Local Road Safety Plan (LRSP)

Issue	Notes & Recommendations	Next Steps
How does the layout ADA transition plan apply to our city streets and prior work on sight triangles? *(CM Anderson)*	• Will this include what we already know? What type of projects can the City do on the economy of scale? The LRSP will help refine the recommendations in the ADA Transition Plan (when it is completed) but the LRSP does not address all items required in an ADA Transition Plan.	The ADA Transition Plan for public rights of way will be completed in the future. The work is not required to be complete for the Comprehensive Plan or the Transportation Master Plan but assessment of the existing conditions of ADA compliance is an important task that needs to be accomplished to provide direction of any strategic policies in the TMP.
What impact does the development of an LRSP have on staff time? *(CM Carson)*	The LRSP development is required to apply for any WSDOT City Safety Grants and the information would be extremely helpful in providing key information for future grant applications.	N/A
What does the City expect to get out of the LRSP? *(CM Carson)*	The LRSP recommendations will be a project list that would support the commitment to Vizion Zero when installed.	N/A
What are the risks and rewards? *(CM Carson)*	The risk of not developing a LRSP is that it creates a disadvantage for the City by not having a strategic plan to address fatalities and serious injury crashes. The rewards from having a strategic plan to address these crashes is support documentation for grant applications and future budget discussions.	N/A
What elements of education will be included? *(CM Carson)*	The LRSP does not include education because within a typical LRSP project list, the data analyzed does not include whether people are aware of rules of the road or current laws. The data analyzed for the LRSP are crashes over a previous timespan and looking at the major trends.	Education methods or analysis of existing/lack of education programs can be included in the policies set in the TMP Update.
How will the City promote pedestrians and bicycles co-existing with vehicles? *(CM Carson)*	The TMP Update will address the existing and future system maps for all travel modes – walking, biking, driving, taking transit, and freight. The LRSP identifies safety concerns specifically with pedestrians and bicycle users in mind, including data analysis of historical crashes involving pedestrians and bikes. This data analysis will directly correspond to possible safety solutions proposed as part of the LRSP and SS4A Safety Action Plan work.	Continue with TMP Update

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What will the LRSP do for the existing missing connections? Do we need to rethink some of the older networks and missing connections? *(CM Forsythe)*	• Do we need to reconfigure off-street network or pedestrian walkways? The LRSP reviews collision patterns and identifies locations of safety concern associated with existing facilities. Possible safety treatments that will be developed as part of the LRSP and furthered with the SS4A Safety Action Plan work could include filling existing gaps in the pedestrian or bicycle networks and we will know more about connecting these gaps when this work is complete. This will lay the foundation for the Active Transportation Plan which will identify existing gaps and provide planned future facilities in the pedestrian and bicycle networks. The findings of the LRSP will provide a basis for the needs of the Active Transportation Plan.	Future discussions on this topic will be included in the update to the Bicycle Design Guide Update, the Pedestrian Strategic Plan, and the formal document of the updated Transportation Master Plan.
Is the City going to look at areas for drop-off/pick-up at transit stops and the light rail stations, Ride Share Zones? *(CM Forsythe)*	This work would be part of the Transit Strategic Plan and Street System Plan Update. These documents will contribute to the overall TMP goals.	Future discussions on this topic will be included in the Transit Strategic Plan and the formal document of the updated Transportation Master Plan.
With the SS4A funding, will this be in addition to the already allocated funding made available for the TMP? Will this supplement and free up any of those allocated funds? *(CM Kritzer)*	Yes. The SS4A is supplementing the funding that was identified for the TMP. Since the work included in the Local Road Safety Plan is specific to fatal and serious injury crashes on arterial streets, the SS4A scope of work would not have occurred if the City was not awarded funding.	N/A
How will the LRSP look at pedestrian zones, school zones, parks? *(CM Kritzer, CM Anderson)*	• Would like to have pedestrian injury data, including fall and trip incidences The LRSP only evaluates crash data currently available. There is not a method to collect fall or trip incidents unless it was included in a police report.	The location of crashes within the pedestrian priority zones and near community destinations will be taken into account in the LRSP project priority framework and the broader SS4A scope of work.
What is the scope and expectations for the LRSP? Will this include an evaluation of travel speeds and the infrastructure? *(CM Fields)*	The LRSP includes reviewing available crash data and existing conditions. If speeding had been a risk factor in the data, the project recommendation list would have included elements to help slow down speeds at specific locations.	The TMP Update can include a policy to evaluate travel speeds citywide or to conduct a Speed Management Study.

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Will there be any partnership with the school district and their safety plan? *(CM Fields)*	The City can coordinate with the school district once a project list has been developed.	Will send LRSP project recommendations to school district for feedback.
Will there be an education and enforcement component with the LRSP? Example: How the auto community is cautious of bicyclists because of the consequences from enforcement. *(CM Fields)*	The LRSP does not include education because within a typical LRSP project list, the data analyzed does not include whether people are aware of rules of the road or current laws. The data analyzed for the LRSP are crashes over a previous timespan and looking at the major trends.	The results and recommendations from the LRSP and the SS4A Action Plan can include an education component. Police is responsible for enforcement and TP&E is currently coordinating with the PD Traffic Division for the TMP Update.
Will we have maps of the crash data? What surprises you about the data? Will the metrics include time of day, lighting, or sight distance? *(CM Stuart)*	• Would like to align with the outcomes from the Vision Zero Resolution Maps of the crash data will be included in the LRSP. The WSDOT data includes items noted in the collision reports, such as lighting.	Continue with LRSP and SS4A development.
Have we looked at turn lanes that allow you to turn without making a complete stop? *(CM Forsythe)*	The LRSP will review aspects of signalized intersections that affect safety, including the ability for vehicles to make a right-turn on red. This issue varies by location, and every signalized intersection presents its own safety challenges. Signalized intersections are a key aspect of the LRSP and locations with safety concerns due to right turn on red configurations will be included in the review of potential implementation locations for safety improvements.	Continue with LRSP and SS4A development.