



## Highway Safety Improvement Program

### Safe System Approach

- Integrated into program in several ways, one example: Changes the definition of intersection projects eligible for HSIP funding from:
  - **CURRENT LAW:** An intersection safety improvement
  - **IJA:** An intersection safety improvement that provides for the safety of all road users, as appropriate, including a multimodal roundabout

### Vulnerable Road User (VRU) Safety Assessment

- States must complete a safety assessment within 2 years of enactment
- Assessment must include:
  - A quantitative analysis of vulnerable road user fatalities and serious injuries including:
    - location, roadway functional classification, design speed, speed limit, and time of day;
    - demographics of the locations of fatalities and serious injuries, including race, ethnicity, income, and age;
  - A list of areas identified as 'high-risk' to vulnerable road users; and
  - A program of projects or strategies to reduce safety risks to vulnerable road users in areas identified as high-risk. Program must consider a safe system approach.

### Vulnerable Road User Safety Special Rule

- In states where vulnerable road user fatalities equal 15% or more of overall traffic fatalities, the state must obligate 15% or more of HSIP funds on vulnerable road user safety

### Requires FHWA to:

- Create a research plan to develop roadway designs and safety countermeasures that BOTH improve safety of VRU and promote biking 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

### Allows up to 10% of HSIP on Noninfrastructure

- Restores flexibility to allow up to 10% of HSIP funds to be spent on safety education and awareness, including Safe Routes to School noninfrastructure

# Active Transportation-related Safety Changes in the Infrastructure Investment and Jobs Act

## Safe Streets and Roads for All

### Discretionary program for local governments

- \$6 billion dollars
  - 40% for Safety Action plans
  - 60% for implementation of projects
  - (Ratio may be a drafting error)
- Funding is for infrastructure, education, and enforcement

## Planning Provisions

### Increasing Safe and Accessible Transportation Options

- Sets aside 2.5% of State and MPO planning funds that can be used for:
  - Complete Streets policies and standards
  - Complete Streets prioritization plans
  - Other active transportation plans that: focus on building networks, connect active transportation to public transit, etc.
  - Plans to increase transit
  - Plans to identify alternatives to increasing highway capacity

### Transportation Access Pilot Program

- Requires US DOT to provide accessibility data to eligible entities (states, MPOs and local governments)
- Accessibility data should help measure access across all modes to everyday: destinations including: school, work, grocery stores, health care and shopping
- Goal is for states, MPOs and others to use the data in planning to improve accessibility across all demographics and transportation modes



## Authorized Programs

### Active Transportation Infrastructure Investment Program

- Discretionary program to fund the building of active transportation networks within a community and spines between communities.
- Would allow a state or local government to build out a network or build a spine vs. apply project by project.

### Healthy Streets

- Program to address urban heat island effect, lack of tree cover and flooding in low income communities and communities of color.

## Contact Us

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