

HSIP Saves Lives

About HSIP

In 2021, an estimated 42,915 people died in traffic crashes in the United States—a more than 10-percent increase from the previous year.¹

To address road safety challenges, HSIP supported States with more than \$3.3 billion in Federal funds in 2021. States used these funds to address safety challenges on all public roads, including non-State-owned roads and roads on Tribal land.² When evaluating projects for HSIP funding, States must take a performance-based and data-driven approach.

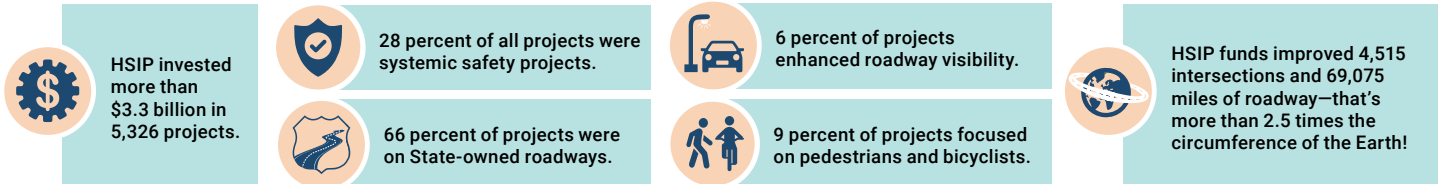
Zero Deaths

Many States and local communities are working to eliminate traffic deaths and serious injuries. The HSIP helps by funding systemic improvements, which prevent serious crashes by targeting high-risk roadway features that correlate with severe crash types.

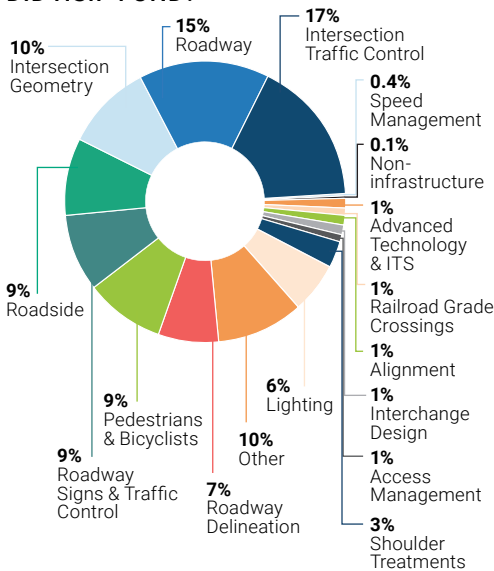
HSIP Funds Critical Safety Projects

Every year, each State receives an apportionment of HSIP funding for projects that are consistent with its Strategic Highway Safety Plan (SHSP). Eligible projects must address a highway safety problem or correct or improve a hazardous road location or feature.³ Projects must be identified by crash experience, potential, rate, or other data.⁴ For HSIP eligibility guidance—including updates from the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL)—see https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf.

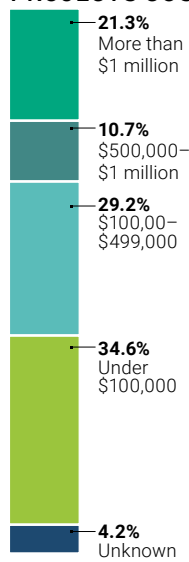
HSIP in 2021



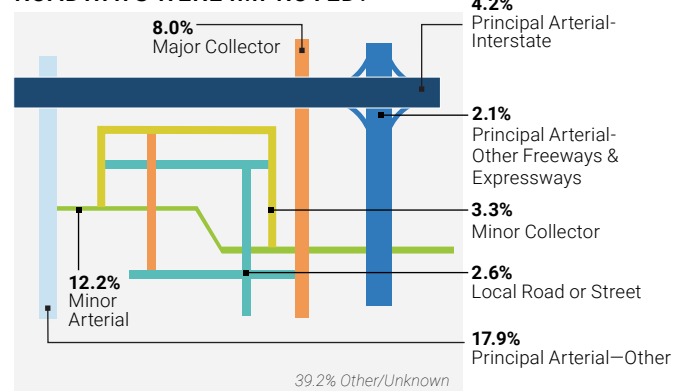
WHAT PROJECT TYPES DID HSIP FUND?



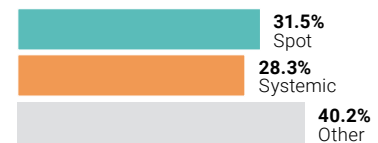
HOW MUCH DID PROJECTS COST?



WHAT CLASSIFICATIONS OF ROADWAYS WERE IMPROVED?



HOW WERE PROJECT SITES IDENTIFIED?



This information comes from 2021 State HSIP reports. To view individual reports, visit <https://safety.fhwa.dot.gov/hsip/reports/>.

1 NHTSA, "Early Estimate of Motor Vehicle Traffic Fatalities in 2021," <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813283>.
 2 FHWA, Fact Sheets, "Highway Safety Improvement Program (HSIP)," (February 2022), <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm>. Local and Tribal roadways are considered those with ownership category attribute codes 2, 3, 4, 12, 25, 32, 50, 62.
 3 Per 23 U.S.C. 148(1)(4)(A).
 4 Per 23 U.S.C. 148(c)(2)(B)(iv).

The Safe System Approach and HSIP Go Hand in Hand

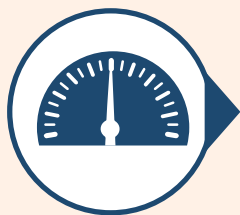
The Safe System Approach acknowledges that road user error is inevitable, but that death or serious injury is unacceptable.⁵ By funding highway safety improvement projects that support Safe System elements, the HSIP helps jurisdictions work toward achieving zero deaths.

HSIP helped to support the following Safe System elements: safe road users, safe speeds, safe roads, and post-crash care.



Safe Road Users

Everyone should be able to drive, walk, bike, and take transit safely and accessibly. Because they lack the protection of a vehicle, pedestrians and bicyclists are more vulnerable to crashes. The HSIP supports safe road users by requiring States to conduct Vulnerable Road User Safety Assessments and by funding projects that help pedestrians and bicyclists with infrastructure improvements like bike lanes, median crossing islands, and pedestrian hybrid beacons.⁶



Safe Speeds

The faster a vehicle is traveling, the greater its risk to human life. Safe speeds are speeds that reduce impact forces, improve stopping time, and improve visibility. The HSIP supports this element by funding projects that help manage roadway speed, including Road Diets, roundabouts, and other traffic calming countermeasures.



Safe Roads

Road design can accommodate human mistakes and improve injury tolerances through strategies such as physically separating those traveling at different speeds or using signage to alert drivers to hazards. The HSIP supports this element by funding work zone safety projects and projects that protect road users with countermeasures like rumble strips, pavement markings, and lighting.



Post-Crash Care

If a crash does occur, first responders must quickly reach the scene and assess, stabilize, and transport those who were injured. Forensic investigation or incident management teams are also important parts of post-crash care. The HSIP supports this element by funding projects that improve incident management and rapid post-crash care.

5 FHWA, The Safe System Approach (2022), https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf.

6 FHWA, Highway Safety Improvement Program (HSIP) (January 2022), <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/hsip.pdf>.

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

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



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

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



U.S. Department of Transportation



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Federal Highway Administration