



## City Council Agenda Item Staff Report

CITY OF SAN BRUNO

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**DATE:** March 14, 2023

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Jovan D. Grogan, City Manager

**PREPARED BY:** Matthew Lee, Public Works Director

**SUBJECT:** Adopt a Resolution Adopting the Local Roadway Safety Plan

**BACKGROUND:**

A Local Roadway Safety Plan (LRSP) is a comprehensive plan that creates a framework to systematically identify and analyze traffic safety related issues and recommend projects and countermeasures to enhance safety for all modes of transportation. It aims to reduce fatal and severe injury (F+SI) collisions through a prioritized list of improvements that can enhance safety for all modes of transportation on local roadways.

The LRSP takes a proactive approach to addressing safety needs. It is viewed as a guidance document that can be a source of information and ideas. It is also a living document that is routinely reviewed and updated by an agency and their safety partners to reflect evolving collision trends and community needs and priorities. An agency can use the LRSP as a guide when applying for grant funds. Certain grant funds, such as the federal Highway Safety Improvement Program, require agencies to have an adopted LRSP to be eligible to receive funding. The LRSP summarizes an analysis of collisions, identifies high-injury locations, and recommends countermeasures at each of these high-risk locations.

In February 2020, the City was awarded grant funding in the amount of \$72,000 by the California Department of Transportation (Caltrans) LRSP Program to develop the plan for the City. In March 2020, a Program Supplemental Agreement was executed, which obligated the City to adopt the LRSP by February 28, 2023.

The City issued a Request for Proposals (RFP) in February 2021 for professional consulting services for the development and preparation of a Local Roadway Safety Plan. Staff received two proposals responding to the scope of the RFP and conducted an evaluation on the received proposals.

On July 27, 2021, the City Council adopted a resolution authorizing the City Manager to execute an agreement with TJKM Transportation Consultants for the development of its LRSP.

On August 4, 2021, Staff presented to the City Traffic Safety and Parking Committee (TSPC) the scope of the LRSP.

In December 2021, the TSPC selected two committee members to participate in the January 24, 2022 stakeholder group meeting. That meeting also included: San Bruno Police Department, San Bruno Fire Department, San Bruno Park School District, two members of the San Bruno

Bicycle and Pedestrian Advisory Committee, and City of San Bruno residents, who provided input on the LRSP.

On February 1, 2023, the LRSP was presented to the TSPC in its February 2023 meeting.

On February 28, 2023, City Council conducted a study session on the draft LRSP.

#### **DISCUSSION:**

The Draft Final LRSP is available on the San Bruno City Website at the following link:

[https://www.sanbruno.ca.gov/DocumentCenter/View/4058/San-Bruno-LRSP\\_DraftFinalReport](https://www.sanbruno.ca.gov/DocumentCenter/View/4058/San-Bruno-LRSP_DraftFinalReport)

The development of the LRSP followed guidelines provided by Caltrans and involved the following steps:

- 1) Develop plan goals and objectives;
- 2) Analyze collision data;
- 3) Meet with stakeholders/safety partners;
- 4) Determine emphasis areas and identify crash reduction strategies;
- 5) Prioritize countermeasures/projects; and
- 6) Prepare the LRSP.

#### Goals of the LRSP

Staff identified 5 goals of the LRSP and shared it with the stakeholders. These goals are:

- 1) Identify and analyze road safety issues from a systemic perspective and recommend improvements;
- 2) Improve pedestrian and bicyclist safety through the application of proven effective countermeasures;
- 3) Coordinate the actions of key stakeholders to implement road safety improvements and Emergency response in the City of San Bruno;
- 4) Continually seek funding for safety improvements; and
- 5) Ensure that all safety improvements are made in a fair and equitable manner based on high-risk locations as identified by collision data.

#### Collision Data

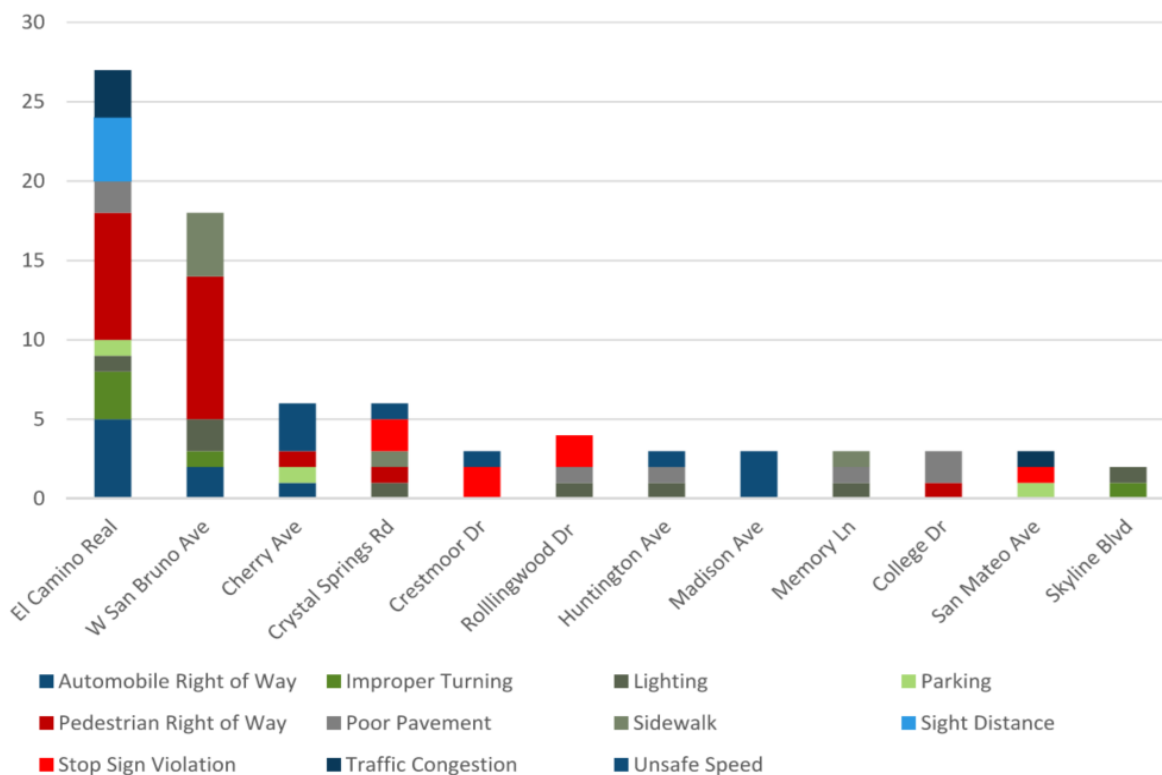
Collision data were obtained for a five-year period from 2015 to 2019 from the California Highway Patrol's Statewide Integrated Traffic Records System and the University of California at Berkeley's Transportation Injury Mapping Service. For the purpose of this report, the data was analyzed for a five-year period from 2015 to 2019 from Transportation Injury Mapping Service's Traffic Collision Database.

#### Public Comments

Public comments were solicited from the public via social media, TSPC, and Bicycle and Pedestrian Advisory Committee to input their concerns on an interactive website established by staff. Figure 1 below shows the locations of the comments and their concern.

The top two roads that showed up on the comments the most are El Camino Real and San Bruno Avenue. The top concerns for those roads were pedestrian right-of-way and automobile right-of-way, meaning proper yielding to traffic.

Figure 1: Public Comments on Traffic Safety by Location



Note: Corridors and Traffic Safety categories with 3 or more comments are included in this chart. Category was chosen based on the primary issue listed in the comment. Each comment was assigned to the major road if at an intersection.

### Collision Trends

Overall total collisions have been on the decline over the 5-year period. The highest number of collisions were observed in 2016 and the lowest number of collisions were observed in 2019. Fatal and severe injury collisions were observed to be the lowest in 2016, and the highest in 2017 and have been on the decline through 2019.

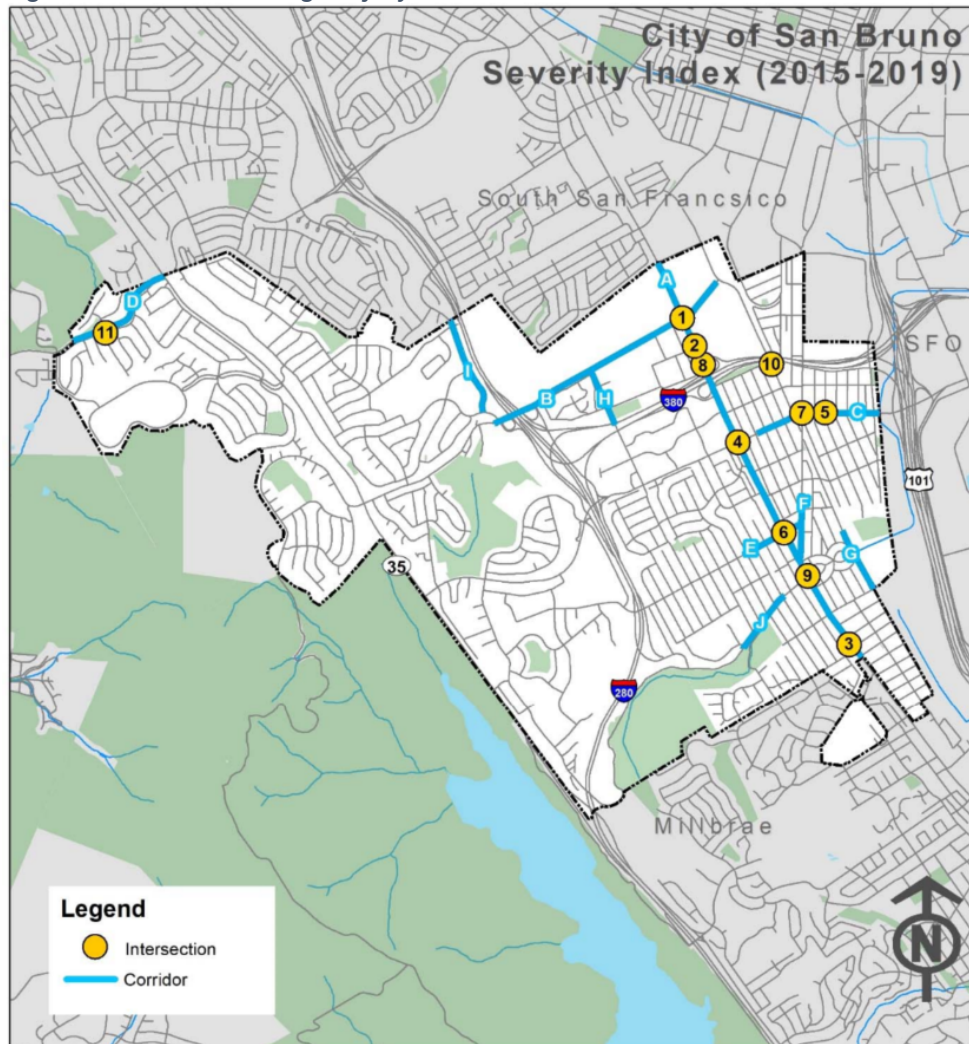
A larger majority of collisions occur at or near intersections versus roadway segments. The largest percentage of fatal and severe injury collisions are involving vehicles/pedestrians.

### High Risk Locations

The collision analysis was performed on all City streets. The corridors were ranked to show the top 11 high-severity and collision intersections and top 10 high-severity and collision roadway segments. These are represented by the blue lines with letters and yellow circles with numbers in the map below.

There were some commonalities between locations of the public comments received on the website and the high-risk locations. El Camino Real, San Bruno Avenue, Cherry Avenue, Crystal Springs Road, Huntington Avenue, and San Mateo Avenue showed up on both high on the public comments list and in the collision data.

Figure 2: San Bruno High Injury Network



### Emphasis Areas

Emphasis areas are focus areas for the LRSP that are identified through the comprehensive collision analysis of the identified high injury locations within the City of San Bruno. The eight emphasis areas identified for the City of San Bruno are:

- A. Improve Intersection Safety
- B. Reduce Unsafe Speed
- C. Improve Pedestrian and Bicyclist Safety
- D. Reduce Nighttime Collisions
- E. Reduce Rear End Collisions
- F. Reduce Broadside Collisions
- G. Reduce Improper Driving
- H. Reduce Collisions near Schools

#### Recommended Projects

To address the emphasis areas listed above, the LRSP identifies specific safety improvements for all high-risk roadway segments and intersections. Specific improvements were mainly selected from the Caltrans 2020 Local Roadway Safety Manual based on the emphasis area. Improvements in the Local Roadway Safety Manual are the only ones eligible for the Caltrans Highway Safety Improvement Plan Grant. Other improvements that are not eligible for the Caltrans Highway Safety Improvement Plan Grant were also included for consideration.

#### Evaluation and Future Updates

As projects are implemented, staff will evaluate the projects and update the plan as needed.

#### **FISCAL IMPACT:**

There is no fiscal impact from adoption of the LRSP. The adopted FY 2021-22 CIP Budget included a project with appropriation for the development of the Local Road Safety Plan. The project is funded with \$72,000 of Caltrans grant funding and \$33,000 of Measure A local match for a total project budget of \$105,000. The budget is sufficient to cover the development of the City's Local Roadway Safety Plan.

Additional funding will be needed for implementation of the various recommendations within the LRSP. However, at this time, staff is not seeking an appropriation of funds for implementation action; such request will be presented to City Council as the recommendations are further analyzed and resources are needed.

#### **ENVIRONMENTAL IMPACT:**

This project meets criteria set forth in State California Environmental Quality Act (CEQA) Guideline Section 15262 "Planning and Feasibility Studies" which can be used for projects or actions involving only feasibility or planning studies for possible future actions which the agency has not approved, adopted or funded and does not require preparation of an Environmental Impact Report, but does require consideration of environmental factors; and where the exceptions listed in CEQA Guidelines Section 15003.2 would not apply.

The City Council is taking action to adopt the LRSP which qualifies as a "planning and feasibility study," as no actual implementation or construction will occur as a result of the LRSP's adoption. When actual implementation or construction is proposed in the future as part of a project subject to CEQA, environmental review will be conducted at that time. Therefore, the project qualifies for a Categorical Exemption pursuant to CEQA Guidelines Section 15262 "Planning and Feasibility Studies," and none of the potential exceptions to the use of this Categorical Exemption apply to this project. This project has no potential to cause a significant effect on the environment and therefore also qualifies for a Categorical Exemption pursuant to CEQA Guidelines Section 15061 (b) (3) "Review for Exemption."

#### **RECOMMENDATION:**

Staff recommends City Council adopt a resolution adopting the City of San Bruno Local Road Safety Plan.

**ALTERNATIVES:**

Do not adopt the Local Road Safety Plan, resulting in the City not meeting the grant deadline for adoption by March 2023. The City would also not be eligible for certain grants that require the agency to have a Local Road Safety Plan.

**ATTACHMENTS:**

1. Resolution