



Agenda Report

October 27, 2025

TO: Honorable Mayor and City Council

THROUGH: Municipal Services Committee (October 14, 2025)

FROM: Department of Transportation

SUBJECT: ADOPTION OF THE FOCUSED LOCAL ROADWAY SAFETY ACTION PLAN AND A RESOLUTION ESTABLISHING A CITY GOAL OF ZERO TRAFFIC FATALITIES AND A REDUCTION IN SERIOUS INJURIES RESULTING FROM TRAFFIC COLLISIONS BY THE YEAR 2035

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the proposed action is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Section 15061 (b)(3), the "Common Sense" exemption that CEQA only applies to projects that may have an effect on the environment;
2. Adopt the Final Draft Pasadena Focused Local Roadway Safety Action Plan (Focused LRSAP) as a final document that prioritizes transportation safety projects and identifies a subset of City roadways as Safety Corridors; and
3. Adopt a resolution establishing a City goal for zero traffic fatalities and a reduction in serious injuries resulting from traffic collisions by 2035.

TRANSPORTATION ADVISORY COMMISSION RECOMMENDATION:

Department of Transportation (DOT) staff presented the Final Draft Local Roadway Safety Action Plan (LRSAP) to the Transportation Advisory Commission (TAC) on September 25, 2025. Following a discussion of the plan, TAC unanimously supported the LRSAP, supported the establishment of a goal to eliminate traffic fatalities and reduce serious injuries within the City by 2035, and recommended adoption of the LRSAP by City Council.

MUNICIPAL SERVICES COMMITTEE:

City staff presented the Final Draft LRSAP to the Municipal Services Committee (MSC) on October 14, 2025. Committee members expressed concerns about the LRSAP setting project prioritization framework Citywide. While the LRSAP priority projects are prioritized based on the selection criteria established for SS4A and other similar state and regional program priorities, the LRSAP priority list does not encompass all safety-related projects that are citywide priorities for which other funding sources could be pursued. As a result, the committee recommended the report title be changed from LRSAP to Focused LRSAP to reflect the purpose of the grant-specific requirements and not replace other City transportation safety priorities, such as the Capital Improvement Program.

Additionally, committee members recommended an extension of the project limits of previously adopted projects on Washington Boulevard to include the full extent of the corridor. A motion supporting the staff recommendation with the modifications identified above was approved by the committee. These recommended changes are reflected in the Focused LRSAP.

EXECUTIVE SUMMARY:

Staff is recommending adoption of the Focused LRSAP as a final document that prioritizes currently planned but underfunded City transportation projects by safety benefit and identifies a subset of City roadways as Safety Corridors and the adoption of a resolution establishing a City goal of zero traffic fatalities and a reduction in serious injuries resulting from traffic collisions by the year 2035. This will allow the City to pursue grant funding to build planned City projects and apply Assembly Bill 43 speed limit reductions to the identified Safety Corridors.

The Focused LRSAP was funded by the Federal Bipartisan Infrastructure Law of 2022, which established the SS4A discretionary grant program to develop a comprehensive traffic safety project plan that would qualify the City for project funding from the SS4A grant program or other similar traffic safety grant programs at the state or regional level.

The Focused LRSAP reviewed planned but underfunded projects with traffic safety benefits from the City's current transportation plans and assessed them using SS4A's comprehensive project selection criteria. While the Focused LRSAP priority projects are prioritized based on the selection criteria established for SS4A and other similar state and regional program priorities, the Focused LRSAP priority list does not encompass all safety-related projects that are citywide priorities for which other funding sources could be pursued. With the help of public input via in-person events, online outreach, and a Focused LRSAP Community Advisory Committee, a list of 15 projects (11 planned and four new publicly generated) was identified as promising candidates for future traffic safety grant funding from programs with similar criteria to the SS4A program.

Among the criteria of the SS4A program is a requirement that the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries and include a target date to reach zero and/or a reduction by a specific date.

Furthermore, the Focused LRSAP led to the network of Safety Corridors, or roadways that experience higher incidences of collisions. These Safety Corridors make up 13% of the City's roadways but experience 80% of injury collisions. The identification of these roadways qualifies the City to reduce their speed limits per AB 43.

BACKGROUND:

In 2022, the Federal Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary grant program to prevent roadway deaths and serious injuries. In 2023, the City of Pasadena was awarded \$200,000 in SS4A funding to bring the following existing City transportation plans into SS4A compliance:

- Local Roadway Safety Plan (2022)
- Pedestrian Transportation Action Plan (2024)
- Greenways Feasibility Study (2021)
- Capital Improvement Program (FY25-29)

To be fully compliant with SS4A eligibility requirements, this effort requires a commitment from City leadership to reducing annual roadway fatalities to zero and reducing the number of serious injuries by a specified year.

In spring 2024, the City selected a consultant, Fehr & Peers, to produce an action plan, the Focused LRSAP, that captures recommended projects from all existing plans and assesses them for SS4A eligibility. In addition to bringing the City up to federal roadway safety policy standards, this effort will also help the City meet the latest state roadway safety policies for streets that experience the most collisions and qualify for speed limit reductions under AB43.

Plan Development

Staff developed a Focused LRSAP outline that would bring relevant City documents into compliance with the SS4A program. This effort also leveraged the analysis required by AB43 to reduce speed limits and improve safety on City corridors that experience the most collisions (Safety Corridors). The Focused LRSAP aligned planned but underfunded City traffic safety projects with SS4A grant opportunities, as well as state and regional funding opportunities that have similar funding criteria, such as the California Active Transportation Program (ATP).

Review of Existing Plans

Staff and the consultant team assessed existing transportation projects for their safety benefit across the following plans:

Local Roadway Safety Plan (2022)

The Local Roadway Safety Plan (LRSP) created a priority list of safety improvements and identified locations where each type of countermeasure should be implemented.

Pedestrian Transportation Action Plan (2024)

The Pedestrian Transportation Action Plan (PTAP) identified major corridors for traffic calming and pedestrian facility improvements based on quantitative traffic data and community input.

Greenways Feasibility Study (2021)

The Greenway Feasibility Study (GFS) is a refined study of Greenway bike corridors first identified in the Council-adopted 2015 Bicycle Transportation Action Plan and consists of planning level concepts for four north-south Greenways.

Capital Improvement Program – Transportation (FY25-29)

The FY25-29 Capital Improvement Program (CIP) includes 46 transportation projects that contain varying degrees of safety improvements.

A review of these four plans found 80 distinct projects with considerable safety benefits that need funding for further prioritization in the Focused LRSAP. To assign quantifiable metrics for each project, the collision history of each street and intersection was assessed to determine where safety improvements could be most beneficial.

Safety Corridor Development and State AB43 Compliance

Staff developed a network of corridors with the highest incidence of injury collisions across all modes based on crash data for the continuous five-year period from 2015 to 2019. While this five-year period is not the most recent period for which the City has crash data, staff determined that this continuous 5-year period better represented typical traffic conditions than data sets that included pandemic-influenced traffic years of 2020, 2021, and 2022 when most schooling and some workplaces were conducted virtually.

Each roadway segment was ranked by the number and severity of injury collisions that occurred between 2015 and 2019. Caltrans' 2024 California Local Road Safety Manual injury collision costs were used for scoring each collision. The resulting list of Safety Corridors are roadways that scored above the 85th percentile of all City roadway segments. These segments represent 13 percent of Pasadena's roadways but experience 80 percent of all injury collisions. The full list of Pasadena Safety Corridors is shown in the table below.

Table 1 – Safety Corridors

Street Name	From	To
Allen Avenue	Corson Street	Whitefield Road
Arroyo Parkway	Glenarm Street	Holly Street
California Boulevard	St. John Avenue	Wilson Avenue
Colorado Boulevard	Arroyo Boulevard	Northup Avenue
Del Mar Boulevard	Orange Grove Boulevard	Catalina Avenue
Del Mar Boulevard	Bonnie Avenue	Craig Avenue
El Molino Avenue	Union Street	Mountain Street
Fair Oaks Avenue	Glenarm Street	Fair Oaks Drive
Foothill Boulevard	Walnut Street	Michillinda Avenue

Street Name	From	To
Glenarm Street	Pasadena Avenue	El Molino Avenue
Green Street	Grand Avenue	Hill Avenue
Holly Street	Linda Vista Avenue	Orange Grove Boulevard
Lake Avenue	Arden Road	Atchison Street
Lida Street	Knollwood Drive	Parkview Avenue
Linda Vista Avenue	Banyan Street	La Vista Place
Los Robles Avenue	California Boulevard	Claremont Street
Marengo Avenue	California Boulevard	Orange Grove Boulevard
Mountain Street	Lincoln Avenue	Los Robles Avenue
Oak Knoll Avenue	Oak Knoll Circle	Cordova Street
Orange Grove Boulevard	Ellis Street	Michigan Avenue
Pasadena Avenue	Valley Street	Corson Street
Raymond Avenue	Glenarm Street	Hammond Street
San Gabriel Boulevard	Diana Street	Sierra Madre Boulevard
Seco Street	Rosemont Avenue	Lincoln Avenue
Sierra Madre Boulevard	Canterbury Road	Paloma Street
Sierra Madre Villa Avenue	Colorado Boulevard	Sierra Madre Boulevard
Villa Street	Cypress Avenue	Sinaloa Avenue
Walnut Street	Orange Grove Boulevard	Harkness Avenue
Washington Boulevard	Mentone Avenue	Tierra Alta Drive
Wilson Avenue	Blanche Street	Emerson Street
Union Street	Lake Avenue	Hill Avenue
Union Street	St. John Avenue	Arroyo Parkway

Prioritization of Existing Projects

After developing the Safety Corridor network, staff continued to assess the list of 80 existing planned City traffic safety projects from the LRSP, PTAP, GFS, and CIP for their anticipated safety and community benefits. Projects were scored based on the SS4A program's comprehensive criterion for selecting projects for funding:

Table 2 – Project Priority Scoring Matrix

Category	Criteria	Score
Safety Benefit	Overlaps with Safety Corridors	0-5
Crash Reduction Factor	Countermeasure crash reduction factor provided in 2024 California Local Road Safety Manual	0-5
Community Impact	Within an area of the city with higher rates of people living in poverty and/or disproportionately burdened by pollution	0-5
Plan Concurrence	Number of existing plans that include the project	0-3
Complete Streets Benefit	Number of modes benefited (walk, bike/micromobility, transit, vehicle)	0-5
Climate & Resiliency Benefits	Incorporates green infrastructure Reduces vehicle miles traveled	0-2
Community Input Score	Number of votes a project received during community engagement both in-person and online	1-5

The specific scoring ranges used to score the projects are based on similar state and federal grants such as the California ATP. This scoring process identified projects that would have a better chance at obtaining SS4A or similar grant funding. The top 20 interim scoring projects were selected for public consideration to determine their community input score.

New Project Development

A Community Advisory Committee was established to help staff determine which projects would receive conceptual plans in the main body of the Focused LRSAP. It was through this advisory process that staff determined that there were opportunities to address locations highlighted by the public in the first round of outreach that were not a part of any existing City project. To address these locations that were not addressed by current City plans, staff calculated preliminary scoring for these locations.

Four corridors identified through the public outreach effort scored particularly well, and staff added these corridors in the Focused LRSAP. As these new project corridors are not in any currently adopted City plans, their inclusion in the Focused LRSAP will provide an initial assessment necessary for future grant funding consideration. These four corridors are shown in Table 3 below:

Table 3 – Community Generated Project Corridors Missing from Current City Plans

Street Name	From	To
Sunset Avenue	Howard Street	Hammond Street
East Colorado Boulevard	Allen Avenue	Sierra Madre Boulevard
Arroyo Parkway	Cordova Street	Glenarm Street
Marengo Avenue	Villa Street	Glenarm Street

These four corridors are included in the Focused LRSAP as priority safety projects in addition to the 11 highest-scoring planned City projects from the first round of community input for a total list of 15 projects. As these four new corridors do not have the development history of planned existing projects, a second round of community input was conducted to refine them.

Community Input

As described below, the Focused LRSAP development process included the establishment of a Community Advisory Committee and two rounds of community input to solicit feedback, prioritize existing projects, and identify new projects.

Community Input Round 1 – Introduction and Project Selection

The first round of community engagement was conducted in fall 2024 at four in-person events and a project website. The project website, www.bit.ly/PasadenaLRSAP, accepted comments in October and November 2024. The four in-person Community Workshops took place on weekday evenings from 6:00pm to 8:00pm at the following locations:

Table 4 – Community Input Round 1 Community Workshops

Date	Location
Wednesday, October 16, 2024	Victory Park
Thursday, October 17, 2024	Villa Parke Auditorium
Tuesday, October 22, 2024	Robinson Park Auditorium
Thursday, October 24, 2024	City Hall Training Room

This round of community engagement was advertised through a press release, citywide social media, council district newsletters, and carried in a local news outlet, Pasadena Now. The votes cast for their preferred projects determined the Community Input Score of these 20 projects.

Participants were also encouraged to highlight roadway segments and intersections where they would like to see safety improvements but were not represented in the 20 projects presented.

Community Advisory Committee Guidance

To help guide further refinement of the project priority list, a Community Advisory Committee was established in December 2024. This eight-member Community Advisory Committee was made up of community stakeholders appointed by City councilmembers, and representatives from the Accessibility and Disability Commission, Keep Pasadena Moving, and the Pasadena Complete Streets Coalition.

Community Advisory Committee members met with staff virtually at critical points of the project priority list refinement process on December 18, 2024, January 22, 2025, and March 12, 2025.

Community Input Round 2 – New Project Development

The second round of community outreach was conducted in April 2025 at four pop-up events and through the project website. The project website accepted comments from March 28, 2025 to May 7, 2025. The four in-person pop-up event locations were:

Table 5 – Community Input Round 2 Pop-Up Locations

Date	Location
Saturday, April 5, 2025, 8:30am-12:00pm	Victory Park Farmer's Market
Saturday, April 12, 2025, 8:30am-12:00pm	Victory Park Farmer's Market
Saturday, April 12, 2025, 1:30pm-3:30pm	Rose Bowl Aquatics Center
Tuesday, April 15, 2025, 3:00pm-6:00pm	La Pintoresca Branch Library

This round of community engagement was advertised through a press release, citywide social media, council district newsletters, and pamphlets placed at the pop-up locations. Staff engaged with a total of 286 people at the in-person pop-ups. The project website attracted a total of 140 visitors.

This second round of outreach asked participants to identify the type of concerns (if any) they have about the four new corridor locations. The specific safety concerns used to refine each of these projects include:

- No Safety Concerns
- Transit Stop Safety and Comfort
- Pedestrian Crossing and Safety
- Traffic and Driver Behavior
- Street Lighting
- Sidewalk and Accessibility Challenges/Barriers
- Biking and Rolling Safety

Staff used this feedback to design concepts for the four new Focused LRSAP projects.

Establishing a Goal of Zero Roadway Fatalities and Reduction of Serious Injuries by 2035

A requirement of the SS4A program is for the local jurisdiction to establish a goal of zero roadway fatalities and a reduction in serious injuries. Based on the City's continued prioritization of public safety and anticipated timeline of current traffic safety planning efforts, staff recommends a goal of zero traffic fatalities and a reduction of serious injuries by 2035.

It is anticipated that with this commitment, substantial planned infrastructure improvements combined with holistic Citywide efforts to further a culture of safety can be completed by the goal year.

This commitment will require the efforts of all Pasadena stakeholders from City Departments in charge of infrastructure, public safety, education, and community development to our institutions, residents, and everyone who travels in Pasadena.

Final Priority Safety Project List

Staff finalized the Focused LRSAP in summer 2025 with the information provided by the second round of community outreach. The final priority safety project list of 15 projects is as follows:

Table 6 – Focused LRSAP Priority Safety Projects

#	Project Description	Location and/or Extent
1	Pedestrian Improvements at Intersections	Lake Ave. from north City limit to Arden Road
2		Los Robles Ave. from north City limit to Walnut St.
3		Fair Oaks Ave. within City limits
4		Washington Blvd. from Arroyo Blvd. to the east city limit, at Bellford Ave.
5	Pedestrian Hybrid Beacon (HAWK) signals at non-signalized intersections	Lincoln Ave. at Toolen Pl. Lake Ave. at Atchison St. Lake Ave. at Elizabeth St. Washington Blvd. at Bresee Ave.
6	Signal and Crossing Improvements	Fair Oaks Ave. at Orange Grove Blvd.
7		Fair Oaks Ave. at Washington Blvd.
8	High Visibility Crosswalks	Citywide
9	Traffic Signal Preemption for Emergency Vehicles	Citywide
10	Leading Pedestrian Intervals and Accessible Pedestrian Signals	Citywide
11	Corridor-wide Traffic Calming Measures	Sunset Ave. from Howard St. to Hammond St.
12	Corridor-wide Bicycle Improvements	Washington Blvd. from Arroyo Blvd. to the east city limit, at Bellford Ave.
13	Corridor-wide Pedestrian Improvements	Colorado Blvd. from Allen Ave. to Sierra Madre Blvd.
14	Corridor-wide Pedestrian and Bicycle Improvements	Arroyo Pkwy. from Cordova St. to Glenarm St.
15		Marengo Ave. from Villa St. to Glenarm St.

Detailed information on the safety corridor assessment, project scoring, community input, and priority project information can be found in the Focused LRSAP.

Safe Streets and Roads For All Program Evolution

The United States Department of Transportation updated project selection criteria guidance in spring 2025 after the Focused LRSAP project assessment phase was completed. Staff reviewed the guidance and found that the revised selection criteria did not result in changes to the process or results of the Focused LRSAP.

Roadway Safety Tracking

The City currently uses a collision database to actively monitor collision trends. In order to provide a user-friendly public facing interface, the City will redevelop an online dashboard to better share aggregated injury collision data on an ongoing, quarterly basis. This tool will help measure Citywide efforts towards improving roadway safety.

SAFE SYSTEM APPROACH

DOT implemented a Safe System Approach to traffic safety, based on national guidance from the Federal Highway Administration. The principles and elements of the Safe System Approach have been adhered to in developing the Local Roadway Safety Action Plan.

The plan directly addresses three safe system principles: safety is proactive; humans are vulnerable; and death and serious injury is unacceptable. The Focused LRSAP represents a proactive approach to traffic safety by identifying tools to enhance safety throughout priority corridors. In addition, projects identified within the plan not only highlight safety for the most vulnerable road users, pedestrians and bicyclists, but also provide speed reduction treatments to reduce impact forces which effect the severity of collisions for all road users. Lastly, the plan introduces a policy goal of zero traffic fatalities and reduction in serious injuries by 2035 for the City of Pasadena.

The Focused LRSAP addresses two elements of the Safe System Approach: safe roads and safe speeds. The Focused LRSAP identifies locations for potential safety enhancements, addressing the safe road element, and provides the framework for the reduction of speed limits through the establishment of Safety Corridors.

RECENT AND UPCOMING CITYWIDE TRAFFIC SAFETY PROJECTS

DOT has consistently implemented traffic safety projects citywide made possible by a variety of funding sources. Recent traffic safety infrastructure improvements include:

Traffic Signal at Fair Oaks Avenue and Bellevue Drive (2020): improved the pedestrian connection between educational and business uses west of Fair Oaks Avenue to the businesses and offices east of Fair Oaks Avenue. This project included shortened crosswalks made possible by curb extensions. This project was funded with Metro Measure M Multi-year Subregional Program (MSP) funding.

Traffic Signal at Orange Grove Blvd and Sunnyslope Ave (2024): improved the pedestrian connection between Gwinn Park and Sunnyslope Park, and adjacent neighborhoods. This project was funded with Metro Measure M, federal American Rescue Plan Act (ARPA), and state SB1 Road Maintenance and Rehabilitation Account funding.

Union Street Cycle Track (2023): a 1.5-mile east-west two-way protected bicycle facility between Arroyo Parkway and Hill Avenue that provides a multi-modal connection between the central commercial districts of Old Pasadena and Playhouse Village to residential and institutional destinations such as Pasadena City College and Caltech. The project included the installation of six new traffic signals to provide controlled crossings for pedestrians, bicyclists and vehicles. This project was funded with California ATP, Metro Measure R Transportation Fund, and Metro Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), Metro Surface Transportation Program, and federal ARPA funding.

Cordova Street Enhancements (2023): a 1.5-mile enhancement of an east-west corridor through the central commercial district south of Old Pasadena, Playhouse Village, and

through South Lake to Pasadena City College that removed two travel lanes to provide a center left-turn lane, buffered Class II bike lanes, traffic signal improvements, modernized curb ramps, and shortened crosswalks. This project was funded with multiple funding sources including Gas Tax, the Metro Federal CMAQ and Metro Measure R Transportation Fund.

South Lake Avenue Pedestrian Access Improvements (2024): a 1-mile enhancement of South Lake Avenue that upgraded sidewalk street lighting, widened sidewalks, added curb extensions, and upgraded curb ramps. This project was funded with Metro Proposition C grant funding and South Lake Parking Meter Fund.

Arterial Speed Management Program (Continuous): a continuous program to install electronic speed feedback signs on corridors where speeding is a concern. The most recent installations were on Del Mar Boulevard east and west of Craig Avenue, El Molino Avenue between Del Mar Boulevard and California Boulevard, Los Robles Avenue north of Fillmore Street, and Green Street east of Orange Grove Boulevard. This program is funded with Gas Tax.

Installation of Leading Pedestrian Interval and Audible Signals at Signalized Intersections (Continuous): a continuous program to install pedestrian push buttons and associated traffic signal equipment needed to provide accessible audible messaging and enhanced separation between pedestrians and motor vehicles at signalized intersections. This program is funded with Highway Safety Improvement Program (HSIP) funding.

Traffic Signal at Del Mar Boulevard and Michigan Avenue (2025): a new traffic signal that provides a controlled pedestrian and vehicle crossing between the Caltech campus south of Del Mar Boulevard and the neighboring residential community. This project was funded with APRA and Metro Measure M Subregional Program (MSP).

Traffic Signal at Orange Grove Boulevard and Craig Avenue (2025): a new traffic signal that provides a controlled pedestrian and vehicle crossing. This project was funded with APRA, Affordable Housing and Sustainable Communities (AHSC) funding and Metro Measure M.

Greenways (Upcoming): traffic calming safety improvements for four north-south corridors in Pasadena identified as primary bicycle routes. The corridors include segments of El Molino Avenue, Wilson Avenue, Sierra Bonita Avenue, and Craig Avenue. These corridors were first identified in the 2015 Bicycle Transportation Action Plan. This project will be funded with the Metro Measure R Mobility Improvement Project (MIP) program. Outreach is anticipated to begin in early 2026 with design and construction anticipated in the following years.

Pasadena Avenue and St. John Avenue Street Improvements (Upcoming): a comprehensive 1.8-mile multi-modal project that provides for a protected bicycle network along St. John Avenue and Pasadena Avenue between Walnut Street and the south City limit. This project is funded with the Metro Measure R Mobility Improvement Project (MIP) program.

Orange Grove Boulevard Mobility Improvement Program (Upcoming): a set of multi-modal safety and mobility enhancements to intersections along South Orange Grove Boulevard. This includes replacement of the eastbound right-turn lane with a standard right-turn pocket at the intersection of Orange Grove Boulevard and California Boulevard. This project is funded with Metro Measure R MIP program.

Columbia Street Multimodal Improvements (Upcoming): a set of corridor and intersection safety improvements for Columbia Street between Orange Grove Boulevard and Fair Oaks Avenue. Potential safety improvements may include intersection corner modification to slow turning traffic across crosswalks, traffic signal upgrades to better accommodate non-motorized vehicle modes, and bike lanes along Columbia to better connect the cities of Pasadena and South Pasadena. This project is funded with Metro Measure R Mobility Improvement Project (MIP) program. Outreach and design are anticipated to begin in 2026.

COUNCIL POLICY CONSIDERATION:

The proposed action is consistent with the goals of the General Plan Mobility Element including:

- Enhance Livability
- Encourage walking, biking, and other alternatives to motor vehicles.

This project addresses the following two policies of the Mobility Element of the General Plan:

- Policy 1.7 Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users.
- Policy 1.10 Continuously evaluate the operation of the City's transportation system to manage the speed of travel at or below the speed limit, manage queues at intersections and develop improvements to increase safety of all transportation services.
- Policy 1.12 Apply traffic management measures to manage vehicular speeds as a function of designated street type to ensure safe and orderly movement of all modes of travel.
- Policy 1.30 Pursue funding opportunities such as grants, impact fees or fair share contributions from development to implement programs and projects that contribute to the City's Mobility Element objectives.

ENVIRONMENTAL ANALYSIS:

This action is exempt from the California Environmental Quality Act (CEQA) in accordance with Title 14, Chapter 3, Article 19, Section 15061(b)(3), the Common Sense exemption, that CEQA only applies to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The proposed action consists of an adoption of a City planning document and a resolution announcing the City's commitment to traffic safety. The approval of such documents and resolutions does not involve any physical changes and, therefore, there is no possibility that the action would have a significant effect on the environment. Any potential future project involving installation of individual projects would be subject to CEQA consideration at that time.

FISCAL IMPACT:

This action would allow the City to apply for SS4A Implementation Grant funding. The expected funding award amount for Implementation Grants ranges from \$2,500,000 to \$25,000,000.

The activities required to pursue grant funding, assess speed limit changes, and maintain an online traffic safety dashboard are already incorporated in the operating budgets of the affected departments. The anticipated impact to other operational programs or capital projects as a result of this action will be minimal.

Respectfully submitted,



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Attachment:

Attachment A – Final Draft Focused Local Roadway Safety Action Plan