

Safer Streets Action Plan			
Date	Issue	Notes & Recommendations	Next Steps
2/28/23	Will there be an education and enforcement component with the Local Road Safety Plan (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>	The intent of the LRSP and Safer Streets Action Plan is 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 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 learn more about the automated enforcement project? <i>(CM Forsythe)</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.	Develop strategies for SS4A Action Plan, coordinate with Police/PW on program development.

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8/13/24	Talking about the speed safety cameras, these have been a hot topic around civil liberties; however, I have seen how these cameras are highly effective. When we are looking at possibly installing speed safety cameras around parks and school zones, are we also continuing the conversation with Police around data policy? <i>(CM Nuevacamina)</i>	Yes, we understand that there is a data policy being developed with the Police Department and we would want to make sure this policy includes these safety cameras. We want to make sure the cameras are installed in an equitable way. The cameras do not capture any information about the user other than their license plate number. These are preliminary strategies, and we are planning to continue to coordinate with Police to make sure these policies are aligned. We want to promote a culture of reduced speed and urgency on the road speed safety cameras are a proven, highly effective strategy for doing so. RCW requires an equity analysis, which the City is conducting.	Planning staff will coordinate with Police and Public Works as the Safer Streets Action Plan development continues and to establish an equitable and effective automated traffic enforcement program.
8/13/24	I see success in other cities with courtesy extended to bicyclists and the shared responsibility among drivers and others. I have concerns anecdotally about drivers entering intersections after the light has already turned red. Please consider red light camera enforcement in addition to the speed safety cameras. <i>(CM Fields)</i>	We will take these comments into consideration as we continue to develop strategies for the Safer Streets Action Plan.	Staff will continue with development of the Safer Streets Action Plan.
8/13/24	Seattle's program has an option to distribute "20 is Plenty" signage to neighborhood residents. I hope there is a way that we can implement something similar in Redmond. <i>(CM Anderson)</i>	This type of program is already in place and is managed by Traffic Operations, Safety & Engineering in Public Works. The program has distributed 60 signs by request and has 60 more signs available.	Interested Councilmembers can notify their constituents of this existing program and staff can facilitate distribution.
8/13/24	Do we have a gauge of which schools or parks would have cameras installed? Would like to see a camera outside every school for consistency. <i>(CM Salahuddin)</i>	A broader automated enforcement strategy and actions will be defined in the draft Safer Streets Action Plan. Specifics about locations will be determined through a separate program ordinance.	Staff will continue with development of the Safer Streets Action Plan and work with Police and Public works on establishing a program that would define locations, equity framework, outreach, etc.

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8/13/24	As we look toward future Council conversations about safety, we would like to share feedback from the community and discuss the Action Plan. We would like to continue safety-themed Council conversations (CM Stuart)	Staff will bring the draft Safer Streets Action Plan back to Council in early 2025 for discussion and feedback with the intent to finalize the plan in Q1 2025.	Staff will continue with development of the Safer Streets Action Plan and make any changes to it to address Council input. Additional safety-themed conversations can occur as staff implements the SSAP.
8/13/24	I think having more dedicated pedestrian crossings is key as well as adding more crosswalks that restrict left turns when crosswalks are activated. We should share more with the public on why the speed cameras work toward our safety goals. I would like to request a Let's Connect survey for community feedback on speed cameras and red-light cameras. (CM Kritzer)	The Safer Streets Action Plan develops a set of policies that suggest programs and projects for future implementation. More community engagement would be possible before implementing the strategies outlined in the plan. For example, the community will be engaged/notified before speed camera deployment and any speed limit reductions.	A community survey on speed safety cameras will be conducted in Q1 2025.
8/13/24	Will speed cameras be operational during all hours or only during school hours? How would cameras near parks work? (CM Kritzer)	Speed cameras near schools would only be operational during the school arrival and dismissal times, but also could include time when before and after school programming is occurring. School zone speed cameras could eventually be on 24 hours, but would adjust with whatever the applicable speed limit is (i.e., 20 mph during school hours, and higher speed during non school hours) Speed cameras near parks would be operational 24 hours/day. Implementing cameras in school zones first is important for building community buy-in. Cameras are an interim step for building a culture of driving safer and slower and implementing "self-enforcing streets.	Staff will take a coordinated approach to implement Speed Safety Cameras in school zones in 2025 and potentially other locations (e.g., near parks) based on the results of school zone cameras.
8/13/24	There is a red-light camera in Bellevue at the Bel-Red/148th Avenue intersection. Would it be possible to receive data from the City of Bellevue on if this camera has improved driver behavior? (CM Stuart)	Staff requested red light camera data from the City of Bellevue. Bellevue has 6 red light cameras. Some red light camera locations saw greater decreases in collisions than others, but generally the number of collisions at all 6 intersections has not significantly decreased since 2010 (not controlling for increases in	Red light cameras are included in the SSAP as a potential future safety countermeasure to be considered.

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		traffic volumes that may have occurred over that period)	
8/13/24	Will pedestrian scrambles be studied and where would these be included? <i>(CM Forsythe)</i>	Yes, these would be included in the update to the City's traffic signal manual. Pedestrian scrambles are typically installed at intersections with high pedestrian activity or at T-intersections.	Staff will assess several locations within downtown to pilot a ped scramble in 2025.
8/13/24	Is there an overlap between speed cameras, red light cameras, and the cameras that Police are pursuing? Is it possible to consolidate the vendor or funding sources for these systems? <i>(CM Nuevacamina)</i>	Two separate vendors are being used for the speed cameras and automated license plate reader cameras (ALRP) and they cannot be consolidated because 1) the selected vendor for ALPR, who assisted with grant application, does not offer speed safety cameras, and 2) ALPRs are grant funded. No red-light cameras are being considered in the near-term.	No further steps identified.
12/3/24	What are other cities doing with similar safety funding? Can we track our progress based on what other cities are doing? <i>(CM Salahuddin)</i>	We have seen speed safety cameras implemented with success in Kirkland, Seattle, Kenmore, Bellevue, and other local jurisdictions. We would track our progress based on Redmond data, e.g., through speed studies, number of citations issued, number of dismissals due to financial hardship, number of repeat offenders, etc. Also, we would track revenue generated and what safety improvements are funded with this revenue.	Planning staff and Police will work together to conduct analysis and evaluate the SSC program on a routine basis.
12/3/24	Will you have a clear idea about funding from the recently passed budget and grant funding that would be available? Will the plan be aligned to funding resources? <i>(CM Fields)</i>	Yes, funding was set aside in the budget for the addition of bike and other related infrastructure that will go towards some of the safety projects identified in the action plan. In addition, Transportation Safety Improvement Program has budget allocated for the addition of enhanced crossings in several corridors. We have also received WSDOT funding for the 148 <sup>th</sup> Safety Corridor Project and Citywide Speed Limit Study. We continue to align our plan with current funding, and many of the actions in the plan include	Staff will continue will continue to seek grant funding that aligns with the strategies in the SSAP, including USDOT Safe Streets for All funding that could fund a wide variety of strategies identified in the SSAP, including: additional Road Safety Audits for specific corridors, demonstration of temporary traffic calming/control devices, bike lane treatments, mid-block crosswalk

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		process improvements that do not require additional outside funding.	installation, speed reductions, pilot testing programs to better engage with community members, , piloting Safe Routes to School initiatives such as bike trains, walking schools buses, traffic garden,, and more.
12/3/24	Is there anything in the safety plan that would help mitigate near misses at red lights and drivers running red lights? <i>(CM Fields)</i>	Speed reduction and signal timing are two strategies that can reduce potential conflicts at signalized intersections. The City is also installing MioVision cameras at 19 intersections, which will allow analysis of near misses, which can help us determine to what extent red light running is contributing to near misses (or not) at those locations.	Staff will evaluate near misses where MioVision cameras are being installed to determine the extent to which near misses are happening and what the appropriate location-specific or citywide safety countermeasures may be.
1/7/25	Can we hear more about the Land Use Pillar of the Safe System Approach? How can we use that information to have more protected streets? <i>(CM Forsythe)</i>	Including land use as a pillar of the Safe System Approach acknowledges the role that land use plays in developing and connecting safe transportation networks. The Safe System Approach encourages the siting of development to minimize conflicts, encourage multimodal access, and support other Safe System efforts. The land use pillar also applies at the site level, including building entrances align with street crossings and other factors that influence how and where people cross the street.	The Safety Action Plan will include a detailed description of each pillar in the Safe System Approach and how the pillars relate to one another.
1/7/25	Can we have a Councilmember representation on the Task Force team once the plan is adopted? <i>(CM Forsythe)</i>	Yes, we would consider welcoming community members, including elected officials, as part of the Task Force group after the Safer Streets Action Plan is adopted.	The Safety Task Force group will continue to meet after the Action Plan is adopted.
1/7/25	Do "first responders" include public works staff? <i>(CM Anderson)</i>	Yes, Public Works staff are considered first responders by the American Public Works Association (APWA).	No further steps identified.
1/7/25	With the safety target to get to zero fatal and serious injury crashes, does this include natural disasters such as the recent power outages and windstorm? <i>(CM Salahuddin)</i>	Generally, the data we would use to track Redmond's safety target would be for reported traffic crashes. Typically this would be for vehicle to vehicle collisions, or collisions involving a vehicle and a pedestrian or bicyclist.	Once the Action Plan is adopted, progress toward Redmond's safety target goal will be monitored through data analysis and regular meetings of the Safety Task Force.

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1/7/25	It would be helpful to get a sense of what traffic signal manual updates would require additional budget. Also, what would the scope of implementing no right turn on red look like? (CM Kritzer)	Many of the traffic signal manual updates are currently in practice in Redmond, but are not yet documented in the 2002 manual. Updates to the manual to incorporate current practices would not require additional budget. Some signal strategies may require signal control cabinet upgrades, which may require additional budget if not already accounted for. Implementing no right turn on red would require evaluating traffic signals where this would benefit (for example, intersections with high pedestrian activity) and installing signage. The Public Works department is also developing a CIP project that includes installing blackout signs that will implement "No Right Turn" signal heads.	Planning and Public Works will continue to coordinate on the signal manual updates and no right turn on red implementation after adoption of the Safety Action Plan
1/7/25	Can the study session go into more detail about how lowering speed limits would be enforced, given the staffing challenges in the Police Department? How would lowering local streets to 20 mph be enforced? Can we discuss more how Smart Signs would be implemented in Redmond? (CM Nuevacamina)	Camera program will alleviate police staff time while continuing to provide enforcement of lower speeds on arterial/collectors. More discussion around enforcement of local streets can be had at the study session, but generally this would be a low priority and experience in other cities have shown that just lowering the posted speed can have a positive effect on lowering driving speeds. But in other cases design changes (i.e. traffic calming) may be needed where there is excessive speeding on local streets. The study session will also include more detail on the Smart Signs program and its implementation in King County.	Planning and Public Works will continue to coordinate on the citywide speed limit study.