

# HOW DOES CITY OF LOS ANGELES BENEFIT FROM THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

PUBLIC WORKS OFFICERS INSTITUTE AND EXPO

Carlos Rios, Senior Transportation Engineer  
Los Angeles Department of Transportation (LADOT)  
Complete Streets Division



## WE ARE LADOT

### Our Vision

Los Angeles will have a transportation system that gives people choices to support a high quality of life and strong healthy communities, as well as continued prosperity and resilience for the region.



## HOW HAVE WE ADDRESSED OUR SAFETY ISSUES AND CONCERNS

- LADOT investigates and evaluates traffic safety concerns through regular and vigorous field reviews, data collection, collision analysis, and communications with the public, elected officials, community leaders, neighborhood organizations, and businesses.
- The information is then entered into a centralized safety improvement database and reviewed by LADOT engineers, planners and technicians.
- Safety improvement projects are then prioritized based on their safety concerns and feasibility of implementation.



MARCH 22, 2017



## HOW HAVE WE SELECTED PROJECT CANDIDATES FOR HSIP GRANT

- When grant opportunities are available, projects are selected from LADOT's list and are evaluated and prioritized based on their eligibility and competitiveness to compete for federal and/or other safety grants: HSIP, ATP, Safe Routes to School, OTS, local Call for Projects, etc.
- Because of the technical and data driven nature of the HSIP grant, LADOT's projects are evaluated by an advisory committee that is comprised of technical staff from different City departments. The technical advisory committee members are selected from staff who have experience in the development, design, cost estimate and construction of safety projects.
- The technical advisory committee is responsible to review and evaluate projects based on the guidelines and criteria established for the HSIP grant cycle. The technical committee also ensures the City's responsiveness to the State's goals and objectives in co-funding safety projects.



MARCH 22, 2017



## CITY'S HSIP PROJECT APPROVAL PROCESS

- LADOT is responsible to notify city stake holders (Mayor's Office, Council offices, City staff, community organizations, etc.) on the availability of the HSIP funds, and the department's efforts to evaluate and recommend projects through technical advisory committee. Council and Mayoral staff perform advisory roles on the project selection but, only make recommendations on the final decision.
- After the technical advisory committee has made its recommendation on the final project selection, LADOT prepares a report to the Council and Mayor requesting:
  - Approval of the final list of recommended projects
  - Authorization for LADOT General Manager to submit applications to Caltrans to compete for the HSIP grant
  - Authorization for LADOT or other executive managers to execute the financial agreement with the grantor for successful projects



MARCH 22, 2017



## LADOT'S REPORT CARD

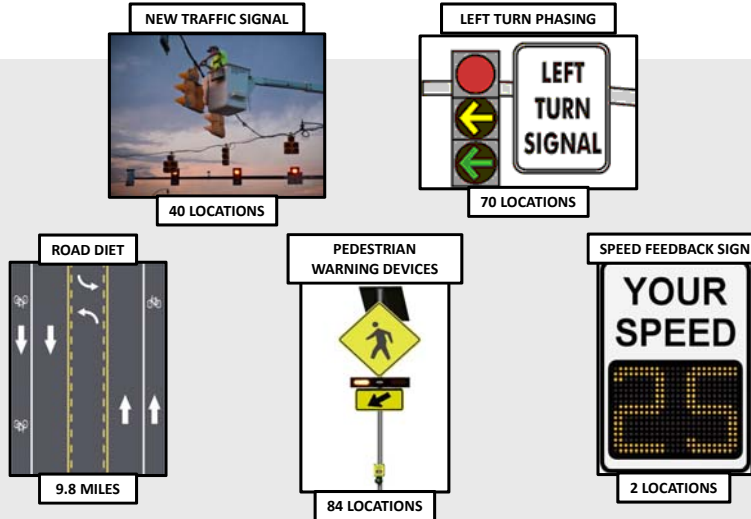
<u>HSIP Cycle</u>	<u>Year</u>	<u>Applications Submitted</u>	<u>Applications Approved</u>	<u>Grants Awarded</u>
1	2007	6	3	\$ 1,803,260
2	2008	19	6	\$ 2,029,730
3	2010	25	5	\$ 1,920,240
4	2011	21	19	\$ 4,968,100
5	2012	11	8	\$ 5,497,800
6	2013	8	8	\$ 6,673,500
7	2015	4	3	\$10,000,000
8	2016	3	2	\$10,000,000
		97	54 (55%)	\$42,892,630



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## IMPROVEMENTS FUNDED BY HSIP GRANTS



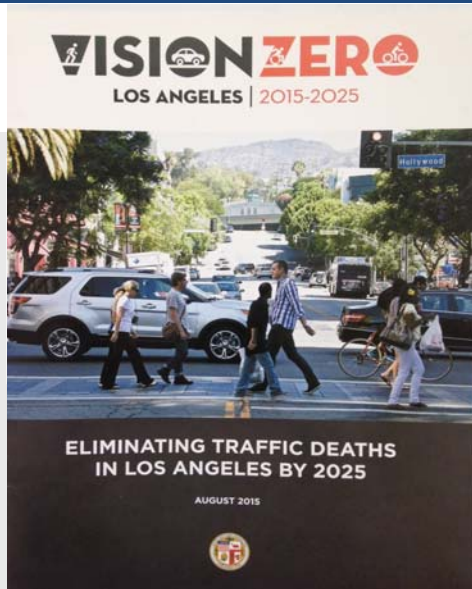
MARCH 30, 2017



## MOVING FORWARD WITH

Mayor Eric Garcetti's Executive Directive No. 10, *Vision Zero*, directs all City departments to collaborate and coordinate their activities to improve safety on public roadways and sidewalks.

With the adoption of the Vision Zero directive in 2015, as our primary traffic safety management goal, an additional layer of prioritization has been established focusing on improving pedestrian and bicycle safety.



MARCH 22, 2017



## MOVING FORWARD WITH VISION ZERO

### Objective

- Reduce citywide traffic deaths by 20% by 2017, prioritizing pedestrian deaths involving older adults and children, and
- Eliminate traffic deaths citywide by 2025

### Methodology

Evaluation methods are data-driven. We have identified a High Injury Network (HIN) of streets where traffic improvements can significantly improve pedestrian safety

### Partnership

Safety campaigns are supplemented by public education, community engagements and law enforcement.

### GUIDING PRINCIPLES

- 1: Designing for Human Error
- 2: Vision Zero Strategies
- 3: Prioritizing Human Life
- 4: Speed
- 5: Government Coordination



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## ADOPTION OF VISION ZERO ACTION PLAN

In January 2017 The Vision Zero Action Plan was adopted.

- Focus on key outcomes; create safe streets for all, adopt new policy and strengthen safety, respond to relevant data, develop a culture of safety
- Corridors, not intersections
- Commitment to equity and engagement

**Phase 1:** Short-term, low cost projects that can improve safety without significant costs: painted curb extensions, road diets, Leading Pedestrian Intervals (LPI), scramble crosswalks, etc.

**Phase 2:** Projects with extensive capital improvement needs: new traffic signals, traffic signal phasing and street striping modifications, raised median islands, median island refuge areas, permanent curb extensions, etc.



MARCH 30, 2017



