



# Securing Stable SRTS Funding: Highway Safety Improvement Program

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Advocating Walkable Communities for Everyone

# + What is the Highway Safety Improvement Program (HSIP)?

- Core Federal-Aid Highway Program
- **Goal:** To significantly reduce the number of traffic fatalities & serious injuries on all public roads
- Funded Nationally at ~\$2.4 billion

# + What is the Highway Safety Improvement Program (HSIP)?

- Requires States to Develop Strategic Highway Safety Plan (SHSP) to receive funds
- Data-driven, strategic approach to improving safety
- States' HSIP expenditures must conform to their SHSP

# + What is a Strategic Highway Safety Plan?

- Data-driven, 4-5 year strategic plan
- Identifies key safety problem areas & strategies to improve safety
- Sets targets for reducing serious traffic injuries & fatalities
- Requires cooperative process w/ diverse stakeholders

## + How does HSIP relate to SRTS?

- SHSP requires a comprehensive, multi-E's approach: must address Engineering, Enforcement, Education & Emergency Medical Services
- Must be data-driven with performance measures, i.e. Evaluation
  - Data-driven is not restricted to adopted engineering crash reduction factors

## + How does HSIP relate to SRTS?

- SRTS Non-Infrastructure and Infrastructure projects and programs are eligible uses of HSIP funds

<http://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm>

## + How does HSIP relate to SRTS?

- Pedestrian and Bicyclist Safety eligible key SHSP areas if high fatalities & serious injuries
  - In CA: Challenge Area 8 & 13
- SHSP strategies crafted to prioritize child pedestrian & bicyclist safety
  - In CA: SRTS adopted as priority (Actions 6.8 & 8.1)

## + How does HSIP relate to SRTS?

- HSIP Sec. 1533 permits automated enforcement to improve safety in school zones as an allowable expense
- MAP-21 allows states to “flex” money from one program to another, e.g. from HSIP to Transportation Alternatives Program or to stand-alone statewide SRTS



# + Challenges with HSIP

- Requires local 10% match; no exceptions
- Some states out of compliance with non-infrastructure federal guidance, e.g., in CA:
  - Past HSIP grants have not funded NI
  - CA HSIP Local Cycle 6 allowed 10% of project \$ to be used for NI component
  - Standalone NI projects still not allowed
  - California's HSIP guidelines need update

## + Opportunities with HSIP

**State HSIP Inclusion of Data-Driven, Non-Infrastructure Performance Measures**, remove a historical barrier:

- Engineering Crash Reduction Factors are NOT the only Data-Driven Performance Measures

Office of Traffic Safety (NHTSA) data-driven non-infrastructure funding

## Opportunities with HSIP

Safe Routes to Schools Evaluation-data-driven performance measures:

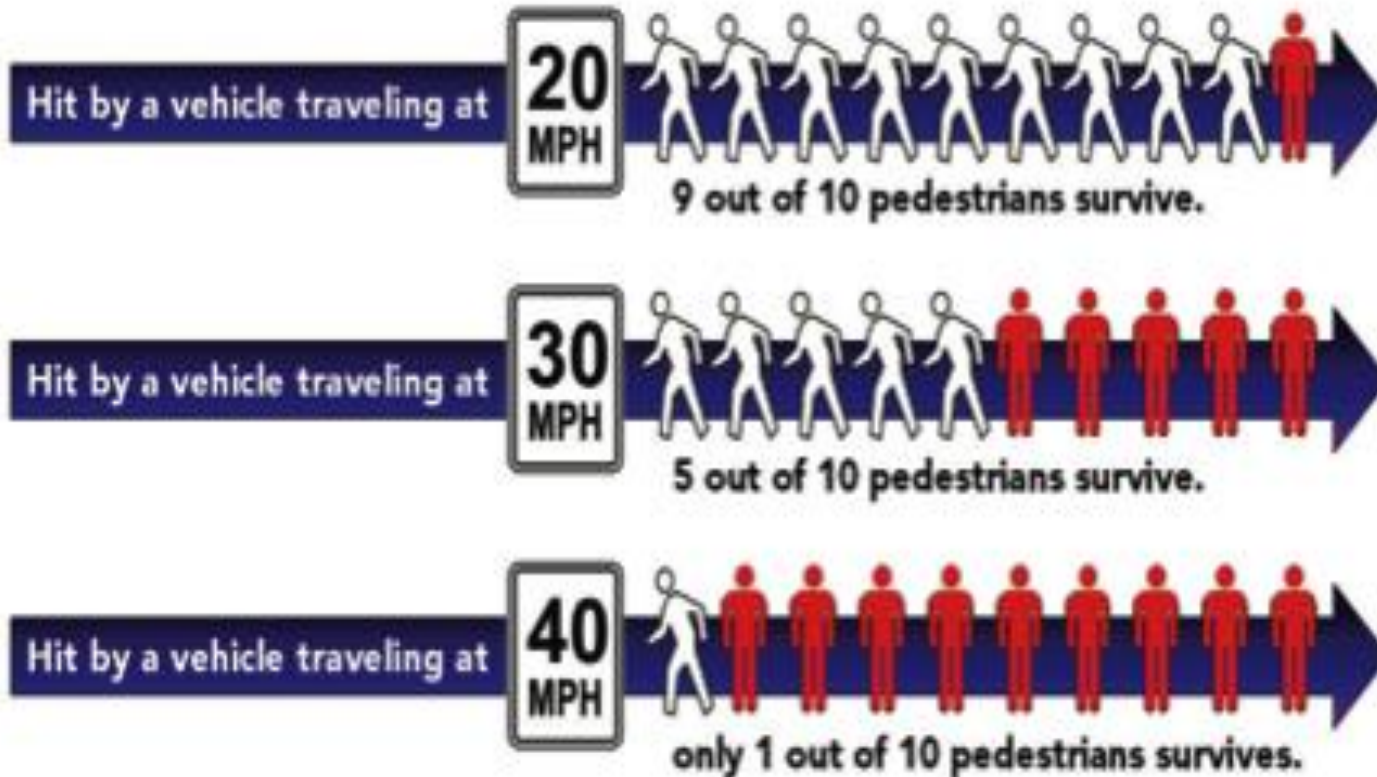
- NYC school-aged pedestrian crash rates during school-travel hours in SRTS intervention vs. non-intervention areas - 44% reduction
- No Crash rate increases despite increased walking and bicycling trips to school produces a calculable crash rate reduction.

Speed reduction lives saved is an evidence-based performance measure:

Crash survival rates based on vehicle speed are well documented; once pre- and post-project speeds are determined, a speed reduction/crash rate formula calculation of lives saved is convertible just as engineering crash reduction factors are, to a monetary 'benefit.'

+ 10% @ 40-90% @ 20 pedestrian crash survival rate:  
Data-driven performance measure for  
Non-Infrastructure or Infrastructure Interventions

**A little extra speed makes a big impact.**





## HSIP does fund Non-Infrastructure:

- When Florida DOT finds a safety issue is too large or expensive to fix through resurfacing projects, it often becomes an HSIP priority.
- Hawaii DOT Highway Safety Office and Governor's Highway Safety Committee are part of HSIP application scoring.
- New Jersey DOT funds education programs.
- Arizona funds non-infrastructure road safety audit program.
- HSIP Advocacy Advance





## + Opportunities with HSIP

- A growing (40% increase w/MAP-21) federal source of transportation funding – far larger than stand-alone federal SRTS
- SRTS is a safety program which can move into the mainstream of road safety funding

# + Resources

- Federal HSIP Guidance:

<http://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm>

- California SHSP & Implementation Plan:

<http://www.dot.ca.gov/SHSP>

- New York pedestrian injury reduction  
SRTS performance measure

<http://pediatrics.aappublications.org/content/early/2013/01/08/peds.2012-2182.abstract>

- HSIP Advocacy Advance

[http://www.bikeleague.org/sites/lab.huang.radicaldesigns.org/files/node\\_gallery/HSIP-slideshow.jpg](http://www.bikeleague.org/sites/lab.huang.radicaldesigns.org/files/node_gallery/HSIP-slideshow.jpg)





+ Thank you!



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