

How-to-Develop a Pedestrian Safety Action Plan

*Funding Programs,
Projects, and
Activities*



Learning Objectives

At the end of this module, you should be able to:

⇒ Describe how to identify funding sources for the development and implementation of your Pedestrian Safety Action Plan including planning, design, and construction of pedestrian safety projects, studies, training, RSA's, PSA's, and evaluation.

Subjects Covered

- 1. Dedicated Funds and Set Asides**
 - A. Federal**
 - B. State**
 - C. Local**
 - D. Private Sector**
- 2. Routine Integration in New Projects**
- 3. Partnerships**
- 4. Annual Maintenance Budget**
- 5. Case Studies**

Commitment to Safety

- ⇒ **Safety should be #1 priority of state and local transportation agencies.**
- ⇒ **Focus on reducing congestion or motor vehicle crashes could come at the expense of pedestrian safety.**
- ⇒ **Improvements to reduce crash numbers and severity, including pedestrians.**

A. Federal Funding for Pedestrian Safety and Accessibility



Federal-aid Funds Used to Enhance Pedestrian Safety and Accessibility

Year	# of Projects	Fund (millions)
1992	50	\$22.9
1994	461	\$112.6
1996	706	\$197.2
1998	681	\$216.5
2000	971	\$296.7
2002	1287	\$415.9
2003	1237	\$422.7
2004	1195	\$412.7

National Highway System (NHS) Funds



May be used to build walkways on NHS highways

Surface Transportation Program (STP)

⇒ Broadly eligible for funding from almost all major Federal-aid highway, transit, & safety programs:

- Pedestrian walkways
- Non-construction projects (maps, brochures, training, PSA's) related to safe walking
- Modify sidewalks to meet ADA
- Studies, including RSA's
- Total 5-Year: \$35.2 Billion



Highway Safety Improvement Program

- ⇒ New core program to achieve significant reduction in traffic fatalities/serious injuries on public roads
- ⇒ \$5 Billion over 4 years (FY06 – FY09)
- ⇒ States must implement SHSP (Strategic Highway Safety Plan)



State's Strategic Highway Safety Plan

- ⇒ **Developed by DOT after consultation with prescribed safety stakeholders**
- ⇒ **Analyzes and makes effective use of crash data**
- ⇒ **Addresses 4 E's plus management and operations**
- ⇒ **Considers safety needs of all public roads**
- ⇒ **Describes program of projects or strategies to reduce or eliminate safety hazards**
- ⇒ **Approved by State Governor or responsible State agency**

HSIP Funding

Uses:

- ⇒ Survey of hazardous locations.
- ⇒ Safety infrastructure projects and selected/focused enforcement and education on any publicly owned roadway, pathway, or trail
- ⇒ Traffic calming measures
- ⇒ Training
- ⇒ Evaluation



HSIP Flexibility

- ⇒ A State may use up to 10% of HSIP funds to carry out other safety projects identified in the SHSP
- ⇒ The State must certify that:
 - The State has met needs in relating to railway-highway crossings
 - The State has met the State's infrastructure safety needs relating to highway safety improvement projects

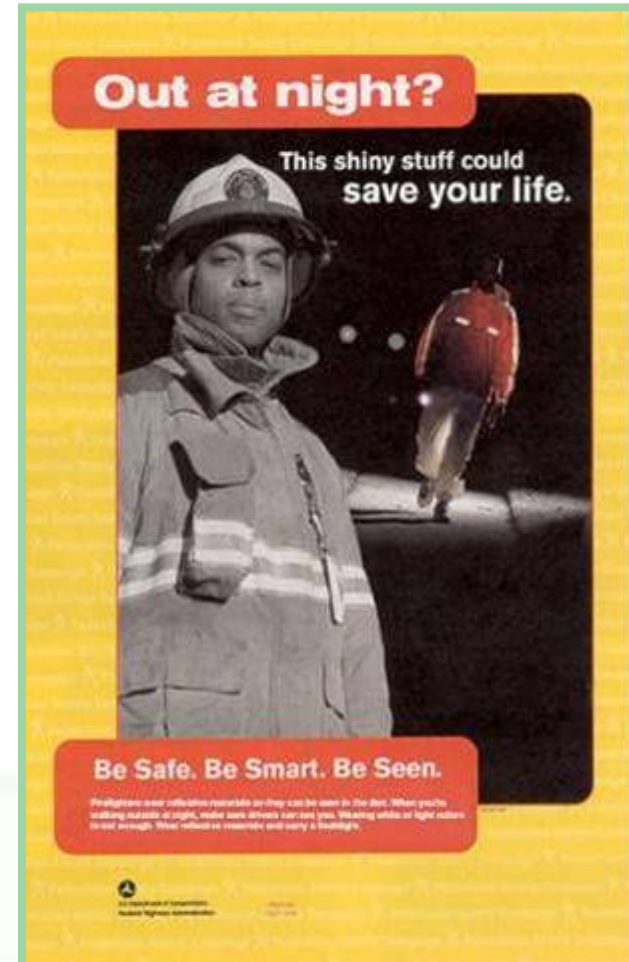


Section 402 Funding Program

- ⇒ States w/Performance Plan or Highway Safety Plan eligible for state and community highway safety grants (100% federal funds; no match required)
- ⇒ Can be used for countermeasures that address wide array of highway safety problems related to human factors and non-construction countermeasures: training, identification and evaluation.

Think of the **Impact**
You Could Make.

STOP FOR PEDESTRIANS



Transportation Enhancements (TE)

- ⇒ 10% of State's STP funds set-aside for TE
- ⇒ Approx. \$3.25 billion over 5 years
- ⇒ Provision of facilities for peds/bikes
- ⇒ Provision of safety/educational activities
- ⇒ Preservation of abandoned railway corridors



Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- ⇒ Must be non-attainment area for eligibility
- ⇒ Construction: walkways and bicycle transportation
- ⇒ Non-Construction: maps, brochures, PSA's etc. related to pedestrian/bicyclist safety
- ⇒ Total 5-Year: \$8.6 million



National Scenic Byways Program

- ⇒ Construction of pedestrian and bicyclist facilities along a scenic byway
- ⇒ Total 5 year: \$175 million.



Federal Lands Highway Program

- ⇒ May be used for stand-alone ped/bike projects on Federal or Tribal Lands
- ⇒ Or in conjunction with roads, highways and parkways on Federal or Tribal Lands
- ⇒ 100% Federal, no match.



Recreational Trails Program

Funds may be used for trail projects:

- ⇒ 30% used for non-motorized users
- ⇒ 30% for motorized users
- ⇒ 40% for diverse groups



Total 5 year funding: \$370 million.

Safe Routes to School Program

- ⇒ Enable/encourage children to walk and bike to school
- ⇒ Make biking/walking to school safer and more appealing
- ⇒ Plan, develop, & implement projects/activities to improve safety and reduce traffic, air pollution, and fuel consumption near schools



Safe Routes to School Program

- ⇒ 10-30% of funding for non-infrastructure related activities
- ⇒ 70-90% for infrastructure-related activities
- ⇒ 100% Federal Funds, no match required
- ⇒ \$1 million (min) per year per State
- ⇒ Apportionment based on elementary and middle schools enrollment



Safe Routes to School Program

Funding Levels:

\$54 million (2005)

\$100 million (2006)

\$125 million (2007)

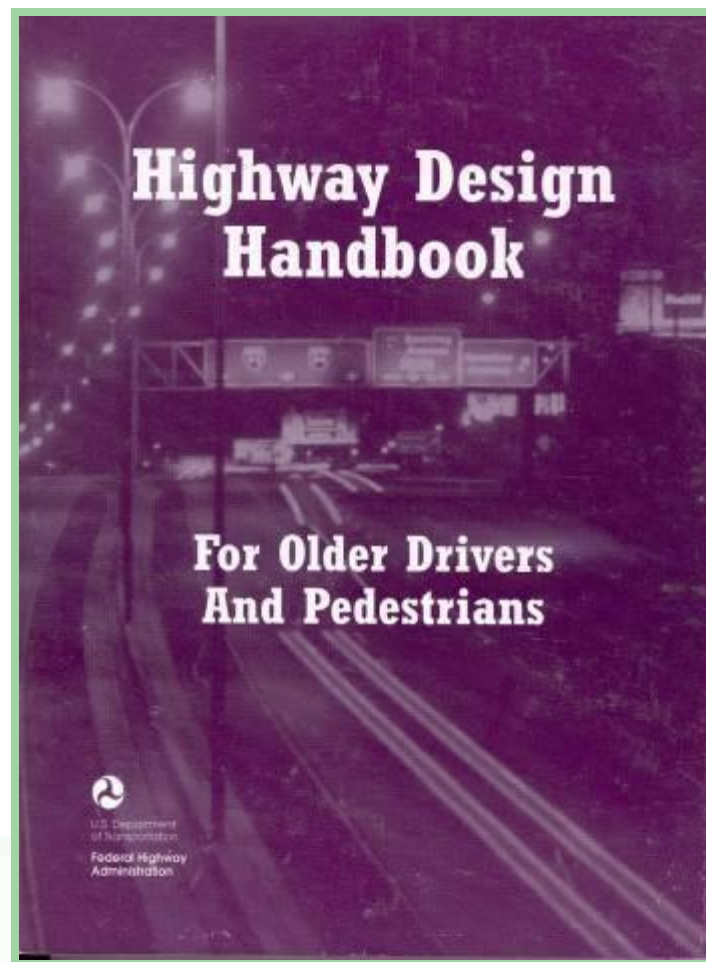
\$150 million (2008)

\$183 million (2009)

\$612 million TOTAL

Older Drivers & Pedestrians

- ⇒ Improve traffic signs and pavement markings
- ⇒ “Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians” dated October 2001
- ⇒ 100 % Federal Share
- ⇒ No specific funding, authorized for 2005 – 2009



C. Local Funding for Pedestrian Safety and Accessibility

Funding

- Community wealth
- Making different choices
- Public Involvement
- Creativity



Routine Accommodation

Public policy

- Public projects
- Private projects

Institutionalization

- Design manuals
- Standard specifications



Annual Maintenance Budget

⇒ Paint is your friend

⇒ Examples:

- Road or lane diets during repaving
- High-visibility markings & advance stop bar



Partnerships

- ⇒ Transit
- ⇒ Utilities (public & private)
- ⇒ Universities
- ⇒ Neighborhoods
- ⇒ Insurance Companies
- ⇒ Other Agencies
- ⇒ Developers
- ⇒ Combined Projects



Case Study – Burke-Gilman Trail

- Linear corridor
- Fiber optics line
- Determining value
 - Cash
 - Restoration
- Ongoing maintenance and access



Case Study – Chief Sealth Trail

- 17 million dollar project for 3 million
- Stakeholder Needs
 - Dirt – Light rail project
 - Tower access - Utility
 - Trail – Public
- Lessons learned
 - Read the paper
 - Have projects ready to go



Funding Strategies Summary

- ⇒ Routine Integration into proposed projects
- ⇒ Partnerships
- ⇒ Dedicated Funds and Set Asides
- ⇒ Annual Maintenance Budget



Questions?