



# SAFE STREETS AND ROADS FOR ALL

**Ken McLeod**  
**Policy Director**  
**202.621.5447 | @KENMCLD**  
**ken@bikeleague.org**

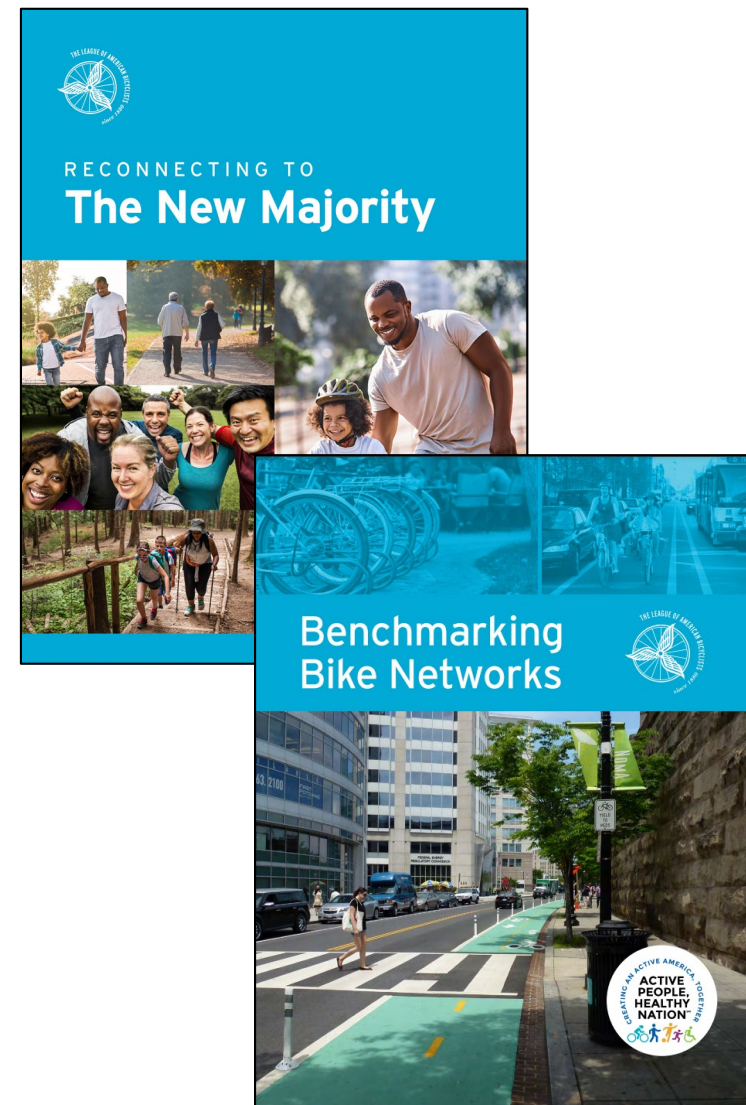
**1612 K STREET, NW, SUITE 1102**  
**WASHINGTON, DC 20006**  
**202.822.1333 | @BIKELEAGUE**  
**WWW.BIKELEAGUE.ORG**

## 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.”



## A Bicycle Friendly America for everyone

- » Over 200 recognized Universities
- » Over 500 recognized Communities
- » Over 1,500 recognized Businesses

## Our model

- » Meet people where they are
- » Application and self-assessment
- » Provide feedback and publicity



THERE ARE NOW  
MORE THAN  
**500**  
BICYCLE  
FRIENDLY  
COMMUNITIES  
IN ALL 50 STATES + DC.

*See the full list at [bikeleague.org/community](http://bikeleague.org/community)*



## Benchmarking Project since 2007

## Over 140 tables, charts, and graphs

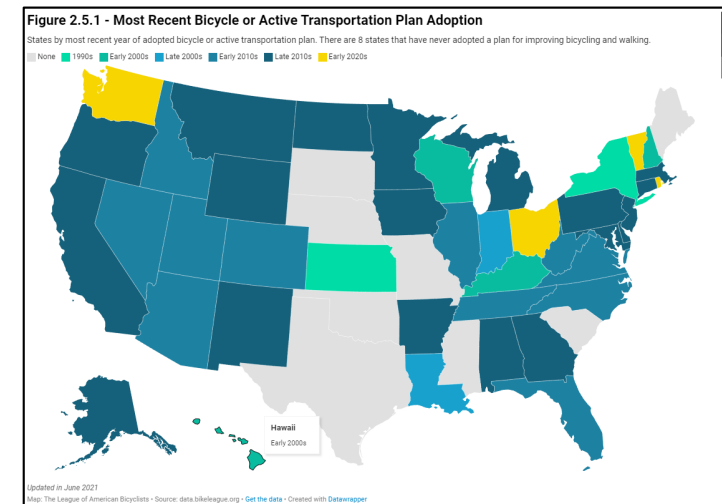
- » Public data sources
- » Survey data
- » Compilation of public plans

Figure 3.4.2 - Number of Pedestrian Fatalities over Time

In the last decade the United States has seen a pronounced increase in the number of people killed while walking and that trend shows up in all but 12 cities included in the Benchmarking Project. New York City is notable for the size of its decrease in pedestrian fatalities while most cities saw an increase.

Community	State	Average (2016-2020)	Average (2011-2015)	Difference	Percentage Change
Fort Collins	CO	1.6	0.4	1.2	300%
Cleveland	OH	9.8	4.0	5.8	145%
Boise	ID	2.8	1.2	1.6	133%
Bridgeport	CT	4.4	2.0	2.4	120%
Nashville	TN	25.4	12.2	13.2	108%
Burlington	VT	0.4	0.2	0.2	100%
Mesa	AZ	11.2	5.6	5.6	100%
Albuquerque	NM	33.2	17.2	16.0	93%
Memphis	TN	38.4	20.2	18.2	90%
Colorado Springs	CO	9.0	4.8	4.2	88%
Little Rock	AR	11.6	6.2	5.4	87%
Fresno	CA	20.8	11.6	9.2	79%
Phoenix	AZ	88.6	49.6	39.0	79%
Oklahoma City	OK	22.8	13.0	9.8	75%
Tucson	AZ	26.6	15.4	11.2	72%
Charlotte	NC	26.6	16.0	10.6	66%
Fort Worth	TX	29.8	18.0	11.8	66%
Montgomery	AL	6.8	4.2	2.6	62%
Columbus	OH	17.4	10.8	6.6	61%
Sacramento	CA	18.4	11.4	7.0	61%

Table: The League of American Bicyclists - Source: NHTSA Fatality Analysis Reporting System - Get the data - Download image - Created with Datawrapper



**DAVIS, CA**  
Bicycle Friendly Community (BFC) Status: Platinum  
BFC Since: 2005 • 2020 Population: 68,640

**THE MISSION:**  
Getting 27 Million People More Physically Active

**COMMUTE TO WORK RATES**  
% OF BIKING TO WORK: 14.9%  
% OF WALKING TO WORK: 3.2%

**RATE OF TAKING PUBLIC TRANSIT TO WORK:** 7.7%  
2020 3-YEAR AVERAGE

**PHYSICAL ACTIVITY PREVALENCE**  
54.3%  
ADULT POPULATION PARTICIPATING IN PHYSICAL ACTIVITIES (AGE 18+)

**PEDESTRIAN FATALITIES**  
9%  
PEDESTRIAN FATALITIES PER 100,000 PEOPLE (AUG. 2018-2020)

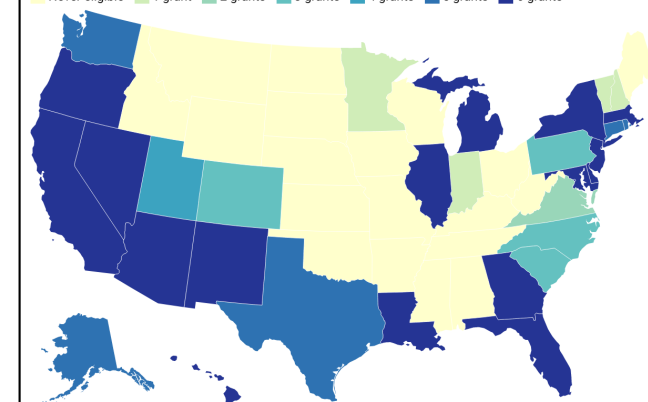
**BICYCLIST FATALITIES**  
0%  
BICYCLIST FATALITIES PER 100,000 PEOPLE (AUG. 2018-2020)

## States where people Biking & Walking have been more than 15% of traffic fatalities

Since 2015, NHTSA has had a non-motorized safety grant program with eligibility criteria that includes people biking and walking being 15% of traffic fatalities or more. 33 states have been eligible at least once.

### Years where state was eligible for NHTSA funds

Never eligible 1 grant 2 grants 3 grants 4 grants 5 grants 6 grants



Created with Datawrapper

## Program Purpose:

“significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including **pedestrians, bicyclists**, public transportation users, motorists, personal conveyance and **micromobility users**, and commercial vehicle operators.”

**\$5 Billion in 5 years**

» 40% of annual grants must be for planning

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



## Who is eligible for grant funding?

- » Metropolitan planning organizations;
- » Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;
- » Federally recognized Tribal governments; and
- » Multijurisdictional groups comprised of the above entities.

Type of Awardee	Total Federal Funding Awarded
City or Township Government	\$483,917,079
County Government	\$166,002,576
Regional Organization	\$95,294,059
Special District Government	\$23,179,561
State Government	\$14,977,600
Indian/Native American Tribal Government (Federally Recognized)	\$13,405,060
Other (specify)	\$4,147,044
Public/State Controlled Institution of Higher Education	\$1,000,000
Nonprofit with 501C3 IRS Status (Other than Institution of Higher Education)	\$638,040



## Action Plan

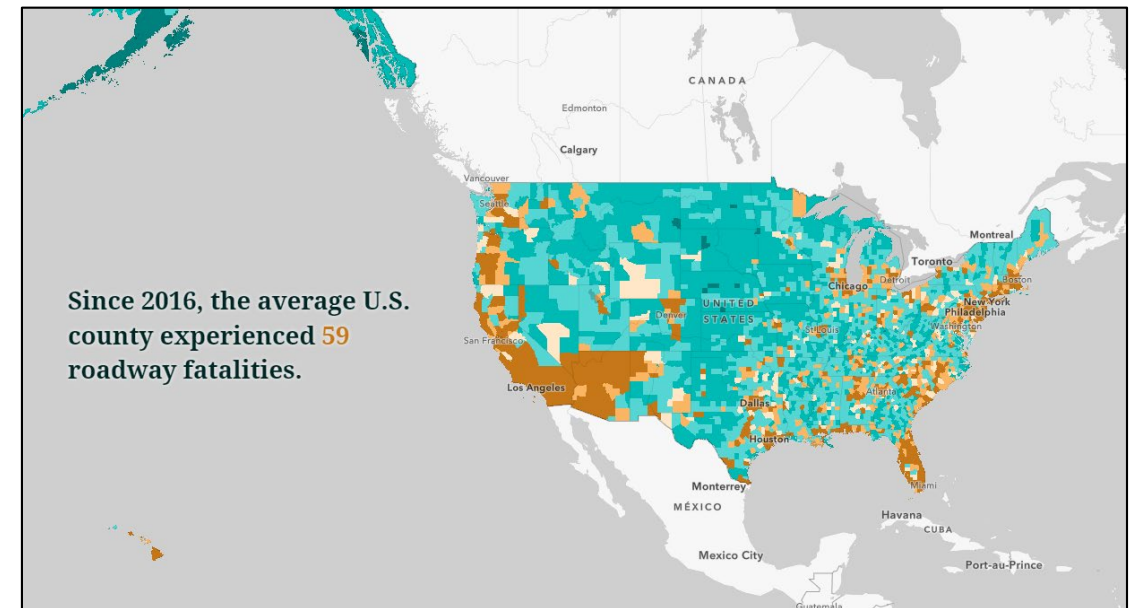
- » Flexible funding for a community to start the shift to a Safe System Approach with a comprehensive safety plan

## Supplemental Planning

- » Flexible funding to further an existing plan and its activities, including quick-build projects and programmatic changes

## Implementation

- » Permanent infrastructure, deployments of technology, or programmatic implementation of countermeasures



<https://storymaps.arcgis.com/stories/9e0e6b7397734c1387172bbc0001f29b>

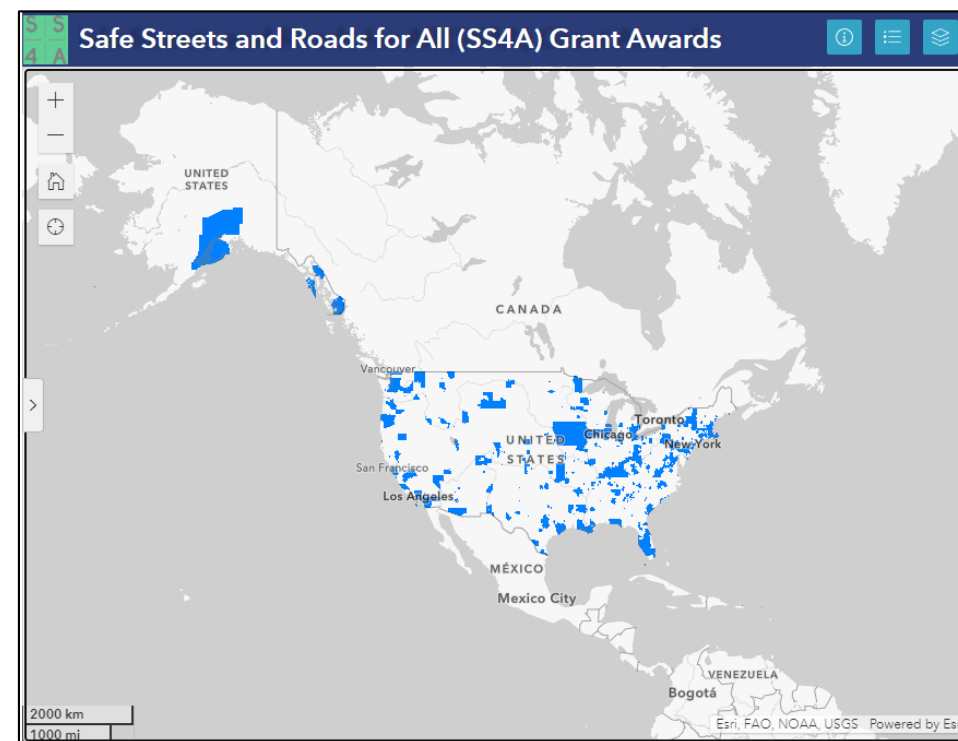
**\$800 million awarded in first year**

» April to September Application

**~\$160 million in rural areas**

**~\$640 million in urban areas**

Types of Grants	Total Federal Funding	Number of Grants
Action Plans	\$192 Million	449
Implementation	<b>\$590 Million</b>	37
Supplemental Planning	<b>\$204 Million</b>	24



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



## Action Plans

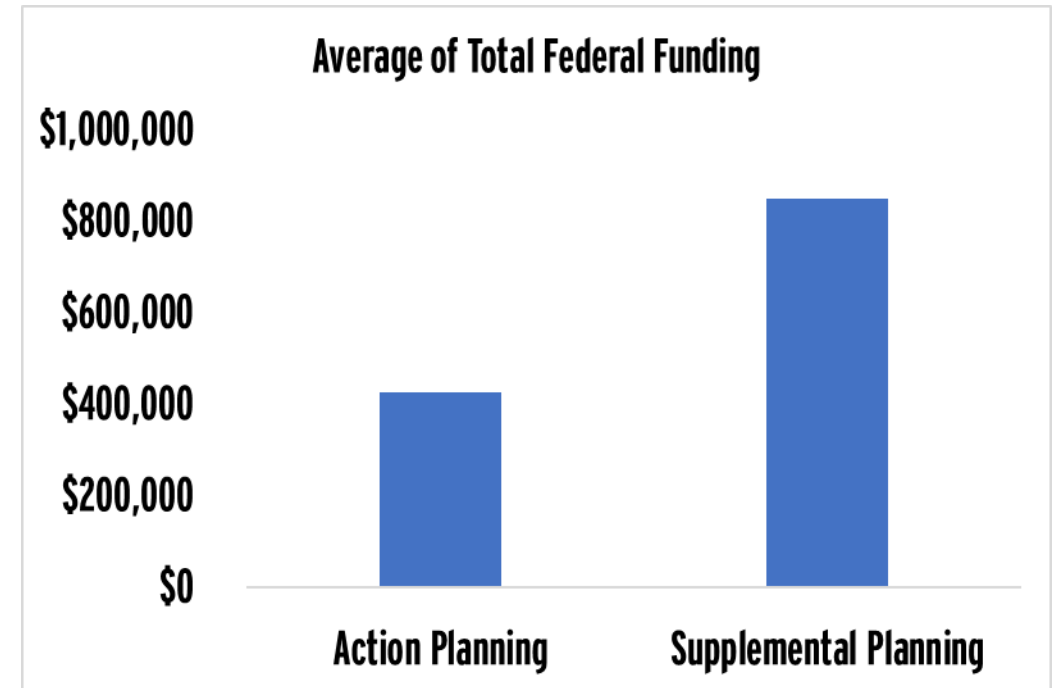
- » Largest = \$6.3 million, \$7.9 million total project cost
- » Smallest = \$6,200 with \$8,000 total project cost (but next smallest was \$40k/\$50k)

## Supplemental Planning

- » Largest = \$3.8 million, \$21.7 million total project cost
- » Smallest = \$105k, \$9.7 million total project cost

## Implementation

- » Largest = \$30 million, \$40 million total project cost
- » Smallest = \$2.2 million, \$2.7 million total project cost



## Do you have an existing plan?

- » Is there a leadership commitment to Zero Traffic Deaths or a significant reduction?
- » Has a plan to achieve that goal been adopted by the relevant transportation agency or political subdivision?

## Would you benefit from supplemental planning?

- » Does your current plan include equity or speed management?
- » Are there one or more projects or corridors where planning is required before a project would be eligible for other state or federal funding processes?

## Do you have a competitive implementation project developed by a safety action plan?

- » Does the project invest in SS4A Underserved Communities Census Tracts (Historically Disadvantaged Communities)? Or other Justice40 Initiative communities?
- » Does the project use FHWA's Proven Safety Countermeasures?



## Action Plan

- » Roanoke, VA will develop a Comprehensive Safety Action Plan with citizen near-miss reporting, collaboration with local university, and demonstration projects

## Supplemental Planning

- » Kirkwood, MO will develop a Community Connectivity Plan, Safe Routes to School Plan, Citywide Speed Limit Study, and refining their Vision Zero Performance Measures.

## Implementation

- » Gainesville, FL will reconfigure University Avenue to include a two-way cycletrack, improved crosswalks, and raised crosswalks or speed humps to improve speed compliance
  - » >90% improve walking, >80% improve biking



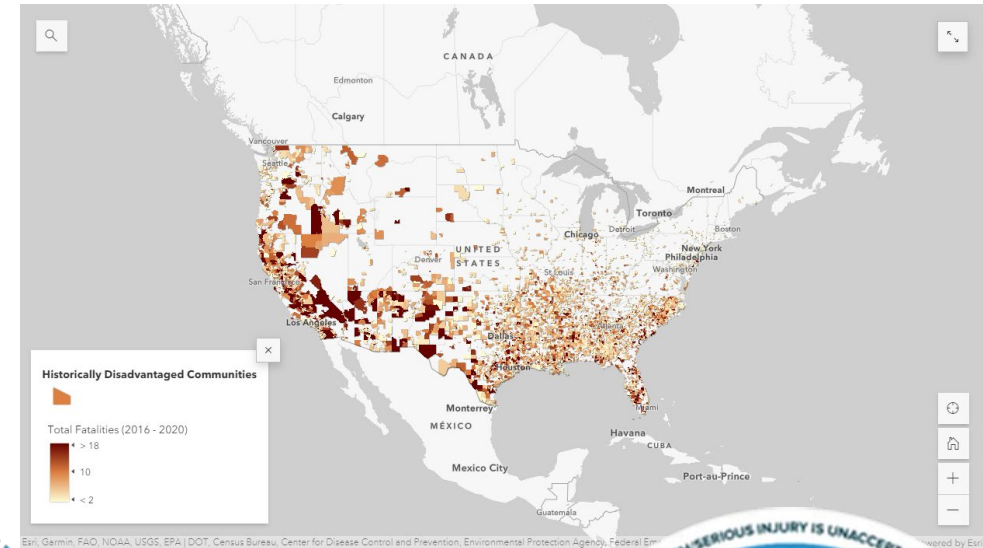
Alignment with Safe System Approach

Collaboration and leadership

Planning

High-Injury Network improvements

Justice40 and environmental justice alignment



THE  
**SAFE SYSTEM**

APPROACH

Zero is our goal. A Safe System is how we get there.



## Planning, Planning, Planning

### For projects:

- » Transportation Alternatives projects
- » Highway Safety Improvement Program
- » Where other sources do not pay for initial plans

### For processes:

- » Deploying low-cost street changes, such as improved markings while repaving
- » Using tactical urbanism as a planning or deployment tool
- » Updating bicycle and pedestrian plans and their implementation



**B** Bloomberg Philanthropies  
@BloombergDotOrg

Can art make streets safer? Our new [#AsphaltArt](#) Safety Study found a noticeable improvement in traffic safety across a cohort of projects in U.S. cities, including reduced traffic crashes and safer driver behavior.

Learn more in our latest blog post:  
[bloombg.org/3uHpMP8](https://bloombg.org/3uHpMP8)

**THE RATE OF CAR CRASHES INVOLVING PEDESTRIANS OR CYCLISTS DECREASED BY**

**50%**

2,667 views 0:05 / 0:10

## \$52.5 Billion in Total Authority in FY2022

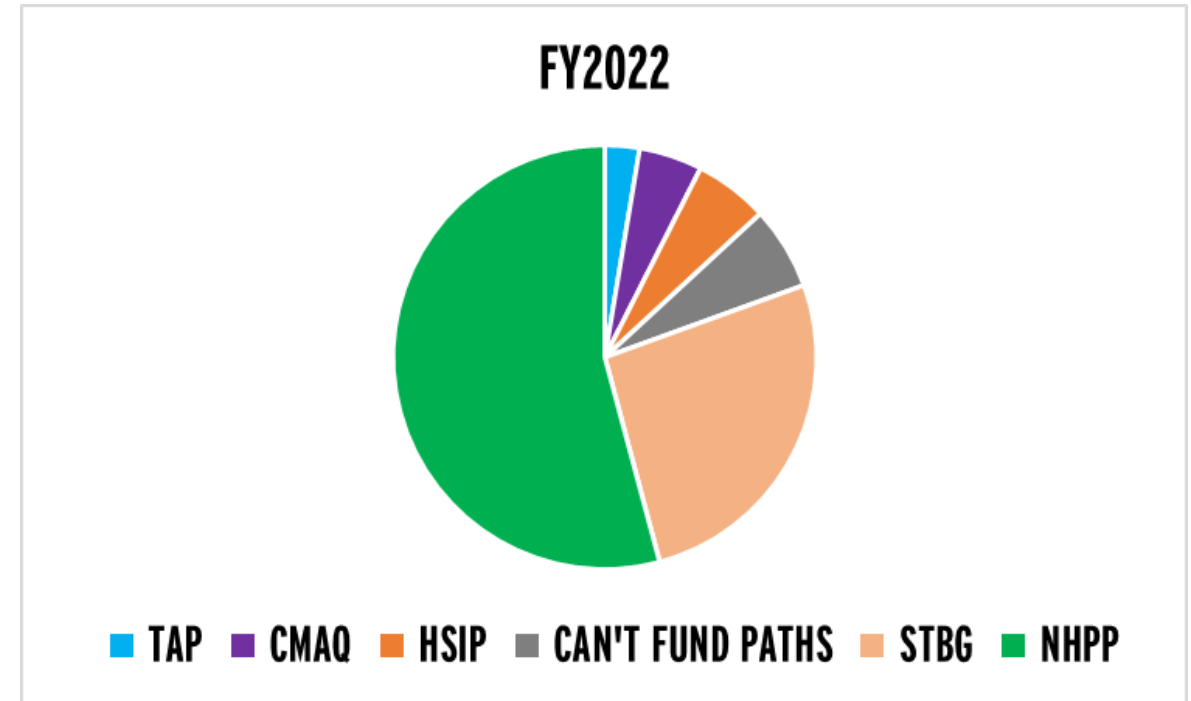
» Bicycle and Pedestrian Facilities are eligible for ~90% of it

**Pedestrian and Bicycle Funding Opportunities**  
U.S. Department of Transportation Transit, Highway, and Safety Funds  
January 21, 2021

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

[Pedestrian and Bicycle Funding Opportunities: PDF Version](#)

Activity or Project Type	BUILD	INFRA	TIE/IA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	N
Access enhancements to public transportation (includes benches, bus pads)	\$	~\$	\$	\$	\$	\$		\$	\$	\$					
ADA/504 Self Evaluation / Transition Plan									\$	\$	\$		\$		
Bicycle plans				\$					\$	\$		\$	\$		





**Ken McLeod**  
**Policy Director**  
**@KENMCLD**  
**ken@bikeleague.org**

## **QUESTIONS**

**1612 K STREET, NW, SUITE 1102**  
**WASHINGTON, DC 20006**  
**202.822.1333 | @BIKELEAGUE**  
**WWW.BIKELEAGUE.ORG**

## Who should be interested

Local community groups and organizations interested in more funding for safe and healthy streets.

Local government elected and agency officials interested in funding local needs.  
Planners and consultants working with local governments and community groups on community development and safer streets.

## Learning Objectives:

Webinar participants should leave the webinar with increased understanding of the following:

An overview of funding opportunities, including funding for planning

Key steps to start planning and defining potential fundable projects

How to scaffold the work over longer time frames

Insights from panelists about what makes for a successful application

How these processes can help your community compete for state and regional funding in addition to federal sources.

