



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Committee**
FROM: **Pete Mayer, Interim Public Works Director**
BY: **Cyndy Knighton, Senior Program Manager – Transportation**
CC: **Thomas McLeod, Mayor**
DATE: **March 21, 2025**
SUBJECT: **Resolution for Adoption of the Local Road Safety Plan**

ISSUE

Approve a Resolution adopting the Local Road Safety Plan

BACKGROUND

Beginning in January 2024, staff began working on developing a new initiative - a Local Road Safety Plan. A Safe Streets For All (SS4A) grant had been awarded to Tukwila in 2023 for the development of an LRSP. The consultant team at Fehr & Peers was selected for this effort. The LRSP (attached) was developed along with the recent update to the Transportation Element (TE) of the Comprehensive Plan (also done with support from Fehr & Peers), which was just adopted in December 2024. The TE includes multiple goals and policies around providing a safe transportation network for all users. A major implementation strategy to work toward achieving the City's safety goals is adoption and implementation of the LRSP.

Guidance in developing the LRSP was also provided through the formation of a Task Force, which is a required element of the LRSP. The Task Force members were made up of City staff from multiple departments, Puget Sound Regional Fire Authority, Tukwila School District, and King County. The attached Informational Memorandum dated March 22, 2024, that was presented to the TISC includes additional information on the Task Force's role and membership.

DISCUSSION

The LRSP identifies needed safety improvements to Tukwila's transportation system and prioritizes the highest needs. This roadmap supports the goal of eliminating serious injuries and fatalities on city streets. In addition to the many safety policies included in the TE, the LRSP establishes a specific Vision Zero Goal:

Tukwila's goal is to eliminate all serious injury and fatal crashes by 2044 with a 50% reduction by 2034 and a reevaluation of progress being made every 2-3 years.

The High Injury Network (HIN) map, shown on page 4 of the attached LRSP, shows where the highest levels of traffic-related injuries and fatalities have occurred on city streets between 2018-2022. The map on the following page shows the top 10 recommended projects for development and implementation in the near term. Some of these recommended projects are in the current Capital Improvement Program (CIP). Future updates will identify new top priority projects as well as report on progress made toward achieving the City's Vision Zero goal. These top priority projects will be included in future CIPs for funding and implementation. The existing Neighborhood Traffic Calming Program (NTCP) can also be used to address smaller spot locations needing safety and livability improvements within residential areas.

FINANCIAL IMPACT

Adopting the LRSP does not have direct financial impacts, but implementation of the plan will. However, having an adopted LRSP is a requirement for future grants through the Safe Streets For All (SS4A) grant, a newer federal program, and is becoming a recommended, and potentially required, element for other grant sources the City typically pursues.

RECOMMENDATION

The Council is being asked to approve the Resolution adopting the Local Road Safety Plan and consider this item at the April 14, 2025 Committee of the Whole meeting, and subsequent April 21, 2025 Regular Meeting.

ATTACHMENTS

- Draft Resolution
- Local Road Safety Plan - [Local Road Safety Plan Doc](#)
- Informational Memorandum, Local Road Safety Plan Update, March 22, 2024
- Safe Streets and Roads for All Self-Certification Eligibility Worksheet
- LRSP Relationship to Planning and Financing Efforts

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
TUKWILA, WASHINGTON, ADOPTING THE 2025 LOCAL
ROAD SAFETY PLAN AND COMMITTING TO VISION ZERO
TRANSPORTATION SAFETY GOALS**

WHEREAS, the City of Tukwila included safety goals and policies in the 2024 Transportation Element of the Comprehensive Plan update and identified the need for city-wide safety improvements; and

WHEREAS, the City has developed a comprehensive Local Road Safety Plan (LRSP) that uses crash data, community input, and equity considerations to identify and prioritize locations with a history of crashes that led to fatalities or serious injuries and locations with risk factors that indicate a higher probability of crashes that may lead to fatalities or serious injuries; and

WHEREAS, the LRSP identifies actions intended to reduce the likelihood of serious injury and fatality crashes at the priority locations through a safe systems approach; and

WHEREAS, actions include establishing safety emphasis corridors and a list of countermeasures intended to potentially reduce the likelihood of serious injury and fatal crashes; and

WHEREAS, actions include identification of projects that address vulnerable roadway users (e.g., bicyclists, pedestrians, and motorcyclists), roadways where speed reductions, lane modifications, and/or street lighting could help potentially reduce serious injury and fatal crashes; and

WHEREAS, the City of Tukwila is committed to a goal to reduce serious injury and fatal crashes with a vision to eventually have zero roadway serious injuries; and

WHEREAS, the preparation, adoption, and implementation of the LRSP followed by periodic updates to the LRSP will help the City work towards its goal and vision.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA,
WASHINGTON, HEREBY RESOLVES AS FOLLOWS:**

Section 1. The 2025 Local Road Safety Plan (LRSP) attached as Exhibit A is hereby adopted.

Section 2. The Mayor, or their designee, is authorized to prepare periodic updates and modifications to the LRSP, including adjustments to the goal as needed to maintain realistic progress toward the vision, subject to Council approval.

Section 3. The City of Tukwila's goal is to eliminate all serious injury and fatal crashes by 2044, with a 50% reduction by 2034, and a reevaluation of the progress being made every 2-3 years.

Section 4. Should any section, subsection, paragraph, sentence, clause or phrase of the Local Road Safety Plan or its application to any person or situation should be held to be invalid or unconstitutional for any reason by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining portions of this resolution or its application to any other person or situation.

Section 5. This resolution shall take effect immediately upon passage by the City Council.

PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON,
at a Regular Meeting thereof this _____ day of _____, 2025.

ATTEST/AUTHENTICATED:

Andy Youn-Barnett, CMC, City Clerk

Tosh Sharp, Council President

APPROVED AS TO FORM BY:

Filed with the City Clerk: _____

Passed by the City Council: _____

Resolution Number: _____

Office of the City Attorney

Attachment: Exhibit A - Local Roads Safety Plan



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
 FROM: **Hari Ponnekanti, Public Works Director**
 BY: **Cyndy Knighton, Senior Program Manager – Transportation**
 CC: **Thomas McLeod, Mayor**
 DATE: **March 22, 2024**
 SUBJECT: **Local Road Safety Plan Update**
 Project No. 82010405
 Task Force

ISSUE

Update the Transportation and Infrastructure Services Committee on the background and current work associated with the Local Road Safety Plan (LRSP) that is funded through a federal Safe Streets and Roads for All (SS4A) grant.

BACKGROUND

In 2023, the City was awarded a \$200,000 grant to develop an LRSP aimed at preventing fatal and serious injury crashes for all modes. The grant requires the plan to accommodate all users of the transportation system (Complete Streets) and be consistent, systematically fair, and impartial of all individuals (Equity), as well as addressing underserved or disadvantaged communities (Climate Justice). The LRSP will analyze collision trends and identify priority locations for roadway safety on public roads using a systemic and data-driven approach. It will develop planning-level projects, strategies, and timelines for deploying low-cost high-impact countermeasures to address Tukwila's unique needs. Tukwila's development of this plan is being done concurrent with the Transportation Element (TE) update, as many of the goals and policies mirror those in a LRSP. Including the needs for safety improvements in the TE will also provide a comprehensive understanding of all transportation needs throughout Tukwila.

DISCUSSION

One key component of the LRSP development is forming a local Task Force or similar body charged with the oversight of the LRSP development, implementation, and monitoring of the action plan. Staff are currently working to put together the task force, which can include various stakeholders such as city staff, residents, businesses, partner agencies, and local officials. The Task Force is anticipated to meet three times throughout the LRSP development and will continue to meet likely once or twice per year thereafter for monitoring of the program's success and recommending future priorities for budgeting. A smaller committee is generally preferred over a larger one for ease of management. Membership can be rotated after the plan development to minimize time commitments to the non-staff positions and to ensure a variety of voices are heard during implementation and monitoring efforts.

FINANCIAL IMPACT

None.

RECOMMENDATION

Discussion Only.

ATTACHMENTS

Self-Certification Checklist.

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the SS4A NOFO describes [eight components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer “YES” to Questions **3, 7, and 9** in this worksheet; *and*
- You can answer “YES” to **at least four of the six remaining** Questions, **1, 2, 4, 5, 6, and 8**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant:

UEI:

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update



Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date.

YES

NO

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES

NO

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

YES

NO

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

4. Engagement and Collaboration

Did the Action Plan development include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES

NO

Note: This should be a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



5. Equity Considerations

Did the Action Plan development include **ALL** of the following?

YES

NO

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.

Note: This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

6. Policy and Process Changes

Are **BOTH** of the following true?

YES

NO

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



7. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

YES

NO

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

8. Progress and Transparency

Does the plan include **BOTH** of the following?

YES

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

NO

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

9. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2019 and April 30, 2024?

YES

NO

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an Equity Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document(s), date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)



Relationship to other planning and financial efforts.

