



Safety Streets and Roads for All (SS4A)



Jessica Rich, SS4A Program Manager

Federal Highway Administration Office of Safety

Tennessee Section of Institute of Transportation Engineers Summer Meeting

July 28, 2023



Disclaimer

Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.

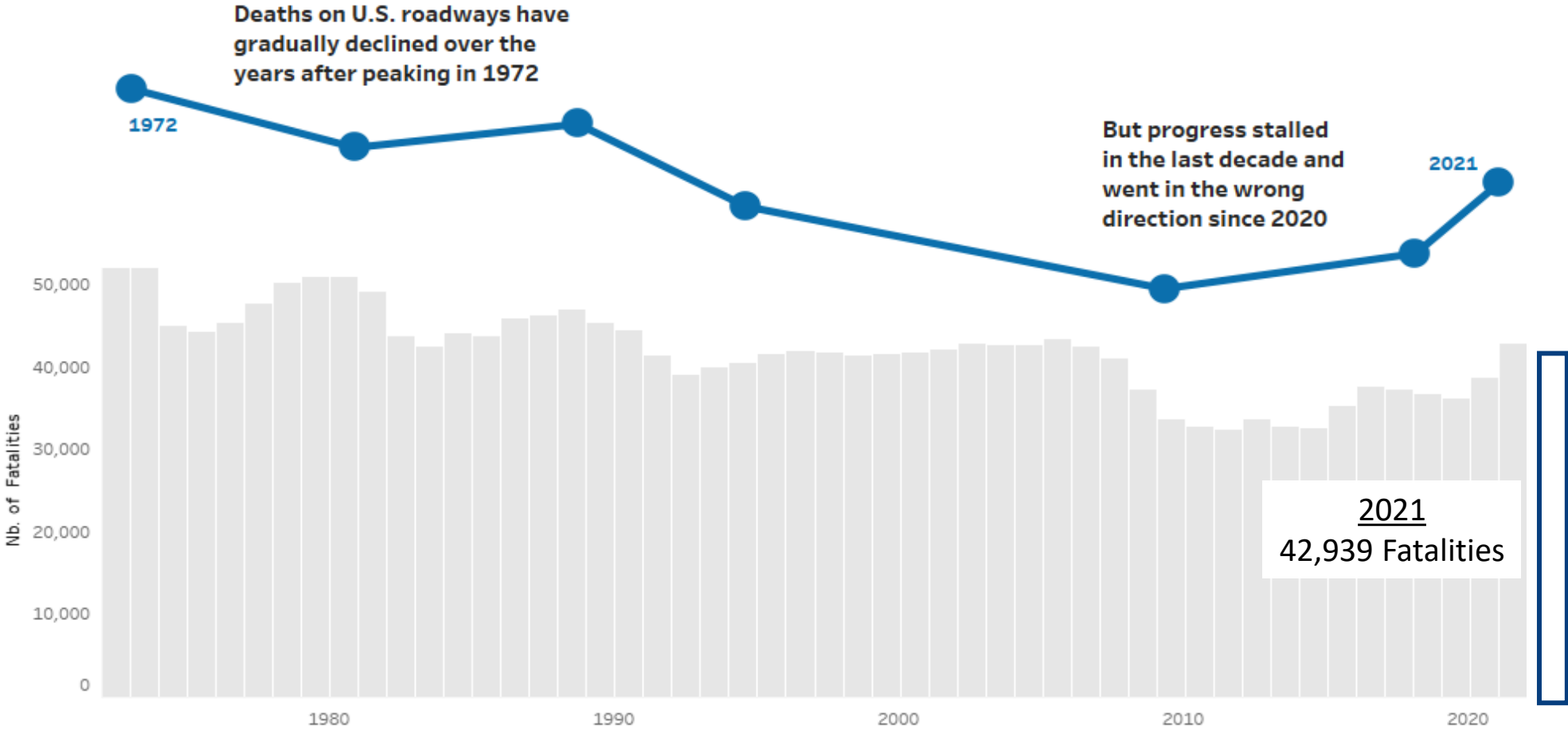
Overview

- National Roadway Safety Strategy
- Safe System Approach
- SS4A Program
- FY 2022 Awards
- FY 2023 Notice of Funding Opportunity (NOFO)
- Resources and Reminders
- Questions



The Roadway Safety Crisis

U.S. Roadway Deaths over Time: Moving in the Wrong Direction

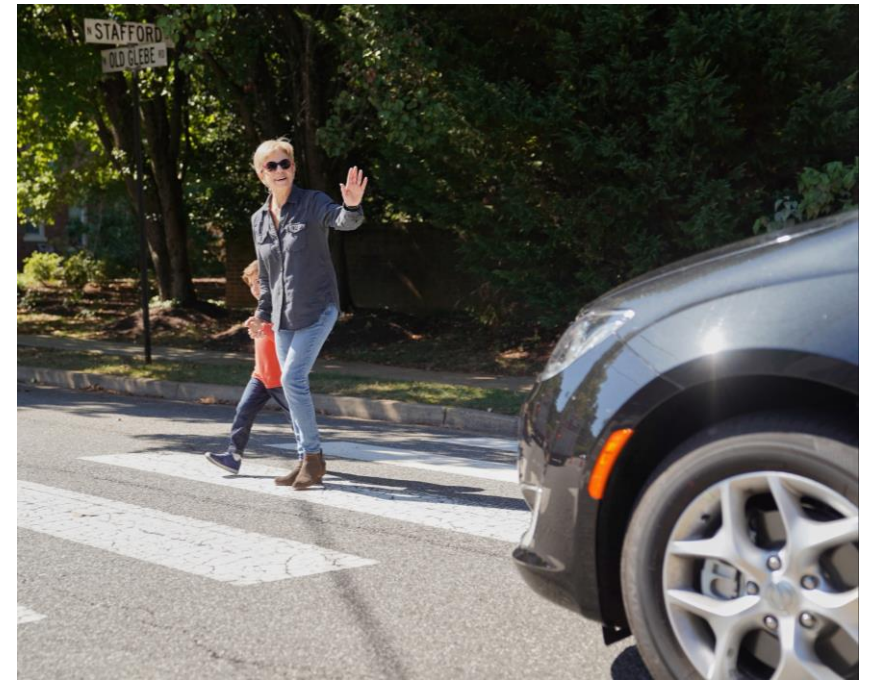


Source: U.S. Department of Transportation, 2023 Progress Report on the National Roadway Safety Strategy, February 2023; NHTSA Overview of Motor Vehicle Traffic Crashes in 2021, April 2023.

National Roadway Safety Strategy (NRSS)

U.S. DOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- ❖ **Sets a vision and goal** for the safety of the Nation's roadways
- ❖ **Adopts the Safe System Approach** principles to guide our safety actions
- ❖ **Identifies new priority actions and notable changes to existing practices** and approaches that target our most significant and urgent problems, and are, therefore, expected to have the most substantial impact.
- ❖ www.transportation.gov/NRSS



Source: NHTSA



Safe System Approach



Source: U.S. Department of Transportation, 2023 Progress Report on the National Roadway Safety Strategy, February 2023.

Safe Streets and Roads for All

Key program that supports the National Roadway Safety Strategy



Source: Gorodenkoff - stock.adobe.com

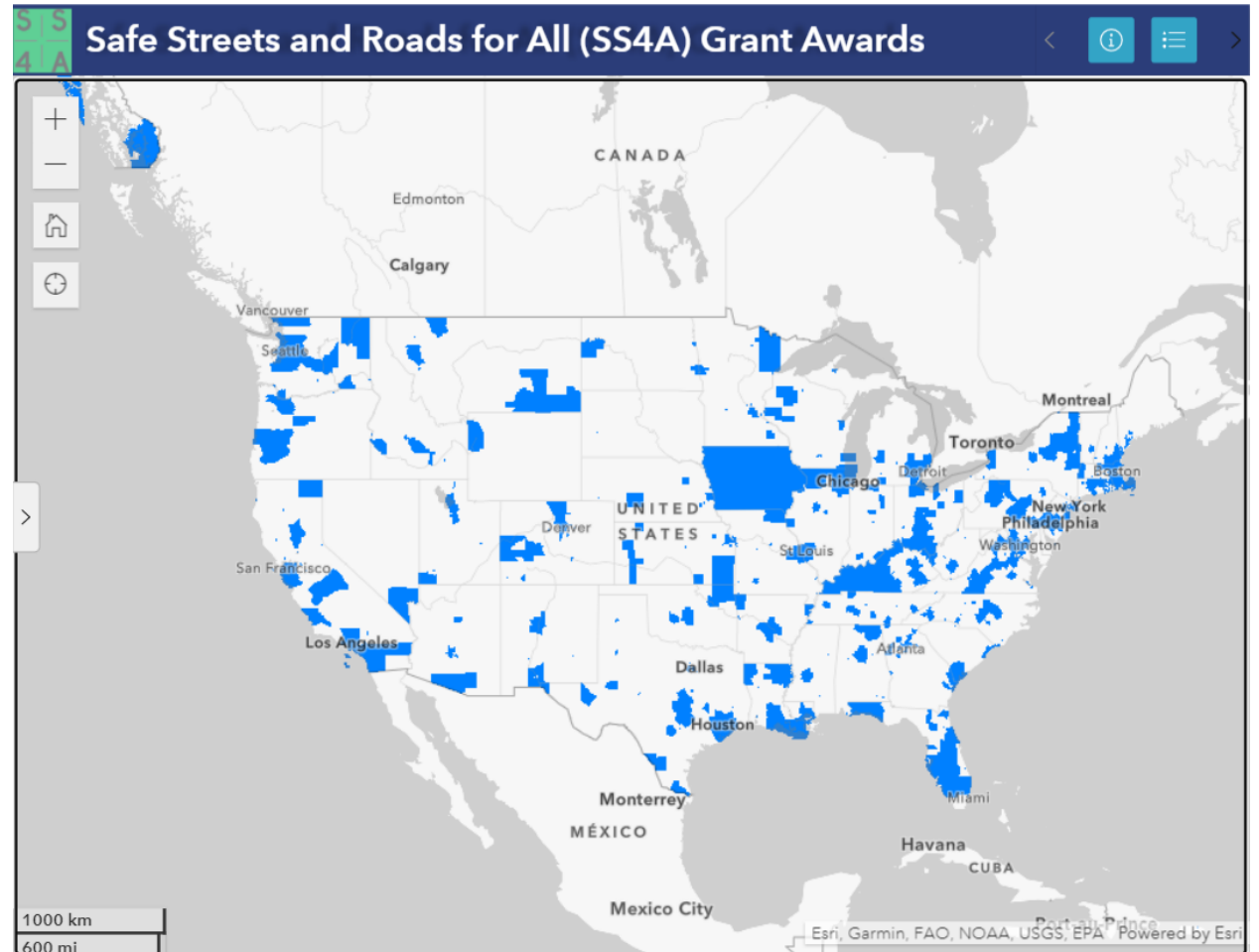
Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" Initiatives.

\$1 billion in annual funding, FY22-26



Safe Streets and Roads for All

- 511 communities were selected for FY 2022 grants
 - 474 Action Plan Grants
 - 37 Implementation Grants
- More than \$800 million total
- Funds will improve roadway safety planning for over half the nation's population



Source: <http://www.transportation.gov/SS4A>



Types of FY 2022 SS4A Grants

- Action Plan Grant
 - Developing a comprehensive safety action plan (Action Plan)
 - Conduct supplemental action planning activities in support of an existing comprehensive safety action plan
- Implementation Grant:
 - Carrying out projects and strategies identified in an Action Plan.
 - Supplemental planning activities: conducting planning, design, and development activities for projects and strategies identified in an Action Plan.



SS4A Required Action Plan Components

S | S
4 | A

Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).



Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



U.S. Department of Transportation

Still have questions? Visit the [SS4A website](https://www.transportation.gov/SS4A)
SS4A Action Plan Components | Page 1 of 2

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

Leadership Commitment and Goal Setting

Planning Structure

Safety Analysis

Engagement and Collaboration

Equity Considerations

Policy and Process Changes

Strategy and Project Selections

Progress and Transparency



Selection Criteria – Implementation Grants

- Safety Impact
- Equity, Engagement and Collaboration
- Effective Practices and Strategies
- Climate Change and Sustainability and Economic Competitiveness
- Additional Consideration: Project Readiness
- Additional Consideration: Funds to Underserved Communities

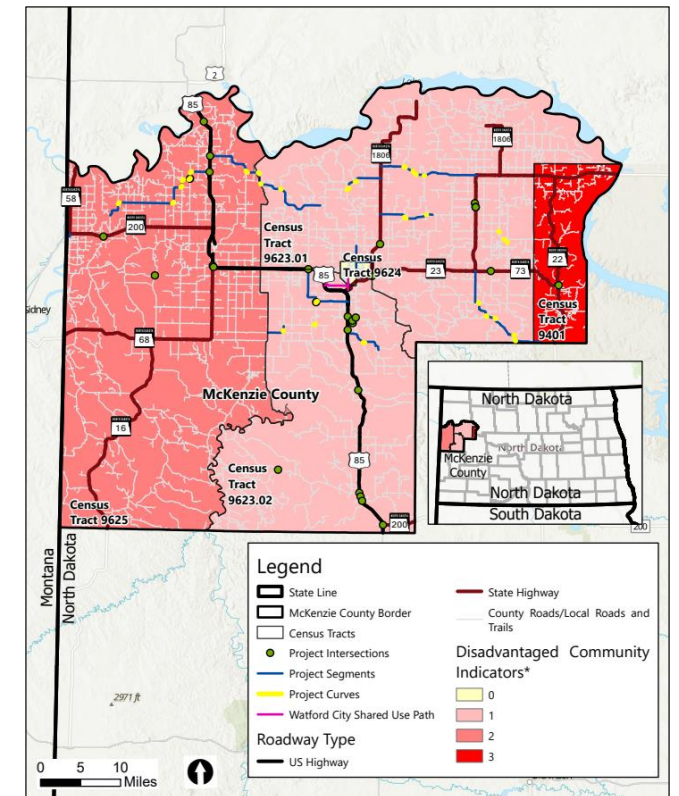


McKenzie County, North Dakota: \$2,858,595 Implementation

This project will implement systemic safety improvements that address **rural safety problems** including right-angle intersection crashes, lane departures, and non-intersection crashes along a curve.

Project Highlights:

- Approximately 21 corridors, 30 curve locations, and 30 intersections, selected based on a **high-injury network analysis**.
- Safety improvements include enhanced **pavement markings, signing improvements**, shoulder and centerline **rumble strips, streetlights**, and a **separated bicycle and pedestrian path**.
- McKenzie County has the **highest number of fatalities** per county in North Dakota.

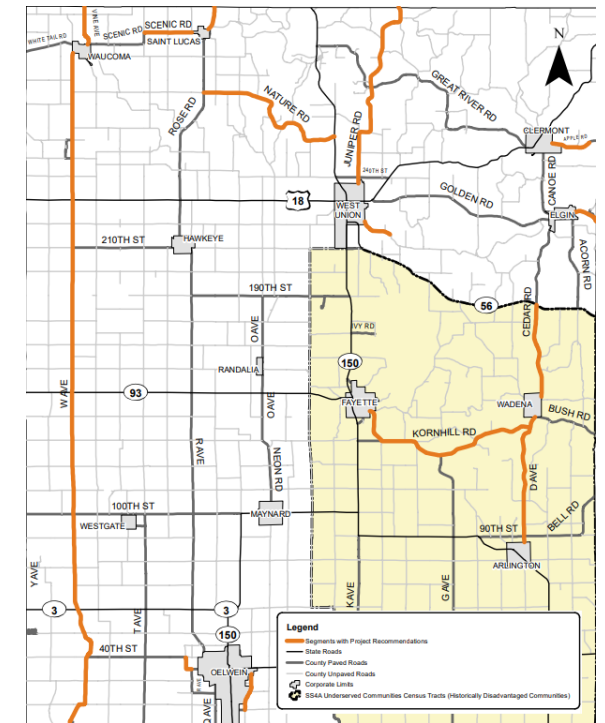


Fayette County, Iowa: \$10,425,879 Implementation

This project will implement **shoulder widening, rumble strips, and other low-cost treatments** along approximately 50 miles of roadway in an area that is defined by steep hillsides, narrow valleys, limestone cliffs, trout streams, and forested hillsides.

Project Highlights:

- Shoulder drop-offs are particularly dangerous for **inexperienced drivers**, and **roadway departure** is one of the most common types of crashes involving serious and fatal injuries.
- Project locations were selected based on a **roadway risk assessment** factoring for speed, segment length, and crash history.
- **Shoulder widening** will create more space for horse and buggy travel among Amish residents in the area and for other vehicles to safely pass.

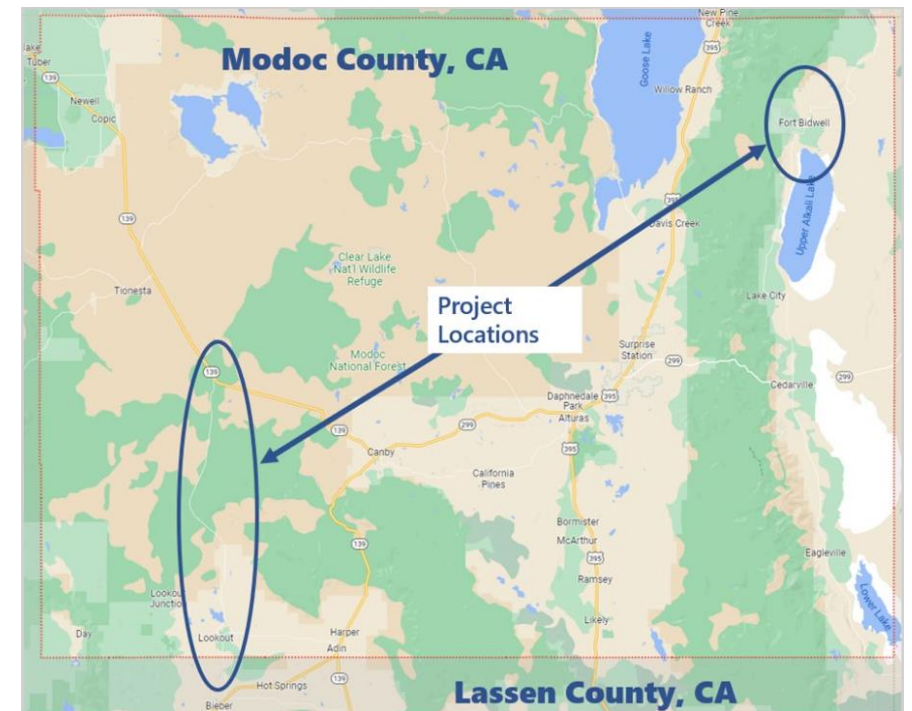


Modoc County, California: \$12,954,400 Implementation

This project will improve safety along two corridors in **rural disadvantaged communities and Tribal areas** that have Modoc County's most dangerous crash history: County Road 91 and County Road 1.

Project Highlights:

- Implement **bicycle lanes**, pedestrian **crosswalks**, **speed control**, and **infrastructure features for persons with disabilities**.
- Update crash data to include the most recent 10-year period to help **validate data sets** and **show the effectiveness** of the safety improvements.
- **Partnership** between Modoc County, the Town of Fort Bidwell, the Fort Bidwell Indian Reservation, and neighboring Lassen County.

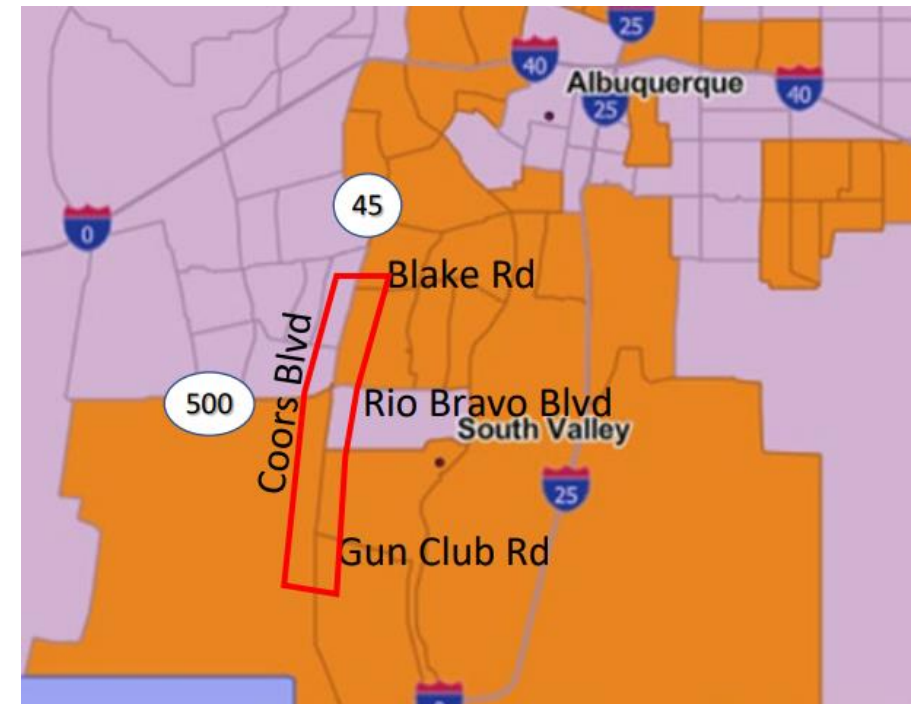


Bernalillo County, New Mexico: \$6,300,000 Implementation

This project will implement infrastructure safety countermeasures along nearly 2 miles of Coors Boulevard, including **reducing lane widths, lowering speed limits, installing protected bike lanes and sidewalks, and improving crosswalks.**

Project Highlights:

- The project will install **advanced stop bars**, refresh **crosswalk markings**, and implement **leading pedestrian intervals** and **radar feedback signage**.
- The project employs evidence-based, proven countermeasures supported by a **2022 road safety audit**.
- This project will benefit the **disadvantaged populations** who live in the area, especially **students** who attend school along the corridor.



What's New: General

- Applications must be submitted via Valid Eval, an online submission proposal system used by USDOT.
- **“Action Plan Grants” renamed “Planning and Demonstration Grants,” and may include demonstration activities.**
- Updated definition of underserved communities
 - Any Tribal land;
 - Any territory; or
 - USDOT Equitable Transportation Community Explorer **or** Climate and Economic Justice Screening Tool
- **Two anticipated award announcements:**
 - October 2023: Initial Planning and Demonstration Grant Awards
 - December 2023: Implementation Grant Awards, and remaining Planning and Demonstration Grant Awards



Planning and Demonstration Grants include, but are not limited to

Action Plan

- Develop or complete an Comprehensive Safety Action Plan

Supplemental Planning

- Topical safety plans
- Road safety audits
- Additional safety analysis and data collection
- Targeted equity assessments
- Follow-up stakeholder engagement

Demonstration Activities

- Feasibility studies using quick-build strategies
- Manual on Uniform Traffic Control Device (MUTCD) engineering studies
- Pilot programs for behavioral or operational activities
- Pilot programs for new technology



- **The final deliverable for supplemental planning** is a publicly available, written document that connects to, or enhances, an Action Plan. Examples include:
 - A Vision Zero Action Plan which has been updated to include results from a targeted equity assessment.
 - A new Complete Streets Plan which complements and informs the City's Vision Zero Action Plan.
- **The final deliverable for demonstration activities** is an updated Action Plan which includes an assessment of the demonstration activities performed.
 - Action Plans must incorporate information gathered from demonstration activities into the final list of projects or strategies and/or inform another part of the Action Plan.



Implementation Grants

- Implementation Grants applications must fund projects and strategies identified in an Action Plan that address a roadway safety problem.
- Behavioral, operational, and infrastructure safety activities are all eligible.
- Applicants must have a qualifying Action Plan in place to apply for Implementation Grants.
- Implementation applications may also include supplemental planning and demonstration activities.



Source: FHWA



www.transportation.gov/grants/SS4A



Questions?

Jessica G. Rich, Program Manager
Safe Streets and Roads for All Team
Federal Highway Administration

SS4A@dot.gov

