

Improving Local Road Safety with HSIP—2020

Saving Lives by Spending Safety Funds on Non-State-Owned Roads

BUILDING A SAFE ROAD NETWORK

In 2019, approximately 24 percent of all fatal motor vehicle crashes in the United States occurred on local and Tribal roadways.¹ The Highway Safety Improvement Program (HSIP) aims to significantly reduce traffic fatalities and serious injuries on all public roads, including non-State-owned roads. Non-State-owned roads are a vital component of a safe transportation system, and HSIP funds can support improvements to these local and tribal road networks.

Making HSIP funds available for highway safety improvement projects on city, township, county, and Tribal roadways helps save lives. Because safety issues on a non-State-owned road network may be spread over a larger area, systemic safety improvements are a particularly effective approach. The data-driven and strategic decisionmaking process for HSIP funding can help local and Tribal jurisdictions better identify and solve safety problems on their road networks. Some jurisdictions may need additional support to navigate application requirements and access data sources.

In 2020, HSIP funded 898 projects on local roads for a total cost of \$389 million.

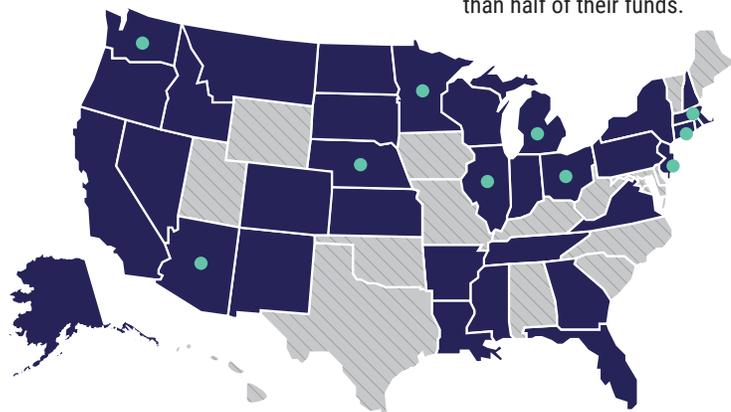
This figure represents roughly 16% of the \$2.4 billion total HSIP funding.

States allocate HSIP funds to local projects in different ways. Some use a centralized process to identify and develop projects, while others do this at a district (or regional) level. Colorado solicits local agencies to apply for HSIP funds. Florida has districts handle the application process and sometimes the construction. Vermont conducts an analysis of risk factors, engages regional planning commissions to select projects, and implements projects with State contractors. Seventy percent of the fatal and serious injury crashes occur on local roads in Washington, so the State distributes 70 percent of HSIP funding to local safety projects. Idaho's Local Highway Technical Advisory Council plans and prioritizes local safety projects. Some States have programs for local agencies to exchange Federal funding for State funding to avoid the time and costs of navigating unfamiliar Federal processes and requirements.²

HSIP in 2020

34 States obligated at least part of their HSIP funds to safety projects on local roadways.

10 States obligated at least 25 percent of their funds to projects on local roadways, and three obligated more than half of their funds.



■ States with local road projects
● States using 25% or more of HSIP funds for local road projects



The average amount of HSIP funds used per local roadway project ranged from about \$100,000 to \$700,000, depending on improvement category.



The more expensive local HSIP projects were generally intersection traffic control or roadway improvements, with average costs between \$586,000 and \$634,000.



Lighting, roadway delineation, non-infrastructure (e.g., safety data collection and analysis), and speed management projects were generally less expensive, with average costs between \$206,000 and \$224,000.

This information comes from 2020 State HSIP reports. For individual reports, visit <https://safety.fhwa.dot.gov/hsip/reports/>.

¹ USDOT and NHTSA, Fatality Analysis Reporting System (FARS), <https://bit.ly/3GUwplq>.

² FHWA, *Local Road Safety: A Framework for Local Safety Programs and Policies*, December 2019, <https://bit.ly/351Mw1S>.

2020 HSIP-FUNDED LOCAL ROAD PROJECTS

- Intersection Traffic Control
- Roadway
- Pedestrian & Bicyclists
- Roadside
- Roadway Signs & Traffic Control
- Intersection Geometry
- Shoulder Treatments
- Roadway Delineation
- Railroad Crossings
- Non-infrastructure
- Access Management
- Lighting
- Alignment
- Interchange Design
- Advanced Technology & ITS
- Speed Management

Proven Safety Countermeasure

Local Road Safety Plans

By setting a framework for identifying, analyzing, and prioritizing safety improvements for local roads, local road safety plans (LRSPs) help match projects to local issues and needs. Many LRSPs include actions to:

- Engage stakeholders in engineering, enforcement, education, and emergency medical services.
- Foster collaboration among municipal, county, Tribal, State, and Federal organizations.
- Identify crash types and risk factors as well as potential countermeasures and strategies to address them.
- Set timelines, goals, and performance measures.

For more information about LRSPs, please see:

https://safety.fhwa.dot.gov/provencountermeasures/local_roads.cfm

KEY PARTNERS FOR LOCAL HSIP PROJECTS

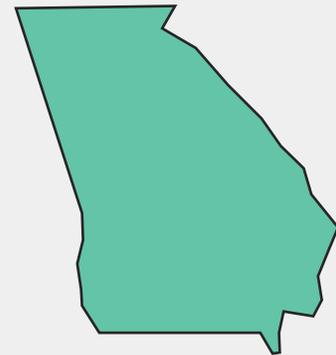
- State departments of transportation
- State highway safety offices
- Local public works agencies
- Local technical assistance programs
- Regional and metropolitan planning organizations and coalitions
- Law enforcement agencies
- Emergency services disciplines
- Public health departments
- Public education organizers
- Tribal agencies
- Local elected officials
- Community activists



HSIP in Action

Georgia

Crashes on Georgia's local road network account for more than 40 percent of the State's crash fatalities.³ To address this critical issue, the State established the Off-System Safety (OSS) Program, which sets aside \$1 million of its HSIP funds for each of its seven districts to apply toward safety projects on its local road network. Using a data-driven approach, district coordinators work with the Office of Traffic Operations in the Georgia Department of Transportation (GDOT) and local governments to identify safety issues and potential solutions. Together, they identify projects through crash frequency and a relative severity index and then submit those projects to a selection committee for implementation.⁴



³ GDOT, "Local Government," Off-System Safety Program, <http://www.dot.ga.gov/PS/Local#tab-1>.

⁴ FHWA, *Georgia Highway Safety Improvement Program 2020 Annual Report*, 7. <https://bit.ly/3HYuVpB>.

To find out how HSIP can help save lives in your community, contact your State DOT:

<https://www.fhwa.dot.gov/about/webstate.cfm>



ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE



U.S. Department of Transportation
Federal Highway Administration

Have an HSIP success story? Share your projects on Facebook, Twitter, and Instagram with #HSIPsavesLives.

