

HSIP Funds Proven Safety Countermeasures

Improvements That Get Results

FHWA has identified and promotes widespread use of 28 Proven Safety Countermeasures (PSCs), which can offer significant, measurable impacts as part of any agency's data-driven, systemic approach to improving safety. Most PSCs are eligible for HSIP funding and can help State, local, and Tribal agencies take a Safe System Approach and achieve significant, measurable safety improvements on their roadways. Agencies can widely implement these PSCs across all projects.

These strategies are designed to enhance safety on all kinds of roads—from rural to urban, high-volume freeways to less-traveled county roads, signalized crossings to horizontal curves, and everything in between. Each PSC addresses at least one of four safety focus areas: speed management, intersections, roadway departures, or pedestrians and bicyclists. Crosscutting strategies address multiple areas.

For more on PSCs, visit <https://safety.fhwa.dot.gov/provencountermeasures/>.

In 2021

HSIP funded more than 1,300 projects dedicated to Proven Safety Countermeasures.

HSIP in 2021

FHWA's PSCs—many of which are low cost—have the potential to dramatically improve safety at a given location or across a wide area. HSIP helped fund hundreds of projects dedicated to proven safety countermeasures in 2021.¹ Here are just a few:



318 LIGHTING PROJECTS

Projects included lighting along roadways, horizontal curves, interchanges, intersections, or pedestrian crosswalks.

Installing lighting at intersections can reduce nighttime pedestrian injury crashes by up to 42 percent.



16 REDUCED LEFT-TURN CONFLICT INTERSECTIONS PROJECTS

Projects included median U-turns (MUTs) and restricted crossing U-turns (RCUTs).

Replacing a two-way stop-controlled intersection with an RCUT can reduce fatal and injury crashes by up to 54 percent.



18 MEDIAN AND REFUGE PROJECTS

Projects included median and refuge islands with marked crossings.

Installing medians with marked crosswalks can reduce pedestrian crashes by up to 46 percent.
Installing pedestrian refuge islands can reduce pedestrian crashes by up to 56 percent.



159 ROUNDABOUT PROJECTS

Projects included roundabouts as replacements for stop- and signal-controlled intersections.

Replacing a two-way stop-controlled intersection with a roundabout can reduce fatal and injury crashes by up to 82 percent.

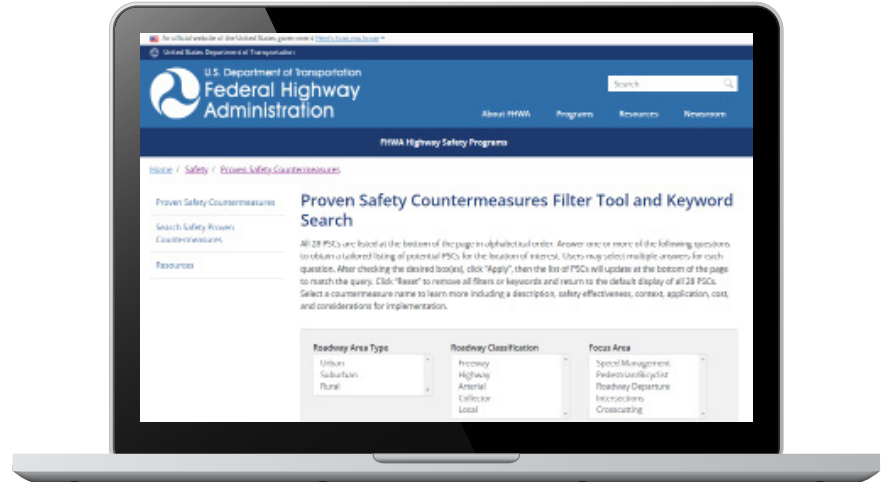
This information comes from 2021 State HSIP reports. The database only counts reported codes specific to a PSC. FHWA estimates the number of projects that incorporate PSCs to be much higher. To view individual reports, visit <https://safety.fhwa.dot.gov/hsip/reports/>. To view individual reports, visit <https://safety.fhwa.dot.gov/hsip/reports/>.

¹ Project number comes from the 2021 State HSIP reports. Potential impacts are from FHWA, Making Our Roads Safer: One Countermeasure at a Time (October 2021), https://safety.fhwa.dot.gov/provencountermeasures/pdf/FHWA-SA-21-071_PSC%20Booklet.pdf.

Countermeasures Selection Tool

Practitioners can use FHWA's online resource to identify which of the 28 PSCs best suit a particular safety challenge. This online resource contains a booklet that details how each countermeasure can be deployed and other considerations for practitioners. Additionally, an online selection tool helps users evaluate prospective countermeasures by roadway area, functional classification, focus area, vehicle volume, problem, and crash types.

To use this tool, please visit <https://safety.fhwa.dot.gov/provencountermeasures/PSCFilter>.



HSIP in Action

Community-Wide Roadway Safety Improvements

THE VILLAGE OF WHITEFISH BAY, WISCONSIN

Crash rates in the Village of Whitefish Bay, a small community outside Milwaukee in southeast Wisconsin, had been trending upward since 2010. The village experienced many right-angle and run-off-the-road crashes as well as crashes involving vulnerable road users such as pedestrians and bicyclists. For example, a woman was killed in 2015 when a rear-ended car was pushed into a crosswalk.

Using HSIP funding, Whitefish Bay applied many low-cost countermeasures across the community, including dynamic speed feedback signs, fine warning plaques, and new yield signs ahead of crosswalks. The Village also installed high-friction surface treatments on curves, leading pedestrian intervals at signals, and rectangular rapid flashing beacons at crosswalks near curves. Better street lighting, updated signal equipment and timing, and high-visibility crosswalks also helped improve safety for Whitefish Bay's residents and visitors.

In the 5 years since 2015, Whitefish Bay estimates that the improvements have resulted in a reduction of 8 vehicle crashes involving pedestrians or bicyclists, 480 crashes prevented, and 257 fewer law enforcement responses.²

PROBLEM

Serious Crashes



SOLUTION

A Variety of Low-Cost Systemic Safety Improvements



RESULT

39% Crash Reduction



² FHWA and the Roadway Safety Foundation, *Noteworthy Practices Guide: 2021 National Roadway Safety Awards: Winners (2021)*, https://safety.fhwa.dot.gov/roadwaysafetyawards/2021_AwardsNPG_Final.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



FHWA-SA-22-075

Federal Highway Administration