

# Local Road Safety Plan (LRSP)

## Webinar Q&A

**1. What is LRSP again?**

*Answer:* Local Road Safety Plan.

**2. Does an SSARP meet the requirement?**

*Answer:* Yes – Systemic Safety Analysis Report Program. At this time, we are accepting SSARP as meeting the requirements of the LRSP.

**3. Will there be funding available for LRSP?**

*Answer:* Yes – There will be \$72K state funding that will be provided with an \$8K local match. Agencies can add more funding to that amount should they choose to add more details / information to their plan.

**4. If we have an SSAR completed, do we have to complete an LSRP?**

*Answer:* No – The SSAR can be equivalent to the LRSP but we are encouraging local agencies to incorporate LRSP component such as the collaborating with other departments within the local agency, police, public health, local officials, etc. to the plan.

**5. We are working on a Multi Modal Transportation Safety Program (MMTSP) that will cover our city's entire local road system. Would this meet the requirement for a LRSP?**

*Answer:* At this point, you need a LRSP or something equivalent to prove the safety requirements are met. We can also discuss more detail at the end of the presentation. Thank you.

**6. Are small cities with less than 10,000 population required to create a LRSP? If so, by what date must it be completed?**

*Answer:* Yes, time line will be discussed at the end.

**7. I would be interesting in learning more about "Do-It Yourself" Local Road Safety Plan. We are a small city with very limited funds.**

*Answer:* The next three presentations will show you what locals have done to get there just as you are asking. Take note and ask more questions if still unclear. Again, these presentations will be recorded. Rene, please send me an email at [hillary.isebrands@dot.gov](mailto:hillary.isebrands@dot.gov) and I will send you the LRSP template and a link to Tricia's plan (Nevada County) as well as a few other plans for you. You can call me at 720-545-4367 as well. You can also contact Ken Kochevar. Thank you for your interest.

**8. How long did it take to compile all this data and develop the final plan?**

*Answer:* From Marin County: It took us approximately 1 year to complete the plan. We hired a consultant to assist with assessment of the data and preparation of the plan. The timeframe included preparation of the RFP, selection of a consultant, assessing the data, outreach and developing the plan. We primarily used TIMS data and supplemented this with local data from the local traffic engineering departments and law enforcement (CHP and Police reports that were available from the local jurisdictions)

**9. In 2022, will the SSARP not meet the requirement for LRSP?**

**Answer:** They will be acceptable, but phased out over time.

**10. How do we determine if a Safety Plan is an equivalent to a LRSP?**

**Answer:** There will be a number of different plans that are considered "equivalent" Vision Zero, SSARP, Tribal Safety Plans, MMTSP, etc. If there is a plan you have that is not listed, please contact Caltrans DLA for a determination if it is equivalent or not.

A comprehensive safety plan should have the steps that Hillary showed. 1. champion/stakeholders 2. Data 3. Emphasis areas 4. Strategies 5. Prioritization 6. Evaluation. Robert is also covering this as well in his remarks.

**11. Is there a specific list of items that need to be addressed by the LRSP?**

**Answer:** The steps are at the link. If you are interested in the LRSP template, please email me at hillary.isebrands@dot.gov. [https://safety.fhwa.dot.gov/provencountermeasures/local\\_road/](https://safety.fhwa.dot.gov/provencountermeasures/local_road/)

Caltrans local HSIP website also has the links to the LRSP template and other documents: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>)

**12. With the changes to HSIP eligibility, would regional multi-jurisdictional plans qualify? For cycle 11 and beyond.**

**Answer:** Yes, regional multi-jurisdictional plans qualify as long as each agency makes it their own and is taking appropriate action within their jurisdiction that reflects what is in the plan.

**13. Is a 5-year plan appropriate? We want to be prepared for updates.**

**Answer:** A plan should be updated at least once every 5 years or sooner if things have changed (e.g., data or priorities) requiring an update.

**14. Is the \$80,000 for LRSP funding available for agencies with existing SSAR projects? Or is that for any agency who wants to start an LRSP?**

**Answer:** At this time, the \$80 is for agencies that do not have a SSARP, once the initial call goes out and if funding is still available after the initial run, we may be able to provide additional funding to SSAR recipients.

**15. If an Agency has already completed an SSARP, may they still receive LRSP funding to supplement or update the SSARP to an LRSP?**

**Answer:** Yes, depending on the amount requested.

**16. Is \$80,000 enough to do an LRSRP for a city of about 500,000 population?**

**Answer:** At this time, we are keeping the amount as is so that there is funding available to as many local agencies as possible. Yes. Agencies can always add more of their own funding should they choose to do so.

**17. How many LRSP Call for Project will you have? Just this one in September?**

**Answer:** The LRSP call is scheduled to go out in the first couple of weeks in October. There will likely be more in coming months but there will not be an end date to the call. It will be reminders about the upcoming requirements for cycle 10 and cycle 11.

**18. I might have missed this, but where is the 80k funding for LRSP coming from, FHWA or Caltrans?**

**Answer:** FHWA through Caltrans. The HSIP is a federally funded, state administered program. The LRSP is a program within the HSIP. The funding for the LRSP is state funds as Caltrans executed a state / federal fund swap so that agencies can administer the program more easily

**19. How do you suggest an agency extend their SSAR to an LRSP?**

**Answer:** A LRSP should have: 1. champion/stakeholders 2. Data 3. Emphasis areas 4. Strategies 5. Prioritization 6. Evaluation. Two main components that a LRSP has that a SSAR does not have is coordination with other agencies (e.g., law enforcement) and it includes enforcement and education strategies, not just engineering strategies.

**20. Please explain the differences between a Local Road Safety Plan and a Systemic Safety Analysis Report prepared by or for a California local agency.**

**Answer:** Basically, the biggest difference is the SSARP is engineering focused with no requirements of collaboration with other respective departments within an agency.

**21. Please explain why a local agency's Safety Plan should invest any resources in Systemic Safety when it has a substantial need for traditional safety improvement projects, which are selected to remediate an existing severe crash concentration or pattern (i.e. a "hot spot")?**

**Answer:** The agency should consider including both methods within their safety program since low cost improvements are typically used for a systemic approach and can be implemented on a wider scale versus spending money on hot spots that are typically costlier and would not be able to address as many locations.

**22. Some local agencies interpret or believe that "data driven" safety investments are limited to locations and projects identified through CRASH DATA analysis. Please explain how other data (traffic volumes, speed, crosswalk or ped crossing length, speed differential at conflict points, etc.) is used to identify systemic safety investments for "high risk" locations.**

**Answer:** The San Diego example will explain this. It is really up to what analytic model you use or have in mind. If you have a well set-up descriptive database for traffic collisions in a network, you may identify all high-risk locations for systemic investments and also the hot spots in the network. Again, to get all these figured out, one needs a well set-up database plus a good analytic algorithm to pick the locations/spots. Hopefully, sometime down the road, a local agency would have a network including all the MIRE elements required by the FHWA.

**23. Where can the LRSP template be found online? I haven't seen something like that in my internet searching.**

**Answer:** Here you go: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>

Its format and template is actually posted on the FHWA website, which is also posted in the Caltrans HQ DLA website. If you cannot find it, please contact me via [Chiu\\_Liu@dot.ca.gov](mailto:Chiu_Liu@dot.ca.gov)

**24. For future HSIP Cycles, can cities claim regionally prepared LSRPs or does each applicant for HSIP funds need to have their own LSRP?**

**Answer:** If your agency's network is included in the regional plan and can help you to match the requirement for the LRSP that we are talking about now, you don't need to do another one for your city and this regional one would be sufficient.

**25. How did the County collaborate with Caltrans on state highways - especially the intersections of local and state highways?**

**Answer:** Marin County did not have collision data/reports for the intersections with State highways and they are under the jurisdiction of Caltrans. We did not include them in the assessment except for a few locations where the local jurisdictions had some data and was a focus of interest for them.

**26. Would this matrix analysis (that San Diego did as part of SSARP) work in a small city, or does it require more data than a small city would create?**

**Answer:** You may apply the same approach but you may have different attributes for collisions that you want to address.

Yes, we think it is applicable to any City or County. Fewer crashes mean the hot spots likely won't be as specific, which is where we feel using our results can be helpful instead of conducting a similar analysis with less data. Please email us to discuss further!

**27. If LRSP is now required for HSIP, can we hope that the application itself will be simplified?**

**Answer:** LRSPs are not required yet, but will be in cycle 11. As far the HSIP application being simplified, in the last cycle, the application was all electronic including the submittal and has been developed to easily fill out with many instructions along the way. Assistance always will be provided.

**28. You keep saying approved LRSP plan. Who needs to approve a Local Agencies plan?**

**Answer:** An approved plan means a plan that has been completed with an approved signature of the plan by a City or County official.

**29. What makes it an APPROVED plan?**

**Answer:** One that has included the six steps of a LRSP (1. champion/stakeholders 2. Data 3. Emphasis areas 4. Strategies 5. Prioritization 6. Evaluation) and is approved by the local agency.

**30. How often will Local Agencies be expected to update the LRSPs?**

**Answer:** A plan should be updated at least once every 5 years or sooner if things have changed (e.g., data or priorities) requiring an update

**31. If SSAR is equivalent for both cycles, MUST we update to add other elements? Not clear.**

**Answer:** Yes, the LRSP has additional elements that need to be incorporated to produce, in the end a better product.

**32. Can LRSP funding be added to SSARP funding if our SSARP is still underway?**

*Answer:* No, LRSP funds are for developing LRSPs only.

**33. Is the LRSP funding a competitive grant?**

*Answer:* No.

**34. For example, CHP staff participating in the process to develop an LRSP which is prepared by Public Works staff. How are other departments expected to use their own budgets?**

*Answer:* Typically, it will be a combination of the agencies own resources and the LRSP funding that is available. Like the Strategic Highways Safety Plan, it didn't come with funding but a new way to look at safety. The importance of having all parties at the table should be a priority for that agency that they would carve out resources in future budget years so the Plan can be implemented.

**35. If agencies are using SSARP or Vision Zero plans as proxy for the LRSP, will it satisfy requirements to update those plans every 3-5 years? Or will it be expected that agencies eventually switch over to the LRSP?**

*Answer:* Initially, a SSAR or Vision Zero plan can be used as a proxy for the LRSP. However, the plan should be updated at last once every 5 years or when needed.

**36. If counties have SSARP or LRSP in place, does that cover the cities in that county in meeting the requirement?**

*Answer:* If the City is included boundary wise in the county plan and priorities listed, then that is acceptable.

**37. That's really wonderful that there are these planning funds available. Any thoughts on funding for the actual projects? Aside from HSIP?**

*Answer:* There are never enough funds to do everything that needs to be done so having a LRSP should help agencies in strategically applying for using HSIP funds that will compete well, but should help prioritize local and state funds sources to augment the limited HSIP funds statewide.

**38. Also, if we are looking to address systemic areas, like the example of a roadway which hasn't experienced a crash YET, but has similar characteristics of those that have, are funds available there? HSIP required a history of crashes.**

*Answer:* Yes, however I have yet to see a road that doesn't have any crashes except for when its closed, but typically the best way to get a good B/C on an application is to combine all your roadways(high crash routes and low crash routes) using one or two countermeasures into one HSIP application.

**39. Will LRSP with a systemic process of type of crashes instead of frequency or number of fatalities at a location still score high for funding?**

*Answer:* Yes, in past applications where this has been done, B/Cs are generally high and compete well.