

# SAFETY THROUGH THE TIGER 2015 DISCRETIONARY GRANT PROGRAM

In working to make the U.S. transportation system the safest in the world, DOT strives to improve public health and safety by reducing transportation-related fatalities and injuries. The 2015 round of TIGER is promoting projects that will reduce the number, rate, and consequences of surface transportation-related accidents. TIGER grants also foster a connected, accessible transportation system that is safe for the movement of goods and people in the United States. Some particular focus areas in which this years' TIGER grantees are improving safety include bicycle and pedestrian safety, rail-highway grade crossings, and deteriorated infrastructure.

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## **Bicycle and Pedestrian Safety:**

While we have achieved many safety gains through roadway safety design practices, there are too many roadways, especially in highly populated areas, that inconsistently provide adequate safety for pedestrians and bicyclists. Every year around one in six of roadway fatalities involve a bicyclist or pedestrian; in 2013 that was 5,175 fatalities pedestrian and bike fatalities. In order to improve bicycle and pedestrian safety, the 2015 TIGER grants are supporting infrastructure designs that can effectively and safely integrate walkers and bikers into existing and future transportation networks. Roadway designs that accommodate all users, referred to as complete streets, help to reduce fatalities and injuries.

## **Rail-Highway Grade Crossings:**

There are approximately 216,000 public and private at-grade rail-highway crossings in the United States, and these locations can be dangerous intersections between vehicles and trains. Annually about 250 fatalities occur at rail-highway grade crossings. In order to prevent accidents involving trains and highway vehicles, the 2015 TIGER grants are funding traffic control signals and barriers to alert drivers of oncoming trains and prevent roadway access during train crossings of rail-highway intersections. It also supports eliminate tracks from roads to separate these grade crossings.



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The **SR 347 Grade Separation Project** located in Maricopa, Arizona received \$15 million to construct a four-lane grade-separated highway overpass on a new alignment at the intersection of State Route 347 (SR347) and a double track rail line. Additionally, the project will relocate an existing passenger rail station, and construct rail siding to provide off-main rail line loading and unloading of passenger trains, as well as re-align several local streets with new intersections and construct a left-turn underpass ramp to accommodate the new SR347 route. The project will address safety for transportation users, including the economically-disadvantaged Ak-Chin tribe located on one side of the crossing, by reducing the number and rate of crashes and injuries at a high-risk intersection, as well as reducing congestion and delays from rear-end accidents.



The **Lowell Canal Bridges Project** in Lowell, Massachusetts received \$13,389,750 to replace and rehabilitate six bridges over the power canals in downtown Lowell. The project will improve safety by eliminating a detour for emergency vehicles, reopening sidewalks and bike lanes where they are currently closed due to bridge condition, and constructing those facilities where they do not exist.



The **Rail to Rail Active Transportation Corridor Connector Project** in Los Angeles, California received \$15 million to construct a bicycle and pedestrian multi-use corridor that links the Metro Blue Line Light Rail, Crenshaw/LAX Light Rail, and the Silver Line Bus Rapid Transit. The project will remove existing railroad track, pave several miles of bicycle path, install safety features like curb ramps and signage, construct new crosswalks, install lighting, and add landscaping features. By increasing the right-of-way space allocated to pedestrians, cyclists, and transit riders, the project will create a separated space and reduce current hazards for non-motorized travel.



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The joint **Missouri-Illinois U.S. Route 54 Mississippi River Bridge** project in Pike County, Missouri and Pike County, Illinois received \$10 million to replace the existing Champ Clark Bridge, an 87-year-old bridge that connects the city of Louisiana, Missouri with Pike County, Illinois. The project will improve safety by replacing a structurally deficient and functionally obsolete bridge and providing more space for all bridge users, including bicyclists and pedestrians, to safely cross.



The **NEC Portal Bridge Replacement Acceleration Project** located in Hackensack, New Jersey received \$16 million for construction activities to accelerate replacement of the century-old Portal Bridge spanning the Hackensack River on the Amtrak Line that connects New York Penn Station with the Trenton, New Jersey section of the Northeast Corridor. Facilitating bridge replacement addresses its operational and maintenance inefficiencies.

Similarly, the increased height, improved design speed, and ease of performing routine maintenance on the future bridge will significantly improve the functionality and safety of the facility.

The **Pueblo of Laguna Bike and Pedestrian Priority Route Construction** project located in Laguna, New Mexico received \$1 million to construct bike and pedestrian improvements, which were planned with a TIGER II grant, along NM Highway 124 at the Pueblo of Laguna in New Mexico. The project provides new facilities to accommodate bicyclists and pedestrians along a highway where none exist, thereby improving the highway's safety for its non-motorized users. By expanding the network of pedestrian and bicycle routes, the project also enhances connectivity to schools, jobs and other essential services for residents of this low-income, high unemployment community.



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The **Western Vermont Freight-Passenger Rail Project** located in Vermont received \$10 million to improve service on the State-owned rail line between Rutland and Burlington, Vermont. This includes the replacement of track with new rail, ballast, and ties; the rehabilitation of the Rutland Wye; new gates for public crossings; a new passing siding in Pitsford and a crossover in Leicester to allow for operational flexibility. The project also includes installing new passenger platforms in Middlebury, Vergennes, and Burlington, which are necessary to enable the extension of Amtrak's Ethan Allen Express service from Rutland to Burlington. In addition, the project will finish upgrading the last five, ungated public grade crossings with new safety features. This will reduce the incidence of pedestrian/bicyclist and rail interactions and ensure safer rail, vehicular and non-motorized conditions.

