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
To learn more about how the League of American Bicyclists assesses the existence of a Bicycle Safety Emphasis, visit 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

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.


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

Propublica article:

Safety Checklist from safety stakeholders
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

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

- Blue: Less than 15% of traffic deaths are bike/ped
- Red: 15% or more of traffic deaths are bike/ped
VRU RULE & BIKE EMPHASIS AREAS

Yellow and orange states do not list bicycle safety as a safety emphasis areas

Red states must spend on VRU safety
# The Next Ten

<table>
<thead>
<tr>
<th>State</th>
<th>% Fatalities That Are VRU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arkansas</td>
<td>14</td>
</tr>
<tr>
<td>Minnesota</td>
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<td>Indiana</td>
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<tr>
<td>Kansas</td>
<td>12</td>
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<tr>
<td>Iowa</td>
<td>11</td>
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</tbody>
</table>
### HOW IT WORKS

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

Spanish-language PSA effort led by organizers now with Multicultural Communities for Mobility
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#
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

DOT halts Texas highway project in test of Biden’s promises on race
The department's use of civil rights laws has buoyed activists on the ground and surprised even seasoned regulators in Washington. politico.com