



U.S. Department
of Transportation
**Federal Highway
Administration**

Equity in Safety

2022 Virginia Safety Summit

May 5th, 2022

**Thomas Nelson, Jr, P.E.
FHWA Virginia Division Administrator**

Agenda

- 1. Roadway Safety Overview**
- 2. Complete Street Initiative**
- 3. Bipartisan Infrastructure Law support of Complete Streets**
- 4. Safe Streets for All (SS4A) Discretionary Grant**



Departmental Priorities – 2022-2026 DOT Strategic Plan





Roadway Safety Overview

Our Current Reality

Traffic fatalities are a public health crisis affecting all road users.

1.25M

Lives lost globally each year from traffic crashes

Source: World Resources Institute

39,824

Lives lost on U.S. roads in 2020

Source: NHTSA

6,516

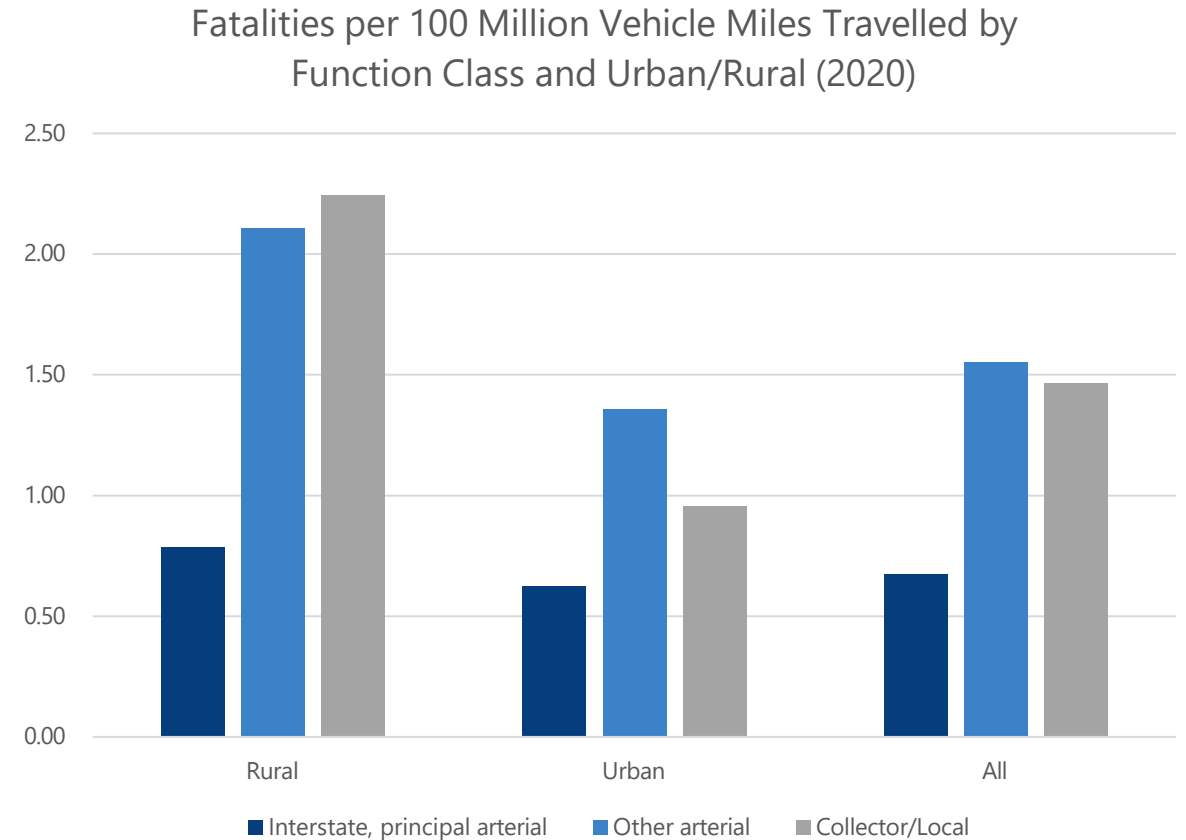
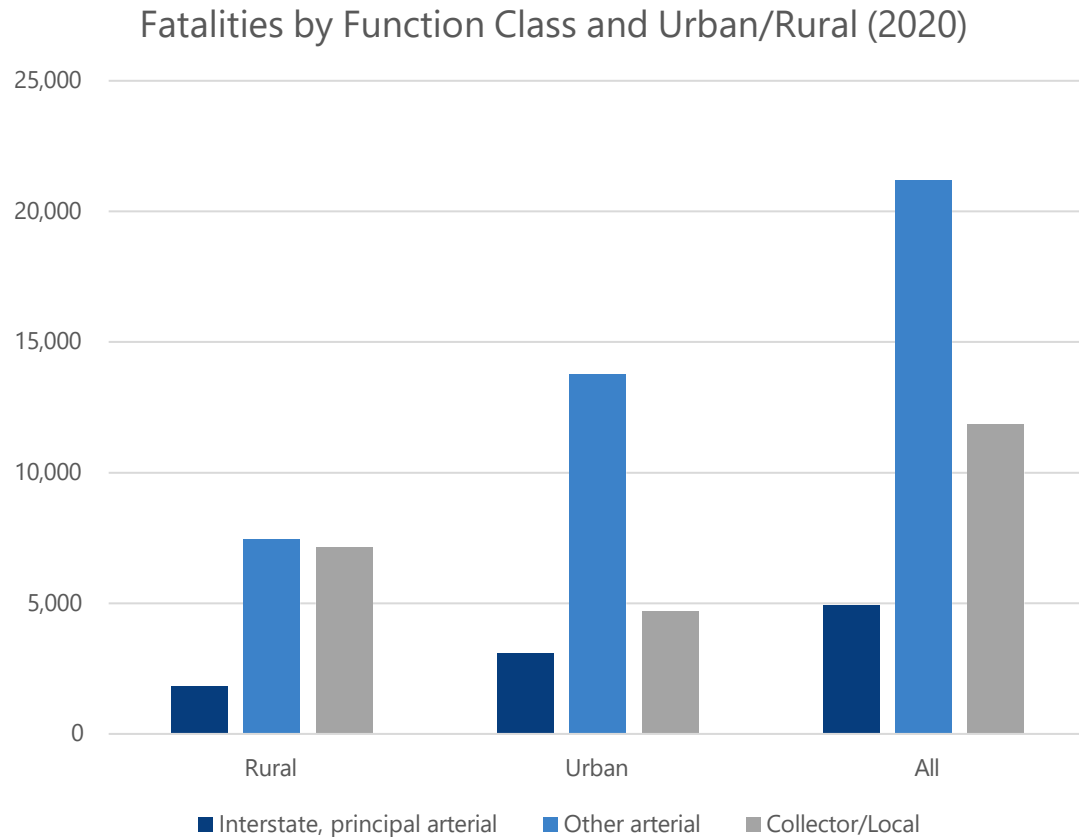
Pedestrians killed in U.S. traffic crashes in 2020

Source: NHTSA



Local Roadway Fatalities

Fatalities are most common—overall and as a function of vehicle travel—on non-Interstate arterials, collectors, and local roads. This disparity is particularly significant on rural roads.

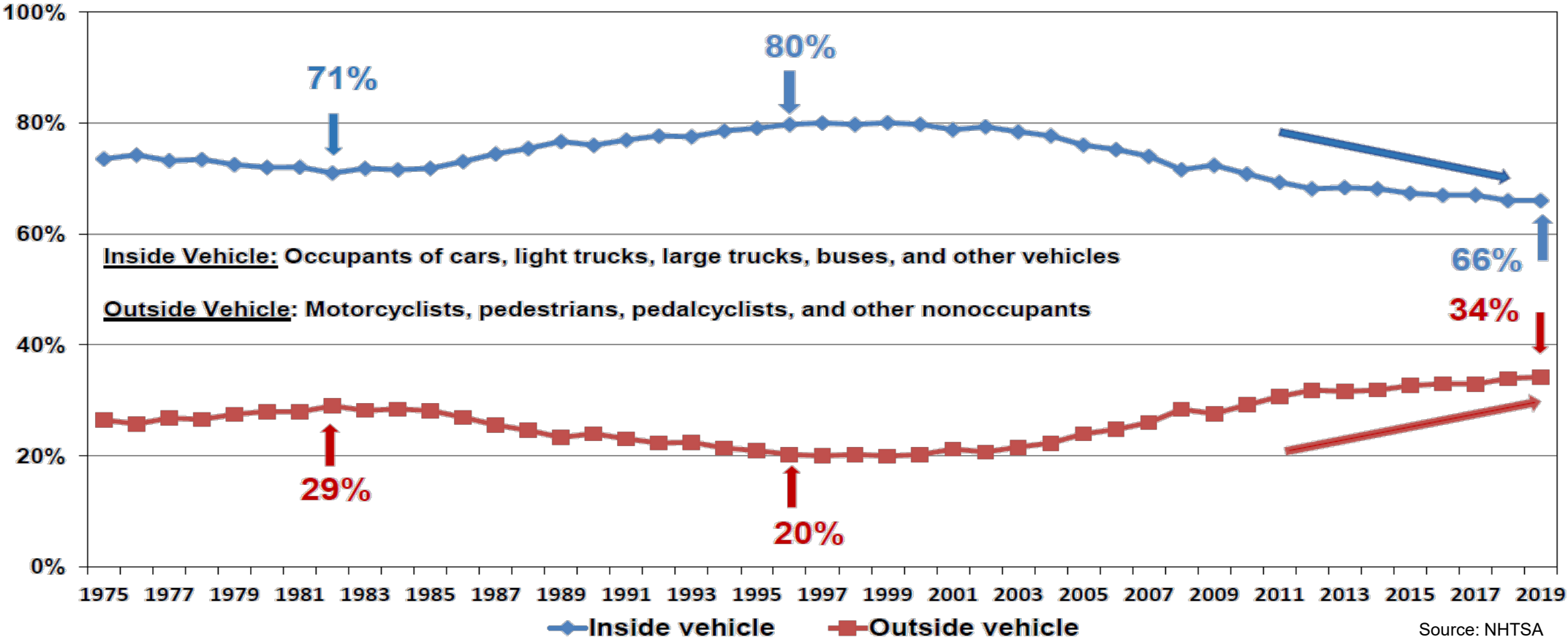


Sources: FARS 2020 Annual Report File; U.S. Department of Transportation, Federal Highway Administration, [Highway Statistics](#) (Washington, D.C.: Annual Issues), Table VM-202.



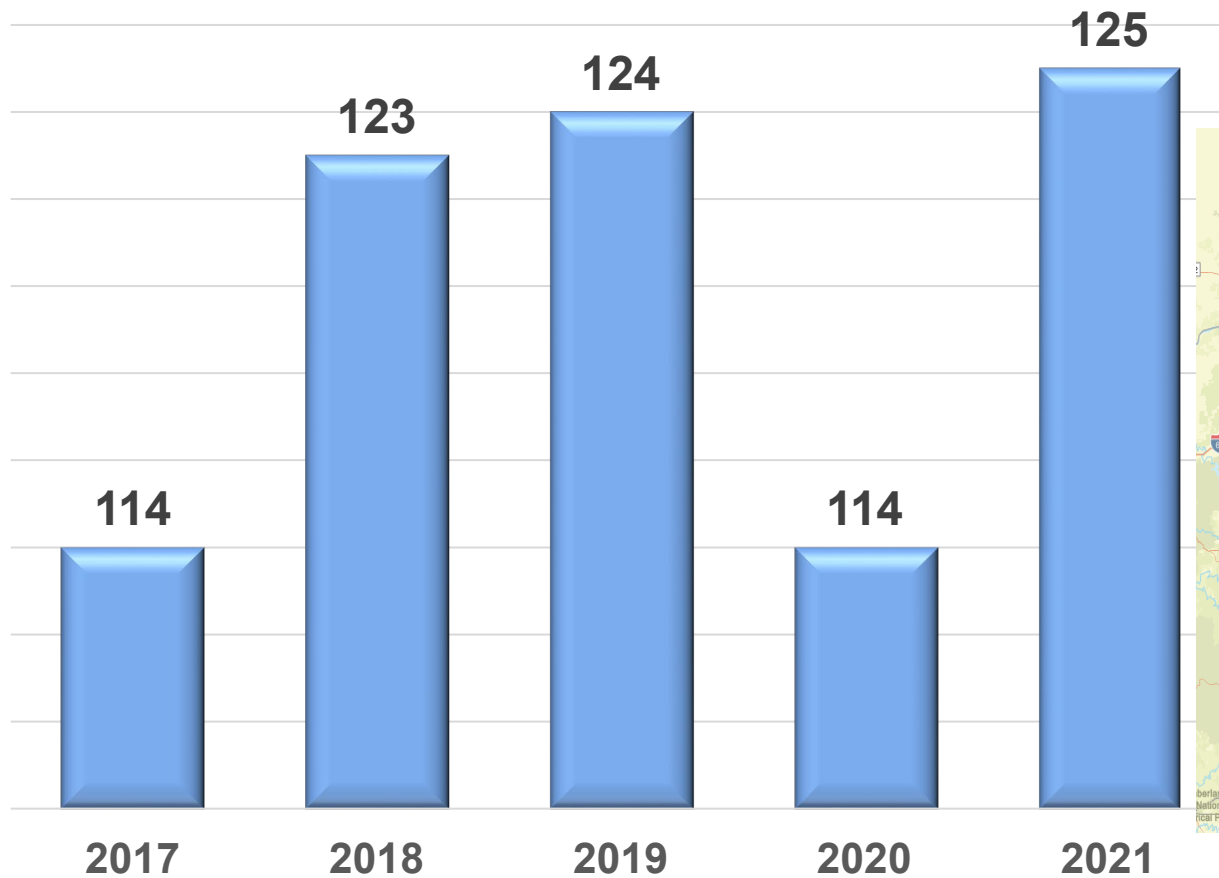
Fatalities are increasing for those outside of vehicles

Proportion of Fatalities by Road User, 1975-2019



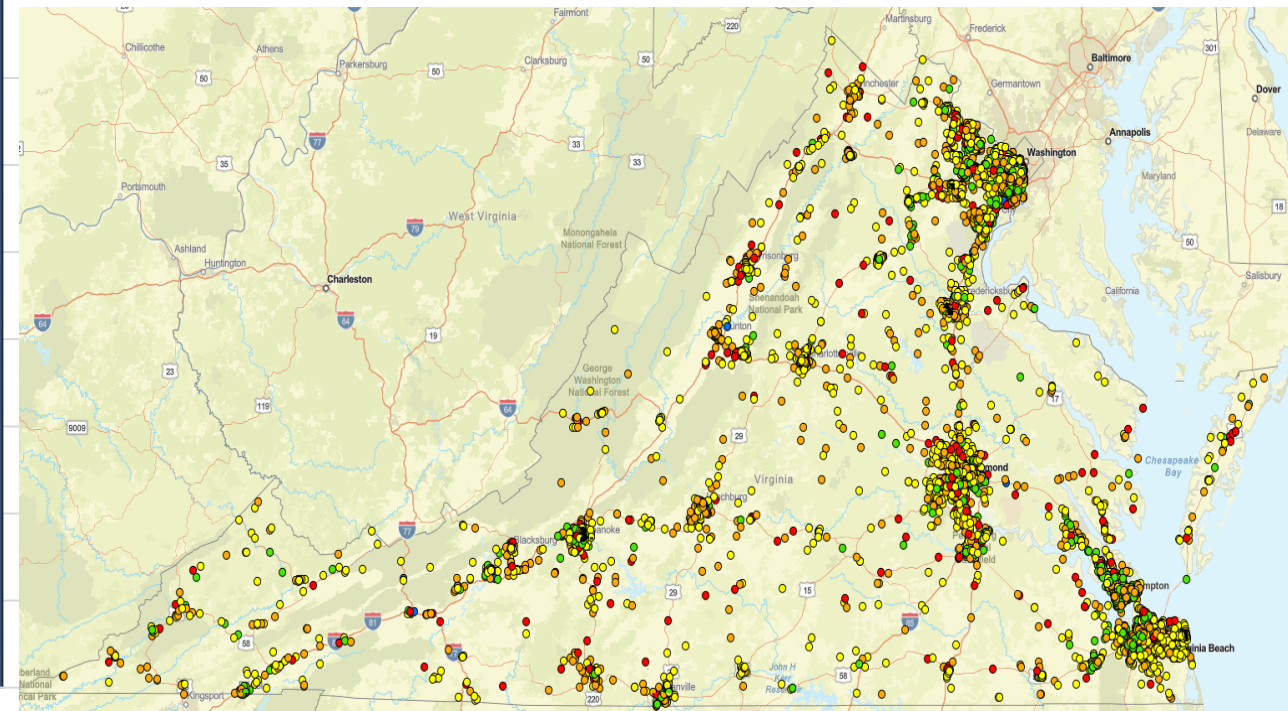
Source: NHTSA

Virginia Pedestrian Fatalities



Source: Virginia Department of Motor Vehicles

Pedestrian Crash Map - VA



Source: Virginia Department of Transportation
Pedestrian Safety Action Plan



National Roadway Safety Strategy

USDOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- **Sets a vision and goal** for the safety of the Nation's roadways.
- **Adopts the Safe System Approach** principles to guide our safety actions.
- **Identifies new priority actions and notable changes to existing practices** and approaches that target our most significant and urgent problems and are, therefore, expected to have the most substantial impact.
- www.transportation.gov/NRSS



Basics of Roadway Safety

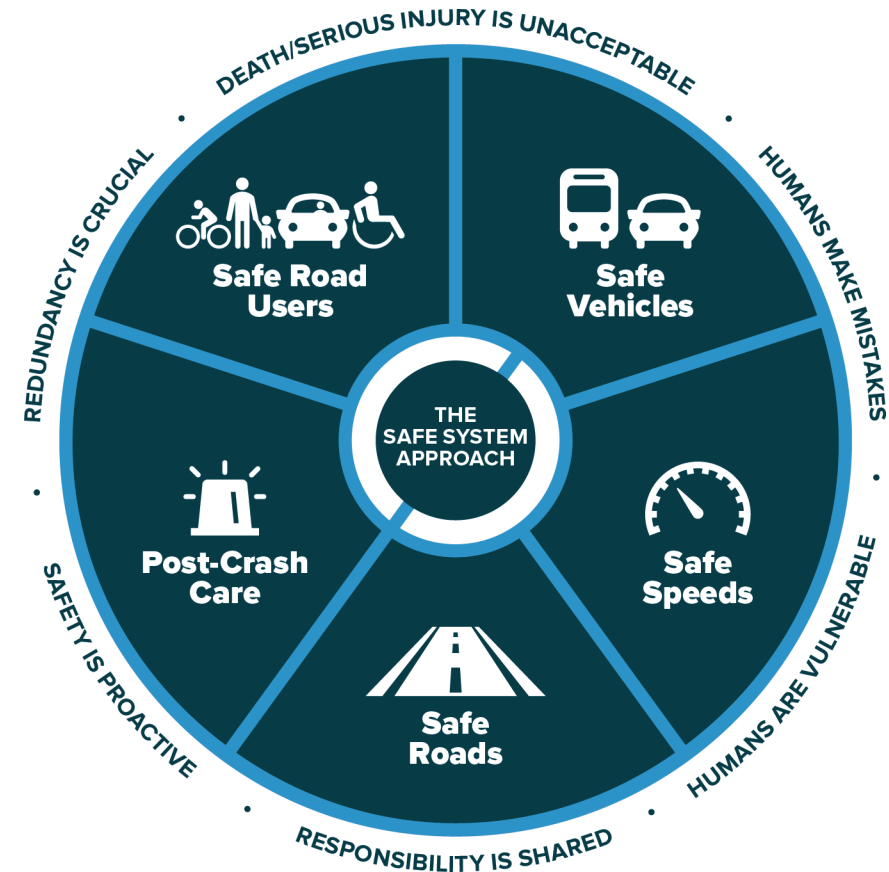
Effective roadway safety practices and strategies:

- Vision Zero
- Towards Zero Deaths
- Complete Streets
- Proven Safety Strategies
- Countermeasures That Work
- Innovative practices and technologies



The Safe System Approach (SSA): Principles

- Death/serious injury is unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.





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Overview of FHWA Complete Streets Initiative

Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.

All photos are the property of FHWA unless otherwise noted.

Complete Streets

- “A complete street is safe, and feels safe, for everyone using the street.”
 - *FHWA Deputy Administrator Stephanie Pollack*
- Complete Streets create a *safe, connected,* and *equitable* transportation network for travelers of all ages and abilities, particularly those from underserved communities facing historic disinvestment.
- <https://highways.dot.gov/complete-streets>



Source: FHWA



Complete Streets is...



An Equity Strategy

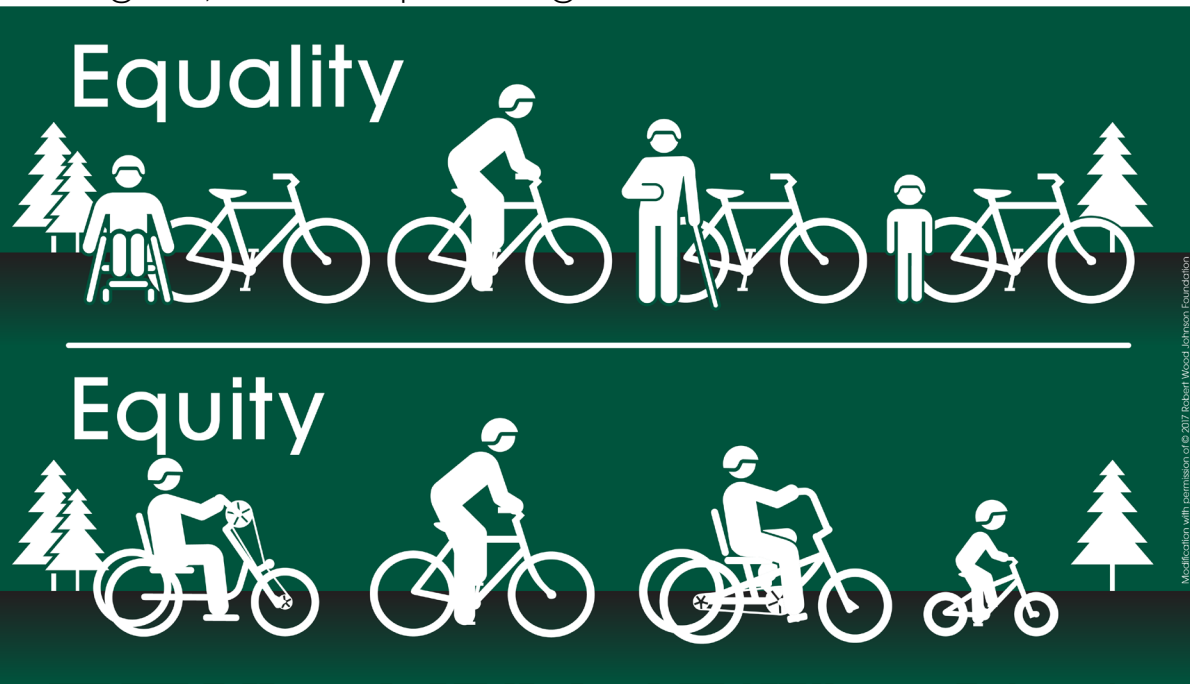
- Ensures a fair, safe, accessible, and healthy transportation network for all people, including those in underserved communities.

A Climate Strategy

- Reduces carbon pollution through mode shift to zero carbon modes, like walking and biking, and encourages vehicle electrification.

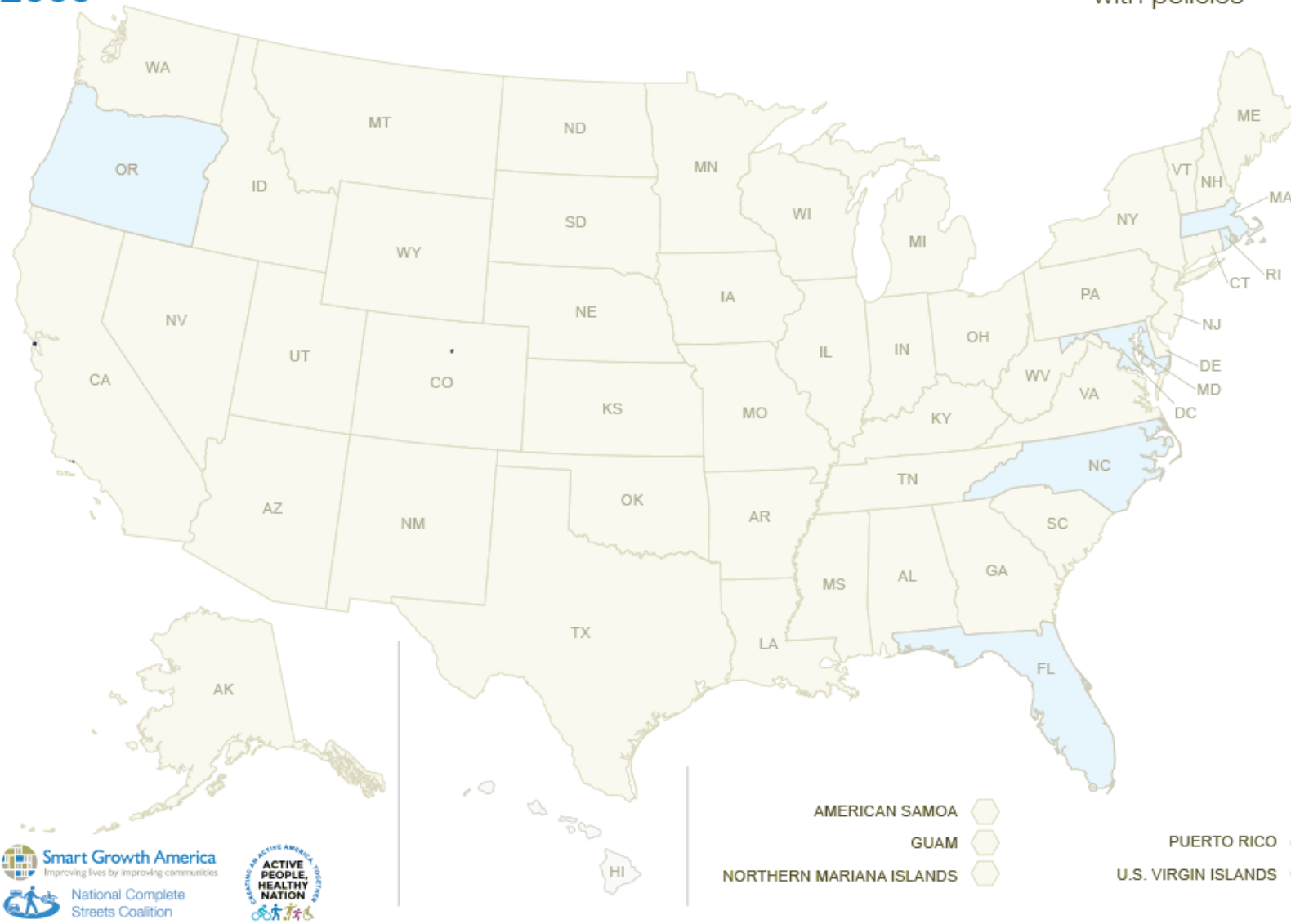
Source: @FHWA, modification with permission of @ 2017 Robert Wood Johnson Foundation

Source: @deberarr/AdobeStock.com



Complete Streets Policy Adoption 2000

9
jurisdictions
with policies

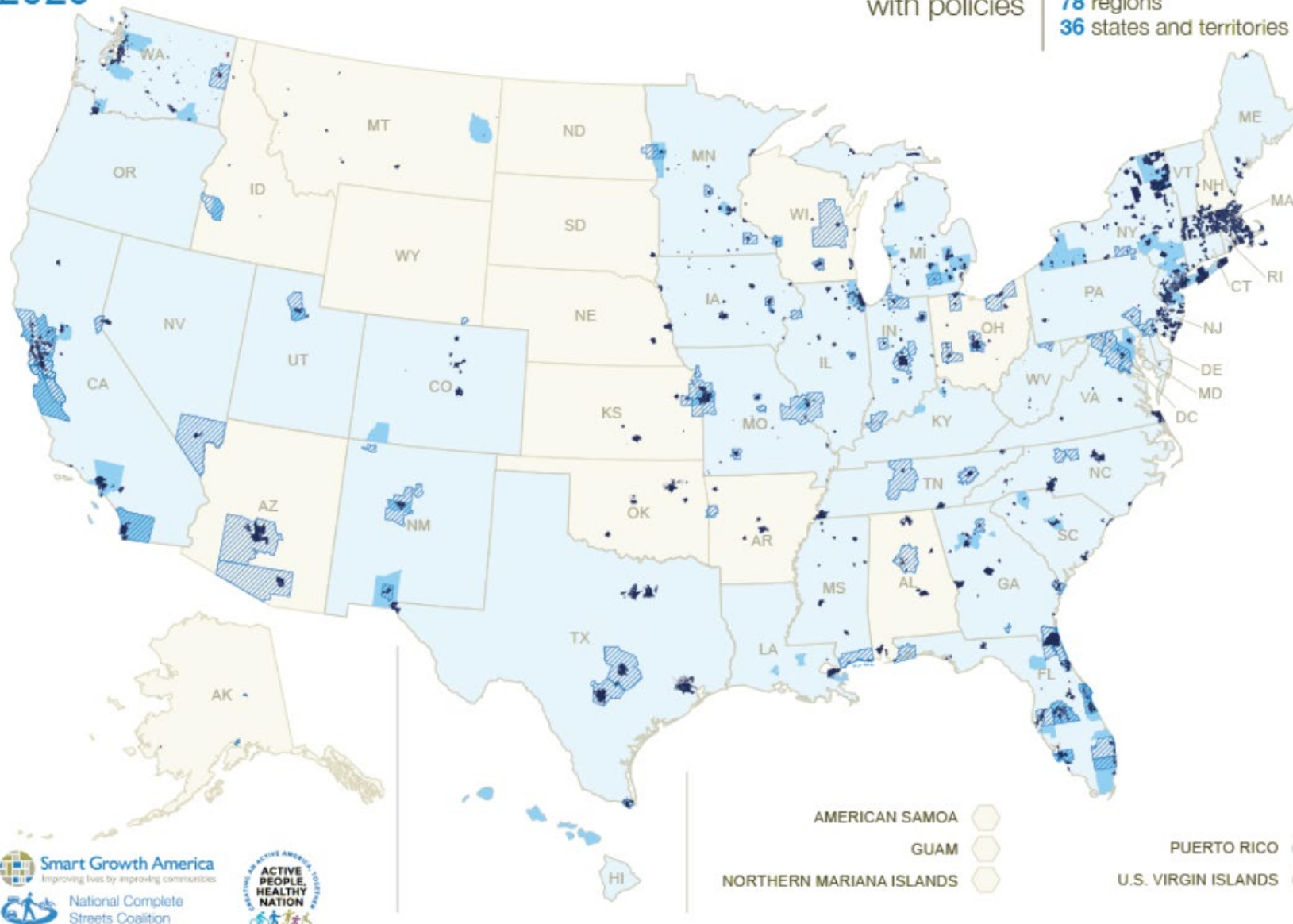


Source: SGA

Complete Streets Policy Adoption 2020

1,520
jurisdictions
with policies

1,312 cities and towns
93 counties
1 tribe
78 regions
36 states and territories



Source: SGA



Transform Arterials using a Complete Streets Implementation Strategy

Complete Streets implementation starts with people, not transportation mode. The elements of a Complete Street vary based on community context and the role that a particular street needs to serve in the multimodal network.

Example: Suburban 6-Lane Principal Arterial

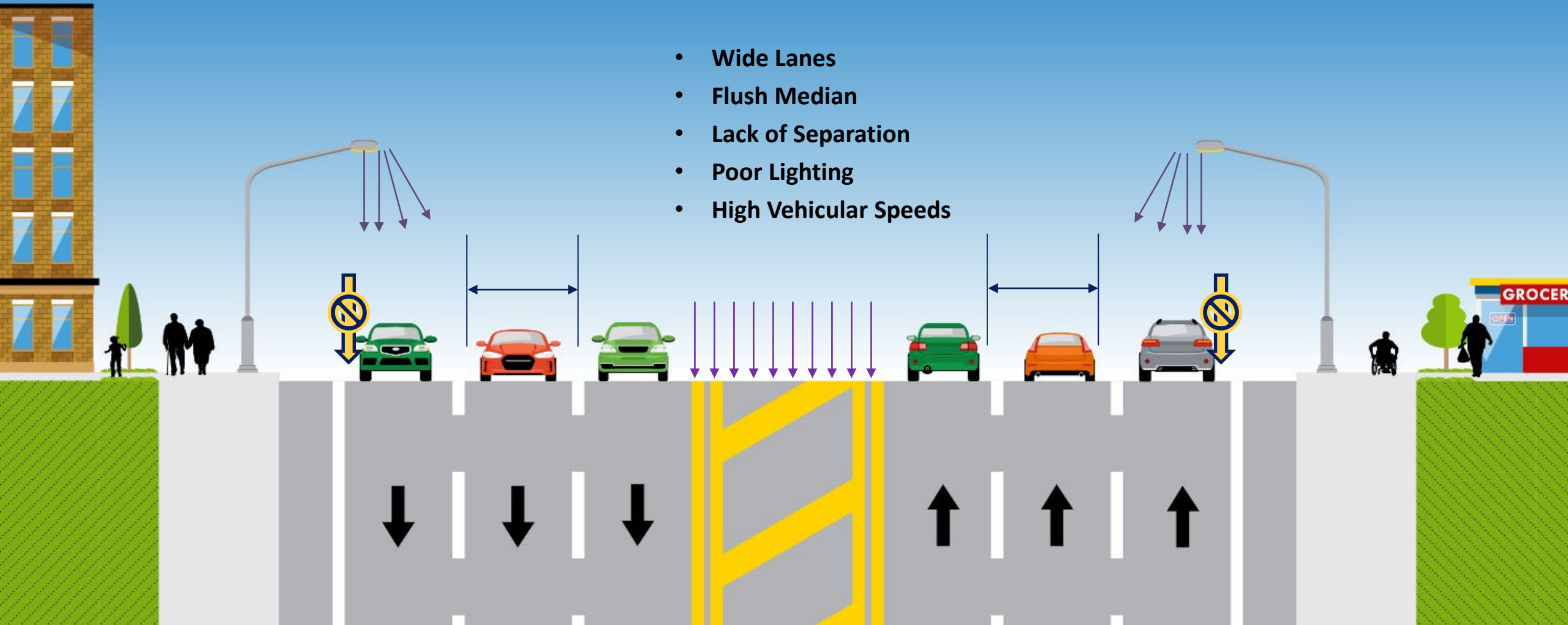
Understand the Context

Along this corridor, many individuals – including a University population and affordable housing residents - rely primarily on walking and public transportation. They express concerns about safely crossing the street to access locations, like the grocery store.



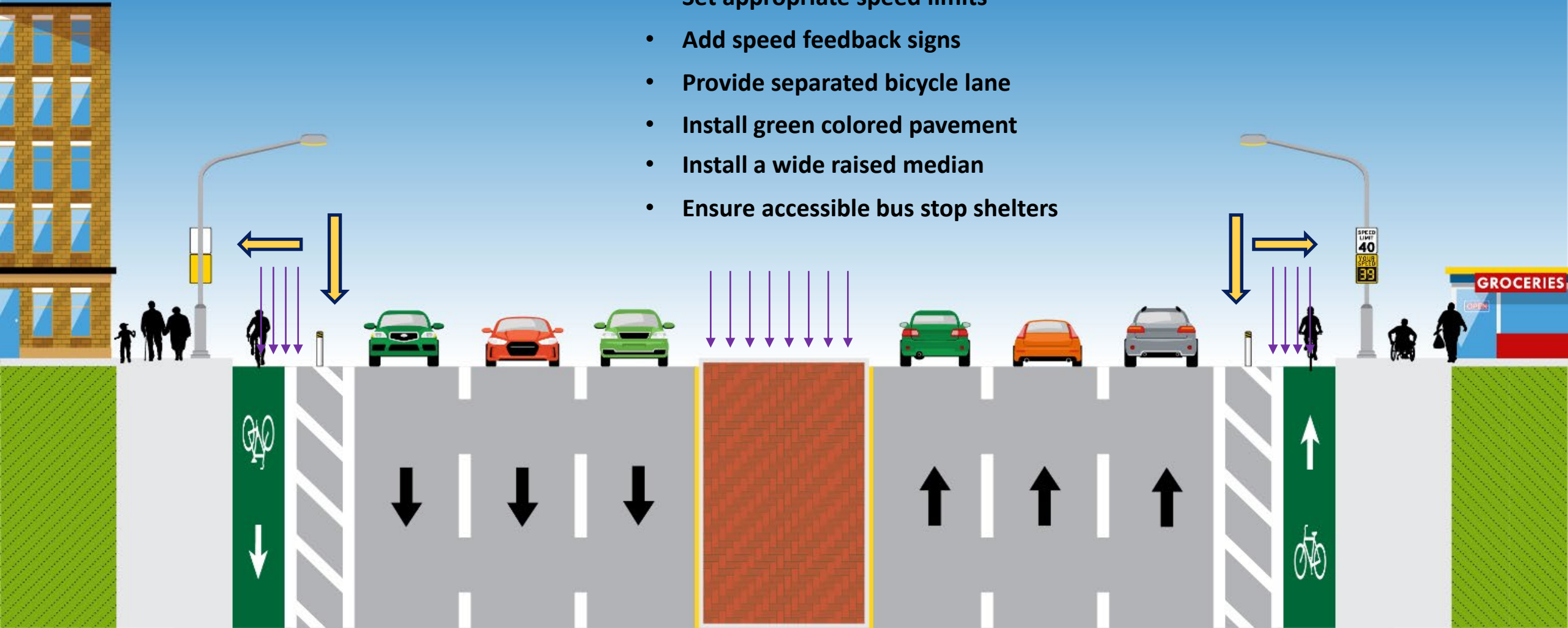
Identify Concerns

- Wide Lanes
- Flush Median
- Lack of Separation
- Poor Lighting
- High Vehicular Speeds



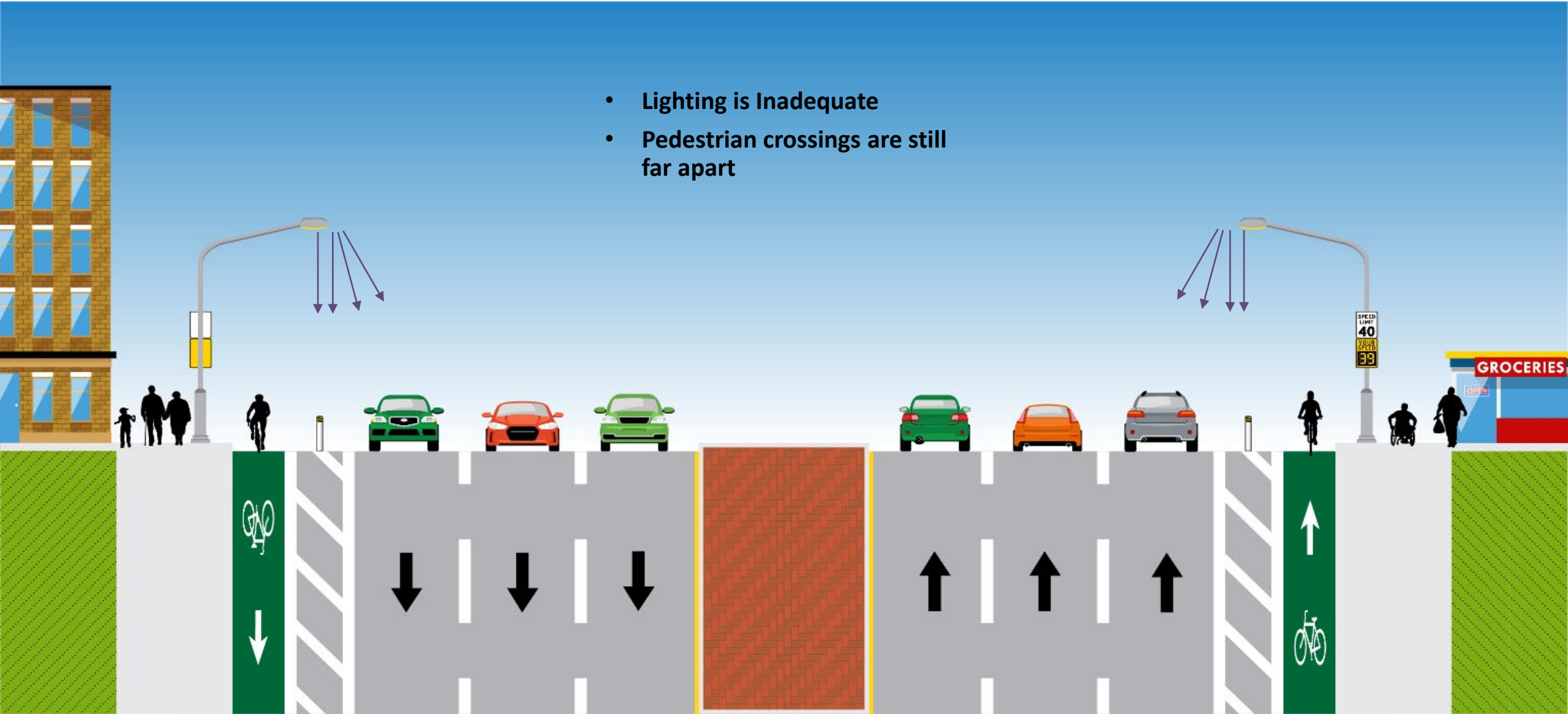
Implement Improvements

- Set appropriate speed limits
- Add speed feedback signs
- Provide separated bicycle lane
- Install green colored pavement
- Install a wide raised median
- Ensure accessible bus stop shelters



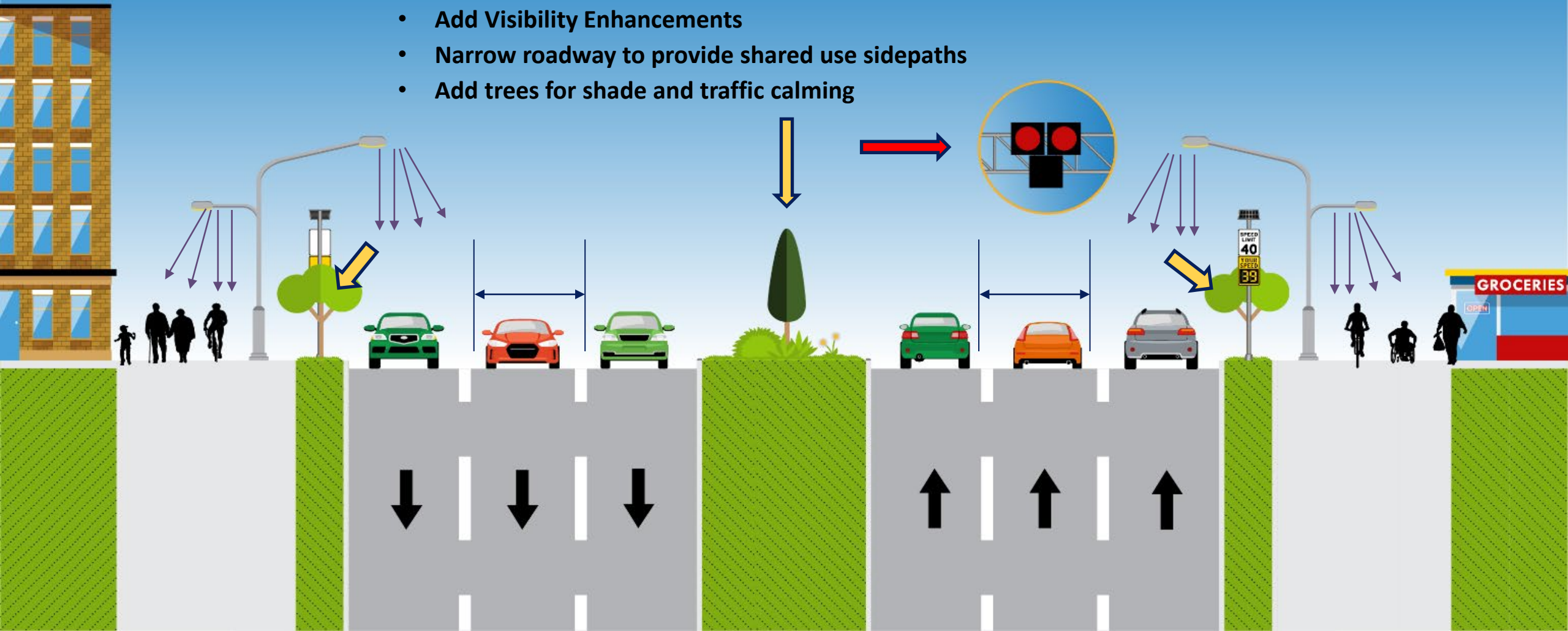
Evaluate Impacts

- Lighting is Inadequate
- Pedestrian crossings are still far apart



Implement Additional Improvements

- Add a Mid-Block Crossing using PHB
- Add Visibility Enhancements
- Narrow roadway to provide shared use sidepaths
- Add trees for shade and traffic calming



FHWA's Complete Streets Strategies



- **Update FHWA processes to make Complete Streets the default**



- **Educate and train practitioners to elevate safety**



- **Develop new measures of success**



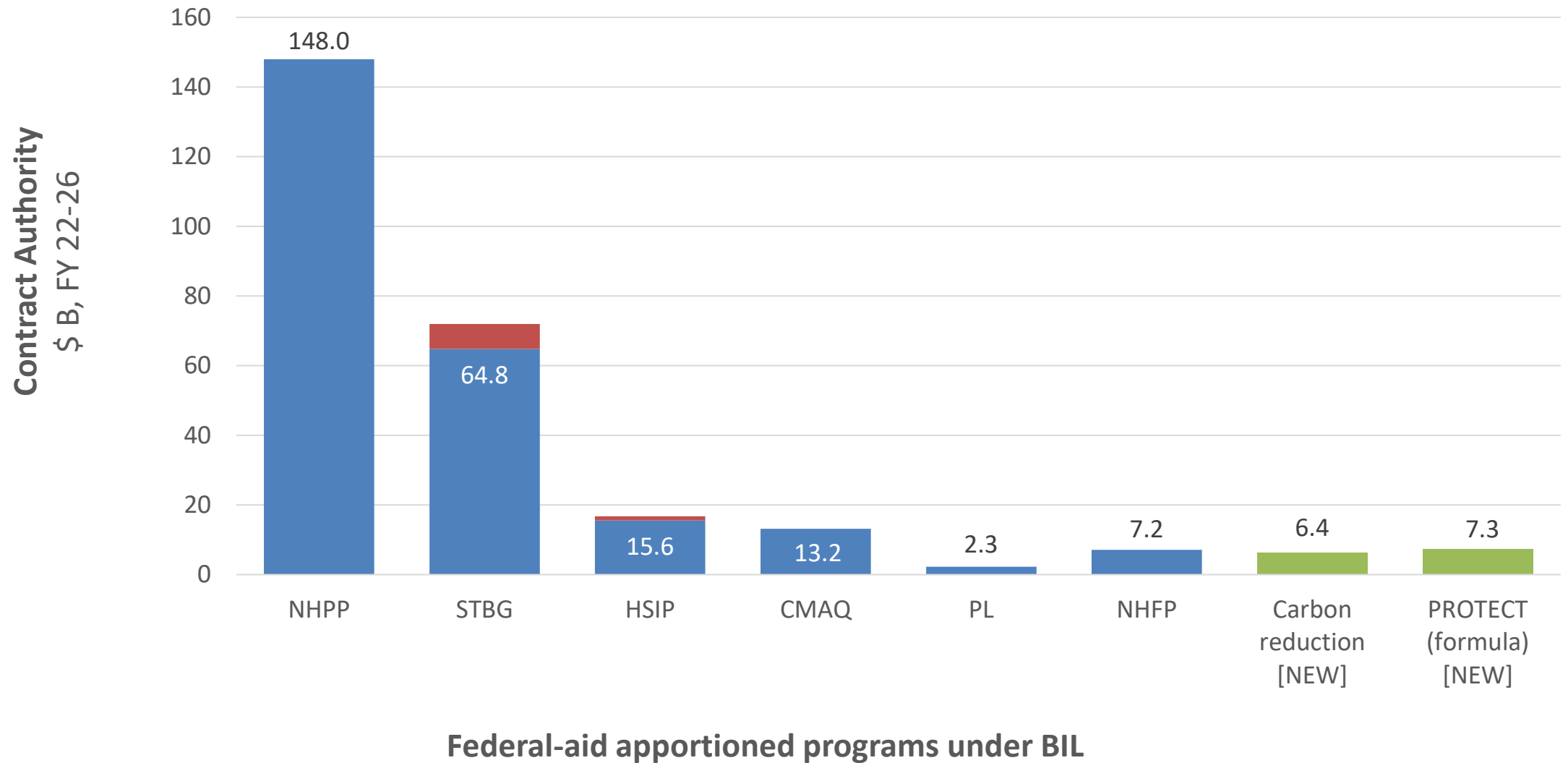


The Bipartisan Infrastructure Law(BIL) Supports Planning for and Investing in Complete Streets

\$350.8 billion (FY 22-26) for Highway Programs
Many programs have eligibilities for projects that support
complete streets

For more information on BIL, visit:
<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

The Bipartisan Infrastructure Law (BIL) Supports Planning for and Investing in Complete Streets



Bridge Formula Program

- **Supports updated statute at 23 U.S.C. 217(e) by requiring safe ped/bike accommodation on bridge deck replacement or rehabilitation projects if:**
 - Pedestrians or bicyclists are allowed to operate at each end of the bridge, and
 - FHWA determines that safe accommodation can be provided at reasonable cost.
- **Ped/bike accommodation presumed unless project sponsor demonstrates that the cost of such accommodation would exceed twenty percent of the cost of the larger transportation project**
- **Visit <https://www.fhwa.dot.gov/bridge/bfp/20220114.cfm>**



FHWA/FTA - Planning Emphasis Areas (PEAS)

- Tackling the Climate Crisis – Transition to a Clean, Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- **Complete Streets**
- Public Involvement
- Strategic Highway Network/Department of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environment Linkages
- Data in Transportation Planning

Complete Streets PEA

- **Goal:**
 - Provide an **equitable and safe transportation network** for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.
- **Complete Streets are for Everyone:**
 - Pedestrians,
 - Bicyclists,
 - Transit Riders,
 - Micro-Mobility Users,
 - Freight Delivery Services, and
 - Motorists

Complete Streets PEA: Potential Actions for MPOs

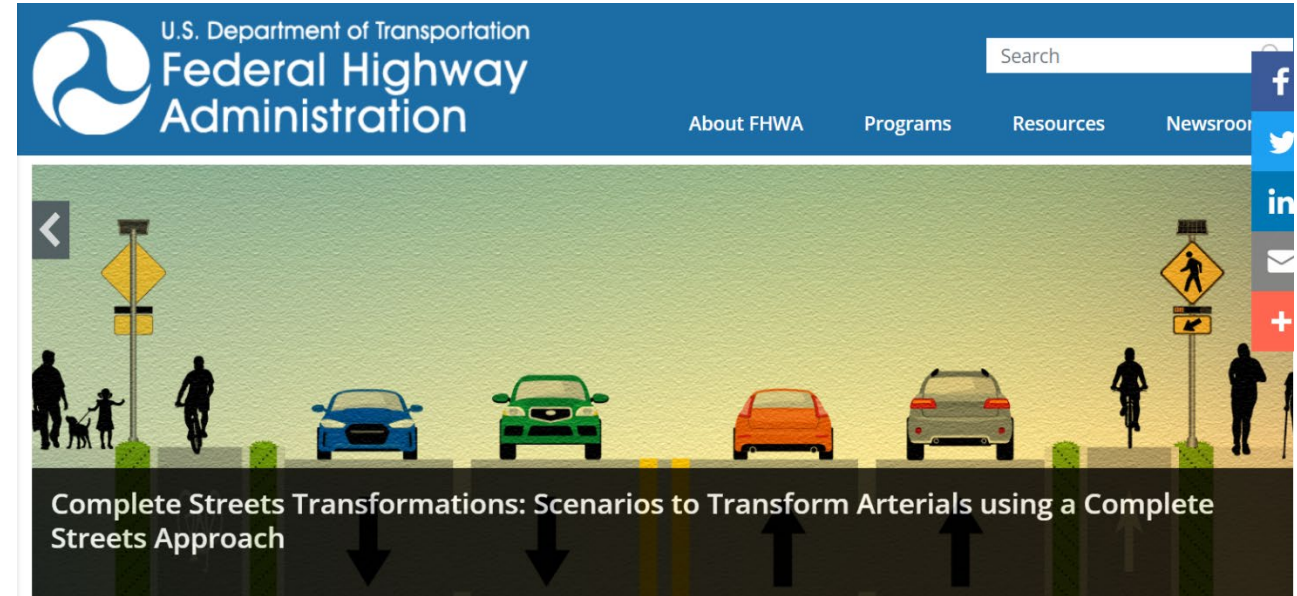
- **Review current policies, rules, and procedures to determine their impact on safety for all road users.**
- **Ensure safety is addressed when building future transportation infrastructure.**
 - Safe pedestrian facilities
 - Safe transit stops (if present)
 - Safe crossing opportunities



Complete Streets Website

Public facing web-portal to:

- Publish all Complete Streets products, including Complete Streets Transformations Document
- Link to Complete Streets resources across FHWA program offices and other stakeholders
- Visit: <https://highways.dot.gov/complete-streets>



SPOTLIGHT



Transformation Document



Proven Safety Countermeasures



Safe System Approach

Complete Streets in FHWA

A Complete Street is safe, and feels safe, for all users. FHWA is supporting transportation agencies to plan, implement and evaluate equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network.

Resources

Websites

DOT Safe Streets and Roads for All

<https://www.transportation.gov/SS4A>

Complete Streets

<https://highways.dot.gov/complete-streets>

Safe System Approach

[https://safety.fhwa.dot.gov/zerodeaths/zero deaths vision.cfm](https://safety.fhwa.dot.gov/zerodeaths/zero%20deaths%20vision.cfm)

Contacts

FHWA Virginia Division Website

<https://www.fhwa.dot.gov/vadiv/>





Safe Streets and Roads for All (SS4A)

Safe Streets and Roads for All Grants

Key program that supports the National Roadway Safety Strategy



Gorodenkoff - stock.adobe.com

Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.

\$1 billion in annual funding, FY22-26



SS4A Overview: Eligibility

Eligible Recipients

- Metropolitan planning organization (MPOs)
- Political subdivision of a State
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the entities above

Eligible Activities

- Develop a Comprehensive Safety Action Plan
- Conduct planning, design, and development activities
- Carry out projects and strategies identified in an Action Plan



SS4A Overview: Funding

Funding

- \$1B annually, FY22-26
- At least 40% of annual funding will be awarded for Action Plan Grants and supplemental action plan activities
- Balance of funding available for Implementation Grants

Cost share/match

- 80% Federal | 20% local match cost share
- Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year
- *Note: Tribal projects are not considered part of the State cap*

Recipient Types

- Single recipients
- Joint applications
 - Multijurisdictional groups could have varied structures to support local needs



Next Steps

- Expected release of the Notice of Funding Opportunity (NOFO) in **May 2022** for Round One of funding.
- When the NOFO is available, **you can apply** at www.grants.gov.
- More information is available on the SS4A website, www.transportation.gov/SS4A.
 - There, you can [subscribe to email updates](#) to receive program updates.



Source: PBIC



Other DOT Funding Resources for Safety Initiatives

- [Upcoming Notice of Funding Opportunity Announcements in 2022](#)
- [Highway Safety Improvement Program \(HSIP\)](#)
- [Nationally Significant Multimodal Freight and Highway Projects \(INFRA\)](#)
- [Multimodal Projects Discretionary Grant \(MPDG\)](#)
- [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\)](#)
- [Rural Surface Transportation Grant](#)
- [Transportation Alternatives \(TA\) Set-Aside from the Surface Transportation Block Grant Program \(STBG\)](#)
- [High Priority \(HP\) Grant](#)



Thank you!

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