

PREPARING A COMPETITIVE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) APPLICATION

ITS CALIFORNIA LUNCHEON – FUND YOUR PROJECTS

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ONGOING GRANT OPPORTUNITIES

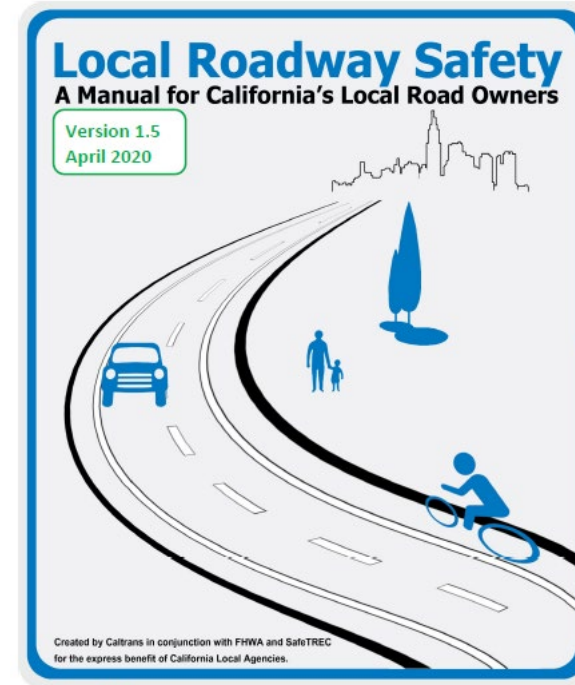
- Highway Safety Improvement Program (Cycle 11) – State/Federal
- Active Transportation Program (Cycle 6) – State/Regional
- Safe Streets for All (Year 1 of 5) – Federal
- Rebuilding American Infrastructure with Sustainability and Equity – (Evolving Federal Program – TIGER -> BUILD -> RAISE)

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PROGRAM DETAILS

- Focused on Capital Improvements
 - > Full list of Countermeasures in the Caltrans Local Roadway Safety Manual
- Minimal required narrative
- Entirely scored based on benefit/cost
 - > Reduced Cost of Crashes
Cost of Improvements
 - > Variable funding threshold
- Requires a Local Roadway Safety Plan



S18PB, Install pedestrian crossing (S.I.)

For HSIP Calls-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
100%	Pedestrian and Bicycle	25%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new crossing. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).		

LOCAL ROADWAY SAFETY PLAN

- Introduction and Purpose
- Mission and Vision Statement

PLAN DEFINITION

- Crash Analysis Findings
- Emphasis Areas
- Objectives and Goals
- Prioritized Strategies and Action Items to Achieve Goals

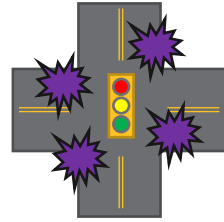
PLAN IMPLEMENTATION

- Performance Measures to Evaluate Success
- Funding Sources for Implementation
- Plan for Ongoing Monitoring of Progress and Evaluation of Goals

PLAN ACCOUNTABILITY

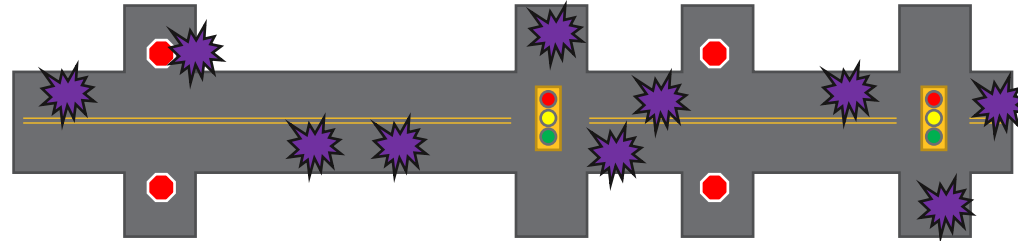
TYPES OF HSIP APPLICATIONS

- Hotspot



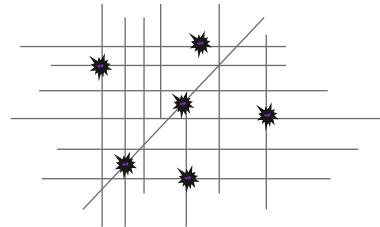
*Requires Competitive
Benefit/Cost Ratio (BCR)*

- Corridor



*Requires Competitive
Benefit/Cost Ratio (BCR)*

- Systemic



*Requires Competitive
Benefit/Cost Ratio (BCR)*

- Set Aside

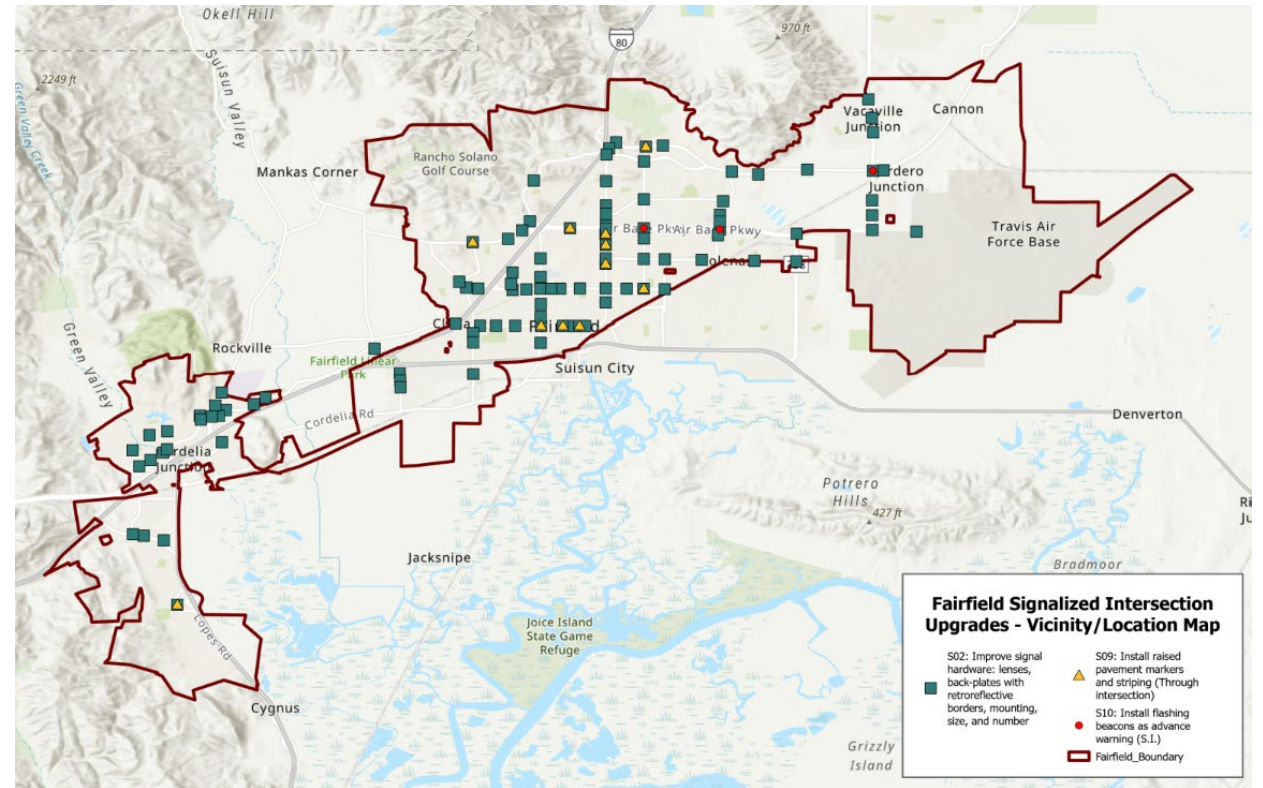
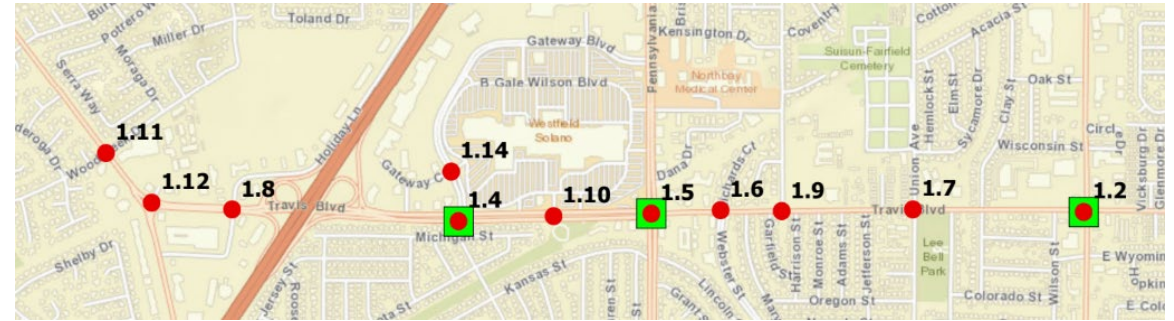


*Specific Countermeasures with
earmarked funding*

CASE STUDY

FAIRFIELD, CA

- **Adaptive Corridor timing**
 - Utilized the S03-Signal coordination countermeasure
 - High local match (50%) covered with existing funds
 - Opportunity to leverage city priorities with high crash locations
- **Systemic Signal Improvements**
 - Low-cost efficient upgrades (S02) (reflective backplates, larger signal heads) allow for city-wide implementation
 - High benefit packages allow for more improvements (costs)



APPLICATION TIPS

- Core of the application is the Analyzer PDF tool
 - > Three countermeasure limit
 - > Benefit increases with severity and frequency of crashes
 - > Can include "Other Safety" improvements
- High severity/frequency crash locations can fund improvements at additional locations
- Prepare multiple applications for systemic projects with Benefit/Cost Ratios that are not sufficiently high

+/- Line	Location No.	Location Description (Intersection Name or Road Limit or General Description)	Click to select Countermeasures		
(Non-signalized Intersections)					
			NS06	NS07	NS14
+ -	NSI_1	FFD-2.01: Hancock Drive & Hom Drive	●	●	
+ -	NSI_2	FFD-2.02: Joseph Gerevas Drive & WR Glusen Drive	●	●	●
+ -	NSI_3	FFD-2.03: Dobe Lane & Cascade Lane	●	●	●
+ -	NSI_4	FFD-2.04: Clay Bank Road & Gulf Drive	●	●	
+ -	NSI_5	FFD-2.05: Clay Bank Road & Willet Court	●	●	
+ -	NSI_6	FFD-2.06: Clay Bank Road & East Tabor Avenue	●	●	

Crash Data Table for Crash Type: ALL								
No.	Location No : Description (from Step 2)	Fatal (ALL)	Severe Injury (ALL)	Other Visible Injury (ALL)	Complaint of Pain (ALL)	PDO (ALL)	Total	ID
1	NSI_1: FFD-2.01: Hancock Drive & Hom Drive		1				1	
2	NSI_2: FFD-2.02: Joseph Gerevas Drive & WR Glusen Drive		1				1	
3	NSI_3: FFD-2.03: Dobe Lane & Cascade Lane		1				1	
4	NSI_4: FFD-2.04: Clay Bank Road & Gulf Drive		1	1			2	
5	NSI_5: FFD-2.05: Clay Bank Road & Willet Court				1		1	
6	NSI_6: FFD-2.06: Clay Bank Road & East Tabor Avenue		1	4	7	1	13	



Benefit by Locations

Location No : Description	[CM1] Benefit	[CM2] Benefit	[CM3] Benefit	Total Benefit
NSI_1: FFD-2.01: Hancock Drive & Hom Drive	\$772,518	\$1,287,529	\$0	\$2,060,047
NSI_2: FFD-2.02: Joseph Gerevas Drive & WR Glusen Drive	\$772,518	\$1,287,529	\$0	\$2,060,047
NSI_3: FFD-2.03: Dobe Lane & Cascade Lane	\$772,518	\$1,287,529	\$0	\$2,060,047
NSI_4: FFD-2.04: Clay Bank Road & Gulf Drive	\$815,967	\$1,359,944	\$0	\$2,175,911
NSI_5: FFD-2.05: Clay Bank Road & Willet Court	\$24,700	\$41,167	\$0	\$65,867
NSI_6: FFD-2.06: Clay Bank Road & East Tabor Avenue	\$1,123,262	\$1,872,103	\$0	\$2,995,365

CASE STUDY

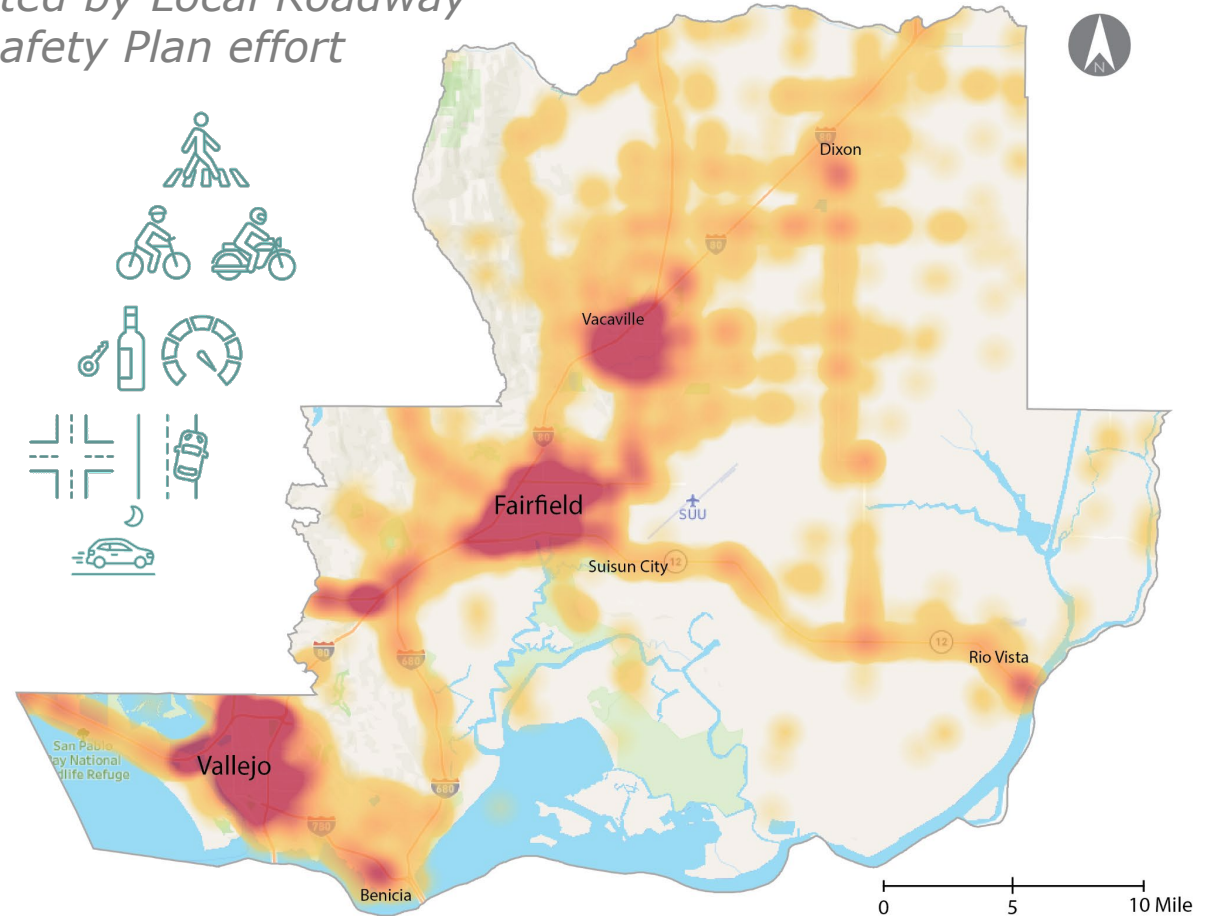
SOLANO TRANSPORTATION AUTHORITY

*Supported by Local Roadway
Safety Plan effort*

8 Jurisdictions

(7 cities & unincorporated county)

- **Cycle 9**
(total funding: \$8.8 million)
- **Cycle 10**
(total funding: \$4.7 million)
- **Cycle 11 pending**
(total funding request \$7.5 million)



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