



MEMORANDUM

TO: CITY COUNCIL

FROM: BILL ROBESON, PUBLIC WORKS DIRECTOR/ACTING COMMUNITY DEVELOPMENT DIRECTOR

BY: ROBIN DICKERSON, CITY ENGINEER

SUBJECT: CONSIDERATION OF A PROJECT UPDATE AND INCORPORATION OF A LOCAL ROADWAY SAFETY PLAN (LRSP) WITH THE SYSTEMIC SAFETY ANALYSIS REPORT (SSAR)

DATE: OCTOBER 22, 2019

SUMMARY OF ACTION:

Approval of this item will allow the City's current transportation consultant (GHD) to incorporate the LRSP into their current SSAR work program.

IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

The cost of adding the LRSP project as part of the ongoing SSAR study is \$13,204. Staff proposes to use funds from the Community Development Contractual Services Account.

RECOMMENDATION:

It is recommended the City Council receive the project update and approve incorporation of the Local Roadway Safety Plan (LRSP) within the SSAR.

BACKGROUND:

The City of Arroyo Grande is currently developing a Systemic Safety Analysis Report (SSAR) with the assistance of a specialized consultant (GHD). The total cost for the current SSAR is \$86,404 and is funded with \$77,500 in grants (Caltrans and the San Luis Obispo Council of Governments) and \$8,904 from the Community Development Contractual Services Account (010-4130-5303). The SSAR is a proactive safety approach that focuses on evaluating an entire roadway network using a defined set of criteria. The SSAR analyzes crash history on an aggregate basis to identify high-risk roadway characteristics, rather than looking at high-collision concentration locations through site analysis. The goal of the SSAR is to assist local agencies to identify safety projects to submit for Highway Safety Improvement Program (HSIP) funding consideration.

Caltrans has recently announced that starting in April 2022, applications for Highway Safety Improvement Project Program (HSIP) Cycle 11 funds will require a LRSP. Additionally, although Caltrans is not requiring a LRSP for HSIP Cycle 10 grant

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applications in April or May of 2020, Caltrans has informed staff that it is highly recommended.

ANALYSIS OF ISSUES:

The HSIP is a Federal-aid program that incorporates a data-driven, strategic approach to improving highway safety that focuses on performance. The SHSP provides a strategic direction for the State's safety investment decisions, and the HSIP supports and finances projects specifically targeting roadway and intersection locations by identifying and implementing countermeasures to improve the safety of the site.

The LRSP will supplement the SSAR, form a stakeholder group, and will result in a formal plan of local projects that will compete for future HSIP funding. Overall, the LRSP will summarize the identified needs, the safety goal, emphasis areas, and a prioritized list of improvements or activities. Additionally, the plan can identify responsibilities and resources to carry out the plan. Items that may also be documented include the stakeholders and process used to develop the plan, successes realized through similar past or current efforts, and obstacles or challenges related to implementation. The working group should monitor the plan to evaluate effectiveness and relevance over time and should adjust the plan periodically or as needed.

Including the LRSP study will benefit the City in three areas: 1) the City will meet the future requirements of the HSIP funding program, 2) utilizing the current SSAR consultant will allow information to be shared and allow both reports to make consistent recommendations, and 3) the overall cost of the LRSP will be reduced because information obtained as part of the SSAR will be utilized.

ALTERNATIVES:

The following alternatives are provided for the Council's consideration:

1. Receive the project update and approve incorporation of the LRSP within the SSAR.;
2. Do not receive the project update and approve incorporation of the LRSP within the SSAR.; or
3. Provide direction to staff.

ADVANTAGES:

Supplementing the grant funding to cover the cost of the study will allow the City to meet the future requirements of the HSIP funding program. Utilizing the team that is working on the SSAR will allow information to be shared and allow both reports to be consistent with recommendations. Overall cost of the LRSP are reduced because information obtained as part of the SSAR can be utilized.

DISADVANTAGES:

The preparation of this report will require staff time and City funds.

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ENVIRONMENTAL REVIEW:

The SSAR and LRSP do not require environmental review. In compliance with California Environmental Quality Act (CEQA) the project is categorically exempt per section 15061(b)(3) of the CEQA Guidelines, which states that where it can be seen with certainty that there is no possibility of a significant effect on the environment, an activity is not subject to CEQA. Each project completed will evaluate environmental impacts on a project-by-project basis. The individual projects developed from the SSAR and LRSP will include the necessary environmental reviews and studies.

PUBLIC NOTIFICATION AND COMMENTS:

The Agenda was posted at City Hall and on the City's website in accordance with Government Code Section 54954.2. At the time of report publication, no comments have been received.

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