

Local Road Safety Plan (LRSP)

Date	Issue	Notes & Recommendations	Next Steps
2/28/23	How does the layout ADA transition plan apply to our city streets and prior work on sight triangles? <i>(CM Anderson)</i>	<ul style="list-style-type: none"> Will this include what we already know? What type of projects can the City do on the economy of scale? <p>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.</p>	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.
2/28/23	What impact does the development of an LRSP have on staff time? <i>(CM Carson)</i>	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
2/28/23	What does the City expect to get out of the LRSP? <i>(CM Carson)</i>	The LRSP recommendations will be a project list that would support the commitment to Vision Zero when installed.	N/A
2/28/23	What are the risks and rewards? <i>(CM Carson)</i>	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
2/28/23	What elements of education will be included? <i>(CM Carson)</i>	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.
2/28/23	How will the City promote pedestrians and bicycles co-existing with vehicles? <i>(CM Carson)</i>	The TMP Update will address the existing and future system maps for all travel modes - walking, biking, driving, taking transit, and freight. The LRSP	Continue with TMP Update

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		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.	
2/28/23	What will the LRSP do for the existing missing connections? Do we need to rethink some of the older networks and missing connections? <i>(CM Forsythe)</i>	<ul style="list-style-type: none"> Do we need to reconfigure off-street network or pedestrian walkways? <p>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.</p>	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.
2/28/23	Is the City going to look at areas for drop-off/pick-up at transit stops and the light rail stations, Ride Share Zones? <i>(CM Forsythe)</i>	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.
2/28/23	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? <i>(CM Kritzer)</i>	<p>Yes. The SS4A is supplementing the funding that was identified for the TMP.</p> <p>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.</p>	N/A

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2/28/23	How will the LRSP look at pedestrian zones, school zones, parks? <i>(CM Kritzer, CM Anderson)</i>	<ul style="list-style-type: none"> Would like to have pedestrian injury data, including fall and trip incidences <p>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.</p>	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.
2/28/23	What is the scope and expectations for the LRSP? Will this include an evaluation of travel speeds and the infrastructure? <i>(CM Fields)</i>	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.
2/28/23	Will there be any partnership with the school district and their safety plan? <i>(CM Fields)</i>	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.
2/28/23	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. <i>(CM Fields)</i>	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.
2/28/23	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? <i>(CM Stuart)</i>	<ul style="list-style-type: none"> Would like to align with the outcomes from the Vision Zero Resolution <p>Maps of the crash data will be included in the LRSP. The WSDOT data includes items noted in the collision reports, such as lighting.</p>	Continue with LRSP and SS4A development.
6/6/23	Have we looked at turn lanes that allow you to turn without making a complete stop? <i>(CM Forsythe)</i>	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	Staff from Transportation Planning & Engineering (TP&E) and Traffic Operations & Safety Engineering (TOSE) are working closely to identify potential locations for these applications.

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		potential implementation locations for safety improvements.	
6/14/23	What is next for the timeline of other Routes to Rails pilot projects? <i>(CM Kritzer)</i>	The pilot project on Turing Street has been implemented. The pilot project at 79th Street are currently in process with the Public Works Department to implement them on a permanent basis. The timeline of construction is still unknown at this point, but the planning is underway.	The pilot project at 79th Street will be further examined with the finalization of the Local Road Safety Plan and/or the SS4A Action Plan.
6/14/23	Can Routes to Rails pilot projects scale to different places throughout the city? <i>(CM Kritzer)</i>	Yes, the initial focus is on the winning pilot project at the Heron Rookery Trail. Now that the initial pilot is installed, we are looking into other pilot projects and how they can be implemented. These can be scaled to other locations in the city, and we would focus on the light rail station areas when looking for other locations to implement.	Continue with LRSP and SS4A development.
6/14/23	When looking at the graph of collisions, there is a relatively low rate of fatality/serious injury collisions. What are locations where issues are occurring (i.e. high speeds or crosswalks)? <i>(CM Carson)</i>	The Local Road Safety Plan identifies high-risk locations based on historical collision data and statistical and spatial patterns of risk factors. Initial analysis shows that risk factors in Redmond include marked crosswalks, signalized intersections, two-way divided roadways, and 30-35 mph roadways	Continue with LRSP and SS4A development.
6/14/23	Will the Local Road Safety Plan prioritize facilities that have not been recently built or recently approved? <i>(CM Carson)</i>	The Local Road Safety Plan will take the condition of the facility into account when prioritizing improvement project locations.	Continue with LRSP and SS4A development.
6/14/23	Can we distinguish what serious injury or fatal collisions involve pedestrians vs which involve bikes? Can we see a map of these locations? <i>(CM Forsythe)</i>	Yes, the Local Road Safety Plan will include online mapping tools for staff that show all recent collisions in the City of Redmond and will distinguish by collision type and severity.	Continue with LRSP and SS4A development.
6/14/23	Regarding the previous question on slip lanes, I have seen drivers speed through them with no regard for pedestrians. <i>(CM Forsythe)</i>	The LRSP can look at collision patterns at intersection slip lanes and can proposed possible improvement projects. Blank-out signs and restricted right turn movements can be possible improvements.	Staff from Transportation Planning & Engineering (TP&E) and Traffic Operations & Safety Engineering (TOSE) are working closely to identify potential locations for these applications.

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6/14/23	What can the City do about the illegal U-turn movement that is done frequently on West Lake Sammamish Parkway NE under SR 520? (CM Carson)	This location is under WSDOT jurisdiction. Public Works staff will coordinate with WSDOT about possible signage suggestions.	No further steps needed.
11/6/23	Can more information on high friction surface treatments be shared at the Study Session? What do these treatments look like and what challenges do they pose for bicyclists? (CM Forsythe)	High friction surface treatments seek to add friction to the road in areas such as intersections or tight turns to slow vehicle speeds. These treatments can be installed in vehicle lanes only, to avoid posing a potential challenge to cyclists. This potential project will be discussed in more detail at the Study Session.	Finalize LRSP projects and continue with SS4A Action Plan development.
11/6/23	Can we learn more about the automated enforcement project? (CM Forsythe)	The goal of the automated enforcement program is to bring vehicle speeds down, therefore reducing safety risks to pedestrians and cyclists in the area. Based on the state's program requirements, locations must be selected in the vicinity of a park or school. The Local Road Safety Plan proposes representative locations for this program, but these representative locations are not the only locations where this treatment could be possible.	Finalize LRSP projects and continue with SS4A Action Plan development.
11/6/23	Can we learn more about all-way crossings or pedestrian scrambles, and how they can be applied to Downtown Redmond and Overlake? (CM Forsythe)	Yes, all-way pedestrian crossings allow for all pedestrian movements to cross at the same time, which reduces vehicle-pedestrian conflict points. These are especially effective in areas with high non-motorized traffic and can be implemented during peak times of day.	Finalize LRSP projects and continue with SS4A Action Plan development.
11/6/23	Will there be a traffic signal installed at the Redmond High School access? There have been concerns about delays to exit the high school at this intersection (CM Forsythe)	This intersection can be reviewed in more detail as part of the community outreach for the Safer Streets for All (SS4A) Action Plan.	Finalize LRSP projects and continue with SS4A Action Plan development
11/6/23	Can we see more detail about the speed management strategies and how they can be applied to 104th and 116th? (CM Anderson)	The goal of the automated enforcement program is to bring vehicle speeds down, therefore reducing safety risks to pedestrians and cyclists in the area. Based on the state's program requirements, locations must be selected in the vicinity of a park or school. The Local Road Safety Plan proposes	Finalize LRSP projects and continue with SS4A Action Plan development.

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		representative locations for this program, but these representative locations are not the only locations where this treatment could be possible.	
11/6/23	How did we get to this data? Where did the data come from that supports the project sheets? <i>(CM Fields)</i>	The LRSP is based on historical WSDOT collision data. Collision records are aggregated by WSDOT based on police-reported collisions.	Finalize LRSP projects and continue with SS4A Action Plan development.
11/6/23	Can we learn more about efforts to look at driver habits, including distracted driving or driving under the influence? <i>(CM Fields)</i>	Yes, driver behavior and education falls under the scope of the Safer Streets for All (SS4A) Action Plan and will be addressed as part of the policy audit and action plan processes.	Finalize LRSP projects and continue with SS4A Action Plan development.
11/6/23	Is Transportation coordinating with Fire and Police about turnarounds? <i>(CM Anderson)</i>	Yes, coordination will occur with Fire and Police during the upcoming stakeholder outreach for the Safer Streets for All (SS4A) Action Plan.	Finalize LRSP projects and continue with SS4A Action Plan development
11/6/23	Can we hear more about automated enforcement? A previous red light camera pilot project did not have the intended results. What is the pedestrian's responsibility, and what education can the city move forward to influence driver behavior? <i>(CM Carson)</i>	The goal of the automated enforcement program is to bring vehicle speeds down, therefore reducing safety risks to pedestrians and cyclists in the area. Based on the state's program requirements, locations must be selected in the vicinity of a park or school. The Local Road Safety Plan proposes representative locations for this program, but these representative locations are not the only locations where this treatment could be possible.	Finalize LRSP projects and continue with SS4A Action Plan development
11/6/23	Does this data include vehicle crashes only, or does it also include bicycle crashes that don't involve a vehicle? <i>(CM Kritzer)</i>	The LRSP is based on historical WSDOT collision data. Collision records are aggregated by WSDOT based on police-reported collisions.	Finalize LRSP projects and continue with SS4A Action Plan development

Technology Inventory & Assessment

Date	Issue	Notes & Recommendations	Next Steps
6/14/23	What information will the consultants provide to us? Where is this data going from here? <i>(CM Carson)</i>	Our consultants are providing an outside unbiased view of our current technology assessment. Their role is to deliver industry standard information that we can use moving forward. They will help us define what is	The technology assessment report has been finalized. This will be incorporated into the technology chapter of the TMP.

Technology Inventory & Assessment

Date	Issue	Notes & Recommendations	Next Steps
		meant by “transportation technology” using current industry standards.	
6/14/23	Technology is changing rapidly, how will the assessment help us think about what is coming in the future? <i>(CM Fields)</i>	The transportation technology assessment will help the City define what current technologies are in use today and what can be improved or implemented in the future.	The technology assessment report has been finalized. This will be incorporated into the technology chapter of the TMP.

Bicycle Design Guide Update

Date	Issue	Notes & Recommendations	Next Steps
6/14/23	Do we have any Level of Traffic Stress 1 or Level of Traffic Stress 2 areas currently? (CM Forsythe)	Yes, dedicated trails like the Redmond Central Connector and Sammamish River Trail are current LTS 1 facilities in Redmond. The Bicycle Design Guide will include tables that define what elements determine the LTS of a given facility.	Continue finalizing the Bicycle Design Guide and working on the bicycle chapter of the TMP.
6/14/23	Can we create a map of the City's existing Level of Traffic Stress? (CM Fields)	Yes, we have a map of the City's existing LTS. The TMP will include the existing LTS map and future LTS map.	Continue finalizing the Bicycle Design Guide and working on the bicycle chapter of the TMP.
6/14/23	Can we create a before and after map of where bicycle facilities will be implemented? (CM Kritzer)	The Bicycle Design Guide will be a tool to decide what type of bicycle facility could be implemented on a roadway to achieve a desired LTS score.	Continue finalizing the Bicycle Design Guide and working on the bicycle chapter of the TMP.
6/14/23	Can we show graphics of specific examples of bicycle facilities in the City? (CM Kritzer)	Yes, photos of local examples for each LTS score will be included in the updated Bicycle Design Guide.	Continue finalizing the Bicycle Design Guide and working on the bicycle chapter of the TMP.

2023 - 2050 Transportation Facilities Plan			
Date	Issue	Notes & Recommendations	Next Steps

ADA Transition Plan in Public Rights of Way			
Date	Issue	Notes & Recommendations	Next Steps

Downtown Parking Management Strategic Plan Update			
Date	Issue	Notes & Recommendations	Next Steps

Street System Plan Update			
Date	Issue	Notes & Recommendations	Next Steps

Pedestrian Strategic Plan			
Date	Issue	Notes & Recommendations	Next Steps

Transit Strategic Plan			
Date	Issue	Notes & Recommendations	Next Steps

Active Transportation Plan			
Date	Issue	Notes & Recommendations	Next Steps

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