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conservancy

HOW TO MAKE YOUR SAFE STREETS AND ROADS FOR ALL APPLICATION SUCCESSFUL

JUNE 6, 2023 WEBINAR



Safe Streets and Roads for All Program Background

- This federal discretionary grant program provides \$5 billion between 2022 and 2026 to support regional, local and Tribal initiatives.
- The SS4A program supports the department's National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation's roadways.
- SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies.
- Application deadline for the second cycle of funding: **July 10, 5 p.m. EST**

Technical Support

- As people across the world continue to work and learn from home, platforms like Zoom are experiencing increased usage, which can result in technical difficulties.

Here's how to troubleshoot:

1. Log out and back into the webinar
2. Listen by phone: **+1 646 558 8656** & Webinar ID: **829 4138 9336**
3. Browse Zoom Customer Support topics & contact Customer Support: <https://support.zoom.us>

Meet Our Panelists

Betty Smoot-Madison



Aaron Wilson



Will White



Kim Chesser



June 2023

Atlanta's SS4A Project – Central and Pryor Safe Streets

Betty Smoot-Madison
Mobility Planning Director

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

Mayor Andre Dickens
ATLDOT Commissioner Solomon Caviness IV

ATLDOT Goals at a Glance

These are the overall goals from the
One Atlanta Strategic Transportation Plan and for the LMIG Resurfacing project

1

To achieve Vision Zero, by reducing crashes and eliminating severe and fatal crashes on city streets

2

Take every opportunity to make Atlanta's streets safer

3

Make walking, bicycling and micromobility safe transportation options for more Atlantans



\$750M Plan: Next Five Years



\$400M Infrastructure Bond:

General obligation (GO) and other revenue bonds are a primary source of funding for capital investments to replace and expand city infrastructure

\$350M TSPLOST (Transport Sales Tax)

Renewal of 4/10 of a penny sales tax generates \$300M over five years to invest in streets, sidewalks and bridges



Parks,
Trails
& the Arts



44%



Public
Safety



23%



Transport



24%



District
Local
Funds



9%



100%

Central and Pryor on TSPLOST/Bond Project List



BATCH 1 (2023 Activation)

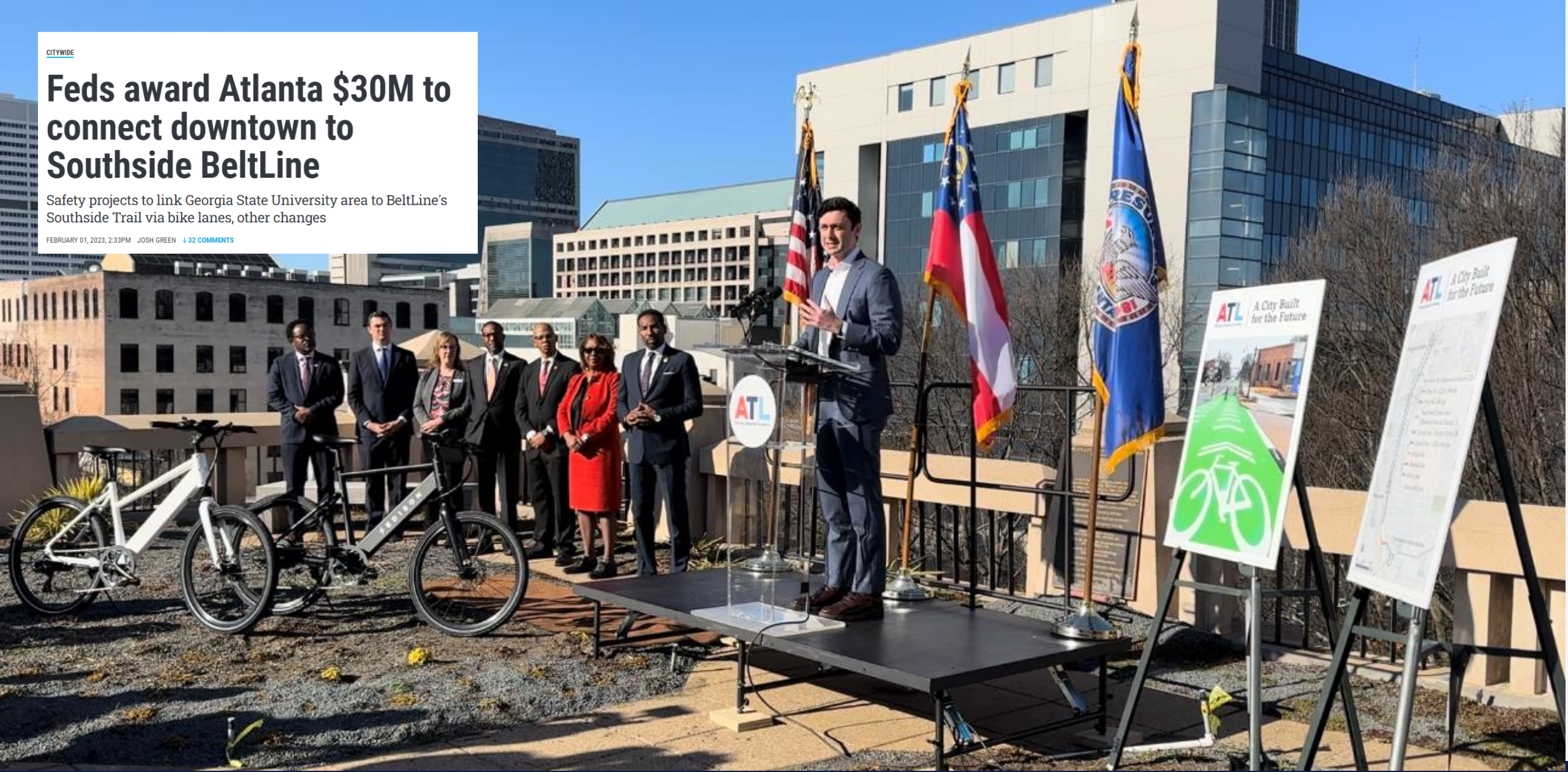
Project Name	Category	Scope	Budget	Fund Source
ATLDOT (cont'd)				
Pryor St & Central Ave Safe Street	Safe Streets	This project is envisioned as providing a safe and attractive active transportation connection between South Downtown, The Southside BeltLine Trail, and the terminus of the Summerhill BRT line. Will include installation of on-street protected bike lane and other safety improvements where feasible (eg. ADA improvements, vertical lane delineators/safe crossing treatments, lane narrowing, etc). This project will also consider the two-way conversion of one of the parallel target corridors.	10,269,338	TSPLOST

CITYWIDE

Feds award Atlanta \$30M to connect downtown to Southside BeltLine

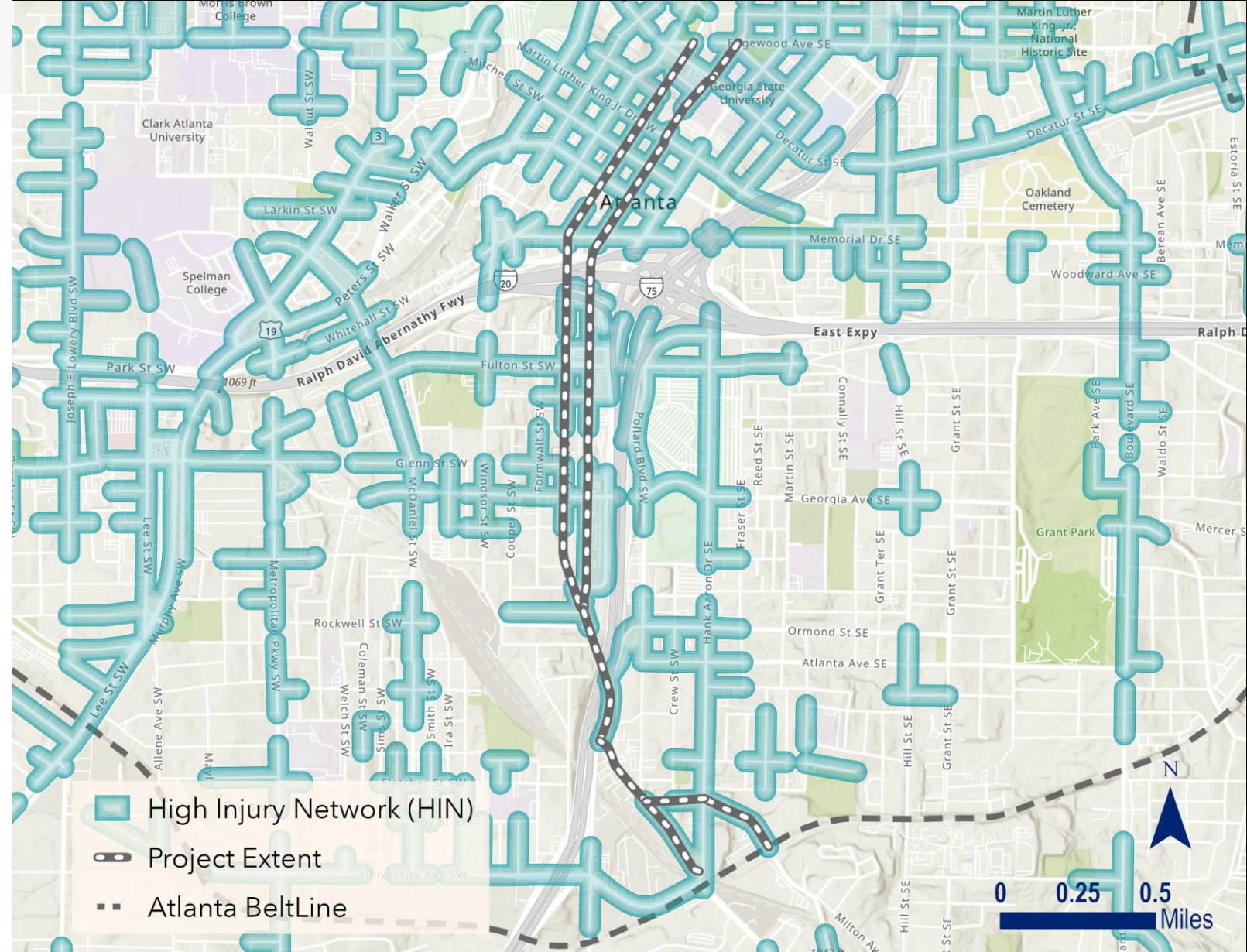
Safety projects to link Georgia State University area to BeltLine's Southside Trail via bike lanes, other changes

FEBRUARY 01, 2023, 2:33PM JOSH GREEN 32 COMMENTS



Central and Pryor Safe Streets

- One-way pairs with nearly 2000 crashes in last 6 years
- Protected bicycle infrastructure, safe pedestrian facilities and crossings, improved lighting, etc.
- Connects southside BeltLine trail, Downtown communities to jobs, services and opportunities in Downtown
- Portions of project/census tracts in historically disadvantaged areas.



Key Elements of SS4A Implementation

Grants

- Completion of a Comprehensive Safety Action Plan
 - Atlanta Transportation Plan
 - Leadership Commitment
 - Safety Analysis (Safer Streets)
 - Engagement and Collaboration
 - Strategy and Project Selections
- Applicable Eligible Implementation Grant Activities
 - Transforming a roadway corridor on a HIN
 - Installing pedestrian safety enhancements
 - Supporting the development of bikeway networks
 - Carrying out speed management strategies
 - Evaluating and improving the safety of intersections



How to make your application successful

- Safety
 - Use data to tell a compelling safety story
 - Multimodal
- Equity
 - How does your project help vulnerable, underserved or disadvantaged persons or communities
- Demonstrate ability to deliver project (particularly for implementation grants)
- Other factors:
 - Having more than 20% match



Timeline/Sequence



Initiate and Execute Grant Agreement with USDOT (TBD)

2023 Project Activation per TSPLOST/Bond (starting with planning and concept development)

Anticipated Construction in 2028

Follow us on social media



City of Atlanta Department of Transportation (ATLDOT)



@ATLDOT



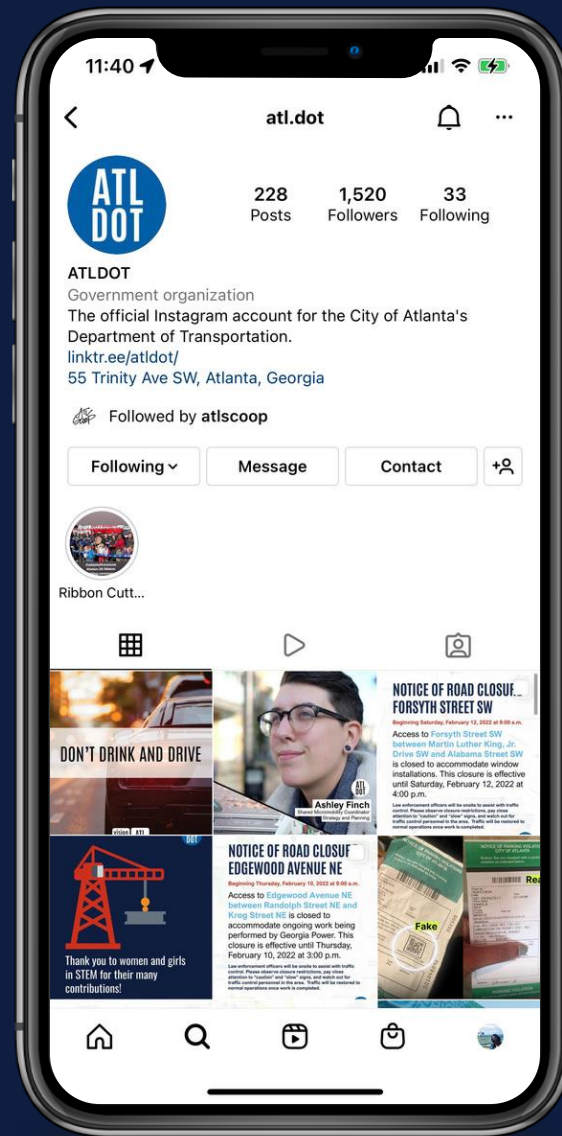
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ATLDOT



**Project info can be found at
www.atldot.atlantaga.gov/projects
Comments and Questions
may be sent to
BSmoot-Madison@AtlantaGA.gov**



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Missoula SS4A Grant Strategy

Aaron Wilson, Planning Manager, City of
Missoula Department of Public Works &
Mobility

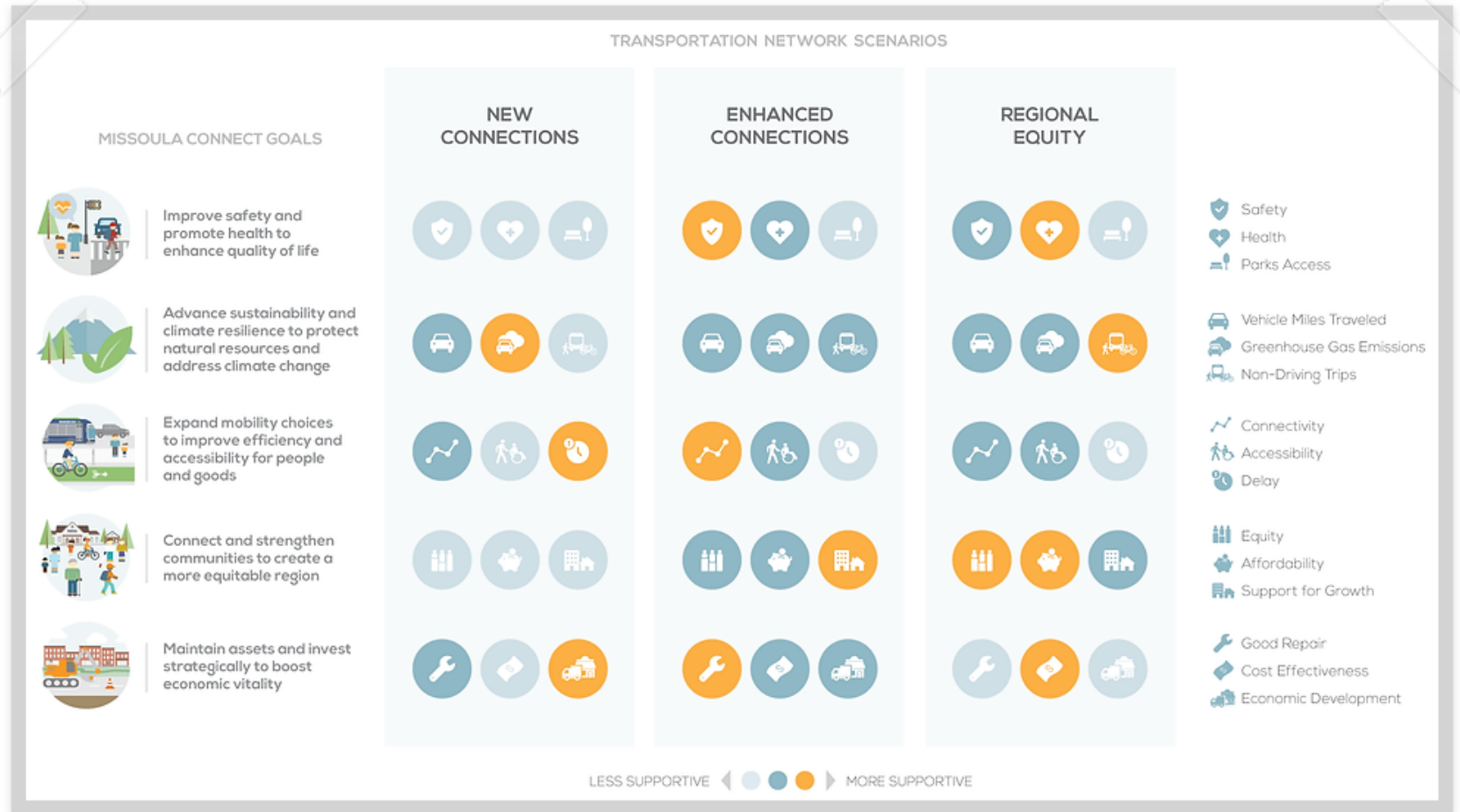


What are we covering today?

- 1 **Missoula Context**
- 2 **Telling our project story**
- 3 **Define Solutions**
- 4 **Active Transportation**

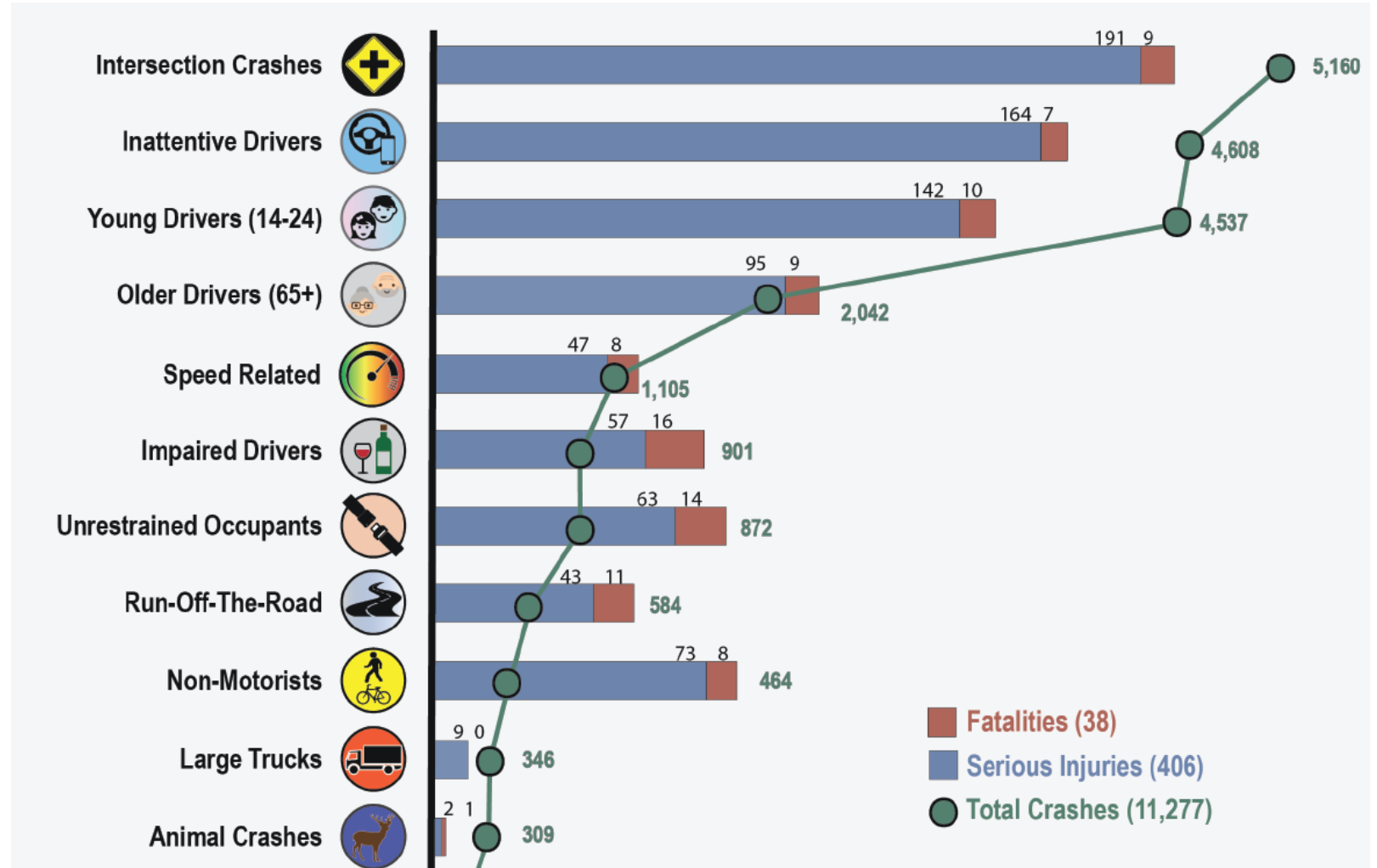
Missoula Context

- Using data to prioritize projects
- LRTP
- Community Investment Program
- Focus on Safety & Equity



Missoula Context

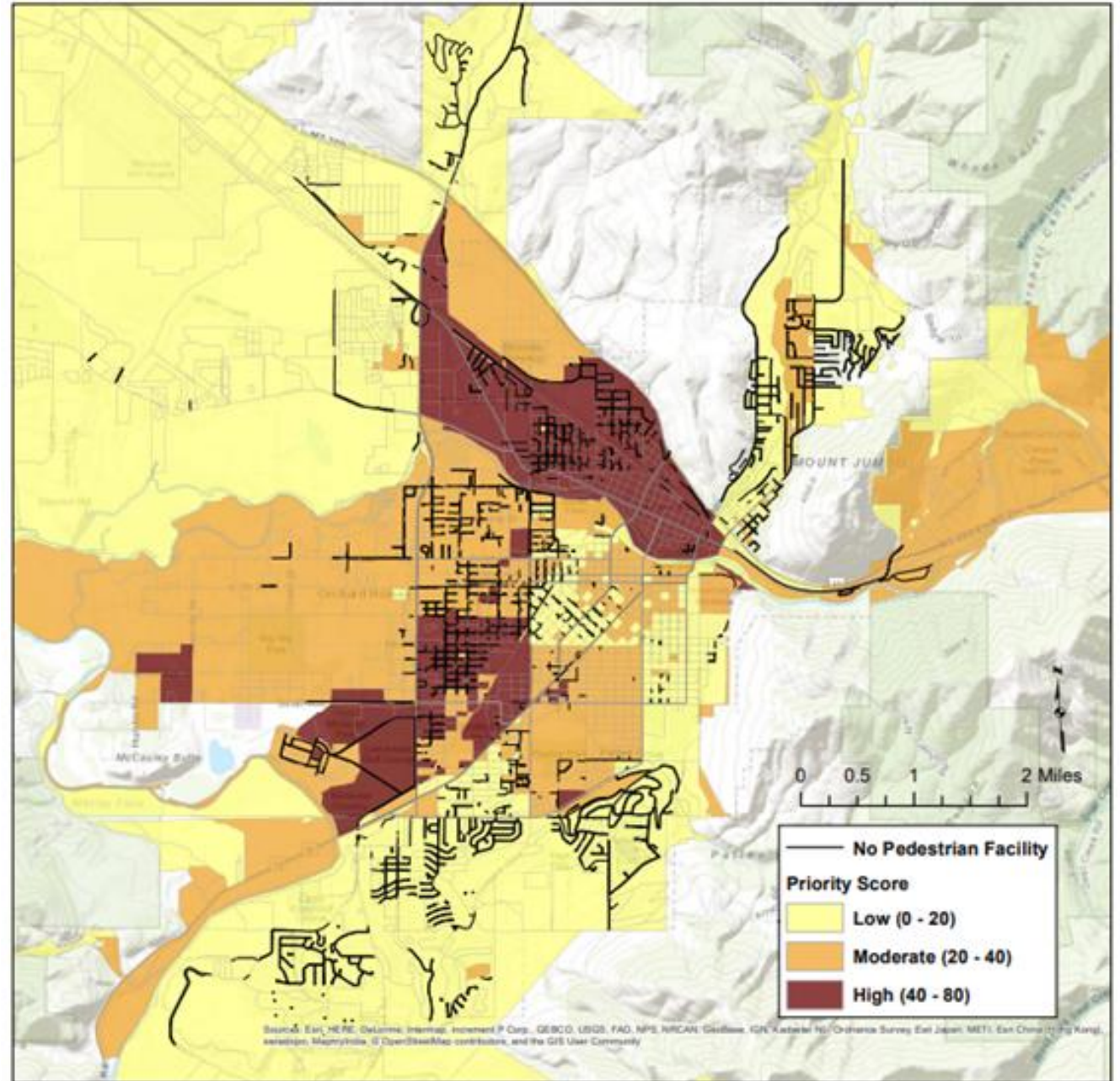
- Most crashes at intersections
- Non-motorized users are particularly vulnerable
- Young drivers = school connection



Missoula Context

- **Facility Master Plan prioritization**

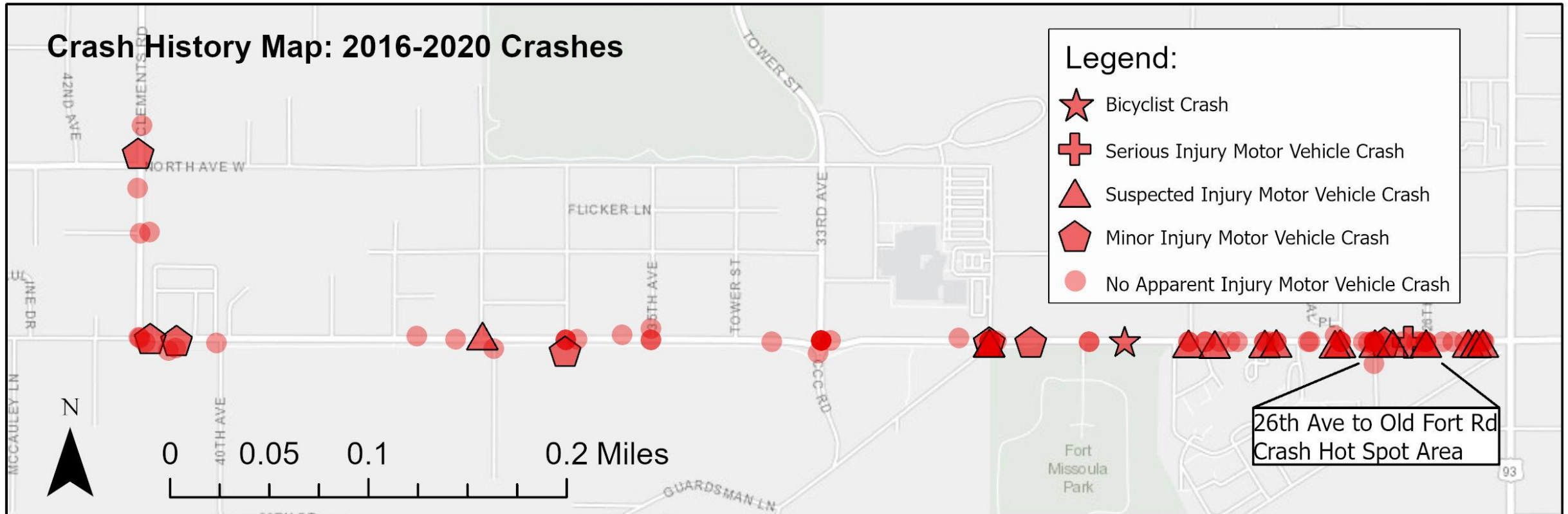
Data sources: Census data, invest health, infrastructure inventories, critical destinations & land use



Define the problem

Data sources: State crash data & PD crash reports

- Quantitative Data



Define the problem

- **Qualitative Data**

"There is no sidewalk area in this block, and the side of the road had snow build-up, forcing the pedestrian to walk in the roadway..."

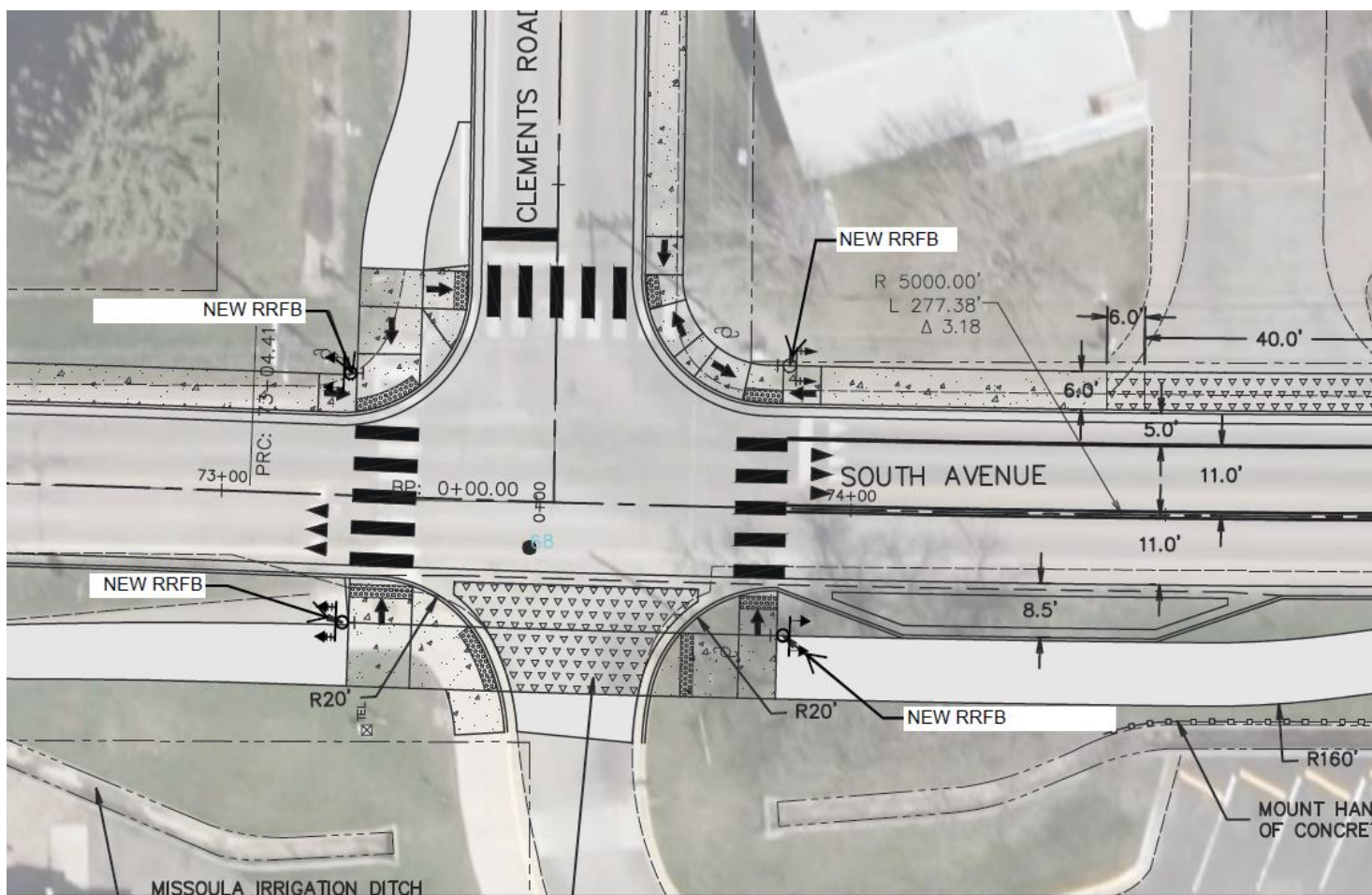
-Missoula PD Crash Report

Data sources: Police reports,
partner interviews,
interdisciplinary inclusive
walk audits



Identify Solutions

- Proven Safety Countermeasures
 - Project readiness & design



Safety Benefits:

High-visibility crosswalks can reduce pedestrian injury crashes up to¹

40%

Intersection lighting can reduce pedestrian crashes up to²

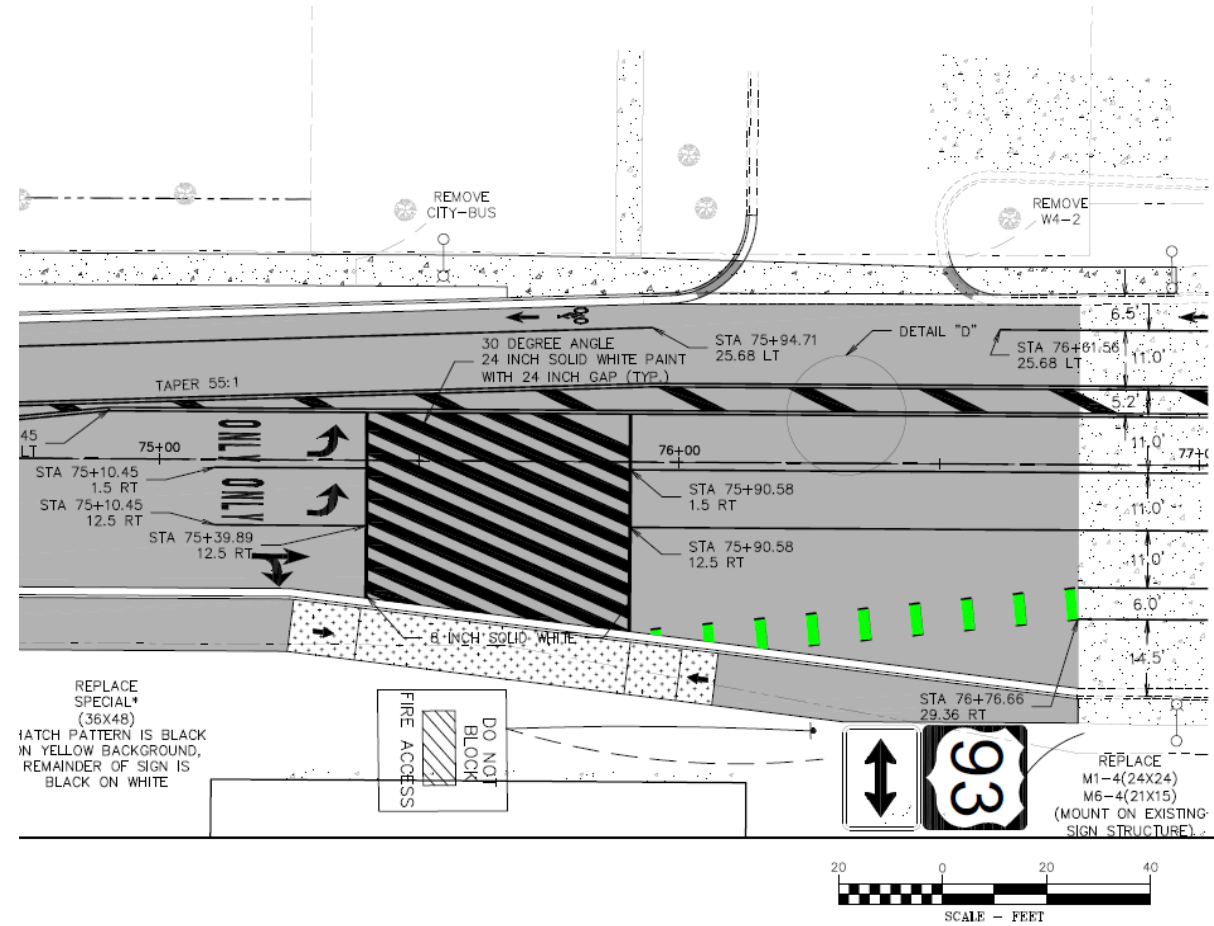
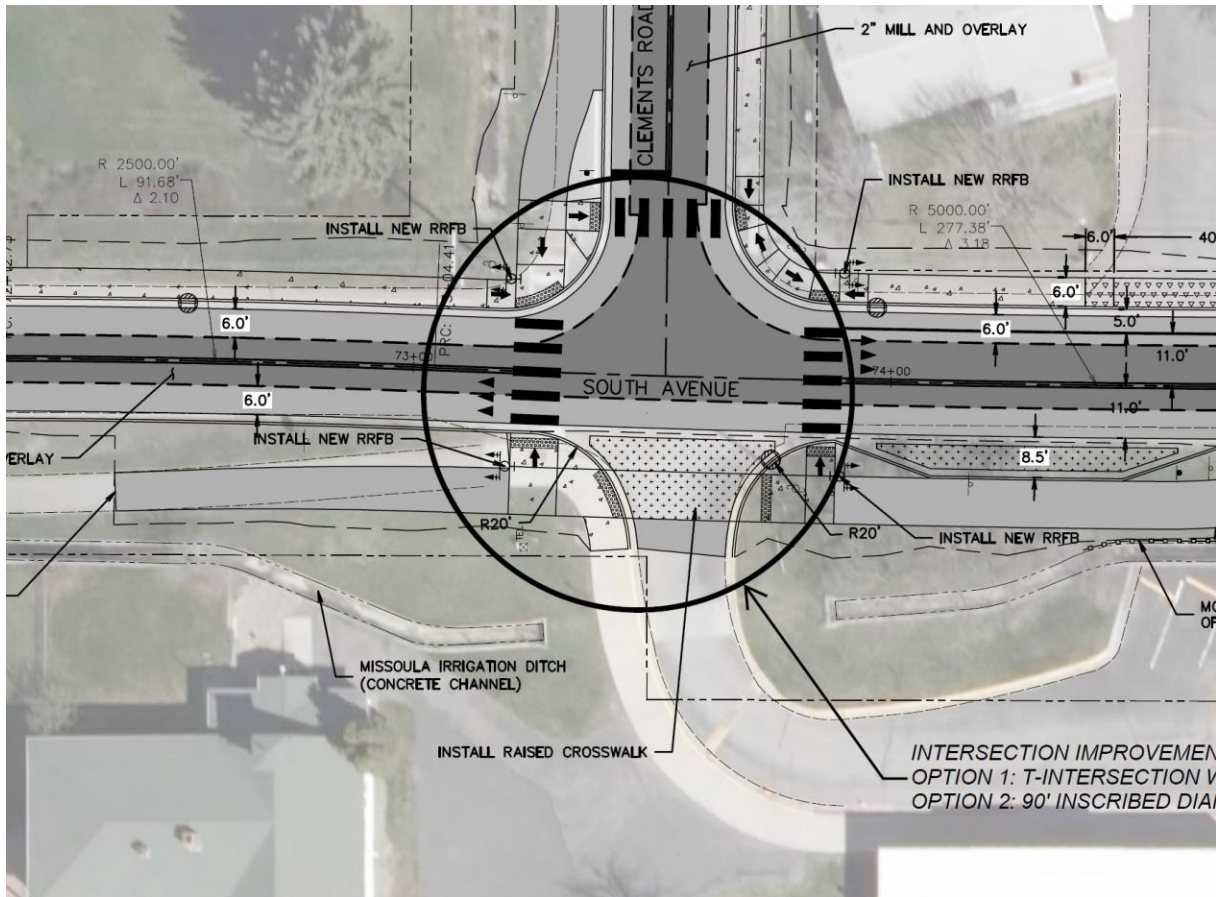
42%

Advance yield or stop markings and signs can reduce pedestrian crashes up to³

25%

Identify Solutions

- Active Transportation



Identify Solutions

- **Equity & Engagement**
 - Foster relationships: City, County, School District
 - Don't stop at jurisdiction lines
 - Track engagement & don't avoid community discussions
 - Track citizen complaints and requests

Data source: Census data, partner statistics, schools, citizen complaints/requests for service



Thank you!

Aaron Wilson, AICP

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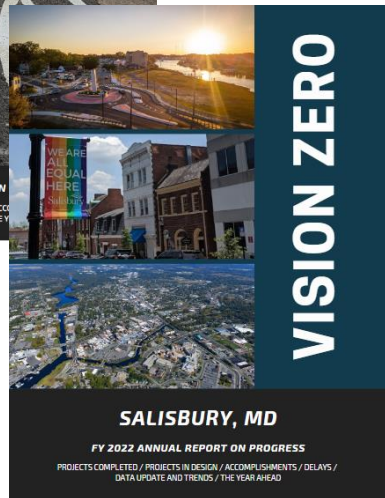
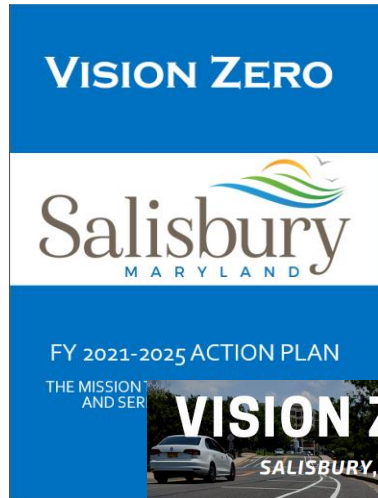
Safe Streets for All Application Practices



Salisbury
MARYLAND

The logo for Salisbury, Maryland, features a stylized graphic of waves in blue and green, with a yellow sun rising behind them and two white birds in flight. Below the graphic, the word "Salisbury" is written in a large, grey, serif font, and "MARYLAND" is written in a smaller, blue, sans-serif font.

Salisbury's Vision Zero Program

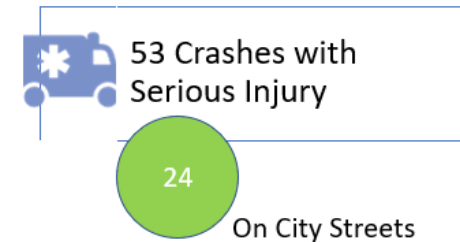
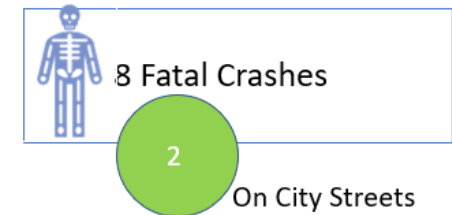
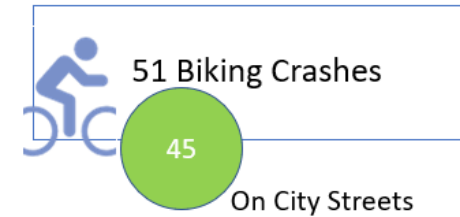
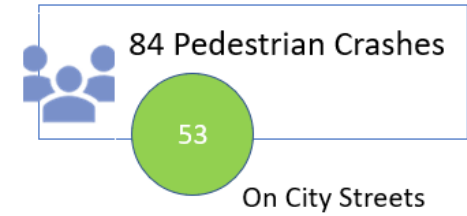


Mission to End Traffic Fatalities and Serious Injuries by January 1, 2030

- Early Discussion Started in Jan 2018
- Interdepartmental coordination in May 2018
- Gathering data, demonstration projects and drafting the plan lasted throughout 2019
- Officially adopted by City Council in April of 2020 in preparation for FY 21 (July 2020)
 - Plan covers City streets, Salisbury University Streets and State Roads (somewhat)
- FY21 Annual Report Presented in May 2021
- FY22 Annual Report Presented in June 30, 2022

Projects

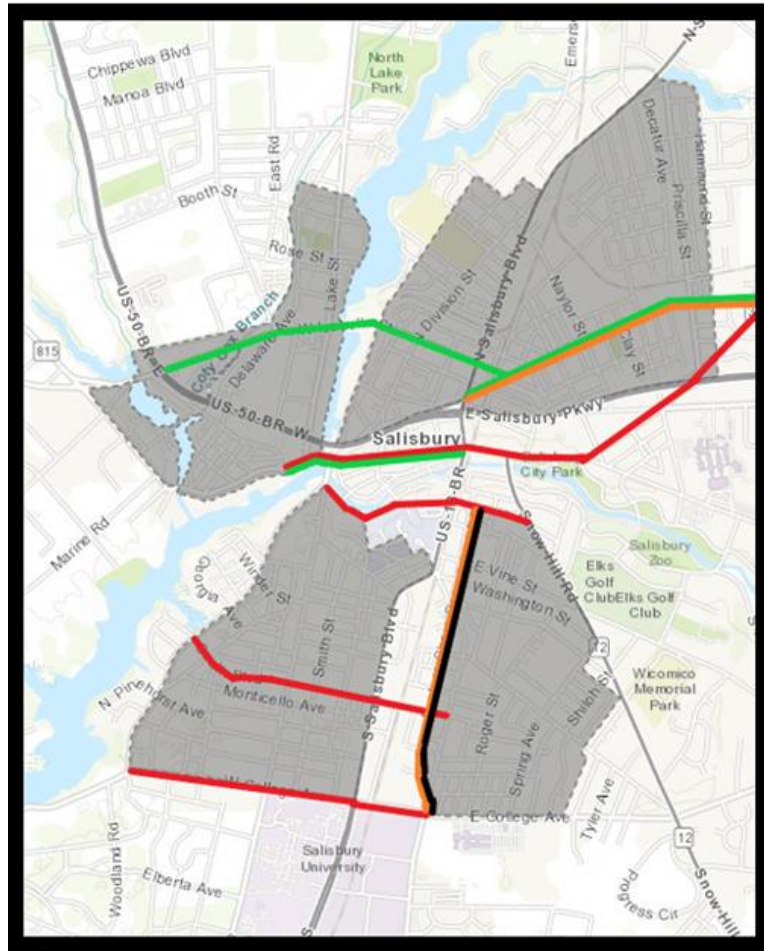
- Heavily Pedestrian and Bike (Vulnerable Road Users) Focused.
- In the short term, relies heavily on sidewalk construction and quick-build bike facilities
- Trails planned in the mid-to-long term.



Applying

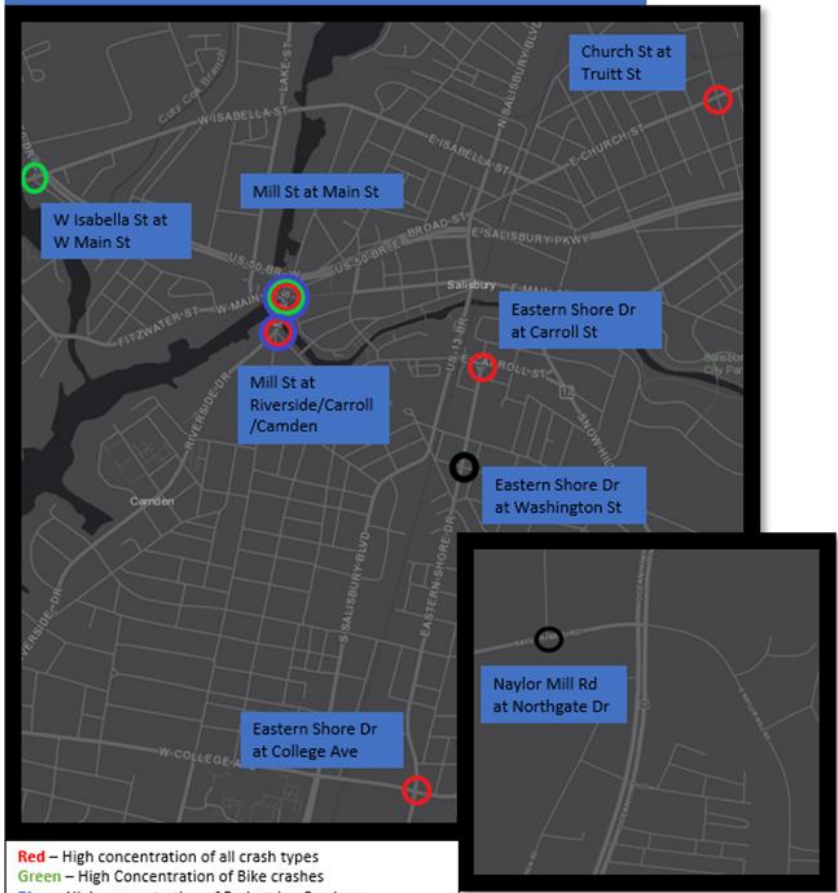
- Have a viable, detailed plan:
 - SS4A funding is flexible, but USDOT still needs to see a thought-out planning process.
 - Define what your approach is at each location – applying for “citywide safety” isn’t good enough.
 - Use data to prove the need (next page).
- Go for what is in reach:
 - If you don’t have an action plan that meets the requirements, do not try for Implementation, stick to planning or demonstration dollars.
 - Reaching too far will waste a year.
 - Don’t be afraid to combine projects of vice versa, break projects off to meet the funding limitations
- Equity, Equity, Equity:
 - From Salisbury’s experience, this is probably USDOT’s deciding metric for many applications. Make sure your plans take equity into account

Data Driven Planning



Red – High concentration of all Pedestrian Crashes
Green – High Concentration of Bike crashes
Orange – High concentration of Serious Injury Crashes
Black – Corridor with Fatal Crashes on record

The High Injury Network – Intersections



Red – High concentration of all crash types
Green – High Concentration of Bike crashes
Blue – High concentration of Pedestrian Crashes
Black – Fatal Crash Location

Data revealed that:

- Fatal crashes were occurring on just 2% of the City’s Transportation Network
- Nearly 50% of Serious Injury Crashes on City Streets occurred 6.4% of City streets, all urban collectors with 35MPH operating speeds, excessive conflicts/driveways
- 37.8% of Ped crashes occurred on 5 streets;
- 24.5% of bike crashes occurred on 3 streets.

Last Tip-Know Your Match/Management

Be able to speak directly as to where your match is coming from. Management and Financial Capacity comes up regularly.

- Have a dedicated project manager with transportation and/or federal funding experience
- Be able to cite directly where your match will originate from.

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Safe Streets and Roads for All
(SS4A) Grants

U.S. Department
of Transportation

Rural

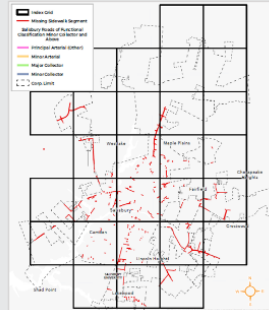
Salisbury Vision Zero Rapid Safety Improvements

Applicant: City of Salisbury
Salisbury, Maryland
SS4A Award: \$11,753,587

Project Description

This project will implement the rapid overhaul and traffic calming of City-owned arterials and collectors in Salisbury, Maryland.

The project will use multiple [Proven Safety Countermeasures](#), including constructing approximately 21 miles of sidewalk infill segments on collectors and arterials, nearly 4.5 miles of side paths along arterial streets to infill gaps in the network, around 100 new high-visibility crosswalks or crosswalks upgraded to high-visibility styles, close to a dozen crosswalks upgraded with beacons, pedestrian signals at multiple intersections, miles of bikeways, numerous streets and intersections calmed to prevent excessive speeds, and approximately 160 intersections with permanent or interim curb extensions.



21

Thank You!

William White



City of Salisbury



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<https://vision-zero-salisbury.hub.arcgis.com/>

Safety Insights for Active Transportation

- Safety statistics
- Safety themes in the first round of SS4A funding
- National Roadway Safety Strategy (NRSS)
- Highway Safety Improvement Program (HSIP)

Questions?



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Railstotrails.org