UPPING THE ANTE WITH FEDERAL FUNDING

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Since 1880

Our mission is to lead the movement to create a Bicycle Friendly America for everyone.

Everyone is incredibly important and cannot be achieved without equity.

Equity is “just and fair inclusion” into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, erasing disparities in race, income, ability, geography, age, gender and sexual orientation.”
$52.5 Billion in Total Authority in FY2022

• Bicycle and Pedestrian Facilities are eligible for >90% of it

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm
Program Purpose: Fund smaller-scale but critically important multimodal transportation projects, especially bicycle and pedestrian projects

$7.2 Billion in next 5 years
- “About $14.6 billion…since 1992”
- >$3 Billion shortfall in FY 2020

Guidance recently came out
Program Purpose: Achieve a significant reduction in fatalities and serious injuries on all public roads

$16.8 Billion in next 5 years

Vulnerable Road User (VRU) Safety Special Rule

• If state has 15%+ bike/ped fatalities then must spend 15%+ on bike/ped projects

Guidance recently came out
“Highway Safety” can mean many things
- More than highways, but not necessarily traffic calming

Table 1. Total number and cost of 2019 projects by FHWA proven safety countermeasures.

<table>
<thead>
<tr>
<th>FHWA Proven Countermeasure</th>
<th>2019 HSIP Projects</th>
<th>2019 Total Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median Barrier*</td>
<td>74</td>
<td>$157 M</td>
</tr>
<tr>
<td>Roundabouts</td>
<td>144</td>
<td>$179 M</td>
</tr>
<tr>
<td>Rumble Strips</td>
<td>94</td>
<td>$200 M</td>
</tr>
<tr>
<td>Road Diet</td>
<td>18</td>
<td>$27.7 M</td>
</tr>
<tr>
<td>High Friction Surface Treatment</td>
<td>50</td>
<td>$99.6 M</td>
</tr>
<tr>
<td>Curve Warning Signs</td>
<td>50</td>
<td>$19.6 M</td>
</tr>
<tr>
<td>Backplates with Retroreflective Borders</td>
<td>10</td>
<td>$3.5 M</td>
</tr>
<tr>
<td>Systemic application of multiple low-cost countermeasures at stop-controlled intersections</td>
<td>4</td>
<td>$0.94 M</td>
</tr>
<tr>
<td>Corridor Access Management</td>
<td>11</td>
<td>$36.6 M</td>
</tr>
<tr>
<td>Left and Right-Turn Lanes at Stop-Controlled Intersections***</td>
<td>207</td>
<td>$240 M</td>
</tr>
<tr>
<td>Medians and Pedestrian Crossing Islands in Urban and Suburban Areas</td>
<td>9</td>
<td>$5.2 M</td>
</tr>
<tr>
<td>Pedestrian Hybrid Beacon</td>
<td>12</td>
<td>$2.9 M</td>
</tr>
<tr>
<td>Walkways (install sidewalk)</td>
<td>69</td>
<td>$18.6 M</td>
</tr>
<tr>
<td>Road Safety Audits</td>
<td>59</td>
<td>$13.6 M</td>
</tr>
</tbody>
</table>

Note: * = cable median barriers only; ** = center line and edge line rumble strips only; *** = all auxiliary turn lane projects - both signalized and stop-controlled intersections.

Projects that:

• Separate users in time and space,
• Match vehicle speeds to the built environment, and
• Increase visibility (e.g., lighting)

Advance implementation of a Safe System approach and improve safety for vulnerable road users.
BIL addresses Safe System project types:
• Separated bike lanes
• Separated intersections
• Bike/ped signals

BIL adds eligibility (≤10% of HSIP funds) for Specified Safety Projects
• Includes non-infrastructure safety projects
• Includes safety-related research to evaluate experimental safety countermeasures
“Projects should logically flow from the emphasis areas and strategies identified in the State’s Strategic Highway Safety Plan”

35 states currently have bicyclists identified in their emphasis areas
- In 2019, FHWA reported only 10 bicycle emphasis area projects

Pedestrian emphasis areas are similar, but more engineering strategies
Every state must do a Vulnerable Road User Safety Assessment
• Looking at road classification, speed (limit and design speed), demographics of surrounding area, and more
• “The program of projects…may not degrade transportation system access for vulnerable road users.”

Eligible as a Specified Safety Project

https://www.saferoutespartnership.org/sites/default/files/at_related_safety_changes_in_iija_final.pdf
Now:
1. Check with state DOT about VRU special rule determination
   • Ask them how they plan to meet the requirement
2. Review Strategic Highway Safety Plan
   • If Engineering improvements for biking and walking are not discussed, push for them with an emphasis on newly eligible project types
3. Engage with Vulnerable Road User Safety Assessment process
   • If there’s no plan for assessment yet, ask when it will start
4. Reinforce Safe System Approach in every interaction
   • Lower speeds, separation at higher speeds, not waiting for tragedy