Local Roadway Safety Plan (LRSP) Funding Request

What is an LRSP?

Federal regulations require each State has a Strategic Highway Safety Plan (SHSP). An SHSP is a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis (or challenge) areas. The SHSP address the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

While the SHSP is used as a statewide approach for improving roadway safety, A Local Road Safety Plan (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 process of preparing an LRSP creates a framework to systematically identify and analyze safety problems and recommend safety improvements. Preparing an LRSP facilitates the development of local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the statewide plan. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges.

An LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues. For more information regarding the LRSP, please visit the HSIP program's LRSP/SSARP web page.

In the future HSIP Calls-for-Projects, an LRSP (or its equivalent such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan) will be preferred or required for an agency to be eligible to apply for federal HSIP funds:

- HSIP Cycle 10 (around April 2020): an LRSP (or its equivalent) will be highly recommended but not required for an agency to apply;
- HSIP Cycle 11 (around April 2022) and on: an LRSP (or its equivalent) will be required for an agency to be eligible to apply.

Notes/Instructions:

1) The LRSP may cover one local agency or multiple ones.

2) If the LRSP is to cover multiple local agencies, enter the lead agency as the applicant. Once the LRSP has been completed, the agencies covered by the LRSP are all considered to have met the above LRSP requirement for applying for the HSIP funding.

3) The maximum State funds per application is $72,000.

4) State funds are awarded to the applicants on a "first come first serve" basis. There is no application deadline. Caltrans will continue to accept applications as long as the funding is still available.

5) The agencies who received the Systemic Safety Analysis Report Program (SSARP) funds in 2016 or 2017 are not the priorities currently. Applications from these agencies will be considered after January 1, 2020 if there are remaining funds.

6) After funding is awarded and allocation, the applicant must complete the LRSP within three (3) years. After completion, the LRSP is expected to be updated/validated at least every five (5) years.

7) Adobe Acrobat Reader DC is required to complete the application form. You may download it for free here.

8) Please submit the application with **digital signature** to HSIPDoNotReply@dot.ca.gov with cc to the District Local Assistance Engineer (DLAE) . You may submit a scanned copy together with the original completed form if the digital signing does not work for some reason. You will receive a submittal confirmation email within two business days of the submittal.

9) For more information, please visit the HSIP program's LRSP/SSARP web page.

Local Roadway Safety Plan (LRSP) Funding Request Form

Date:	12/24/2019
Applicant:	City of Rohnert Park
County:	Sonoma County
Caltrans District:	4

Contact Information

Name:	Eydie Tacata	Title:	Management Analyst
Email:	etacata@rpcity.org	Phone Number:	707-588-2205
Address:	130 Avram Avenue, Rohnert Park CA 94928		

General Information and Funding

Agency to be covered by the LRSP: (List all agencies if multiple)	City of Rohnert Park
Population of the above agency(s):	42,622
Public Road Centerline Miles of the above agency(s):	99
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).

With a focus on intersection safety, the City would like the LRSP to focus on crosswalk evaluation (with an emphasis on uncontrolled crosswalks) and intersection infrastructure updates and safety improvements that would increase safety for vehicles and pedestrians. The goal is to decrease the number of accidents that occur at crosswalks over the next several years, as well as decrease the number of vehicle accidents at intersections due to insufficient/ outdated signage, LED lights, signal heads, and other components. The intent would be to create a plan to address the uncontrolled crosswalks with stakeholders that can be implemented in phases; and 2) Evaluate our City's intersection infrastructure, geometry, and other factors in order to determine safety improvements that would decrease the number of accidents due to distracted and/or confused drivers. Some intersections that are high-risk, such as railroad crossings that interface with City roads, would benefit from these safety evaluations as well.

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

The City has a lot of recent data collected for intersections, such as traffic counts and some SWITRS information. The City would benefit from having intersections observed by a professional and evaluated for user behavior to compliment the raw count data. The City also has an inventory of existing infrastructure (pedestrian infrastructure types, traffic signal head types, cabinet information) that can assist the consultant with determining the types of upgrades needed at each intersection. Staff already meets on a regular basis with the Bicycle and Pedestrian Committee, where these topics have been discussed and would be one of the groups staff would vet the LRSP through. We also have several schools and the Sonoma State College interested.

Signature

Name: Vanessa Garrett

Title: Deputy City Engineer

Signature*: Vanessa Garrett Digitally signed by Vanessa Garrett
DN: cn=Vanessa Garrett, o, ou, email=vgarrett@rpcity.org, c=US
Date: 2019.12.26 15:41:48 -08'00'

Date: 12/31/2019

**Click on the signature box to sign digitally. If not working, submit a scanned copy with signature AND the original completed form.*