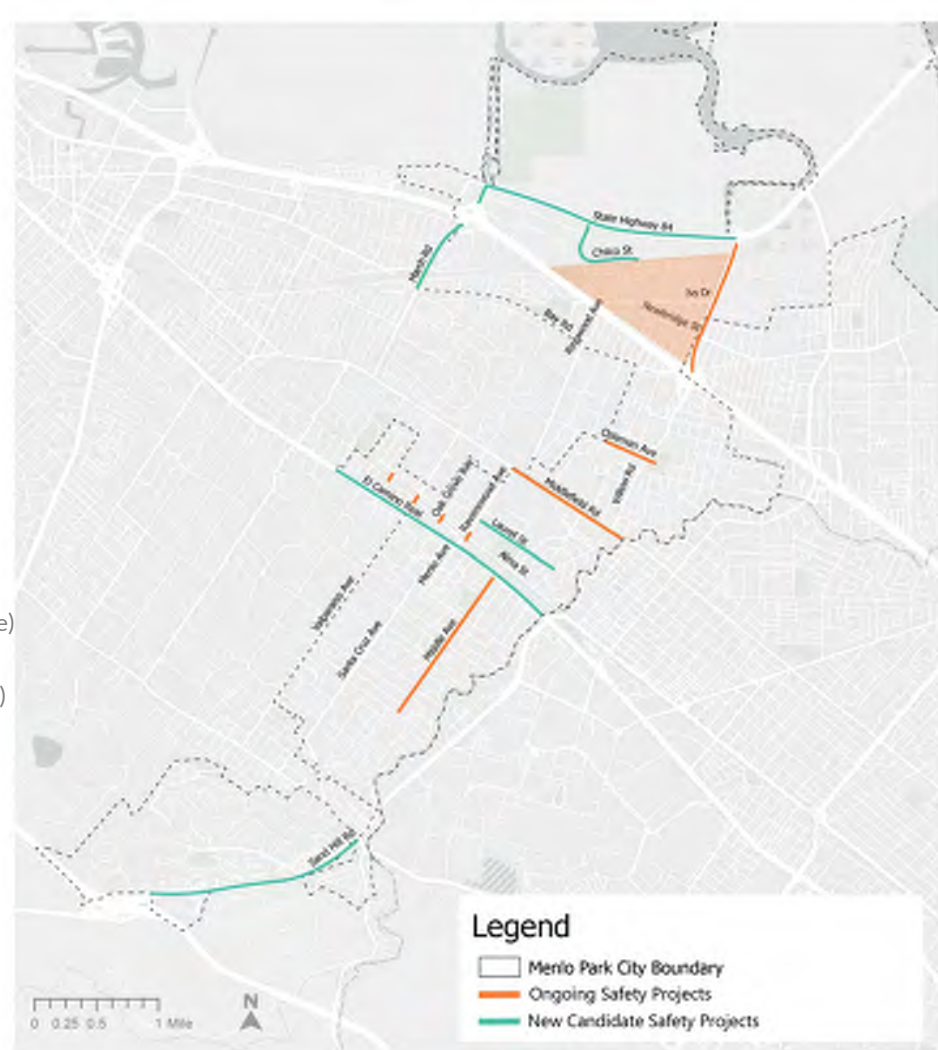
Safety Project Locations (1)

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New Candidate Safety Projects

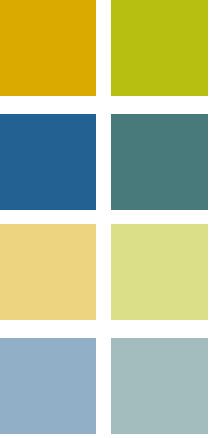
- Marsh Rd (full corridor)
- Laurel St (full corridor)
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- Bayfront Highway (Willow Rd to US-101 interchange)



Safety Project List (2)

Candidate Systemic Safety Projects

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Potential applicable locations: Santa Monica Ave, San Mateo Ave
- Upgrades to Safe Routes to School recommended network
- Pedestrian Improvements in Downtown



Draft Action Plan Matrix

Action Plan Matrix Overview

Safety Planning and Culture

- Leadership & Commitment
- Meaningful Engagement
- Data & Analysis
- Funding
- Development Review
- Equity First

Safe Users

- Education
- Enforcement

Safe Roadways

- Collision Avoidance
- Kinetic Energy Reduction
- Policies & Tradeoffs

Safe Vehicles

- Supportive Infrastructure
- Fleet Management

Safe Speeds

- Design & Operations
- Enforcement
- Policies & Programs

Post Crash Care

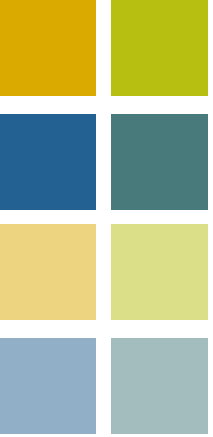
- Crash Investigation
- Partnerships

Action Plan Matrix Overview

Core Element	Category	Action	Responsible Party	Timeline
Planning Culture	Data and Analysis	ACT Menlo Park process: Review the ACT Menlo Park process for reporting resident concerns to ensure that effective tracking of safety hazards and requests for safety interventions. Establish a data-driven approach for evaluating the reports/requests.		
		Safety + asset data: Update and maintain the City's GIS inventory (Geodatabase and REMS). Actively work to improve accuracy and completeness of crash data, roadway data (e.g., sidewalks, bikeways, intersection controls, posted speed limits, signing, striping), and user volume data. With REMS, ensure that demographic data is collected and maintained.		
		Innovative data: Explore opportunities to use innovative data collection and analysis approaches, such as crowdsourcing or video detection data.		
		Data dashboard: Create a data dashboard and update schedule to provide regular progress updates on Vision Zero implementation.		
	Funding	Project evaluation framework: Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations.		
		Grant funding: Proactively pursue grant funding to implement projects from the Vision Zero Action Plan.		
		Safety in CIP projects: Institutionalize safety considerations in all project types to systematically implement safety improvements through operations and maintenance efforts (such as repaving projects). Audit the city's Capital Improvement Program (CIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.		
	Development Review	Safety impact assessment: Develop a process to conduct safety impact assessments of all new land use developments to identify standard safety improvements and cost sharing opportunities.		
	Equity First	Equity in plans + projects: Incorporate equity considerations in transportation project planning, design, implementation, and assessment, setting goals related to safety improvements for populations that are traditionally underserved.		
		Community design review: Continue to engage traditionally underserved communities in safety projects and programs by establishing a process of community design review for Vision Zero projects in traditionally underserved communities.		
		CSC oversight: Use the Complete Streets Commission to help oversee safety project development and build relationships and trust with community leaders in underserved communities.		

Action Items to Advance Ongoing Efforts

- Establishing a Vision Zero program website
- Maintaining City safety and asset data
- Proactively pursuing safety grant funding
- Using demonstration projects to raise awareness and solicit feedback
- Bringing SRTS curriculum to schools
- Updating the City's Neighborhood Traffic Management Program
- Etc...



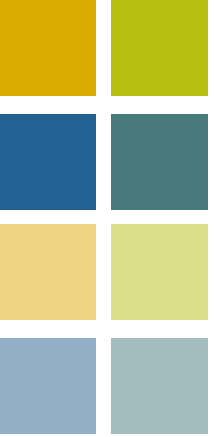
Discussion

Discussion Questions

How could we do this item?

What would be most helpful for this item?

What more should we be doing for this item?



Next Steps



Next Steps

Development of priority project locations and action plan matrix (October - November)

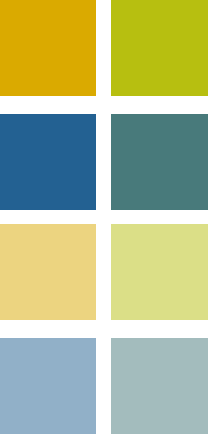
City review of draft plan (November)

Plan finalization (December)

Plan adoption (January)

Engagement

- Focused Community Conversations (November)



Thank you!

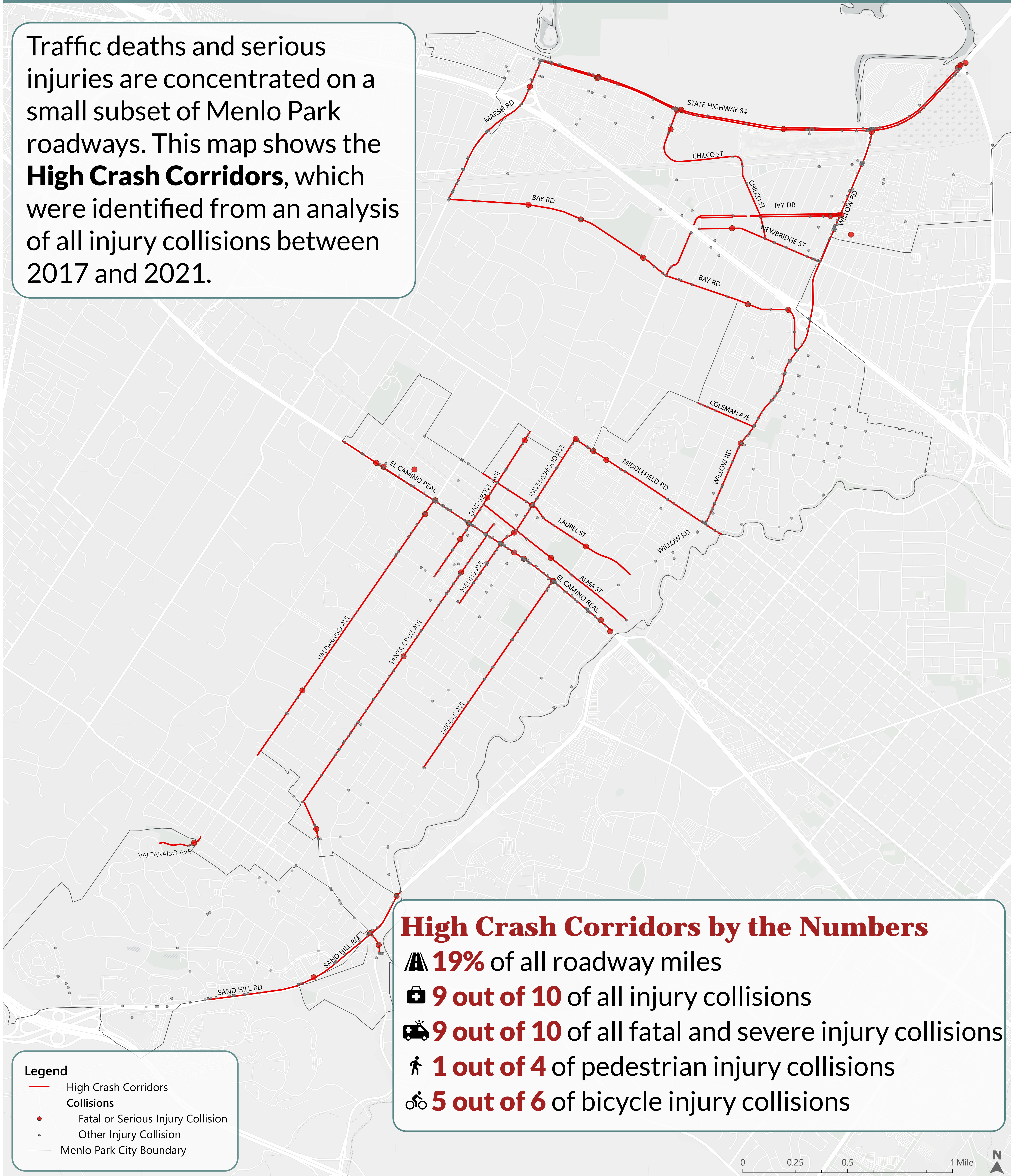
Community Pop-Up Event

Menlo Park Vision Zero Action Plan



Menlo Park is committed to eliminating traffic deaths and serious injuries. Help us determine how.

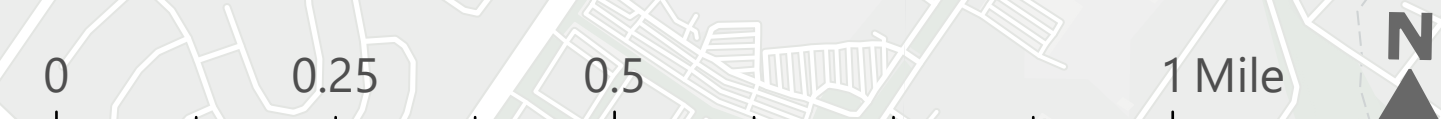
Traffic deaths and serious injuries are concentrated on a small subset of Menlo Park roadways. This map shows the **High Crash Corridors**, which were identified from an analysis of all injury collisions between 2017 and 2021.



High Crash Corridors by the Numbers

- 19%** of all roadway miles
- 9 out of 10** of all injury collisions
- 9 out of 10** of all fatal and severe injury collisions
- 1 out of 4** of pedestrian injury collisions
- 5 out of 6** of bicycle injury collisions

- Legend**
- High Crash Corridors
 - Collisions
 - Fatal or Serious Injury Collision
 - Other Injury Collision
 - Menlo Park City Boundary

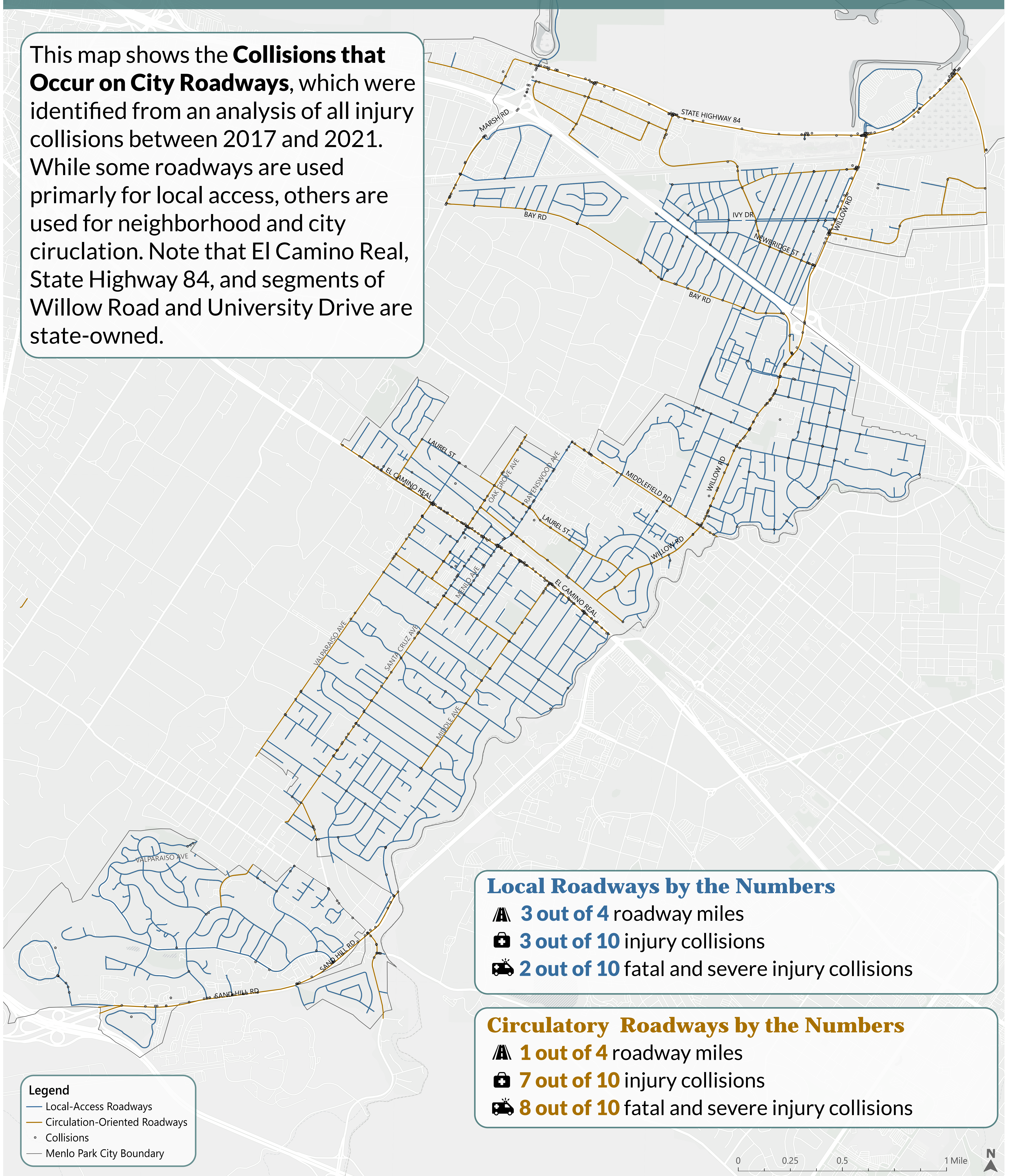


Menlo Park Vision Zero Action Plan



Menlo Park is committed to eliminating traffic deaths and serious injuries. Help us determine how.

This map shows the **Collisions that Occur on City Roadways**, which were identified from an analysis of all injury collisions between 2017 and 2021. While some roadways are used primarily for local access, others are used for neighborhood and city circulation. Note that El Camino Real, State Highway 84, and segments of Willow Road and University Drive are state-owned.



Local Roadways by the Numbers

- 3 out of 4** roadway miles
- 3 out of 10** injury collisions
- 2 out of 10** fatal and severe injury collisions

Circulatory Roadways by the Numbers

- 1 out of 4** roadway miles
- 7 out of 10** injury collisions
- 8 out of 10** fatal and severe injury collisions

Legend

- Local-Access Roadways
- Circulation-Oriented Roadways
- Collisions
- Menlo Park City Boundary

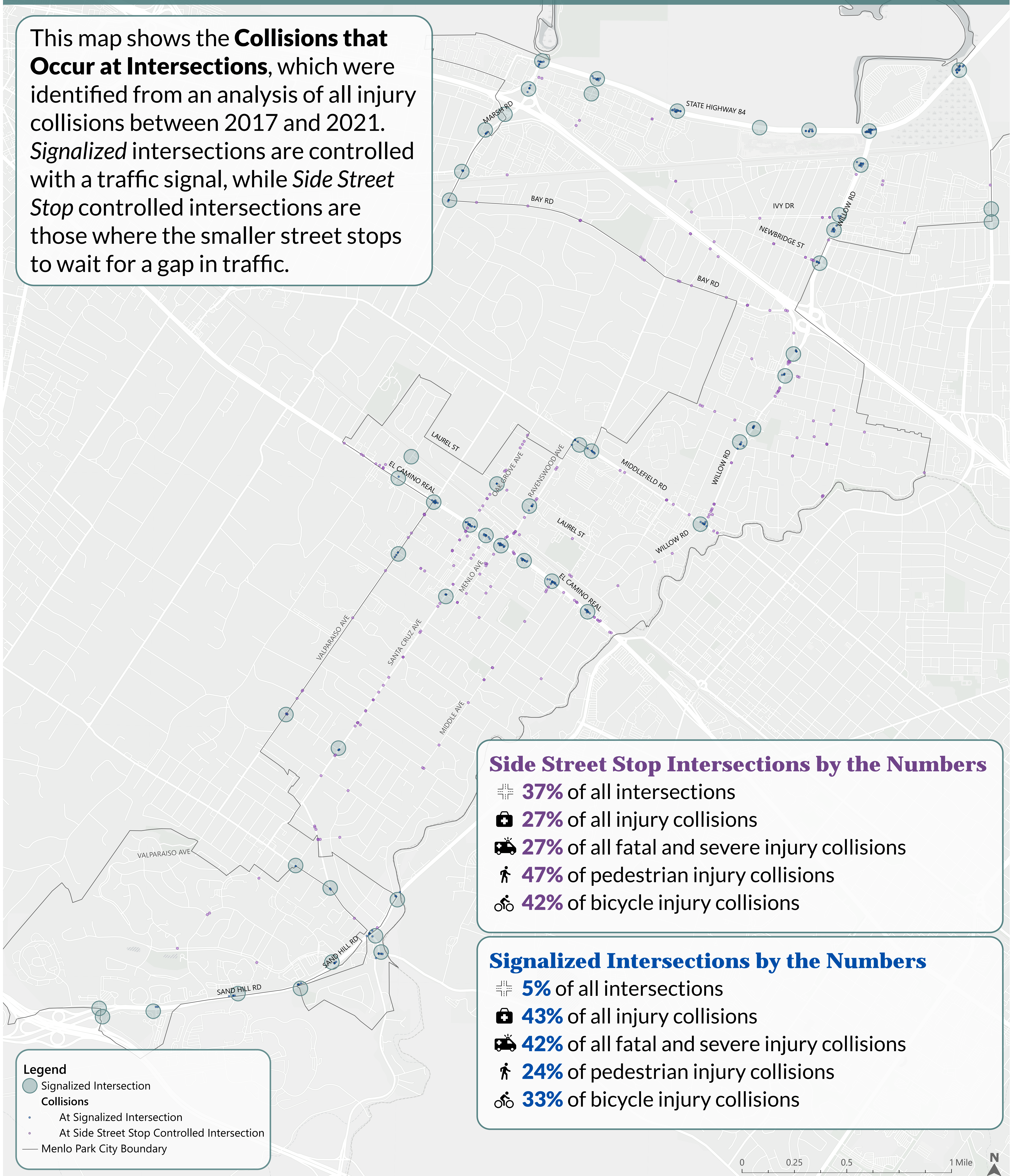


Menlo Park Vision Zero Action Plan



Menlo Park is committed to eliminating traffic deaths and serious injuries. Help us determine how.

This map shows the **Collisions that Occur at Intersections**, which were identified from an analysis of all injury collisions between 2017 and 2021. *Signalized* intersections are controlled with a traffic signal, while *Side Street Stop* controlled intersections are those where the smaller street stops to wait for a gap in traffic.



Legend

- Signalized Intersection Collisions
- At Signalized Intersection
- At Side Street Stop Controlled Intersection
- Menlo Park City Boundary

Side Street Stop Intersections by the Numbers

- 🚦 **37%** of all intersections
- 🚑 **27%** of all injury collisions
- 🚗 **27%** of all fatal and severe injury collisions
- 🚶 **47%** of pedestrian injury collisions
- 🚲 **42%** of bicycle injury collisions

Signalized Intersections by the Numbers

- 🚦 **5%** of all intersections
- 🚑 **43%** of all injury collisions
- 🚗 **42%** of all fatal and severe injury collisions
- 🚶 **24%** of pedestrian injury collisions
- 🚲 **33%** of bicycle injury collisions






Menlo Park Vision Zero Action Plan







Menlo Park is committed to eliminating traffic deaths and serious injuries. Help us determine how.

This map shows **Collisions Occurring Near Schools**, which were identified from an analysis of all injury collisions between 2017 and 2021. Creating a safe walking and biking environment near schools is one of the City's priorities.

Collisions Near Schools by the Numbers

-  **39%** of all land area
-  **39%** of all injury collisions
-  **45%** of all fatal and severe injury collisions
-  **39%** of pedestrian injury collisions
-  **44%** of bicycle injury collisions

Legend

-  Half-Mile Buffer from Schools
-  Collisions Near a School
-  School
-  Menlo Park City Boundary

0 0.25 0.5 1 Mile



Community Workshops



Menlo Park Local Road Safety Plan – Final Community Engagement Report

Introduction

Through the leadership of the City and CRC, this project intended to implement a robust, multifaceted community outreach and engagement program to evaluate community values and priorities for the Local Road Safety Plan (LRSP)/Vision Zero Action Plan (VZAP).

Narrative Summary

In partnership with the City of Menlo Park and Fehr & Peers, CRCs' engagement plan encapsulated the interconnected and interdependent nature of people, transportation, sustainability, and safety in Menlo Park concentrating on the communities of concern. By gathering a diverse group of residents together, we gathered the lived experiences of a historically marginalized community to assist the technical partners in development of a comprehensive set of goals and policies to ensure safety and accessibility in priority locations throughout the City.

We identified community solutions for local road safety and accessibility issues as well as uncovering and highlighting several unique Belle Haven concerns that have been largely ignored (transportation and mobility issues over the years coupled with rapid local tech development that resulted in overwhelming traffic and safety issues). Our outreach efforts, in partnership with Belle Haven Action and Live in Peace, resulted in workshop attendance that was nearly 50% greater than our projected numbers. We found that community members were highly interested in the safety of their streets and through listening to their direct feedback we are hoping that the City of Menlo Park incorporate Belle Haven's priorities into the first and foremost actions taken on the project.

Workshop Outcomes

In this second stage of the project, CRC and the City of Menlo Park engaged the community specifically regarding High Collision Corridors, Safety Emphasis Areas, Project Priorities, and Current Projects. The highlights of the project resonated with residents who were consistently concerned with traffic on Willow, Newbridge, Ivy, and Chilco. They identified excessively long light times for traffic crossing high collision corridors as a precursor to erratic driving thus causing accidents. Resident's expressed their support of traffic calming measures in Belle Haven, noting they wanted to see more speed bumps, street lights, posted speed limits, clearer driving lanes, and more officers enforcing speed and parking. There was a common theme that drivers are not respecting the boundaries of other users of the road, pedestrians, bikers, or other drivers.

Outside of the bounds of specific traffic calming measures and stoplight issues, residents also discussed the various ways in which road safety education could be highlighted by the city in schools and during driving tests. We understand some of these solutions are in the federal governments purview but it is worth exploring in our schools. There was a consistent experience among folks that drivers were not "following the rules" or adhering to the bare minimum of road safety to make them feel comfortable biking or walking around the neighborhood. To decrease the likelihood of fatal collisions there could be

more serious emphasis placed on the Safe Routes to School program around Belle Haven. We hope these measures would cut down on speedy cut through traffic. Resident's echoed the City's goal to improve pedestrian and bike safety on Willow as well as the Tier ½ intersections. The overall sentiment of the workshops showed specific support for the recommended near-term actions of Slow Streets, High-risk Behaviors, Crosswalk Policies, and Incorporating Underserved Communities in plans and projects.

Challenges and Lessons

Over the course of this project CRC cemented our belief that engaging a select few members of the community on important issues leads to continued engagement throughout the process. We hoped to have generated more consistent interest in smaller scale listening sessions but it appeared folks were already inundated with small scale meetings and would prefer to join a larger group in a more passive role. We encountered obstacles staying focused on specifically road safety due to the multitude of longstanding unaddressed issues in Belle Haven but felt the city handled these tangents appropriately. In the future we plan to conduct outreach in a more consistent manner to keep residents engaged instead of in bursts for specific meetings. The consultant's presenters were well received by the residents and it was reported that folks did not have trouble engaging with the presentation and there was robust discussion in the breakout groups. It was expressed at various points that although the maps themselves were clear, there was confusion about what was expected of residents to do with the maps. We had minor trouble booking the library due to new restrictions around booking but Hugh cleared up our needs on the City's end.

Participants

We had participation from multiple age groups, from high school aged students to senior residents. We would have liked to see more youth weighing in on their specific concerns in the meetings but feeling too shy to participate is a common issue among the youth. We could have considered doing a youth focused session given the large swath of school zones covering Belle Haven. We had a relatively even split of participants by gender with a slight lean towards women.

Please see the summary statistics of attendance below as well as transcribed notes from the Round 2 engagement.

Round 1 Engagement

CBO Listening Session

10 Participants

English Workshop

Spanish Workshop

40 Participants	42 Participants
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Round 2 Engagement

English Workshop

Spanish Workshop

65 Participants	80 Participants
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Round 2 Transcribed Notes

English Workshop - 11/09/2023

- Bike box on Hamilton at Willow does not equal hikes, people still wait and cut through gas station
- Signal unclear at willow and 101, bollards to keep people in lanes since in the bike lane people are scared to proceed at the overpass and drivers will cut you off
- Cars are consistently aggressive at the intersection of Willow and 101
- In the morning 6:00 AM to 6:30 AM cars will blow through stop signs on Hamilton
- More stop bumps desired and rubber speed bumps
- Flashing lights at crossings
- Drag racing on Chilco while school bus full of students on the road nearby
- Parking enforcement needed in Belle Haven
- 81 bus is too impacted
- What does driver education look like?
- Need to enforce giving cyclist more room
- DMV needs education on bike safety as part of driver's license test
- Willow rd. + Newbridge
 - Folks are trying to get to that light and going in the wrong lane
 - Traffic light @ Willow rd., Ivy Drive, and Hamilton is too long, residents cannot get out of the neighborhood
- Marsh Rd. the light is too long and cars run the red light
- Help traffic on Newbridge
 - Light should switch faster
- Focus on the High school streets and make sure kids can be seen by drivers
- Need the light at Willow and Hamilton to be longer so folks can cross
- Lights on Chilco take a long time to change so people will ignore the lights and it makes it hard to cross

- Visual reminder on Marsh road
- Red light coming off of 101 onto Marsh
- Light on Willow southbound off of 101 does not work and takes multiple minutes to change

Improvements

- Sights where you can't drive in certain hours
- Timing on lights improved for cross traffic
- Improvement on street lights
- More officers on watch
- Speed limits
- Community space in Belle Haven so people don't need to go out of the neighborhood
- More speed bumps
- More busses
- Lights by the freeway when entering Willow
- Holes in the street
- Better light timing on Willow road for cross traffic
- Lanes more clear
- More signs for people to understand where to drive
- Marsh manor high speeds observed
- More cameras on Willow to police speeds
- Speed bumps on Bay rd.
- Streetlights
- Stop signs by El Rancho

Spanish Workshop - 11/16/2023

Willow/Newbridge:

- More intersections with traffic lights/stop signs
- More crosswalks with yellow lights for pedestrians
- More streetlights along the road
- Putting speed bumps in neighborhoods

General

- Community police station where residents can report concerns/pay tickets
- More cameras/ many reckless drivers that never get punishment
- Community officer on duty throughout Belle Haven
- Night watch officer to secure street/make sure no car theft
- Add Speed limits. Drivers drive at an insane speed throughout Belle Haven
- Add speed bumps
- Change the timing at intersection lights since sometimes the lights only have 3 cars pass by which causes traffic to take longer
- Make exit signs to the freeway more clear since many drivers get caught off.
- Add street lights since it has begun to get more dark starting at 5pm
- Have officers on duty during school hours to direct pedestrians.

- Make bike lanes bigger so bikers don't cut off drivers
- Give tickets to misbehaving teenagers on bikes or give tickets to parents
- Sometimes on some intersections in Belle Haven you can never tell if a car is coming: maybe make a warning sign to slow down since another car can be coming down the street.
- Have parking enforcement to move cars after 24 hours
- Have officers on duty clear streets since many people use emergency lights to park in the street which causes more traffic
- Make public transportation more accessible during traffic hours
- Tow old non functioning cars that use up parking space
- Fix street holes in Belle Haven near the Elementary School
- More cameras not just at busy intersections but in the Neighborhood
- Marsh Road needs more officers on duty during traffic hours
- More officers on duty during traffic hours since drivers have road rage and for everyone's safety

Complete Streets Commission Presentation



Photo Source: City of Menlo Park



FEHR & PEERS

Menlo Park Complete
Streets Commission

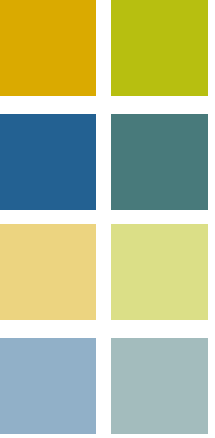
August 24, 2023

City of Menlo Park Vision Zero Action Plan

A decorative graphic on the left side of the slide. It consists of a 2x2 grid of colored squares in the top-left corner: orange, light green, dark blue, and teal. Below this grid is a vertical line. Further down, there are two more squares: light orange and light green. At the bottom, there are two more squares: light blue and light grey. A large teal rectangle spans the bottom of the page.

Agenda

- Project Overview
- State of Safety in Menlo Park
- City-wide Emphasis Areas
- Systemic Safety Strategies & Discussion
- Next Steps & Engagement Plan



Project Overview

Menlo Park's Commitment to Safety

Policy CIRC-1.1

Vision Zero. Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.

What is Vision Zero?

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

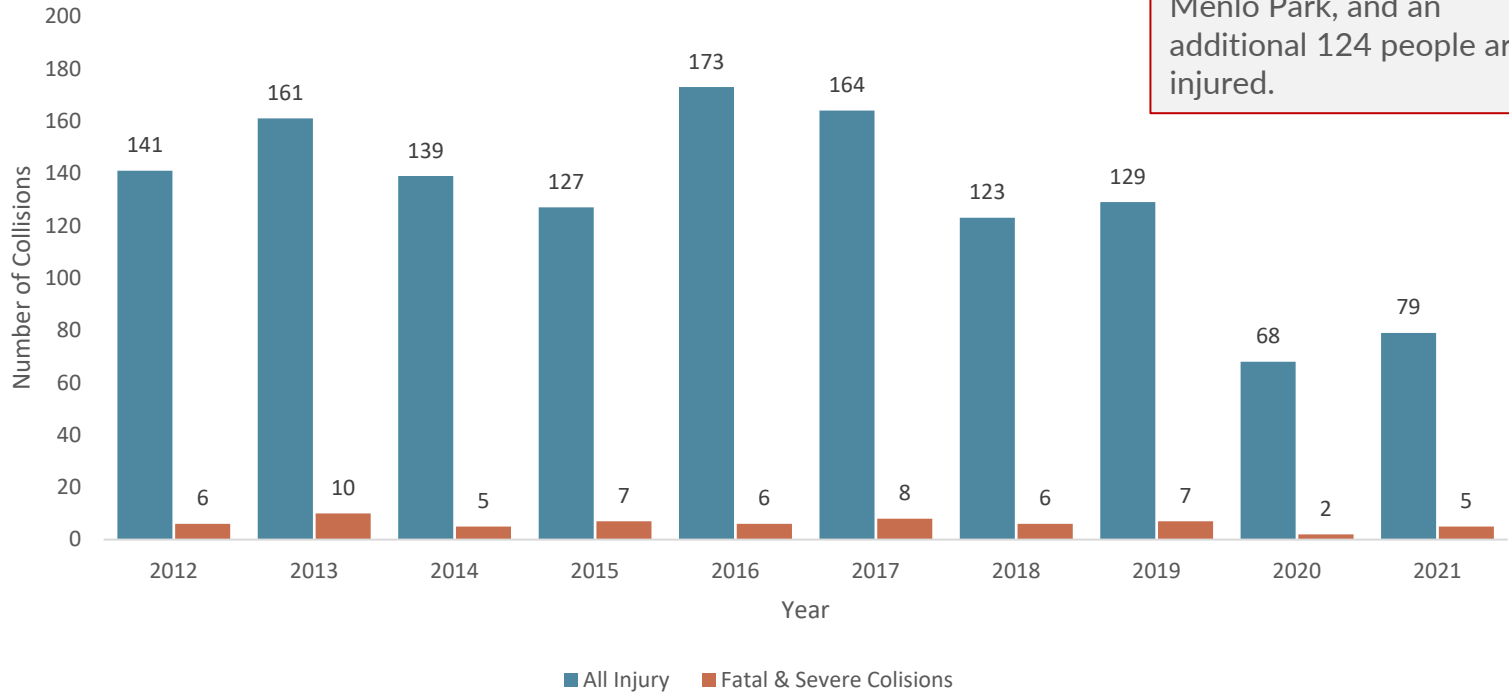
Saving lives is **NOT EXPENSIVE**



State of Safety in Menlo Park

Roadway Safety in Menlo Park: Quantitative Analysis

On average, 6 people per year are killed or severely injured in collisions in Menlo Park, and an additional 124 people are injured.



Roadway Safety in Menlo Park: Quantitative Analysis

Key Collision Themes

Movement-Based Themes

Collisions involving unsafe speeds

Bicycle and pedestrian collisions involving left and right turns

Vehicle collisions involving left turns

Midblock bicycle collisions

Vehicle collisions involving driver failure to yield to another vehicle when entering roadway

Broadside collisions

Age-Based Themes

Collisions involving pedestrians 65 and older

Collisions involving bicyclists 15 and under

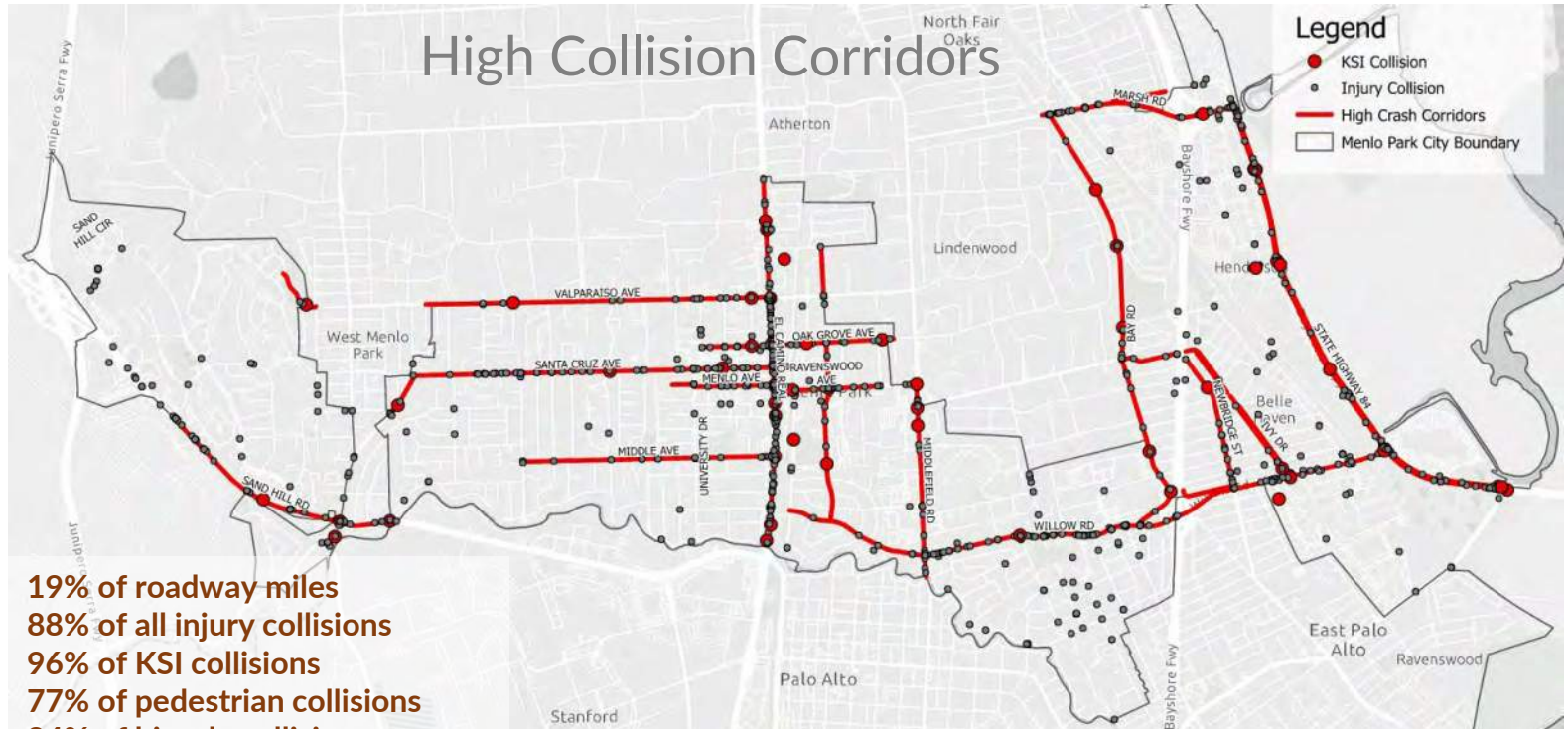
Location-Based Themes

Collisions in Downtown

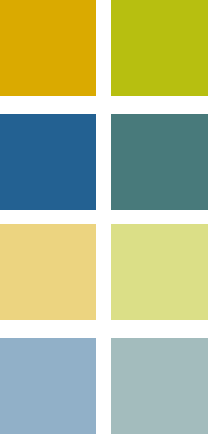
Collisions in Belle Haven neighborhood

Collisions on state-owned roadways

Roadway Safety in Menlo Park: Quantitative Analysis



19% of roadway miles
88% of all injury collisions
96% of KSI collisions
77% of pedestrian collisions
84% of bicycle collisions



City-wide Safety Emphasis
Areas

What Is an Emphasis Area?

Each emphasis area has a set of countermeasures that reduce the risk or severity of collisions seen in the emphasis area.

Emphasis Area

Characteristics of particular roadway or land use types that are associated with a higher risk for certain types of collisions



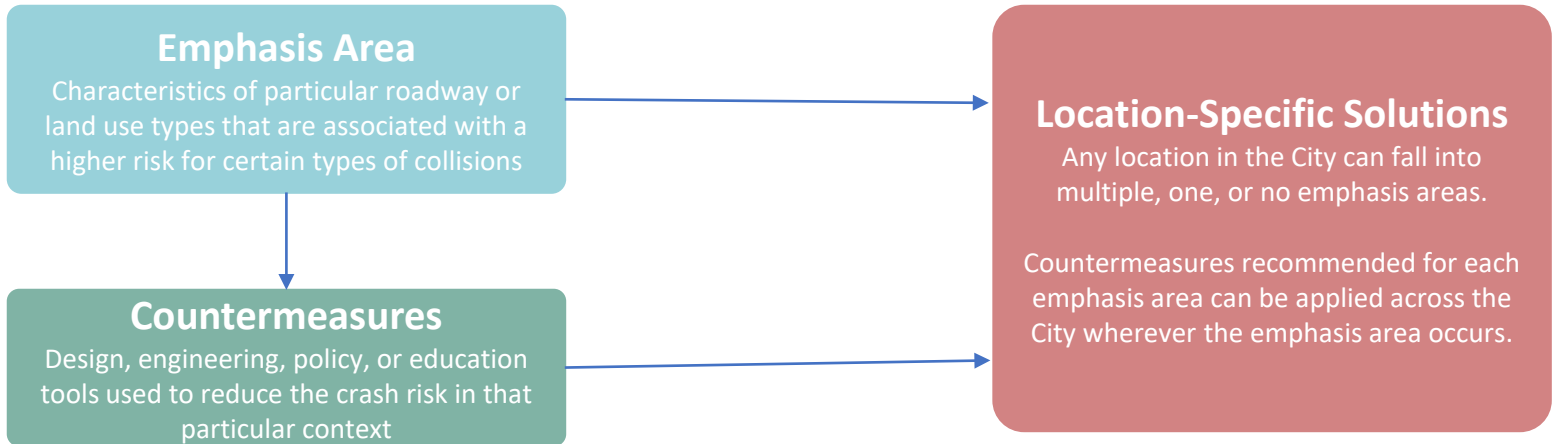
Countermeasures

Design, engineering, policy, or education tools used to reduce the crash risk in that particular context

Draft Safety Emphasis Areas

Each emphasis area has a set of countermeasures that reduce the risk or severity of collisions seen in the emphasis area.

The treatments recommended for a given location in the City will depend on which emphasis area(s) the location is in.



Menlo Park Draft Safety Emphasis Areas

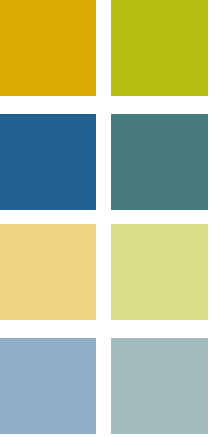
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|--|
| 1. State-owned roadways |
| 2. City-owned higher-speed roadways |
| 3. Lower-speed roadways |
| 4. Intersections |
| 5. School zones (within 1000' of school) |

Menlo Park Draft Safety Emphasis Areas

1. State-owned roadways
2. City-owned higher-speed roadways
3. Lower-speed roadways
4. Intersections
5. School zones (within 1000' of school)

Question for Complete Streets Commission:

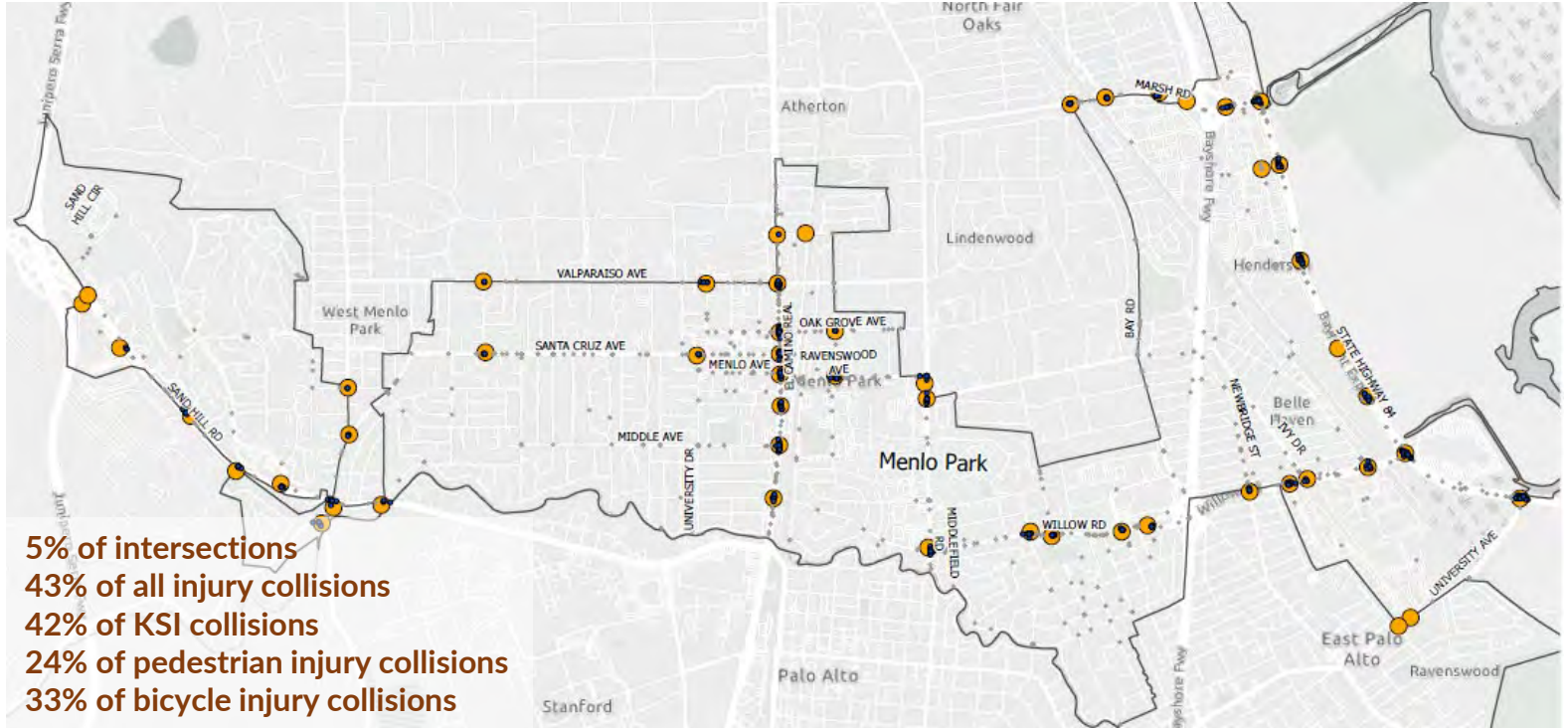
How do these emphasis areas sit with your understanding of the City?



Systemic Safety Strategies

Collisions in Emphasis Area

Signalized Intersections



Candidate Systemic Safety Strategies

Recommended strategies are dependent on the roadway context:



Signalized
Intersections



Unsignalized
Intersections



Corridors

Candidate Systemic Safety Strategies

Signalized Intersections

Leading pedestrian intervals, extended pedestrian crossing time

Pedestrian scrambles

Bicycle signals

Protected left turns

Red light cameras

Prohibited left or right turns

No right turn on red

Bicycle striping (e.g., bike box, green conflict striping)

Tightened curb radii, slip lane removal



Candidate Systemic Safety Strategies

Unsignalized Intersections

Roundabouts or mini traffic circles

Rectangular Rapid Flashing Beacons (RRFBs)

Pedestrian Hybrid Beacons (PHBs)

Protected intersections

Curb extensions

Pedestrian refuges

Raised crosswalks or intersections

High visibility striping

Turn pocket removal



Candidate Systemic Safety Strategies

Corridors

Road diets – fewer lanes

Lane narrowing – narrower lanes

New/wider sidewalks or shared use paths

Separated bikeways

Bicycle boulevards

Traffic calming (e.g., speed humps, chicanes)

Directional medians

Traffic diverters

Speed limit reductions





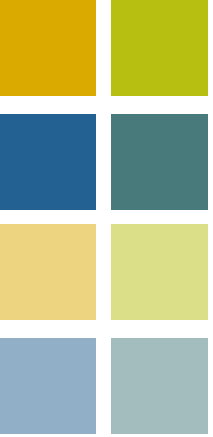
Community Engagement

Goals of Community Engagement

1. Reach residents and community members who are most impacted by traffic violence
2. Stakeholders know what the VZAP is and understand the goals and potential impacts of the Plan
3. Engagement activities reach and celebrate the voices of populations that represent the demographics of the community and key stakeholders
4. Stakeholders see their input in the final plan

Engagement Events

1. Stakeholder workshops (April, July, September/October)
2. Focus groups and public workshops (August)
3. Pop-up events (September)
 - Farmers Market
4. Presentations
 - City Council
 - Complete Streets Commission



Feedback from
Complete Streets
Commission

Questions and Feedback

- Overall feedback on the process for the Vision Zero Action Plan
- Do the collision locations and high collision corridors resonate with members of the commission?
- How do the emphasis areas sit with your understanding of the City?
- Are there strategies that you think are particularly important for staff to consider?



NEXT STEPS & COMMUNITY ENGAGEMENT

Next Steps

- Development of Priority Projects and Action Plan (August - November)
- Plan Adoption (December/January)
- Community Engagement Throughout



Thank you!