



# HIGHWAY SAFETY IMPROVEMENT PROGRAM BACKGROUND

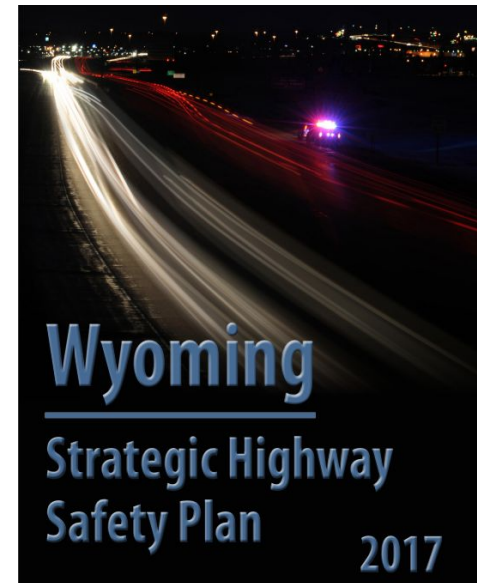


# DEFINITIONS

## **HSIP=** Highway Safety Improvement Program

- Federal transportation program dedicated to (mostly) infrastructure projects to improve roadway safety
- State controlled - no suballocation to local governments required
- Project selection is based on the State's Strategic Highway Safety Plan.
- Only requires 10% local match

**In BIL-** HSIP got a 24% increase in funding





# CURRENT PRACTICE- HSIP

## Background

- States look for 'hot spots' of high fatalities.
  - In- vehicle fatalities in high speed or head-on crashes

## Safety formulas focus on fatality hot spots

- Bike /ped fatal crashes occur on corridors





# STRATEGIC SAFETY PLANS

## SHSP- Strategic Highway Safety Plan

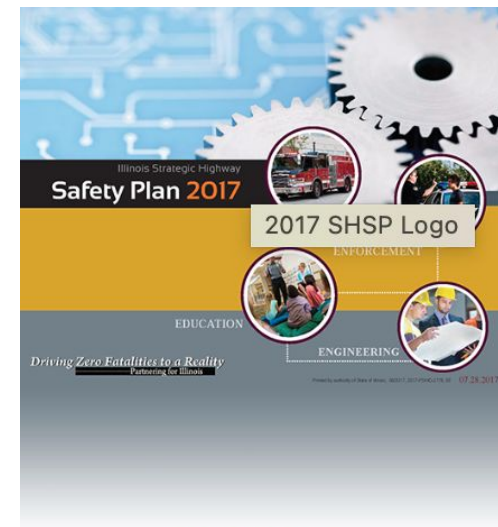
- Every state plan to identify safety emphasis areas
- Then a strategy to address each emphasis area
- HSIP funds are used to implement projects that meet those safety strategies.

**Emphasis areas** (EAs) and their associated strategies focus resources on areas of greatest need.

- Most states have a Pedestrian Emphasis area
- Only 32 states have a Bicycle Emphasis area

**Find your state's SHSP -**

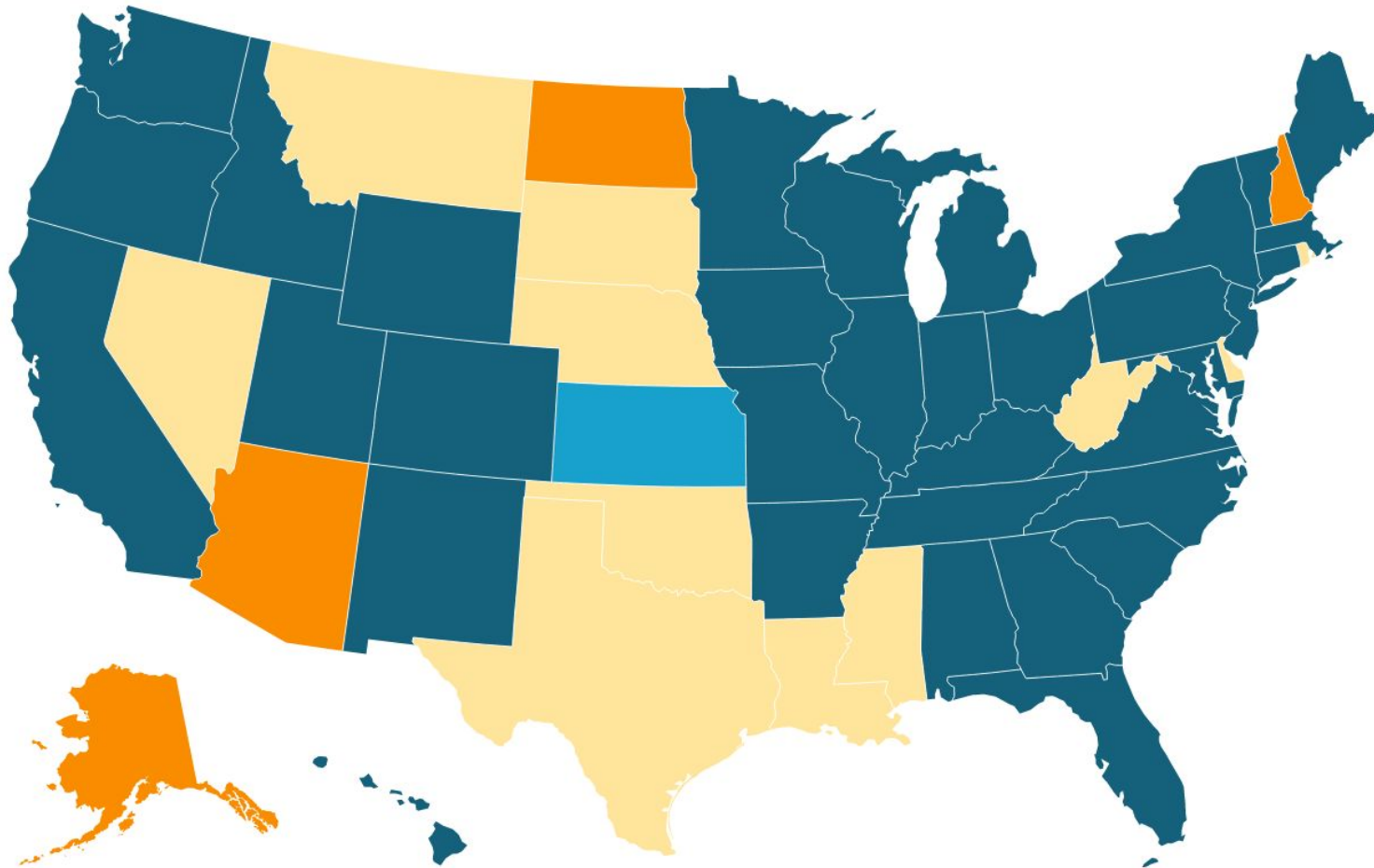
[https://safety.fhwa.dot.gov/shsp/other\\_resources.cfm](https://safety.fhwa.dot.gov/shsp/other_resources.cfm)





# BICYCLE EMPHASIS AREA

■ No - Lapse ■ No ■ Yes ■ Yes-New/Updated



To learn more about how the League of American Bicyclists assesses the existence of a Bicycle Safety Emphasis, visit [bikeleague.org/states](https://bikeleague.org/states)

Map: The League of American Bicyclists • Source: The League of American Bicyclists • Created with Datawrapper



# VULNERABLE ROAD USER

**VRU= Vulnerable Road User (BIL Definition)**

Pedestrian

Bicyclists

Cyclist

Person using personal conveyance (mobility device)





# **BIL CHANGES: HIGHWAY SAFETY IMPROVEMENT PROGRAM**



# SAFETY

**VRU Safety  
Assessment**

**Safe System  
Approach**



**VRU  
Special Rule**

**FHWA  
Research**





# SAFE SYSTEM APPROACH

Traffic Deaths and Serious Injuries are unacceptable

Safety is a shared responsibility

Humans make mistakes

Humans are vulnerable

Safety is proactive

Redundancy is crucial

FHWA SSA brochure





# SAFE SYSTEM APPROACH

## BIL Revises Highway Safety Improvement Program (HSIP)

- to include a safe system approach in Highway Safety plans
- to include VRU in Highway Safety plans

## Integrates VRU safety in existing program/eligibilities

### - Example:

- PREVIOUSLY: *An intersection safety improvement*

To

- NOW: *An intersection safety improvement that provides for the safety of all road users, as appropriate, including a multimodal roundabout*



# NEW ELIGIBILITIES

- Features, measures, and road designs to calm traffic and reduce vehicle speeds.
- Traffic control devices for pedestrians and bicyclists (pedestrian hybrid beacons, bicycle traffic signals.)
- Roadway improvements that separate motorists from pedestrians and/or bicyclists. (separated bike lanes)
- A pedestrian security feature designed to slow or stop a motor vehicle.
- A physical infrastructure safety project not described in clauses (i) through (xxviii).





# NEW ELIGIBILITY



ds Bicycle Friendly Driver Workshop

**Allows 10% of HSIP funds to be used on programmatic / non-infrastructure programs**

- Safe Routes to School
- Vision Zero
- Bicycle Friendly Drivers Education, general bicycling education





# AUTOMATED ENFORCEMENT NOW ELIGIBLE

**FHWA has determined Automated Safety cameras are a proven safety counter measure.**

<https://safety.fhwa.dot.gov/provencountermeasures/speed-safety-cameras.cfm>

## “Chicago’s “Race-Neutral” Traffic Cameras Ticket Black and Latino Drivers the Most”

Propublica article:

<https://www.propublica.org/article/chicagos-race-neutral-traffic-cameras-ticket-black-and-latino-drivers-the-most>

Safety Checklist from safety stakeholders

<https://www.ghsa.org/sites/default/files/2021-05/AE-checklist-May-2021.pdf>



Safety Benefits:

**Fixed units can reduce crashes on urban principal arterials up to:**<sup>4</sup>

**54%**

for all crashes.

**47%**

for injury crashes.

**P2P units can reduce crashes on urban expressways, freeways, and principal arterials up to:**

**37%**

for fatal and injury crashes.<sup>2</sup>

**Mobile units can reduce crashes on urban principal arterials up to:**

**20%**

for fatal and injury crashes.<sup>5</sup>

**In New York City, fixed units reduced speeding in school zones up to 63% during school hours.**<sup>6</sup>



# VULNERABLE ROAD USER SAFETY ASSESSMENT

## VRU Safety Assessment

- All States required to conduct assessment

## Contents

- Analysis of all fatalities and serious injuries (FSI)
  - Including location, design speed vs. speed limit
  - ID roadway functional classification, area demographics
- Identify High risk areas
- List projects and strategies to address those areas

Required 2 yrs after enactment (Nov 2023)

- must be integrated into SHSP

Great opportunity for Advocacy





# WHAT YOU CAN DO- VRU Assessment

## **Ask State DOT for the plan/ opportunities for input**

- To publish a map (helps to see corridors)
- For public input process for step 3: defining solution

## Consider areas of perceived risk

- Dangerous roads that show few crashes

## Identify common solutions to dangerous road features

### Iowa DOT best practice

- Identify road features and elements that make a road dangerous for VRU.
- Identify solutions
- Apply solutions to roads with similar features.



# VRU SPECIAL RULE

- Any state where 15% or more of overall traffic fatalities are VRU
- Must spend 15% or more of their HSIP funds on VRU safety

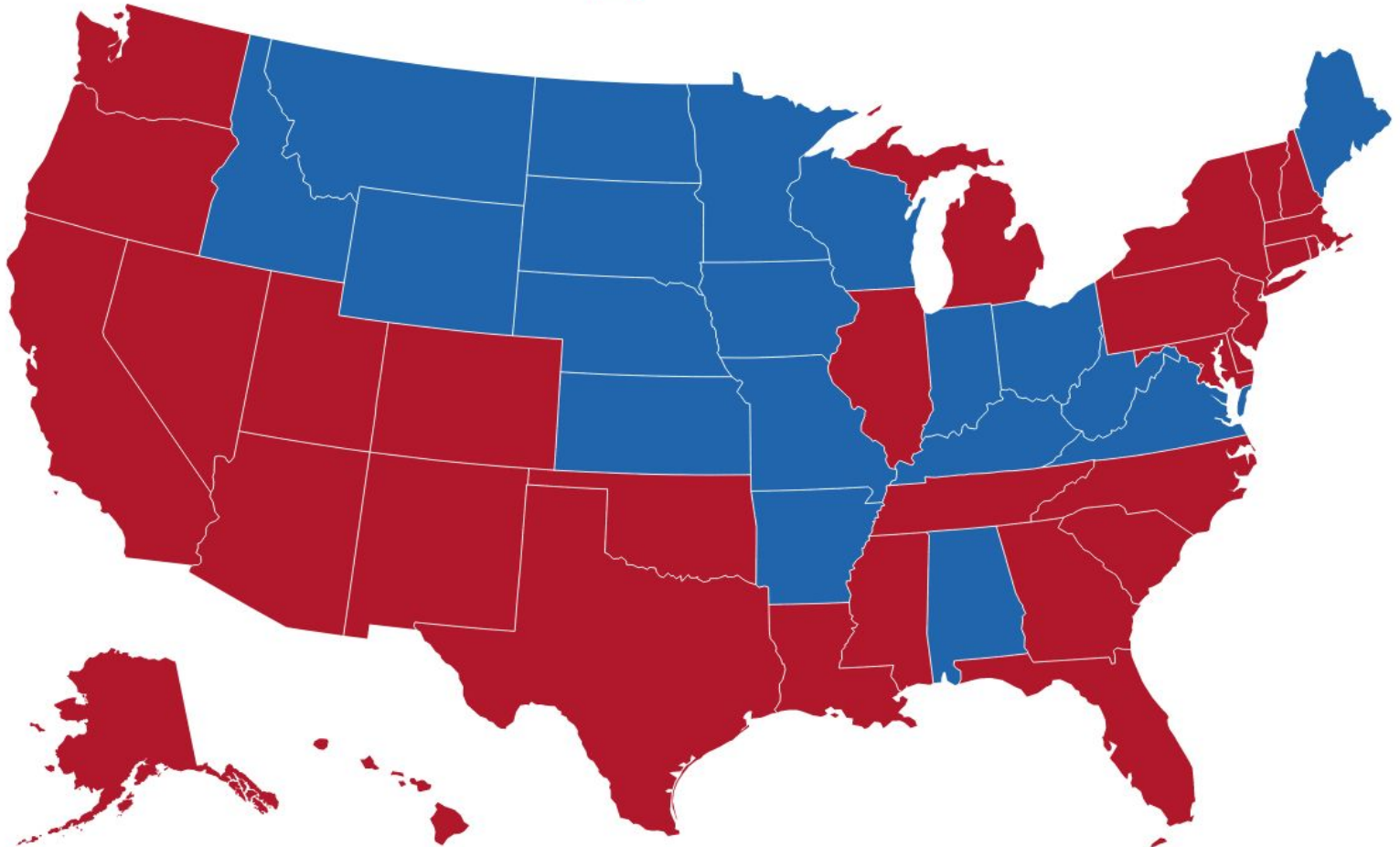
STATE	Reported Average annual HSIP spending on VRU 2018-2020	% of Traffic fatalities that are VRU	Required spending under VRU rule
Pennsylvania	\$3,892,973	15	\$18,877,284
Rhode Island	\$4,821,968	28	\$2,512,688
South Carolina	\$0	19	\$7,775,508
Tennessee	\$66,513	15	\$9,679,325
Texas	\$1,078,474	20	\$45,170,883





# VRU SPECIAL RULE

■ Less than 15% of traffic deaths are bike/ped ■ 15% or more of traffic deaths are bike/ped







# THE NEXT TEN

STATE	% FATALITIES THAT ARE VRU
Arkansas	14
Minnesota	14
Missouri	14
Ohio	14
Virginia	14
Kentucky	13
Alabama	12
Indiana	12
Kansas	12
Iowa	11



# HOW IT WORKS

<b>Annual data</b>	<b>FHWA notifies state if VRU special rule will apply</b>	<b>Special rule goes into effect</b>
2020	March 2022	10/1/22-9/30/23
2021	March 2023	10/1/23- 9/1/24
2022	March 2024	10/1/24- 9/1/25
2023	March 2025	10/1/25- 9/1/26



# HOW IT WORKS- Accountability

States must report funding on all transportation programs to FHWA/ US DOT

For HSIP, states will now special account for VRU safety

- so if state gets \$100 for HSIP it will have two accounts
- HSIP account= \$85
- HSIP VRU = \$15

This makes it easy to track. We should be able to let you know how your state is doing every quarter..

If states don't spend VRU \$\$- limits ability to use other transportation funds (equivalent funding level) in the next year



# WHAT YOU CAN DO- VRU Special Rule

## **FY 2023-**

- States will be working on VRU assessments,
- Many states may not have VRU projects in plan.
- But, they have 6 months to plan

## **Advocate for**

- HSIP \$\$ for
  - Match for Transportation Alternatives projects
  - Pedestrian/ bicycle safety audits (public participation)
  - Projects in local safety plans, VZ plans, bicycle/ pedestrian plans
- Advocate for Bicycle Emphasis area



# WHAT YOU CAN DO

## **For Local government/ MPOs/ BPAC/ NGO**

- Ask your DOT/ MPO for a training/ briefing on how they will be implementing BIL
  - New eligibilities, and where they are effective
  - Plans for VRU Assessment
  - The current SHSP strategies for pedestrian and bicycle emphasis areas.

Make sure to ask for someone from the Safety office!



# FHWA RESEARCH

## **Requires FHWA to create research plan to develop**

- Roadway designs
- Safety Countermeasures

Which improve safety AND promote bicycling and walking

## **Focus on how the following affect safety and rates of bicycling and walking:**

- Roadway safety improvements, including traffic calming and VRU accommodations on suburban arterials
- Traffic speeds
- Access to low stress corridors
- Tools to evaluate the impact of infrastructure on safety and use of bicyclists and pedestrians





# COMPLETE STREETS



# INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS

**Requires states and MPOs to use 2.5% of planning \$\$ for:**

- Complete Streets standards or policies
- Complete Streets prioritization plan (lists projects)
- Transportation plans, for
  - Building Active transportation Networks
  - Connecting AT to transit
  - Increasing Transit riders
  - Improving safety for pedestrians and bicyclists
  - Alternatives to increasing highway capacity, including rail

To opt out, a state or MPO must have

- CS standards or policies AND
- CS prioritization plan

FHWA must certify both exist



# COMPLETE STREETS POLICY

Guidance is due out in May

## **Expected to include:**

- Elements of a complete streets policy
- Definition of what a standard is

If your state has a complete streets policy

- Check it against the FHWA definitions
- Opportunity to revisit/ revise policy or move on to prioritization plan
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# IF NO CS POLICY

## What to ask your state DOT or MPO

### Technical

- Use tools and examples through the Federal Highway Administration Complete Streets Initiative, National Complete Streets Coalition, and through examples of other states.
- Develop standards to ensure any new capacity project is a complete street.
- Create a process for identifying projects needed to ensure existing roads can be brought up to standard.

### Stakeholder process

- Include a stakeholder process in the development of the policy.
- Announce the start and anticipated completion date on your website, and alert stakeholders.

### Post creation

- Train state DOT and MPO staff on the goals of the complete streets policy.



# COMPLETE STREETS PRIORITIZATION PLAN

## Defined in BIL:

A plan that “identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.”

## Advocacy Hook:

- State and MPO have to list priority projects
- Opportunity in planning and funding process.



Montgomery County, MD



# PRIORITIZATION PLAN

## **Ask your state/MPO to:**

### Technical

- Expedite any changes to the Complete Streets policy necessary to comply with FHWA guidance
- Create a clear process for determining projects on the plan.
- Ensure that the projects in the prioritization plan are included in State and MPO Transportation Improvement Plans, and are prioritized for delivery.

### Stakeholder process

- Include a stakeholder process in the development of the prioritization plan. Announce a start date and the anticipated completion date of the prioritization plan.

### Implementation

- Create public tracking dashboard
- Consider applying for federal discretionary funding to implement these projects,



# CARBON REDUCTION PROGRAM



# BIL AND CLIMATE

## The Climate title includes six new programs:

- Grants for charging and fueling infrastructure
- Reducing truck emissions at port facilities
- **Carbon reduction**
- Congestion relief
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
- Healthy Streets







# CARBON REDUCTION PROGRAM

## Funding

- \$1.23 billion for FY 2022 - \$1.34 billion by 2026
- 65% suballocated (MPOs get significant share)

## Eligibilities

- Plan required
- Everything eligible under Transportation Alternatives
- Projects and programs that create mode shift, such as Congestion pricing

**For projects to be eligible** they must be in the Transportation Improvement Plan.



**COMING SOON-  
GRANT  
OPPORTUNITIES**



# SAFE STREETS FOR ALL

## \$6 Billion (1 Billion in 2022)

- Based on Vision Zero philosophy.
- 'May' include goal and timeline for eliminating fatalities

## Discretionary Grants

- Will go through the Office of the Secretary

## Eligibilities

- To develop a comprehensive safety action plan;
- To conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan;
- To carry out projects and strategies identified in the plan





# SAFE STREETS FOR ALL

## Funding Breakdown

- 40% planning
- 60% projects

## Equity/ Enforcement section

- Cities often focus early efforts on enforcement
  - (cheaper than infrastructure)
- No safeguard language
  - We would like criteria to require a plan to ensure no racial profiling/ inequity in enforcement

## Notice of Funding- expected in May

- Information- <https://www.transportation.gov/SS4A#>
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# RECONNECTING COMMUNITIES

## Redress historic inequities and build the future of transportation infrastructure

- Reconnect neighborhoods cut off by historic investments
- Ensure new projects increase opportunity, advance racial equity / environmental justice, and
- Promote affordable access.

## Grants for 2022

- \$50 m planning
- \$145m construction

## Next Thursday

- US DOT webinar 1:30-2:30
- Prep webinar for grant process
- <https://www.transportation.gov/grants/reconnecting-communities>

