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## Safe Streets and Roads for All (SS4A) Grants



# SS4A AWARDS

## FY 2023 Implementation Grants

## SS4A 2023 Implementation Grant Award Fact Sheets

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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.*

Urban

## Safe Streets and Roads for Fayetteville, Arkansas - Accelerating Change Toward Vision Zero

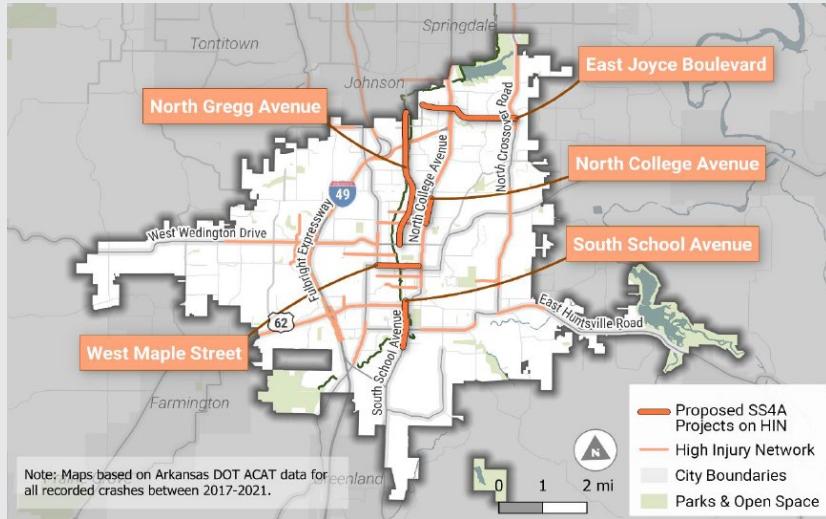
**Applicant: City of Fayetteville**

*City of Fayetteville, Arkansas*

**SS4A Award: \$25,000,000**

### Project Description

The City of Fayetteville is awarded funds to implement its Vision Zero strategy, which addresses safety problems in the City's most critical transportation corridors. These roadways were constructed using outdated auto-oriented designs that invite high-speed driving and lack basic infrastructure for non-vehicular use. These roadways have been identified on Fayetteville's high-injury network, which represents just 12 percent of Fayetteville's roadway miles but accounts for 60 percent of fatal and serious-injury crashes.



This project will implement five major capital improvement projects on high-injury corridors, paired with a community-wide education and awareness campaign (funded as a supplemental planning and demonstration activity). The five major projects will implement [Proven Safety Countermeasures](#) including improved lighting and corridor access management; appropriate speed limits; roundabout installation; dedicated left- and right-turn lanes at intersections; and vulnerable road user countermeasures including raised medians, pedestrian refuge islands, road diets, sidewalks, bike lanes, rectangular rapid-flashing beacons, and crosswalk visibility enhancements.

Rural

## SS4A Implementation Grant for the Highway 141 and E. Johnson Avenue Corridors in Jonesboro AR

**Applicant: City of Jonesboro**

*Jonesboro, Arkansas*

**SS4A Award: \$3,818,433**

### Project Description

The rural college town of Jonesboro, Arkansas, is awarded funding for two implementation projects to improve pedestrian and driver safety in two underserved Census tracts.

The first project will install sidepaths, crosswalk visibility enhancements, pedestrian hybrid beacons, two covered bus stops, and ADA-compliant wheelchair ramps on a busy four-lane stretch of State Highway 141, where children account for much of the foot traffic.



The second project will install LED streetlights on an uncommonly dangerous, poorly-lit section of E. Johnson Avenue, a primary arterial road that connects the downtown business district to Arkansas State University and is used by 18,000–20,000 vehicles per day. Improved lighting is a Proven Safety Countermeasure that is expected to dramatically improve the safety of pedestrians and drivers alike on this 2.4-mile stretch of road that accounts for 11 percent of the City's nighttime pedestrian fatalities and 33 percent of all fatalities on Jonesboro's six priority crash corridors.

Rural

## Butler Avenue Complete Streets Conversion

**Applicant:** City of Flagstaff

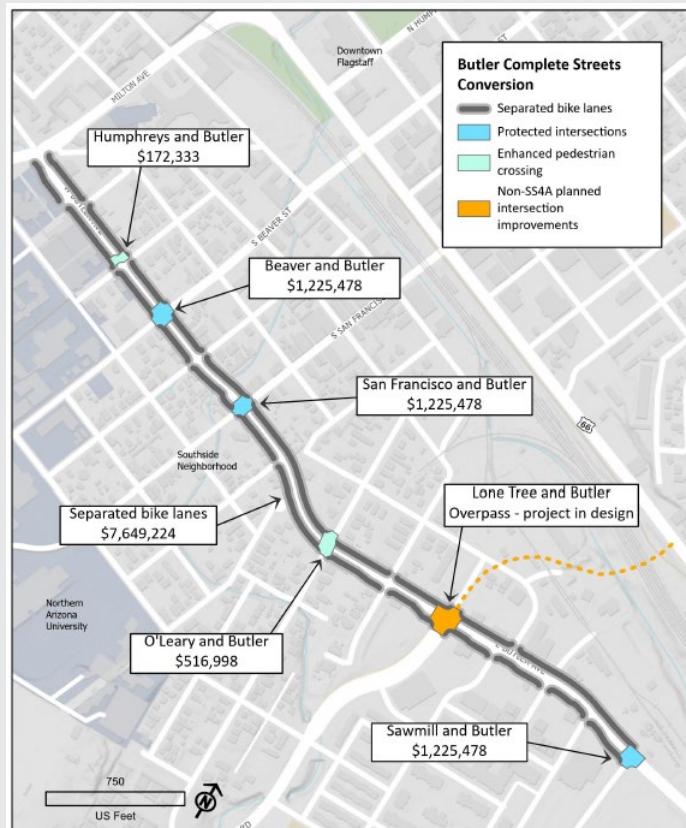
*Flagstaff, Arizona*

**SS4A Award:** \$9,611,991

### Project Description

The City of Flagstaff, Arizona, is awarded funds to implement the Butler Avenue Complete Streets Conversion. Butler Avenue is an arterial roadway with speeds ranging between 35 and 40 mph and has been identified as the single-highest bicycle-crash corridor within City jurisdiction by the Active Transportation Master Plan. Within the last 5 years, the corridor has had 282 recorded crashes, including 9 serious-injury incidents and 1 fatality involving bicyclists.

The City will convert 0.9 miles of arterial road in the urban center of Flagstaff to a Complete Street. The project includes installing bike lanes that are grade-separated from motor vehicle traffic; three protected intersections; a new pedestrian crossing; upgrades to an existing pedestrian crossing; and pedestrian comfort features, such as landscape buffers, that also result in reducing speeds through the historic Southside Neighborhood in the core of Flagstaff.



Urban

## ReVISIONing Indian School Road

**Applicant: City of Phoenix Street Transportation Department**

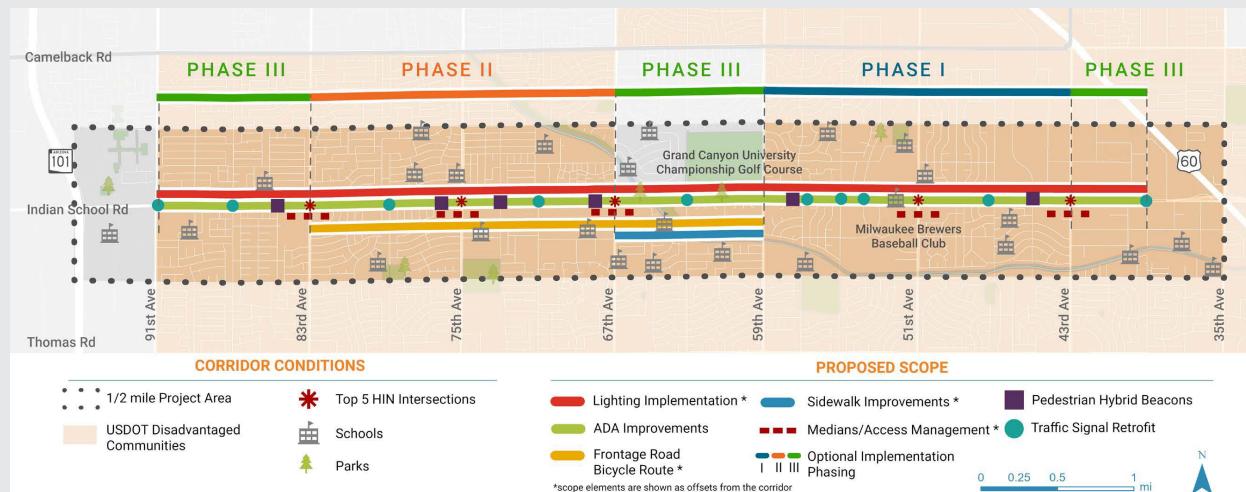
*Phoenix, Arizona*

**SS4A Award: \$24,962,745**

### Project Description

The City of Phoenix is awarded funding to implement intersection and pedestrian infrastructure changes and safety treatments along Indian School Road between 91st and 39th Avenues. There were 39 fatal and 85 serious-injury crashes (124 total) in the project corridor between 2017 and 2021, resulting in 39 people killed and 109 people seriously injured. Of the 39 fatalities, 48 percent involved people walking or biking, 52 percent occurred when it was dark, and 35 were left-turn collisions.

These factors and existing conditions of the corridor are being addressed through a suite of highly effective, safety-targeted project improvements, including the installation of sidewalks, pedestrian beacons, crossing improvements, and lighting improvements. Of the project area's adjacent Census tracts, 95 percent are categorized as disadvantaged communities.



Urban

## Foothill Boulevard Safety Improvements

**Applicant: City of Fontana**

*Fontana, California*

**SS4A Award: \$19,808,986**

### Project Description

This project is awarded funds to dramatically improve safety for motorists, pedestrians, and bicyclists with complete infrastructure improvements along Foothill Boulevard (part of historic Route 66) in the City of Fontana, California.

This project will provide bike lanes, ADA-compliant sidewalks, ADA ramps, and updated signage to enable residents of underserved communities to reach public transit safely by including four public bus stops within the project limits with direct connections to neighboring cities, county services, a Metrolink station, Ontario International Airport, Cal State San Bernardino, a community college, and numerous service providers, schools, homes, and job centers throughout the region.



Urban

## Equitable Complete Streets for Challenger Way Corridor

**Applicant: City of Lancaster**

*Lancaster, California*

**SS4A Award: \$19,652,736**

### Project Description

The City of Lancaster, California, in the Greater Los Angeles area is awarded funds for multiple [Complete Streets](#) improvements on Challenger Way for pedestrians and bicyclists.

The corridor had a total of 148 crashes, including 9 killed or severely injured, between 2017 and 2021.

Interventions include widening and protecting existing bike lanes by installing striped buffers and vertical bollards, raising medians, and adding dedicated left-turn lanes on intersections. Other key elements include additional street lighting, high-visibility continental crosswalks, bulb-outs, and use of native vegetation. The project will address the corridor's oversized street design and unsafe travel conditions. The project will also improve safety for the users of a local bus route that utilizes the corridor.



Urban

## South Main Street Complete Streets Project

**Applicant: City of Riverside**

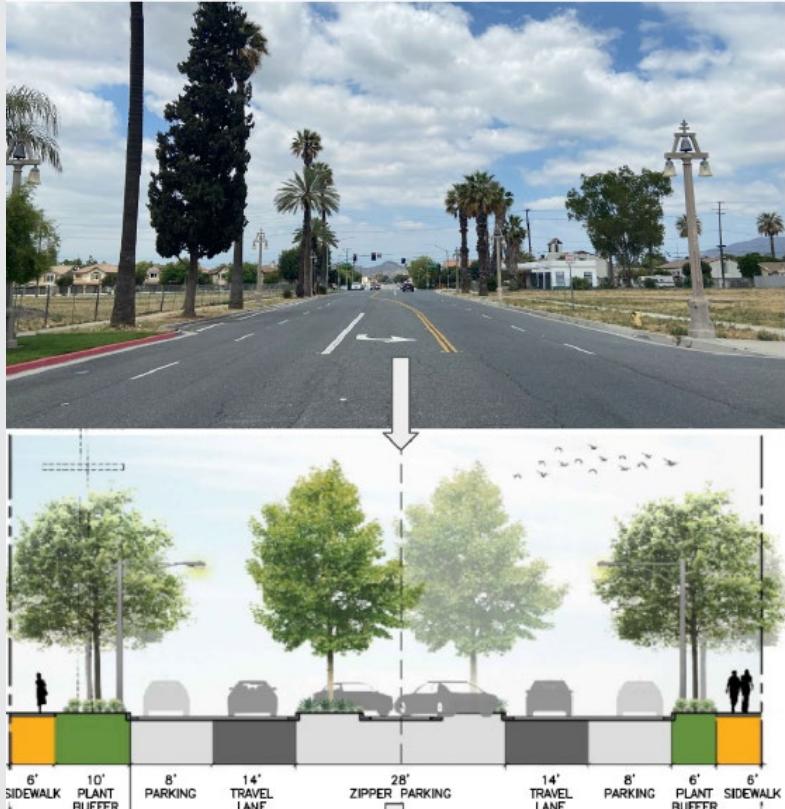
*Riverside, California*

**SS4A Award: \$11,104,807**

### Project Description

The City of Riverside is awarded funds to construct infrastructure improvements on a well-traveled and high-collision corridor along South Main Street from 3rd Street to State Route-60 Freeway.

Improvements will include several Proven Safety Countermeasures, such as a road diet, dynamic/variable speed warning signs, bicycle lanes and signage, bicycle sharrows, sidewalk and curb ramp improvements, high-visibility crosswalks, audible pedestrian push buttons within the half-mile surrounding the corridor, and zipper parking in the median. The improvements will encourage slower vehicular speeds and further support multimodal transportation.



Approximately 80 percent of the residents along the corridor live in underserved communities, with 25 percent living below the Federal poverty level. The population is about 68 percent Hispanic. The corridor is in the top 5 percent of most heavily pollution-burdened areas in California.

Rural

## Williams Road Safe Street Corridor Project

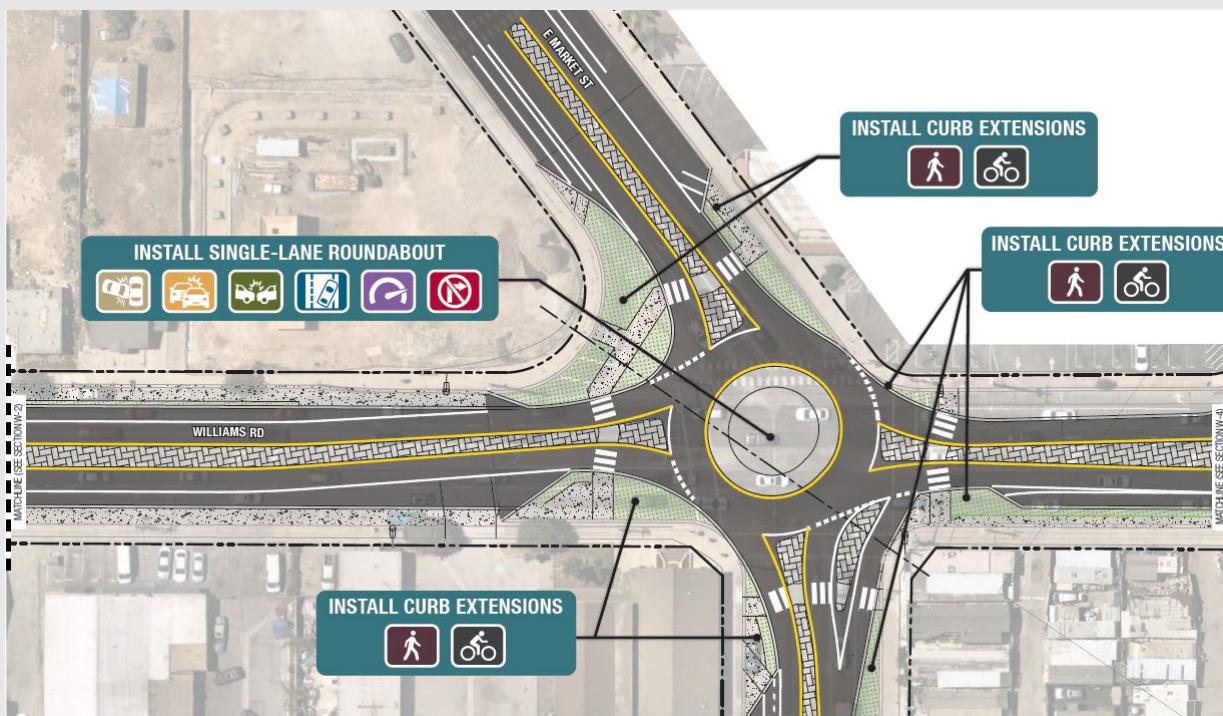
**Applicant: City of Salinas**

*Salinas, California*

**SS4A Award: \$16,000,000**

### Project Description

The City of Salinas, California, in Monterey County is awarded funds for implementing multiple safety improvements on Williams Road, based on the city's Vision Zero Action Plan, which includes a road diet, roundabouts, and raised, buffered bicycle lanes. The project addresses dangerous traffic conditions and behaviors on the corridor which include speeding, traffic signal non-compliance, and lack of adequate pedestrian and bicycle infrastructure. The corridor serves as the main throughfare for the Alisal community, a historically disadvantaged community, and connects residents to schools, libraries, fire station, shopping centers, and other local businesses. The project also includes high-visibility crosswalks, improved lighting, and new traffic signals.



Urban

## San José Safety at Key Intersections

**Applicant: City of San Jose**

*San Jose, California*

**SS4A Award: \$12,901,089**

### Project Description

The City of San Jose, California, is awarded funds to implement safety improvements at four arterial intersections in the City's high-injury network. These intersections have a high frequency of crashes with fatal and serious injuries involving pedestrians and bicyclists. All project locations are also transit hubs and transfer points. Speeding and red-light running are the top two violations at the selected locations.

This project will address safety issues through improvements such as protected intersections (e.g., closing slip ramps), signal modifications, added crosswalks, added sidewalks, pedestrian refuge islands, curb extensions, and raised protected bike lanes.

Several project locations piloted temporary quick-build treatments for short-term mitigation and are now in need of more substantial capital improvements to reduce fatal and serious-injury crashes.



Rural

## Citywide Systemic Safety Enhancements Project

**Applicant: City of Tracy**

*Tracy, California*

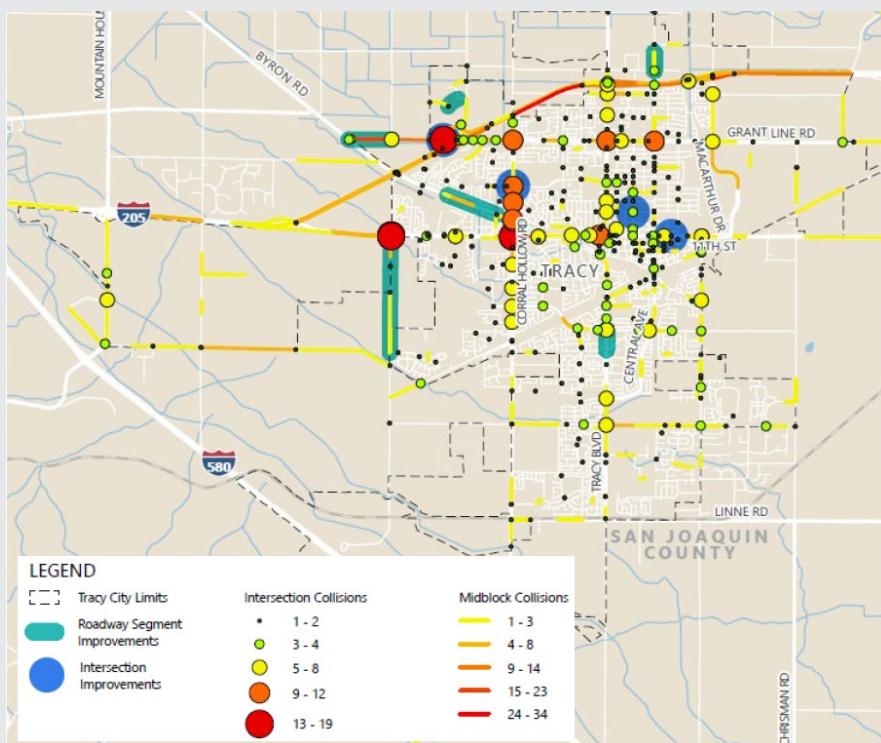
**SS4A Award: \$3,764,800**

### Project Description

The City of Tracy, located east of the Bay Area in California, is awarded funding to improve 10 locations along roadway segments and intersections with high concentrations of collisions.

Tracy's Local Road Safety Plan (LRSP) identified lane departure collisions and vulnerable roadway users as two of the emphasis areas for the City. The project addresses these two emphasis areas through low-cost safety countermeasures,

including edge line improvements, striping and signage, bicycle lanes, multi-use paths, pedestrian refuge islands, and high-visibility crosswalks. Implementing countermeasures city-wide at high-injury and high-stress locations is a highly cost-effective way to reduce fatality and severe-injury collisions. The project includes supplemental planning activities to update the LRSP and engage the community.



Urban

## Tenderloin Community Safe Streets Project

**Applicant:** San Francisco Municipal

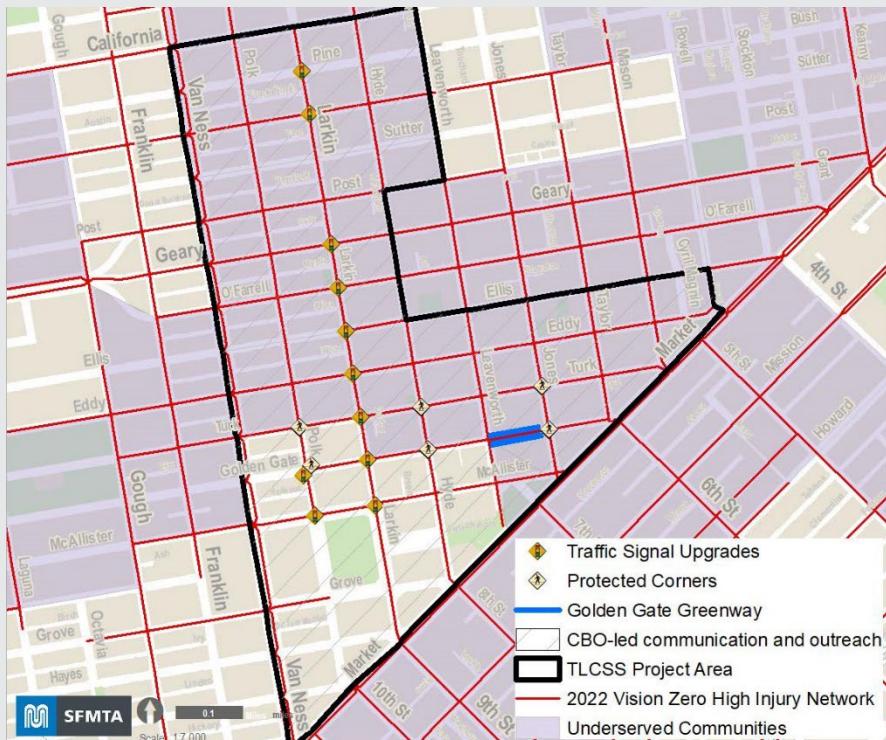
*San Francisco, California*

**SS4A Award:** \$8,000,000

### Project Description

The City of San Francisco, California, is awarded funds to address pedestrian safety issues in the Tenderloin, where pedestrians are 10 times more likely to be injured or killed by a car than elsewhere in the city.

Collisions are distributed throughout the neighborhood, and every street in the Tenderloin is on the City's high-injury network. The primary collision factors are running a red light, speeding, not yielding to pedestrians at a crosswalk, and unsafe turns.



Tenderloin is home to vulnerable populations, such as seniors and people with disabilities, who typically travel to nearby senior centers, public libraries, churches, and public health facilities.

Rural

## Safe Streets for Boulder: Systemic Safety Countermeasure Implementation

**Applicant: City of Boulder**

*Boulder, Colorado*

**SS4A Award: \$23,032,000**

### Project Description

The City of Boulder, Colorado, is awarded funds to address intersection and corridor safety issues for pedestrians and bicyclists. The project focuses on three key problems: pedestrian safety at marked, non-signalized crosswalks, crashes affecting vulnerable road users on priority arterial segments, and severe-injury crashes at 6 key intersections.

To address these issues, the project will implement safety best practices at 22 intersections in the City, including installing leading pedestrian intervals, rectangular rapid-flashing beacons, and protected intersections. Project components also include adding traffic signals and retroreflective backplates, constructing protected bike lanes and bus lanes, completing missing segments of an existing multi-use path, increasing all-red clearance intervals, and prohibiting right turns on red at key intersections. The project includes a demonstration activity to study and address right-turn slip lanes across Boulder.



Urban

## Western Connecticut Safety Improvements

**Applicant: Western Connecticut Council of Governments**

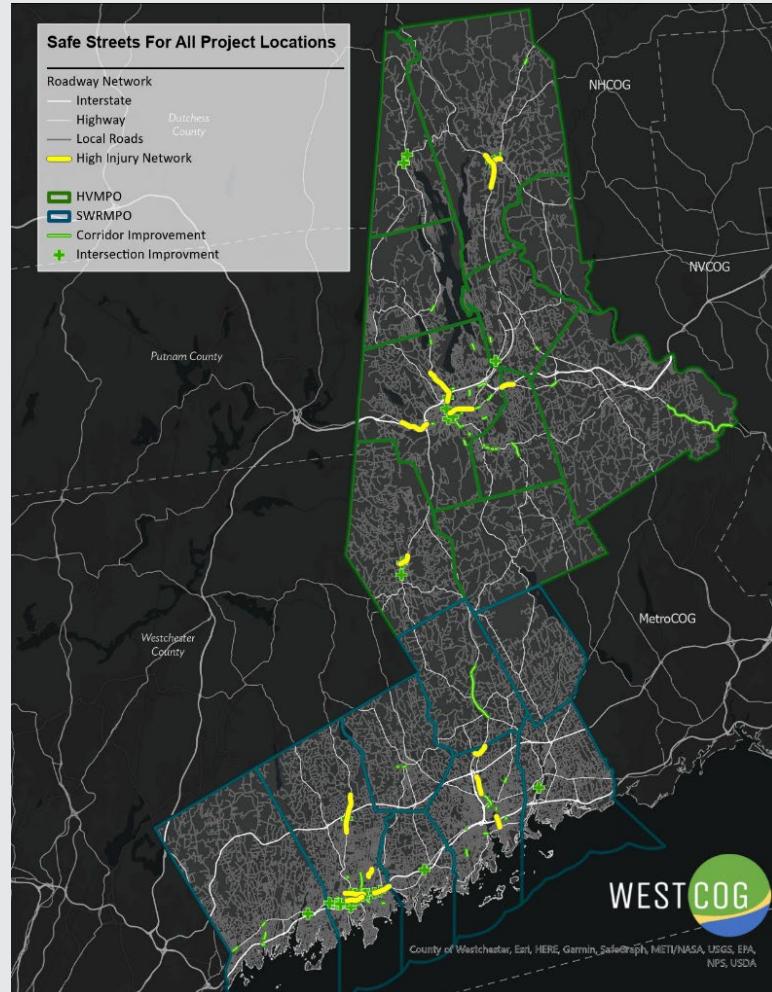
*Fairfield and Litchfield Counties, Connecticut*

**SS4A Award: \$3,959,346**

### Project Description

The Western Connecticut Council of Governments (WestCOG) is awarded funds for multiple safety improvements at 93 locations throughout Western Connecticut to address an increase in traffic crashes.

The member municipalities of WestCOG will implement pedestrian and vehicular safety measures including new or restriped high-visibility crosswalks, curb extensions, dynamic speed feedback signs, leading pedestrian intervals, all-stop intersection conversions, curve design improvements, and other improvements to facilitate walking and cycling in downtown areas, increase connectivity between municipalities in the region by facilitating access to bus stops, and reduce speeding in underserved communities, which make up more than 40 percent of project locations.



## Urban

## Advancing Transportation Equity Through Vision Zero in Miami-Dade County

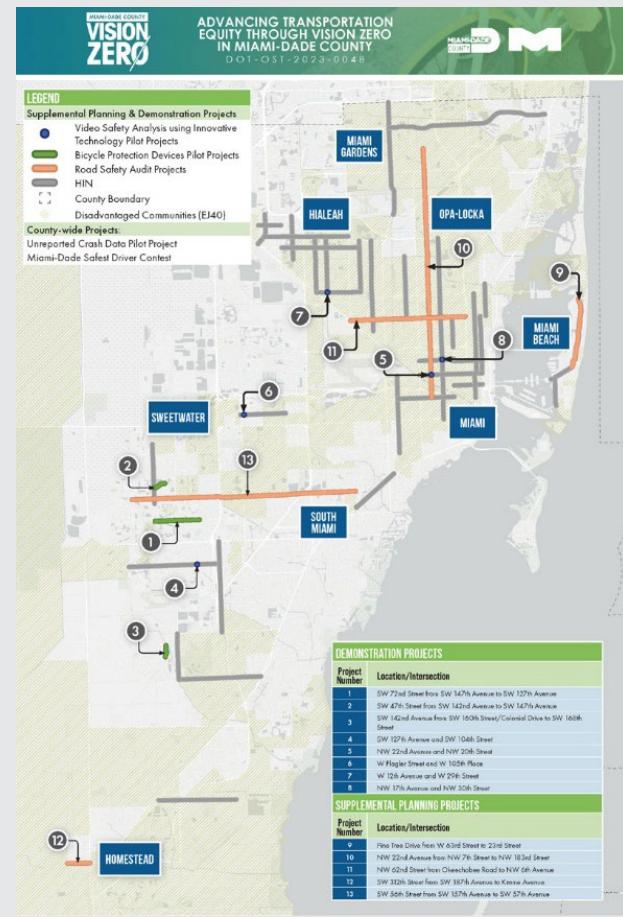
## Applicant: Miami-Dade County Department of Transportation and Public Works

*Miami-Dade County, Florida***SS4A Award: \$16,208,400**

## Project Description

Miami-Dade County is awarded funds for infrastructure improvements at 24 locations on the County's high-injury network along its high-speed arterial and collector roads. Of all fatal and severe-injury crashes, 86 percent occurred on arterial and collector roads even though these account for only about 20 percent of the total road miles in the county.

Projects include upgrading and installing signing, pavement markings, signalization, lighting, sidewalks, and pedestrian ramps, and repurposing a parking lane to a shared-use path. The countermeasures were determined via a thorough study of well-documented safety issues and chosen to address causes of crashes at key locations, with a focus on reversing the trend of disproportionate pedestrian and cyclist crashes, up nearly 40 percent between 2012 and 2022. In addition to addressing identified safety concerns, the projects enhance connections between disadvantaged communities and key destinations such as community amenities and transit services.



Rural

## Mālama Moali'i: Keawe Street Improvements

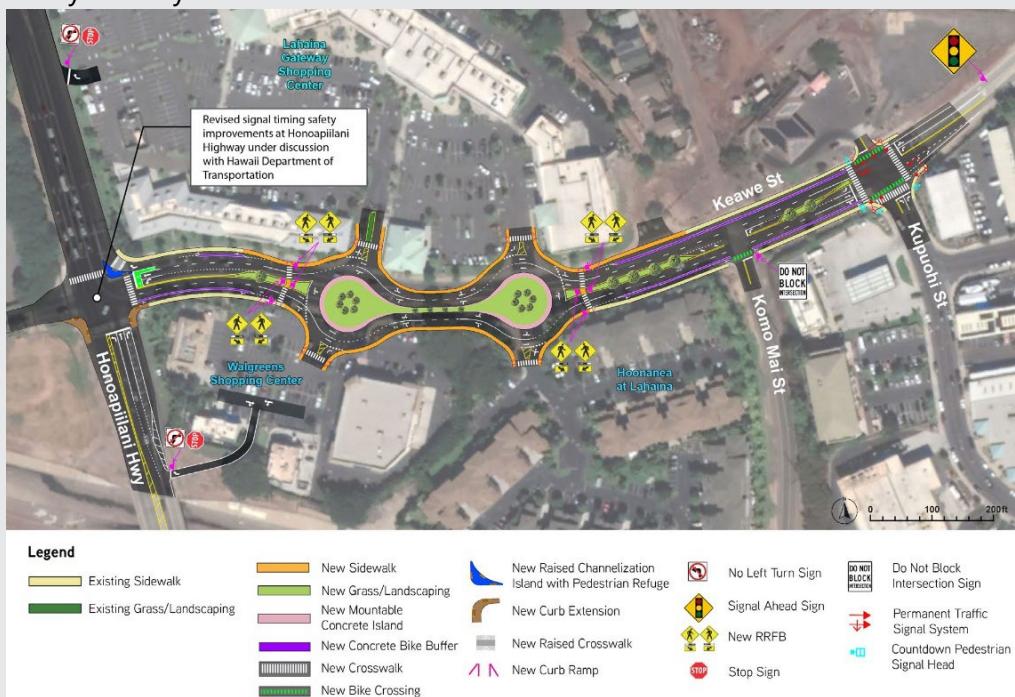
**Applicant: County of Maui**

*County of Maui, Hawaii*

**SS4A Award: \$13,400,000**

### Project Description

The County of Maui, Hawaii, is awarded funds for multiple safety improvements on Keawe Street, an important connector between two principal arterials in West Maui. The project includes crosswalks improvements, pedestrian refuge islands, roundabouts, and buffered bicycle lane to separate vehicular traffic from pedestrians and cyclists. The corridor experiences higher speeds and traffic volumes than designed for, and the dangerous conditions serve as a barrier for residential communities along Keawe Street to access nearby business parks and commercial centers within walking and cycling distances. The project will also install rectangular rapid-flashing beacons, reduce existing crossing distances, and install new bicycle boxes to improve safety for bicycle turns at intersections.



Rural

## Road Safety Improvements in Accordance with Webster County's Local Road Safety Plan

**Applicant: Webster County**

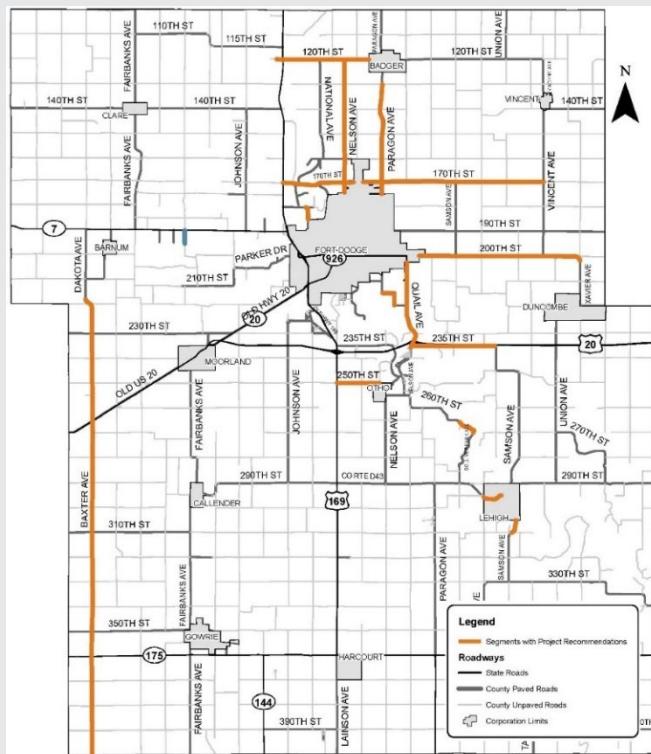
*Webster County, Iowa*

**SS4A Award: \$8,456,908**

### Project Description

Located in central Iowa, Webster County is awarded funds to improve the safety of 32.5 miles of rural county roads that have been identified as high-risk locations for crashes and fatalities. All of these roads have a history of fatal crashes in the last 5 years.

The project aims to reduce the number and severity of Webster County's most prevalent crash type—improper lane departures—by implementing Proven Safety Countermeasures such as widening and paving shoulders, adding edge and center line rumble strips, and applying pavement markings.



Urban

## Ogden Avenue Corridor Improvements Project

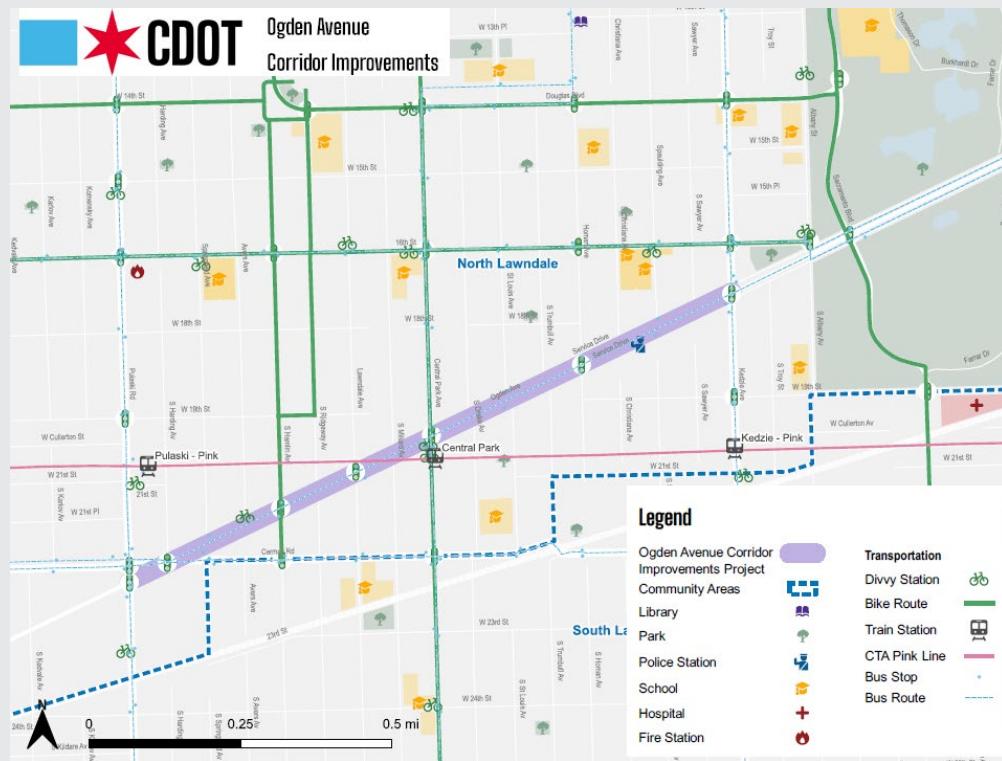
**Applicant: Chicago Department of Transportation**

*Chicago, Illinois*

**SS4A Award: \$20,927,748**

### Project Description

The Chicago Department of Transportation (CDOT) is awarded funding for a project that will implement corridor safety improvements on Ogden Avenue in North Lawndale, a high-crash area in the City's high-injury network. The project will implement multiple [Proven Safety Countermeasures](#) such as eliminating vehicular lanes; installing pedestrian refuge islands; building protected bike lanes along the entire corridor; and adding pedestrian countdown timers and leading pedestrian intervals at all signalized intersections. The project will also add bump-outs, ADA-accessible bus stops, raised crosswalks, and left-turn phasing.



Urban

## Broadway-Taylor Corridors

**Applicant: City of Fort Wayne**

*Fort Wayne, Indiana*

**SS4A Award: \$5,646,400**

### Project Description

The City of Fort Wayne, Indiana, is awarded funding to address substantial safety problems along two 30 mph roadway corridors and multiple intersections and access points. Safety problems identified include intersection and left turn crashes, pedestrian safety issues, and vehicle speeding. Interventions include roundabout construction and corridor improvements to reduce crashes and injuries, calm traffic, and improve vehicle and non-vehicle user safety on significant business and residential corridors. Countermeasures include a low-speed, single-lane roundabout; pedestrian refuge islands; and crosswalk visibility enhancements.



# SS4A Implementation Grant for the SS4A Project in Independence in Kansas

## **Applicant: City of Independence**

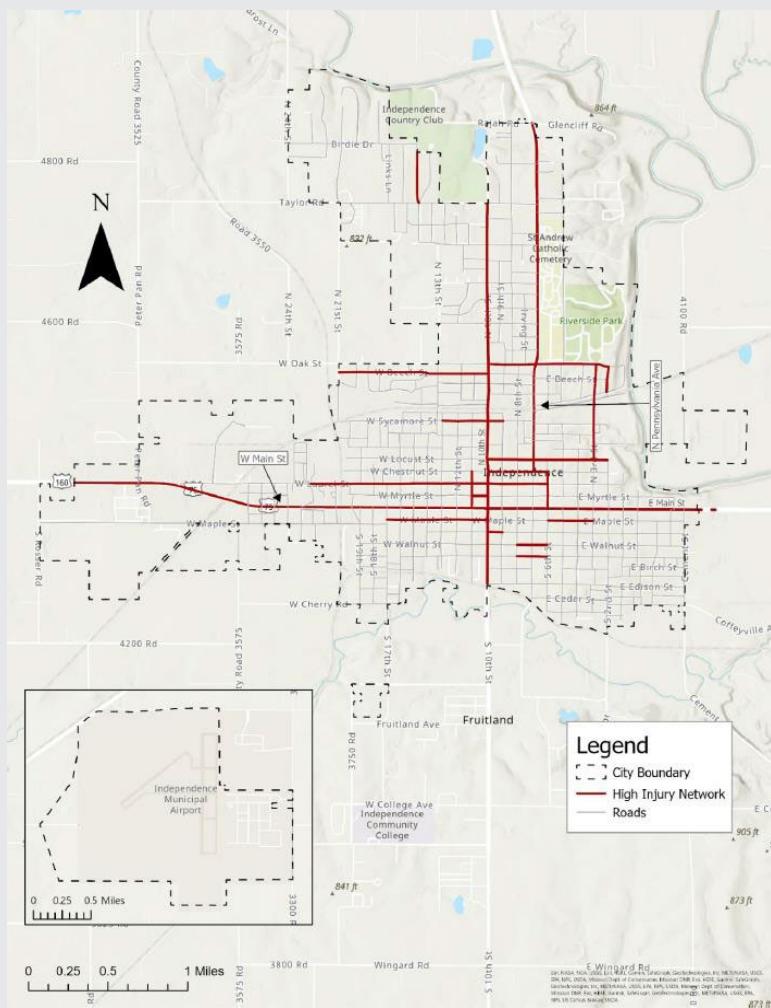
*Independence, Kansas*

## SS4A Award: \$1,284,000

## Project Description

The City of Independence, Kansas, is awarded funding to implement safety improvements along its high-injury network.

This project includes several low-cost, high-impact countermeasures to reduce and eventually eliminate injury crashes. The projects are Proven Safety Countermeasures and include pedestrian enhancements, ADA accessibility improvements, school zone improvements, speed management, and roadway conspicuity treatments.



## Urban

## Safe Streets for Lexington

**Applicant: Lexington-Fayette Urban County Government***Lexington, Kentucky***SS4A Award: \$21,720,000****Project Description**

The Lexington-Fayette Urban County Government (LFUCG) in Kentucky is awarded funds to reconstruct a portion of New Circle Road to implement significant safety upgrades on the highest fatal and serious-injury corridor identified in the Lexington Safety Action Plan. Many traffic fatalities occur in the underserved communities where this project is located due to the lack of safe multimodal transportation options.



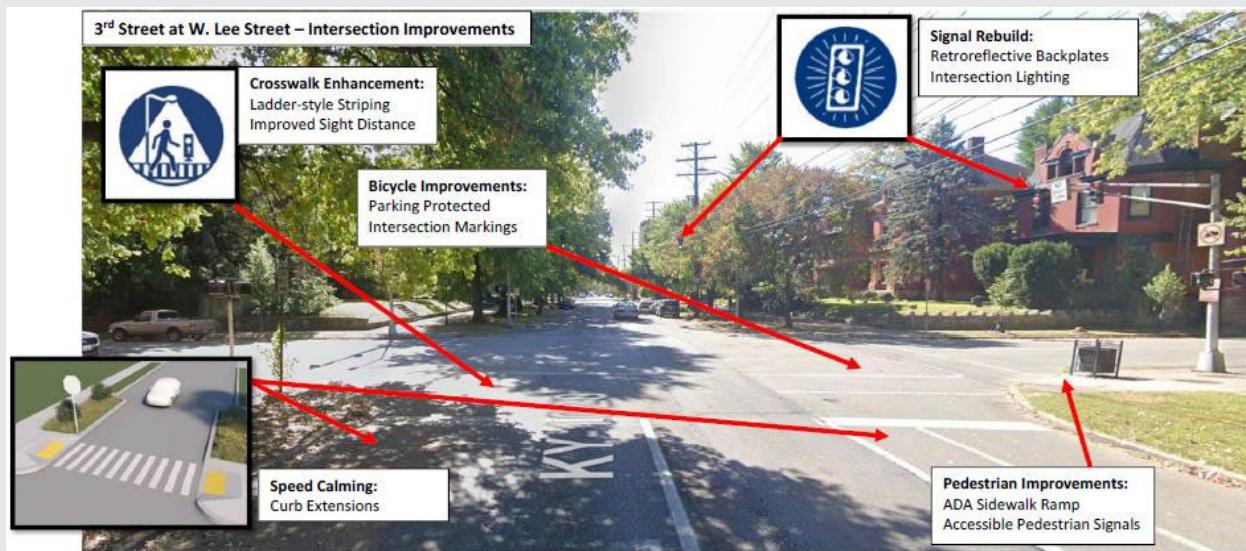
There are three components to the project: 1) improve the roadway and active transportation infrastructure on Northeast New Circle Road by implementing restricted crossing U-turns, increasing and improving pedestrian crossing locations, adding raised crossing islands, adding lighting, and building a 10-foot-wide shared use path on both sides of the roadway; 2) implement a county-wide safety education program; and 3) establish a Vision Zero coordinator position.

## Urban

## One-Way to Two-Way Conversion of 2nd Street and 3rd Street

**Applicant: Louisville Metro Government***Louisville, Kentucky***SS4A Award: \$7,500,000****Project Description**

Louisville Metro Government in Kentucky is awarded funds to address pedestrian safety issues along two key corridors. This project will convert a one-way couplet to 2 two-way streets, as the current design of the corridor can often be dangerous for pedestrians because of fast vehicle speeds. The project corridors of 2nd and 3rd Streets are located in historic Old Louisville between two pedestrian areas: Downtown and the University of Louisville. Converting these streets to a two-way design, rebuilding traffic signals, converting some signals to all-way stops, and constructing [Proven Safety Countermeasures](#) such as crosswalk visibility enhancements and lighting at every intersection will reduce speeds in historic Old Louisville and encourage walking and cycling in this dense, urban, historic neighborhood. The project also includes bicycle lanes, sidewalks and ADA-compliant ramps, and dedicated left- and right-turn lanes.



Urban

## Implementing Boston's New Traffic Signal Operations Design Policy

**Applicant: City of Boston**

*Boston, Massachusetts*

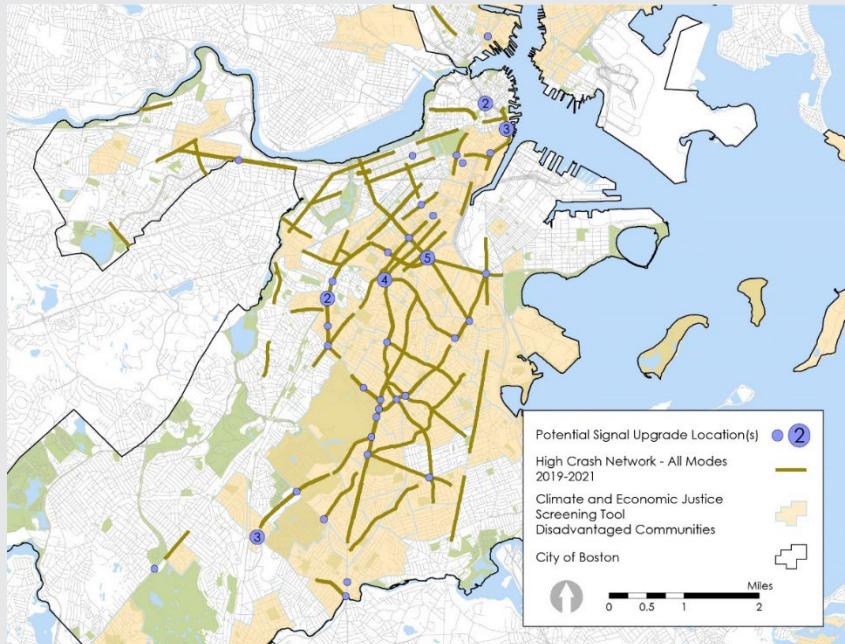
**SS4A Award: \$14,400,000**

### Project Description

The City of Boston is awarded funds to make systemic safety improvements to traffic signals at 50 locations across the City. Upgrades will adhere to the City's new Signal Operations Design Policy, which places greater emphasis on pedestrian safety by giving more time to crossing pedestrians and reducing high-risk turns.

The project will focus on upgrading locations in underserved communities and on improving conditions for all roadway users along the City's high-crash network. Currently, outdated equipment limits the City's ability to update many of these highest-priority locations.

The project will include equipment and programmed upgrades such as new pedestrian signals; modified signal phasing including protected/exclusive phases and leading pedestrian intervals; No Turn on Red signage; bicycle signals; stop bar and advanced detection for vehicles and bicycles; and physical reconfigurations for ADA compliance, such as moving push buttons.



## Urban

## Protecting Mount Rainier's Most Vulnerable

**Applicant: City of Mount Rainier***Mount Rainier, Maryland***SS4A Award: \$9,764,000****Project Description**

The City of Mount Rainier, Maryland (Greater Washington), is awarded funds for multiple citywide safety improvements to implement its Vision Zero Action Plan, which includes traffic calming, daylighting intersections, sidewalk gap-filling, lead pedestrian interval installation, and bicycle network improvements. The City will target underserved residents, who represent the majority, especially ones without access to a motor vehicle.

In addition, the City will improve pedestrian safety near schools using raised intersections and sidewalk expansion, including Mount Rainier Elementary School, which provides bus service to students due to dangerous pedestrian crossing conditions at nearby Rhode Island Avenue.

The project will also reduce speed limits, provide geometric improvements at intersections, install trail-crossing improvements, implement a No Turn on Red prohibition, and reallocate street space.



Urban

## City of Dearborn Michigan Warren Road Diet

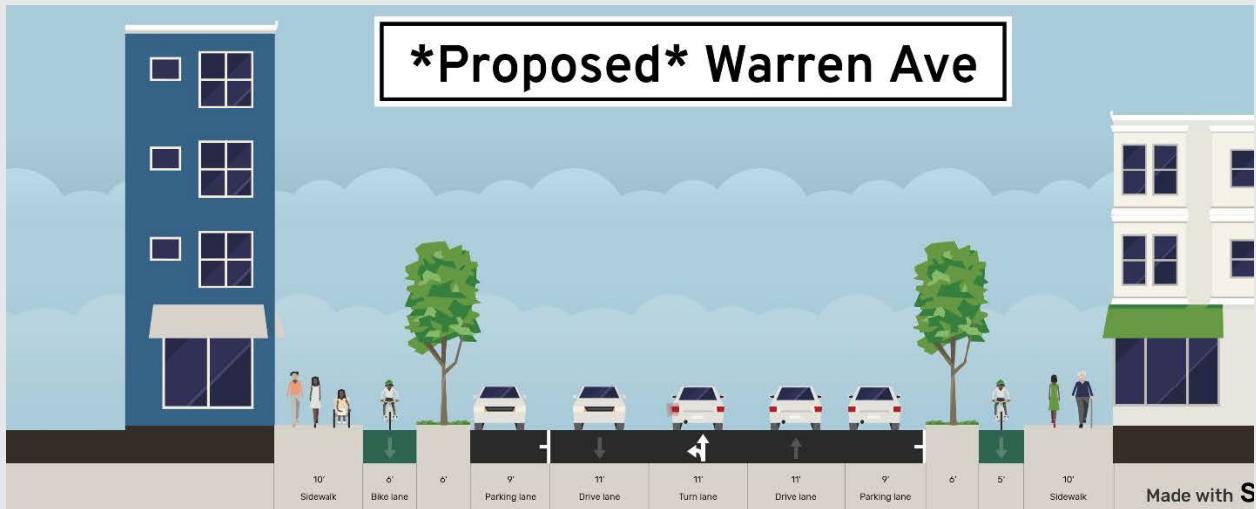
**Applicant: City of Dearborn**

*Dearborn, Michigan*

**SS4A Award: \$24,894,430**

### Project Description

The City of Dearborn, Michigan, is awarded funds for a road diet that focuses on a dual lane reduction on Warren Avenue. This 2-mile stretch of road currently hosts five lanes of traveling traffic and is a thoroughfare used to get to Detroit, Canada, and the Detroit Metro Airport. This project includes three primary objectives. First, the narrowing of Warren Avenue to calm traffic through the district. Second, infrastructural updates to the streetscape to incorporate a new demarcated bike lane and plant buffer to mitigate flood waters as well as beautify the grey urban area. Finally, this project will reimagine the streetscape with new LED lighting, which will lower the carbon footprint in the area, improve safety, and enhance visibility for pedestrians and motorists alike.

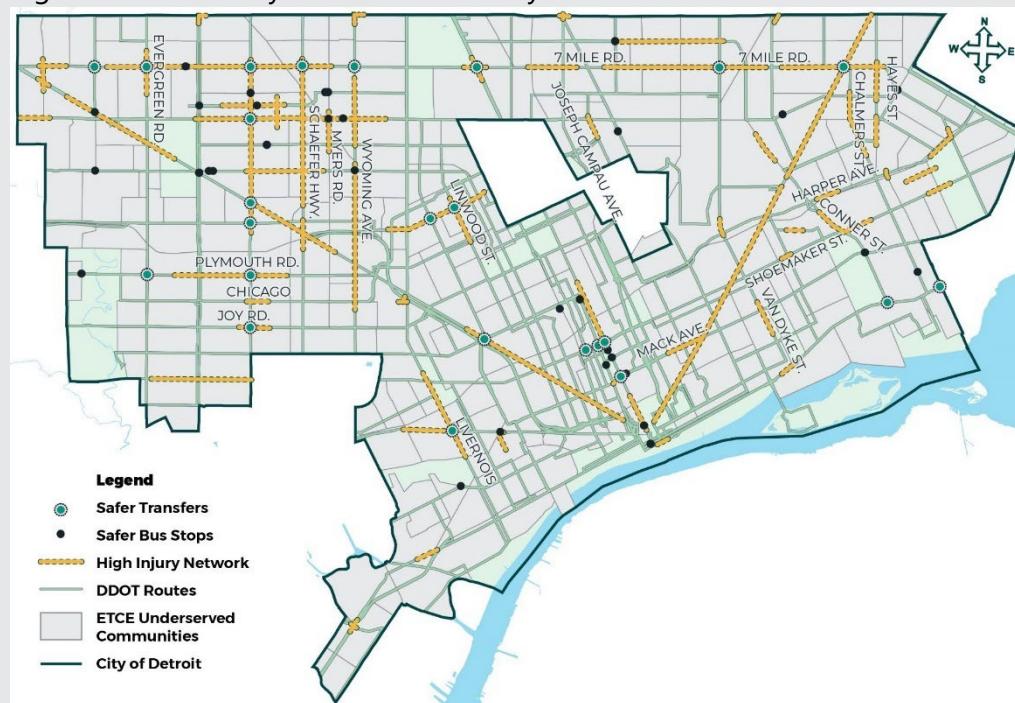


## Urban

## Detroit Safe Access to Transit

**Applicant: City of Detroit***Detroit, Michigan***SS4A Award: \$24,800,000****Project Description**

The City of Detroit, Michigan, is awarded funds to improve safety and bus stop accessibility at 56 high-crash intersections served by the Detroit Department of Transportation (DDOT) bus service. Improvements will support safer transfers between different routes and active/shared modes and include bus bulbs/transit islands; sidewalk widening and ADA curb ramp updates; high-visibility crosswalks; intersection lighting; and signal timing improvements. The City will also conduct a Level of Traffic Stress analysis to address gaps in bicyclist/pedestrian networks, update the City's Comprehensive Safety Action Plan, and pilot training for DDOT bus operators to ensure safe operations around people walking and biking. The City of Detroit has one of the highest traffic fatality rates in the country.



Urban

## Minneapolis Systematic Street Safety Improvements

**Applicant:** City of Minneapolis

*Minneapolis, Minnesota*

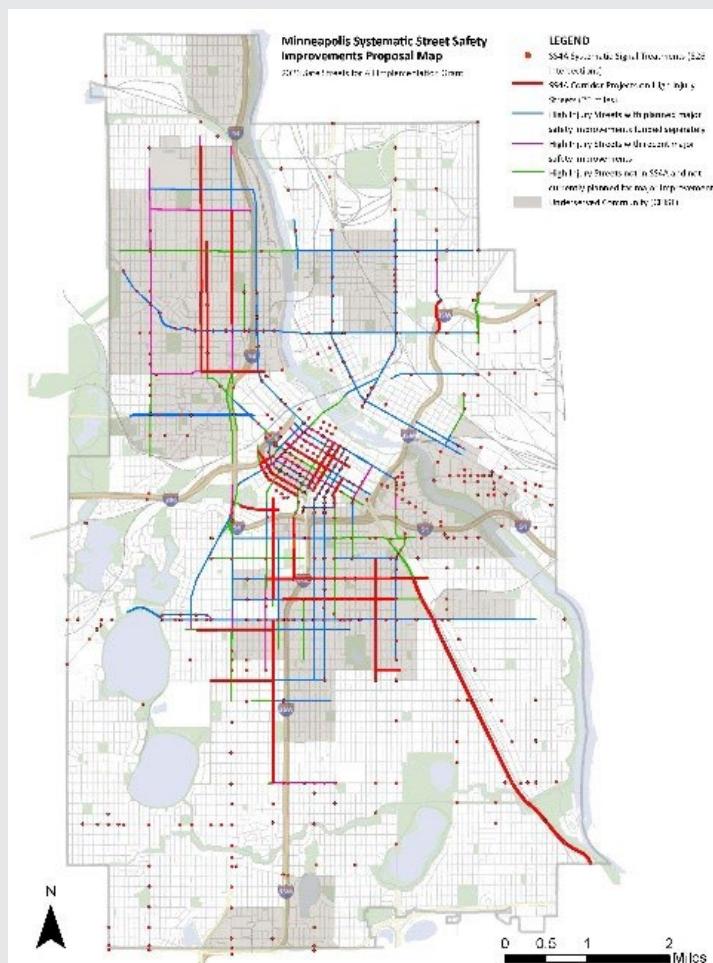
**SS4A Award:** \$20,004,000

### Project Description

The City of Minneapolis, Minnesota, is awarded funds to implement Proven Safety Countermeasures that target the highest-priority projects in the City's Vision Zero Action Plan that have yet to be funded. The project will address the three leading severe and fatal crash factors in the City: speeding, left-turn conflicts, and red-light running.

Project components include pedestrian refuge islands, intersection medians, protected bicycle lanes along 25 miles of its high-injury network, and systematic traffic signal Proven Safety Countermeasures at 526 intersections. The project will also implement high-visibility crosswalks, rectangular rapid-flashing beacons, road diets, intersection lighting upgrades, and pedestrian crosswalk signs.

Additional supplemental planning and demonstration activities include speed data collection, reduced speed limit and roundabout evaluation, and quick-build pilot projects and analysis.



Rural

## A Lifetime of Learning, Walking, & Biking: Systemic Safety for Billings Students

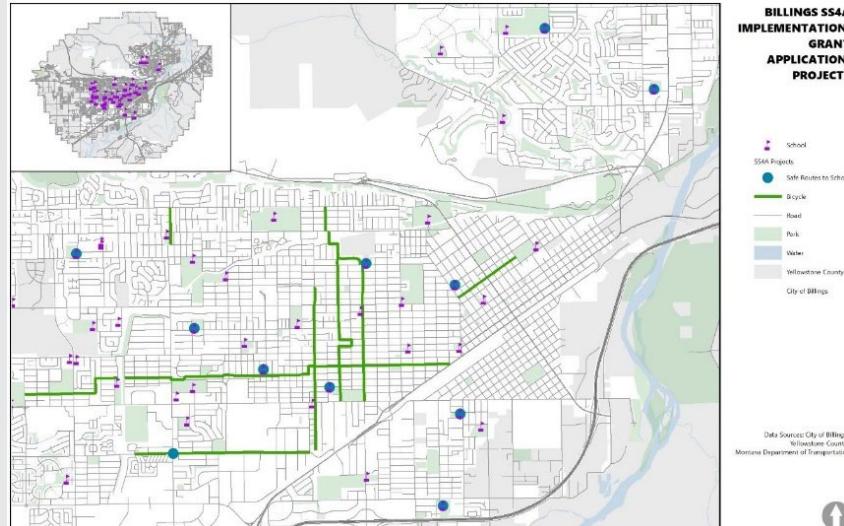
**Applicant: City of Billings**

*Billings, Montana*

**SS4A Award: \$3,557,923**

### Project Description

The City of Billings, Montana, is awarded funds to implement safety countermeasures at 11 intersections and 6 corridors in support of a Safe Routes to School initiative. The 17 project sites identified for this grant account for just 1 percent of Billings' 675-mile roadway network; however, they produce 13 percent of all City fatal crashes and 19 percent of all City serious-injury crashes.



To address these issues, the project will implement intersection safety improvements, including high-visibility crosswalks, pedestrian-scale lighting, and enhanced signing; pedestrian, bicyclist, and ADA facilities, including sidewalks and shared-use paths, bicycle facilities, and ADA-compliant ramps; and traffic-calming treatments, including curb extensions and signal upgrades. Utilizing these [Proven Safety Countermeasures](#), the Safe Routes to Schools projects will make active transportation to and from Billings schools not only viable, but desirable to help raise the next generation of Billings in a safer, more accessible, more equitable, and healthier community for people of all ages and abilities who access their schools.

Rural

## Bellevue Avenue Safety Improvements

**Applicant: Town of Hammonton**

*Hammonton, New Jersey*

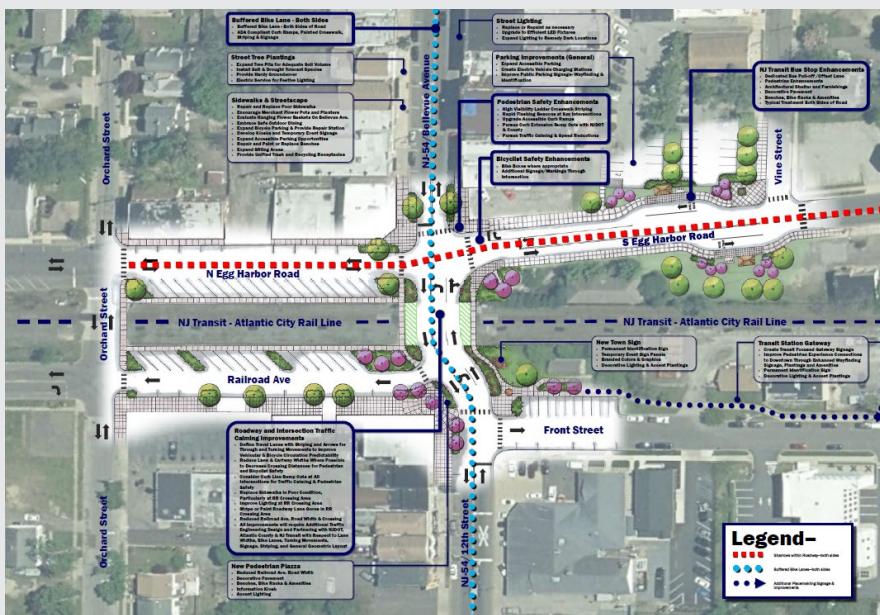
**SS4A Award: \$14,434,301**

### Project Description

The Town of Hammonton in Atlantic County, New Jersey, is awarded funding to address safety issues for pedestrians and bicyclists and to improve intersections with design issues along a 1.3-mile stretch of Bellevue Avenue.

This project will implement crosswalk visibility enhancements, bicycle lanes, dedicated left- and right-turn lanes at intersections, corridor access management, and enhanced lighting to address numerous safety issues.

The corridor spills onto several collector roads, and there are minimal pedestrian and bicyclist facilities, causing issues for personal mobility throughout the town. Hammonton is a vibrant community, a destination with several festivals and events drawing visitors and traffic. There are numerous intersections within the project area that are incredibly dangerous, many due to approach angles, with some visibility issues.



## Urban

## SAFEConnect: Safe Actions Fostering Equitable Connectedness in East Las Vegas

**Applicant:** City of Las Vegas

*Las Vegas, Nevada*

**SS4A Award:** \$8,377,460

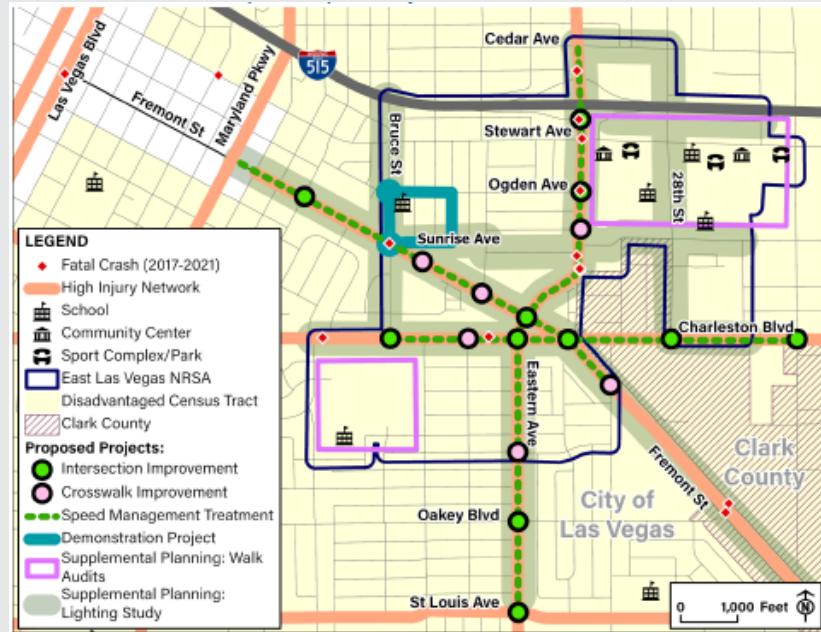
### Project Description

The City of Las Vegas, Nevada, is awarded funds to implement a variety of proven countermeasures that are concentrated within one of its most disadvantaged areas.

The project deploys low-cost, high-impact strategies with emphasis on the most vulnerable travelers: people walking, biking, and accessing transit and people with disabilities. The prevalent issue of speeds exceeding the designated speed limits within the area and near schools makes traveling for those walking, biking, and with disabilities dangerous.

Inadequate lighting for vulnerable users was also identified as a safety issue.

Capital improvements along three corridors in the high-injury network include pedestrian hybrid beacons, leading pedestrian intervals, lighting, and pavement marking improvements, curb extensions, and traffic signal progression systems. The project also has a safety demonstration project near Hollingsworth STEAM Academy; a supplemental planning lighting study to improve safety; and supplemental planning walk audits near schools, parks, and senior centers. The countermeasures in this project will help move the City towards achieving its goal of zero traffic fatalities or serious injuries.



# Urban

# Sixth Street for All

**Applicant: Regional Transportation Commission of Washoe County**  
*Washoe County, Nevada*

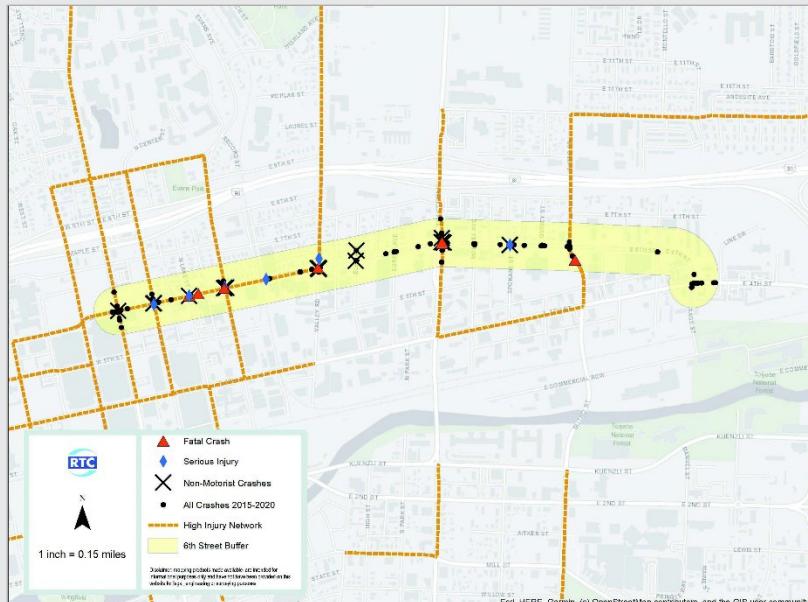
## SS4A Award: \$8,963,112

## Project Description

The Regional Transportation Commission of Washoe County, which covers the Reno, Nevada, Metropolitan Area, is awarded funds to implement multiple improvements along East Sixth Street, including a road diet and the addition of bicycle lanes.

The project addresses the county's corridor with the highest need for safety improvements, concentrating at intersections, in which 92 percent of fatal or severe-injury crashes on this corridor occur.

The corridor, located in Downtown Reno, connects high-density, transitional, and student housing to numerous resorts, the 4th Street Station transit hub, St. Mary's Regional Medical Center, and the University of Nevada, Reno. The project will also implement high-visibility crosswalks, lighting enhancements, pedestrian refuge islands, floating bus stops, and curb extensions.



Urban

## CDTA Red Line BRT Pedestrian and Transit Safety Improvements

**Applicant:** Capital District Transportation Authority

*Albany, New York*

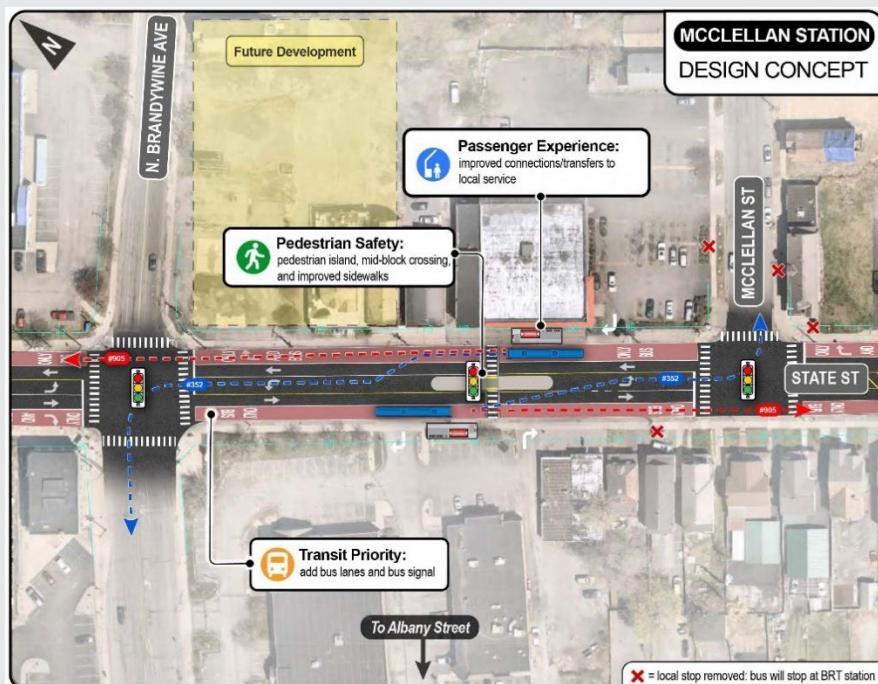
**SS4A Award:** \$5,294,400

### Project Description

The Capital District Transportation Authority (CDTA) in Albany, New York, is awarded funds to enhance safety for transit riders, pedestrians, and vulnerable road users at and around five CDTA Red Line bus rapid transit stations.

This project addresses safety concerns in the region's busiest transit corridor and invests in infrastructure to support historically underserved communities.

The project will implement safety countermeasures such as road diets, raised medians, signalized midblock crossings, bus bulb-outs, and sidewalk extensions, and consolidate or relocate bus stops for safer boarding. The project will also increase transit efficiency in the corridor through implementing transit signal priority and queue jumpers.



Urban

## Implementation of Queens Boulevard Great Streets Transformation and Supplemental Planning for Vision Zero

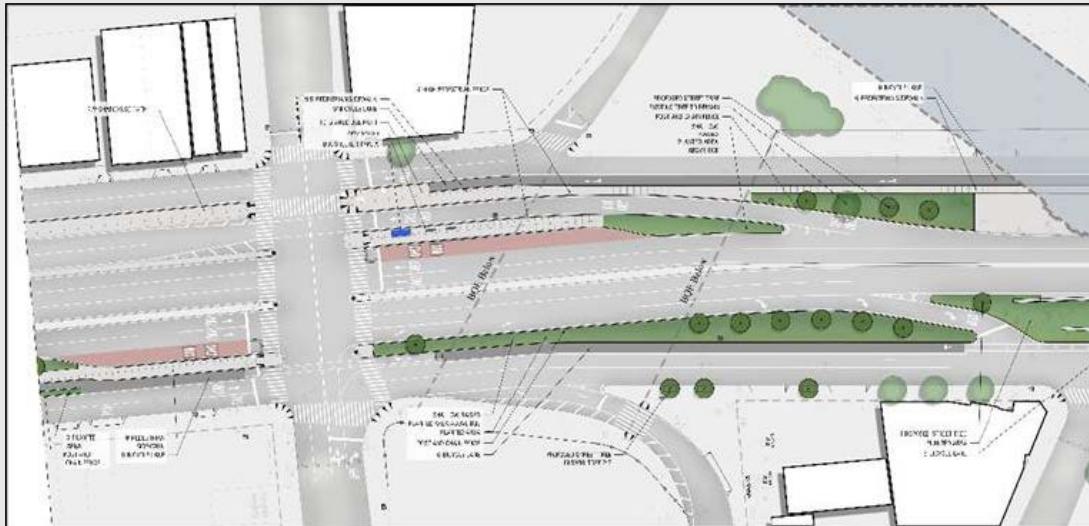
**Applicant: New York City Department of Transportation**

*Queens County, New York*

**SS4A Award: \$29,750,000**

### Project Description

Queens Boulevard is a dangerous highway, ranking in the top 10 corridors in Queens County for crashes resulting in fatalities or serious injuries. The New York City Department of Transportation (NYC DOT) is reimagining the corridor, enhancing the low-cost quick-build solutions already implemented to address safety issues resulting from being a vehicle-centric corridor, with limited crossing opportunities and facilities for vulnerable users, and higher vehicle speeds. Countermeasures include elevated crosswalks and pedestrian malls, enhanced medians and pedestrian refuge islands, and elevated protected bicycle lanes. The project also includes supplemental planning to enhance surveillance on traffic-related fatalities and injuries not routinely available in police crash reports. In addition, NYC DOT will retrofit a portion of fleet vehicles with active and centrally managed Intelligent Speed Assist to prevent speeding as a demonstration activity.



Rural

## Broad Street/R.C. Hoag Drive Intersection Improvement Project

**Applicant: Seneca Nation of Indians**

*Salamanca, New York*

**SS4A Award: \$2,000,000**

### Project Description

The Seneca Nation of Indians is awarded funds to address safety concerns at the Broad Street-R.C. Hoag Drive intersection. The Seneca Nation holds title to five distinct non-contiguous territories located in Western New York, an area of the state where communities are primarily rural in geographic location and are considerable distances from the services and amenities available in urban locales.



The Broad Street-R.C. Hoag Drive Intersection Improvement Project is identified in the Seneca Nation Transportation Safety Plan as a primary hazardous location recommended for safety improvement projects across all Seneca Nation Territories. The area is located at the intersection of a hazardous 4-road intersection, with traffic going to and from the expressway exit, Seneca Allegany Casino, and nearby towns. Pedestrian facilities are inconsistent, with pedestrians needing to walk on a paved shoulder for approximately ¼ mile to access the other side of the intersection. This project, which includes installing a roundabout, streetlights, sidewalks, rectangular rapid-flashing beacons for pedestrians at all approaches, and signals, will alleviate many of the safety hazards along this section of the Allegany Territory. The intersection is heavily used by the community and provides significant access to several necessary resources like healthcare and employment.

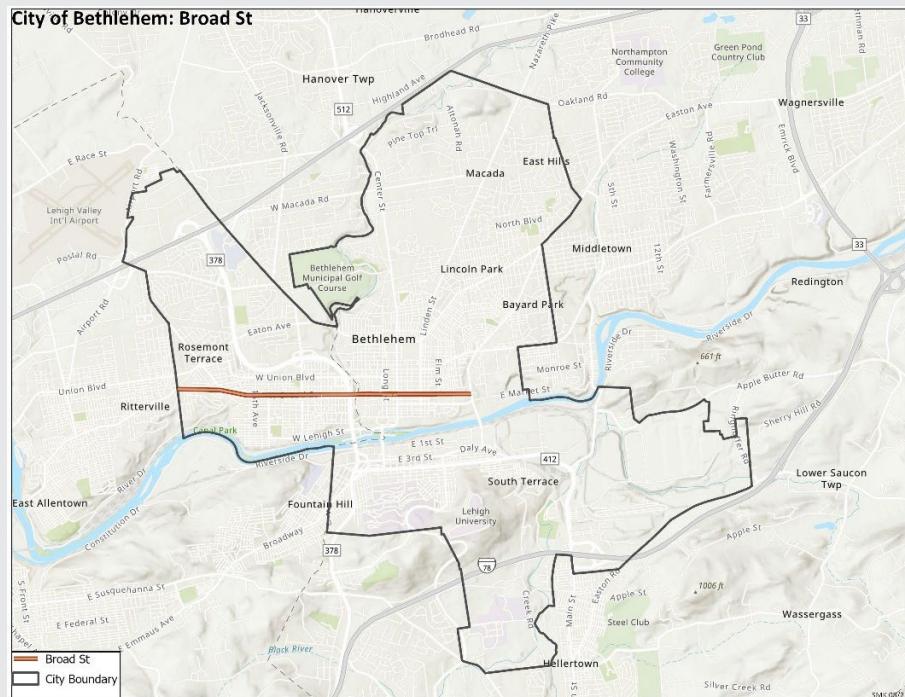
## Urban

## Broad Street Safe Streets Implementation Grant

**Applicant: City of Bethlehem***Bethlehem, Pennsylvania***SS4A Award: \$9,939,191****Project Description**

The City of Bethlehem, in the Lehigh Valley of Pennsylvania, is awarded funds to redesign West Broad Street. There are seven schools located near Broad Street, and numerous intersections along the corridor see a high volume of student crossings.

Project components include three major traffic calming treatments: bulb-outs/curb extensions; protected bike lanes; and enhanced, high-visibility crosswalks. These improvements aim to increase safety for pedestrians and bicyclists and reduce vehicle speeds in an effort to reduce crashes for all modes of transportation. Additional pedestrian safety enhancements in the Broad Street project include reduced travel lane width and pedestrian crossing distances, accessible curb ramps, leading pedestrian signal phases, and right-turn on red restrictions. Curb bulb-outs and separated bike lanes will protect transit riders, pedestrians, and bicyclists from potential conflicts with motor vehicles.



Urban

## Complete & Safe Streets Philadelphia: Vision Zero High-Injury Network Corridors

**Applicant: City of Philadelphia**  
*Philadelphia, Pennsylvania*

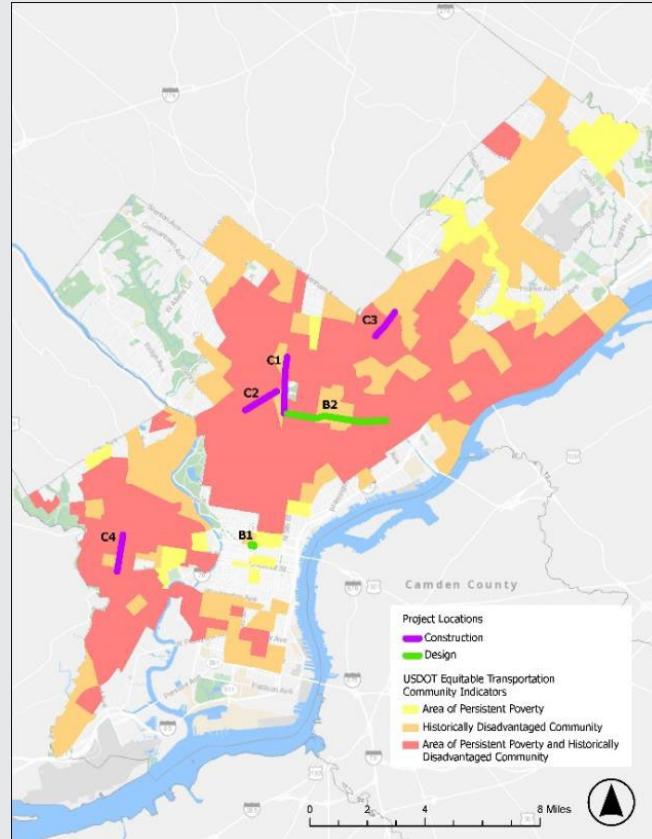
**SS4A Award: \$16,420,904**

### Project Description

The City of Philadelphia is awarded funding to implement systemic and corridor-specific safety countermeasures in underserved areas and identified in the City's high-injury network.

Countermeasures include pedestrian refuge islands and center medians; pedestrian visibility enhancements such as raised crosswalks, upgraded walk signals, curb extensions, and corner bump-outs; separated bike lanes; and speed cushions and other speed management tools to lower the design speed of roadways.

The City will also conduct supplemental planning and demonstration activities to develop a bike network capital plan, pilot a bike safety education campaign, and use temporary materials like jersey barriers to pilot separated bike lanes.



Urban

## Implementation of Safety Action Plan Priority Projects

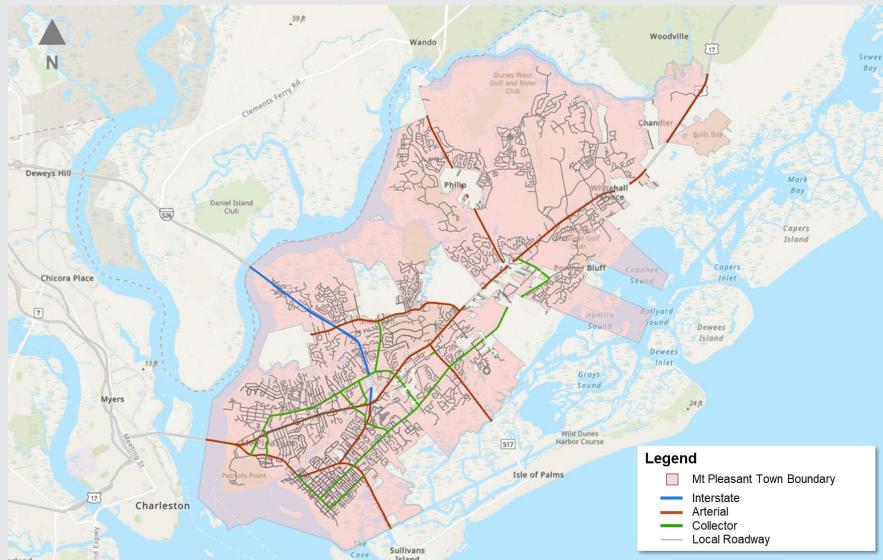
**Applicant: Town of Mount Pleasant**

*Mount Pleasant, South Carolina*

**SS4A Award: \$12,620,000**

### Project Description

The Town of Mount Pleasant in the greater Charleston, South Carolina, area has experienced rapid growth in recent years, leading to a significant increase in traffic on the Town's roadways. The most prevalent factors contributing to the risk for fatalities and serious injuries on the Town's network fall within four categories: mode, behavior, infrastructure, and congestion. These projects aim to significantly reduce the nearly 20 crashes involving fatalities or serious injuries that occur each year within Mount Pleasant.



Mount Pleasant is awarded funds to conduct 17 projects identified as Tier 1 in the Safety Action Plan that address access management strategies, intersection upgrades and modifications, and pedestrian and bicycle improvements. Improvements include high-visibility crosswalks, rectangular rapid-flashing beacons, warning signage, lighting, improved sidewalks, improved bus stops, intersection signal upgrades, intersection reconstruction to improve visibility, and median construction to control turning movements.

Urban

## SAFER Knoxville, Strategic Action towards Fatality Elimination on Roadways

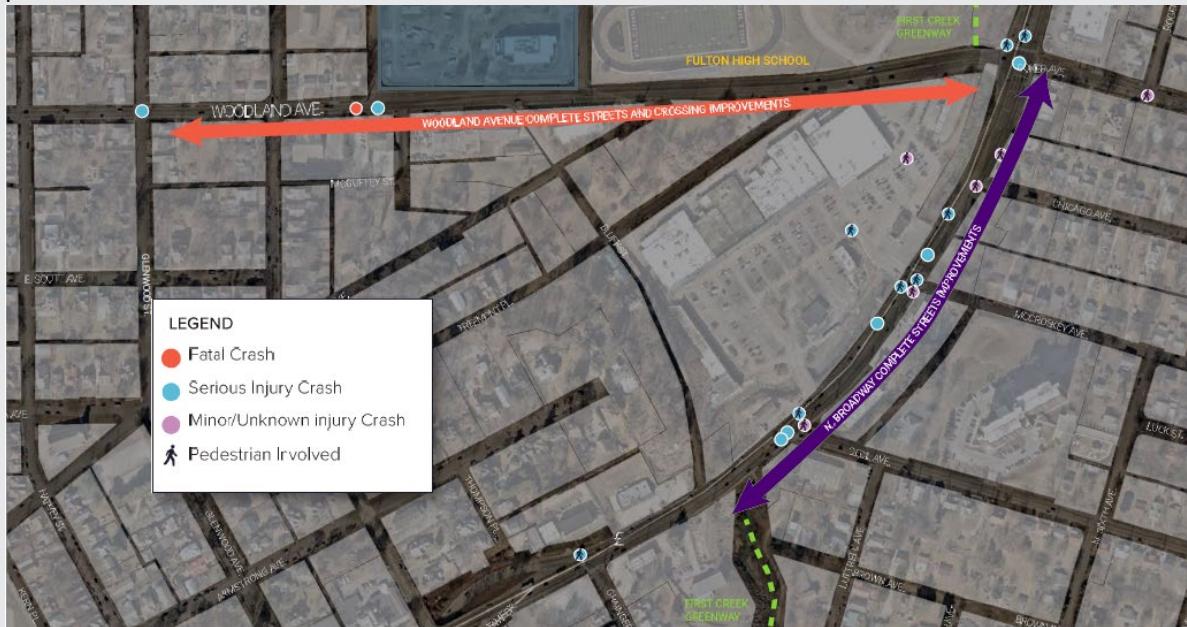
**Applicant: City of Knoxville**

*Knoxville, Tennessee*

**SS4A Award: \$8,000,000**

### Project Description

The City of Knoxville project will improve safety for pedestrians and bicyclists at three locations within the City's high-injury network. The project will implement safety countermeasures including a 10-foot-wide shared-use path, crosswalk visibility enhancements, pedestrian refuge islands, on-street bike lanes, and a road diet. The City will implement proven countermeasures at three intersections on a major arterial (E. Magnolia Avenue) with disproportionately high severe crashes where a grandfather was recently killed and two young children were severely injured. The City will conduct supplemental planning and demonstration activities including developing a speed management plan, feasibility studies, and MUTCD engineering studies to evaluate protected left turns.



Urban

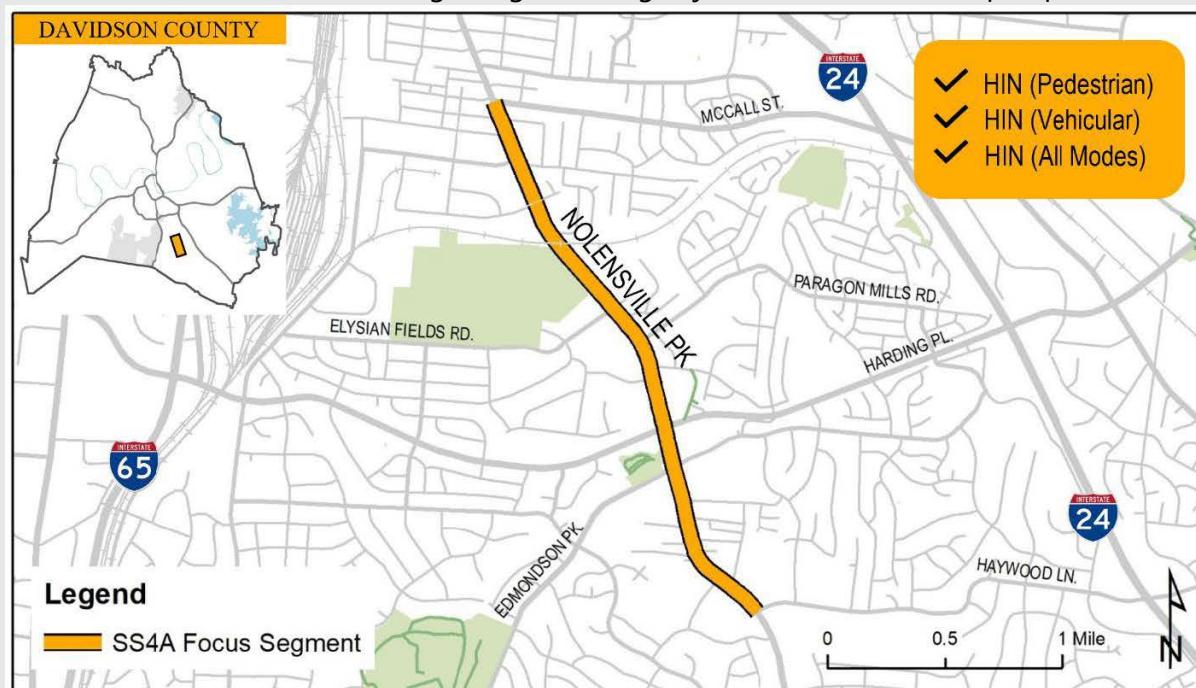
## We Are Nolensville Pike

**Applicant: Metropolitan Government of Nashville-Davidson County**  
*Nashville-Davidson County, Tennessee*

**SS4A Award: \$13,049,572**

### Project Description

The Metropolitan Government of Nashville-Davidson County, Tennessee, is awarded funds to implement improvements along Nolensville Pike, a major State route that connects downtown Nashville to diverse residential neighborhoods in Davidson County. The project addresses safety issues related to substandard and/or missing walking, bicycling, and transit facilities; the need for pedestrian-scale lighting; and insufficient crossing locations throughout the project area. Nolensville Pike is a priority on the City's Vision Zero high-injury network and a focus of the Tennessee DOT's Pedestrian Road Safety Initiative. The project includes new sidewalks, crossing improvements like pedestrian hybrid beacons and high-visibility crosswalks, lighting, bike lane enhancements, intersection changes, signal timing adjustments, and bus stop improvements.



Urban

## MLK Jr./Cedar Crest Blvd Complete Street & Safety Upgrades

**Applicant:** City of Dallas

*Dallas, Texas*

**SS4A Award:** \$21,800,000

### Project Description

The City of Dallas, Texas, is awarded funds for multiple improvements on Martin Luther King Jr. (MLK Jr.) Boulevard/Cedar Crest Boulevard for pedestrians and bicyclists. Project components include installing bike lanes and implementing a road diet from five lanes to four, leading pedestrian intervals, raised crosswalks, and bus shelter improvements, among other safety enhancements.

The corridor provides residents access to the MLK Jr. light rail station, a community center, a library, health centers, grocery stores, and other significant destinations. This project will help to safely connect multiple neighborhoods and schools along the corridor and reduce the fatality rate in the City, ranked 2nd highest among the 15th most populous U.S. cities.



Urban

## Prioritizing Vulnerable Roadway Users in El Paso Network-Wide Safety Improvements along El Paso's High-Injury Network

**Applicant: City of El Paso**

*El Paso, Texas*

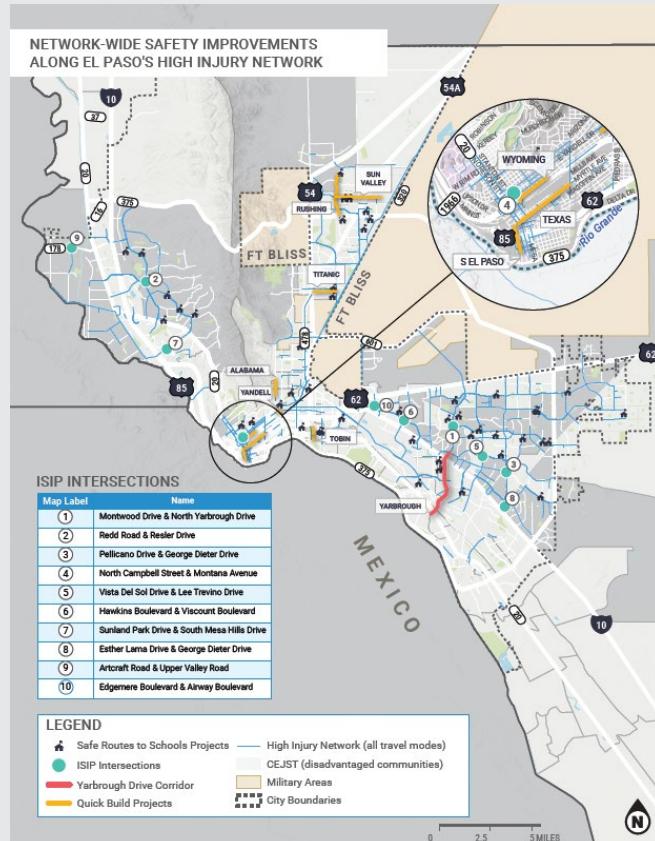
**SS4A Award: \$9,900,065**

### Project Description

The City of El Paso, Texas, is awarded funding to transform the North Yarbrough Drive corridor to implement its Intersection Safety Improvement Program.

Improvements will address right-angle, left-turn, and rear-end crashes; disregard for traffic signals; speeding; and driver inattention. The project will also launch a Safe Routes to School Program, expand El Paso's Vision Zero Education and Encouragement Campaign, and install signage along the City's high-injury network.

The corridor is the second highest in the region for bicycle- and pedestrian-involved crashes and is ranked among the top 10 city-wide segments for motor vehicle fatal or serious-injury crashes. The corridor has long distances between signalized crossings, wide curb radii at intersections, a lack of ADA ramps, and missing or narrow bike lanes.



Urban

## Greater Northside and International Districts Safe Streets Project

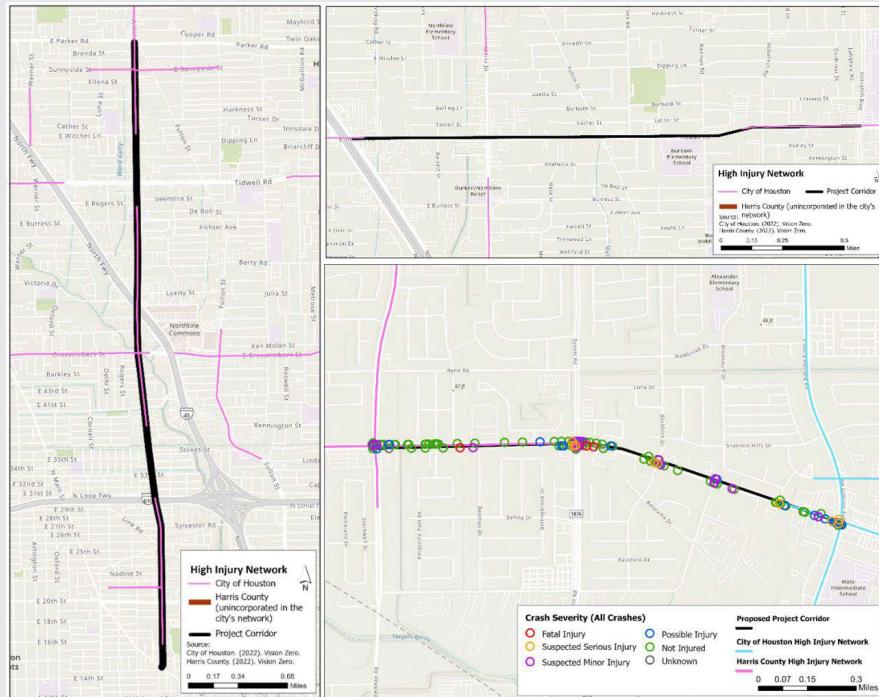
**Applicant: Greater Northside Management District**

*Houston, Texas*

**SS4A Award: \$10,143,200**

### Project Description

The Greater Northside Management District in Houston, Texas, is awarded funding for multiple improvements across Airline Drive, Bissonnet Street, Jensen Drive, and Tidwell Road, including installation of rectangular rapid-flashing beacons and construction of new sidewalks to complete the sidewalk network along the project area. Other key elements include pedestrian refuge islands, hybrid beacons, wider sidewalks, multiuse paths, improved bus stop accessibility, and improved street lighting.



The project corridors had a total of 1,025 crashes resulting in 13 pedestrians killed or severely injured, and 2 severely injured cyclists between 2017 and 2021. The improvements will connect residents and visitors to local destinations, including a local farmer's market.

Urban

## Safe and Equitable Streets in Richmond, VA

**Applicant:** City of Richmond

*Richmond, Virginia*

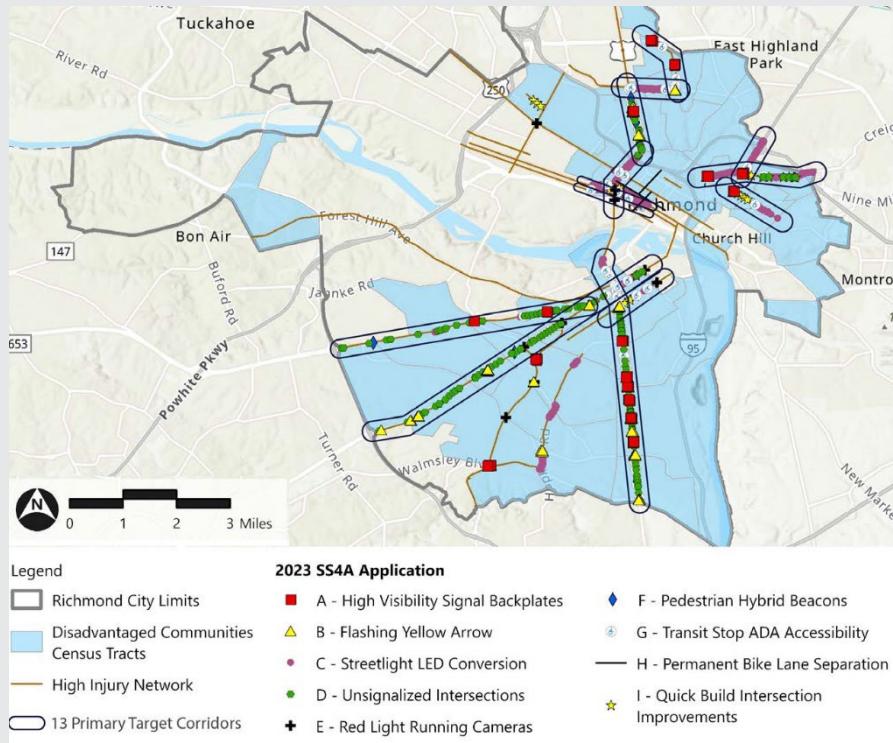
**SS4A Award:** \$10,768,909

### Project Description

The City of Richmond, Virginia, is awarded funding to address 13 different corridors across the City with various interventions in alignment with the high-injury network. About 40 percent of the fatal or serious-injury crashes in Richmond occur on 3 percent of the street network, and many occur at intersections.

This project employs [Proven Safety Countermeasures](#) and Virginia Department of Transportation Systemic

Safety Countermeasures, including high-visibility signal backplates (for 56 projects), flashing yellow arrows (72 projects), LED street lights (733 projects), unsignalized intersection infrastructure upgrades (132 projects), red light enforcement cameras (11 projects), pedestrian hybrid beacons (7 projects), transit stop ADA accessibility enhancements (86 projects), permanent bicycle lane separation (1.93 miles), and other intersection improvements (26 projects).



Urban

## Virginia Beach Trail Phase 1: A Regional Connector

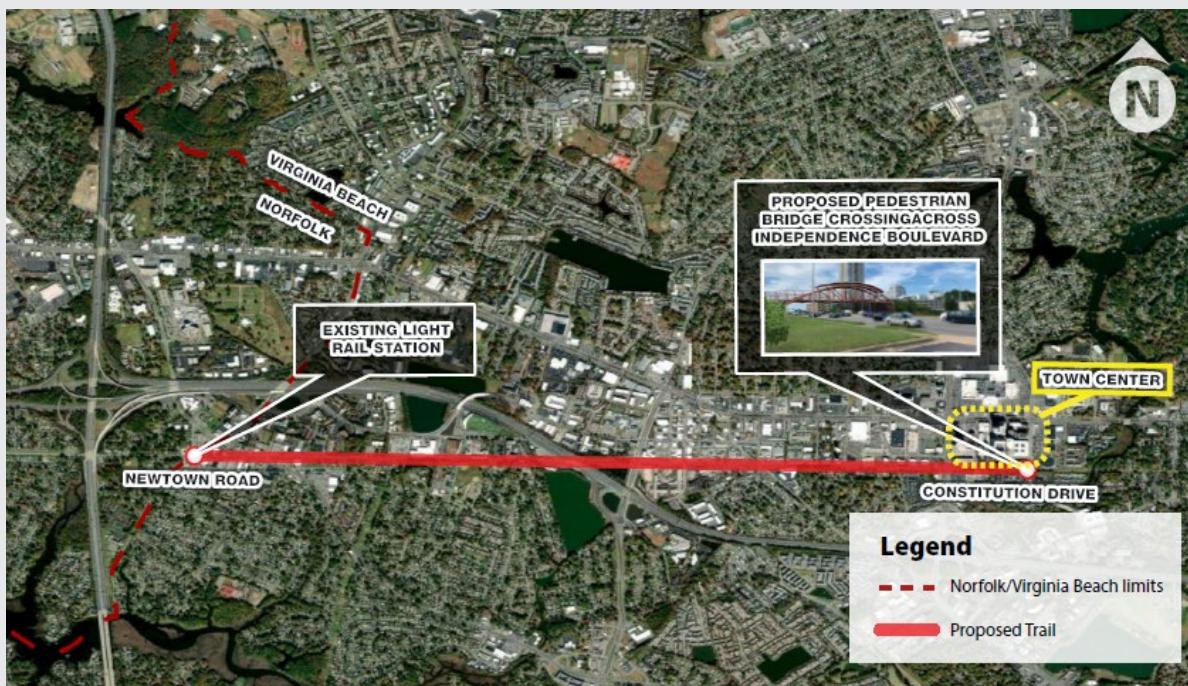
**Applicant: City of Virginia Beach**

*Virginia Beach, Virginia*

**SS4A Award: \$14,900,000**

### Project Description

The City of Virginia Beach, Virginia, is awarded funds for multiple safety improvements for the Virginia Beach Trail, a shared-use path that will create more than 3 miles of pedestrian and bicycle trails completely separated from vehicles. The project addresses unsafe pedestrian conditions and active transportation network gaps in the Hampton Roads area by providing an active transportation link between Downtown Norfolk and the Virginia Beach Town Center. The trail will link multiple universities, businesses, and employment opportunities to underserved communities along the corridor, and will move people walking and biking off of a vehicle-centric arterial. The project also includes a pedestrian bridge over the 10-lane arterial road, high-visibility crosswalks, and improved lighting.



## Urban

## Safe Streets and Roads for All Implementation Grant for Downtown Connectivity on George Washington Way, Jadwin Avenue, and Symons Street in Richland, WA

**Applicant: City of Richland**

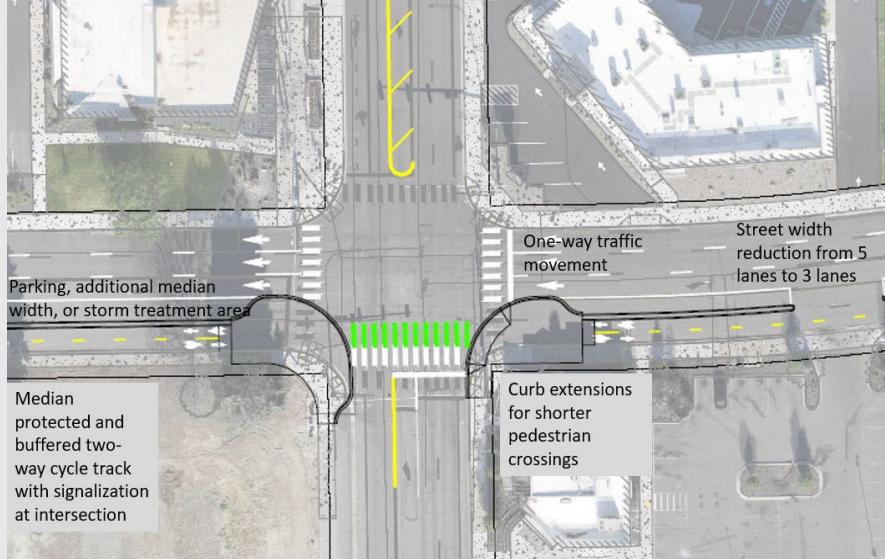
*Richland, Washington*

**SS4A Award: \$11,729,500**

### Project Description

The City of Richland is awarded funds to make significant upgrades to George Washington Way and Jadwin Avenue, which are on the City's high-crash network.

The project will address common major risk factors for pedestrians and bicyclists, dark conditions, entering at angle, and roadway departure related crashes.



Infrastructure treatments include reconfiguring the corridors into one-way couplet streets, implementing a road diet, and converting intersections to single approach. Lighting, including pedestrian-scale lighting, is included to provide specific safety benefits to active transportation users. Speeding and access control will also be addressed with signal coordination and driveway closures.

Urban

## Safe Streets for Spokane

**Applicant: City of Spokane**

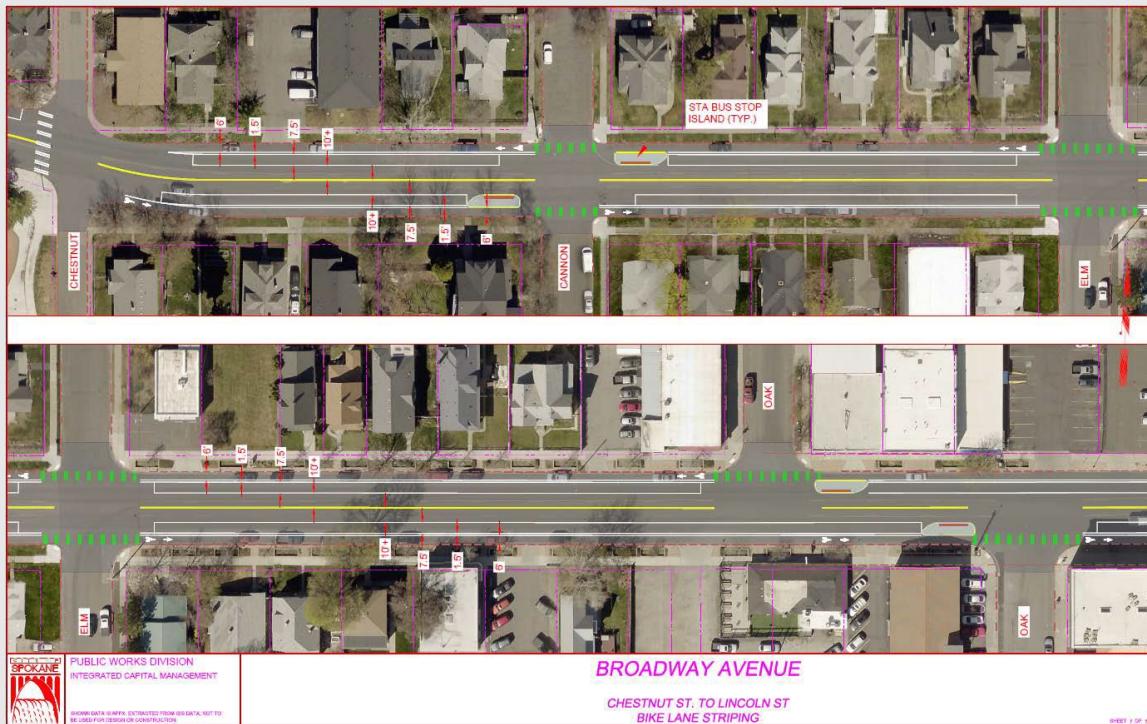
*Spokane, Washington*

**SS4A Award: \$9,600,000**

### Project Description

The City of Spokane, Washington, is awarded funding to reduce serious and fatal collisions for pedestrians and bicyclists in selected priority locations based on its Vision Zero Action Plan.

Proven Safety Countermeasures include new and upgraded bicycle facilities, shared use pathways, sidewalks, curb extensions, crosswalk markings and warning devices, and lighting. Several projects will repurpose existing pavement by removing or reducing vehicular travel lanes and adding bicycle lanes. The project will improve safety and access to existing infrastructure and services in its downtown core, and the curb cuts and new ADA paths next to public stairways will help mobility-limited populations reach more destinations and transit.



Urban

## Fourth Plain Safety and Mobility Improvement Project

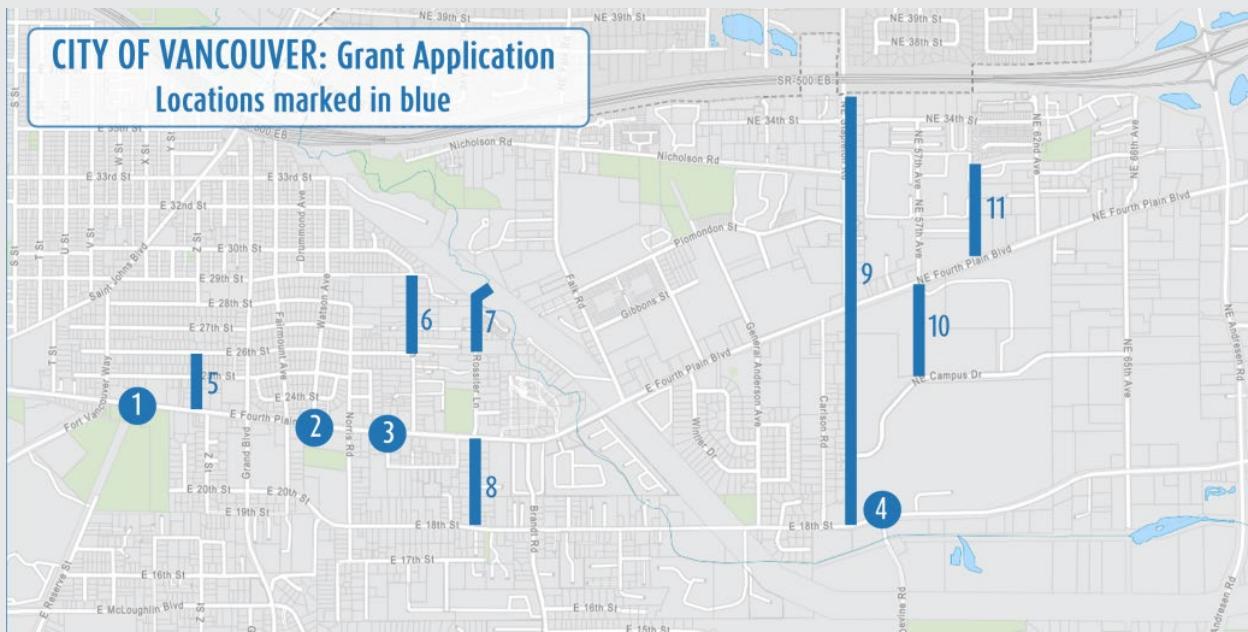
**Applicant: City of Vancouver**

*Vancouver, Washington*

**SS4A Award: \$5,696,000**

### Project Description

The City of Vancouver, Washington, is awarded funding to support the design and construction of multiple safety projects and strategies on Fourth Plain Boulevard, a central arterial and major bus rapid transit corridor in a historically underserved neighborhood. Fourth Plain Boulevard's high speeds endanger pedestrians, cyclists, and small mobility users and create hazardous conditions for all roadway users, including vehicles. Safety improvements will include enhanced pedestrian crossings using hybrid beacons and refuge islands, sidewalk infill and extensions, intersection redesign, and one [Complete Streets](#) treatment.



## Urban

## Forward to Vision Zero – Madison, Safe System for Vulnerable Roadway Users

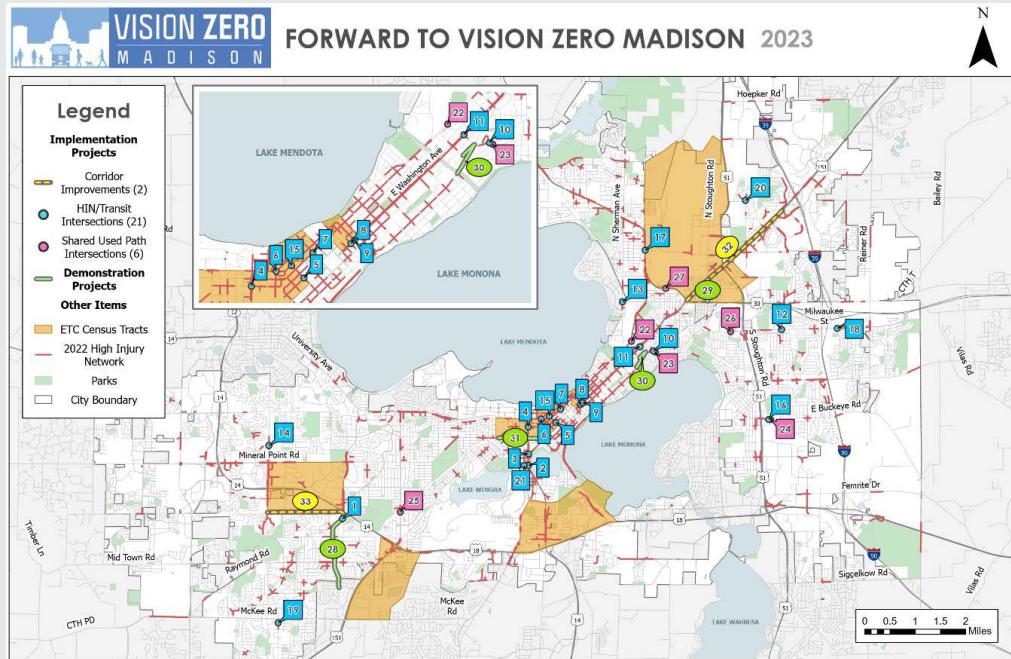
**Applicant: City of Madison**

*Madison, Wisconsin*

**SS4A Award: \$6,267,668**

### Project Description

The City of Madison, Wisconsin, is awarded funds for multiple safety improvements across 14 projects to implement the Vision Zero Madison plan. The project will improve pedestrian, bicycle, and transit rider safety and accessibility with sidewalks, ADA ramps, median and pedestrian refuge islands, protected bike lanes, and traffic calming. With the majority of crashes occurring at intersections, the project focuses on making safety improvements at intersections along the City's transit network and shared use paths located in its high-injury network using low-cost, high-impact strategies. Other improvements include rectangular rapid-flashing beacons, accessible pedestrian push buttons, and pedestrian signal upgrades.



Rural

## Shining the Light on Safety

**Applicant: City of Casper**

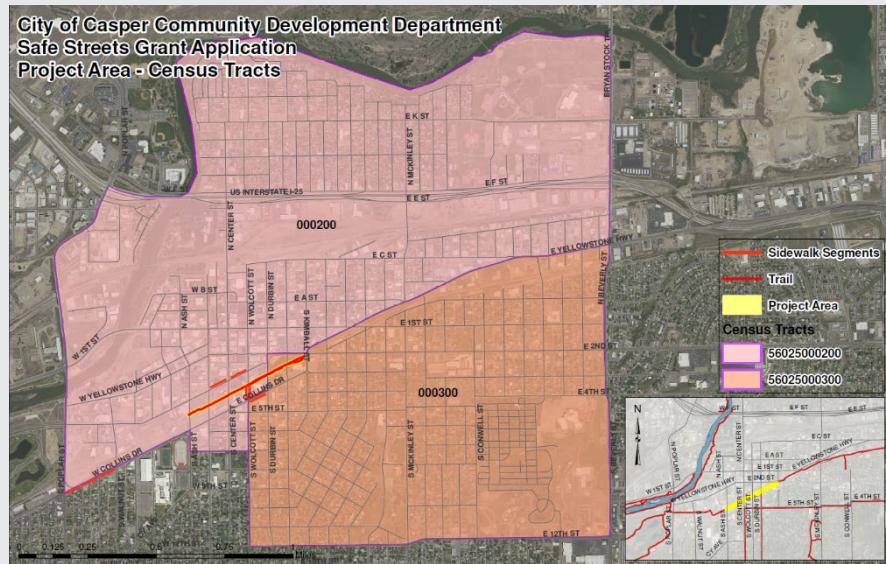
*Casper, Wyoming*

**SS4A Award: \$1,215,324**

### Project Description

The City of Casper, Wyoming, is awarded funding to improve downtown pedestrian infrastructure along its Rails to Trails system.

The trail connects the downtown business district to neighborhoods and has inadequate lighting and safety measures at mid-block crossings, in an area that includes four blocks of sidewalk on Collins, two blocks of sidewalk on Midwest, and two half-block sidewalk sections on Wolcott Street.



The project includes new light-emitting diode lights, six new rectangular rapid-flashing beacons for pedestrians, pedestrian refuge islands, new curb ramps and detectable warning surfaces, and replacing damaged sidewalks. The project benefits vulnerable road user safety and provides equitable, unencumbered travel for disabled users.