Safe Streets and Roads for All (SS4A) Grants

U.S. Department of Transportation

SS4A AWARDS

FY 2024 Implementation Grant Project Summaries

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The Bipartisan Infrastructure Law established the new Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over 5 years. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

SS4A Implementation Grant for Bragaw Street Corridor Safety Improvements, Anchorage, Alaska

Applicant: Municipality of Anchorage

Anchorage, Alaska

SS4A Award: $24,995,000

Project Description

The Municipality of Anchorage is awarded $24.9 million in funding for its Bragaw Street Corridor project to address safety concerns along a 1.5-mile corridor in northern Anchorage that accesses two schools, single- and multi-family residential areas, a fire station, and a popular wholesale warehouse. Bragaw Street currently consists of two lanes of traffic traveling north and south, with sidewalks that are intermittently separated from traffic. Pedestrian and cyclist safety challenges include a lack of bike lanes and minimal room for winter snow storage, which often compromises pedestrian mobility.

Bragaw Street in Anchorage, Alaska.

The project consists of a road diet for the length of the corridor along with other countermeasures, such as channelizing right turns and offset left turns, to be evaluated during the early design phases. Eliminating two of the four travel lanes will allow for bike lanes, increased spacing between driving lanes and sidewalks to improve snow storage, shorter pedestrian crossing distances, and safer turning movements. Supplemental planning activities consist of a leading pedestrian interval pilot study and speed management study. A demonstration project will close one lane of traffic along East Northern Boulevard.

Holmes Avenue Medical Access Corridor: Safer Streets to Medical Access for Vulnerable Populations

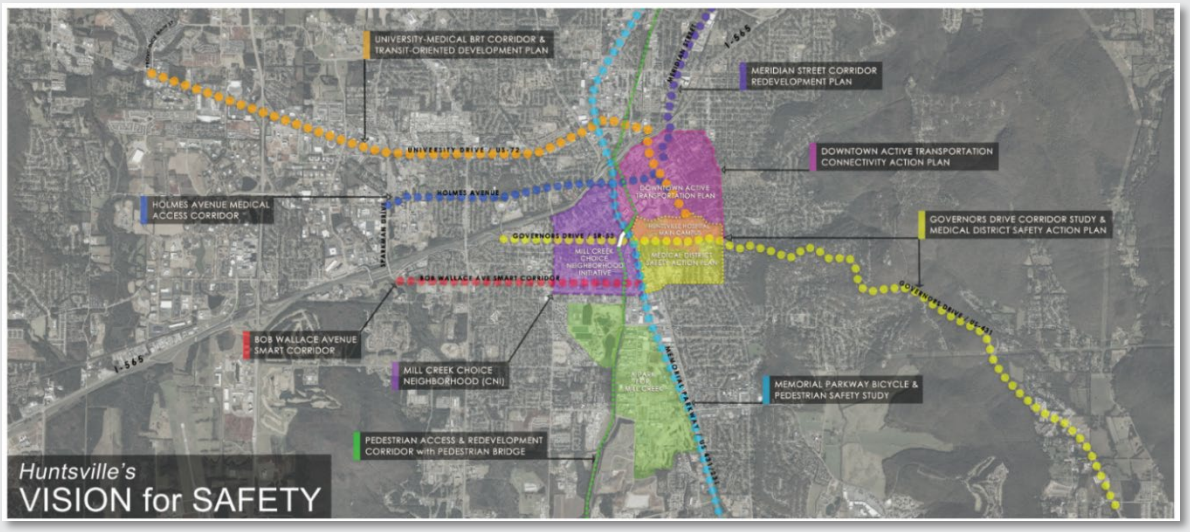
Applicant: City of Huntsville

Huntsville, Alabama

SS4A Award: $21,640,000

Project Description

The City of Huntsville is awarded $21.6 million in funding for a Complete Streets transformation on the 3.25-mile stretch of Holmes Avenue that runs from the University of Alabama Huntsville campus and Cummings Research Park to Spragins Street downtown. The project area was identified as a high-need multimodal network and a Complete Streets candidate due to people using vehicles, transit, walking, and biking along the roadway. In its current condition, no buffers or safety features exist to protect bicyclists from vehicular traffic, and multiple conflict points arise, culminating in fatalities and serious injuries. This project transforms a local roadway into a Complete Street and includes the installation of protected bike lanes, crosswalks, continuous ADA-compliant sidewalks, roadway safety striping, intersection and railroad traffic signalization, pedestrian safety lighting, and new, accessible bus stops with shelters.



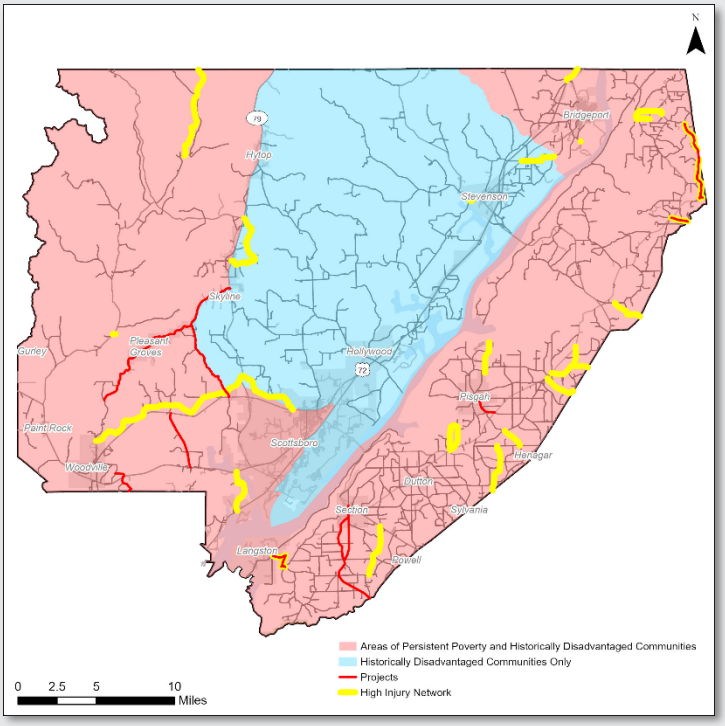
Jackson County Equitable Rural Roadway Improvements

Applicant: Jackson County

Jackson County, Alabama

SS4A Award: $15,997,284

Project Description



Jackson County is awarded $15.9 million in funding to implement countermeasures at nine rural roadway segments scattered throughout the county. The primary project focus is preventing rural roadway departures, crashes, and serious injuries. Rural roadways pose unique safety challenges in Jackson County, including a lack of shoulders, minimal striping, tight curves, elevation changes, and missing guardrails. To address these safety issues, the County is implementing the following countermeasures: clearing vegetation, a 4-inch reflective centerline, installing rumble strips, a paved two-foot shoulder with a sloped pavement edge, and extending culverts beyond the clear zone. Of Jackson County's 51,765 residents, 100% live in Historically Disadvantaged Communities.

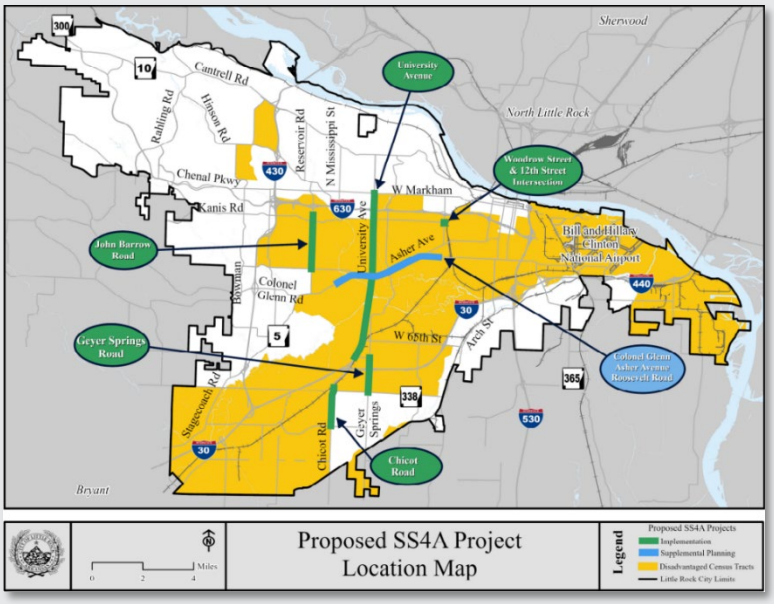
Little Rock Safe Streets for All

Applicant: City of Little Rock

Little Rock, Arkansas

SS4A Award: $25,000,000

Project Description



The Central Arkansas Metropolitan Planning Organization (Metroplan) is awarded $25 million in funding to make improvements to five major corridors along its high-injury network. The City's Local Road Safety Plan highlighted pedestrians accounted for 31% of roadway fatalities in Little Rock for the 2017-2021 period. Lack of adequate and accessible sidewalks, poorly maintained pavement markings, wide roads that encourage high speeds, lack of lighting, and poor access to transit are just some of the contributing factors that plague the City's infrastructure. To address these safety issues, this project will incorporate more than 20 of FHWA's Proven Safety Countermeasures, including implementing bicycle lanes, crosswalk visibility enhancements, medians and pedestrian refuge islands, road diets, corridor access management, dedicated left- and right-turn lanes at intersections, roundabouts, safety edges and wider edge lines, retroreflective backplates, and lighting enhancements.

Supplemental activities include a planning study for one high-injury network segment and four high-injury intersections that scored in the top 10 segments and top 20 intersections in the region with a need for safety improvements.

Dean's Trail Phase IIIB

Applicant: City of Springdale

Springdale, Arkansas

SS4A Award: $5,187,280

Project Description

The City of Springdale is awarded $5.1 million in funding to construct a multi-use trail segment. The trail segment (Phase IIIB) is the last section to complete Dean's Trail. Dean's Trail connects to the Razorback Greenway, considered to be a backbone of active transportation, spanning 40 miles and connecting seven cities. The northern end of Phase IIIB will connect to an underpass under the Don Tyson Parkway. The current gap in the trail network is a safety issue requiring trails users to travel along four lane high speed arterial roadways without facilities to accommodate cyclists. This project completes an important multi-use trail loop to separate pedestrians and cyclists from motor vehicle traffic and closing the gap in reginal active transportation facilities. The trail includes one at-grade crossing across AR 265, which is owned by the Arkansas DOT.

Baseline Road: Setting a New Baseline for Multimodal Safety

Applicant: City of Tempe

Tempe, Arizona

SS4A Award: $12,547,668

Project Description

The City of Tempe is awarded $12.5 million in funding to execute strategies identified in the city's Vision Zero Action Plan, specifically along a 3.9-mile corridor of Baseline Road. Of the 35 fatal or serious-injury crashes in the corridor between 2017 and 2021, 6 were angle type crashes, 8 were left-turn type crashes, and 7 were crashes involving vulnerable road users.

The project will transform the corridor, which is presently a wide, straight, 6-lane arterial with design features that promote through vehicle movement. Safety enhancements include reducing the number of through lanes; installing delineated bike lanes, dedicated turn lanes, a signalized pedestrian crossing connecting multimodal facilities across Baseline Road, safety upgrades at signalized intersections, access-control center medians throughout the corridor, bus pullouts and shelters, buffered bike lanes, and high-visibility crosswalk striping; converting specific intersections to protected-only left turns; enhancing intersection lighting; implementing technology to improve traffic flow; and making Public Right-of-Way Access Guidelines (PROWAG) accessibility improvements.

Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project

Applicant: City of Alameda

Alameda, California

SS4A Award: $16,000,000

Project Description

The City of Alameda is awarded $16 million in funding for the Lincoln/Marshall/Pacific Corridor Improvement Project, which will implement Proven Safety Countermeasures along a 3-mile corridor on the City's high-injury network. This project addresses the four primary collision factors that were responsible for almost 75% of crashes along the corridor from 2017 to 2021—including improper turning, auto right-of-way violations, unsafe speeds, and traffic signal and sign violations—and improves bicycle and pedestrian safety.

The corridor project implements road diets, continuous bicycle facilities, a roundabout, pedestrian beacons, pedestrian and bicycle signals, modernized traffic signals, crosswalk improvements, school frontage improvements, stormwater gardens, disabled parking and loading zones, improved lighting, and bus stop enhancements. These improvements will close an existing active transportation gap, reduce speeding, provide safe bicycle and pedestrian facilities, and address key crash factors using countermeasures that have a proven record of reducing fatal and serious-injury crashes.

Pacific Avenue Protected Bike Lanes Project

Applicant: City of Long Beach

Long Beach, California

SS4A Award: $25,000,000

Project Description

The City of Long Beach is awarded $25 million in funding for safety improvements on Pacific Avenue, a 2-mile corridor connecting residents, businesses, and visitors to LA Metro public transit stations and local destinations such as Downtown Long Beach, the Long Beach Convention Center, and Long Beach City College. Broadside, sideswipe, and head-on collisions are the most common collision types reported along the project corridor.

The project will address these safety issues to protect all users by adding 2 miles of protected sidewalk-level Class IV cycle track, implementing continuous center medians and removing left-turn lanes to reduce traffic conflicts, adding raised pedestrian crossings at minor street crossings, installing eight new pedestrian crossings, evaluating and implementing road diet treatments to help eliminate opportunities for speeding, and adding transit stops to support access and reliability through the accessible design of the sidewalk level bikeway. Seventy-five percent of the project corridor is within underserved communities.

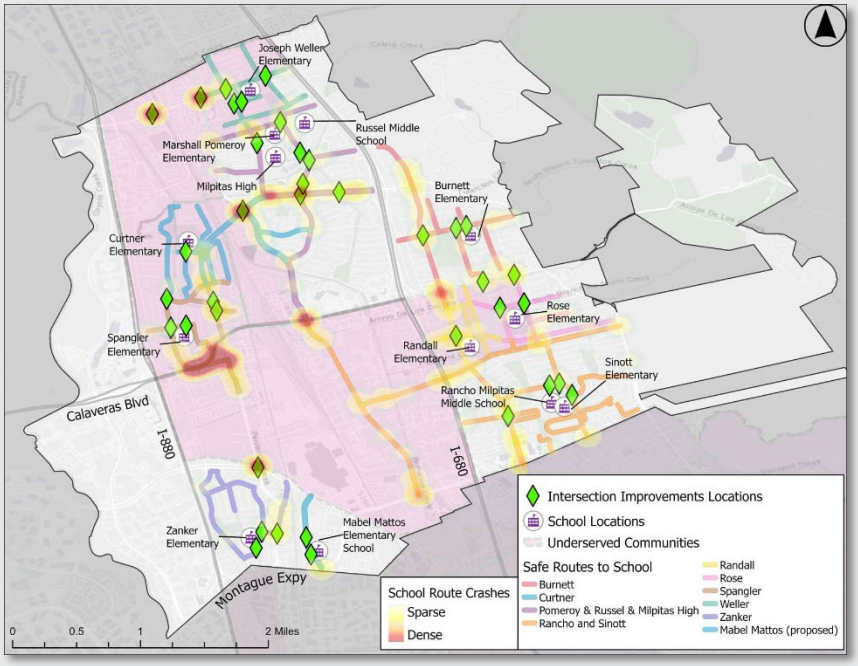
Milpitas Safe Routes to School

Applicant: City of Milpitas

Milpitas, California

SS4A Award: $2,900,000

Project Description



The City of Milpitas is awarded $2.9 million in funding to implement systemic, citywide, pedestrian and cyclist safety improvements at 38 intersections in the vicinity of schools. The City of Milpitas is higher than the statewide average for crashes involving intersections, aggressive driving, and vulnerable road users. In recent years there have been numerous crashes involving people walking and biking on the City's school route network. A closer look at the citywide crash data reveals that 49% of the bike and pedestrian crashes (68 out of 138) took place along the City's school routes and within locations included in the school safety study, with a significant portion resulting in fatal or severe injuries. Improvements include warning beacons, speed feedback signs, safety lighting, raised medians and pedestrian refuge islands, ADA curb ramps and bulb-outs, advanced stop bars, restriping, raised pavement markers, pedestrian barricades, and signage.

The City will also conduct supplemental planning to update its 2011 Safe Routes to School plan.

20th Street East Corridor Improvement Project

Applicant: City of Palmdale

Palmdale, California

SS4A Award: $5,382,164

Project Description

The City of Palmdale is awarded$5.3 million in funding for improvements to a 1.92-mile segment of a major five-lane throughfare. The existing condition has several safety issues that include high posted speed, lack of pedestrian and bicycle facilities in portions of the corridor despite the presence of three schools, poor lighting, and closely spaced/offset intersections. The project corridor has seen 3 fatal and 4 serious injury crashes over a 4-year period on this road. Students from nearby schools often cross a road where the cars are traveling over 50 miles per hour.

To address these concerns, the City will add a new sidewalk, a bike lane, an enhanced crosswalk with bulb outs and a pedestrian signal, additional lighting, and a reconstruction of a dangerous intersection.

Plan to Action: Revitalizing Roadway Safety in San Bernardino

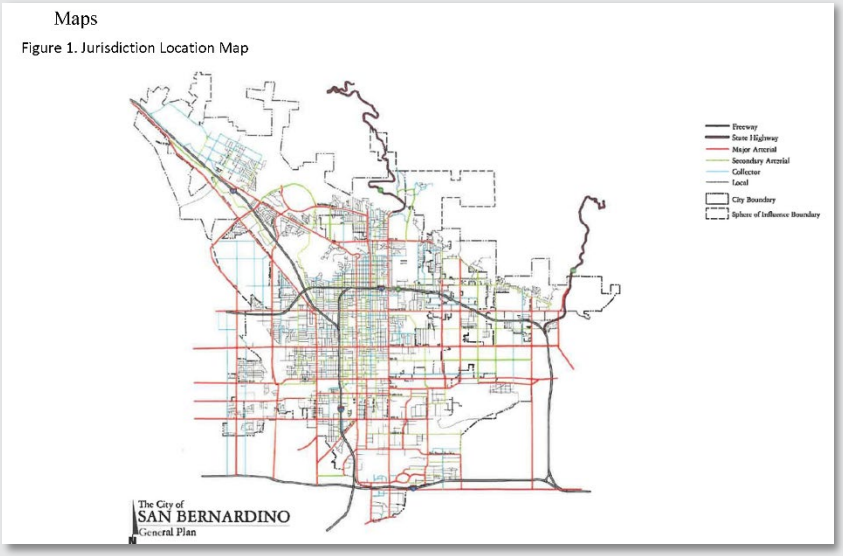
Applicant: City of San Bernardino

San Bernardino, California

SS4A Award: $5,279,592

Project Description

The City of San Bernardino is awarded $5.2 million in funding to design and construct safety countermeasures at five high-risk locations that have high collision rates and a high incidence of fatalities or severe injuries, or that have proximity to schools and residential areas.



The project includes multiple safety strategies to address the most common crash types and primary collision factors, such as broadside, rear-end, and vehicle/pedestrian collisions related to unsafe speeds, right-of-way violations, and improper turning movements. The project implements Proven Safety Countermeasures such as road diets, high-visibility crosswalks, curb extensions, improved sidewalk connectivity, pedestrian refuge islands, traffic signals, buffered bike lanes, pedestrian hybrid beacons, improved pavement friction, modifications of curb ramps to be ADA compliant, and speed limit reductions.

These improvements will help residents of this diverse urban community—of whom 55% do not own vehicles—safely reach essential destinations like jobs, healthcare centers, grocery stores, schools, places of worship, recreational areas, and homes.

SS4A Implementation Grant for the Main and Market Complete Streets Project in Stockton, California

Applicant: City of Stockton

Stockton, California

SS4A Award: $8,414,562

Project Description

The City of Stockton is awarded $8.4 million in funding to complete the Main and Market Complete Streets Project. This corridor, located entirely in underserved areas, serves as a vital link between communities east of Highway 99 and Downtown Stockton, underscoring the importance of these improvements in promoting equality through enhanced connectivity and mobility.

This project will provide safety improvements for pedestrians and cyclists, who currently have inadequate or nonexistent facilities, while calming traffic along the corridor. Improvements include implementing a road diet that converts Main and Market streets from four vehicular lanes to two lanes, installing buffered bicycle lanes, as well as filling gaps in the City's bicycle network. Roundabouts will be constructed at two high-risk intersections, and crosswalks with rectangular rapid-flashing beacons will be installed to increase pedestrian safety.

Safe Streets for Vacaville

Applicant: City of Vacaville

Vacaville, California

SS4A Award: $11,020,000

Project Description

The City of Vacaville is awarded $11 million in funding to implement roadway safety and multimodal improvements to facilitate access to key community destinations such as businesses, retail, health care clinics, and public amenities. The project will address two high-injury corridors within an area in the north part of the City that includes underserved Census tracts. The implementation portion of the project will provide safer connections across I-505, a highway through the north part of the city. Roundabouts and retroreflective backplates will address the high percentage of crashes in the project area that occur at intersections (52%) and in dark conditions (40%). A new separated bicycle/pedestrian path parallel to this corridor with enhanced crossings will reduce conflicts for pedestrians and bicyclists, where 100% of crashes involving a bicyclist or pedestrian occurred in a location without any bicycle facilities.

Supplemental planning includes an Equity Analysis and updates to the City's ADA Transition Plan and Comprehensive Safety Action Plan. Demonstration activities include quick-build installations along another high-crash corridor, with a corresponding pilot educational campaign in the area to increase awareness of key safety issues, like speeding and vulnerable road users.

Safer Steps for LA County Pedestrians

Applicant: Los Angeles County

Los Angeles, California

SS4A Award: $29,805,830

Project Description

Los Angeles County is awarded $29.8 million in funding for its Safer Steps for LA County Pedestrians project. This systemic project implements pedestrian safety improvements at 77 intersections, all of which experience higher-than-average rates of pedestrian fatalities and severe injuries. More than 90% of the project's target locations are near schools and commercial areas that attract high levels of pedestrian activity. This high level of pedestrian activity occurs in areas with unmarked crosswalks, unsignalized intersections, wide streets, and high speeds, which create dangerous conditions. The project will implement high-visibility crosswalks, curb extensions, and pedestrian signal improvements including leading pedestrian intervals and rectangular rapid-flashing beacons.

Supplemental planning and demonstration activities will pilot a new communication and education initiative and demonstrate quick-build traffic safety treatments to address rising trends of street racing and reckless driving.

City of Riverside Neighborhood Safety Investment Project

Applicant: Riverside

Riverside, California

SS4A Award: $7,448,000

Project Description

The City of Riverside is awarded $7.4 million in funding to implement safety improvements at 4 of the 6 intersections on its high-injury network. Crash data analysis highlights that the city experiences more total traffic fatalities, and more per capita traffic fatalities, than any other city in the county, including pedestrian fatalities. Additionally, 21% of the City's crashes involve motorist violation of pedestrian/bicyclist right-of-way. The project constructs 0.6 miles of new sidewalk to address pedestrian gaps, adds 16.2 miles of new Class I, II, and III bike lanes, and implements intersection improvements such as high-visibility crosswalks and audible pedestrian push buttons at 85 locations. Improvements also include installing speed humps, a traffic circle, and speed feedback signs as traffic calming treatments in four neighborhoods. All projects are entirely within disadvantaged communities.

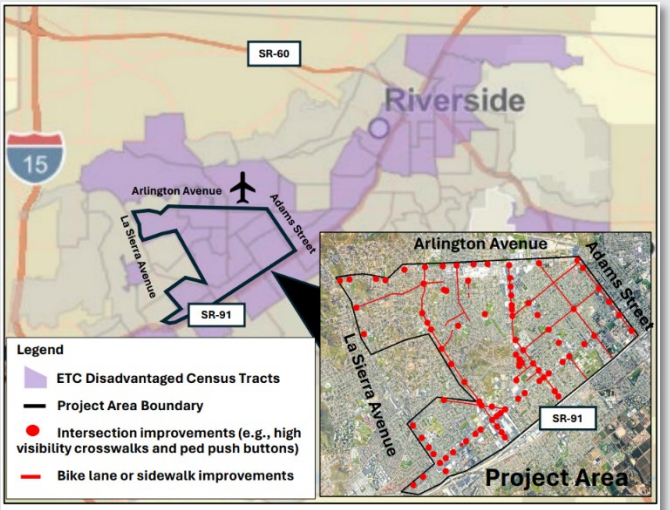


Fig. 1: Planned Project Infrastructure Improvement Locations for SS4A (RED) and Disadvantaged Census Tracts (Purple)

The project includes supplemental planning for the Riverside SR-91 Pedestrian and Bicycle Bridge Master Plan, a Citywide Intelligent Transportation Systems Master Plan, and a Citywide Americans with Disabilities Act Transition Plan.

SMART Pathway to Opportunity: Santa Rosa to the Sonoma County Airport Project

Applicant: Sonoma-Marin Area Rail Transit District (SMART)

Sonoma County, California

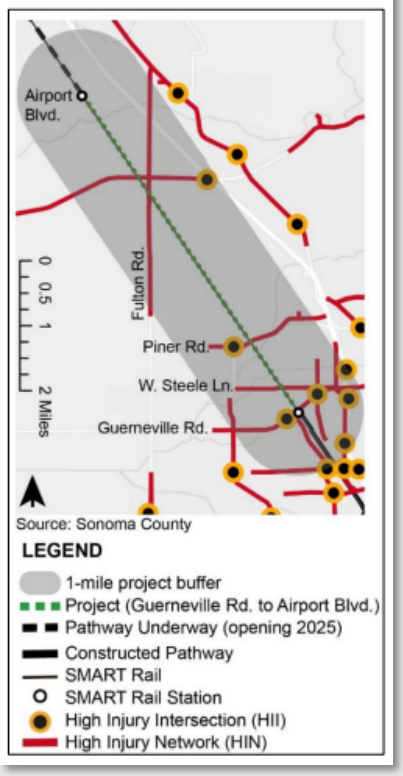
SS4A Award: $7,000,000

Project Description

The Sonoma-Marin Area Rail Transit District (SMART) is awarded $7 million in funding to close a 4.73-mile gap in the SMART multi-use pathway that allows people to travel to, within, and between the communities and SMART rail stations along its passenger rail and pathway corridor. The additional pathway provides a safe, multimodal alternative to the parallel U.S. Interstate 101.

The project area is in the City of Santa Rosa, the largest and most populus city in the county. The current gap in the SMART pathway forces people walking and biking onto the surrounding roadway network, which includes corridors and intersections that are part of Sonoma County's high-injury network (HIN). There are seven HIN roadways and seven high-injury intersections within 1-mile of the project alignment.

Figure 3: Project Area High Injury Network and High Injury Intersections



The project will complete an 18-mile continuous, protected, multi-use path between the Town of Windsor and the community of Penngrove in Sonoma County. The project also includes crossing improvements, like improved street and rail crossing signage, striping, and new/updated signals where the pathway intersects the roadway network.

Wilmington Avenue Vision Zero Revitalization Project

Applicant: The Housing Authority of the City of Los Angeles

Los Angeles, California

SS4A Award: $10,960,000

Project Description

The Housing Authority of the City of Los Angeles is awarded $10.9 million in funding to improve safety on Wilmington Avenue, a major North-South arterial road, in South Los Angeles. This location faces frequent traffic collisions and pedestrian hazards due to outdated infrastructure and insufficient safety measures.

This project will introduce high-visibility crosswalks, ADA curb ramps, protected bike lanes, enhanced street lighting, and traffic calming measures along Wilmington Avenue to improve safety. The Rainbow Bridge will also be renovated to make it accessible, improved lighting, and safety features benefiting pedestrians, cyclists, and motorists.

The project is located in an underserved community that has endured a great deal of underinvestment and neglect over the decades.

Gunnison Valley SH 135 Comprehensive Safety Package

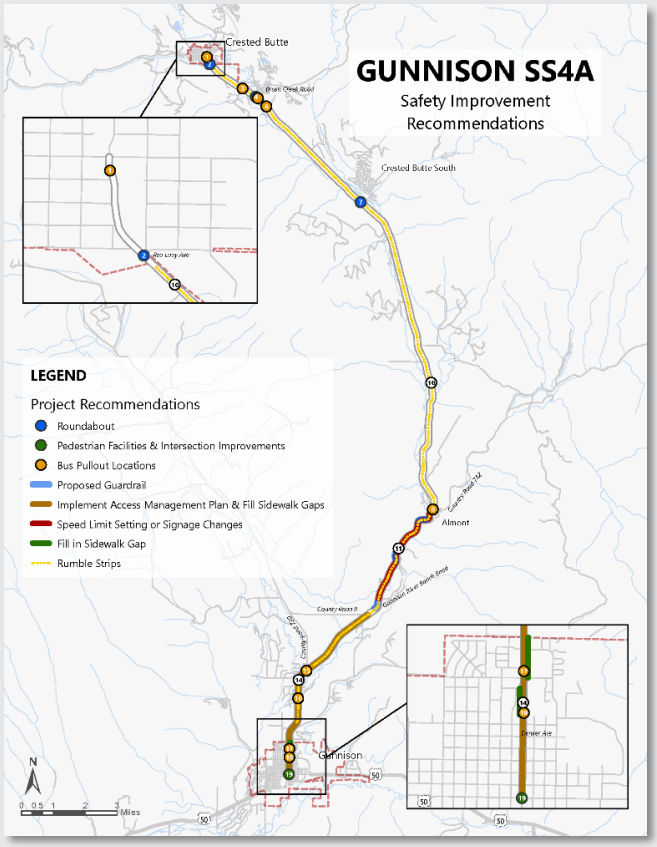
Applicant: County of Gunnison

Gunnison County, Colorado

SS4A Award: $15,265,600

Project Description

The County of Gunnison is awarded $15.2 million in funding to implement safety improvements along State Highway (SH) 135 to address pressing safety issues. SH 135 is a rural 2-lane highway that serves as the main travel corridor for public bus services throughout Gunnison Valley. Gunnison County's traffic fatality rate is nearly three times higher than the State of Colorado and U.S. rates. The safety problems include high vehicle speeds, turning vehicle conflicts, roadway departures, poor driver lines of sight, and lack of safe crossing infrastructure.



The project will boost safety for all roadway users, as well as provide other benefits such as improved accessibility to bus transit, and better connections to affordable housing and job opportunities. Improvements include adding center- and edge-line rumble strips; extending guardrails; implementing speed-limit modifications and sidewalk enhancements; installing roundabouts, a pedestrian underpass, and transit bus pullouts; and making upgrades to Gunnison Valley's emergency service provider capabilities.

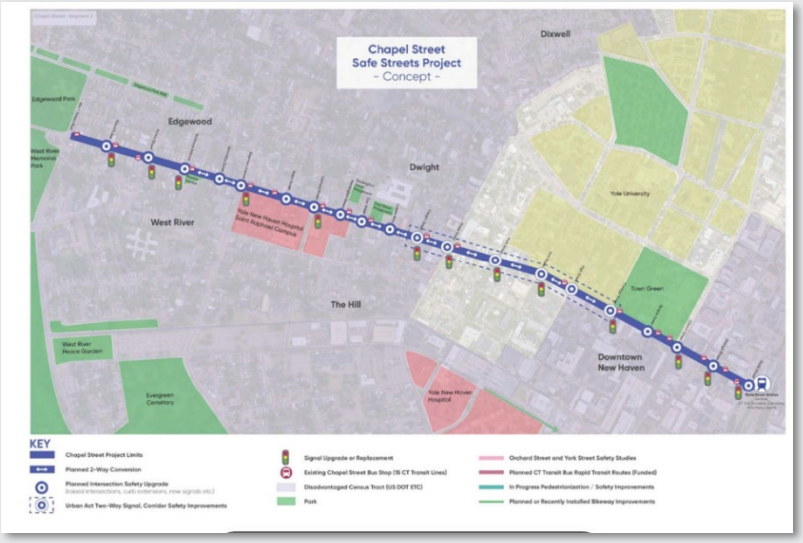
Chapel Street Safe Streets Implementation Project

Applicant: New Haven

New Haven, Connecticut

SS4A Award: $11,040,000

Project Description



The City of New Haven is awarded $11 million in funding to implement safety improvements along a 1.6-mile segment of Chapel Street, a key urban corridor connecting Downtown with underserved communities. The Chapel Street corridor is located within the City's high-injury network (HIN) and accounts for its most dangerous city-owned street. Pedestrian and bicyclist safety is one of the biggest challenges, and 50% of vulnerable road user crashes lead to a serious injury or fatality.

This project includes wide ranging treatments that will benefit pedestrians, drivers, bicyclists, and transit riders, including signal upgrades, pedestrian facility and safety upgrades, bikeways, the conversion of two streets to car-free thoroughfares, and design preparation for future bus rapid-transit service. The safety improvements and strategies in this project are focused on making context-sensitive, systemic network changes, especially for people walking, biking, and rolling, while providing a model for many more streets across the city.

Supplemental planning includes updating the high-injury network.

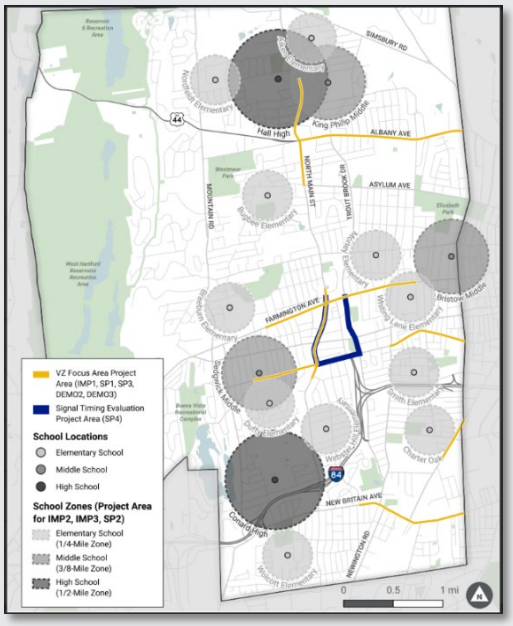
Vulnerable User Safety Program

Applicant: Town of West Hartford

West Hartford, Connecticut

SS4A Award: $3,178,100

Project Description



The Town of West Hartford, Connecticut, is awarded $3.1 million in funding to improve safety on eight corridors. The selected locations show a history of crashes—with 645 crashes from 2017 to 2022, including fatalities and serious injuries— and the project area represents 34% of all injury crashes town wide. The project intends to protect children, pedestrians, and bicyclists near schools and in commercial areas with high pedestrian activity, at high-crash-rate locations.

The project implements Proven Safety Countermeasures identified in road safety audits including rectangular rapid-flashing beacons, sidewalks, bike lanes, road diets, raised crosswalks, pedestrian refuge islands, and speed management to improve safety. The project adds safety countermeasures at all 16 pre-K-12 public schools in the Town informed by Safe Routes to School reports for each school. A third effort will expand school zone speed limits in four school areas.

Supplemental planning focuses on additional road safety audits, Safe Routes to School planning, testing out pedestrian safety zones, and signal timing reviews to help improve and update future safety plans. The project also includes a demonstration project for automated red-light enforcement and quick-build corridor improvements.

Emerson Drive Sidewalk and Lighting Improvement Project

Applicant: City of Palm Bay

Palm Bay, Florida

SS4A Award: $2,400,000

Project Description

The City of Palm Bay is awarded $2.4 million in funding to construct a 6-foot sidewalk along the east side of Emerson Drive near two schools to improve pedestrian safety. This sidewalk will be complemented by a high-intensity activated crosswalk, marked crosswalks with rectangular rapid-flashing beacons, a flashing LED illuminated stop sign, merge lane removal, lighting improvements, a reduced posted speed limit with chicanes and speed feedback signs, and upgrades for ADA compliance at transit stops along the corridor.

The project corridor is adjacent to several local schools and sees nearly 200 pedestrians and bicyclists before and after school hours.

Jake Gaither Community Pedestrian and Street Safety Project

Applicant: City of Tallahassee

Tallahassee, Florida

SS4A Award: $9,600,000

Project Description

The City of Tallahassee is awarded $9.6 million in funding for infrastructure safety improvements to the historically underserved Jake Gaither Community and its surrounding neighborhoods. This project will enhance safe access to nearby destinations including 5 schools, 3 community centers, 3 parks, a converted railway trail, a golf course, a greenway, and the City's transit network. The systemic improvements will focus on pedestrian safety, reducing roadway departure crashes, and reducing vehicle speeding, as a speed study revealed that drivers were frequently speeding over 20 miles per hour over the speed limit.

The project implements FHWA Proven Safety Countermeasures such as crosswalk visibility enhancements, roadway design improvements at curves, clear zone mitigation, and enhanced pavement markings, prioritizing safety improvements that benefit all roadway users. The project will also construct improvements that follow Complete Streets design principals and focus on the Safe System Approach, including high-visibility crosswalks, enhanced signage, pavement markings, rectangular rapid-flashing beacons, and new sidewalks that fill existing gaps along the roadway, providing continuous pedestrian facilities on both sides and enhancing connectivity for residents.

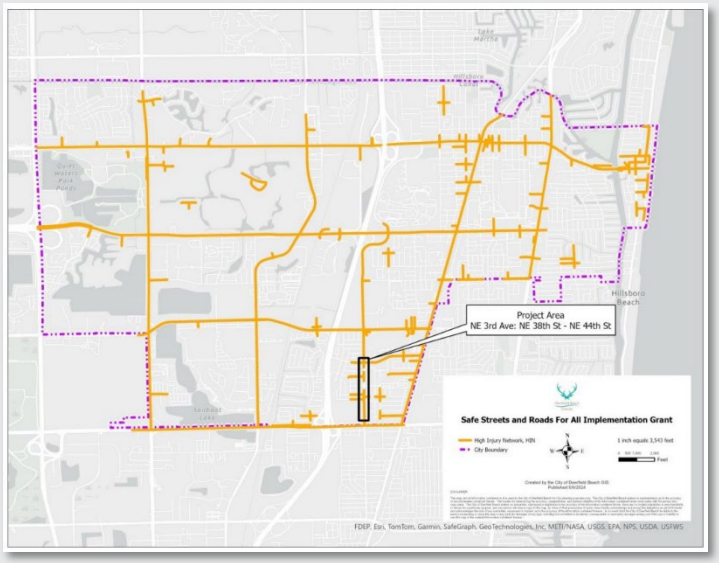
NE 3rd Avenue Improvements

Applicant: Deerfield Beach

Deerfield Beach, Florida

SS4A Award: $3,617,600

Project Description



The City of Deerfield Beach is awarded $3.6 million in funding to make additional safety improvements on the major collector NE 3rd Avenue, spanning from NE 38th Street to NE 44th Street. The project aims to enhance safety and mobility by making improvements for bicyclists and pedestrians.

The project is a permanent installation of a 2023 demonstration project that provided additional buffer space for pedestrians and cyclists, a road diet, a roundabout, and crosswalks. The demonstration activity resulted in no serious-injury or fatal crashes since installation, while previously, the same stretch had four serious-injury and two fatal crashes.

These improvements align with the City's goals of enhancing infrastructure, addressing public health and safety, and promoting connectivity.

Maricamp Road Multimodal Safety and Access Management Improvements

Applicant: Marion County Board of County Commissioners

Marion County, Florida

SS4A Award: $19,020,640

Project Description

The Marion County Board of County Commissioners is awarded $19 million in funding for the Maricamp Road Multimodal Safety and Access Management Improvements. The project is ranked as the highest priority project in the Safety Action Plan. The primary focus of this project is to enhance multimodal connectivity, providing safer facilities for bicyclists and pedestrians.

The project will fully redevelop the identified 9-mile roadway segment, with a focus on reducing conflict points. Project components include implementing a raised median along most of the study corridor to control access to minor streets, crosswalk enhancements, pedestrian refuge islands, sidewalks, restricted crossing U-turns, dedicated turn lanes at intersections, corridor lighting, and reflective backplates on signal heads. The County will also collaborate with the local transit agency to evaluate bus stops and improve pedestrian safety around those stops.

Supplemental planning will include an equity analysis that will be added to their Action Plan.

Lenox Road Complete Street Project – Section III Implementation

Applicant: Buckhead Community Improvement District

Atlanta, Georgia

SS4A Award: $10,000,000

Project Description

The Buckhead Community Improvement District is awarded $10 million in funding to partner with the City of Atlanta and GADOT to construct a separated shared-use path and elevated pedestrian and bicycle bridge at the GA 400 interchange and Lenox Road. The interchange serves a 6-lane principal arterial and a 6-lane freeway.

Figure 11. Project Rendering of the Lenox Road Pedestrian and Bicycle Bridge Connection over GA 404.

The project aims to reduce the high frequency of crashes, which includes over 1,000 crashes in a 3-year timespan at this location. The project provides a safe transportation alternative for pedestrians and bicyclists instead of the current conditions. The bridge connects communities at a location that has almost no existing accommodations for people walking and biking, and also connects to a broader proposed shared-use path network. This project complements existing safety improvements that the Buckhead Community Improvement District and partners are doing on the Lenox Road Complete Safe Street project.

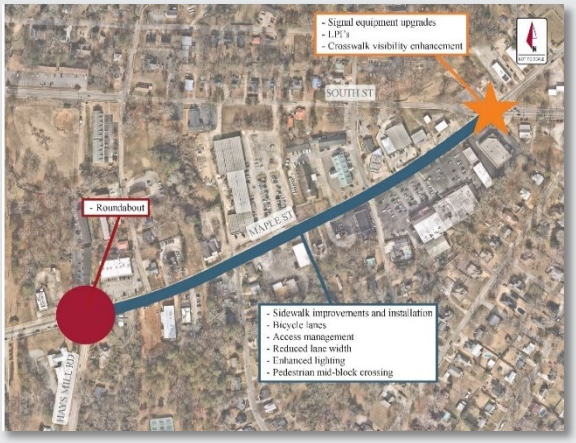
Maple Street Neighborhood Connectivity Project - Phase 1

Applicant: City of Carrolton

Carrolton, Georgia

SS4A Award: $9,200,000

Project Description



The City of Carrollton is awarded $9.2 million in funding to implement a Complete Streets system on a busy section of Maple Street—the primary corridor between the University of West Georgia and the downtown square—to make it safer for people who are walking and biking.

Safety concerns include an unsafe environment for people outside of a vehicle, poor access management, and frequent speeding. Although Maple Street was redesignated as a local roadway after serving as Georgia State Route 166, its highway-styled design remains. The downtown area has seen an influx of new businesses and homes, but neighborhood amenities are not easily accessible due to minimal pedestrian- and bicycle- infrastructure.

This project will address these issues by installing a roundabout, dedicated bicycle lanes, signal equipment upgrades, crosswalk visibility enhancements, pedestrian mid-block crossings, ADA-compliant sidewalks, reduced lane width, enhanced corridor lighting, ingress and egress improvements, and signage improvements. These enhancements will help lower vehicle speeds throughout the corridor, reduce conflict points, and provide safer mobility for vulnerable road users.

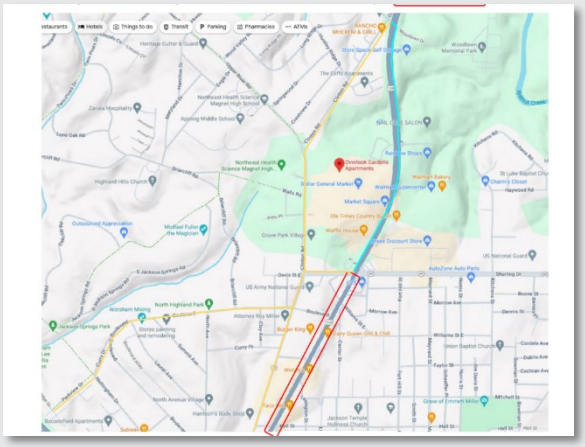
Macon Vision Zero Implementation: Gray Highway and East Macon Loop

Applicant: Macon-Bibb County

Macon-Bibb County, Georgia

SS4A Award: $5,630,440

Project Description



Macon-Bibb County is awarded $5.6 million in funding to improve Gray Highway and East Macon Loop. The County's pedestrian fatality rate is nearly 5 times the national average, and Gray Highway is the deadliest road in the County.

The project addresses pedestrian and bicyclist safety issues by adding approximately 1 mile of new sidewalks to Gray Highway and approximately 3 miles of multi-use paths along the side streets Old Clinton Road and Boulevard, popular Gray Highway bypass streets, to create East Macon Loop. The project will include the installation of street lighting and two high-intensity activated crosswalk (HAWK) signals in the project area to improve visibility.

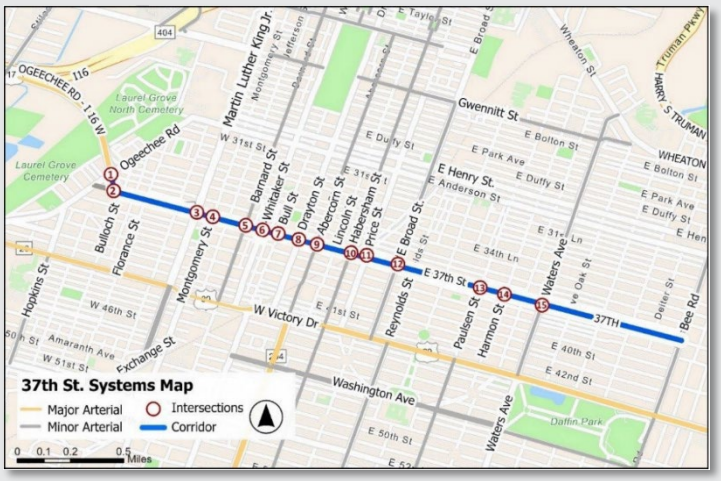
37th Street Safety Improvements & Supplemental Planning

Applicant: Savannah

Savannah, Georgia

SS4A Award: $9,999,520

Project Description



The City of Savannah is awarded $9.9 million in funding to improve safety on 37th Street. The project area is the gateway to downtown and midtown Savannah and connects people to major business corridors in the City.

The 37th Street corridor has seen a dramatic rise in crashes since 2020 and is one of the City's highest-risk roadways. A high number of intersection crashes and turning crashes involving pedestrian and bicyclist fatalities are to be addressed through this project. The corridor also has visibility issues at some intersections and lacks safe multimodal transportation infrastructure.

The project will consist of upgrades to 15 intersections that need systemic safety improvements, such as updated signals and timing, dedicated left turns with protected phasing, sidewalks, crosswalks, and extended bicycle lanes.

Safer Streets DSM: Prioritizing People

Applicant: City of Des Moines

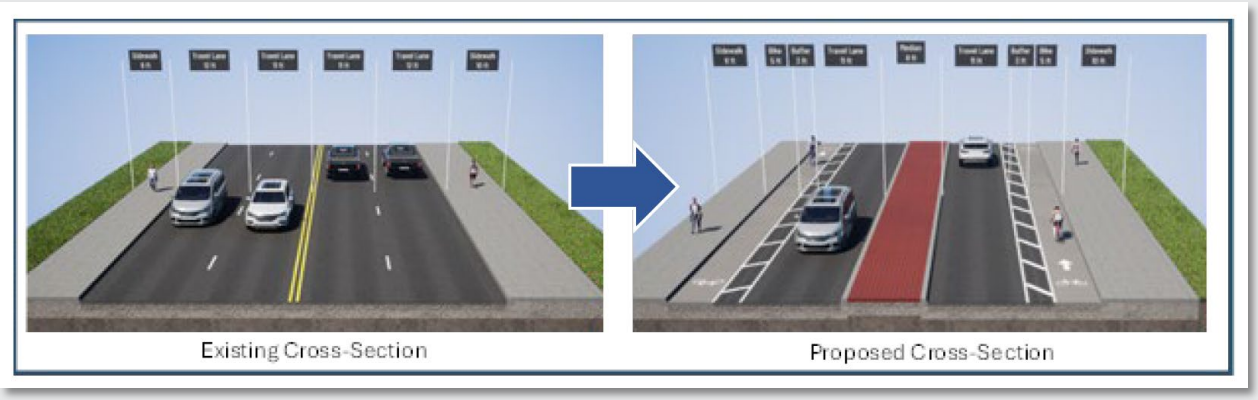
Des Moines, Iowa

SS4A Award: $13,000,000

Project Description

The City of Des Moines is awarded $13 million in funding to accelerate systemic safety improvements that prioritize people walking and biking and target predominant crash factors that include left-turn crashes, excessive speed, and red-light running. In the City, 1/3 of all fatal crashes and 1/4 of all serious-injury crashes occurred in the project area.

The City proposes adding approximately 3.3 miles of corridor projects, school-zone speed-feedback signs at 29 locations on the high-injury network (HIN), and retroreflective backplates at 232 signals across the City on the HIN. The project's safety improvements include road diets, speed limit reductions, center left-turn lanes, off-street bicycle lanes, sidewalks, shared-use paths, positive-offset left turns, curb extensions, median refuge islands, speed feedback signage, and review of intersection signal operations.



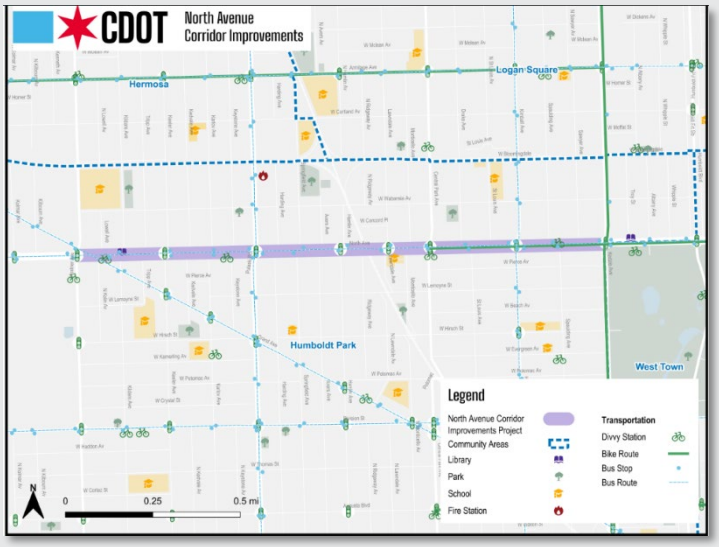
North Avenue Corridor Improvements Project

Applicant: City of Chicago

Chicago, Illinois

SS4A Award: $20,010,000

Project Description



The City of Chicago is awarded $20 million in funding to implement safety improvements on the North Avenue Corridor, a main thoroughfare in a historically disinvested area of Chicago. Despite safety improvements made in 2020, crash rates on North Avenue have persisted, and this project furthers the extent of the safety treatments.

This project aims to reduce crash rates and provide safe, walkable, attractive streets that foster community access to transit and economic growth. To achieve this, the City will install proven safety countermeasures such as bike lanes, curb extensions, bus bulb-outs, leading pedestrian intervals, raised crosswalks, and protected left-turn phasing. These enhancements will mitigate observed crash types and address concerns expressed through public engagement, including speeding vehicles and reckless driving.

Solving Problems with Projects: Building Safer Roads for the Residents of Danville and Vermilion County

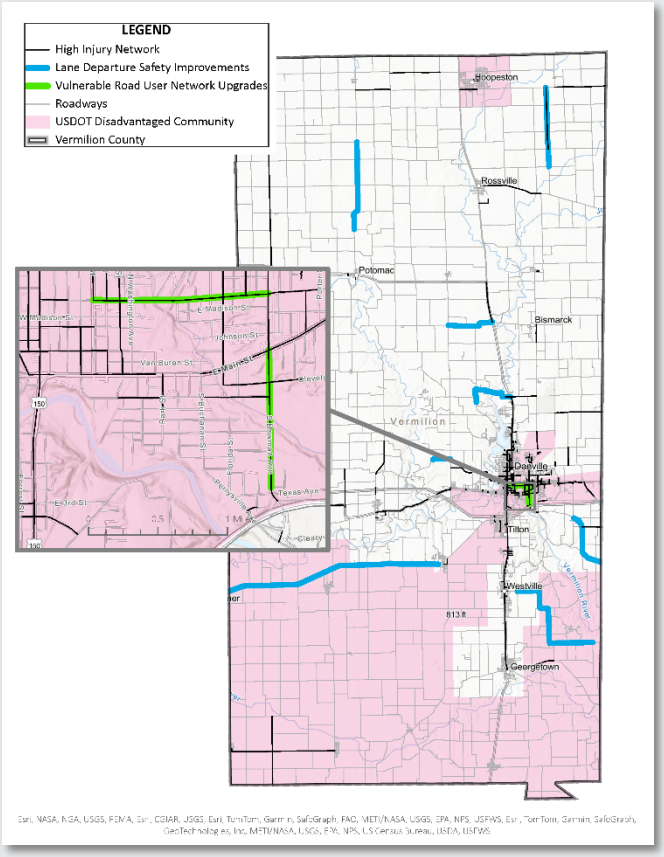
Applicant: City of Danville

Danville, Illinois

SS4A Award: $9,999,900

Project Description

The City of Danville, Illinois, is awarded $9.9 million in funding to upgrade its Vulnerable Road User (VRU) Network and conduct lane departure safety improvements. Danville is a city located in the rural eastern Illinois County of Vermilion. Improvements will be made along Seminary Street, a two-lane major collector that connects residential neighborhoods to downtown, and Bowman Avenue, a four-lane minor arterial and "community gateway" that connects an underserved community to US 136.



The project focuses on people outside of a vehicle, and incorporates road diets, lane width reduction, and dedicated bicycle and pedestrian facility installations with bike lanes and shared-use paths to address pedestrian and bicycle crashes and reduce speeds. The lane departure safety improvements will utilize high-impact, low-cost installations of center and edge line rumble strips along high-risk rural roadway segments to deter speeding and prevent or reduce lane departure crashes.

Indianapolis Safe Streets For All - Complete Street Upgrades

City of Indianapolis

Indianapolis, Indiana

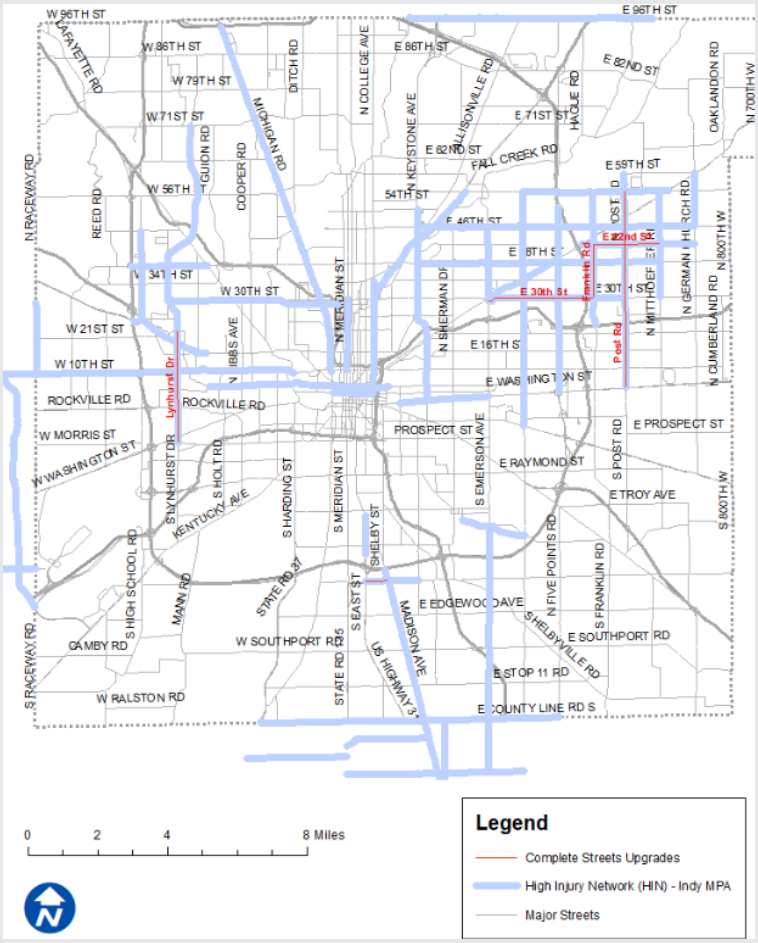
SS4A Award: $19,983,200

Project Description

The City of Indianapolis is awarded $19.9 million in funding for the design, engineering, and construction of Complete Streets upgrades to six corridors that serve as regional collectors and arterial streets in the City.

Most of the project corridors are in underserved communities and lack safe infrastructure for pedestrians, transit users, and bicyclists. Consequently, the fatality rate for pedestrians and cyclists has grown at an even faster rate than motorists.

The project includes the improvement or construction of approximately 11 miles of sidewalk, 538 curb ramps, and 71 bus boarding areas along with the installation of 18 mid-block crossings.



Progress Parkway and Michigan Road Roundabout

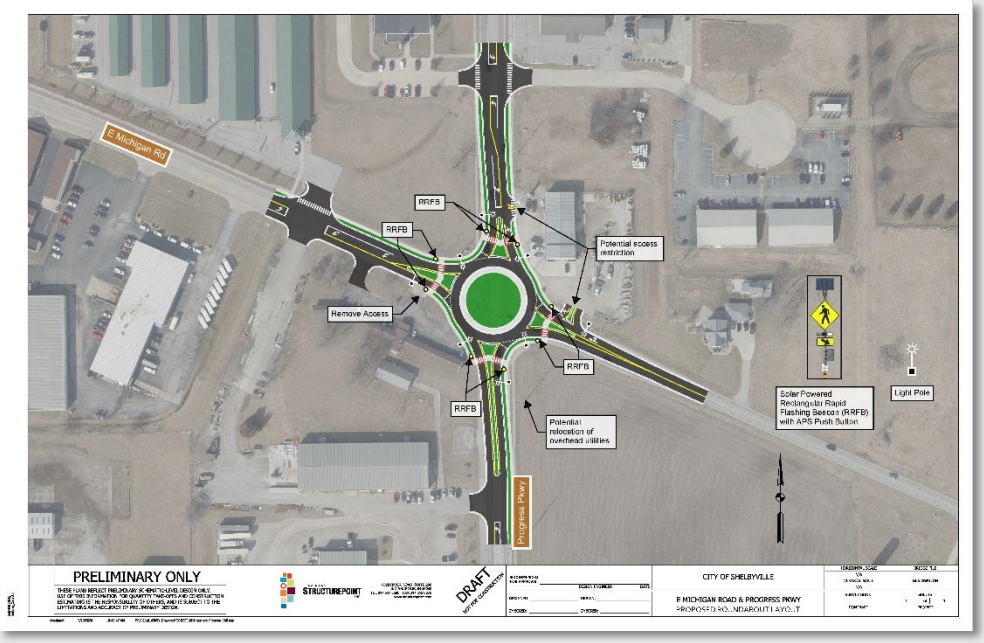
Applicant: City of Shelbyville

Shelbyville, Indiana

SS4A Award: $3,508,800

Project Description

The City of Shelbyville is awarded $3.5 million in funding for the design and construction of safety improvements to an intersection. The project area is expecting new nearby residential development and is identified as the highest-rated hotspot for crashes that the City controls. Historic crash data indicates that between 2018 and 2022, the intersection had 19 crashes resulting in 6 injuries and 1 fatality. The project will convert a signalized intersection to a one-lane roundabout. Additional improvements include rectangular rapid-flashing beacons, raised crosswalks, and access management through the consolidation of local driveways.



South Danville Bypass Safety Improvements

Applicant: City of Danville

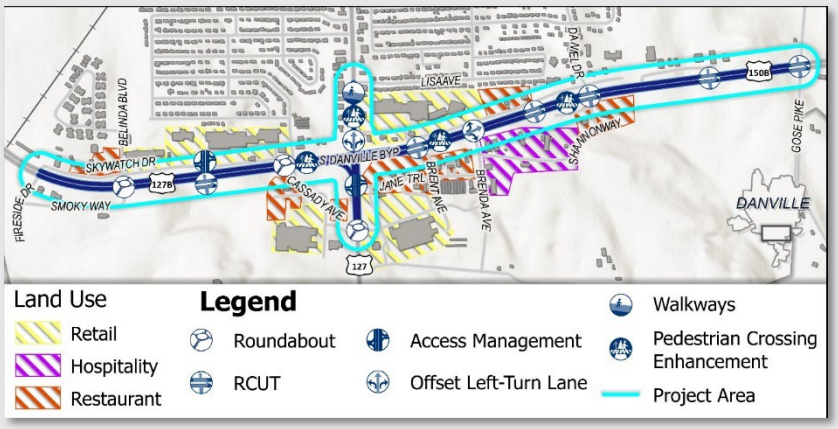
Danville, Kentucky

SS4A Award: $12,260,000

Project Description

The City of Danville is awarded $12.2 million in funding for the design and construction of pedestrian facilities, roundabouts, and restricted crossing U-turn intersections. The project has the goal to improve safety for all users of a 2-mile highway segment of the South Danville Bypass, which has the City's highest concentration of fatal and serious-injury crashes. The project seeks to address safety challenges caused by a combination of high speeds and wide unprotected crossings. With the city's expansion southward commercial developments have proliferated along the Bypass, and the roadway does not adequately reflect how it is currently used.

The scope includes converting several problematic signalized intersections into roundabouts, restricting crossing U-turn intersections, enhancing pedestrian crossings, and creating new pedestrian facilities, providing significant safety benefits. The project area is entirely within an underserved community. Public engagement has been conducted and is incorporated into the current plan for improving the safety of the bypass.



Envisioning A Safer Elizabethtown

Applicant: City of Elizabethtown

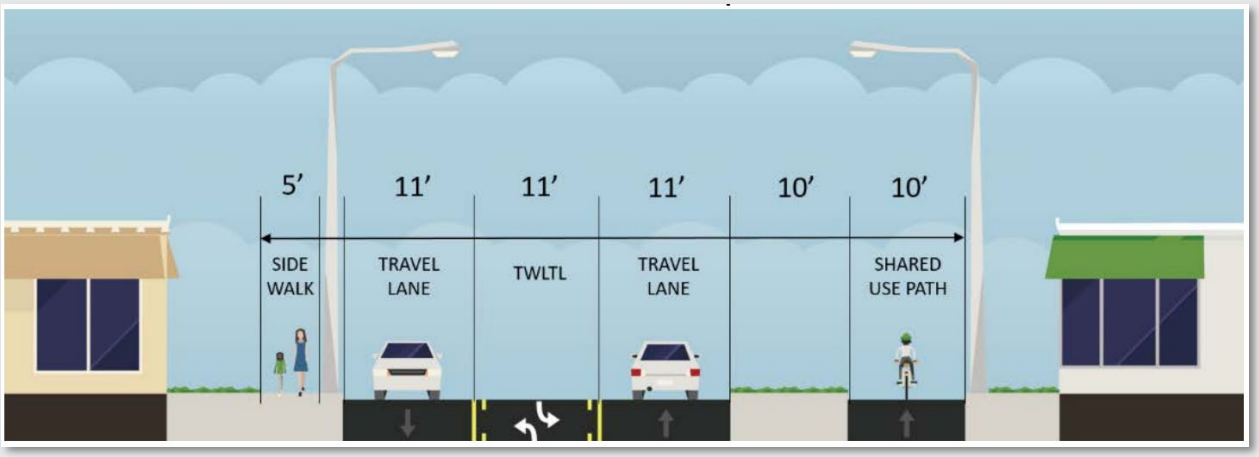
Elizabethtown, Kentucky

SS4A Award: $11,100,000

Project Description

The City of Elizabethtown is awarded $11.1 million in funding to improve safety in three locations: Ring Road, Leitchfield Road, and US 31W. US 31W serves as a critical gateway into the city, is flanked by commercial developments, and is burdened by oversized access points and high traffic volumes. As a result, severe angle crashes are common. Existing sidewalks are also not consistently connected and have unprotected shoulders that are used for walking, and the roadway has no dedicated left-turn lanes. The Ring Road and Leitchfield Road roundabout serves a natural transition zone from a rural to urban setting for travelers, reducing speeds as they enter into developed areas.

This project involves implementing Proven Safety Countermeasures including road diets, roundabouts, walkways, and improved lighting at the most hazardous locations. The intersection of Ring Road (KY 3005) and Leitchfield Road (US 62) will be transformed into a roundabout, and US 31W will get a road diet.



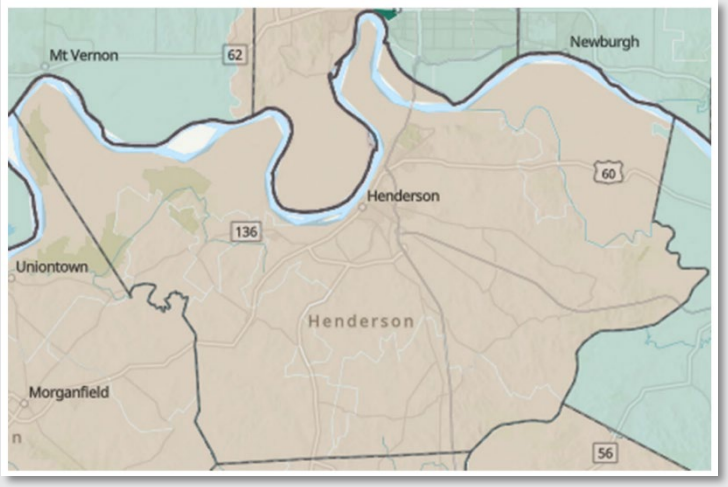
Drive to Zero

Applicant: Henderson County Fiscal Court

Henderson County, Kentucky

SS4A Award: $3,317,672

Project Description



The Henderson County Fiscal Court is awarded $3.3 million in funding to build cost-effective safety measures to address crashes in a high-traffic, heavily rural-agricultural area of western Kentucky bordered to the north by the Ohio River and Evansville, Indiana.

The Ohio River Bridges, which include one northbound and one southbound bridge, see 40,000 vehicles daily, making it the busiest traffic corridor in the region and the only corridor over the Ohio River. Out of 340 area crashes, 180 were single-vehicle crashes that involved collisions with fixed objects or roadway departures. Roadway departures are a major safety challenge, and when a crash happens, vehicle traffic must find alternate routes, which puts thousands of vehicles on small surface streets not designed to handle the high traffic volumes.

Project components focus on reducing roadway departures using signs, adding striping, building shoulders, and opening the clear zone.

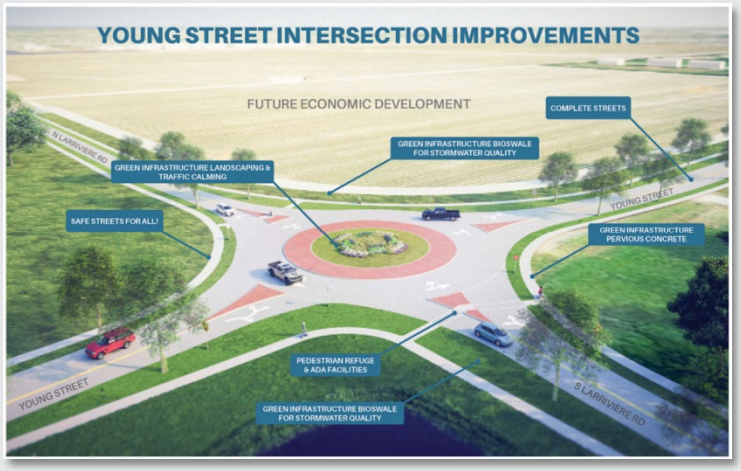
Young Street Intersection Safety Improvements

Applicant: City of Youngsville

Youngsville, Louisiana

SS4A Award: $3,034,575

Project Description



The City of Youngsville is awarded $3 million in funding to install a roundabout in place of a 4-way stop at the intersection of Louisiana Highway 92 and Larriviere Road. The intersection has more than double the statewide average crashes compared to other non-signalized urban intersections.

The project incorporates high-friction surface treatments, constructs new ADA-compliant sidewalks that are physically separated from vehicular traffic, and includes the infrastructure and space to implement modernized signaled crosswalks through the intersection once the area is further developed.

This project will employ evidence-based, cost-effective, high-impact solutions designed to enhance safety across a multijurisdictional area that includes the Cities of Youngsville and Broussard. Implementing a roundabout and associated Complete Streets components will significantly reduce future roadway fatalities and serious injuries.

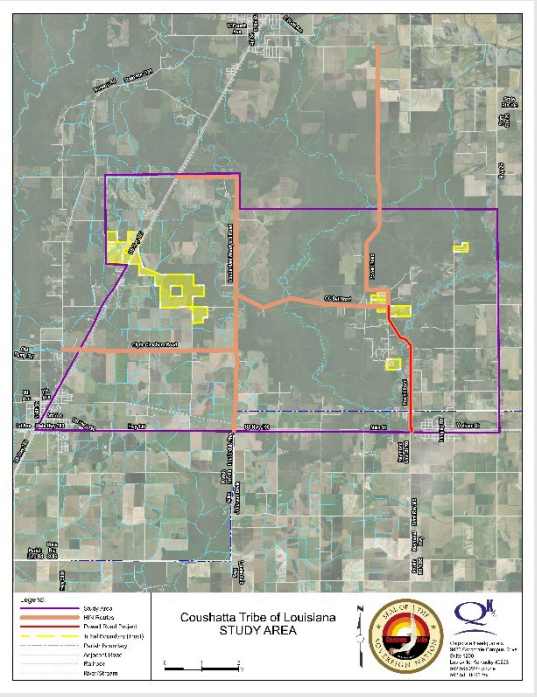
Reconstruction of Powell Road

Applicant: Coushatta Tribe of Louisiana

Allen Parish, Louisiana

SS4A Award: $20,323,287

Project Description



The Coushatta Tribe of Louisiana is awarded $20 million in funding for the reconstruction of Powell Road, a two-lane rural collector that is the main access to the Coushatta Tribal community. The road is a high crash corridor with a 35 MPH posted speed limit and right-of-way (ROW) limitations, including some areas as narrow as 16 ft. There are issues with roadway alignment, site distance, missing or improperly located signage, absent striping, and insufficient recovery areas. There are no pedestrian or bicycle facilities. Roadway departures leading to rollovers or entry into roadside ditches are a frequent crash type.

The project includes signage and marking improvements, new guardrails, and widening the road to a minimum of approximately 24 ft for wider shoulders. The project also improves adjacent intersections by addressing geometric issues, installing a roundabout, and adding pedestrian and bicycle facilities. To complement the safety improvements with flood mitigation treatments, the project will cover roadside drainage ditches, and raise the roadway grade above flood level

The project includes supplemental planning to update their Transportation Safety Action Plan, which was completed in 2020.

Lynn Safe Streets Projects

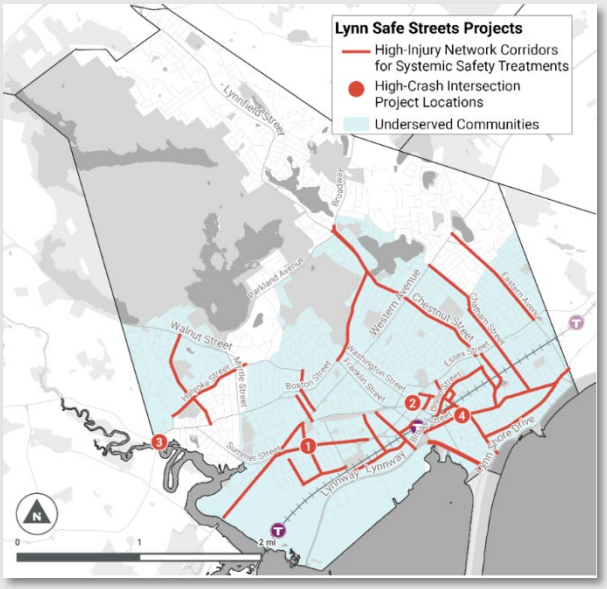
Applicant: Lynn

Lynn, Massachusetts

SS4A Award: $9,586,487

Project Description

The City of Lynn is awarded $9.5 million in funding to implement low-cost street design changes throughout 17 miles of its high-injury network to address systemic crash risks. Risk factors being addressed include high speeds, frequent angle crashes, poor nighttime visibility, outdated signal infrastructure, and limited safe pedestrian crossings. These underlying crash risks are compounded by widespread social vulnerability in Lynn, with 4 out of 5 residents in an underserved community.



With a key focus on improving safety for vulnerable road users and addressing systemic crash risks, the City will implement an array of Proven Safety Countermeasures, including installing 20 raised crosswalks, 75 speed humps, 10 mid-block crosswalks, 70 daylighting locations, 48 curb extensions, 12 rectangular rapid-flashing beacons, 50 school zone lights, 24 speed feedback signs, 30 street lighting locations, 3 leading pedestrian intervals, signal modernization at high-crash intersections, and 2 protected left turns. These treatments create self-enforcing roadways to improve safety for everyone who uses the roadway network.

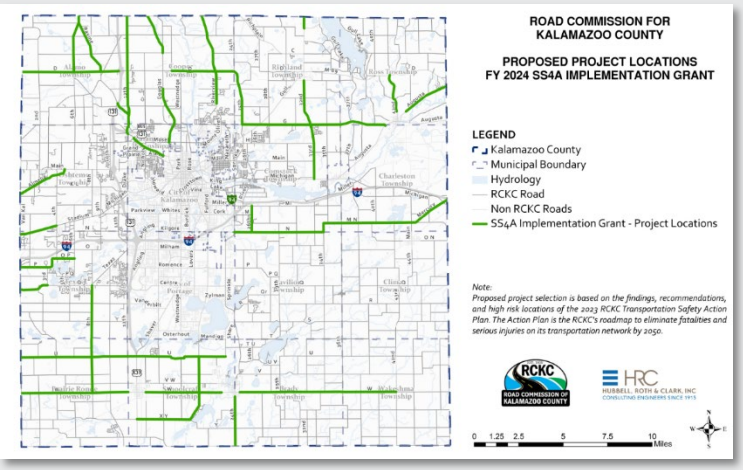
Enhancing Road Safety in Kalamazoo County

Applicant: Board of County Road Commissioners of the County of Kalamazoo

Kalamazoo County, Michigan

SS4A Award: $25,000,000

Project Description



The Board of County Road Commissioners of the County of Kalamazoo is awarded $25 million in funding to significantly improve safety and eliminate fatalities and serious injuries in the County. The project focuses on implementing low-cost, high-impact, evidence-based lane departure and vulnerable road user strategies over a wide geographic area covering more than 130 miles of primary roadways—most of which are rural. This project aims to address the 74 fatalities and 30 serious injuries on the project roads over the past 5 years, more than half of which were due to roadway departure.

The project will systemically install centerline and shoulder rumble strips, provide adequate clear zones, and install pavement markings and signing improvements along approximately 130 roadway miles. The project will also widen about 16 miles of primary roadways to provide a minimum of approximately 3 feet of paved shoulders—which will improve the safety of people walking and bicycling while also reducing lane departure crashes—and install left-turn lanes at select high-risk locations to address identified crash patterns.

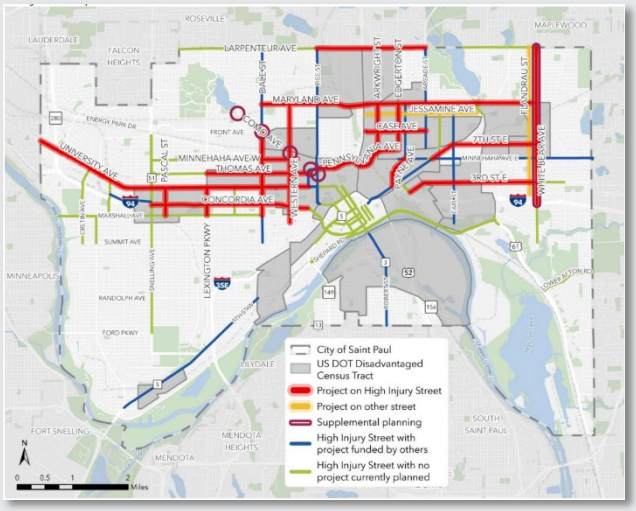
Safe and Equitable Streets: Systemic Improvements for Saint Paul & Ramsey County Roads

Applicant: City of Saint Paul

Saint Paul, Minnesota

SS4A Award: $15,725,600

Project Description



The City of Saint Paul is awarded $15.7 million in funding to install Proven Safety Countermeasures in a systemic manner across the City's high-injury network, with a particular focus on underserved communities, which bear a disproportionate burden of severe crashes in the City.

The City is implementing safety improvements on 40 miles of roadways and more than 100 intersections with treatments such as high-visibility crosswalks, pedestrian refuge islands, retroreflective signal backplates, curb extensions, rectangular rapid-flashing beacons, dynamic speed signs, and road diets. The project will also install nearly 5 miles of new bikeways to provide safe travel alternatives and reduce pedestrian and bicyclist crashes on some of Saint Paul's most dangerous roads.

These improvements will address key roadway safety problems, including speeding, vulnerable road users crossing traffic, and signalized intersection safety, with targeted improvements on collector and minor arterial streets, accounting for 37% of all lane miles in Saint Paul and 70% of fatal and serious-injury crashes.

Supplemental planning includes a safety study of key intersections along Como Avenue to determine risk factors and improvements that will reduce crashes.

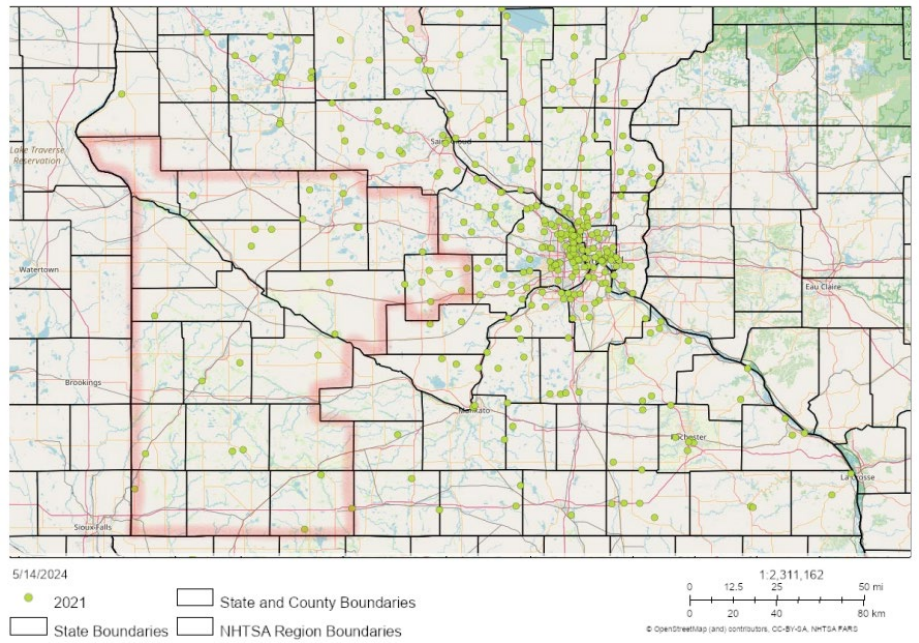
Southwest Minnesota Advancing Remote Tele-EMS (SMART-EMS)

Applicant: Southwest MN EMS Corp

Southwest MN Region

SS4A Award: $9,997,062

Project Description



The Southwest Minnesota EMS Corp is awarded $9.9 million in funding to implement a regional tele-EMS system to expedite access to definitive trauma care after an injury-causing traffic crash occurs. The project supports staffing viability for the rural health system and volunteer EMS agencies across 18 counties who prevent crash injuries from becoming lives lost. This project provides 54 EMS agencies access to Avel eCare services, which provide certified physicians, paramedics, and nurses to instruct, advise, and coordinate patient care, improving and expediting post-crash care in an area with no Level I or II Trauma Centers.

The timely arrival of EMS is a major factor ensuring an injured person receives the care they need to survive a crash. This is especially critical in rural and Tribal communities, where response times are longer, and EMS resources are more limited.

White Earth Nation, Naytahwaush Community Shared Use Pathway

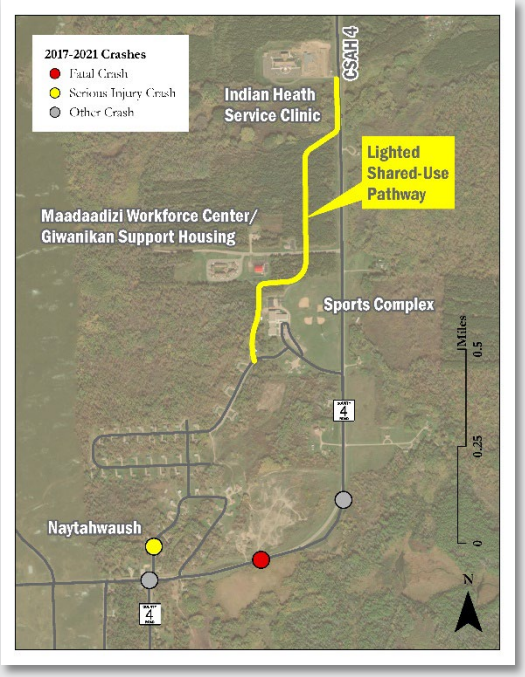
Applicant: White Earth Reservation Business Committee

White Earth Nation, Minnesota

SS4A Award: $1,182,872

Project Description

The White Earth Nation in Minnesota is awarded $1.1 million in funding for the planning, design, and construction of a shared-use pathway in the community of Naytahwaush. Currently, people walking and biking are using the 2-foot-wide shoulders of highway CSAH 4 to travel. With the lack of lighting and close proximity to high-speed vehicles, this is an immediate safety issue. In this reservation, 35% of households have one or zero vehicles and 25% of the residents are under the age of 15. The proposed path will run parallel to CSAH 4, a two-lane, unlit highway with no sidewalk or bicycle facilities. The path will remove people walking and bicycling from vehicle conflicts along a highly travelled route that connects community housing, a workforce center, and a health clinic.



Safe Passage: Enhancing Accessibility and Equity Along Clark Lane

Applicant: City of Columbia

Columbia, Missouri

SS4A Award: $8,416,248

Project Description

The City of Columbia is awarded $8.4 million in funds to implement safety countermeasures on Clark Lane, a heavily traveled signalized minor arterial with numerous access points and driveways. Currently, there are minimal or no pedestrian crossings or shared-use paths along the route. Contributing factors to fatal and serious-injury crashes included poor lighting (especially at intersections), inconsistent or high-speed limits, lack of auxiliary turn lanes, lack of physical separation between vehicles and pedestrians, substandard vertical curves, poor access management, and high driveway density.

The project will construct sidewalks and a shared-use path, install pedestrian refuge islands, reduce speed limits, add speed-feedback signs, enhance crosswalks using pedestrian hybrid beacons, implement lighting improvements, update roadway cross sections, add curbs and gutters, implement partial access management, and modernize traffic signals. This project corridor is 100% located in underserved communities.

Vision Zero - Prospect Avenue

Applicant: City of Kansas City

Kansas City, Missouri

SS4A Award: $10,000,000

Project Description

The City of Kansas City, Missouri, is awarded $10 million in funding to implement safety countermeasures on Prospect Avenue, which is an important north/south connector for Kansas City's Black communities. Prospect Avenue is on Kansas City's high-injury network and is one of the most dangerous corridors in the City for pedestrians, with reckless driving and speeding as key causal factors. The impact area of this project includes more public parks than almost any corridor in Kansas City, including Sanford Brown Park, Oak Park, Ivanhoe Park, and Brush Creek trails, and expands safe and accessible routes in a once-thriving commercial corridor.

To address these issues, this project implements Proven Safety Countermeasures sidewalk and bus stop improvements, pedestrian refuge islands, curb extensions, retroreflective backplates, and pedestrian and street-level lighting, concentrating safety measures on the most dangerous 1.86-mile section of Prospect Avenue.

Highway 12 Roundabout, Multi-Use Path, and Supplemental Planning

Applicant: City of Starkville

Starkville, Mississippi

SS4A Award: $8,128,000

Project Description

The City of Starkville is awarded $8.1 million in funding to construct a multi-use path and a roundabout on Mississippi Highway 12 (MS 12) at Garrard Road. MS 12 is a State-maintained, four-lane, access-controlled highway with medians and dedicated U-turn and left-turn movements. The MS 12 corridor functions primarily as a major arterial for vehicular traffic traversing the City, serves as a primary access point for Mississippi State University, and houses the bulk of the City's commercial district. The proximity and configuration to the nearby highway interchange encourages high vehicle speeds through the project area intersection. This excessive speeding combined with the lack of pedestrian facilities has led to significant safety issues for people walking, biking, and rolling.

To address these issues, the project will convert the intersection to a roundabout to control speeds and extend the existing multi-use path along Gerrard Rd through the project area intersection to provide a safe crossing at the highway to access housing, shopping, and the university. The project also includes supplemental planning activities for various studies to improve safety across the city: access point removal, intersection improvements, signage studies, and turning studies.

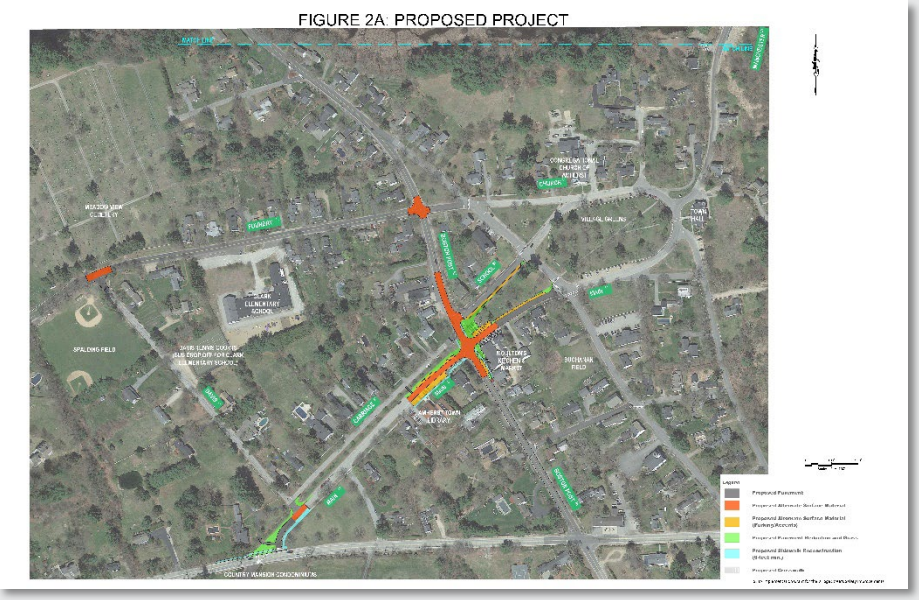
Village Streets Safety Improvements

Applicant: Amherst

Amherst, New Hampshire

SS4A Award: $5,712,800

Project Description



The Town of Amherst is awarded $5.7 million in funding in the Amherst Village Historic District. The area is centrally located and congested with development and buildings that were constructed before the automobile. Skewed intersections, dense intersection spacing, poor sight lines, and parking constraints present unique safety challenges. Speed, traffic, and truck studies have also shown that vehicles are consistently operating over the speed limit.

The project focuses on six such intersections, selected due to poor geometry, crashes, high vehicular speeds, use by school children and people walking and bicycling, and their strategic location at entry points where higher speed roadways enter the Village. The projects will reconfigure parking to provide daylighting, realign intersections, narrow travel lanes, reduce corner radii, remove centerline pavement markings where practical, and shorten crosswalk lengths.

Rochester Critical Pedestrian and Cyclist Safety Corridors

Applicant: Rochester

Rochester, New York

SS4A Award: $23,700,000

Project Description

The City of Rochester, New York, is awarded $23.7 million in funding to plan, design, and implement safety improvements along 4 corridors. Each corridor is a wide arterial through underserved communities. The City's proposed actions address the safety issues of failure to yield to the right of way, improper passing, speeding, and red light running.

Proven safety countermeasures such as bicycle lanes, enhanced lighting, bump outs, and tabled crosswalks or intersections are expected, with locations based on the City's Active Transportation Plan and community input. All project locations are in underserved communities and are along corridors providing access to essential community services such schools and community centers.

Southgate Parkway Multimodal Safety Improvements

Applicant: Cambridge

Cambridge, Ohio

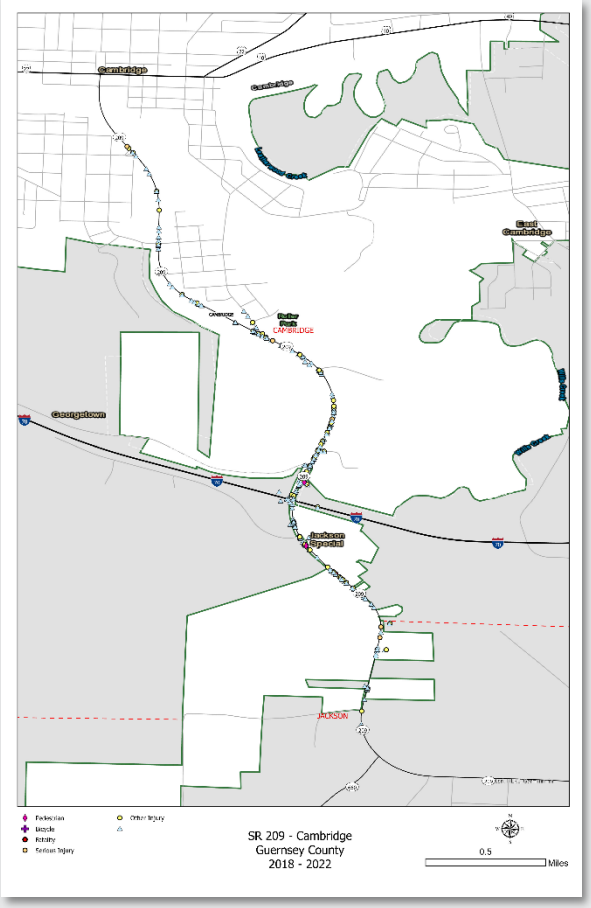
SS4A Award: $3,641,934

Project Description

The City of Cambridge is awarded $3.6 million in funding to make safety improvements to a corridor on the Southgate Parkway (OH-209), which connects the downtown with retail and commercial centers in the southern areas of the city.

The proposed project corridor has the highest number of crashes across the entire county. The roadway currently has no safe way for pedestrians and cyclists to use the road without sharing space with cars. The project corridor also has outdated signals without functioning pedestrian crossing signals. "Desire lines" within the corridor indicate regular use along the parkway for walking, running, and biking.

Project improvements include traffic signal upgrades, the addition of pedestrian crosswalks, functioning pedestrian traffic signal heads, and a multi-use path for walking, running, and biking.



Safe Streets, Strong Neighborhoods: Hamilton ACTS Towards SS4A

Applicant: City of Hamilton

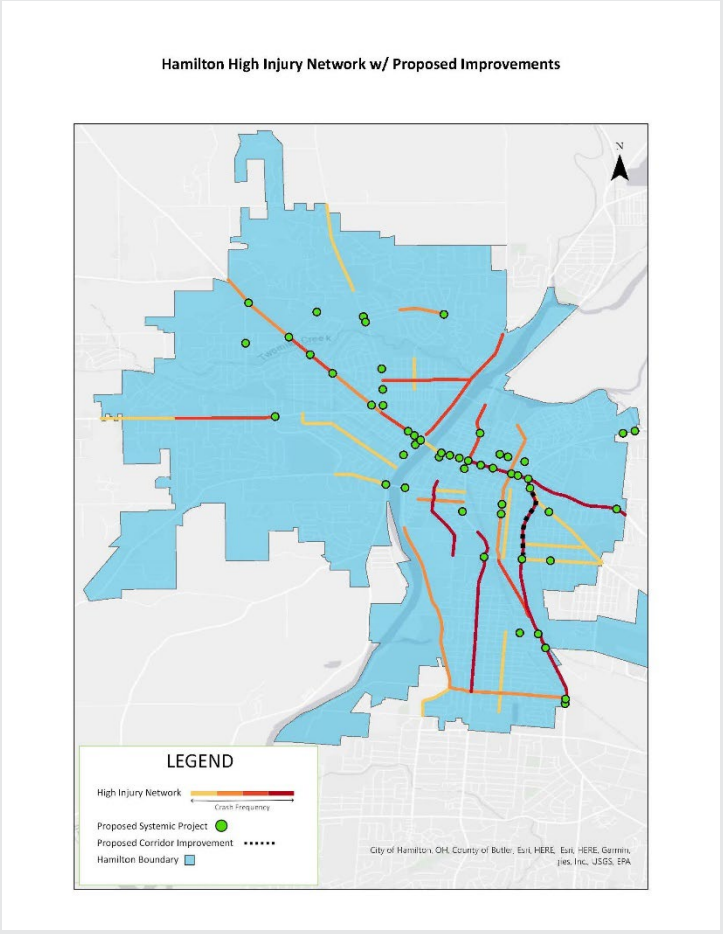
Hamilton, Ohio

SS4A Award: $9,750,276

Project Description

The City of Hamilton is awarded $9.7 million in funding to implement citywide systemic safety improvements across 50 intersections, as well as safety upgrades on a portion of the State Route 4 corridor that runs through the town. Hamilton is ranked last in the state of Ohio for bicycle safety and third last for pedestrian safety, with an average of 1,750 crashes per year. The most common causes include failure to yield, stop sign running, following too closely, roadway departure, unsafe speed, and improper crossings.

To address these problems and protect pedestrians and cyclist the City is implementing crosswalk upgrades, lighting upgrades, enhanced signage, medians, high-intensity activated crosswalk (HAWK) signals, and curb bump outs throughout the project areas.



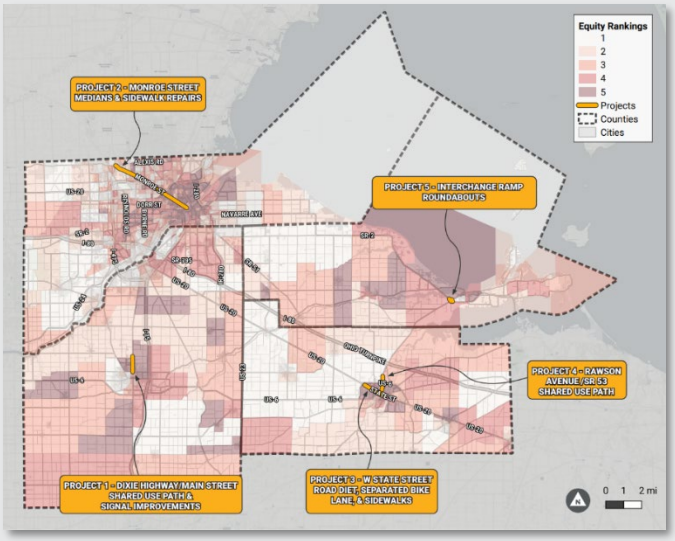
Safe Routes to Employment: Connecting Workforce Housing to Employment Centers in Northwest Ohio

Applicant: Lucas County

Bowling Green, Fremont, Lucas, Ottawa County, and Toledo Counties, Ohio

SS4A Award: $24,480,000

Project Description



Five communities in Northwest Ohio (Bowling Green, Fremont, Lucas, Ottawa County, and Toledo Counties) are awarded $24.4 million in funding to deploy systemic safety improvements along five corridors. These projects target the high-injury network and high-risk network across Lucas, Ottawa, Sandusky, and Wood Counties, and emphasize critical routes to jobs in underserved communities and for people outside of a vehicle.

Past outdated and vehicle-oriented roadway designs have created an unsafe environment for people walking and bicycling. Corridors will be updated using Proven Safety Countermeasures, and improvements include sidewalk widening, developing multi-use paths, access management measures, road diets to promote slower speeds and increase space for multiple modes of traffic, roundabouts, refuge islands, high visibility crosswalks, and intersection lighting. The project also supports safer transfers between public transit and active transportation.

The project includes supplemental planning and demonstration activities to conduct a pilot public information campaign, a pilot education effort on traffic safety, and a study of the effectiveness of rural roundabouts to calm traffic and reduce crashes.

Safe Systems on 82nd Ave: State Highway to Civic Corridor

Applicant: City of Portland

Portland, Oregon

SS4A Award: $9,600,000

Project Description

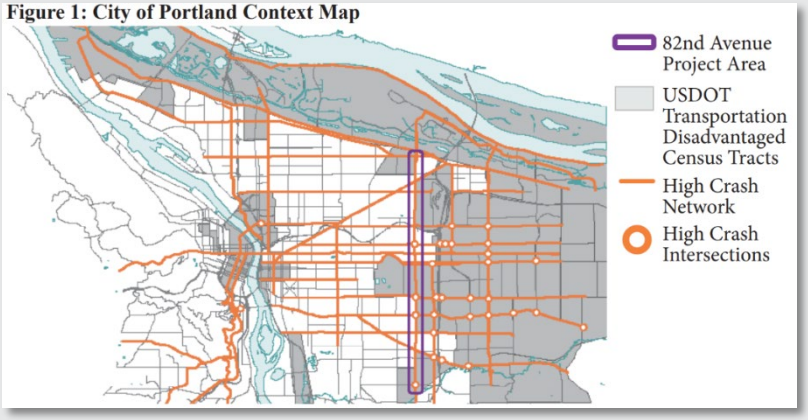


Figure 1: City of Portland Context Map

The City of Portland is awarded $9.6 million in funding for safety improvements on an approximately 7-mile segment of 82nd Avenue, a 5-lane arterial on the regional high-injury network. The roadway has an open 2-way left-turn lane, a high number of driveways, 2 motor vehicle travel lanes in each direction, narrow sidewalks, and a design that generally encourages high speeds, especially at night. Most fatalities in the project area occurred when pedestrians and bicyclists crossed at unsignalized intersections or mid-block locations.

This project will close critical crossing gaps, deploy proven tools to address high-crash locations, and improve safety and equity for one of Portland's most important high-crash corridors. Project components include installing raised center medians, a pedestrian signal, full traffic signals, "no turn on red" at major traffic signal intersections, updating signal timing, as well as funding a safety education and marketing campaign.

Supplemental planning includes conducting road safety audits, system-wide analysis to develop roadway design alternatives, and the further development of the City's safety planning with a focus on additional multi-lane high-crash-network streets.

City of Klamath Falls Intersection Safety Countermeasures for Transportation Disadvantaged Populations

Applicant: Klamath Falls, Oregon

Klamath Falls, Oregon

SS4A Award: $2,000,000

Project Description

The City of Klamath Falls is awarded $2 million in funds to design and construct safety improvements at five intersections where a fatal or serious injury crash has been recorded. The rural city has approximately 22,000 residents.

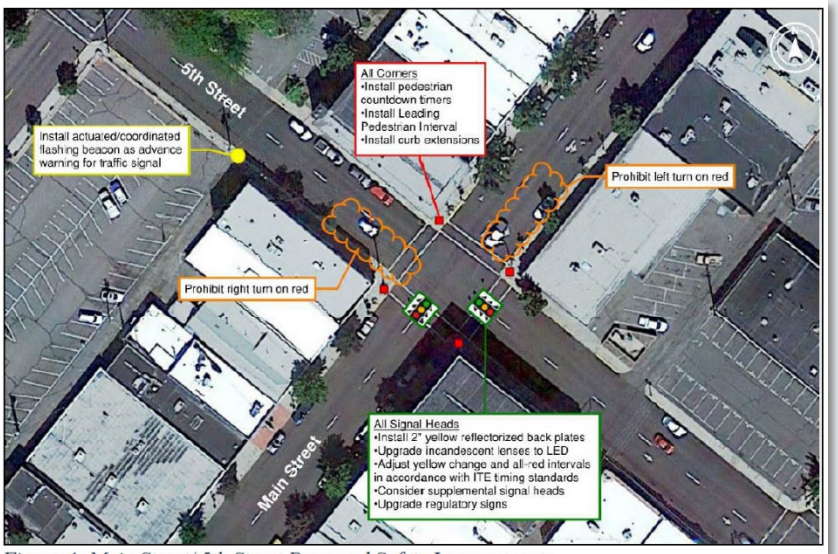


Figure 4: Main Street/ 5th Street Proposed Safety Improvements

The projects are implementing countermeasures based on Oregon Department of Transportation's (ODOT's) Crash Reduction Factor Manual, while also seeking to incorporate Safe System Approach principles. Improvements include all-way stop conversions, advanced warning beacons and signage, high-visibility crosswalks, reflectorized signal backplates, hardened center lines (left-turn traffic calming), pedestrian countdown timers, curb extensions, and dedicated left-turn bays.

Building a Healthy, Safe and Resilient State College Project

Applicant: Borough of State College

State College, Pennsylvania

SS4A Award: $15,885,560

Project Description

Home to Pennsylvania State University, the Borough of State College is awarded $15.8 million in funding to create a shared street at Calder Way. The Borough will reduce vehicle injury crashes and create a safer multimodal network in its downtown core, where most pedestrian injuries have occurred.

Figure 7. Calder Way Shared Street Concept

To advance its shared-street concept, the project is implementing traffic calming by reducing the speed limit to 10 mph, making crosswalk visibility enhancements, converting the corridor into curb-less streets, adding a bike lane, and widening sidewalks.

The project locations intersect with the Borough's high-injury network. This project is part of a larger multi-phased project to transform Calder Way into a more pedestrian- and bicycle-friendly space in downtown State College. The project also includes supplemental planning to develop and adopt a Vision Zero policy.

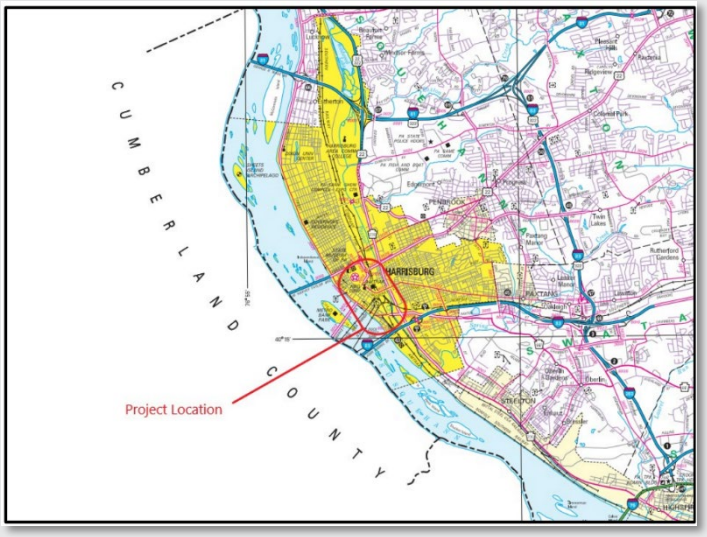
City of Harrisburg Downtown Traffic Signal Retiming

Applicant: City of Harrisburg

Harrisburg, Pennsylvania

SS4A Award: $955,184

Project Description



The City of Harrisburg is awarded almost $1 million in funding to address an increase in traffic fatalities by retiming 25 signalized intersections in the core downtown area. The City presently suffers worsening signal-related safety issues, and poorly timed traffic intervals lead to driver and pedestrian confusion. the project retimes the downtown network, creates consistent leading pedestrian intervals, updates pedestrian clearance times, and implements innovative strategies to improve safety for pedestrians, bicyclists, and transit. The entire proposed project area occurs within, underserved communities.

St. James Corridor Safe Streets & Crossings Project

Applicant: City of Goose Creek

Goose Creek, South Carolina

SS4A Award: $6,000,000

Project Description

The City of Goose Creek is awarded $6 million in funding for the St. James Corridor (Highway 176) Safe Streets & Crossings Project to address a four-lane roadway with lacking pedestrian infrastructure and poses significant safety risks for all road users. Currently, the design of Highway 176 encourages speeding and, in doing so, limits the ability of the road to be used for alternative transportation. Inadequate pedestrian-grade lighting, and unsafe pedestrian and bicyclist crossings due to lack of crosswalks and signalized intersections, have been identified as additional risk factors for people walking and biking. 10.8% of Goose Creek residents walk as their primary means of transportation to work, outpacing the 2.1% statewide commute rate. The project includes the development of an approximately 3.28-mile shared-use path parallel to Highway 176 with enhanced crossings to provide a dedicated and safer route for pedestrians, reducing the risk of collisions and enhancing overall pedestrian safety by separating them from vehicular traffic.

Safe Streets for All Spartanburg County: Improvements to Asheville Highway and N. Pine Street Corridors

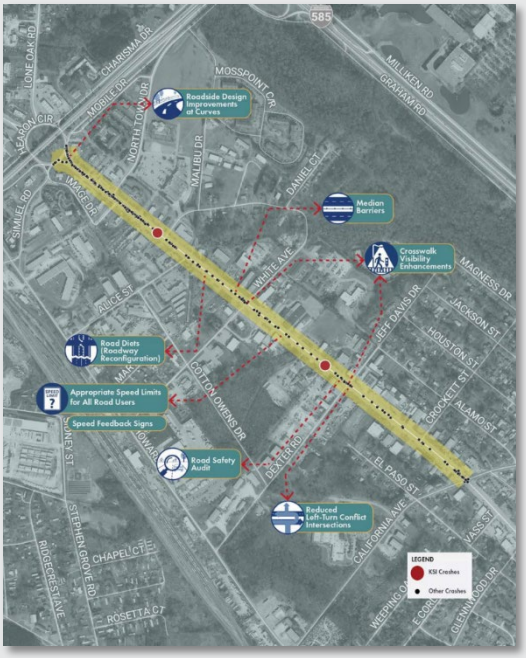
Applicant: Spartanburg County

Spartanburg County, South Carolina

SS4A Award: $16,000,000

Project Description

Spartanburg County is awarded $16 million in funding to address existing safety problems along Asheville Highway and N. Pine Street, which are priority corridors that serve as gateways into the heart of the community. A disproportionate share of crashes involved angle crashes, people walking, speeding vehicles, and failing to yield right of way. The project addresses these issues through a comprehensive program of systemic and spot projects that employ Proven Safety Countermeasures and include implementing road diets, spot safety treatments, an educational campaign, signal and timing upgrades, managing access to limit left turns, improvement of sidewalks and crosswalks, extension of bike lanes, and adjusting of on-street parking spaces. A safety education campaign is also included.



The project includes supplemental planning to update the City's Vizion Zero Action Plan.

Not Our Roads, Definitely Our People: Safe Roads for All in and Around Batesburg-Leesville

Applicant: Town of Batesburg-Leesville

Batesburg-Leesville, South Carolina

SS4A Award: $7,991,392

Project Description

The Town of Batesburg-Leesville is awarded $7.9 million in funding to systemically reduce the risk of roadway departure crashes, improve intersection safety, improve pedestrian safety, and reduce speeding. The town is in a rural area outside of Columbia, South Carolina, and faces safety challenges such as speeding, lack of guardrails, slow crash response times, and a lack of safe pedestrian facilities.

On at least 8 roads that approach town, the project will add rumble strips in advance of curves to slow traffic, use reflective centerline marking to improve visibility at nighttime, and upgrade advance warning signs. The project will also improve and redesign five intersections, with one roundabout proposed, as well as the addition of new sidewalks and crosswalks.

Proposed Realignment of Columbia Avenue at S. Lee Street

Saluda Avenue at West Church Street Roundabout

City of Clarksville Safety Action Plan Implementation Measures

Applicant: City of Clarksville

Clarksville, Tennessee

SS4A Award: $8,052,318

Project Description

The City of Clarksville is awarded $8 million in funding to improve safety on four roadways: Kraft Street, Riverside Drive, Providence Boulevard, and Fort Campbell Boulevard.

Figure 5: SS4A Ft. Campbell Blvd Concept Sketch

Clarksville is home to the Fort Campbell Army Base and Austin Peay State University (APSU). The pedestrian and vehicle traffic generated by these institutions have an outsized impact on the project area. The city has a high number of fatal and serious-injury crashes caused by high vehicle speeds and lack of safe pedestrian facilities.

The project includes intersection improvements, sidewalk installation, traffic signalization, and pedestrian facilities. These countermeasures will increase pedestrian safety and access points. The project area is entirely within an underserved community.

SAFER Knoxville 2.0

Applicant: City of Knoxville

Knoxville, Tennessee

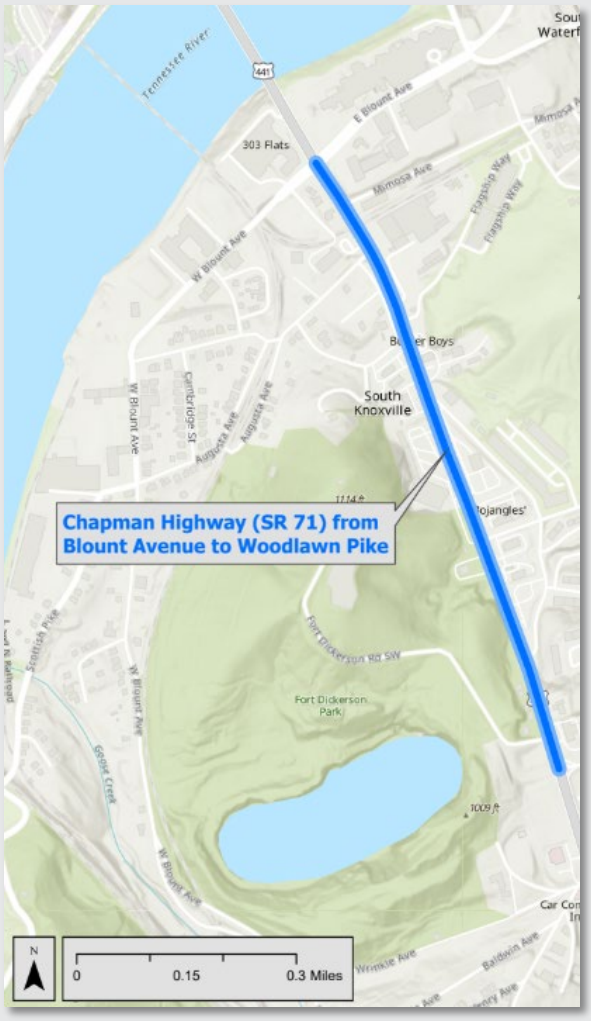
SS4A Award: $17,800,000

Project Description

The City of Knoxville is awarded $17.8 million in funding to implement SAFER Knoxville 2.0, which includes design changes to Chapman Highway, also known as U.S. 441, a principal arterial that runs through the City. This project focuses on Blount Avenue to Woodlawn Pike and is part of a three-phase project to address major safety concerns related to the corridor's design such as high speeds, drivers failing to yield to people walking and biking, and inconsistent pedestrian facilities.

The project will construct a sidewalk or shared-use path along the west side of Chapman Highway, new pedestrian signals at intersections, and access management through the construction of a wide, landscaped median.

Supplemental planning and demonstration activities include roadway safety audits at high-injury network locations, a street lighting plan, and a City-wide Safe Routes to School Plan.



City of Memphis Intersection Safety Improvement Program

Applicant: City of Memphis

Memphis, Tennessee

SS4A Award: $13,188,000

Project Description

The City of Memphis, Tennessee, is awarded $13.1 million in funding to make significant improvements on a high-injury corridor at a six-way intersection that is the number one location for crash frequency in the City. This complex intersection at Lamar Avenue, Kimball Avenue, and Pendleton Street has a confusing array of signals, fading and disjointed pedestrian connectivity, and little guidance on appropriate movements.

To address these safety issues, the City will close one of the three intersecting roads, which will improve safety while simplifying intersection geometry and operations and install a new traffic signal and pedestrian facilities. The intersection enhancements will increase the safety of drivers and of vulnerable road users who access nearby Cherokee Park, a 15-acre park with a playground, ball field, basketball court, pavilion, and fitness trail.

The project also includes supplemental planning and demonstration activities to deploy quick-build projects, develop a public education campaign with local schools, conduct a near-miss camera pilot program, and implement crash data analysis technology.

Safer Transportation Routes using Inclusive, Demonstrative, and Equitable Solutions (STRIDES)

Applicant: City of Austin

Austin, Texas

SS4A Award: $10,456,068

Project Description

The City of Austin is awarded $10.4 million in funding for safer crossings at nearly 50 intersections across the City. The project would implement a variety of Proven Safety Countermeasures and low-cost strategies including a combination of rectangular rapid flashing beacons, pedestrian crossing islands, and curb extensions. The project will address the City's highest-priority crossing gaps on the high-injury network. In addition, the applicant proposes quick-build solutions to slow vehicle speeds and one significant investment in a critically needed grade-separated crossing of Interstate 35 at a priority location.

Additionally, the applicant includes demonstration projects that will test soft road closures using quick build, cost effective and temporary traffic calming and placemaking methods.

Corridor Safety Improvements Projects at Bellmead Drive (SH-31) and Concord Road

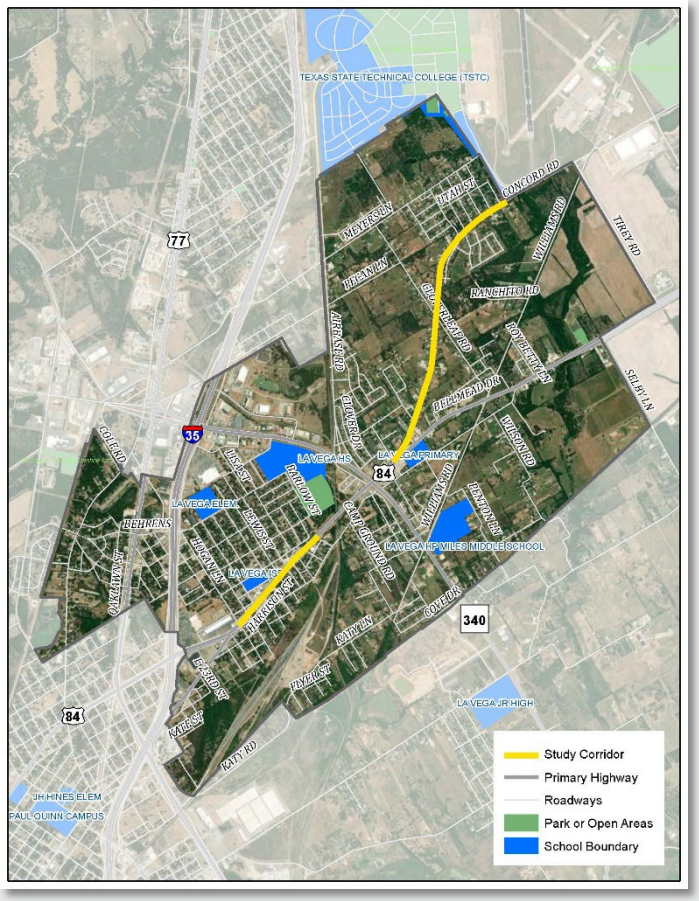
Applicant: City of Bellmead

Bellmead, Texas

SS4A Award: $7,750,112

Project Description

The City of Bellmead is awarded $7.7 million in funding to improve safety on Bellmead Drive & Concord Road. Both roads serve as primary east-west arterial and collector streets and provide access to a nearby primary school. The corridors lack safe facilities for people walking and biking, have low visibility, and insufficient lighting. The corridors do not have safe pedestrian connections, and infrastructure components such as pull-out bus stops, speed-feedback signs and pavement markings are in bad condition throughout. The Bellmead Drive portion of the project will install medians, access management, street lighting, parking lanes, bus stops, pedestrian (sidewalks and crosswalks), speed feedback signs, and other measures. The Concord Road portion of the project is to install speed feedback signs, striping improvements (minor street pavement markings, centerline, and edge lines), sign improvements, and street lighting.



Creating Pedestrian Safety Zones on the High-Injury Network

Applicant: City of Dallas

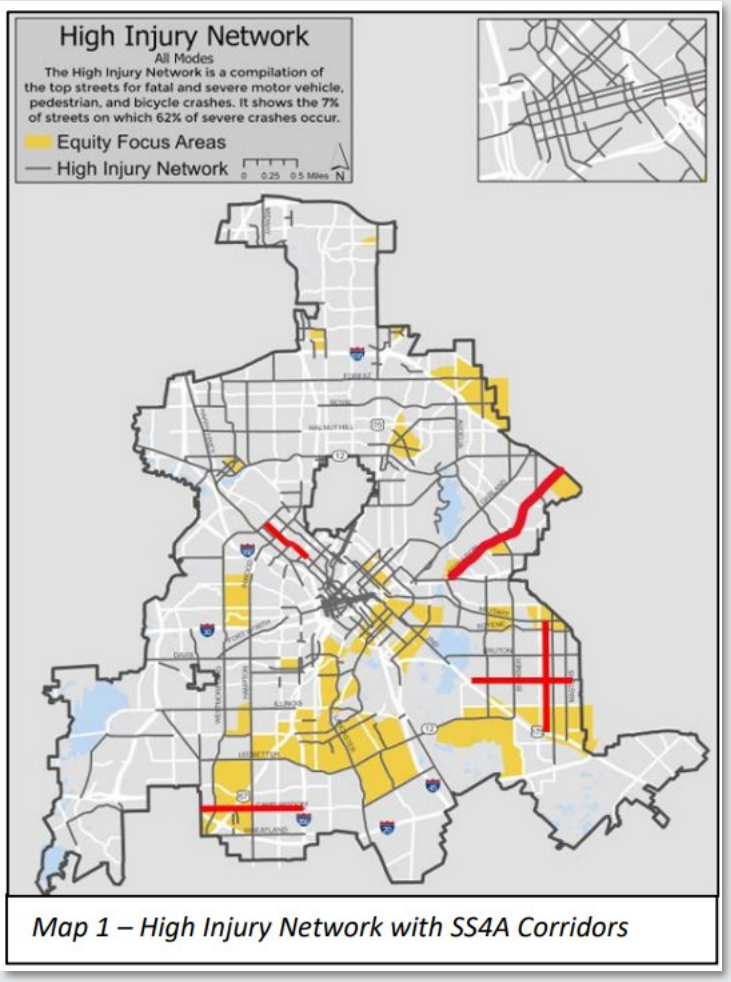
Dallas, Texas

SS4A Award: $9,240,000

Project Description

The City of Dallas is awarded $9.2 million in funding to create pedestrian safety zones along five key corridors on the City's high-injury network, where 7% of roads account for 62% of severe crashes. To address this problem, Dallas is layering lower-cost, high-impact Proven Safety Countermeasures where pedestrians, transit riders, and other non-vehicular road users can cross traffic safely. Project interventions include the installation of pedestrian hybrid beacons or rectangular rapid-flashing beacons; crosswalk striping and improved signage; improved lighting; pedestrian refuge islands; sidewalk and curb improvements; and, in conjunction with Dallas Area Rapid Transit (DART), moving, consolidating, or improving key bus stops to help channel pedestrians to pedestrian safety zones.

The project includes supplemental planning updates to both the City's Vision Zero Action Plan and its Sidewalk Master Plan to provide updated crash analysis and prioritized project lists.



Map 1 – High Injury Network with SS4A Corridors

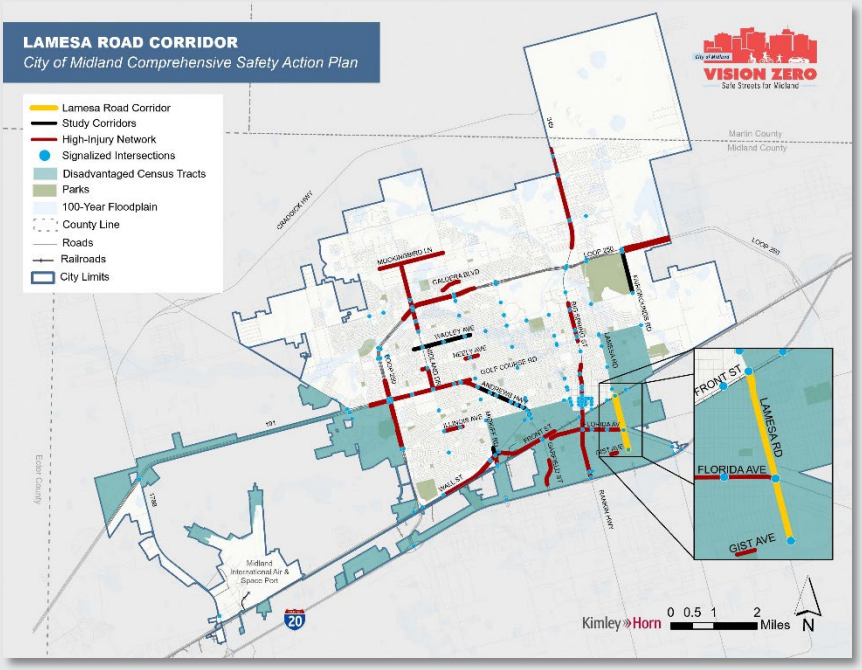
Strengthening Roadway Safety in Midland, Texas, for All Road Users

Applicant: City of Midland

Midland, Texas

SS4A Award: $8,664,368

Project Description



The City of Midland is awarded $8.6 million in funding to update signal timing on all intersections citywide, and to improve walking and driving conditions along the Lamesa Road corridor. The Lamesa Road Corridor project is in the southeastern section of Midland and improves approximately 1.4-miles of this 5-lane undivided corridor that includes residential and commercial areas, as well as schools, parks, and medical centers. Safety problems to be addressed include red light running and failure to yield to pedestrians and bicyclists. Many intersections lack crosswalks and pedestrian signals, with some "no pedestrians" signs at some signalized intersections. Many intersections need new or rebuilt curb ramps to maintain accessibility. The City will install improvements to corridor-wide access management, lighting, sidewalks, crosswalks, and signal timing at intersections. The timing updates address crashes due to red light running and failure to yield and include a leading pedestrian interval to give pedestrians and bicyclists additional time to cross.

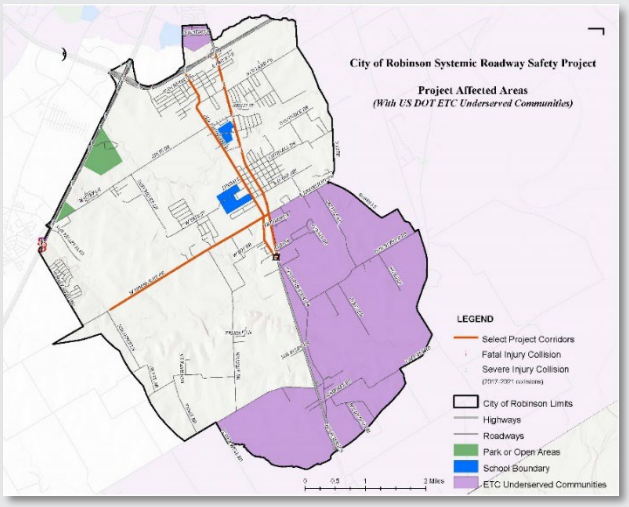
City of Robinson Systemic Roadway Safety Project

Applicant: City of Robinson

Robinson, Texas

SS4A Award: $9,673,384

Project Description



The City of Robinson is awarded $9.6 million in funding to implement safety strategies on West Moonlight Drive, Old Robinson Road, Robinson Drive/US-77, Peplow Drive, and Tate Avenue, which are in the northern portion of the City. The project will address the safety issues of speeding, low nighttime visibility, and hit-object collisions affecting pedestrians, bicyclists, and motorists. The corridors are all on the high-injury network and some are near schools.

The project includes installing street lighting, speed feedback signs, and pavement delineation and rumbling strips. The project includes supplemental planning for a Safe Routes to School Feasibility Study.

Safety Improvements to Redwood Road in Salt Lake City

Applicant: Salt Lake City Corporation

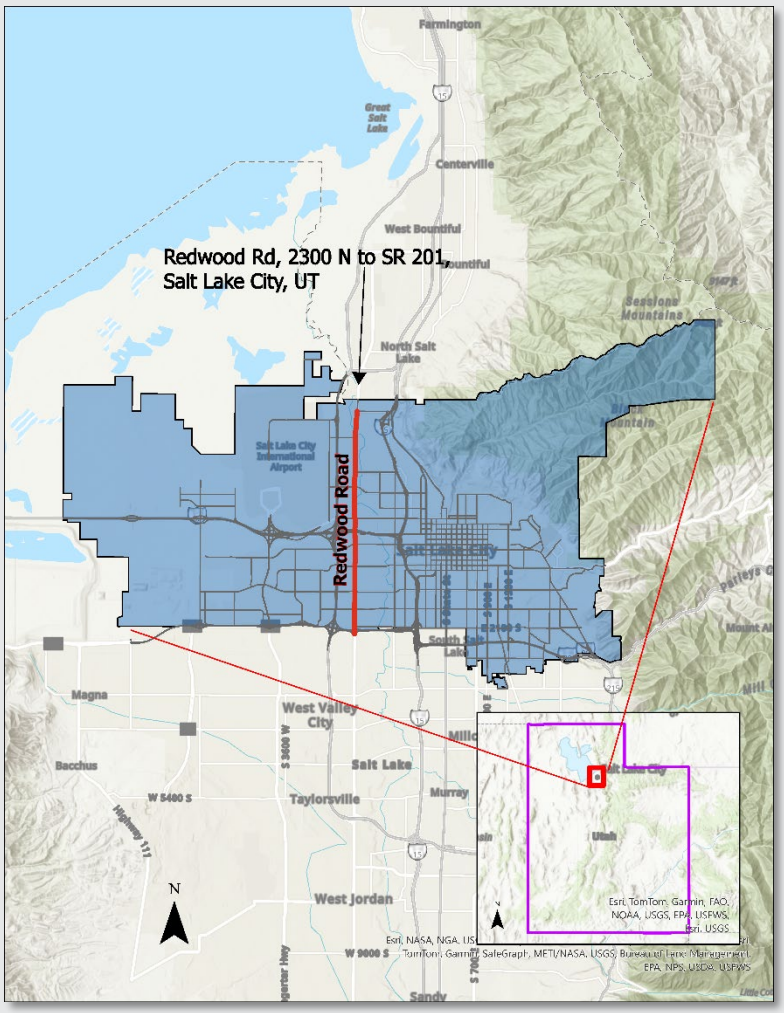
Salt Lake City, Utah

SS4A Award: $2,943,797

Project Description

Salt Lake City is awarded $2.9 million in funding for roadway improvements along a 6.4-mile stretch of Redwood Road. The neighborhood has seen an increase in population by 20% in recent years, with much of this housing being low-income. The influx of new families has increased the demand for pedestrian access to bus stops, sidewalks and urban trail connections that allow for safer routes to Downtown and important community amenities. The lack of safe existing crossings has led to increased unmarked crossings, causing safety issues for people walking and bicycling.

To address this, the City will deploy multiple low-cost countermeasures at six stop-controlled intersections within the corridor. These include retiming signals, installing high-intensity activated crosswalk beacons, and adding more sidewalks.



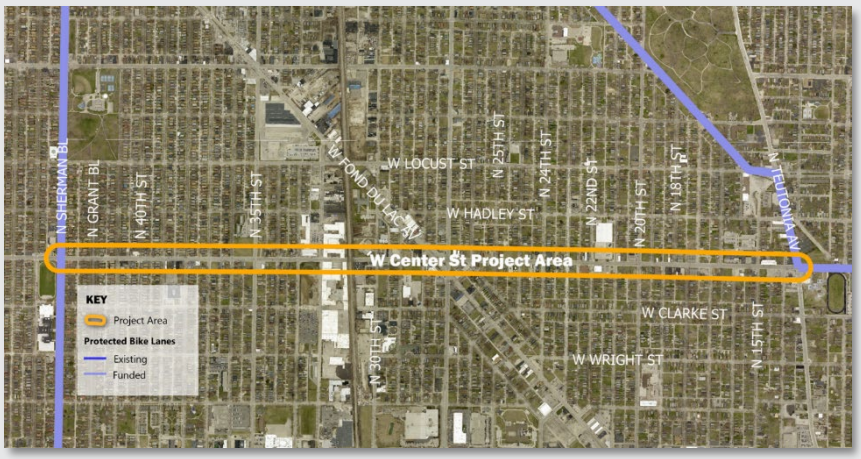
Center Street Transformation Project

Applicant: City of Milwaukee

Milwaukee, Wisconsin

SS4A Award: $25,000,000

Project Description



The City of Milwaukee is awarded $25 million in funding for planning, design, and construction of Complete Streets interventions on 2 miles of Center Street. Center Street is a heavily used corridor characterized by wide travel lanes; narrow, unprotected bike lanes; and underutilized parking lanes that many drivers use to recklessly pass on the right. Crosswalks are often unmarked or lack high-visibility markings.

The project is addressing safety issues related to reckless driving (such as passing in parking lanes) and a dangerous intersection with Fon du Lac Avenue. The project area includes underserved communities.

Safety interventions include fully separated bike lanes, bus bulb-outs, narrower travel lanes, reduced curb radii, curb extensions, leading pedestrian intervals, raised intersections, and reduction of the speed limit from 30 mph to 25 mph to create a safer streetscape for the community.

I-41 Bike and Pedestrian Bridge

Applicant: Oshkosh

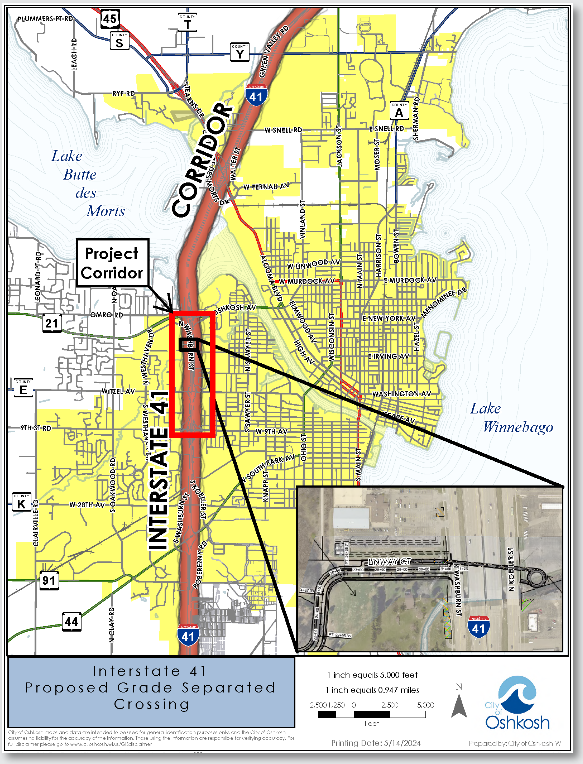
Oshkosh, Wisconsin

SS4A Award: $8,061,592

Project Description

The City of Oshkosh is awarded $8 million in funding for a project that includes design and construction of a bicycle and pedestrian bridge over Interstate 41 as an alternative, separated route connector to other nearby roadways. The current area includes roundabouts serving a nearby interstate that have seen multiple serious and fatal injuries.

The project improves multimodal connectivity and safety by connecting the bicycle and pedestrian network through a crossing separate from motor vehicle travel. The project will accompany City-funded acquisition of land and the construction of a shared-use path that will provide western bicycle and pedestrian access to the new bridge.



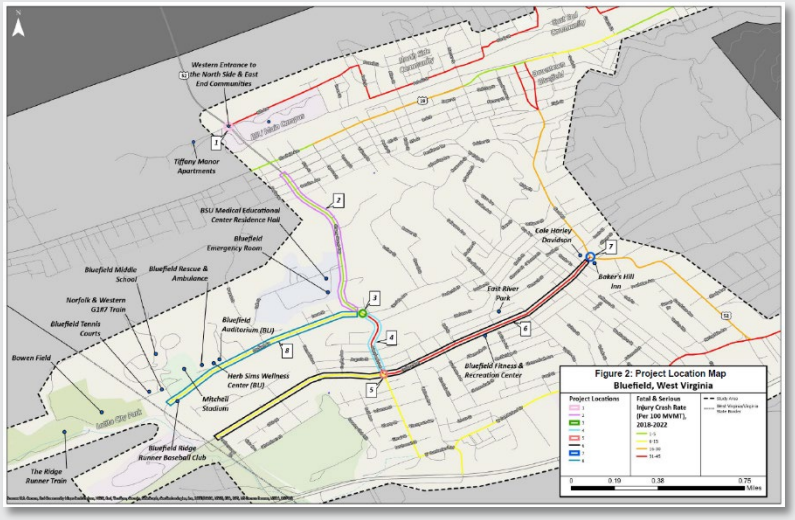
Making Residents, Students, and Visitors Safer in the Education and Recreation District

Applicant: City of Bluefield

Bluefield, West Virginia

SS4A Award: $25,547,532

Project Description



The City of Bluefield is awarded $25.5 million in funding to make safety improvements to a key gateway into historic African American communities and entrance to Bluefield State University. The transportation infrastructure in the project area was built without consideration for people walking, biking, and rolling, and popular destinations do not include sidewalks or shoulders. Pedestrians, cyclists, and wheelchair users must share the road with minimal facilities for their travel.

The project will convert four key intersections to roundabouts, create pedestrian and bicycle accommodations through a strategic mountain gap, and make safety improvements that include implementing traffic-calming strategies and installing sidewalks, crosswalks, rectangular rapid-flashing beacons, and streetlighting on selected corridors. The City received a 2022 SS4A grant to develop a Comprehensive Safety Action Plan.