



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:
 - **FAST ACT**: An intersection safety improvement
 - **BIL**: 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 two 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 percent or more of overall traffic fatalities, the state must obligate 15 percent or more of HSIP funds on vulnerable road user safety
- Allow HSIP funds as match for Transportation Alternatives

HR 3864

Public Law 117-58 Sec. 11109 (b)(7)(B)(i)

“(i) funds made available to carry out section 148 may be credited toward the non-Federal share of the costs of a project under this subsection if the project—

“(I) is an eligible project described in section 148(e) (1);



Active Transportation-related Safety Changes in the Bipartisan Infrastructure Law

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 percent of HSIP on Noninfrastructure

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

[FHWA Funding Table for HSIP](#)

[FHWA Guidance on HSIP](#)



Safe Streets and Roads for All

Discretionary program for local governments

- \$6 billion dollars
 - 40 percent for safety action plans
 - 60 percent for implementation of projects
- Funding is for infrastructure, education, and enforcement

Planning Provisions

Increasing Safe and Accessible Transportation Options

- Sets aside 2.5 percent 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

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