



## City Council Agenda Item

**City Council Meeting Date:** December 19, 2023

**TO:** Dean Albro, City Manager

**FROM:** Joshua Leard, P.E., Civil Engineering Associate III  
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**SUBJECT:** Adoption of City of Lompoc Local Road Safety Plan, December 2023;  
Adoption of Resolution No. 6624(23)

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### **Recommendation:**

Staff recommends that the City Council take the following actions:

- 1) Receive, review and consider adoption of the City of Lompoc Local Road Safety Plan (LRSP), December 2023 (Plan) (Attachment 1), and
- 2) Adopt Resolution No. 6624(23) (Attachment 2) adopting the Plan.

### **Background:**

In 2019, Caltrans announced that starting in April 2022, applications for Highway Safety Improvement Program (HSIP) Cycle 11 funds will require a LRSP. On October 25, 2019 the City was awarded a state funding grant in the amount of \$72,000 to prepare a Local Road Safety Plan. On February 5, 2020 the City executed a grant agreement with the state for the funds. In August 2023, the City entered into contract with GHD, Inc. to prepare the City's LRSP. The LRSP is a traffic safety planning document for local agencies to address unique roadway needs in their jurisdictions, including key safety activities and projects to ensure a safe public transportation system for all modes. The comprehensive document will help to guide the City's implementation of safety countermeasures and allow eligibility for funding in future HSIP and other grant applications. In August 2023, a Stakeholders Working Group was established as part of the LRSP process. From August 2023 to November 2023, three meetings were held with the Stakeholders Working Group to formulate and finalize the LRSP.

### **Discussion:**

The HSIP is a Federal-aid program that incorporates a data-driven, strategic approach to improving highway safety that focuses on performance. California's Strategic Highway Safety Plan (SHSP) provides a strategic direction for the State's safety investment decisions, and the HSIP supports and finances projects that implement countermeasures

to improve the safety of targeted roadways and intersections. As mentioned above, in 2019, Caltrans notified local agencies starting in 2022 (Cycle 11), an approved LRSP will be required with all future HSIP applications.

An LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues. However, safety projects stemming from the plan need to be consistent with Federal and State project funding requirements if those funds will be used for project implementation. The plan should be viewed as a living document that can be continually reviewed and updated to reflect changing local needs and priorities, at a minimum it should be reviewed and updated every five years.

While the SHSP is used as a statewide approach for improving roadway safety, an LRSP can be a means for providing local and rural road owners with an opportunity to address unique highway safety needs in their jurisdictions while contributing to the success of the SHSP.

The LRSP utilizes a Vision Zero approach which strives to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. Traditionally, traffic fatalities and severe injuries have been considered inevitable side effects of modern life. The reality is that these tragedies can be addressed over time by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

Preparing an LRSP facilitates local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that contribute to California's Strategic Highway Safety Plan (SHSP) overall vision and goals. This SHSP focuses on reducing fatal and severe injury collisions (FSI collisions) with focused challenge areas with a focus on the five "E's" of traffic safety which include Engineering, Education, Emerging Technologies, Enforcement, and Emergency Services. Although engineering is the primary component the remaining four "E's" are described below.

To complete the remaining four E's, the following strategies are also incorporated into the plan. **Education** Strategies include various education campaigns targeting pedestrians, drivers, bicyclists, and students. **Emerging technologies** include bicycle and video detection, use of changeable message signs, the use of data collectors for speed and traffic volumes, and updating older technologies. **Enforcement** measures include the addition of full time and part-time motorcycle officers, targeted speed enforcement, and DUI saturation patrols. The final strategy, **Emergency Services**, includes considering emergency vehicle pre-emption at signalized intersections, and improvements to roadways to increase access, reduce congestion, and potentially shorten response times.

The LRSP was kicked off with a Public Engagement component. Representatives from the project team, including City Engineering Staff and the project consultant, GHD, attended the City of Lompoc's Old Town Market on August 11, 2023. At that event, flyers

were distributed that briefly described the intention behind the plan and invited engagement on the public webpage for the project. The webpage, located on the Social Pinpoint website, was hosted and managed by GHD. The webpage included a survey and interactive map available for public input. Survey responses and comments pertaining to speeding, pedestrian improvements, and bicycle improvements were received on the interactive map and in the survey provided through the website. Detailed results can be found in Appendix A of the LRSP (Attachment 1). In addition, the City utilized their social media sites and sent out two press releases providing website information and requesting public comment.

The LRSP development process is broken down into six steps: 1) establishment of a Stakeholders Working Group, 2) analysis of safety data, 3) determination of challenge/emphasis areas, 4) identification of strategies, 5) prioritization and incorporation of strategies, and 6) evaluation and update to the plan. Those strategies are discussed further below.

Stakeholder Working Group – The LRSP is a data-driven process which includes a local stakeholders working group that represents the five E's (Engineering, Enforcement, Education, Emergency Response and Emerging Technologies) to guide and develop the LRSP. The Stakeholders Working Group included staff representatives from the City's Police, Fire, Planning, and Public Works Departments, the County of Santa Barbara, Santa Barbara County Association of Governments (SBCAG), Caltrans District 5, Lompoc Unified School District, and Lompoc Valley Community Health Care Organization. MOVE Santa Barbara also contributed during the first Stakeholder Meeting, providing ideas around focus on bicycle and pedestrian safety. Preparing the LRSP facilitates local agency partnerships and collaboration, resulting in a prioritized list of improvements that contribute to the SHSP's overall vision and goals. The SHSP focuses on reducing fatal and severe injury collisions in certain "challenge and emphasis areas." The LRSP is a collaborative process that guides the formation of the plan. The holistic approach of engaging stakeholders and the community in the development of the LRSP allows certain areas of concern to be analyzed that may not have otherwise appeared through crash pattern data. It also fosters, local, State, and agency partnerships to advance local road safety.

The LRSP, through collaboration with the stakeholders working group, has developed five goals and established a process for measuring the success of each goal:

1. Strive toward zero fatal and severe injury collisions citywide by 2050;
2. Improve safety around schools through a connected multimodal system;
3. Reduce speeding collisions;
4. Reduce pedestrian and bicycle collisions; and
5. Improve community health and vitality with a safe and sustainable multimodal roadway system for all users.

To fully understand the City's needs and for consistency with previous projects and planning documents several documents were reviewed and considered when developing

the countermeasures. Two of those documents included the Pedestrian and Bicycle Master Plan and the Street scape Multimodal Improvement Plan, which heavily influenced the proposed countermeasures.

Analysis of Safety Data – Focusing on roadway safety needs, the stakeholders working group evaluated 10 years of collision data Citywide from January 2013 to December 2022. From 2013 to 2022, there were total of 2,200 collisions identified within Lompoc city limits, which included 11 fatalities and 94 severe injuries. Broadside collisions were the most common type of collision and accounted for 30% of all incidents, followed by rear-end collisions at 26%. The top violation category was auto right-of-way, which accounted for 446 collisions, followed by unsafe speed violations resulting in 435 collisions. Based on this collision data, the top locations and segments in the City for collisions were identified as part of the LRSP. The roadway segments and intersections were ranked based on total number of collisions, relative severity of collisions, and total number of multimodal collisions. Eleven unique intersections and eleven roadway segments were identified. Analyses of the top locations were reviewed alongside roadway classifications, business/commercial land use, and school locations to further prioritize the ranked locations not only by collision data but also by a review of where the most impact could be made to safety around areas where high pedestrian and bicycle traffic should be expected (refer to Figure 3.11 of Attachment 1). The number of pedestrian and bicycle collisions were also considered at each location in further prioritizing the top intersections and segments. The list was then whittled down to four priority intersections and seven priority road segments. Refer to Table 3.2 of Attachment 1 for the full list of prioritized projects.

Challenges/Emphasis Areas – The next step in the LRSP process was to determine the challenge or emphasis areas. The California SHSP identifies 16 challenge/emphasis areas for development of the LRSP. Based on the LRSP stakeholders working group recommendations, the LRSP focused on multiple challenge areas, including but not limited to aggressive driving, emergency response, emerging technologies, intersections, bicyclists, and pedestrians.

Strategies, Prioritization and Incorporation – Based on the collision data, input from the stakeholders working group, and public input from the Social Pinpoint website, a list of recommended countermeasures for consideration in future improvement projects was developed, prioritized and incorporated into the LRSP. The Engineering Strategies for the plan include improvements for vehicles, bicycles, pedestrians/sidewalk users and emergency response units at signalized intersections, uncontrolled locations, and along identified roadway segments. A full list of improvements and locations can be found in the LRSP. (See Attachment 1)

Implementation, Evaluation, and Updates to the LRSP – In evaluating how to implement safety projects, a prioritized list of project locations and proposed countermeasures have been developed and can be found in section 6.1 of the LRSP (Attachment 1). Staff will look for opportunities to incorporate safety enhancements within the City's Capital Improvement Program. Additional funding opportunities are anticipated through grant

funding, including HSIP, Active Transportation Program (ATP), Congestion Mitigation and Air Quality (CMAQ), Safe Routes to Schools, Safe Streets for All, Sustainable Transportation Planning Grants also known as Sustainable Communities, and Senate Bill 1 grant and funding programs.

To evaluate the success of the plan, yearly collision analysis and reconvening of the stakeholders group should take place over the next five years. In addition, staff continue to receive public feedback through individual citizens. Staff will continue to communicate and respond to feedback. The information provided during this process would then be compared to the established goals in the LRSP. The goals will be updated and modified based on future data and feedback. The LRSP is a living document and will guide the City's roadway safety needs for the next five years. In addition, future modifications and updates to the plan itself are anticipated to come back to the City Council for review and adoption.

#### **Fiscal Impact:**

The approval of the LRSP does not require any additional funding. Projects identified in the LRSP may be incorporated into the City's Capital Improvement Program and future biennial budgets as HSIP and other funding grant programs become available. The State grant funding awarded to the City to prepare the LRSP is contingent upon Caltrans receipt of the City's approved LRSP (Attachment 1) and its adopting resolution (Attachment 2) before January 31, 2024.

#### **Environmental Review:**

This action does not constitute a "project" within the meaning of California Environmental Quality Act (CEQA) Guidelines Section 15378 and is also exempt under CEQA Guidelines Section 15306 (information collection) and 15262 (planning or feasibility studies). Therefore, no environmental review is required. Each future project completed will evaluate environmental impacts on a project-by-project basis. The individual projects developed from the LRSP will include the necessary environmental reviews and studies.

#### **Conclusion:**

The LRSP creates a framework to systematically identify and analyze local safety problems and recommended safety improvements for future HSIP funding and other available funding sources. The LRSP also provides the City with a prioritized list of improvement locations, safety countermeasures, strategies, and actions that contribute to California's SHSP overall visions and goals. Implementing the countermeasures and strategies identified in the LRSP will allow the City to meet the goals set forth in the plan.

Respectfully submitted,

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Joshua Leard, P.E., Civil Engineering Associate III

**APPROVED FOR SUBMITTAL TO THE CITY MANAGER:**

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Michael Luther, P.E., Public Works Director

**APPROVED FOR SUBMITTAL TO THE CITY COUNCIL:**

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Dean Albro, City Manager

Attachments:

- 1) City of Lompoc Local Road Safety Plan, December 2023  
(this attachment is available on the City's website at the link below:  
<https://www.cityoflompoc.com/Home/Components/Calendar/Event/5827/67> )
- 2) Resolution No. 6624(23)