



Safe Streets and Roads for All Implementation Grant Project Area Crash Data

This Fact Sheet helps Implementation Grant applicants determine how to incorporate crash data for the project locations in their Safe Streets and Roads for All (SS4A) Implementation Grant applications and enter it into the [SS4A Project Area Crash Data Form Template](#). Crash data should only be supplied for the locations where projects and strategies funded by the SS4A program will be implemented. Projects and strategies focused on bicyclist and micromobility safety may include bicyclist and micromobility crashes within a ¼ mile buffer. This requirement does not include the locations for any activities related to supplemental planning and/or demonstration activities that can be bundled as part of an Implementation Grant; this applies to just the projects and strategies being implemented.

Planning and Demonstration Grant applicants are not required to provide this information.

Implementation Grant selection criterion #1 Safety Impact includes a requirement to provide historical crash information in relation to the Federal funds requested. Applicants should demonstrate the positive safety benefits of their projects by providing data at the project location level that clearly shows the historical fatalities, as well as serious injuries OR suspected injury crashes within the project limits if serious injury information is not available (not both).¹ The historical data should only include relevant injury and fatal crashes that relate to the safety problem(s) being addressed by the projects and strategies proposed. USDOT will consider the fatality, serious injury OR injury severity unknown submissions consistent with the ratios in the [USDOT Benefit Cost Analysis Guidance 2023 Update](#).²

Corridor Improvements

Applicants submitting for corridor improvements should complete the Corridor Projects table using the [SS4A Project Area Crash Data Form Template](#) and enter the following data/information:

- **Road Names** where projects or strategies will be implemented using SS4A funding; and
- **Beginning and end points where projects or strategies will be implemented** using SS4A funding. Please enter the starting/ending intersecting street names and/or the starting/ending GPS coordinates for the project corridor where projects or strategies will be implemented using SS4A funding; and

¹ The data should correspond to the KABCO levels of K – Killed, and either A – Suspected Serious Injury OR U – Injured (Severity Unknown), and serious injuries are defined in the [Model Minimum Uniform Crash Criteria 4th Edition](#). Applicants that have insufficient data to determine a serious injury may use Injured Severity Unknown.

² The weighting will use the [Benefit Cost Analysis Guidance 2023 Update](#). One fatality equals 20.9 serious injuries, or 55.2 injured severity unknowns.

For more information on the Safe Streets and Roads for All program, please see the [SS4A website](#).

- **The number of fatal crashes** linked to the identified safety concern along the selected corridor. Crash data should be derived from the Action Plan; the most recent set of [5-year FARS data](#); or another local data source illustrating the safety issue being addressed; and
- **The number of serious injuries** linked to the identified safety concern along the selected corridor. Crash data should be derived from the Action Plan or a local data source. If serious injury crash data are not available, the number of suspected injury crashes linked to the identified safety concern at the corridor level can be provided; and
- A cost estimate for each project corridor location. **The cost estimate does not need to supply the same level of detail as the Supplemental Estimated Budget; instead, it should state the total cost estimate for safety treatments at the selected project corridor.**

Table 1 provides an example of how to note crash data for corridor improvement projects.

Table 1: Example Project Area Crash Data for Corridor Improvement Projects

Road Name	Limit 1 (Intersecting Road/ Project Road mile marker)	Limit 2 (Intersecting Road/ Project Road mile marker)	# of Fatal Crashes along corridor	# of Serious Injury Crashes along corridor	# of Suspected Injury Crashes along corridor	Cost Estimate
1 st Street Corridor	1 st Street & Washington; 34.127, - 119.189 (Starting coordinates)	1 st Street & Nebraska; 34.125, - 119.179 (Ending coordinates)	3	-	40	\$385K

Systemwide Area Improvements

Applicants combining similar types of locations addressing similar safety problems (e.g., 10 intersections addressing pedestrian safety issues, etc.) into one set as systemwide improvements should complete the Systemwide Projects table using the [SS4A Project Area Crash Data Form Template](#) and enter the following data/information:

- **Safety Problem Addressed.** List the safety problem(s) addressed by the systemwide improvement project(s); and
- **The number of locations needing improvements.** This number should be based on the applicant's High Injury Network or other safety analysis; and
- **The number of locations where projects or strategies where will be implemented** using SS4A funding; and
- **The number of fatal crashes** linked to the identified safety concern at the selected location(s). Crash data should be derived from the Action Plan; the most recent set of [5-year FARS data](#); or other local data source illustrating the safety issue being addressed; and

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- **The number of serious injury crashes** linked to the identified safety concern at selected location(s). Crash data should be derived from the most recent set of 5-year data illustrating the safety issue being addressed. If serious injury crash data are not available, the number of suspected injury crashes linked to the identified safety concern at the selected systemic improvement area can be provided; and
- Provide a **cost estimate** for the systemwide area safety countermeasures. **This cost estimate does not need to supply the same level of detail as the Supplemental Estimated Budget; it should state the total cost estimate for the specific countermeasure being applied throughout the applicant jurisdiction.**

Note: if the exact project location(s) are yet to be determined, USDOT will use the information provided to prorate the crash calculation based on the number of places to be treated over the number of potential places under consideration. See below for more information.

Table 2 provides an example of how to enter crash data for Systemwide Improvement projects.

Table 2: Example Project Area Crash Data for Systemwide Improvement Projects

Safety Problem Addressed	# of Locations/Miles Needing Improvements (based on High Injury Network/safety analysis)	# of Locations Requesting Grant Funding	Fatal Crashes linked to identified safety concern at selected locations	Serious Injury Crashes linked to identified safety concern at selected locations	Suspected Injury Crashes linked to identified safety concern at selected locations	Cost Estimate
Pedestrian and bicyclist safety at intersections	50	30	6	15		\$300K

Prorated Crash Data Example

A community is applying for a SS4A grant to implement systemwide bicycle safety countermeasures. There are 50 intersections in need of improvements based on High Injury Network data analysis, and the applicant plans to implement safety countermeasures at 30 out of the 50 total intersections (i.e., 60%). The historical crash data for the applicant community indicates there have been 10 fatal crashes across all 50 intersections resulting from the lack of separated bike infrastructure, and 25 serious injury crashes involving bicyclists. Crash data would be prorated as follows:

- 10 fatal crashes * 0.6 = 6 prorated fatal crashes
- 25 serious injury crashes * 0.6 = 15 prorated serious injury crashes

Note: USDOT will make the calculations to prorate the crash data of systemic projects. **Applicants should submit the total numbers in the systemic project template, and not calculate the prorating themselves.**

For more information on the Safe Streets and Roads for All program, please see the [SS4A website](#).

Intersection or Spot Improvements

Applicants submitting for an intersection or spot improvements should complete the Spot Projects table using the [SS4A Project Area Crash Data Form Template](#) and enter the following data/information:

- **Road Name** where projects or strategies will be implemented using SS4A funding; and
- **Latitude and Longitude where projects or strategies will be implemented** using SS4A funding.
- **The number of fatal crashes** linked to the identified safety concern at the selected intersection or spot. Crash data should be derived from one of the following: the Action Plan; the most recent set of [5-year FARS data](#); or other local data source illustrating the safety issue being addressed; and
- **The number of serious injuries** linked to the identified safety concern at the selected intersection or spot. Crash data should be derived from one of the following: the Action Plan and/or other local data source. If serious injury crash data is not available, the number of suspected injury crashes linked to the identified safety concern at the selected intersection or spot can be provided; and
- A cost estimate for each individual project location. **The cost estimate does not need to supply the same level of detail as the Supplemental Estimated Budget; instead, it should state the total cost estimate for safety treatments at the selected project location.**

Note: You may combine similar types of locations addressing similar safety problems into one location set (e.g., 10 intersections addressing pedestrian safety issues, etc.). See systemwide area improvements section above.

Table 3 provides an example of how to note crash data for intersection or spot improvement projects.

Table 3: Example Project Area Crash Data for Intersection or Spot Improvement Projects

Road Name	Latitude	Longitude	# of Fatal Crashes at Spot	# of Serious Injury Crashes at Spot	# of Suspected Injury Crashes at Spot	Cost Estimate
Main Street and American Boulevard.	34.692	-77.391	2	30		\$160K