

Highway Safety Improvement Plan (HSIP) Funding for Locals

Traffic Engineering Safety Conference
Oct 19, 2016

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Federal Perspective

HSIP Eligibility

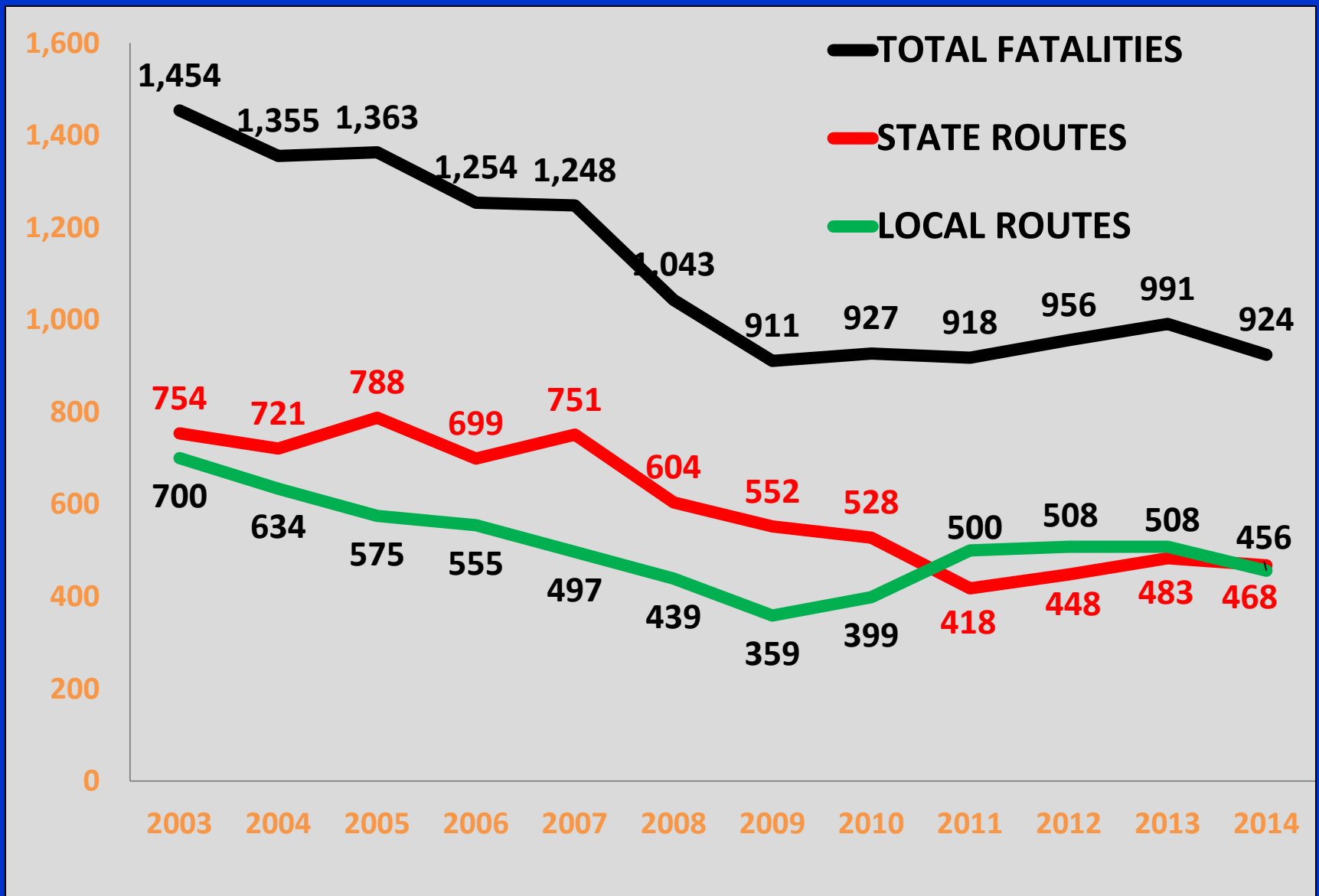
- Guidance:

<http://safety.fhwa.dot.gov/legislationandpolicy/fast/guidance.cfm>

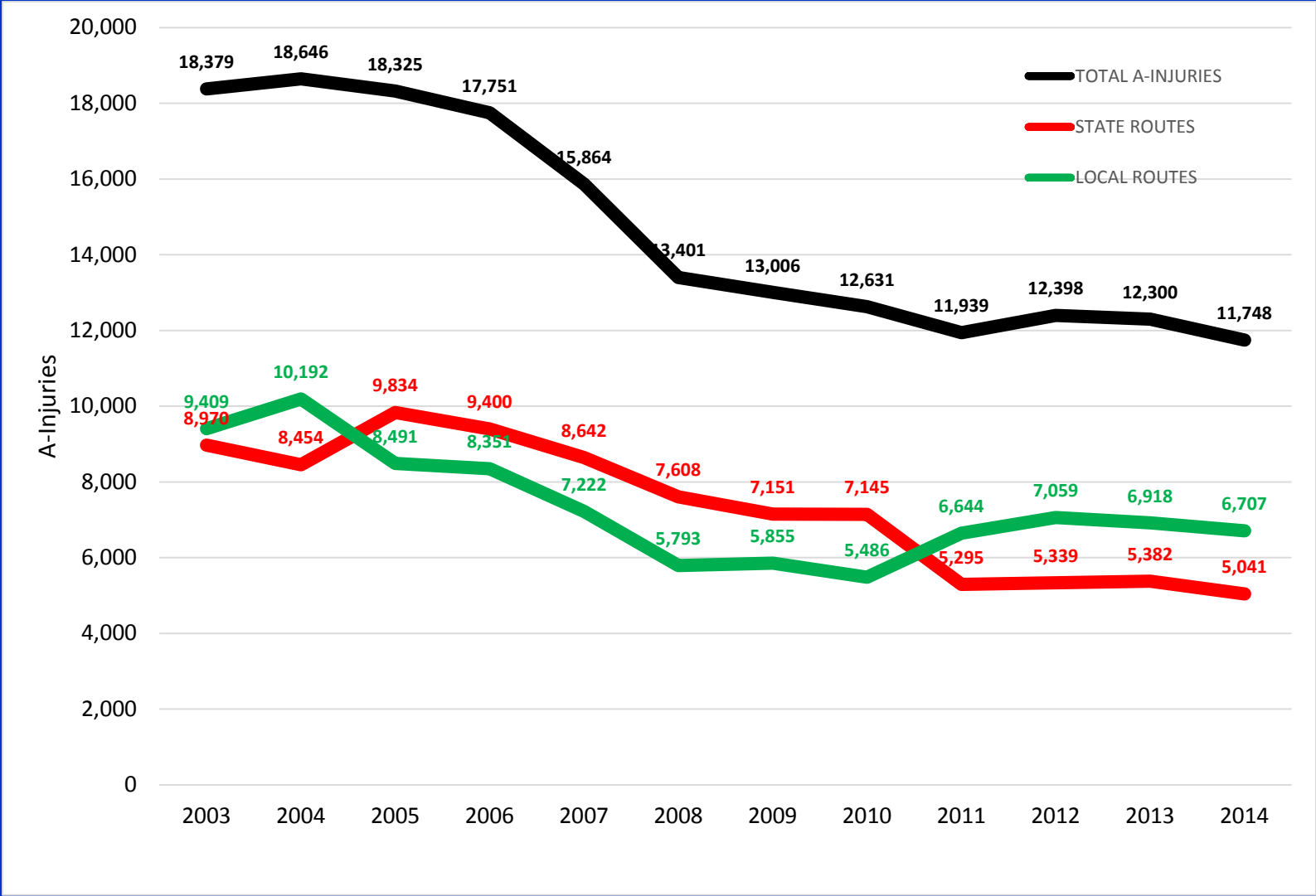
- Q&A:

<http://safety.fhwa.dot.gov/legislationandpolicy/fast/qanda.cfm>

IL Fatalities (2003-2014)



IL Serious Injuries (2003-2014)



Purpose of HSIP

- Significant reduction in fatalities and serious injuries on **all public roads** (23 U.S.C. 148(b))
- **Correct or improve hazardous road location or feature**
- **Address highway safety problem**
- **Since October 1, 2015** under Fixing America's Surface Transportation (FAST) Act
- Core Federal-aid program

Overview of HSIP

- **Consistent with State's SHSP**
- **Data-driven**
- **Proven, effective activities**
- **Cost effectiveness considered**
 - project selection
 - prioritization process

Overview of HSIP

- Maximize opportunities to
 - advance highway safety
 - **reduce roadway fatalities & serious injuries**
 - support safety performance targets State establishes in accordance with 23 U.S.C. 150(d)

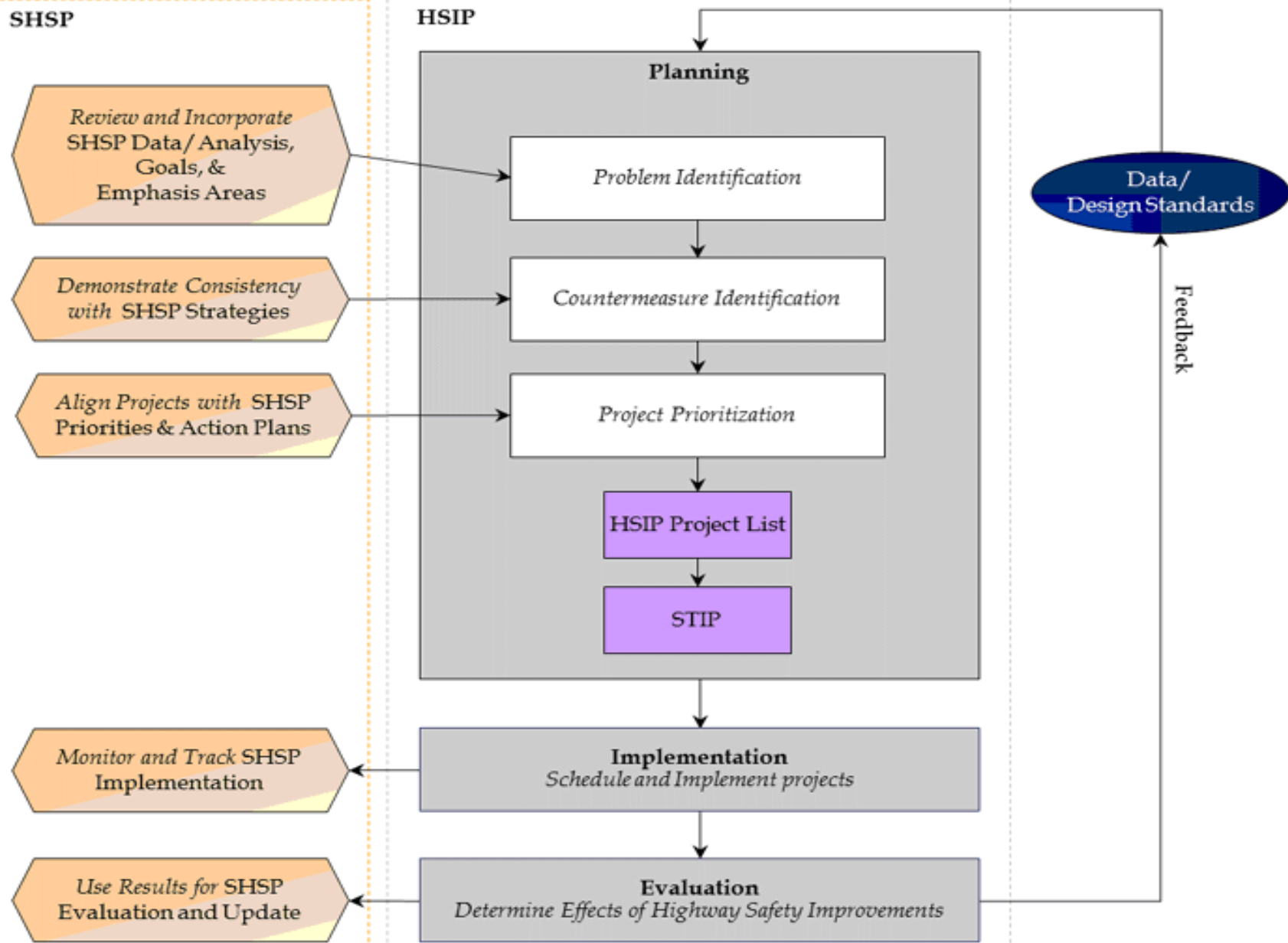
Data-driven process

- Highway safety improvement projects must be identified on the basis of:
 - crash experience,
 - crash potential,
 - crash rate, or
 - other data-supported means(23 USC 148(c)(2)(B))

SHSP & HSIP

23 U.S.C. 148(c)(2)

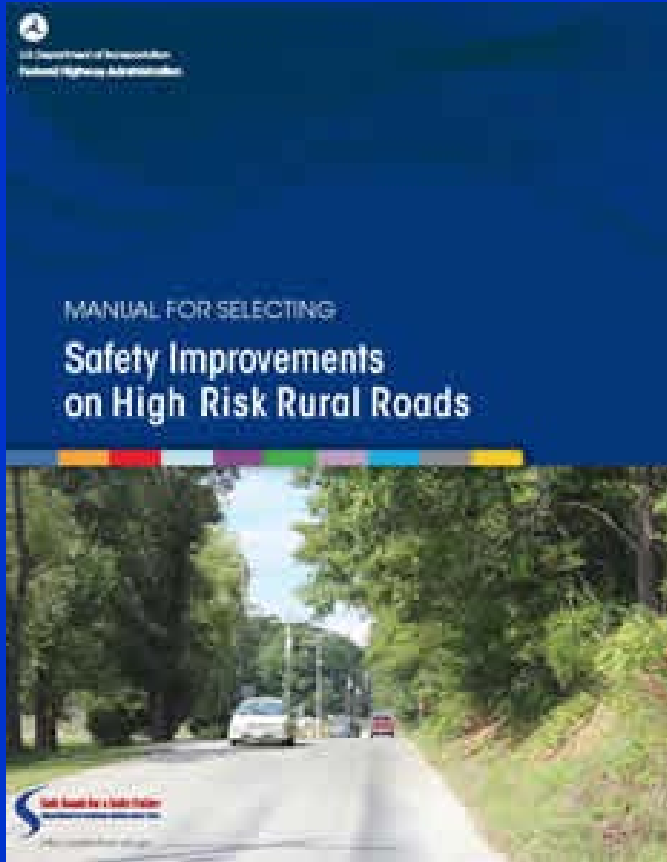
Data-driven process



Performance Focus

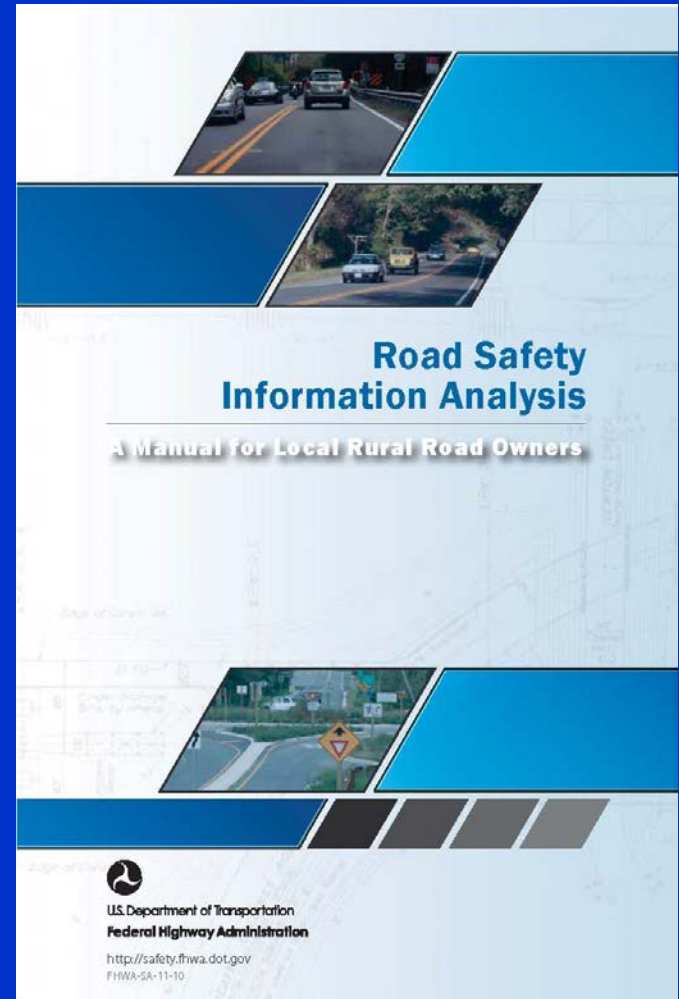
- Projects support nat'l safety performance goal
 - significant reduction
 - in traffic fatalities and serious injuries
 - on all public roads (23 U.S.C. 150(b)(1))
- State safety performance targets for the measures described in 23 U.S.C. 150(d)

A Systemic Approach to Safety:
Using Risk to Drive Action
<http://safety.fhwa.dot.gov/systemic/>



<http://safety.fhwa.dot.gov/hsip/hrrr/manual/>

Resources



http://safety.fhwa.dot.gov/local_rural/training/fhwasaxx1210/

State Perspective

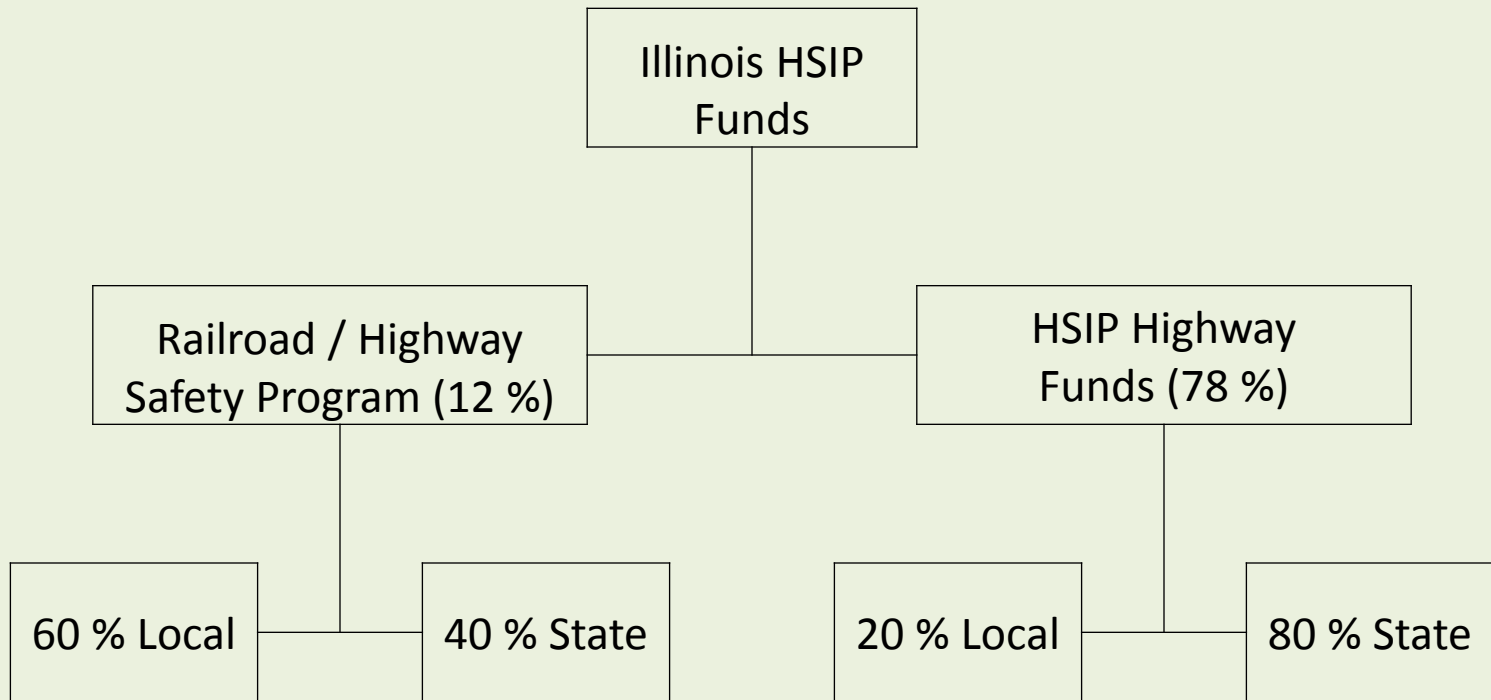
IDOT HSIP Website

<http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/highway-safety-improvement-program>

HSIP Allocation

- HSIP is one of the core funding programs under the FAST Act
 - Funds are set aside for safety and only safety related projects
- Illinois further divides this funding into the Rail / Highway Safety Program, a State HSIP, and a Local HSIP for the local public agencies

HSIP Allocation



HSIP Allocation

- Twenty percent of the HSIP highway funding is allocated to local public agencies.
- Before SAFETEA-LU, the local agency allocation was less than \$1 million/year
- In recent years, the local agency allocation has been \$12 - \$15 million/year

Local HSIP Solicitation / Application

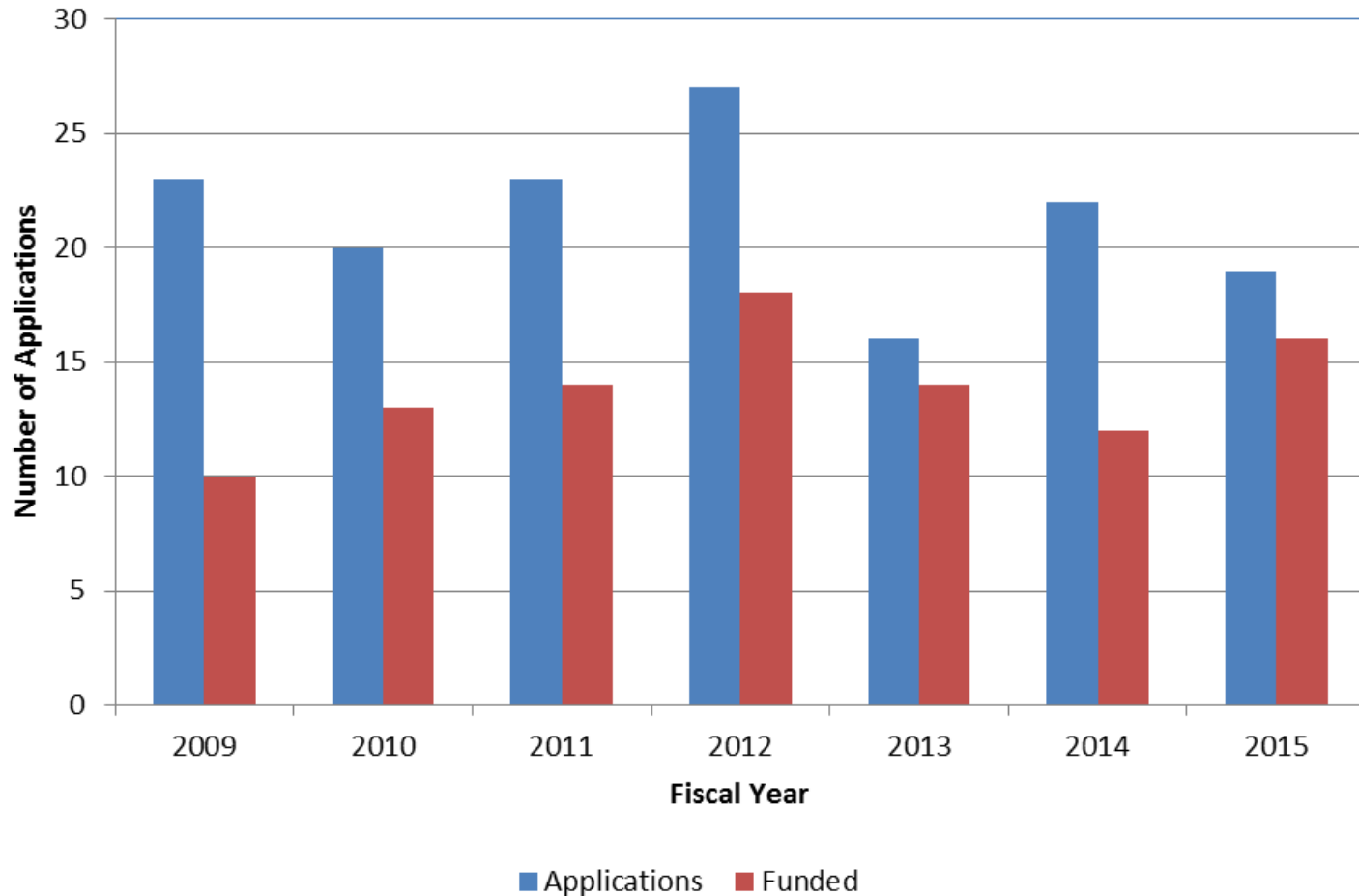
- Solicit for projects by BLRS Circular Letter
 - Generally done in January / February for upcoming FY
 - Applications due in April / May
- Application review
 - Done at the District level and Central Office
 - Generally takes a couple months
 - Follow up questions to project owners
- Awarded project announcement
 - Generally done in September – November

Local HSIP Solicitation / Application

- Current process
 - Takes too long
 - Awarded project announcement is 3-4 months into the fiscal year
 - Project is off to a delayed start from the beginning
- New process
 - Solicit for projects one fiscal year in advance
 - For example: January solicitation will be for FY 2019

Application Trends

Local HSIP Applications versus Funded Projects



Application Trends

- Calendar year 2016 solicitation
 - CL 2016-08
 - Applications were due June 15, 2016
 - Combined FY 16 – 18 for \$45 million
 - Received 29 applications for \$33.5 million
 - Review committee met September 8
 - Questions / additional information needed
 - Hope to announce within 2-4 weeks

HSIP Application

- What to include
 - Application Form (BSE HS 1)
 - Benefit / Cost calculation
 - Location Map
 - Include locations for K crashes
 - Cost Estimate
 - Total project cost and requested HSIP funding
 - Summary of Crash Data

HSIP Application

- What not to include
 - Every crash report from every crash
 - Heat maps / data trees
 - Pages and pages of project narrative
 - IDOT generated reports
 - Letters of support

HSIP Application

- Goal should be to submit everything needed in a clear, concise package so the review committee can make a decision without the need to ask for additional information

HSIP Process Review

- Process reviews done annually
- Programs to review are selected jointly by FHWA and IDOT upper management
- Purpose
 - Identify best practices
 - Identify program problem areas
 - Establish an action plan to remedy the problem areas

HSIP Process Review

- Initiated to see what is working and what is not with the local HSIP process
- Survey / questionnaire sent to local agencies
- Interviews done with MPOs
- Interviews done with District Local Road Engineers and Safety Coordinators
- Lots of good comments / information gathered

HSIP Process Review

- Current timeline
 - Data collection is done
 - Preliminary observations have been noted
 - Working on draft final report
 - Target close out meeting in December / January
 - Hope to implement some changes for the FY 2019 solicitation in January / February

Illinois County SHSPs

Cook
Boone
Champaign
Clinton
Coles
DeKalb
DuPage
Effingham
Franklin
Grundy
Henry
Jackson
Jefferson
JoDaviess
Kane
Kankakee
Kendall
Lake
LaSalle
Macon

Madison
Marion
McHenry
McLean
Monroe
Montgomery
Ogle
Peoria
Perry
Rock Island
Sangamon
St. Clair
Stephenson
Tazewell
Vermilion
Whiteside
Will
Williamson
Winnebago



Illinois County SHSPs

- The top _____ counties account for _____% of the fatalities and serious injuries in IL
 - 10 = 61%
 - 15 = 68%
 - 20 = 75%
 - 25 = 78%

County Emphasis Areas

Emphasis Areas	Illinois Statewide				County Name			
	State Routes		Local Routes		State Routes		Local Routes	
	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency
<i>Total Fatalities and A-Injuries:</i>	-	<u>30,547</u>	-	<u>35,185</u>	-	<u>8,286</u>	-	<u>13,026</u>
Roadway Departure	31.8%	9,719	34.2%	12,043	21.9%	1,812	18.5%	2,406
Impaired Driver	15.6%	4,774	16.0%	5,645	14.4%	1,195	9.7%	1,260
Unrestrained Occupants	19.7%	6,015	19.9%	7,006	15.0%	1,246	13.1%	1,707
Intersection Related	41.5%	12,668	42.4%	14,907	42.9%	3,553	49.7%	6,470
Speeding/Aggressive Driver	22.5%	6,864	20.3%	7,128	23.1%	1,917	15.6%	2,026
Young Driver (16-20)	19.0%	5,791	20.3%	7,143	14.9%	1,237	12.9%	1,679
Older Driver (65+)	18.0%	5,498	14.0%	4,943	14.5%	1,205	13.8%	1,804
Motorcycle	9.0%	2,747	9.6%	3,388	6.7%	553	6.1%	791
Heavy Vehicle	11.1%	3,397	4.8%	1,701	9.3%	774	6.5%	843
Pedestrian	5.2%	1,598	10.7%	3,771	10.2%	847	18.9%	2,465
Pedalcyclist	1.6%	502	5.0%	1,742	2.8%	228	7.6%	991
Work Zone	2.5%	751	1.0%	362	2.7%	226	1.3%	166
Fatigued/Drowsy/Distracted Driver	5.7%	1,746	4.7%	1,641	3.5%	294	4.0%	527
Highway-Railroad Grade Crossing	0.0%	15	0.2%	84	0.1%	7	0.1%	16

County Local Data Tree: Minor Arterials, Major Collectors

62% of all Local KA

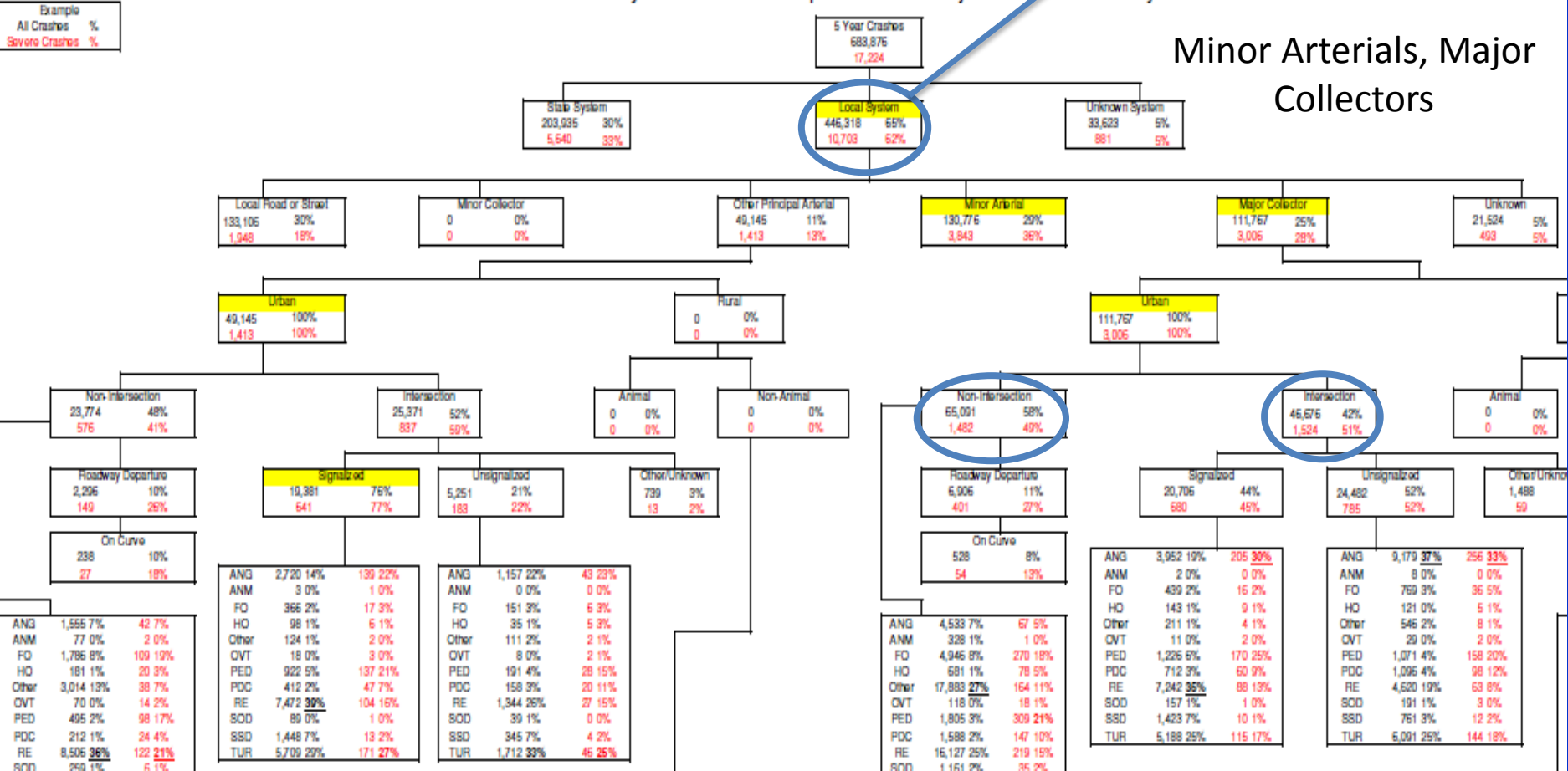
Local System	
446,318	65%
10,703	62%

Cook County, Illinois 2010 to 2014 Crash Data Overview Local System - Other Principal Arterial & Major Collector Roadways

Minor Arterials, Major Collectors

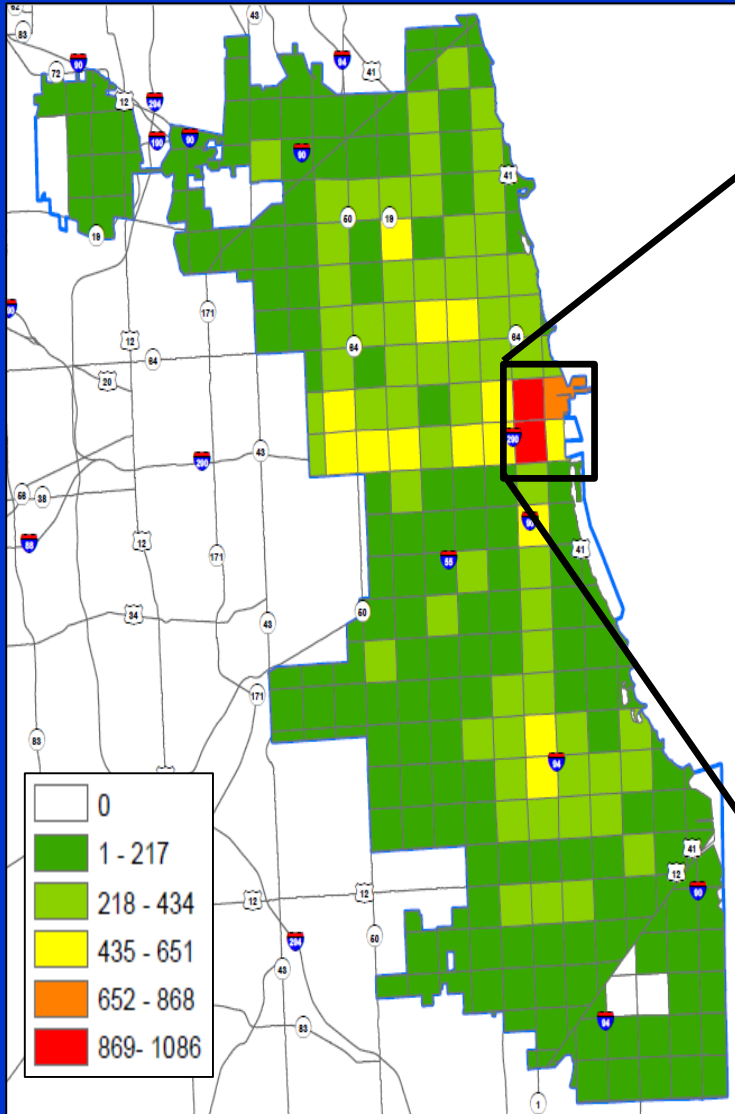
Source: IDOT Crash Extracts 2010 - 2014 Crash Data
All crashes include fatal, all injury and property damage only crashes
Severe crashes include fatal and incapacitating injury crashes only (K+A)

Example
All Crashes %
Severe Crashes %

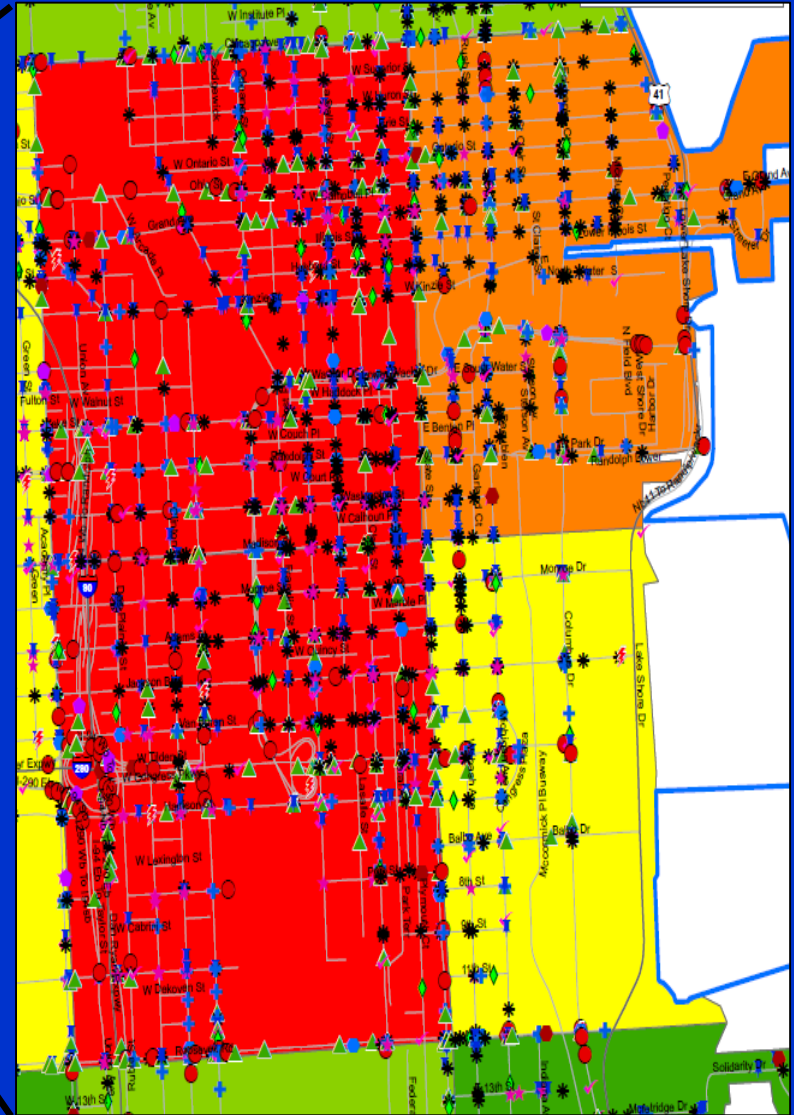


Heat Maps

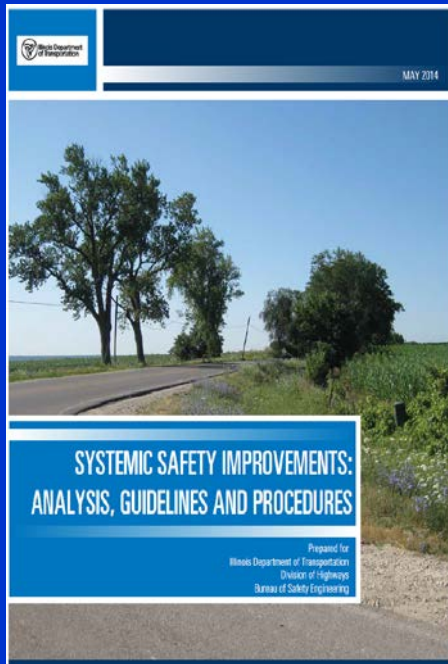
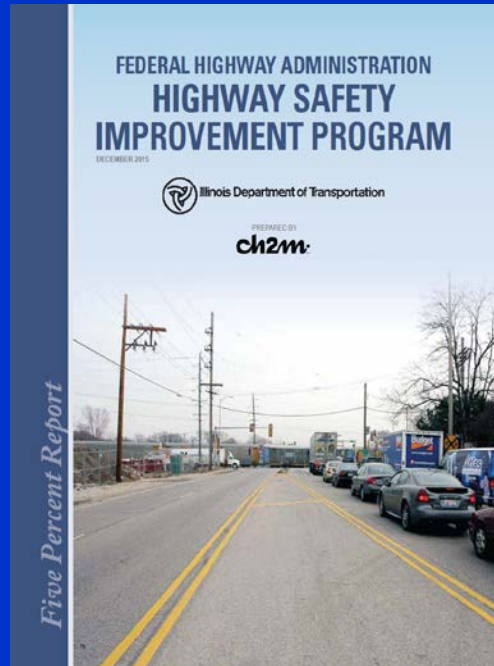
KAB State and Local Crashes



Zoomed-in Maps with Crash



Illinois Bureau of Safety Programs and Engineering Resources



Contacts for Help

- IDOT resources
 - BSPE:
 - Example HSIP applications
 - District Safety Coordinator
 - BLRS
 - District Local Road Engineer

Thank You!

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