

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) GRANTS

SUCCESSFUL APPLICATIONS

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Mission Statement

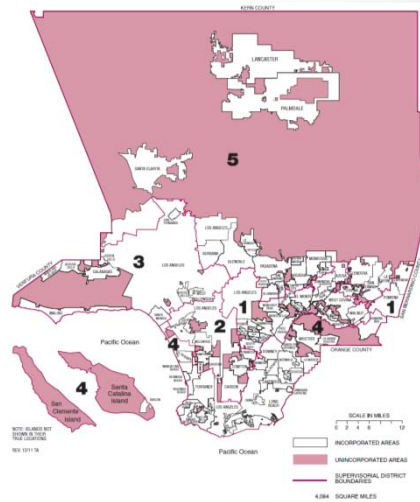
We provide safe, clean, efficient
transportation choices and rights-of-way
to enhance mobility and quality of life

Public Works Transportation Core Service Area

Los Angeles County



- 4,751 sq. miles
- Over 1,500 Signalized Intersections
- Nearly 4,500 miles of Striping
- Over 170,000 Traffic Signs



Grant Cycles

- The County of Los Angeles did not participate in the HSIP Cycle 7 Call for Projects.
- The County of Los Angeles prepared 8 HSIP Cycle 8 applications and was awarded 8 HSIP grants.

HSIP Grant Awarded Amount

- Will receive a total of **\$6,753,000**
- One of the projects has a 10% matching fund in the amount of \$93,500
- All other projects are 100% HSIP funded

HSIP Cycle 8 Project Types

Traffic Signal Upgrades (5 projects)

1. East Los Angeles Traffic Signal Safety Project - Phase 1 (2 intersections)
2. San Gabriel Valley Traffic Signal Safety Project - Group 1 (3 intersections)
3. San Gabriel Valley Traffic Signal Safety Project - Group 2 (4 intersections)
4. 120th Street Traffic Signal Safety Project (2 intersections)
5. Las Virgenes Traffic Signal Safety Improvements (2 intersections)



HSIP Cycle 8 Project Types

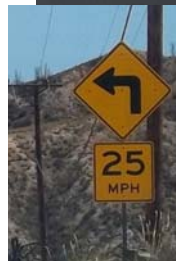
Horizontal Alignment Signage (2 projects)

- o Bouquet Canyon Rd Signage Project
- o San Francisquito Canyon Rd and Lake Hughes Rd Signage Project



Recessed Pavement Markings and Striping Installation (1 project)

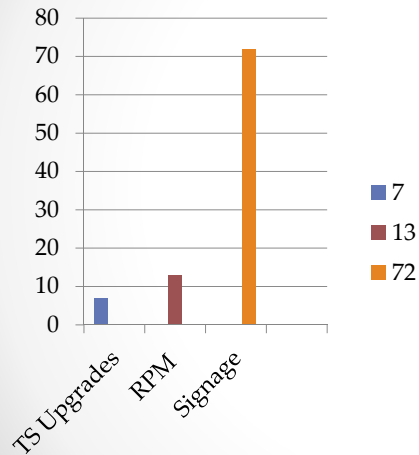
- o Glendora Mountain Road Project



HSIP Grant Approach

- Select an Existing Project Concept and Further Develop it
- Evaluate Areas with a High Concentration of Fatal and Severe Collisions
- Select Existing Projects with a Potential for a High Benefit Cost Ratio
- Consider projects that can be delivered in a timely manner

Average Benefit Cost Ratio by Project Type

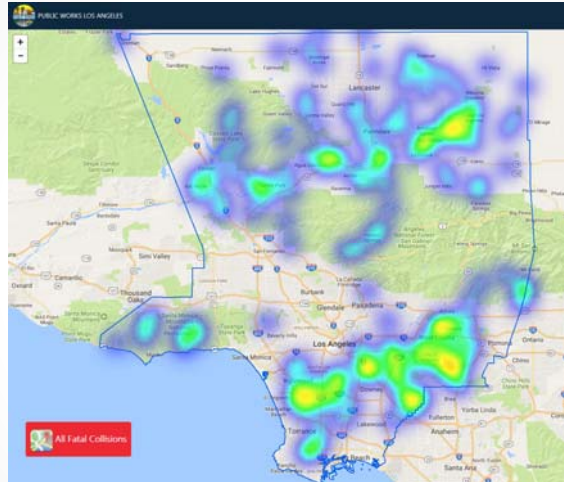


- Typically, the HSIP grant requires a minimum Benefit Cost ratio of 3.5
- If your proposed project has a high Benefit Cost ratio, additional countermeasures are recommended

County's Collision Data

- CHP provides electronic traffic collision reports (TCRs) for collisions within County unincorporated areas.
- County incorporates the TCR in our in-house traffic collision geodatabase.
- The County's geodatabase allows the County to determine which areas have a high number of collisions as well as illustrate the high collision concentrations.

Fatal Collision Heat Map



5-Year Period

Countermeasures Recommended by Project Types

Traffic Signal Upgrade Projects (5)

- Install longer Mastarms and larger Signal Poles to correct Vehicle Head positions
- Provide protected left-turn phasing

Recessed Pavement Markings & Striping Installation (1)

- Install recessed pavement markings
- Install recessed thermoplastic striping

Horizontal Alignment Signage Project (2)

- Install chevron signs at each curve
- Install advance curve warning signs

Systemic Approach

- Provides for a comprehensive low-cost approach
- All crash data types are typically applicable for collisions that are within the limits of the proposed countermeasures
- Incorporate low-cost safety countermeasures at multiple locations along the roadway

Other Proven Approaches

- Evaluates the corridors with the highest concentration of traffic collision patterns to determine if improvements are recommended.
- Evaluates site specific locations with a high concentration of traffic collision patterns to determine if improvements are recommended.
- The County's traffic collision geodatabase generates reports annually to identify intersections with a recurrence of a specific collision pattern.

Questions



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