

HSIP Supports Local Safety Plans and Programs

Saving Lives on Local and Tribal Roads

According to the most recent National Highway Traffic Safety Administration report, more than 10,423 people were killed in traffic crashes on locally or Tribally owned roadways in 2021.¹ In addition to funding projects that implement countermeasures on local roads, the HSIP also supports local safety work by funding local road safety plans (LRSPs) and road safety audits (RSAs), as well as training and technical assistance programs for local agencies.

LRSPs and RSAs both use data to study local crash patterns and identify countermeasures—often future HSIP projects—to help prevent those crashes. Identification of locations with high speeds and speed management strategies are often key components of LRSPs. Because LRSPs and RSAs consider crash data across a network, they are an especially effective, low-cost way to identify opportunities to implement systemic countermeasures for preventing and mitigating fatal and severe injury crashes.

States obligated more than \$460M, 15% of total HSIP funds, for projects that support safety on local roads.

HSIP in 2022—Local Safety Plans and Programs



HSIP funded more than 200 RSAs and 35 LRSPs.

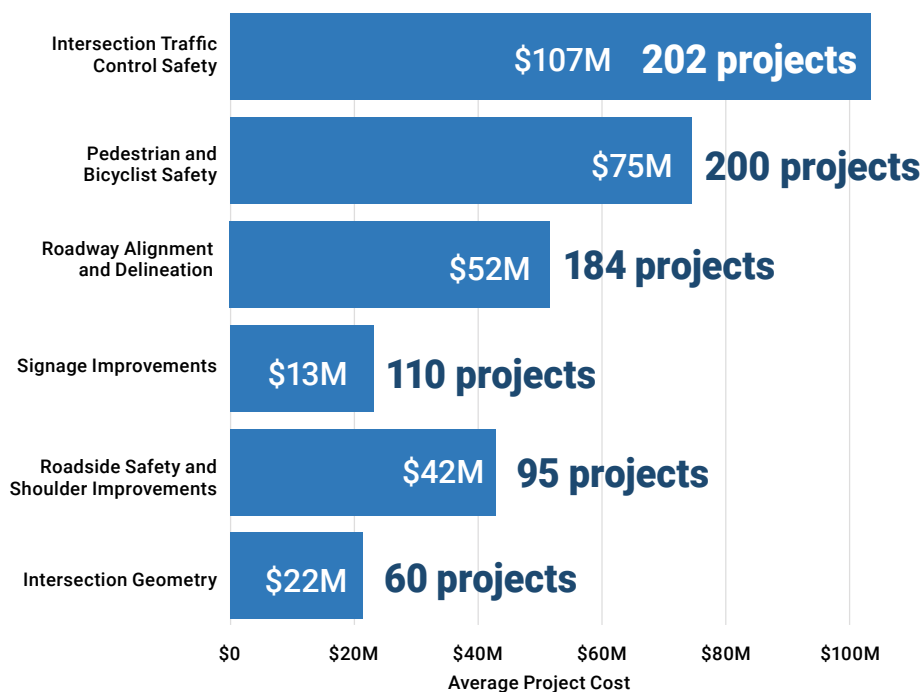


7 States used HSIP funds for Local Road Safety Plans: Arizona, Connecticut, Kansas, Minnesota, New Jersey, Pennsylvania, and Tennessee.



More than \$23 million in HSIP funds went to 157 projects specifically for improving safety on roads functionally classified as local.

What Were the Most Common Project Types to Improve Local Road Safety?



*Showing 851 out of 1,096 total projects for local agencies

How do States Use Funds to Support Local Road Safety?

States use HSIP funds to support local road safety in different ways.



California and Missouri review crash data by location and severity to prioritize local intersections and corridors for HSIP projects.



Colorado and Wisconsin solicit local agencies for project lists or allow local agencies to provide input on priority projects.



Georgia and Arkansas provide technical support, training, and programming to aid local agencies or help local agencies develop projects.



¹ Fatality Analysis Reporting System (FARS), report generated July 28, 2023, <https://cdan.dot.gov/query>.

Building a Safe System with HSIP and Safety Circuit Rider Programs

The Safety Circuit Rider (SCR) program provides safety information, training, and support to agencies responsible for local and Tribal roadway safety. The program and its operators serve local and Tribal agencies by providing technical assistance, training, and technology transfer through activities like crash data analysis, RSAs, field reviews, and helping develop LRSPs.

Since the first SCR positions in 2005, 27 States have developed SCR or similar programs or positions. HSIP funds can support SCR programs and positions that promote key strategies in a State's Strategic Highway Safety Plan. For example, Colorado and Connecticut both use HSIP funds to run their SCR programs and improve safety on their local roadways.²

For more on SCR programs, check out <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/fhwasa22059.pdf>.

HSIP in Action

Connecticut's Safety Circuit Rider Program

In Connecticut, 82% of all public roadways are maintained by local municipalities. More than 60% of all fatal crashes take place on these locally managed roads.³ Funded through the State's HSIP apportionment, Connecticut's Safety Circuit Riders (SCR) Program focuses on providing local roadway authorities with resources to eliminate serious or fatal crashes in their jurisdictions. Safety Circuit Riders are coordinators and educators; they share information between local municipalities, transfer technologies, visit sites to compile data, and provide safety training. Connecticut's Safety Circuit Riders have developed a bank of equipment that local jurisdictions can use for an array of projects, including reflectometers, ball bank indicators, an Americans with Disabilities Act Toolkit, and other devices designed to collect data or improve safety. The group has also spearheaded efforts throughout the State to better understand why crashes occur, coordinate Road Safety Assessments, identify low-cost countermeasures for problem sites, and compile a library of resources for area transportation professionals.



² Federal Highway Administration, Safety Circuit Rider Programs: Working to Reduce Fatalities and Serious Injuries on Local and Tribal Roads, report no. FHWA-SA-22-059 (July 2022), https://safety.fhwa.dot.gov/local_rural/training/docs/fhwasa22059.pdf.

³ "Connecticut Road to Saving Lives," University of Connecticut CT Training and Technical Assistance Center, accessed September 12, 2023. https://www.cti.uconn.edu/cti/Safety_Circuit_Rider1.asp.

To find out how HSIP can help save lives in your community, contact your State DOT: <https://www.fhwa.dot.gov/about/webstate.cfm>



U.S. Department of Transportation
Federal Highway Administration

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

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