



Safety Infrastructure Funding in MAP-21 Nearly Doubled

■ Let's Save Lives & Move Toward Zero Deaths ■

Background:

MAP-21 was signed into law in July 2012 and included a robust increase in funding for the Highway Safety Improvement Program (HSIP). The total funding nationwide for the HSIP is \$4.8 billion over a 2 year period.

Why was this funding was increased?

The HSIP has helped to reduce fatalities since its creation in SAFETEA-LU. The US has seen a dramatic reduction in roadway fatalities nationwide since 2006 when funds hit the roadway from the HSIP. The number of roadway fatalities and injuries fell to their lowest recorded levels since 1949. Congress believes that the HSIP is the key to continue to reduce fatalities on our country's roadways, and that is why this core program's funding was nearly doubled. It is important to note that the HSIP is one piece of the Strategic Highway Safety Planning process that is data driven and collaborative.

How are states spending their HSIP money? The following list is just a sample of the cost-effective safety infrastructure solutions that states have implemented.

- Implementation of systemic safety infrastructure improvements that prevent crashes or minimize their severity
- Focusing on sign projects, installation of larger signs to assist older drivers, sign retroreflectivity projects and data collection
- Creating an inventory of roadway signage for retroreflectivity improvements
- Focusing on overhead guide sign safety projects
- Installing chevrons on curves
- Focusing on guardrail projects and construction
- Pursuing median cable barrier projects
- Utilization of edgeline and centerline rumble strips and rumble stripes
- Focusing on high friction surfacing projects
- Installing guardrail, barriers and crash attenuators
- Installing raised pavement markings

- Pursuing pavement marking projects including upgrades, installation of 6 inch pavement markings and installing edgeline stripes
- Investing in pedestrian infrastructure safety improvements
- Employing intersection improvements
- Eliminating roadside hazards
- Utilizing signing and pavement marking to prevent wrong way driving

Looking at State Strategic Highway Safety Plans nationwide, here are some common top safety concerns and some proven countermeasures:

Lane Departure:

- Installation of cable barrier
- Installation of guardrail
- Installation of shoulder and centerline rumble strips and rumble stripes
- Installation of chevrons and warning signs at horizontal curves
- Installation of retroreflective and wider pavement markings
- Installation of high friction surfaces
- Installation of barrier between lanes and roadway shoulders
- Utilization of safety edge
- Utilization of systemic roadway safety improvements to fix dangerous stretches of roadways including focusing on signage, pavement markings, cable barrier, guardrail and high friction surfaces
- Utilization of roadway safety audits or assessments

Intersections:

- Focus on designated left hand turn lanes
- Utilization of signalization and signal timing
- Pursuing pavement marking strategies including retroreflective pavement markings
- Focusing on signage improvements
- Utilization of roadway safety audits or assessments
- Installation of signage and pavement markings to enhance pedestrian safety

Older Drivers:

- Installation and maintenance of retroreflective signs and pavement markings
- Installation of larger signs to improve visibility and increase decision-making time
- Installation of wider pavement markings to reduce lane departure
- Utilization of designated left hand turn lanes to minimize intersection crashes
- Utilization of the FHWA *Highway Design Handbook for Older Drivers and Pedestrians*

Work Zone Safety:

- Utilization of training to properly maintain and operate a work zone
- Utilization of properly maintained traffic control devices such as cones, channelizers and barrels

- Utilization of truck mounted attenuators
- Installation of portable temporary rumble strips
- Installation of barrier between construction work zones and traffic lanes
- Utilization of speed mitigation techniques in and around work zones
- Utilization of properly maintained work zone signage
- Utilization of portable changeable message boards
- Utilization of arrow boards
- Utilization of work zone safety audits

Speed:

- Utilization of signage/chevron signs
- Utilization of transverse rumble strips
- Focusing on converging chevron marking pattern
- Installation of transverse markings
- Utilization of delineator posts
- Installation of “Slow” pavement legends
- Utilization of speed feedback signs
- Utilization of speed activated warning signs
- Utilization of variable speed limit signs

Some notable changes to HSIP in MAP-21:

- The definition of a Highway Safety Improvement Project is clarified that it is a project that takes place on a public road and is in the State Strategic Highway Safety Plan. The goal was to ensure that locally-owned roads would still be eligible for funding.
- States are required to set targets for fatality and serious injury reductions.
- The bill requires fatalities and serious injuries to be identified by functional classification and ownership.
- Strategic Highway Safety Plan – One year after the date of enactment of MAP-21, the DOT Secretary will establish requirements for the updates to the SHSPs. States must submit their updated SHSPs to the Secretary by August 1 of the fiscal year beginning after the date of the establishment of the requirements set forth by the Secretary.
(Penalty of withheld funds if plans are not updated and approved)
- If the rural road fatality rate increases over the most recent two year period, the state must spend HSIP funds on its rural roadways in the amount of 200 percent of the funds designated for the High Risk Rural Roads Program in FY09. **(Note: FHWA has offered guidance on the high risk rural roads special rule that says that they will use a five year rolling average to determine the fatality rate, in order to be consistent with other performance measures.)**
- If older driver fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a state increase over a two year period, the state is required to target strategies to change trends through their SHSP. **(Note: The FHWA guidance on the Older Driver special rule also takes into account the five year rolling average to decide if the special rule applies.)**

NEW & Clarified HSIP eligible activities:

- Sign retroreflectivity projects are eligible under HSIP regardless of inclusion in a state's SHSP
- Safety data collection, analysis and systems are now eligible HSIP activities
- Geometric improvements to a road for safety purposes
- Road Safety Audits, Older Driver safety infrastructure improvements and systemic improvements are now specifically enumerated as eligible activities under MAP-21.

Data in HSIP:

- Identify safety problems and countermeasure analysis through the state's data system.
- Improve timeliness, accuracy, completeness and integration of safety data on all public roads.
- MAP-21 defined the term "safety data" to mean crash, roadway and traffic data on a public road and includes railway – highway grade crossing data elements.
- Evaluate effectiveness of data improvement efforts.
- Link state data systems, including traffic records, with other data systems in the state.
- Improve compatibility and interoperability of safety data with other state transportation related data systems.
- Enhance ability to look at national trends in crash data.
- Improve collection of data on non-motorized crashes.
- Use all the data above to identify hazardous locations, sections and elements that constitute a danger to roadway users.
- Use data to establish relative severity of those locations.

Let's help move the nation Toward Zero Deaths:

As your state moves forward with revising its Strategic Highway Safety Plan and identifying strategies to support data analysis and implementation of your HSIP program, the American Traffic Safety Services Association (ATSSA) would like to offer our support as a safety partner with implementation of MAP-21.

Additionally, our association members are active safety partners and would like to be included as safety stakeholders in the SHSP update process. The private sector can help identify unique opportunities and innovative strategies that can help reduce fatalities and serious injuries. If you have any questions, concerns or are looking for a contact in your state, please reach out to ATSSA's Washington, D.C. office at 202-454-5246 or email govrelations@atssa.com.

There is a need to spend these HSIP funds quickly and effectively in order to help the nation continue to move Toward Zero Deaths. Due to limited resources and the current fiscal climate, it is important that funds are focused on cost-effective safety infrastructure projects that result in a positive return on investment. It is our hope that we can all work together to continue to reduce fatalities.

ATSSA would like to be your partner moving forward. We are always here for you as a resource.