

Local Highway Safety Improvement Program (HSIP)

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Local HSIP Program

▶ FAST Act

- Continues the Highway Safety Improvement Program as a core Federal Aid program to significantly reduce fatal and serious injury crashes on all public roads.
- Requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

▶ Local HSIP Program

- Safety Improvement Projects
- (New) Systemic Safety Analysis Report Program (SSARP)

Local HSIP Program

▶ Overview –

- Administered by Division of Local Assistance, in the Office of Bridge, Bond and Safety Programs
- HSIP funds are eligible for work on any public road, publicly owned bicycle or pedestrian pathway or trail, or on tribal lands that improves the safety for its users.
- Applications are selected based on the benefit/cost (B/C) of the project
 - Benefit – Reduction in collisions(fatal, injury) expressed in dollars over life of project
 - Cost – Cost of project(including support) also expressed in dollars.
- Call for projects are typically every 2 years – match FSTIP cycle

Local HSIP Program

- ▶ Overview –
 - Cycle 8 – Call is expected to be in April, 2016
 - Applications Due in July, 2016
 - ~\$150 million of federal HSIP to be programmed in the 2017 FSTIP
 - Maximum HSIP funds per applications: \$10 million
 - Maximum HSIP funds per agency: \$10 million
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 - Minimum B/C required for application: 3.5

Local HSIP Program

▶ Cycle 7 Results

- \$160M of federal funds were amended in the 2015 FSTIP (Nov 2015)
- Total project estimates: \$175.1M
- Projects costs averaged: \$1M (ranged from \$105k to \$4.3M)
- Average B/C = 16.0

Local HSIP Program

▶ Cycle 7 Results (cont.)

- Types of safety projects programmed:
 - Road diets
 - Pedestrian/bike projects (sidewalks/ pedestrian hybrid beacons, bulb outs, bike lanes, countdown heads, etc)
 - Intersection lighting
 - Roadway safety sign audits
 - Roundabouts
 - Traffic signals
 - Upgrade pavement markings and striping
 - High friction surface treatments
 - Traffic signal timing and phasing modifications
 - Dilemma zone detection, etc.
 - Shoulder widening
 - Guardrail Installation
 - etc

Local HSIP Program

▶ Cycle 7 Results for Ped/Bike Improvements

- 35% of projects are Ped/Bike only or have Ped/Bike elements included with other improvements
- ~\$54.9M (HSIP and Local funds) are targeted for Ped/Bike Improvements
- Over 770 elements will be installed
- Types of Ped/Bike improvements:
 - Ped Countdown heads
 - Pedestrian Hybrid Beacons (HAWK) systems
 - Rectangular Rapid Flashing Beacons
 - Road Diets (restripe to add bike lanes)
 - Bulb-outs
 - Ladder Crosswalks
 - Pedestrian Refuge Islands
 - Audible Pedestrian Devices
 - Intersection Lighting
 - Sidewalks
 - etc

Local HSIP Program

- ▶ Comparison between Cycle 5, 6 and 7:
- ▶ **Cycle 5:** (Released Oct 2012): \$36.1M of \$142.9M (25%)
- ▶ **Cycle 6:** (Released Nov 2013): \$59.6M of \$172.8M (34%)
- ▶ **Cycle 7:** (Released Nov 2015): \$54.9M of \$176.6M (31%)
- ▶ Total \$150.6M (31%) Federal and Local funds targeted towards ped/bike improvements

Systemic Safety Analysis Report Program (SSARP)

- ▶ New program – \$10M set aside
- ▶ Provides funding to do a comprehensive systemic safety analysis on roadway networks.
- ▶ Purpose is to assist local agencies that do not have safety analysis expertise

Systemic Safety Analysis Report Program (SSARP)

- ▶ The results from the report will help local agencies:
 - Identify their most critical safety problems
 - Identify scope of safety project(s)
 - Cost estimates and B/C
 - Use information to for next call for safety projects

Systemic Safety Analysis Report Program (SSARP)

- ▶ Up to \$250,000 for one agency (including 10% local match) and up to \$500,000 for two or more agencies.
- ▶ Additional funds may be granted based on justification and approval by the SSARP Manager.

Systemic Safety Analysis Report Program (SSARP)

- ▶ The following priority will be given should requested funds exceed \$10M:
 - Highest Fatal + Severe Injuries (F+SI)
 - Highest F+SI crash rate
 - Never submitted HSIP an application in Cycle 5 through Cycle 7
 - Submitted applications but no projects selected in Cycle 5, 6 or 7.

Systemic Safety Analysis Report Program (SSARP)

- ▶ Call for SSARP applications(1st round) – February 2016
- ▶ Applications Due: End of March
- ▶ Second Call: After SHSP Regional Summits in April
- ▶ Applications Due: End of May

Contact Information

▶ Websites:

- Local Assistance:

- <http://www.dot.ca.gov/hq/LocalPrograms/index.htm>

- Local HSIP:

- <http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>

▶ Contacts:

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