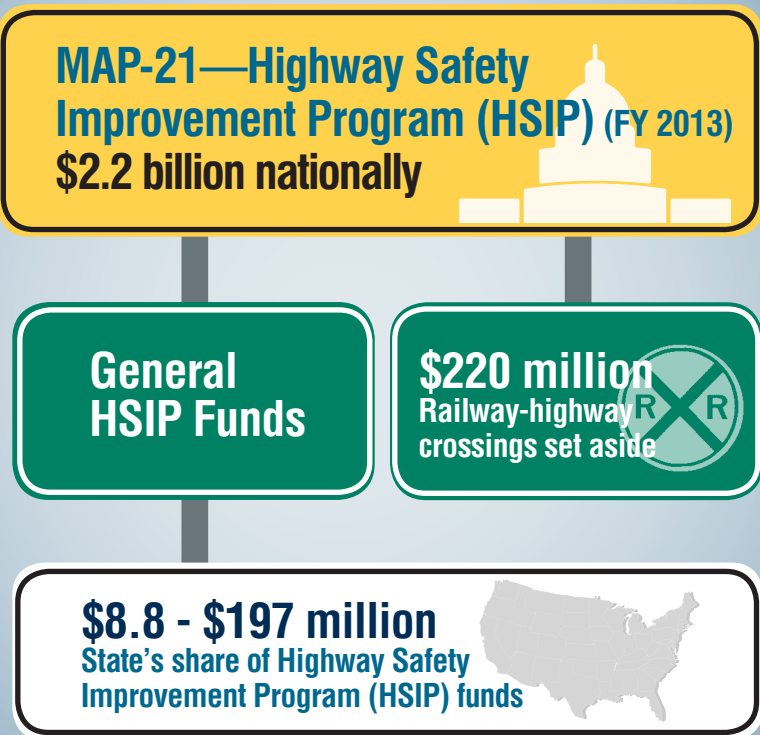


HIGHWAY SAFETY IMPROVEMENT PROGRAM

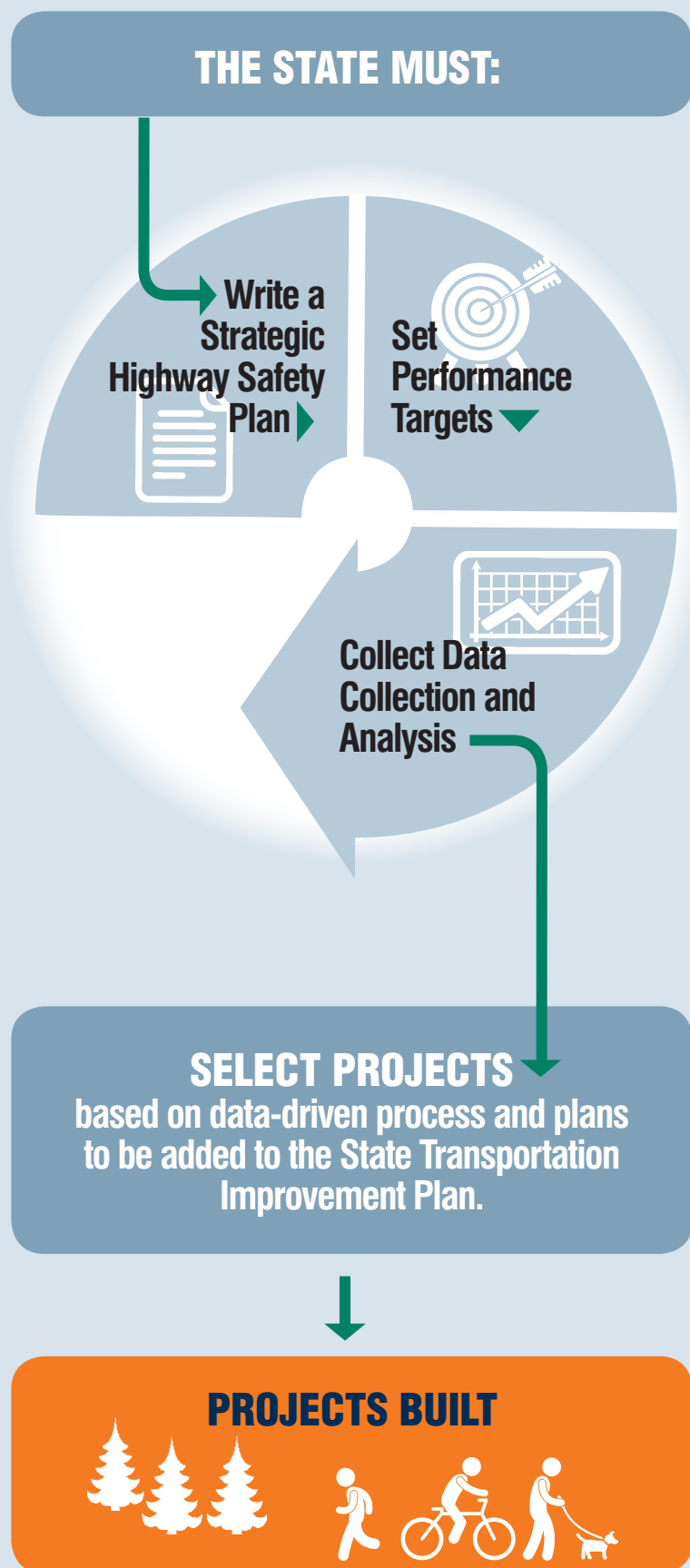
AN ADVOCATE'S GUIDE TO PROCESS AND PARTICIPATION IN FUNDING DECISIONS

FUNDING FLOW



The Highway Safety Improvement Program (HSIP) funds safety infrastructure project on any public road — not just high-ways. Bicycling and walking safety project types include bike lanes, paved shoulders, trail-highway intersections, sidewalks, crosswalks, signal improvements, curb cuts and ramps, and traffic calming.

PROJECT-SELECTION FLOW



ADVOCACY ACTIONS

Find out which department, and who exactly, makes the policy and project-selection decisions. It may be:

- Traffic Operations Division
- Traffic and Safety Engineers
- DOT District Offices
- State HSIP Program Manager



Get a seat at the table.
Join the relevant committee.

Provide and/or advocate for data on bicycle and walking safety, risk, and frequency (counts).

Work with DOT to do a road safety audit.

Cyclists should be sitting at the committee table when projects are chosen to:

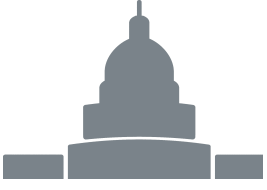
- Encourage the use of HSIP funds for SRTS projects
- Ensure spending on bike/ped should reflect share of fatalities: "Fair Share for Safety," and discourage rumble strips.

Host a ribbon-cutting event!

Thank your DOT, Mayor, Governor, and Members of Congress.

Monitor safety improvements.

TIPS FOR THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)



KNOW THE LAW

The transportation law **Moving Ahead for Safety in the 21st Century (MAP-21)** specifies the following:

- The definition of highway safety improvement project includes an “improvement for pedestrian or bicyclist safety or safety of persons with disabilities.”
- A state must “identify hazardous locations, sections, and elements (including roadside obstacles, railway-highway crossing needs, and unmarked or poorly marked roads) that constitute a danger to motorists (including motorcyclists), bicyclists, pedestrians, and other highway users.”
- Rumble strips must not “not adversely affect the safety or mobility of bicyclists and pedestrians, including persons with disabilities.”
- In establishing Strategic Highway Safety Plan requirements, a state must “take into consideration ... motor vehicle crashes that include fatalities or serious injuries to pedestrians and bicyclists.”
- The development of state strategic highway safety plans needs to be after consultation with “State representatives of nonmotorized users; and other major Federal, State, tribal, and local safety stakeholders.”

SOURCES

Advocacy Advance www.AdvocacyAdvance.org/MAP21

Highway Safety Improvement Program (HSIP) MAP-21 Interim Eligibility Guidance <http://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm>

List of Highway Safety Improvement Plans & emphasis areas

http://www.advocacyadvance.org/site_images/content/SHSP-emphasis-areas-2012-Update.pdf

23 United States Code §148 Highway Safety Improvement Program <http://www.law.cornell.edu/uscode/text/23/148>

See how much your state receives: Apportionment Notices <http://www.fhwa.dot.gov/legsregs/directives/notices/n4510761/>

Congressional Research Service <http://map21.transportation.org/Documents/R42762.pdf>

For project eligibility, see Find It, Fund It table http://www.advocacyadvance.org/site_images/content/Find_It_Fund_It_chart.pdf

Rumble Strips and Bicycling http://www.bikeleague.org/resources/reports/pdfs/rumble_strips.pdf



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