



# Comprehensive Safety Action Plan

*Safer Streets, Stronger Communities.*

**Task Force Meeting #1 (Virtual – Teams)  
Thursday 10/30/2025 @ 1:30pm - 3:00pm**

**Attendance:**

Name	Title	Organization
Noah Rau	Public Works Director/City Engineer	City of Hemet
Eric McBride	Executive Analyst	City of Hemet
Jennifer Cortes	Communications and Events Coordinator	City of Hemet
Emery Papp	Deputy Director of Community Development	City of Hemet
Gregg Holyoak	Streets Supervisor/Operations Manager	City of Hemet
Kurt Mikolaycik	Facilities Maintenance Supervisor	City of Hemet
Kristian Ticas	Community Solutions Coordinator	City of Hemet
Glen Brock	Police Captain	Hemet Police Department
Ryan Webb	Interim Fire Chief	Hemet Fire Department
Linda Krupa	City Council Member (District 5)	City of Hemet
Cyndi Lemke	Former Planning Commission Chair and Active Community Member	City of Hemet
Mallory Cremin	Hemet Resident	Green Coalition of Hemet San Jacinto
Alberto Vergel De Dios	District 8 Local Assistant	Caltrans
Christopher Tzeng	Program Manager - Planning	WRCOG
John Merrill	County CSAP Project Manager	County of Riverside
Mauricio Alvarez	Planning Manager	Riverside Transit Agency
Monique Chen	Project Manager, Principal	CRA
Jenny An	School Mobility Assessment and Outreach Lead, Senior Planner	CRA
Shasha Jovanovic	Safety Analysis Lead, Senior Transportation Planner	CRA
Xochitl Sosa	Transportation Planner	CRA
Philip Wragg	Subconsultant – Planning Group Manager	STC Traffic

**Meeting Presentation:**



## Comprehensive Safety Action Plan

*Safer Streets, Stronger Communities.*

See attached PFD

### **Notes**

- Hemet secured funding and activated CSAP
- CSAP will improve traffic safety and quality of life for Hemet residents
- CRA will prepare one grant application to kick start implementation process
- Collision data summary:
  - Data on whether bicyclists or pedestrians were wearing bright or fluorescent clothing at night was not included in the collision records.
  - The dataset includes all publicly maintained roads, including state highways, but excludes private roadways such as those within gated communities. Instances of missing data may occur when collisions take place outside the city limits, especially on streets located along the city boundary.
  - Hemet indicated the raised median along Florida Avenue was installed in 2020. This is at the beginning period of the CSAP data, which runs between 1/1/2020 and 12/31/2024.
  - Discussion regarding pedestrian collisions in the middle of the roadway,

### **Activity Feedback**

#### Activity 1 – Vision Statement



# Comprehensive Safety Action Plan

*Safer Streets, Stronger Communities.*

How much do you support or disagree with this vision statement?



Strongly disagree

Strongly support

To create safe and accessible streets for all, where traffic fatalities and severe injuries are eliminated, and every road user can travel safely, regardless of their mode of transportation or background.

## Activity 1 – Project Goals Brainstorm

- Improve infrastructure to support safe travel
- Create a pipeline of “shovel-ready” projects for near- term implementation
- Stop signs to be more visible
- Collaboration opportunities for local businesses to support the City
- Identify ways to reduce severe/fatal accidents
- Safe crosswalks
- Identify grant opportunities to fund projects
- Improve safety
- Develop a speed management policy and implement context-sensitive speed limit reductions
- Update our traffic signals with coordination for the Stetson corridor and Sanderson Corridor
- Road improvements to improve safety
- Support safer access to commercial areas
- Establish measurable performance targets
- Update signal infrastructure for timing
- Create more left turn pockets
- Increase safety in areas with high accident rates
- Community can safely walk and bicycle to school, work and shopping. Having designated Quiet Streets for bicycle traffic across the City, N-S and E-W



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- Make roads safer for bicyclists
- Create education programs
- Improve lighting at as many locations as possible
- Identify different lighting options including solar options for nighttime wayfinding
- Education programs for all modes of travel
- Update road infrastructure in collision hot spots with installations for additional stop signs, cross walks, bike lanes as needed
- Control students near crosswalks at schools
- Ebike safety plan

## Activity 2 – Miro Board

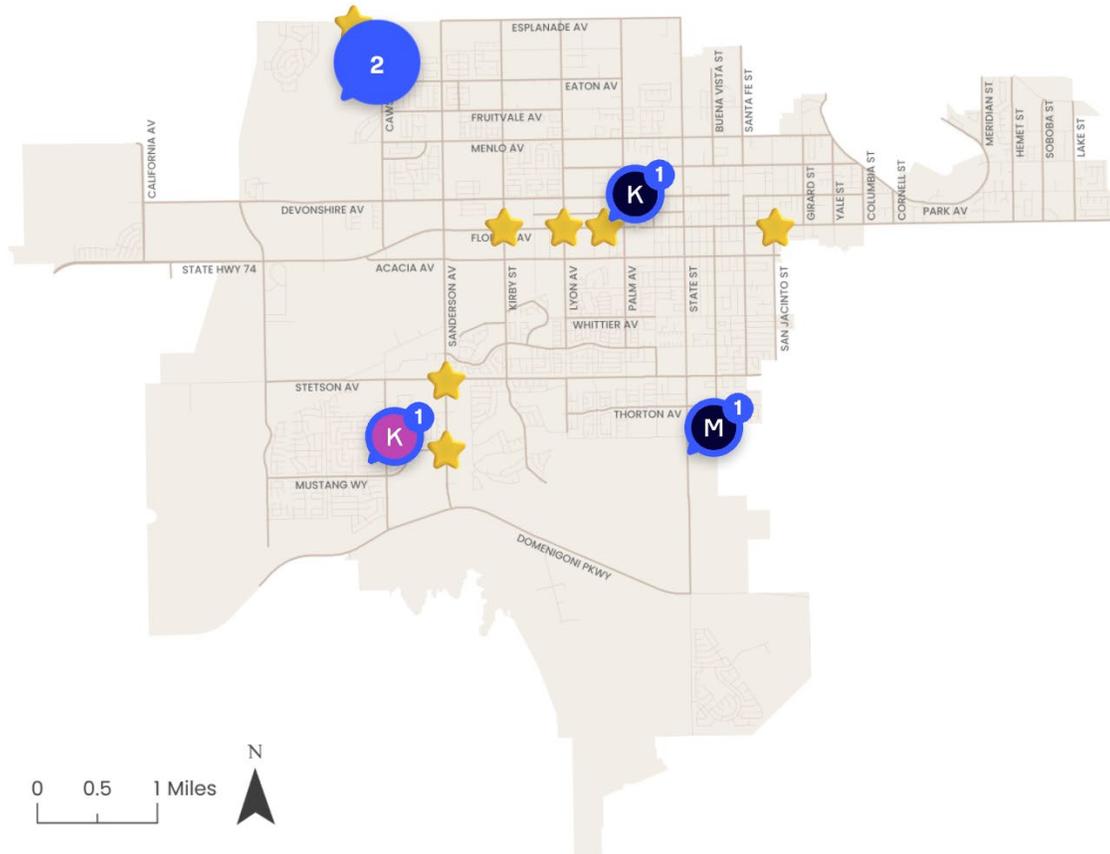




# Comprehensive Safety Action Plan

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## PEDESTRIAN ISSUES



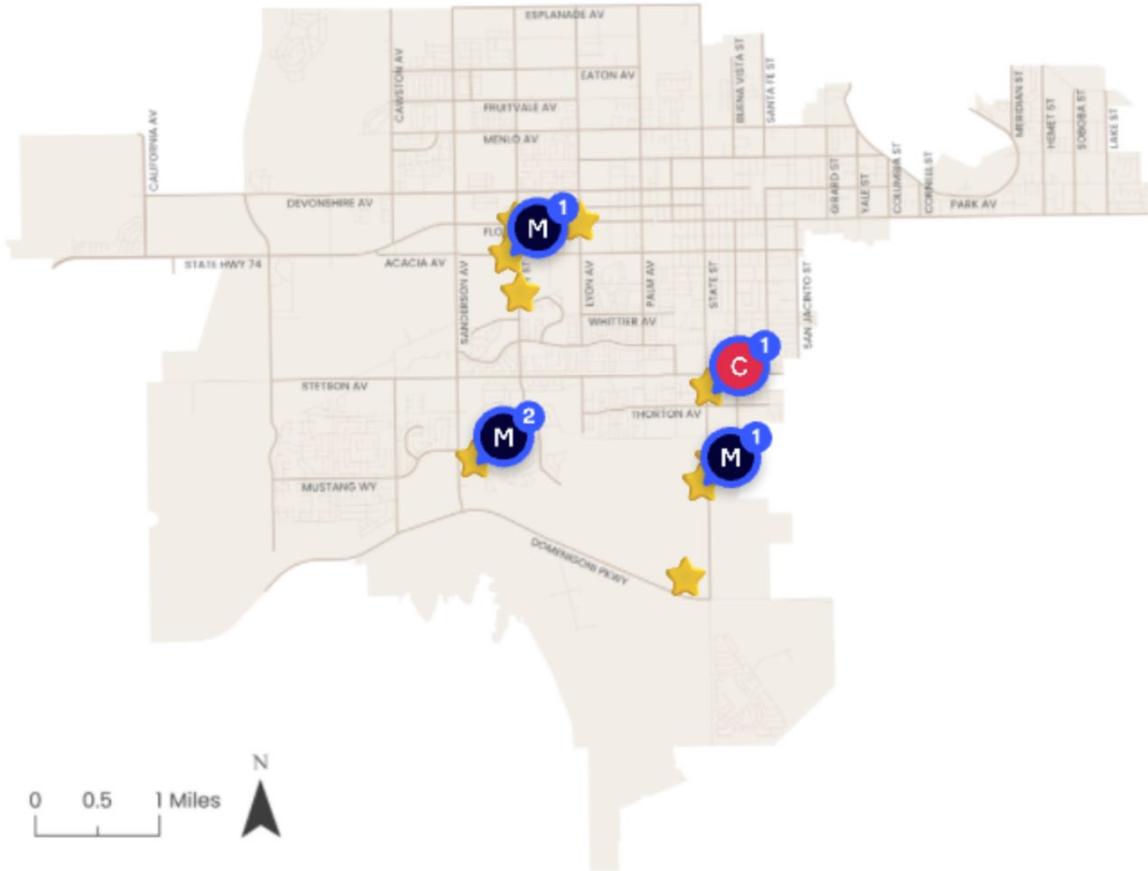
- Pedestrians not crossing at intersections
- Entrance and Exit for Tahquitz High school have congestion issues during school arrival and dismissal
- Cawston/Eaton-During school exit severe intersection congestion with students and vehicles
- Pedestrian crosswalk at Florida & Elk
- Updating traffic signal detection systems
- State Street has no sidewalks or bike lanes by McSweeney property. We need a safe bicycle and pedestrian path or bypass for this major N-S corridor.



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## CYCLIST ISSUES



- Truck traffic from the new Kirby Warehouse, onto Acacia, though many trucks use other streets to avoid traffic.
- It would be great to have bike ways from West Valley HS to Hemet High, as many games, and activities for students moving between locations.
- Bike lanes with painted lines are better than 3d guards, since keeping bike lanes clean of large debris is important for riding safety. Separate bike paths are even better for both pedestrians and cyclists.
- A bike path would be good all the way from Domenigoni to Stetson, then East on Stetson for kids riding to schools and cyclists getting to and from Domenigoni pkwy.



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It could connect to the proposed bike path in McSweeney Farms. I think it would be amazing to have a bike path in the low part where Thornton Avenue ends (just East of the golf course) and continuing all the way up to Idyllwild. Beyond the scope of this probably, but I'm still hopeful that we'll get a Vines to Pines bike path someday (from Temecula to Idyllwild).

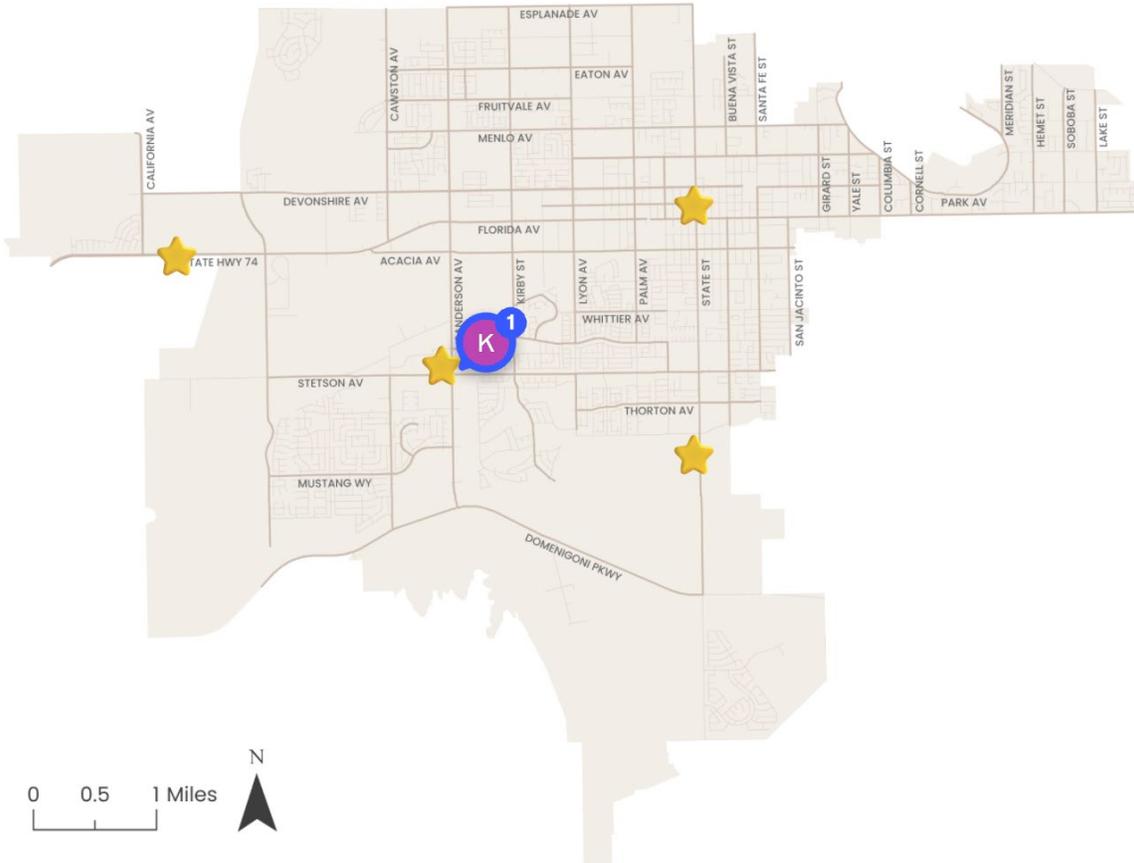
- I would like to propose the City making a separate bike/walkway around the McSweeney fenced area. There is NO room for pedestrians except in the road, so a diagonal path From Chambers to Domenigoni and Searl Pkwy, to the Western Science Center, where the other path ends. Then students and pedestrians have a safe route to avoid that part of State Street. Some high school students and athletes could use it to get from West Valley HS to Hemet High, too.



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## TRANSIT USER ISSUES



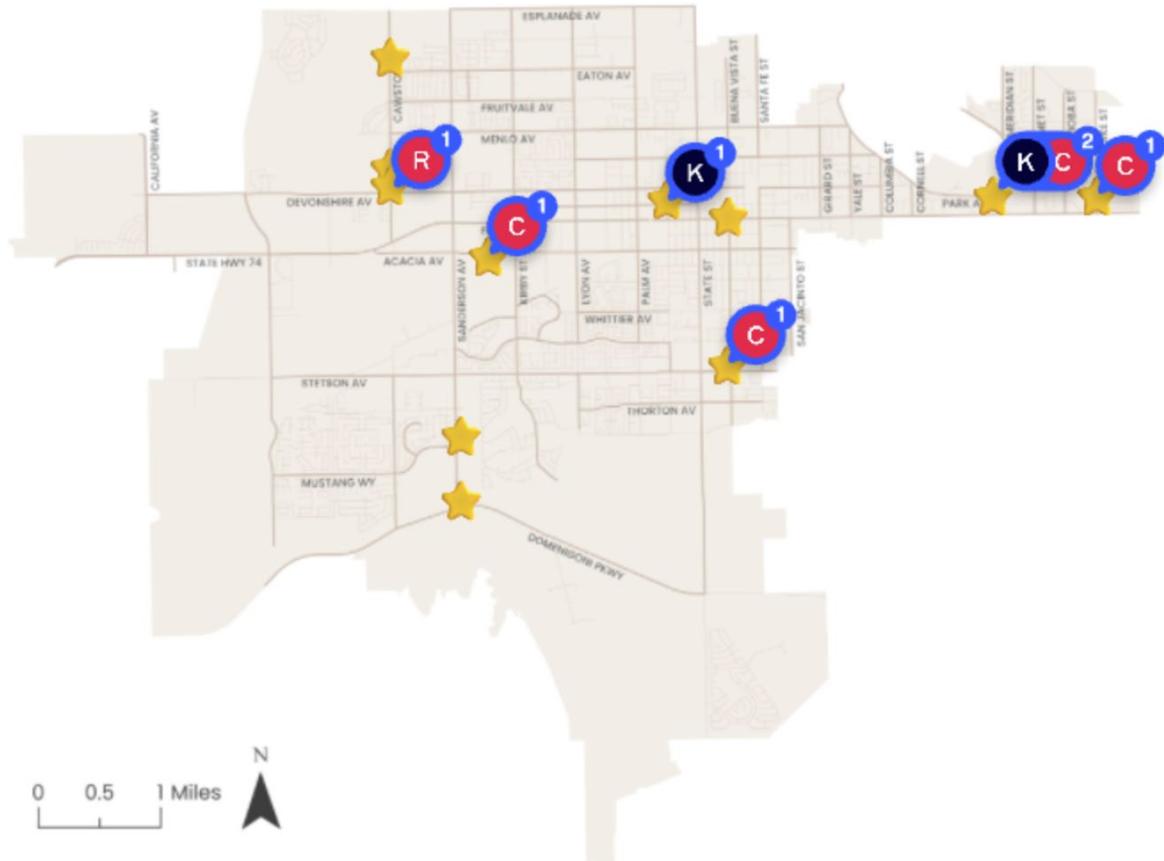
- Stetson and Sanderson traffic corridors. Update traffic signal detection and add coordination.



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## DRIVER ISSUES



- Several severe injury accidents in front of Fire Station 3
- In'N'Out Burger drive through line is dangerous, the way it blocks the right lane. Can they move the drive through line into the parking lot somehow?
- Four way stop sign at Gilbert & Latham
- Quick merge, high traffic area
- A four way stop sign Meridian & Lincoln instead of 2 way or make current stop signs more visible.
- I agree. If you're new to the area, it's easy to miss this. Also getting harder to get onto Park Avenue from Lincoln. But not sure I want a stop sign on Park.



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- Lights not synced. Stopping at every one makes people frustrated - more likely to run the yellow lights.

### **Q&A and Open Discussion**

- Recent school-area improvements, including upgrades to drop-off and pick-up circulation, may have already had a positive impact on the collision data
- Ribbon cutting ceremony on November 17, 2025
- The equity assessment will be made available on the project website, hosted on the City's site.



# **Comprehensive Safety Action Plan**

*Safer Streets, Stronger Communities.*

**Task Force Meeting #1**

October 30, 2025

# Welcome



Noah Rau, PE  
*Public Works Director /  
City Engineer*  
City of Hemet

## Consultant Team



Monique Chen, PE  
*Project Manager*



Sasha Jovanovic, AICP  
*Safety Analysis Lead*



Jenny An, CPF, LCI  
*School Mobility  
Assessment Lead  
& Outreach Lead*



Xochitl Sosa  
*Transportation  
Planner*



# Agenda

1. Introductions
2. Project Overview
3. Role of the Task Force
4. Collision Analysis
5. Equity Assessment
6. School Walk Audits
7. Activity #1: Establish a Vision Statement and Project Goals
8. Activity #2: What Are Your Safety Priorities?
9. Next Steps





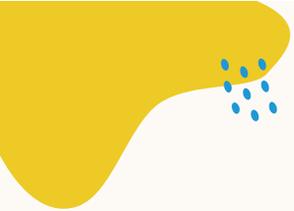
# Introductions

Name:

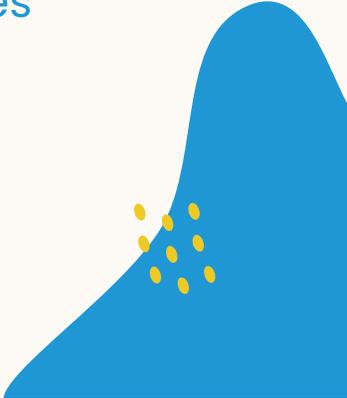
Agency:

Role/Title:





# Project Overview

- The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022–2026.
  - The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
  - A CSAP is required for USDOT CSAP Implementation Grants and increases competitiveness for other funding sources.
- 

# Eight Components in a CSAP



Leadership Commitment  
and Goal Setting



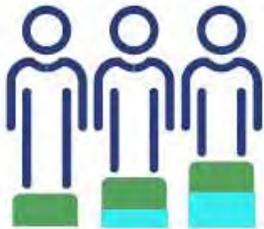
Planning Structure



Safety Analysis



Engagement and  
Collaboration



Equity Considerations



Policy and Process  
Changes



Strategy and Project  
Selections



Progress and  
Transparency

# Project Purpose

- Identify Key Transportation Safety Issues both citywide and around schools
- Establish Vision Zero Commitment
- Develop an Equity-Focused Comprehensive Safety Action Plan
- Initiate Implementation Efforts



# Project Schedule



## SPRING 2025 – FALL 2025

- Data Collection & Analysis
- Task Force Meeting & Workshop
- Four Pop-Up Events

## FALL 2025 – SPRING 2026

- Develop & Prioritize Projects
- Task Force Meeting & Workshop
- One Grant Application

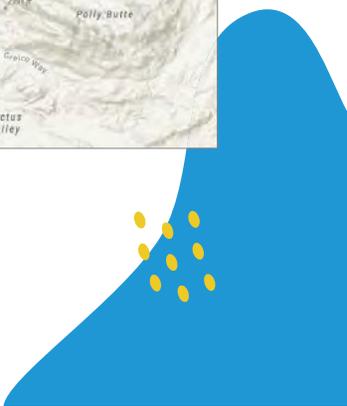
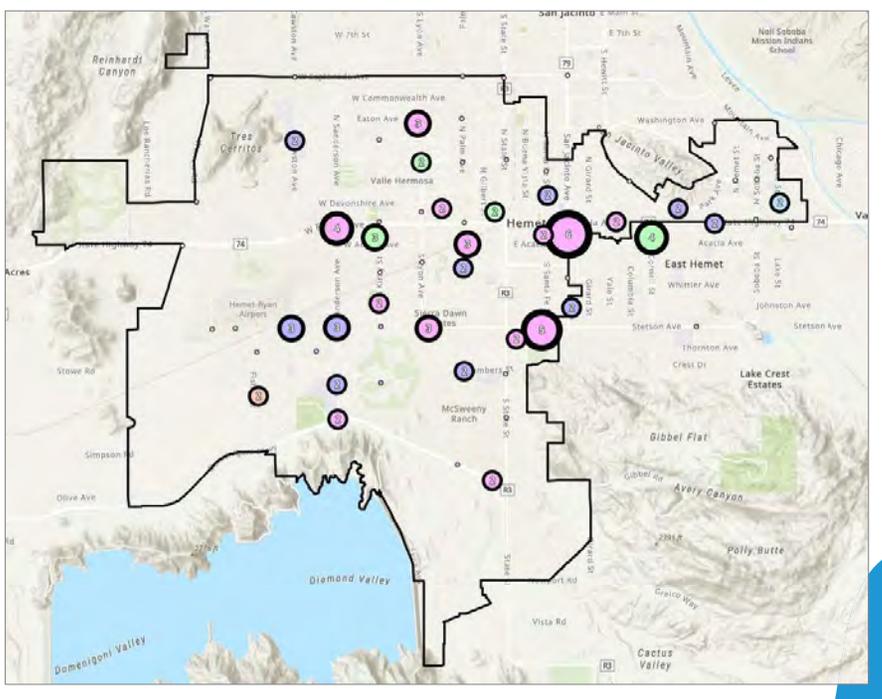
## SPRING 2026 – FALL 2026

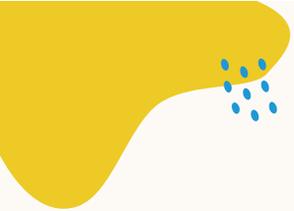
- Develop & Finalize the Safety Action Plan
- Create a Monitoring Framework
- Task Force Meeting & Workshop
- Project Adoption (September 2026)

# Public Engagement

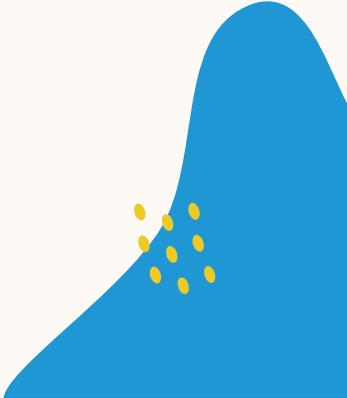
- Four Pop-Up Events
  - #1 National Night Out (August 5<sup>th</sup>)
  - #2 Movie Night (August 29<sup>th</sup>)
  - #3 Rancho Del Sol (September 13<sup>th</sup>)
  - #4 Chalktober (October 18<sup>th</sup>)
- Three Workshops (First one scheduled for November 13<sup>th</sup>)

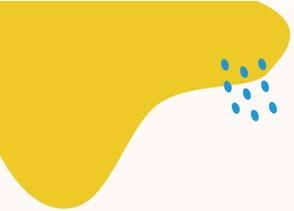




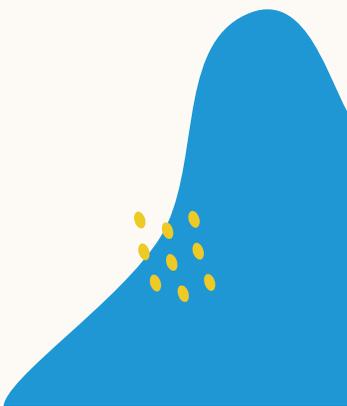


# Role of the Task Force

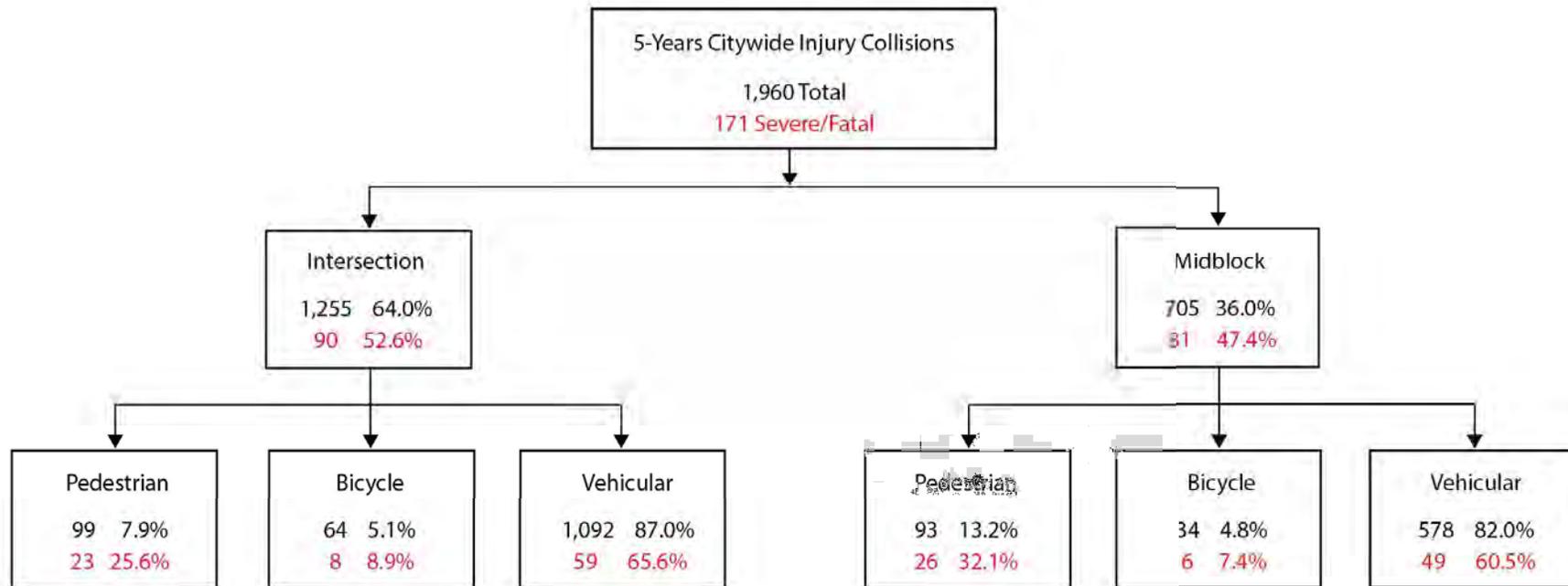
- Represent your unique perspective
  - Shape the vision and goals of the Hemet CSAP
  - Determine key safety issues and locations
  - Strategize on safety recommendations (Spring 2026)
  - Provide input on the Draft CSAP (Summer 2026)
  - Help to promote the project – Spread the words, please! 😊
- 



# Collision Analysis Overview



# Collision Overview



Black: All Injury Collisions

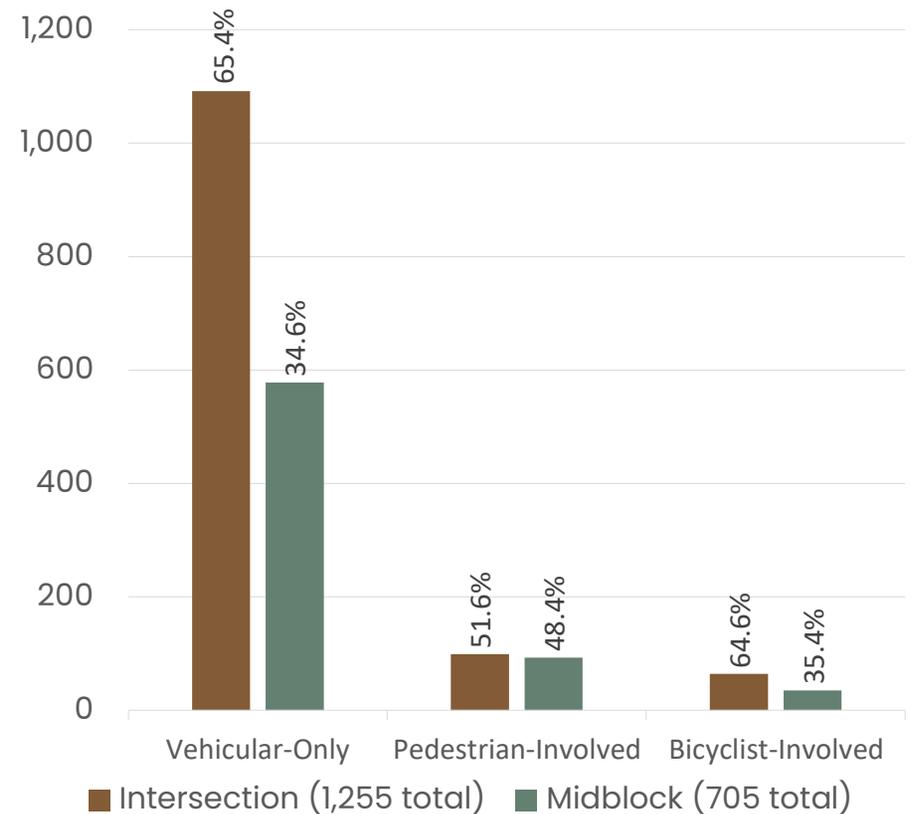
Red: Severe/Fatal Collisions

% is calculated based on the total of the previous row

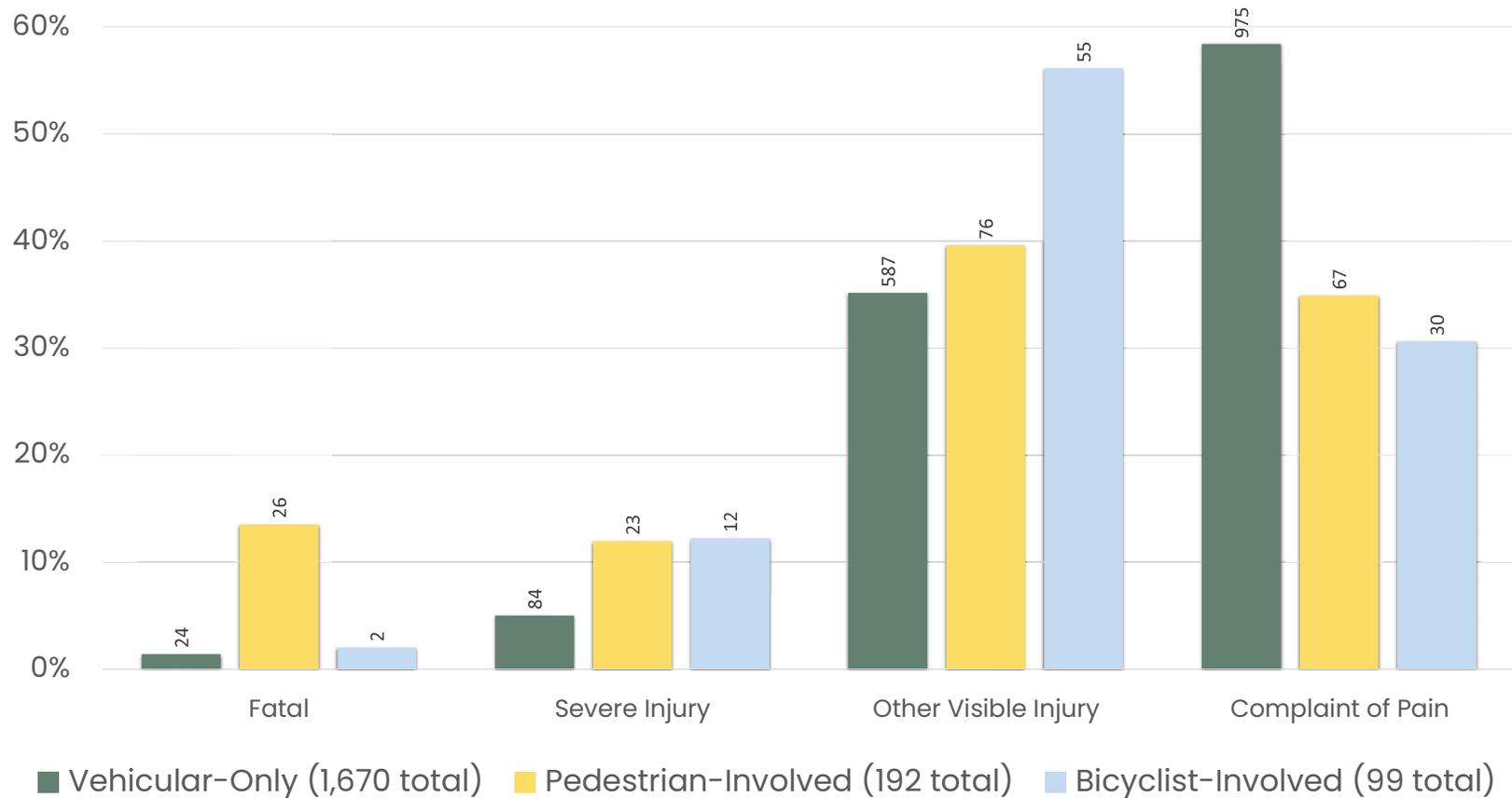
# Collisions by Mode and by Location

Mode Category	Total
Vehicular-only	1,670 (85%)
Pedestrian-Involved	192 (10%)
Bicyclist-Involved	99 (5%)
<b>Total</b>	<b>1,960*</b>

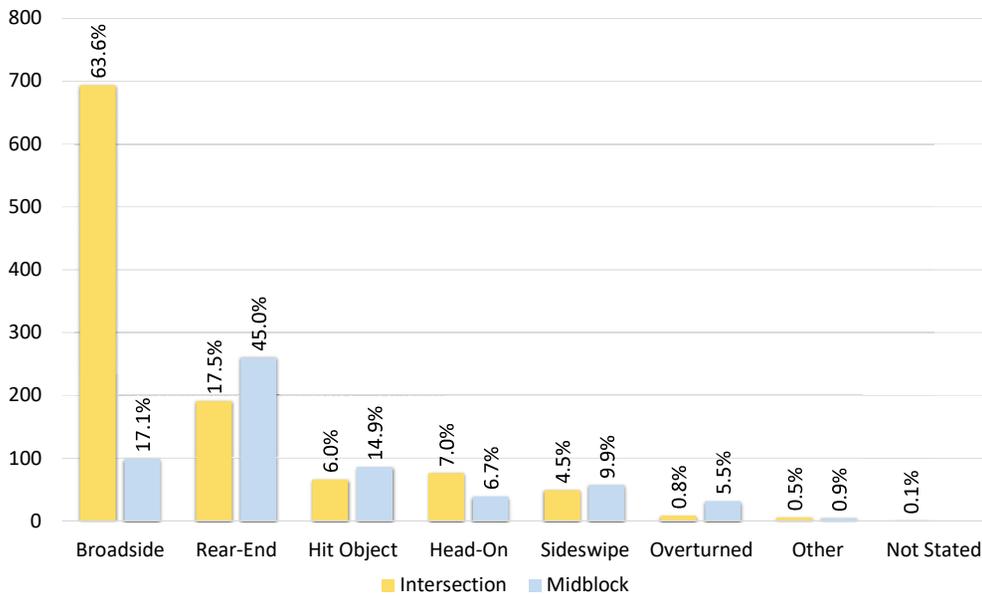
\*Includes one pedestrian-bicyclist-involved collision, counted in each mode category



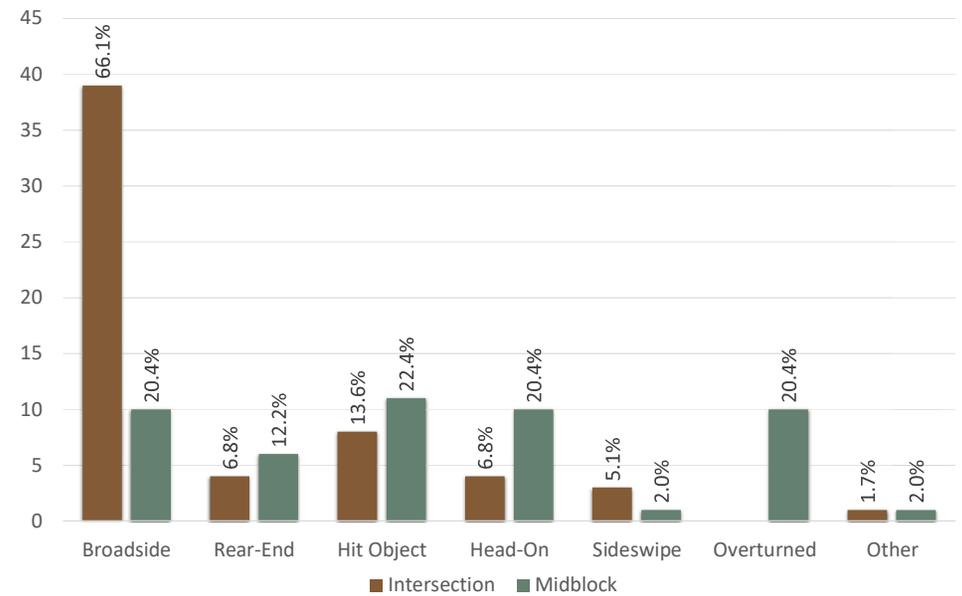
# Collisions Severity by Mode



# Vehicular Only Collisions by Type of Impact

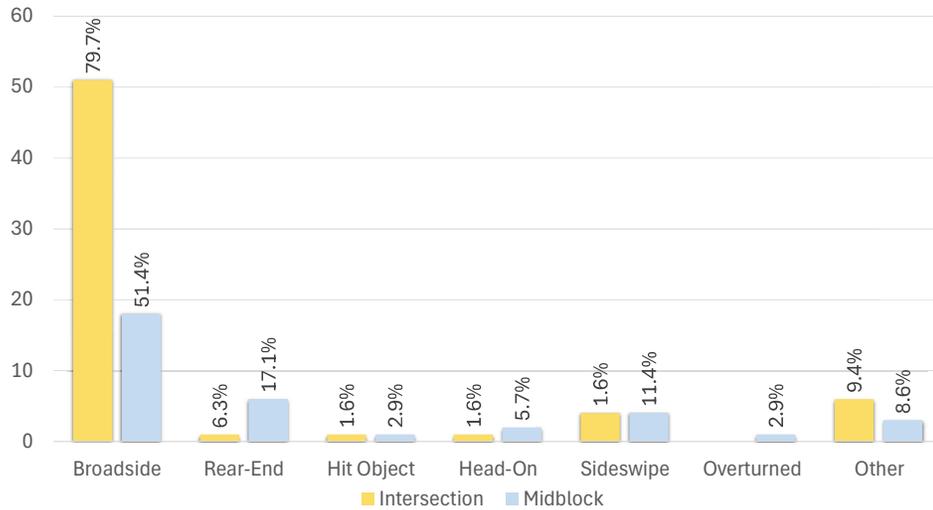


All Injury Collisions

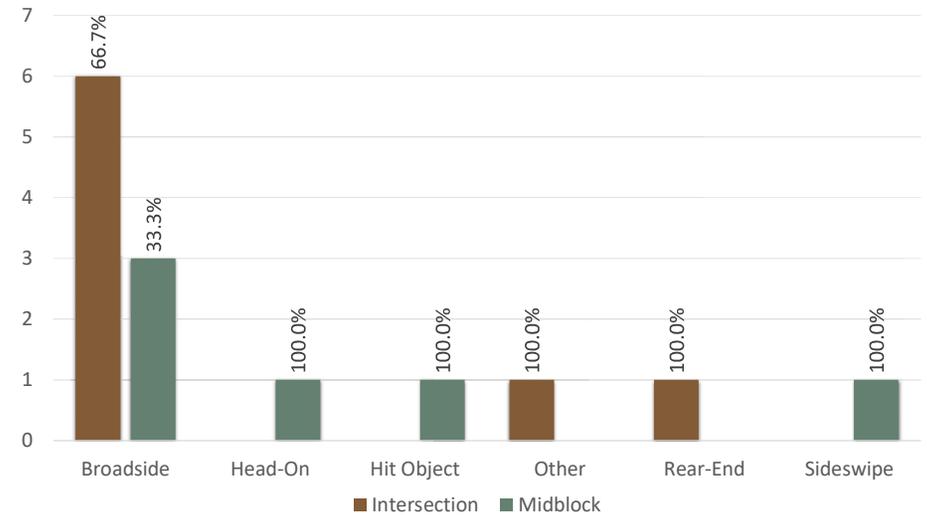


Severe & Fatal Collisions

# Bicyclist-Involved Collisions by Type of Impact

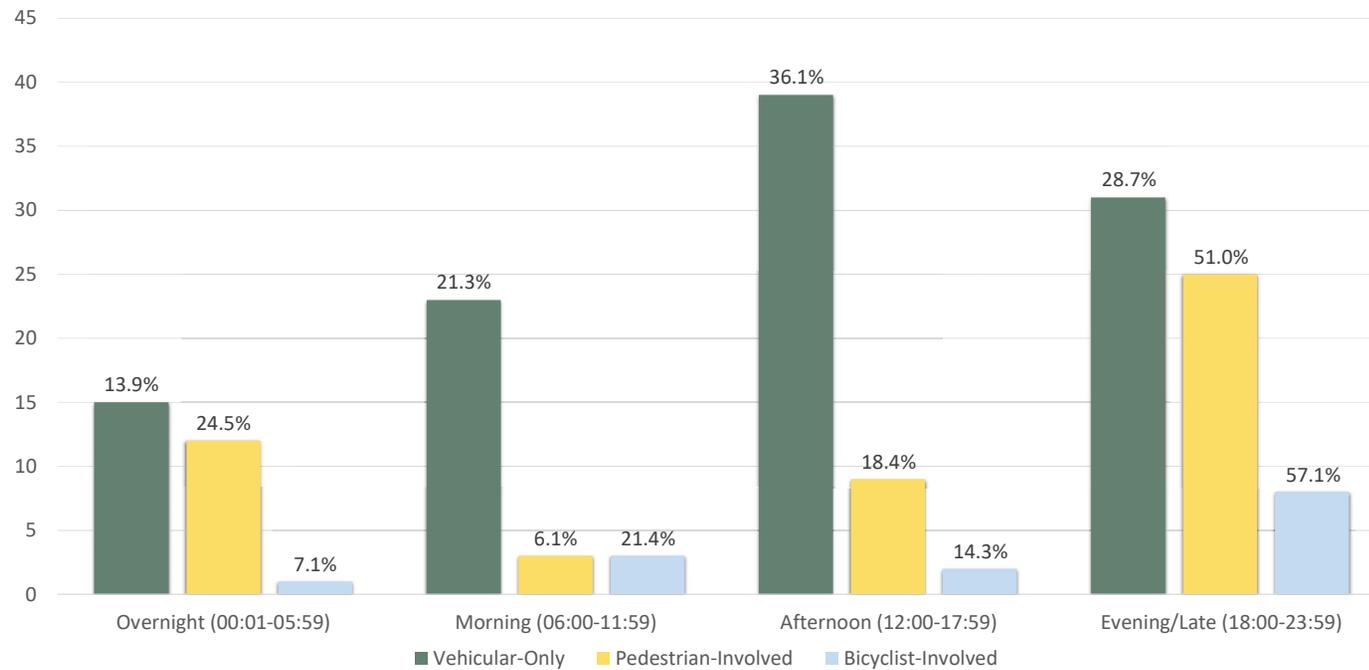


All Injury Collisions

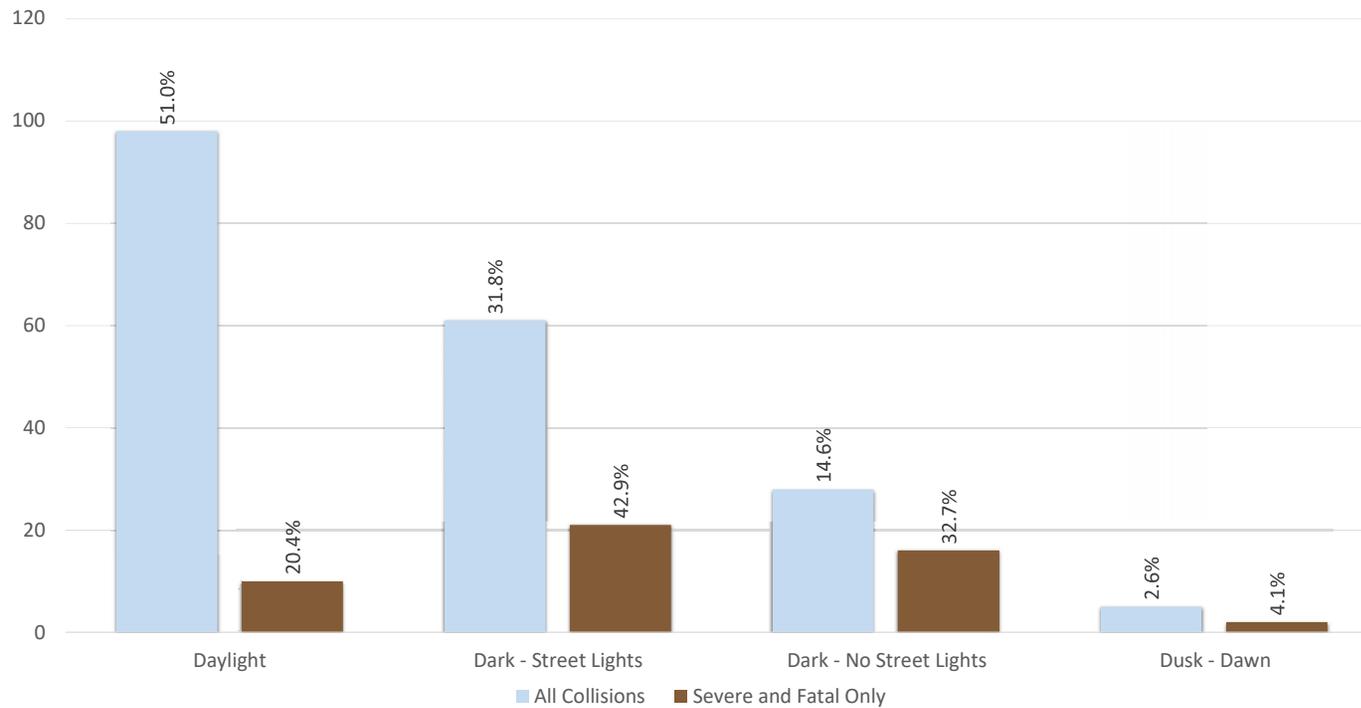


Severe & Fatal Collisions

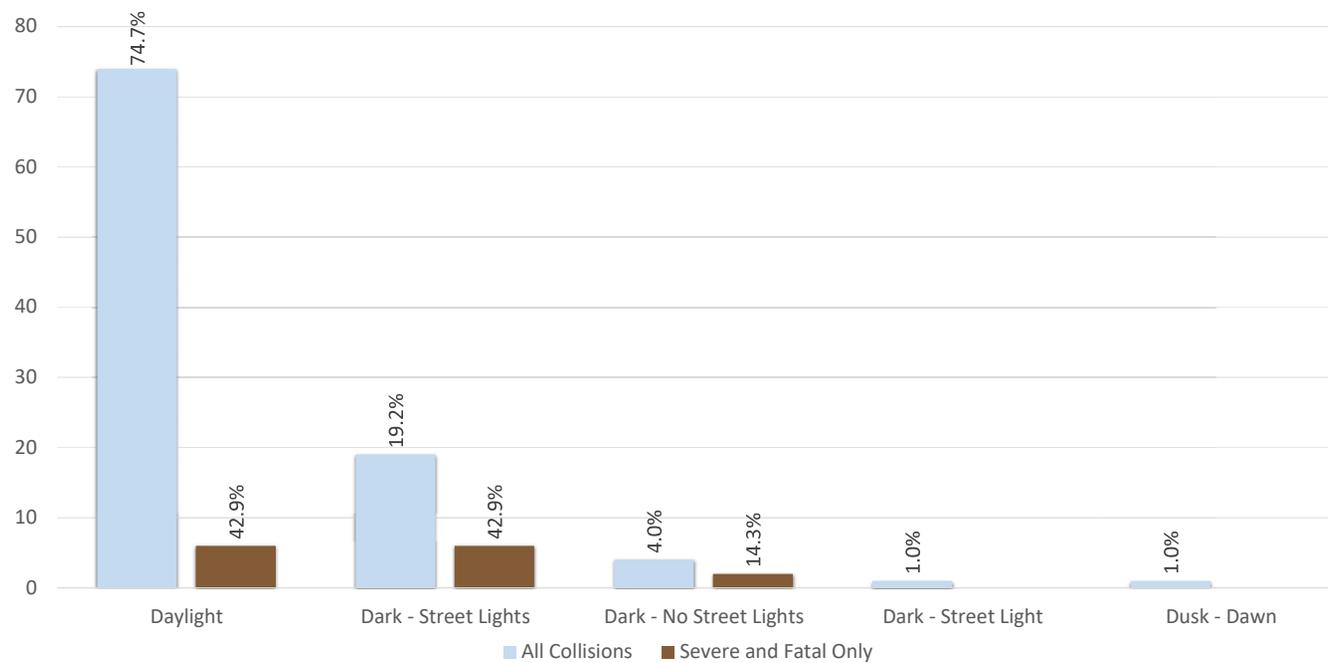
# Severe and Fatal Collisions by Mode by Time of Day



# Pedestrian-Involved Collisions by Lighting Conditions

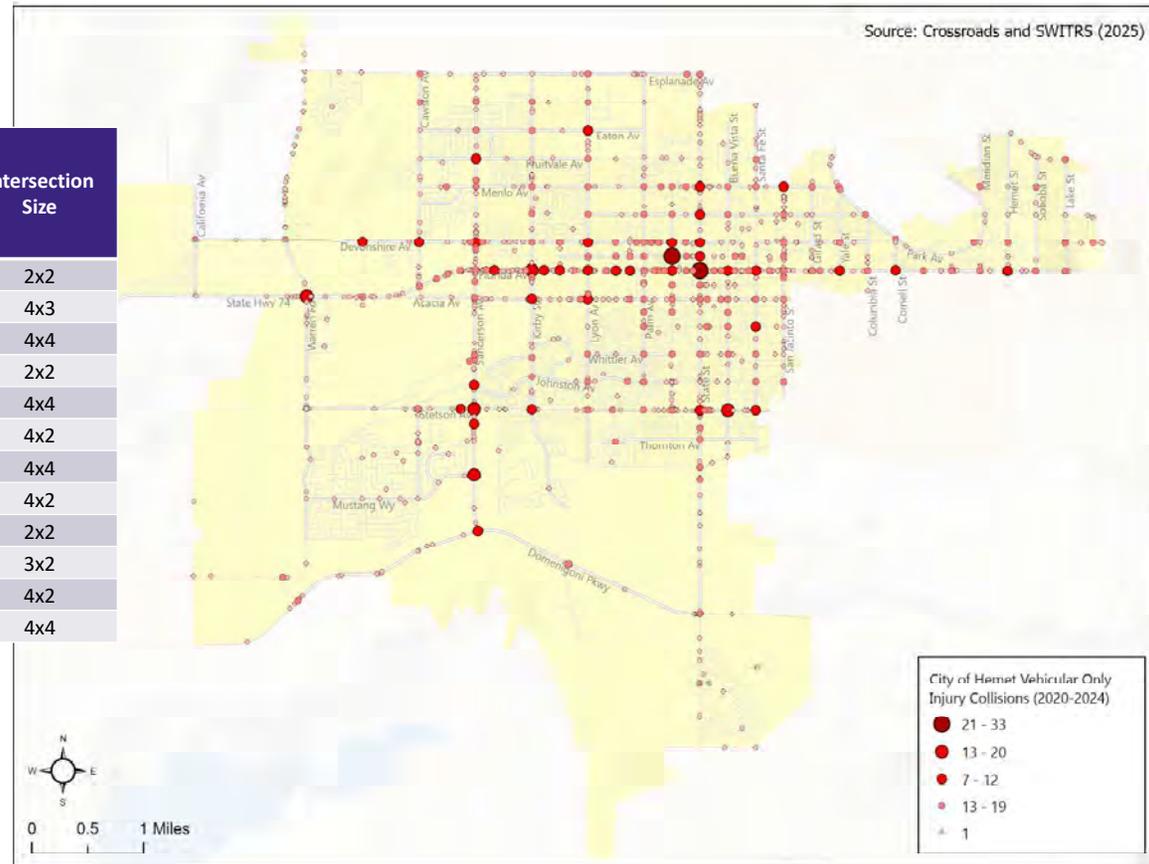


# Bicyclist-Involved Collisions by Lighting Conditions



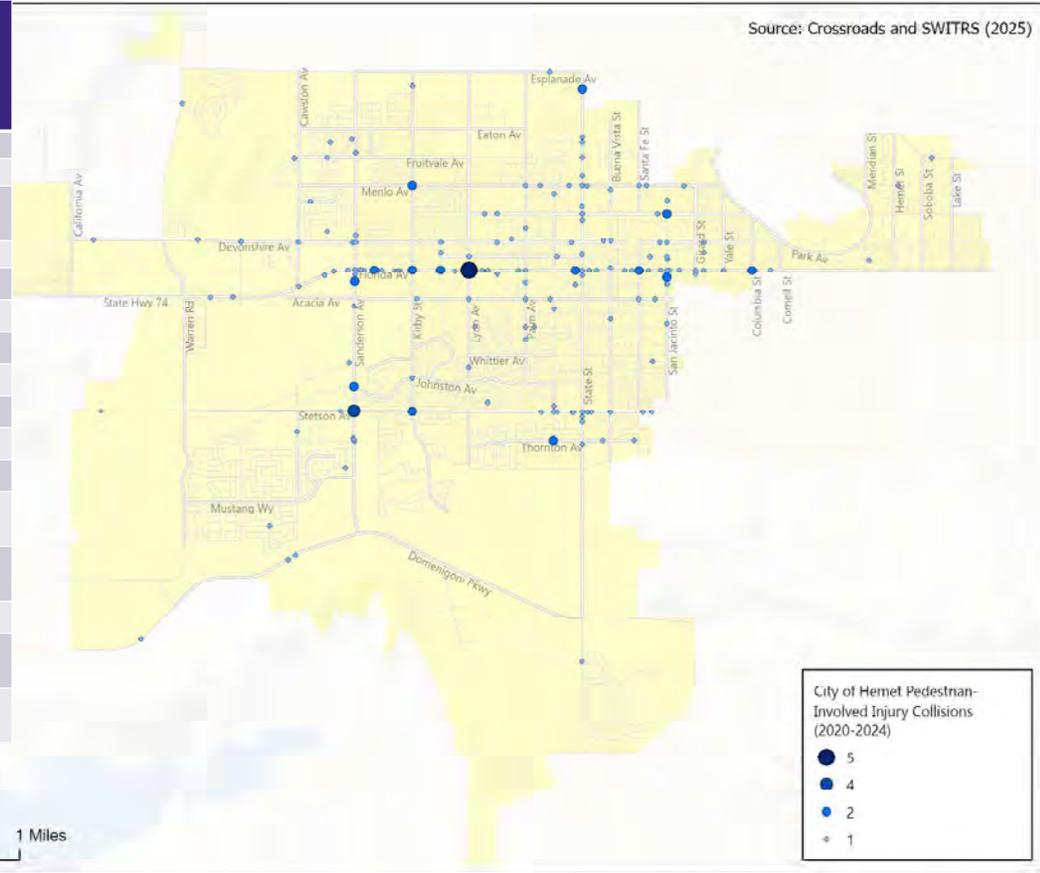
# Vehicular-Only Collisions

Rank	Location	Total Collisions	Severe and Fatal Collisions	Traffic Control	Intersection Size
1	N. Gilbert St & W. Latham Ave	33	0	Side-Street Stop	2x2
2	State St & Florida Ave	21	0	Signal	4x3
t3	Warren Rd & W. Florida Ave	19	2	Signal	4x4
t3	S. Buena Vista St & Stetson Ave	19	0	Signal	2x2
5	Kirby St & W. Florida Ave	15	0	Signal	4x4
6	S. Sanderson Ave & Mustang Wy	14	3	Signal	4x2
7	S. Sanderson Ave & W. Stetson Ave	13	0	Signal	4x4
8	N. Cornell St & E. Florida Ave	12	0	Side-Street Stop	4x2
9	Myers St & W. Devonshire Ave	11	2	Side-Street Stop	2x2
t10	Cawston Ave N & W. Devonshire Ave	11	2	Signal	3x2
t10	S. Hamilton Ave & W. Florida Ave	11	0	Side-Street Stop	4x2
T10	S. Sanderson Ave & Domenigoni Pkwy	11	0	Signal	4x4



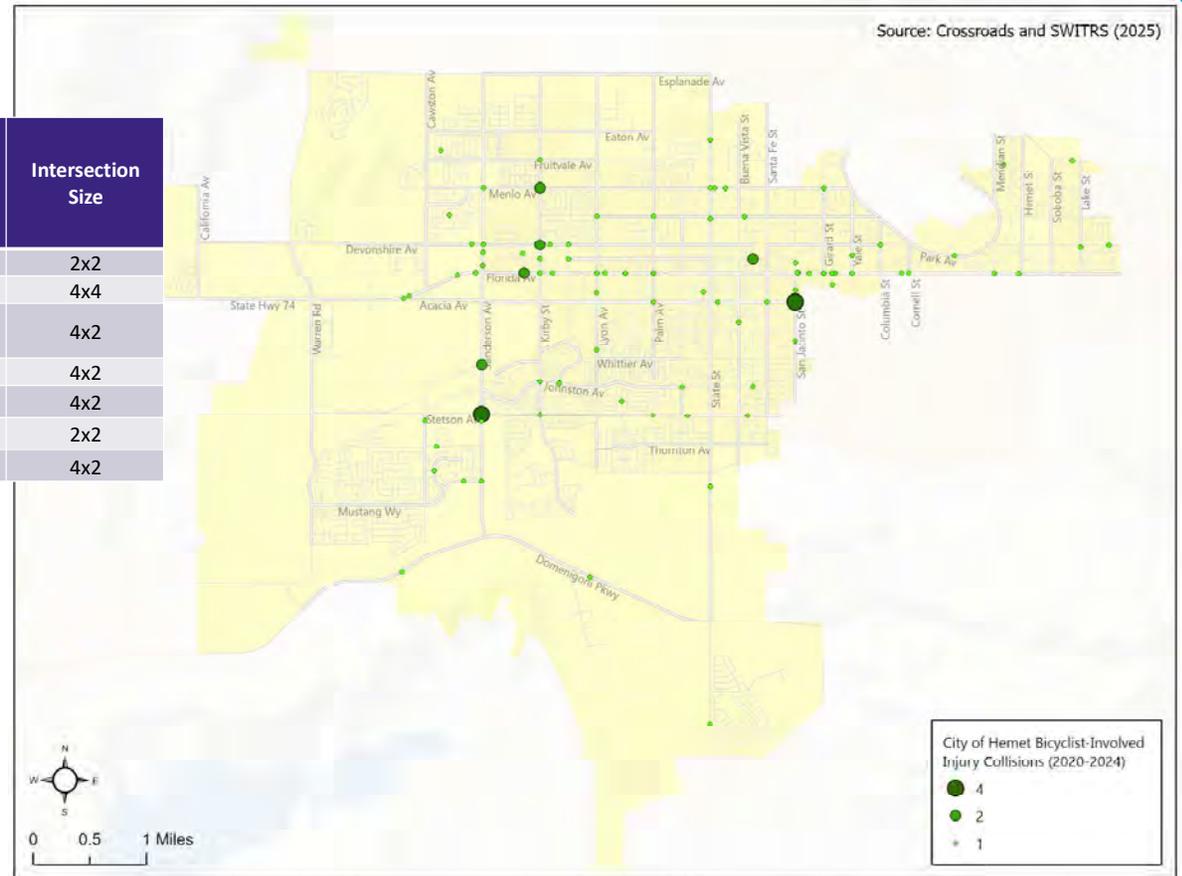
# Pedestrian-Involved Collisions

Rank	Location	Total Collisions	Severe and Fatal Collisions	Traffic Control	Intersection Size
1	Lyon Ave & W. Florida Ave	5	0	Signal	4x2
2	S. Sanderson Ave & W. Stetson Ave	4	2	Signal	4x4
t3	900' east of Sanderson Ave & W. Florida Ave (Driveway)	2	0	Side-Street Stop	4x2
t3	Kirby St & W. Menlo Ave	2	0	All-Way Stop	4x2
t3	Kirby St & W. Florida Ave	2	2	Signal	4x4
t3	S. Gilbert St & W. Thornton Ave	2	0	Signal	4x4
t3	Inez St & W. Florida Ave	2	1	Side-Street Stop	4x2
t3	S. Santa Fe St & E. Florida Ave	2	0	Signal	4x2
t3	N. San Jacinto St & E. Oakland Ave	2	1	Signal	4x2
t3	S. San Jacinto St & E. Morton Pl	2	0	Side-Street Stop	2x2
t3	Columbia St & E. Florida Ave	2	1	Signal	4x2
t3	S. Sanderson Ave & Tanya Ave/W. Johnston Ave	2	0	Signal	4x2
t3	S. Kirby St/Seven Hills Dr & W. Stetson Ave	2	2	Signal	4x4
t3	Gilmore St & W. Florida Ave	2	0	Signal	4x2
t3	770' south of W. Esplanade Ave & S. State St (Driveway)	2	2	Signal	4x4
t3	S. Sanderson Ave & 540' south of W. Florida Ave (Driveway)	2	2	Side-Street Stop	4 x 2



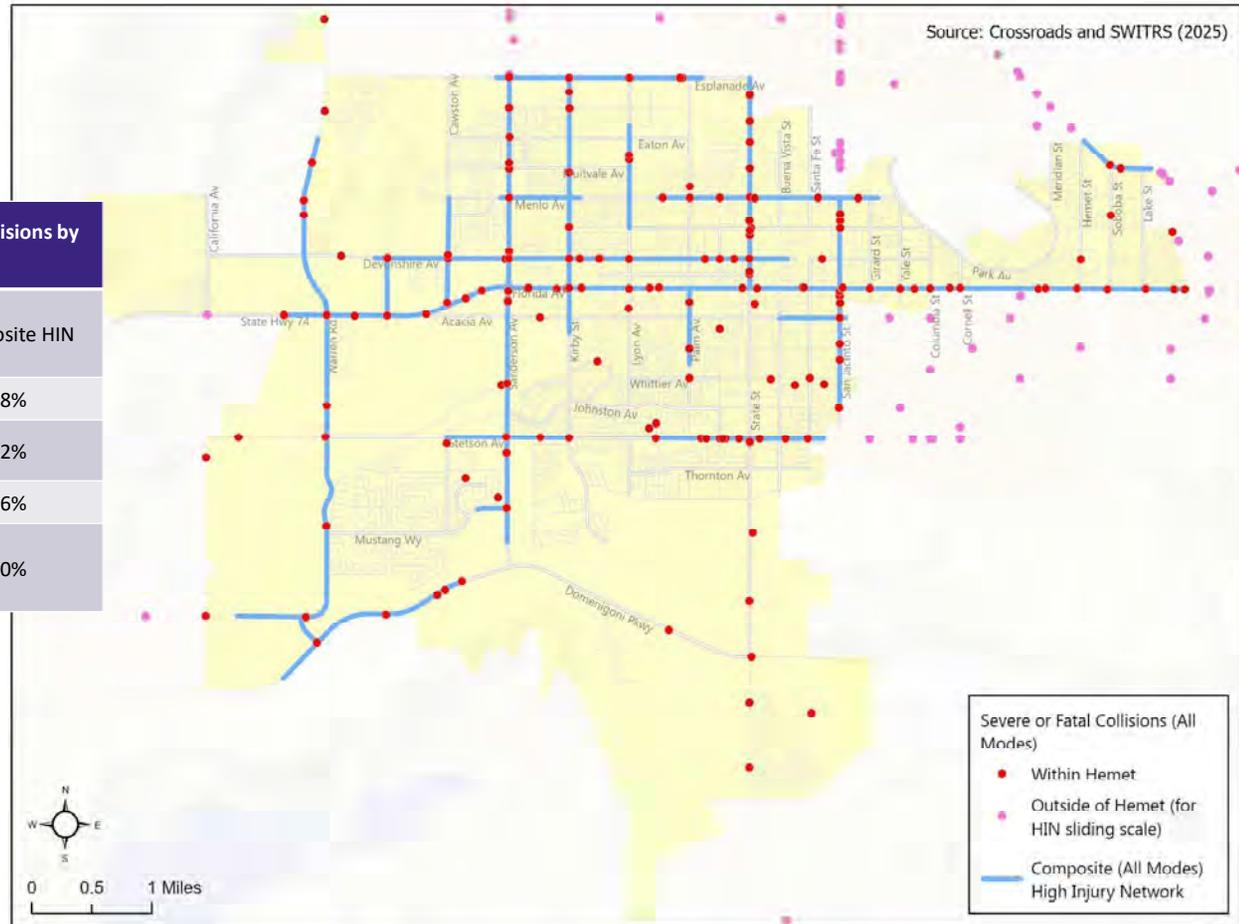
# Bicyclist-Involved Collisions

Rank	Location	Total Collisions	Severe and Fatal Collisions	Traffic Control	Intersection Size
t1	S. San Jacinto St & Acacia E. Ave	4	1	All-Way Stop	2x2
t1	S. Sanderson Ave & W. Stetson Ave	4	1	Signal	4x4
t3	760' west of Kirby St & W. Florida Ave (Driveway)	2	0	Side-Street Stop	4x2
t3	Kirby St & W. Menlo Ave	2	0	All-Way Stop	4x2
t3	Kirby St & W. Devonshire Ave	2	1	Side-Street Stop	4x2
t3	N. Thompson St & E. Latham Ave	2	0	Side-Street Stop	2x2
t3	S. Sanderson Ave & Wentworth Dr	2	1	Signal	4x2



# High Injury Network (all modes)

High Injury Network	Miles (% of City Roadways)	Percent of Severe and Fatal Collisions by Mode Captured	
		Mode-specific HIN	Composite HIN
Vehicular-Only	28.0 (10%)	73%	78%
Pedestrian-Involved	12.2 (4%)	63%	82%
Bicyclist-Involved	15.3 (5%)	79%	86%
Composite (All Modes)	38.1* (13%)	n/a	80%



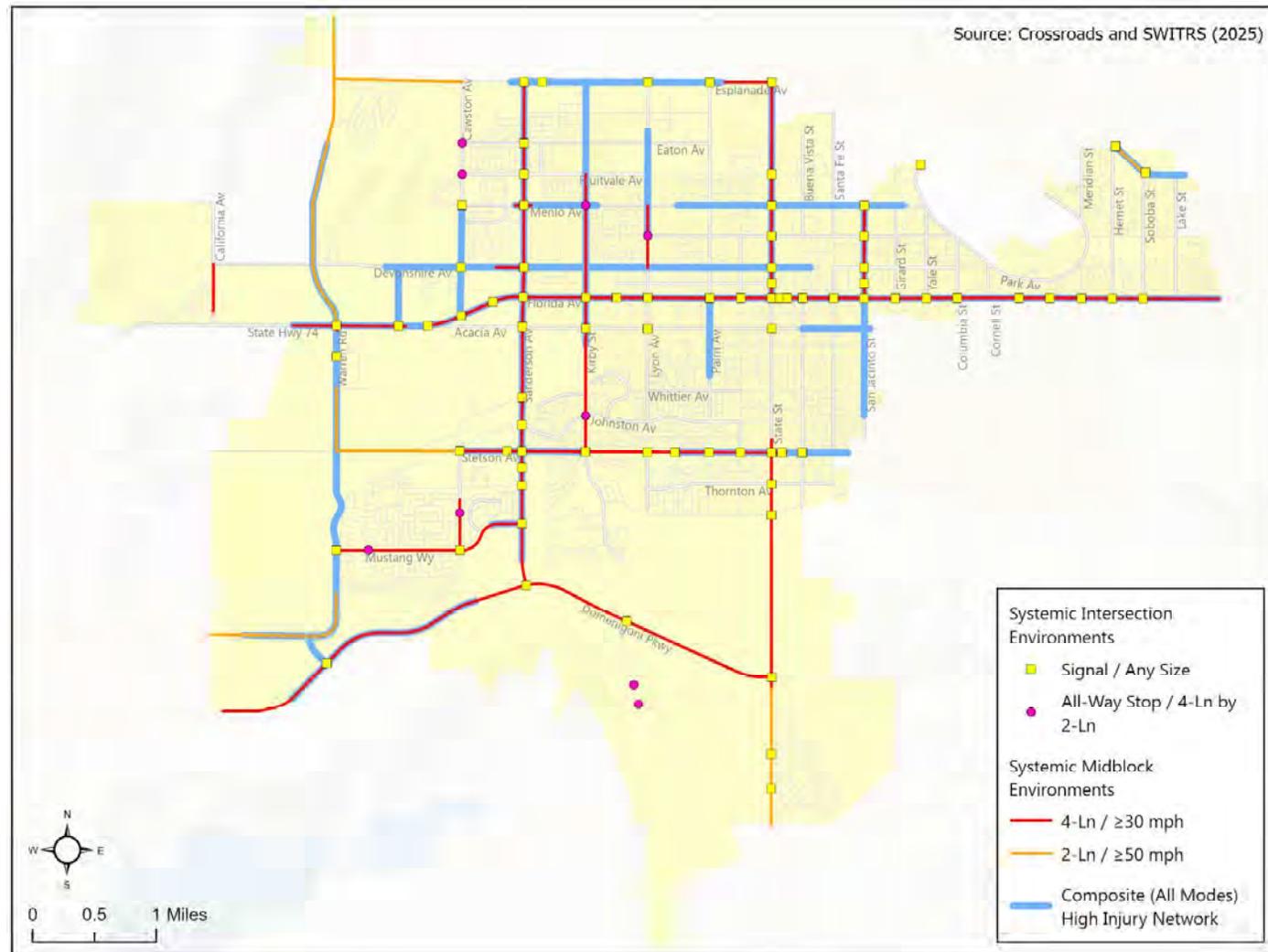
# Systemic Characteristics for Intersection Collisions

Traffic Control Type	Signal					All-Way Stop					Side-Street Stop					Unsigned / Unmarked			Roundabout	Total
	2x2	3x2	4x2	4x3	4x4	2x2	3x2	4x2	4x3	4x4	2x2	3x2	3x3	4x2	5x2	2x2	3x2	4x2		
<b>Geometric Size (Number of Lanes x Number of Lanes)</b>																				
<b>Broadside</b>																				
21453(a) - Failure to Stop at Red Light	17	1	75	12	34	1								3						143
21802(a) - Failure to Stop at Stop Sign			1			10					106	3		18						138
21801(a) - Failure to Yield When Making Left-Turn or U-Turn	7	3	22	2	3	1					22	1		42		2		2	107	
Other	3	4	27	4	14	84	1	11			78	1	1	35		4		3	270	
Not Stated	2	2	12	1	5	4		1			5			4					36	
<b>Rear-End</b>																				
22350 - Unsafe Speed	8		54	5	15	11		2			24	1		17	1		1	4	143	
21703 - Following Too Closely	1	1	8	1		4					2								17	
22107 - Unsafe Turn			2		1	1					2			1		1		1	9	
Other	2		7	1	1	2					2			5		1			21	
Not Stated														1					1	
<b>Vehicle - Pedestrian</b>																				
21950(a) - Failure to Yield to Pedestrian in Crosswalk	1	1	17	1		7		3			8			3		1			42	
21954(a) - Pedestrian Failure to Yield to Motorist	1		1	1	2						8			7				2	22	
21461 - Driver Failure to Obey Signal or Sign	1		3		3														7	
Other			6	1	4	1					7			1		1		1	22	
Not Stated			1		1						2			2					6	
<b>Head-On</b>																				
21801(a) - Failure to Yield When Making Left-Turn or U-Turn	2	3	5	4	3						3	1		9					30	
22107 - Unsafe Turn	1		3		1	1					4			1					11	
21453(a) - Failure to Stop at Signal	1		3		2														6	
Other		1	4	1	1	5					8			4					24	
Not Stated			2		1									1		1			5	
<b>Vehicle - Bicycle</b>																				
21650.1 - Bicyclist Riding on Wrong Side of Road			3		2	1		1			2			5				2	16	
22107 - Unsafe Turn					1						5			2					8	
22450 - Failure to Stop at Limit Line						4					1			1					6	
Other			8		3	5	1	3			6			2		1			29	
Not Stated					1	2					1			1					5	
<b>Hit Object</b>																				
Sideswipe	3		14	1	2	4					25	2		8		6		3	66	
Overturned			2		1						4			2					9	
Other		1							1	2				2					6	
<b>Unknown</b>																				
						1													1	
<b>Total Collisions</b>	50	18	292	36	105	151	2	21	0	1	339	9	1	187	1	20	2	19	1,255	
<b>Number of Intersections in City</b>	13	4	46	6	10	80	1	9	1	1	1,125	13	1	105	1	285	4	21	3	
<b>Collisions per Intersection by Type</b>	3.8	4.5	6.3	6.0	10.5	1.9	-	2.3	-	-	0.3	0.7	-	1.8	-	0.1	0.5	0.9	0.3	

# Systemic Characteristics for Midblock Collisions

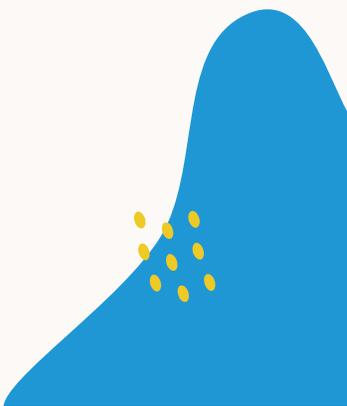
Number of Through Lanes	2-Lane						3-Lane						4-Lane						5-Lane	Total	
	≤25	30	35	40	45	≥50	≤25	30	35	40	45	≥50	≤25	30	35	40	45	≥50			45
Posted Speed Limit (mph)																					
<b>Rear-End</b>																					
22350 - Unsafe Speed	8	15	13	8		13	1			2			1	11	45	18	35	19		187	
22107 - Unsafe Turn	6	10	3	2		1							1	2	1	4	2		32		
21703 - Following Too Closely	2	1	1			1			1		1			3	1		1		12		
Other	5	2	2								1		1	6	1	4	1		23		
Not Stated	1													5					6		
<b>Broadside</b>																					
21804(a) - Did not Yield When Entering Roadway	3	6	4	1									3	12	7	3			39		
22107 - Unsafe Turn	2	6	2	2		1	1				1		1	2			1		19		
21801(a) - Failure to Yield When Making Left-Turn or U-Turn	1	3	3										2	2	3	3			17		
Other	3	2	2			1							3	1	2	3			17		
Not Stated	1	1												4	1				7		
<b>Vehicle/Pedestrian</b>																					
21954(a) - Pedestrian Failure to Yield to Motorist	7	10	7	2	2	1	1						2	12	9	2	2		57		
21955 - Pedestrian Not Crossing at Intersection													1	1	1		1		4		
22107 - Unsafe Turn	1		1												1	1			4		
Other	3	3	1			1							2	2	1				13		
Not Stated	2	1	1										1	3	1	6			15		
<b>Hit Object</b>																					
22107 - Unsafe Turn	6	6	4	5		3	1				1		8	5	7	3			49		
22350 - Unsafe Speed	3		1	2		1			1				1	2	1	1			14		
23152(a) - Driving Under the Influence	2												1						3		
Other	1			1									1		1				4		
Not Stated	1	3		2									8	2					16		
<b>Vehicle/Bicyclist</b>																					
21850.1 - Bicyclist Riding on Wrong Side of Road		1	1										1	4	2				9		
21804(a) - Did not Yield When Entering Roadway	2	2	1										1						6		
22107 - Unsafe Turn		1	1	1	1								1				1		6		
Other	1		2										1	2	1	2			9		
Not Stated													2		2				4		
<b>Sideswipe</b>	7	5	5	1	1	4						1	3	10	3	8	8	1		57	
<b>Head-On</b>	5	7	9	4		4	1						2	2	2	2	3			39	
<b>Overturned</b>	5		1	4		8									4		3	7		32	
Other		1	1			1												2		5	
<b>Total Collisions</b>	76	85	87	35	4	40	0	5	0	4	1	4	2	28	146	63	87	57	1	705	
<b>Mileage of Roadway in City</b>	183.8	19.0	17.9	11.0	4.9	7.7	0.2	0.4	0.7	1.0	0.6	0.5	2.9	1.0	7.9	4.4	6.4	9.8	0.2	280.3	
<b>Collisions per Mile</b>	0.4	4.5	3.7	3.2	0.8	5.2	-	-	0.0	4.0	1.7	-	0.7	28.0	18.5	14.3	13.6	5.8	-	2.5	

# Systemic Environments and High Injury Network

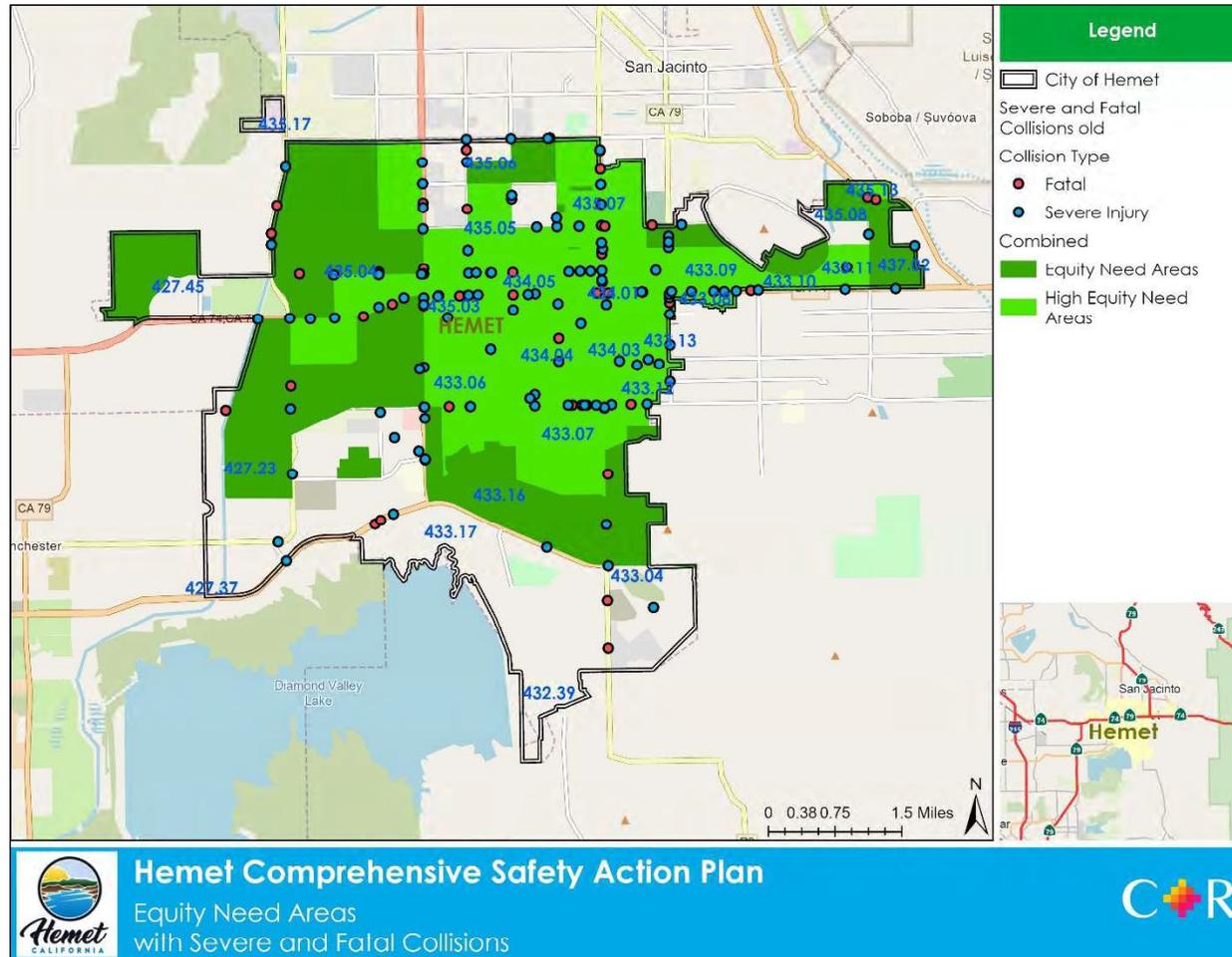




# Equity Assessment



# Equity Need Areas



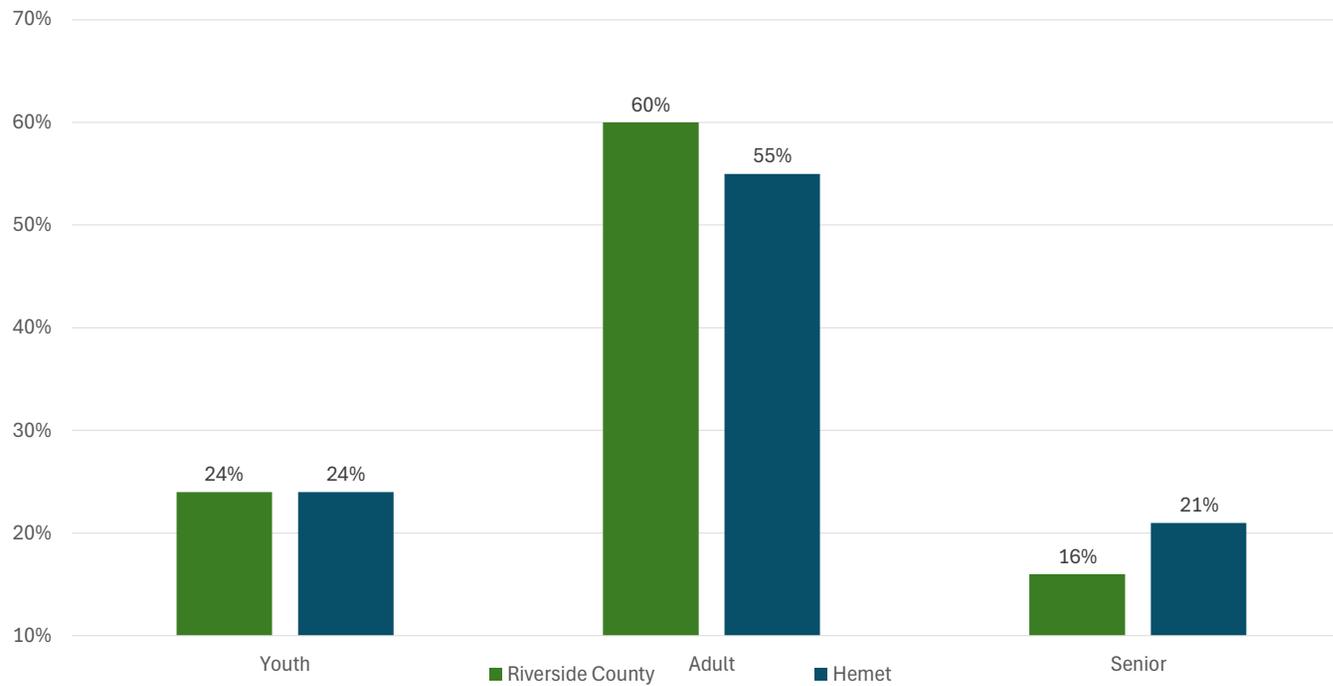
# Demographics – Race/Ethnicity

Race	Hemet		Riverside County	
	Count	Percentage	Count	Percentage
Hispanic or Latino (of any race)	49,662	53.8%	1,293,189	51.9%
White or European-American *	24,465	26.5%	751,725	30.2%
Black or African-American *	6,351	6.9%	145,857	5.9%
Asian *	5,949	6.4%	173,841	7.0%
Two or more Races *	4,176	4.5%	86,156	3.5%
Some other Race	1,249	1.4%	27,494	1.1%
Native Hawaiian and Other Pacific Islander *	431	0.5%	7,795	0.3%
American Indian and Alaska Native *	102	0.1%	6,385	0.3%
<b>BIPOC Total</b>	<b>67,920</b>	<b>73.5%</b>	<b>1,740,717</b>	<b>69.8%</b>
<b>Total:</b>	<b>92,385</b>		<b>2,492,442</b>	

*\*Excludes Hispanics/Latinos of that race, who are instead categorized in Hispanic or Latino (of any race)*

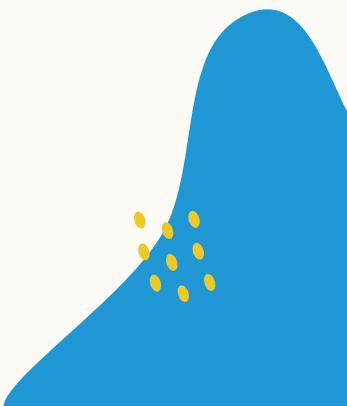
*BIPOC – Black, Indigenous, (or other) Person of Color populations*

# Demographics – Vulnerable Age Groups





# SRTS Action Plans

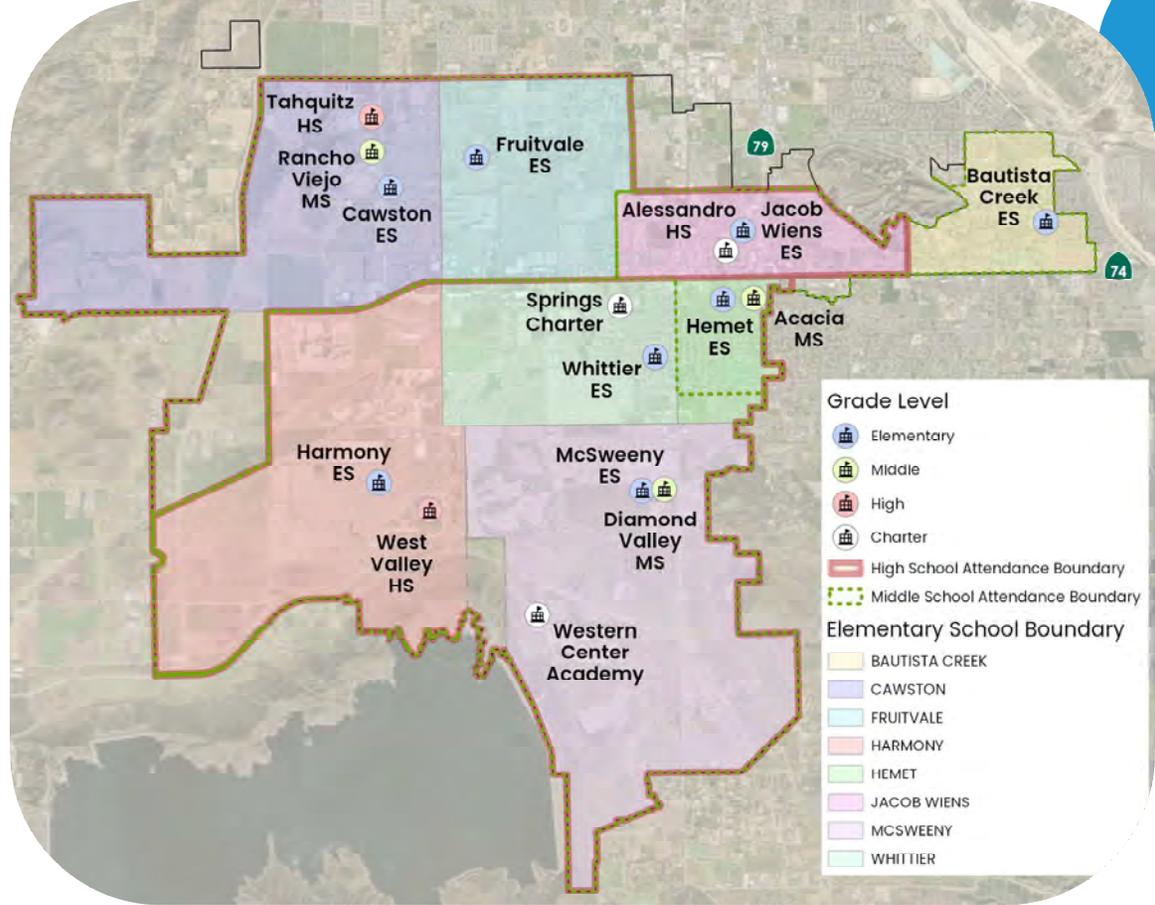




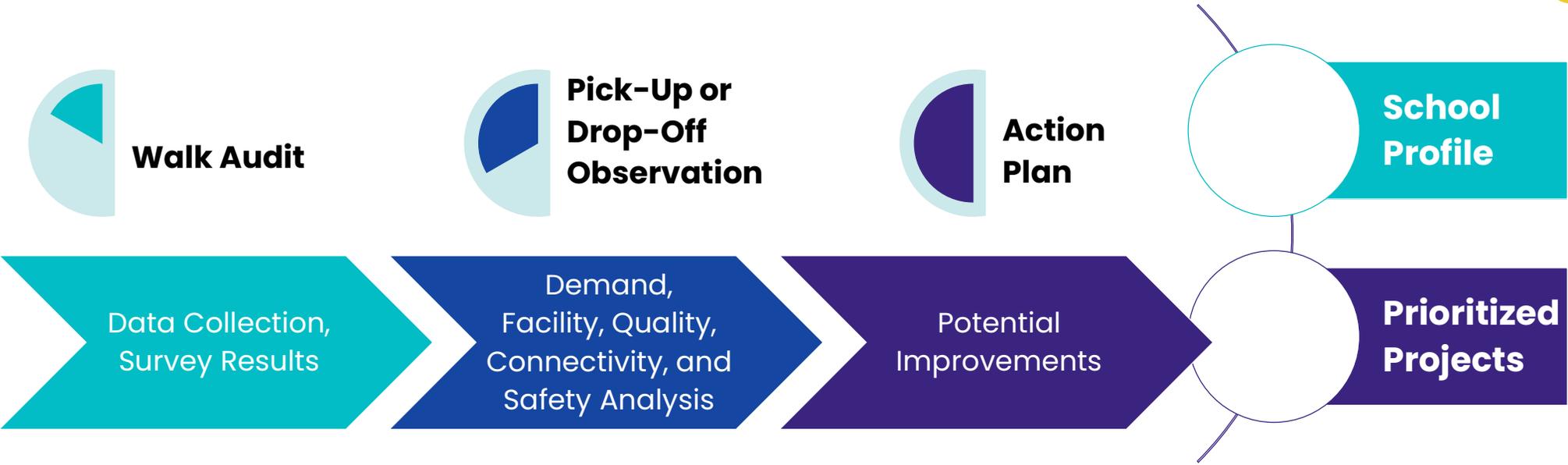
Understand how Students are Walking and Rolling



Identify City Public Right-of-Way Improvements

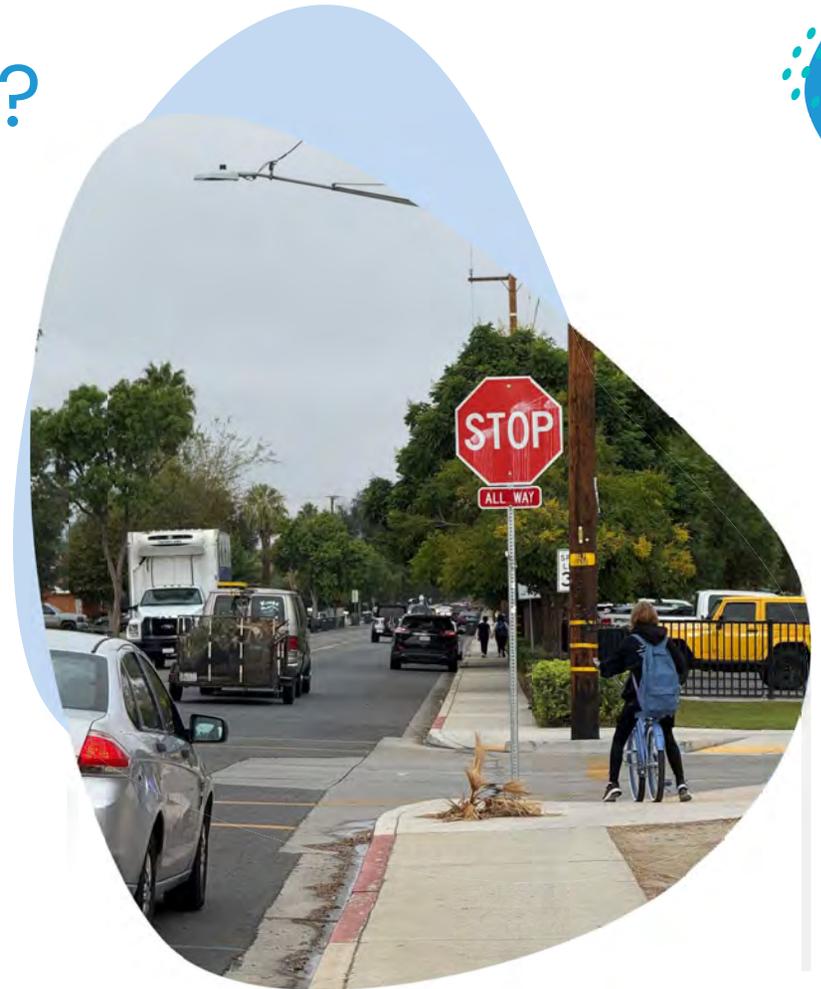


# School Mobility Assessment



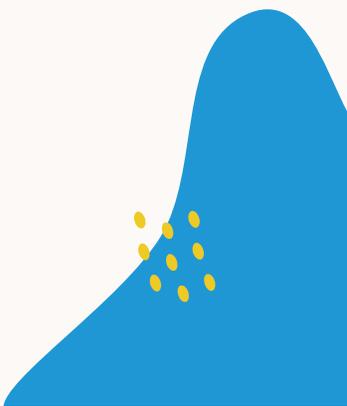
# What have we observed?

- Students often cross at unmarked crosswalks and tend to “dart” across the street
- There is limited bicycle infrastructure to connect schools to neighborhoods and parks
- Drivers often speed and pull around quickly to avoid school traffic
- Informal pick-up and drop-off areas tend to create challenges for walking, rolling, and driving





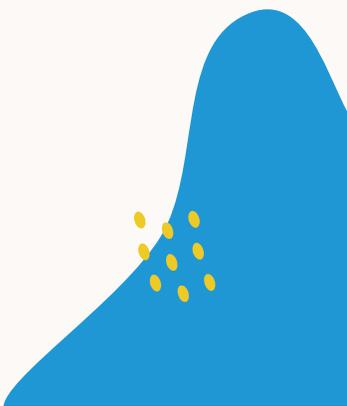
Activity #1  
Establish a Vision Statement and  
Project Goals





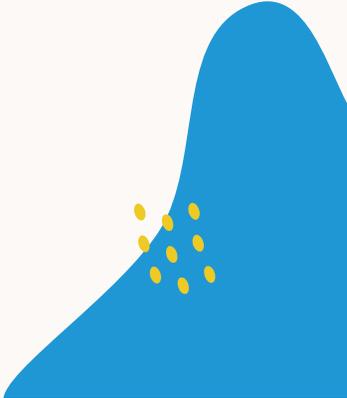
# Activity #2

## What Are Your Safety Priorities?





## Next Steps...

- Public Workshop #1: **11/13, 6–8 p.m. at the Library**
  - Finalize Vision Statement and Project Goals
  - Countermeasure Toolkit
  - Improvement Projects Development
  - Project Prioritization
  - 2<sup>nd</sup> set of Task Force Meeting and Public Workshop (Spring 2026)
- 



# Questions and Comments

Contact:

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City of Hemet

(951) 765-2360

[VisionZero@hemetca.gov](mailto:VisionZero@hemetca.gov)



thank  
you.



**Comprehensive  
Safety Action Plan**  
*Safer Streets, Stronger Communities.*