

Local Roadway Safety Plan (LRSP) Funding Request Form

Date:
 Applicant:
 County:
 Caltrans District:

Contact Information

Name: Title:
 Email: Phone Number:
 Address:

General Information and Funding

Agency to be covered by the LRSP: (List all agencies if multiple)	City of Highland
Population of the above agency(s):	55,000
Public Road Centerline Miles of the above agency(s):	143
Total Cost of the LRSP:	\$ 80,000
State Funds Requested: (max. 90% of the Total Cost and no more than \$72,000)	\$ 72,000
Local Funds (min. 10% of the Total Cost):	\$ 8,000

1. Describe the scope of work the LRSP is expected to accomplish (max 1,200 characters. Use next page if needed).

LEAD AGENCY: The City of Highland.

PURPOSE and GOAL: To obtain funding to be used for development of a Local Roadway Safety Plan (LRSP) to address local roadway safety issues, using a data-driven strategic approach consistent with the state's Strategic Highway Safety Plan (SHSP), that will identify, analyze and prioritize local roadway safety improvements to help reduce the incidents of Fatal and Severe Injury Collisions on the City's Local Roadway System, resulting in a prioritized list of improvements and actions that can demonstrate a defined need, and contribute to the statewide plan with a focus on roadway performance in the City of Highland.

SCOPE OF WORK PROPOSED:
 Develop a LRSP that includes a framework on HOW TO:

1. Define Purpose and Goals to develop an easy-to-use and comprehensive framework of the steps and analysis tools needed to identify locations with roadway safety issues and their appropriate countermeasures for use by all levels of practitioner, including novice, with the objection of positioning the City for competing for future Caltrans' calls-for-projects.
2. Identify safety Issues by proactively analyzing the City's roadway networks using a wide range of data sources to get the overall

2. Please enter here if you would like to provide any additional information or if you have comments.

picture of the safety needs, including state and local databases (SWITRS), SafeTREC's Traffic Information Management System (TIMS), law enforcement crash reports, citations, and field assessments, as well as observational information from road maintenance crews, law enforcement, first responders and citizen notifications of safety concerns, to help identify High Crash Concentration Locations (HCCL's) and their causation, including, among other things, the lack of basic signing, pavement markings, alignment, and traffic control devices.

3. Analyze Safety Data using data collected, from previously discussed sources, and make informed decisions on the type, deployment levels, and locations for safety countermeasures needed across the City's entire roadway network.

4. Select Countermeasures, and Crash Modification Factors (CMF's) and Crash Reduction Factors (CRF's) directly associated with the countermeasures, to mitigate problems identified in 2 and 3 above.

5. Calculate Benefit/Cost Ratio of alternative mitigation countermeasures selected above to define and compare cost effectiveness and prioritize the projects that will compete well for grant funding.

6. Identify Funding to Construct Improvements for the priority projects selected through the previously described process. Funding sources may include various federal and state grant programs such as the Highway Safety Improvement Program (HSIP) and the Active Transportation Program (ATP).

7. Evaluate Improvements after construction using previously collected data compared to post construction data in the same locations.

Signature

Name:

Ernest Wong

Title:

Public Works Director/City Engineer

Signature:



Date:

11/04/2019