



Memorandum

Date: 2/28/2023
Meeting of: City Council Study Session

File No. SS 23-010
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

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| Planning and Community Development | Carol Helland | 425-556-2107 |
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DEPARTMENT STAFF:

| | | |
|------------------------------------|---------------------|---|
| Planning and Community Development | Seraphie Allen | Deputy Director |
| Planning and Community Development | Vangie Garcia, P.E. | Transportation Planning and Engineering Manager |
| Planning and Community Development | Josh Mueller | Senior Engineering Technician |

TITLE:

Introduction to the Local Road Safety Plan and Update on the Action Plan Grant Application through the Safe Streets and Roads for All (SS4A) Federal Discretionary Program

OVERVIEW STATEMENT:

Last September 2022, staff submitted a transportation grant application for an Action Plan Grant through the new Safe Streets and Roads for All (SS4A) federal discretionary program. This is the grant program of the Bipartisan Infrastructure Law that provides dedicated funding to support regional, local, and Tribal plans, projects, and strategies that will prevent roadway deaths and serious injuries.

The SS4A program supports Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways. Through the application process, the City was requested by USDOT to combine its application with the Puget Sound Regional Council (PSRC), Pierce County, and the cities of Burien, Everett, Kent, and Tukwila. PSRC will coordinate the work and serve as the lead applicant developing a Regional Safety Plan while each jurisdiction will develop detailed localized Safety Action Plans. As one consolidated application, it was just announced that The Safety Action Plan for the Central Puget Sound Region was selected for award from the Notice of Funding Opportunity (NOFO) FY22 Safe Streets and Roads for All Action Plan.

The City of Redmond showed its commitment to the safety of vulnerable active mode users by the adoption of the Vision Zero resolution in 2022. Along with the state adoption of Target Zero, a goal to reduce traffic fatalities and serious injuries on Washington's roadways to zero by the year 2030, cities must submit a Local Road Safety Plan that addresses fatal and serious injury crashes and systemic safety needs in the city to be eligible to apply for Washington State Department of Transportation city safety grants. A local road safety plan (LRSP) is a data-driven analysis and prioritization of an agency's roadways for traffic safety.

As part of the Transportation Master Plan work, staff had already started to develop a basic Local Road Safety Plan and Action Plan to guide demonstratable progress toward Vision Zero, which also consists of prioritization of risk factors, safety risk countermeasure projects, and actions. This introduction will cover the first step in the LRSP process which is

to look at the last five years of crash data to identify contributing factors, common circumstances and/or locations and transportation system characteristics that contribute strongly to all crashes in Redmond, especially those with severe outcomes.

Transpo, the City's consultant, looked at summary data of crashes and identified potential risk factors. To proactively address risk factors, several potential countermeasures, or categories of countermeasures will be recommended. The selection of countermeasures results in development of specific projects that will be part of the Safety Action Plan.

The City's Safety and Action Plan work with Transpo includes developing a new tool to prioritize projects using a safety "level of service." In building upon the prioritization method used by the Traffic Operations and Safety Engineering (TOSE) Division in Public Works, the data-based findings of the Safety and Action Plan will help develop a Safety Level of Service (LOS).

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☒ **Receive Information** ☐ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Transportation Master Plan
- **Required:**
N/A
- **Council Request:**
N/A
- **Other Key Facts:**
None

OUTCOMES:

The groundwork in developing the Local Road Safety Plan is required for the Existing Conditions section of the Transportation Master Plan Update. Developing a citywide Roadway Safety Action Plan allows the City to apply for state safety-related grants as well as prepares us to apply for a future grant opportunity for a SS4A Implementation grant for projects identified in the City's Action Plan.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
N/A
- **Feedback Summary:**

N/A

BUDGET IMPACT:

Total Cost:

Staff time related to development of the Local Road Safety Plan is part of the Mobility of People and goods budget offer.

Approved in current biennial budget: ☒ Yes ☐ No ☐ N/A

Budget Offer Number:

0000034 - Mobility of People and Goods

Budget Priority:

Vibrant and Connected

Other budget impacts or additional costs: ☐ Yes ☐ No ☐ N/A

If yes, explain:

N/A

Funding source(s):

N/A

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

| Date | Meeting | Requested Action |
|--------|--|---------------------|
| 2/7/23 | Committee of the Whole - Planning and Public Works | Receive Information |

Proposed Upcoming Contact(s)

| Date | Meeting | Requested Action |
|------|----------------------------|------------------|
| | None proposed at this time | N/A |

Time Constraints:

The next round of WSDOT City Safety Grants is likely early 2024. A Local Road Safety Plan would need to be adopted before then to be eligible for those grants.

ANTICIPATED RESULT IF NOT APPROVED:

The City does not currently have a local road safety plan and would not be able to apply for state city safety grant

funding without one.

ATTACHMENTS:

- A. Presentation
- B. Preliminary Safety Figures