



**Resource Management
Agency
COUNTY OF TULARE
AGENDA ITEM**

BOARD OF SUPERVISORS

KUYLER CROCKER
District One
PETE VANDER POEL
District Two
AMY SHUKLIAN
District Three
EDDIE VALERO
District Four
DENNIS TOWNSEND
District Five

AGENDA DATE: December 17, 2019

Public Hearing Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Scheduled Public Hearing w/Clerk	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Published Notice Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Advertised Published Notice	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Meet & Confer Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Electronic file(s) has been sent	Yes	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Budget Transfer (Aud 308) attached	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Personnel Resolution attached	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Agreements are attached and signature line for Chairman is marked with tab(s)/flag(s)	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
CONTACT PERSON: Celeste Perez PHONE: (559)624-7010				

SUBJECT: Approve Submission of Local Road Safety Plan (LRSP) Grant Application

REQUEST(S):

That the Board of Supervisors:

1. Approve the submission of the Local Road Safety Plan grant application requesting \$72,000 in State funds to prepare Tulare County's Local Road Safety Plan; and
2. Authorize the Director of the Resource Management Agency or his designee to sign the grant application.

SUMMARY:

On October 8, 2019, the California Department of Transportation (Caltrans) announced a Call for Local Road Safety Plan Applications to assist local agencies in developing their road safety plans. Each applicant is eligible to request up to \$72,000 of State funds (maximum amount allowed per application) and will be awarded on a "first come, first serve" basis; there is no application deadline. Caltrans will continue to accept applications so long as funding is available (\$10 million of State funds available).

If the County's Local Road Safety Plan grant application is awarded and allocated, the County will be required to complete the safety plan within three years. Upon completion of the safety plan, the Local Road Safety Plan is expected to be updated/validated at least every five years.

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Background

Approximately 60 percent of all road miles in the United States are non-Interstate, rural roads owned and operated by local entities, such as towns, counties, and tribal governments. In 2009, 56 percent of highway deaths occurred on rural roads, though only 23 percent of Americans live in rural areas. Furthermore, the fatality rate was 2.6 times higher in rural areas than in urban areas, underscoring the need to systematically improve road safety in rural areas.

All States already have a comprehensive safety plan that provides a framework for reducing highway fatalities and serious injuries on all public roads; this is known as the State's Strategic Highway Safety Plan (SHSP). The SHSP is a data-driven plan that establishes statewide goals, objectives, and key emphasis areas that integrates the 4 E's of Safety – engineering, education, enforcement and emergency services. The SHSP can assist local practitioners in addressing safety on local rural roads but a locally-focused plan is often needed to address the unique conditions that contribute to safety problems and to assist local practitioners in making informed safety investment decisions.

These challenges faced by local agencies can be addressed through the creation of a Local Road Safety Plan.

Local Road Safety Plan

A Local Road Safety Plan (LRSP) is a locally-coordinated safety plan that provides a comprehensive framework to identify key safety needs and guide safety investment decisions on local rural roads. An LRSP provides an excellent opportunity for agencies, at all levels of government (local, State, and Federal), and other stakeholders to work together to align and leverage resources and funding to address the safety challenges unique to rural roads.

In general, the LRSP development process involves six steps:

1. Establish Leadership
2. Analyze Safety Data
3. Determine Emphasis Areas
4. Identify Strategies
5. Prioritize and Incorporate Strategies
6. Evaluate and Update the LRSP

The LRSP will provide the County a proactive approach to addressing safety needs and demonstrate the County's responsiveness to safety challenges.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a federal funding source for road improvements projects administered by the Federal Highway Administration (FHWA) through the California Department of Transportation (Caltrans) as part of the Moving Ahead for Progress in the Twenty First Century (MAP-21) Act.

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Since 2012, the County has been awarded approximately \$12.4 million in HSIP funding for Safety related projects to implement traffic collision countermeasures to reduce the frequency and severity of traffic collisions on County-maintained roadways. Projects awarded under previous HSIP funding cycles (more specifically, HSIP Cycles 5 through 9) include the following projects:

- Reservation Road Improvement Project (Cycle 5)
- Various Stop Controlled Intersection (Cycle 5)
- 57 Intersection Safety Improvement (Cycle 6)
- Avenue 152 Safety Improvement (Cycle 7)
- Avenue 146 Corridor Improvement (Cycle 7)
- Avenue 328 Corridor Improvement (Cycle 7)
- Avenue 232 Corridor Improvement (Cycle 7)
- Drive 134 (Spacer Drive) Corridor Improvement (Cycle 8)
- Avenue 144 and Road 96 Roundabout (Cycle 9)
- Overhead Flashing Beacons at Two Intersections (Cycle 9)
- Pedestrian Crossing Enhancements at John J. Doyle Elementary (Cycle 9)
- Guardrail Upgrade along Piedra Drive (Cycle 9)

Beginning HSIP Cycle 11 Calls-for-Projects (anticipated April 2022), an LRSP will be required for a local agency to be eligible to apply for federal HSIP funding.

Local agencies are still eligible to apply for Cycle 10 of HSIP Calls-for-Projects without an LRSP (although having an LRSP is highly recommended for HSIP Cycle 10).

FISCAL IMPACT/FINANCING:

No Net County Cost.

The maximum amount of State funds allowed to be requested per application (for the development of an LRSP) is \$72,000. Since the County is requesting \$72,000 of State funds to develop the County's LRSP, a local match of \$8,000 will be required to be covered by County Road Funds. In some cases the cost to prepare an LRSP can exceed \$80,000. If it is determined that additional revenue is required, it is proposed that this revenue come from the Road Fund. Furthermore, staff is working to identify additional funding sources to supplement this grant.

LINKAGE TO THE COUNTY OF TULARE STRATEGIC BUSINESS PLAN:

Developing the Local Road Safety Plan will enhance the safety and security of the public by allowing the County to take a proactive approach to addressing safety needs and demonstrate the County's responsiveness to safety challenges.

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ADMINISTRATIVE SIGN-OFF:



Reed Schenke, P.E.
Director

cc: County Administrative Office

Attachment(s) Attachment A – Local Road Safety Plan (LSRP) Grant Application

**BEFORE THE BOARD OF SUPERVISORS
COUNTY OF TULARE, STATE OF CALIFORNIA**

IN THE MATTER OF APPROVE) Resolution No. _____
SUBMISSION OF LOCAL ROAD SAFETY)
PLAN (LRSP) GRANT APPLICATION)

UPON MOTION OF SUPERVISOR _____, SECONDED BY
SUPERVISOR _____, THE FOLLOWING WAS ADOPTED BY THE
BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD DECEMBER 17, 2019,
BY THE FOLLOWING VOTE:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST: JASON T. BRITT
COUNTY ADMINISTRATIVE OFFICER/
CLERK, BOARD OF SUPERVISORS

BY: _____
Deputy Clerk

* * * * *

1. Approved the submission of the Local Road Safety Plan grant application requesting \$72,000 in State funds to prepare Tulare County's Local Road Safety Plan; and
2. Authorized the Director of the Resource Management Agency or his designee to sign the grant application.

Attachment “A”

Local Road Safety Plan

Grant Application

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)	County of Tulare
Population of the above agency(s):	465,861
Public Road Centerline Miles of the above agency(s):	2,950
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).

The County of Tulare (the County) intends to develop a Local Road Safety Plan (LRSP) that will provide a framework for reducing the number of fatalities and serious injuries associated with crashes that occur on the County of Tulare's roadway system. The development of the LRSP will draw on best practices in safety planning from documents prepared by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the National Cooperative Highway Research Program (NCHRP), the National Highway Traffic Safety Administration (NHTSA), as well as state and local safety partners. The LRSP will be developed using a data-driven, multi-disciplinary and collaborative process and summarizes an effort to determine the priority efforts for investing the County's safety project resources.

The scope of work the LRSP is expected to accomplish is detailed below:

The first item of work in the development process of the LRSP is to identify and contact state and local stakeholders. The County will coordinate a kick-off meeting with state and local stakeholders and present an outline of what an LRSP entails and how the development of an LRSP will benefit the safety and security of the public.

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

The second item of work the LRSP is expected to accomplish is to gather and evaluate safety data in order to identify the issues and emphasis areas. Crash and other safety data will be used to identify safety issues, select appropriate countermeasures, and evaluate performance. Safety data sources will include, but not limited to, (1) crash data on County roads obtained through the Statewide Integrated Traffic Records System (SWITRS), (2) roadway data provided by the County (additional field work may be needed to obtain supplemental roadway data), (3) local law enforcement records, (4) state crash facts report, (5) speeds, and/or (6) traffic counts (additional field work may be needed to update traffic counts). This will allow the County to compare crashes that occur on Tulare County's roadway network that resulted in fatalities and severe injuries with the safety performance measures adopted by FHWA and the California Department of California (Caltrans). Doing so will allow the County to identify crash trends and conduct a safety analysis to provide the information necessary for transportation safety planning, prioritization, and implementation to achieve the goals of the LRSP.

The third item of work the LRSP is expected to accomplish is to identify safety emphasis areas through a comprehensive 4 E approach (engineering, enforcement, education, and emergency services) that will form the basis of the LRSP. The County will consult with state and local stakeholders to develop a preliminary list of safety emphasis areas based on the number of severe crash types, focused roadway facilities (e.g. intersection, roadway segments, curves, etc.) and other key safety factors (e.g. local law enforcement records, traffic counts, traffic citations). The established list will be ranked and categorized as priority safety emphasis areas in the LRSP. Examples of priority safety emphasis areas may include intersections, lane departures, impaired driving, etc. Identifying the safety emphasis areas will establish the focus of the LRSP and relate crash types that represent the greatest opportunity for reducing fatal and severe injury crashes using safety strategies and countermeasures (which correspond to mitigation of a specific crash type). Further, prioritization of safety emphasis areas will help identify appropriate safety strategies and countermeasures for the County's roadway system; priority emphasis areas identified from the crash data set are the crash types with the greatest proportion of crashes.

The fourth item of work the LRSP is expected to accomplish is to prioritize safety strategies targeted to address infrastructure associated with crashes. This process will consider key characteristics (e.g. locations, systems, crash data, etc.) and input from state and local stakeholders through workshops to identify the most appropriate safety strategies and countermeasures for addressing the unique safety needs of the County's roadways. Furthermore, the County recognizes the importance of reaching beyond the infrastructure strategies to include behavioral strategies for a more comprehensive program to address the County's road safety needs. As such, additional workshops will be held with stakeholders to identify and prioritize safety strategies targeted to address behavioral factors associated with crashes. The proposed LRSP will identify several behavioral strategies with low to moderate cost and short to medium implementation timeframes.

The fifth item of work the LRSP is expected to accomplish is to develop project development decision trees for each focus facility type that will consist of identifying basic roadway features, accounting for the features present at specific locations, and pointing toward a specific strategy/countermeasure. The strategic goal of the LRSP is to reduce fatalities and serious injuries on County roadways through implementation of safety strategies targeted toward addressing ongoing and emerging roadway safety issues in Tulare County. The key to addressing severe crashes along Tulare County's system is to widely deploy highly effective strategies at prioritized (that is, higher ranked) locations. When developing a program based on a systemic safety review, a high emphasis is placed on the consistency of projects for locations with similar roadway and traffic characteristics. However, a single strategy may not apply to all locations because of variations in such features as traffic volume, road geometrics, adjacent land use etc. Developing a project development decision tree for each focus facility types will help guide safety analysts in identifying appropriate strategies for implementation based on site characteristics. Once developed, the project development decision trees will be used (like flow charts) and applied at each prioritized location; the answer to a question provides the direction for the next question to be applied to/considered for the given location. The project development decision trees will guide the identification and application of potential strategies once the flowchart has been fully executed and all questions answered based on engineering experience.

The final item of work the LRSP is expected to accomplish is to identify low to medium cost safety-related infrastructure or programs (using the project development decision trees for each focus facility type) to target the County's priority safety emphasis areas detailed above. A primary product of LRSP development process involves identifying and prioritizing safety projects and programs consisting of individual or combinations of the identified emphasis area safety strategies to be proactively deployed at the prioritized locations along the County's road system.

Upon completion of the LRSP, the County will monitor the implementation progress and evaluate the LRSP strategies to ensure the effectiveness of the projects and the overall safety plan. The County intends to evaluate and update the LRSP every 4-5 years to ensure maximum effectiveness of the safety plan.

Signature

Name:

Reed Schenke

Title:

Director of Resource Management Agency

Signature*:

Date:

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