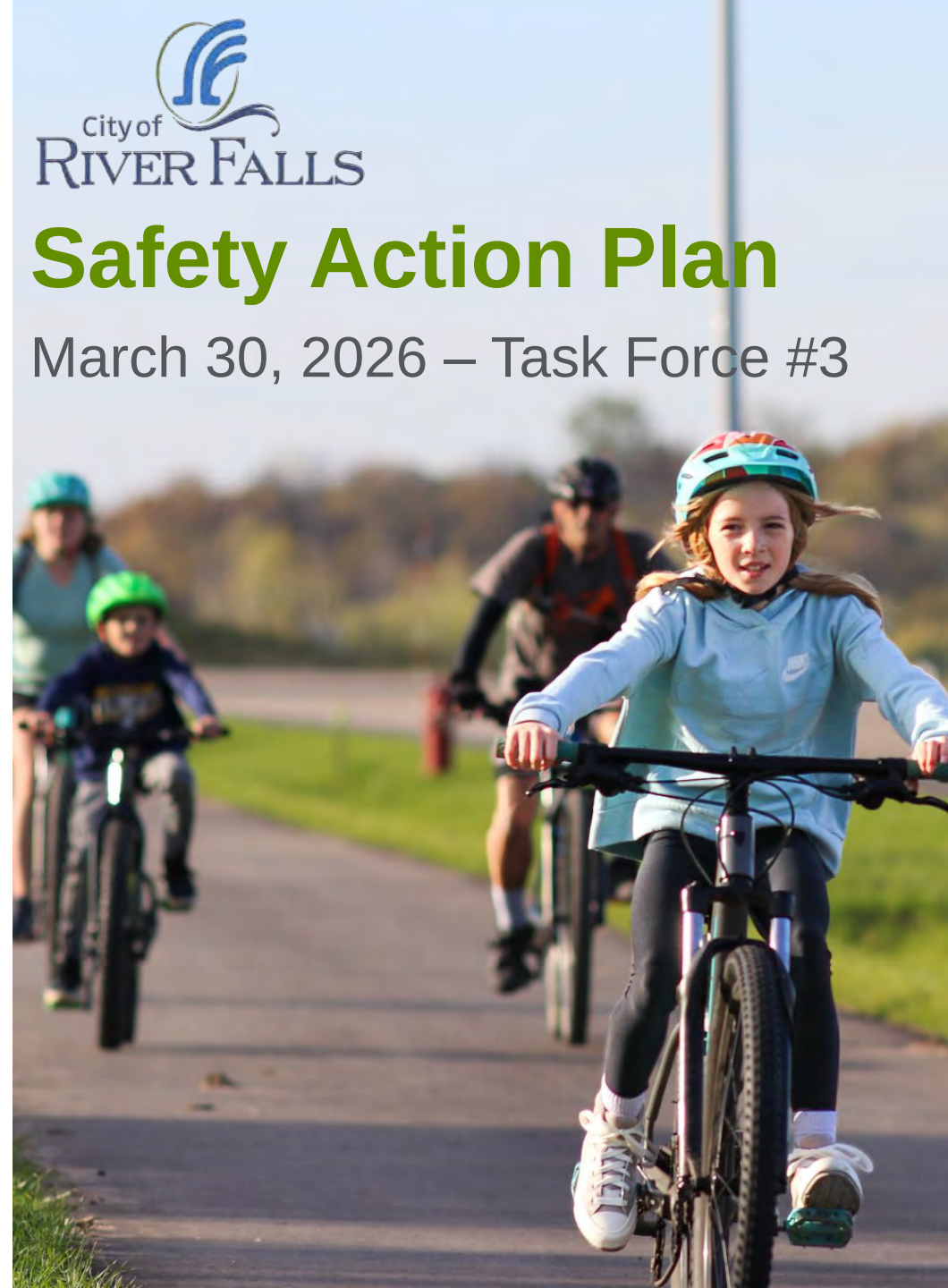


Agenda

- Review Content Draft Plan
- Next Steps

Safety Action Plan

March 30, 2026 – Task Force #3





- 1) Name**
- 2) Organization/role**
- 3) What type of infrastructure change will be the most difficult and why?**



Content Draft



Outline

1. Introduction
2. Community Engagement
3. Needs & Opportunities
4. Action Steps
5. Progress Tracking
6. Appendices



1. Introduction

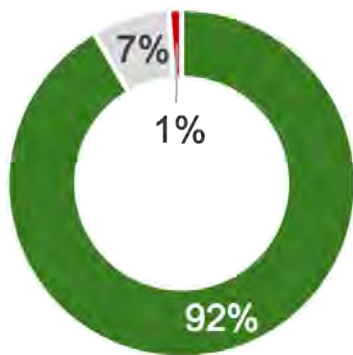
- What is a Safety Action Plan
- Vision Zero Goal
- Safe System Approach
- Laying the Foundation for Vision Zero



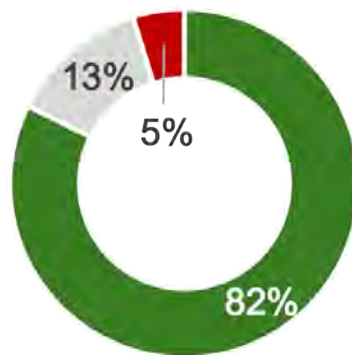
2. Community Engagement

- Key Themes
- Common Issues Raised
- Other Key Community Input on Values

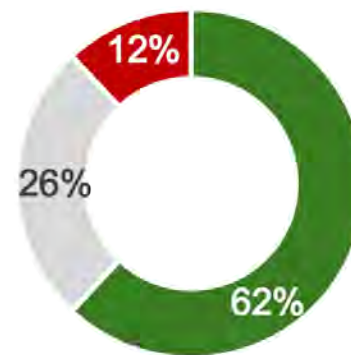
■ Agreee ■ Neutral ■ Disagree



People should be able to choose how they travel.



Reducing serious and fatal crashes is more important than minimizing travel time.



Drivers should travel slower on my street.



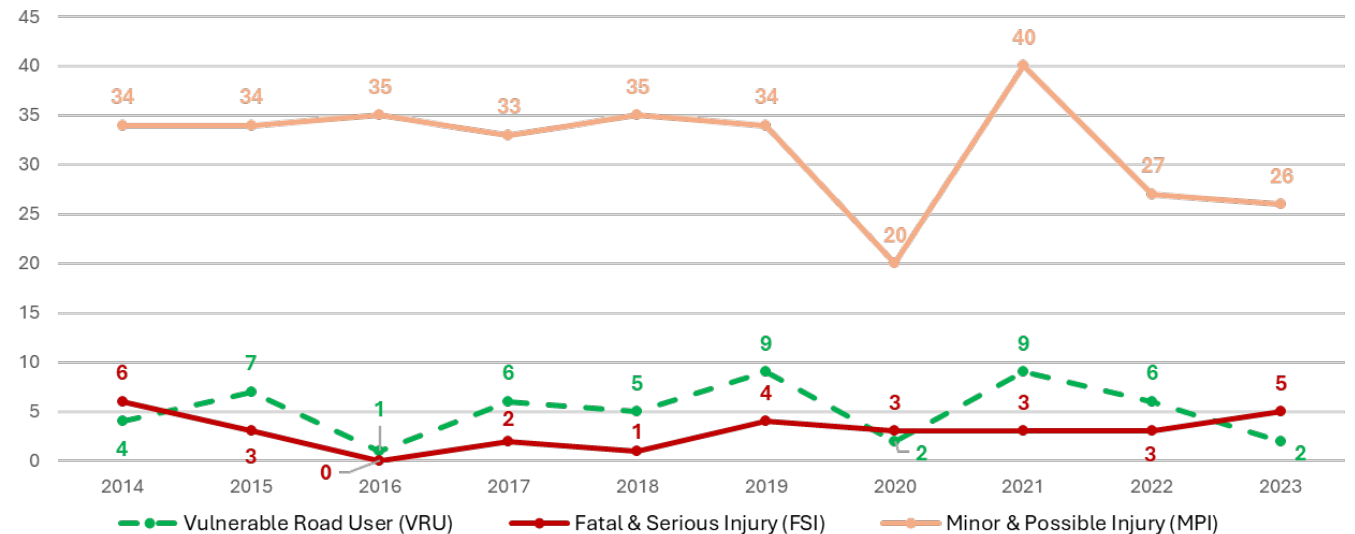
I would change my behavior to reduce serious crashes and improve safety.

3. Needs & Opportunities

- Key Findings
- General Crash Trends
- Community Input on Locations
- Traffic Safety and Transportation Vulnerabilities

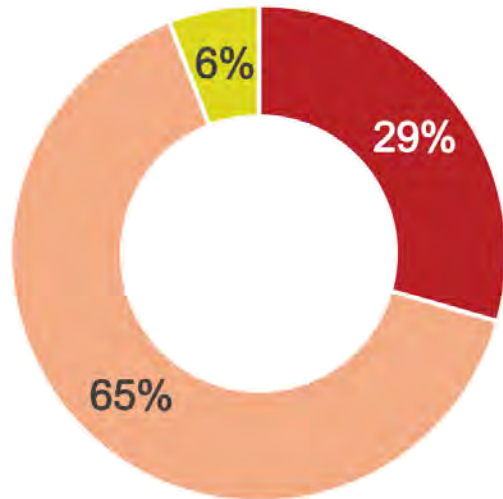
3. Needs & Opportunities

- General Crash Trends
 - 30 fatal and serious injury crashes (37 people)
 - 318 minor and possible injury crashes (398 people)
 - 51 pedestrian and cyclist crashes

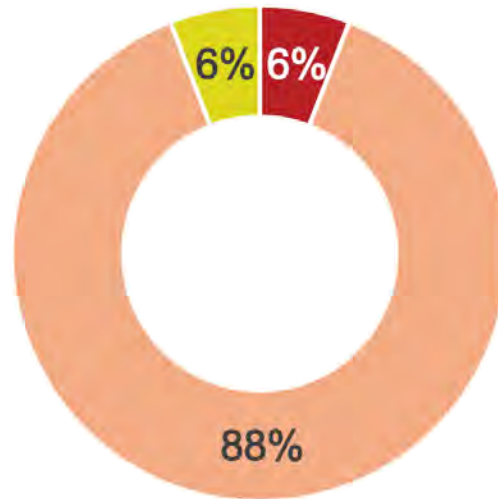


3. Needs & Opportunities

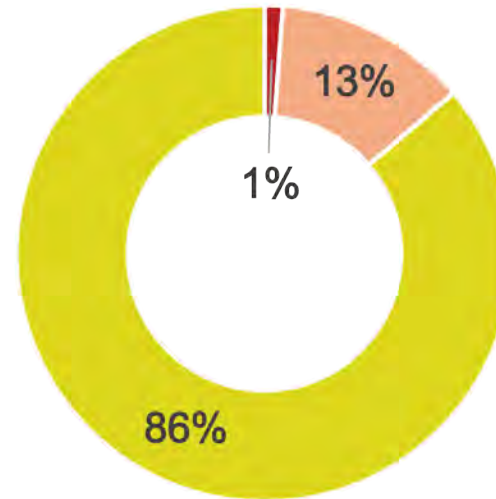
- Vulnerable Road Users are More At Risk



Pedestrian Crashes



Bicyclist Crashes

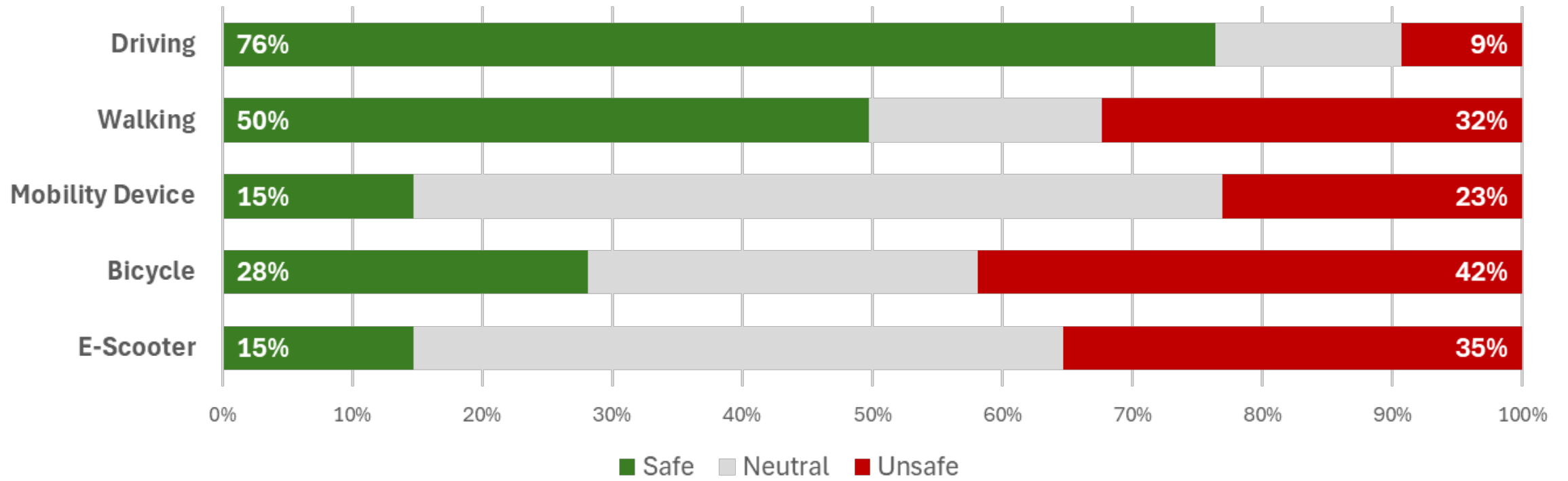


Motorist Crashes



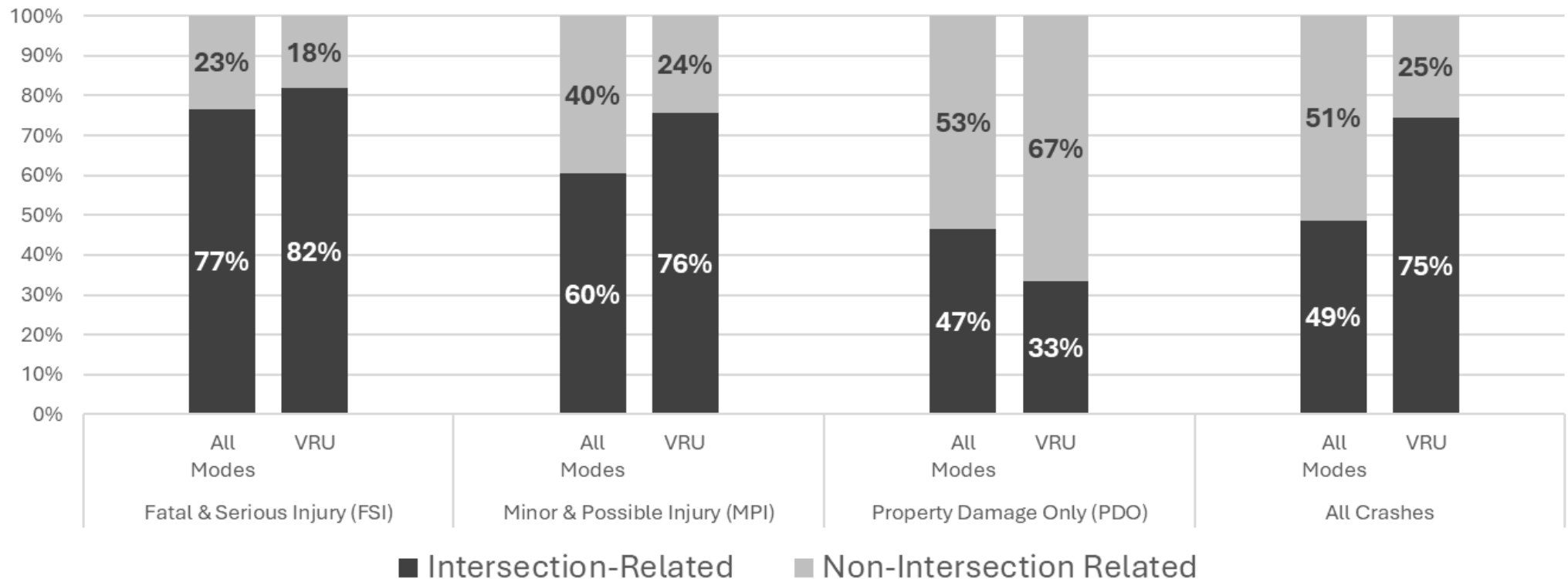
3. Needs & Opportunities

- Vulnerable Road Users are More At Risk



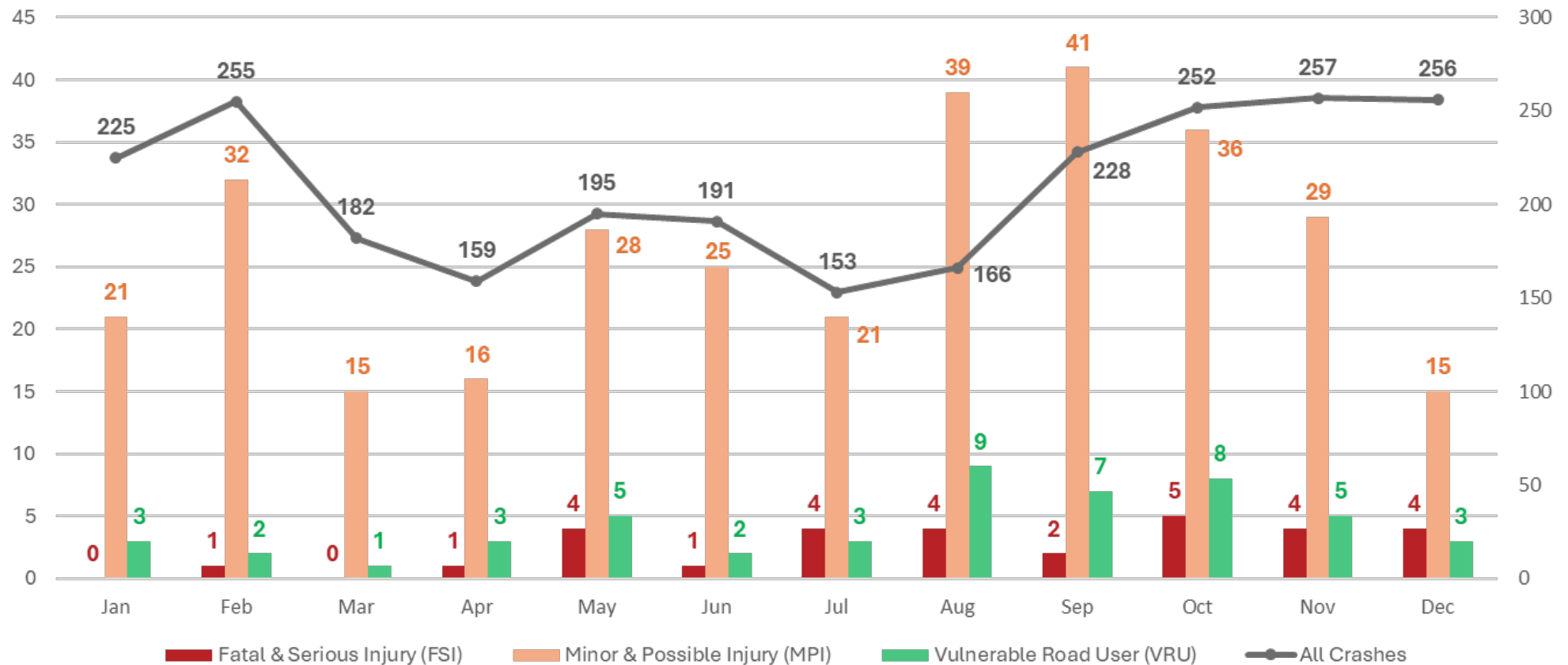
3. Needs & Opportunities

- Intersection Crashes are More Dangerous, Especially for Vulnerable Road Users



3. Needs & Opportunities

- Fall is More Dangerous for Vulnerable Road Users



3. Needs & Opportunities

- High Injury Network
- High Risk Network
- Publicly Identify Safety Issues

Unsafe Locations along the High Injury Network and High Risk Network

Unsafe Locations - Public Comment Density

- Maximum
- Minimum
- High Injury Network Only
- High Risk Network Only
- Both High Injury Network and High Risk Network

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Downtown Inset

4. Action Steps

- Policies and Programs
- Systemic Safety Infrastructure Countermeasures
- Priority Locations
- Priority Safety Projects

5. Progress Tracking

- Performance Measures
 - Total number of fatal and serious injury crashes
 - Number of fatal and serious injury crashes involving pedestrians and bicyclists.
 - Number of fatal and serious injury crashes occurring at intersections.
 - Progress on Action Steps listed in the Safety Action Plan.

Appendices

- A. Community Engagement Summaries
- B. Safety Analysis
- C. Policy and Program Analysis
- D. Prioritization Process
- E. Safety Countermeasure Descriptions
- F. Priority Project Concepts

Next Steps



Next Steps

- Layout Draft Plan
- Engagement
- Planning Commission
- City Council