

**USING THE
BIPARTISAN
INFRASTRUCTURE
LAW TO CREATE
IMPACTFUL
PROJECTS FOR
PEOPLE AND THE
PLANET**

Thursday, September 26, 2024
11:00 AM – 12:45 PM



PRESENTERS



**Jenny Staroska,
PLA, LEED AP**
Community Planner
Federal Highway
Administration



**Lexi Petrella
RSP1, MPA**
OH + MI Market Lead
Alta Planning +Design



**Tanya DeOliveira,
AICP**
Project Manager
williams&works



Eric Hanss
Associate
Sam Schwartz





Planning Michigan Conference 2024



U.S. Department
of Transportation
Federal Highway
Administration

Using ^{the} **Bipartisan Infrastructure Law** ^{to}
create impactful projects ^{for} **people** ^{and the} **planet**



U.S. Department of Transportation
Federal Highway Administration

Jenny Staroska, PLA, LEED AP
Community Planner
Federal Highway Administration Michigan Division



Topics



U.S. Department
of Transportation
**Federal Highway
Administration**

- Bipartisan Infrastructure Law
- Grants
 - Safe Streets and Roads for All (SS4A) Grant Program
- Zero Deaths and Safe System Approach
 - Proven Safety Countermeasures
- Complete Streets
 - \$ Match Waiver



BIL / IIJA – What is it?



U.S. Department
of Transportation
**Federal Highway
Administration**

- On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)) into law.
- The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation’s history.

Infrastructure is so elemental to our society that when it's not there to serve us in the right way, all of us are impacted. But when it is — when it's strong — every community — large and small, rural and urban, privileged and marginalized — every community feels the benefits.

– Secretary Pete Buttigieg



BIL / IIJA – What is it?



U.S. Department
of Transportation
**Federal Highway
Administration**

- It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

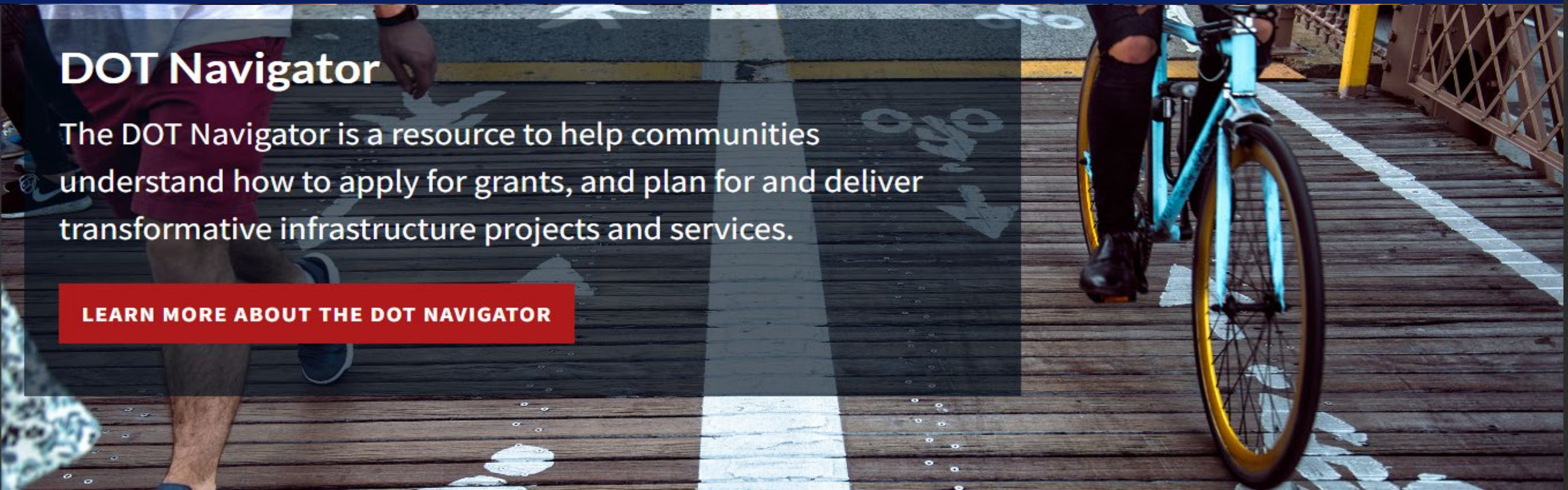


DOT Navigator



U.S. Department of Transportation
Federal Highway Administration

 An official website of the United States government [Here's how you know](#) 



DOT Navigator

The DOT Navigator is a resource to help communities understand how to apply for grants, and plan for and deliver transformative infrastructure projects and services.

[LEARN MORE ABOUT THE DOT NAVIGATOR](#)



FHWA Formula \$



U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation
Federal Highway Administration

[About](#) [Programs](#) [Resources](#) [Briefing Room](#) [Contact](#) [Search FHWA](#)



[About](#) [Programs](#) [Resources](#) [Briefing Room](#) [Contact](#)

Search FHWA



BIPARTISAN INFRASTRUCTURE LAW



[FHWA Home](#) / [Bipartisan Infrastructure Law](#) / [Funding](#)

[Home](#)

[Overview](#)

[Funding](#)

[Assistance / Local Support](#)

[Fact Sheets](#)

[Guidance / Regs](#)



FUNDING

Funding

The [Infrastructure Investment and Jobs Act \(IIJA\)](#) ([Public Law 117-58](#), also known as the “[Bipartisan Infrastructure Law](#)”) provides approximately \$350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026). Most of this funding is apportioned (distributed) to States based on formulas specified in Federal law. However, the Bipartisan Infrastructure Law also provides funding through a wide range of [competitive grant programs](#).



So Many Grants!



U.S. Department
of Transportation
**Federal Highway
Administration**

Key Notices of Funding Opportunity

In order to provide stakeholders with more visibility into upcoming funding opportunities, DOT is publishing a list of anticipated dates for upcoming Notices of Funding Opportunity (NOFOs) for key programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives. This list is not comprehensive and will be updated periodically with additional programs and revised dates as appropriate.

The [USDOT Discretionary Grants Dashboard](#) provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs.



Opening Date	NOFO	Operating Administration/Office	Closing Date (to be added for each program after the NOFO is issued)
Large Bridge NOFO: September 27, 2023	Bridge Investment Program	Federal Highway Administration	Large Bridge: August 1, 2025
Bridge Projects: December 20, 2023	Bridge Projects	Federal Highway Administration	Bridge Project Grants: 11/1/2024 Planning Project Grants: 10/1/2024
Bridge Planning Grants: December 20, 2023	Planning and other Bridge Projects		



Safe Streets and Roads for All



U.S. Department
of Transportation
**Federal Highway
Administration**

VIEW GRANT OPPORTUNITY

DOT-SS4A-FY24-01

Safe Streets and Roads for All Funding Opportunity

Department of Transportation

69A345 Office of the Under Secretary for Policy

- Notice of Funding Opportunity (NOFO)
- [Grants.gov](https://www.grants.gov)

- SYNOPSIS**
- VERSION HISTORY**
- RELATED DOCUMENTS**
- PACKAGE**

General Information

Document Type:	Grants Notice	Version:	Synopsis 7
Funding Opportunity Number:	DOT-SS4A-FY24-01	Posted Date:	Feb 21, 2024
Funding Opportunity Title:	Safe Streets and Roads for All Funding Opportunity	Last Updated Date:	Apr 16, 2024



Safe Streets and Roads for All



U.S. Department
of Transportation
**Federal Highway
Administration**



- Competitive grant program established by BIL
- \$5B over 5 years, 2022-2026
- Exclusively designed to help local communities
- Planning and Demonstration, and Implementation grants
- Notice of Funding Opportunity (NOFO)

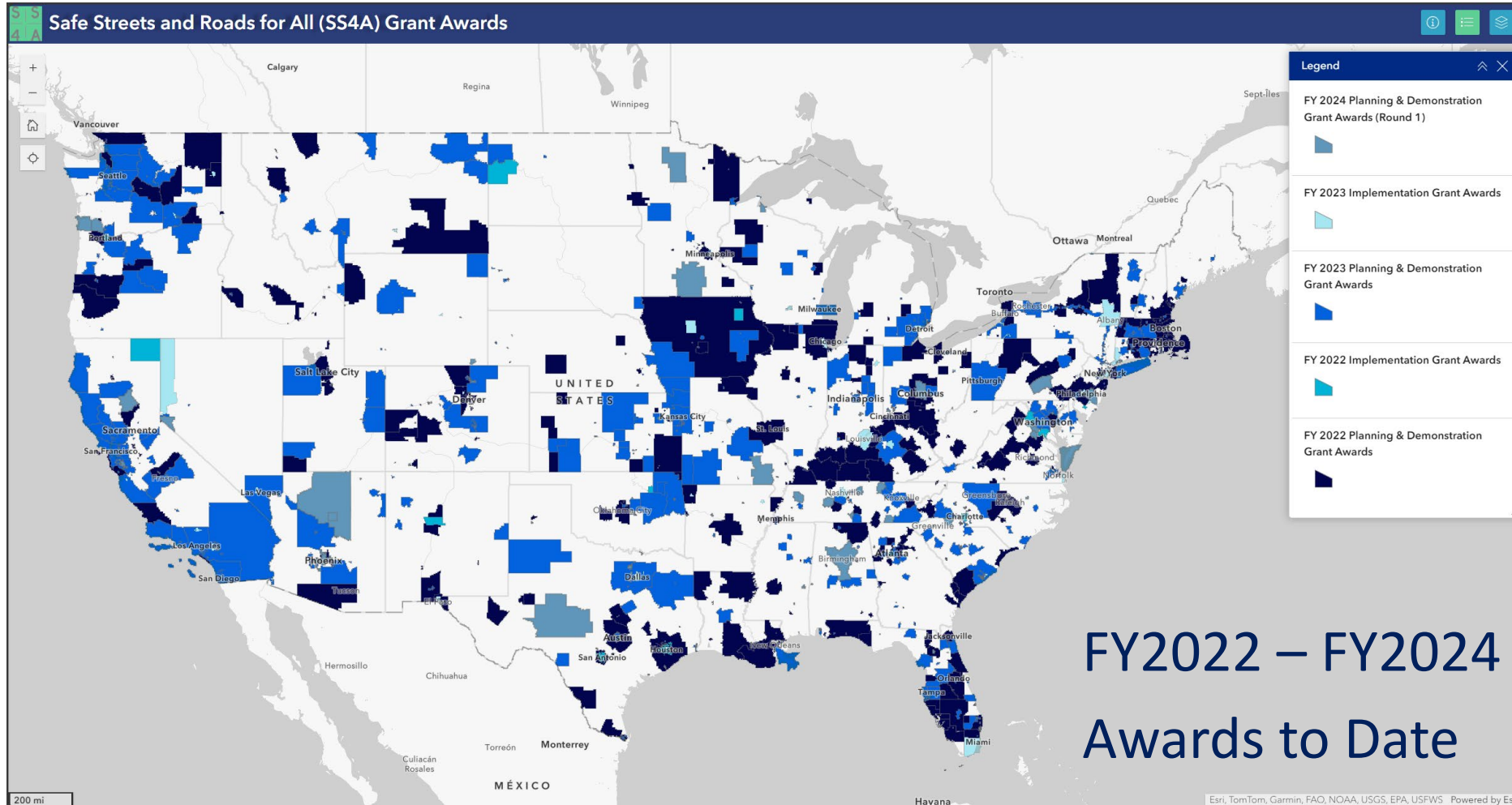


Safe Streets and Roads for All



U.S. Department of Transportation

Federal Highway Administration





2022 Fatalities Statistics



U.S. Department
of Transportation
**Federal Highway
Administration**

Traffic fatalities are a public health crisis affecting all road users. Fatalities among Vulnerable Road Users like pedestrians and bicyclists are increasing even faster.

42,795

**National
Fatalities**

8,354

**National
Pedestrian
And Bike
Fatalities**

1,123

**Michigan
Fatalities**

209

**Michigan
Pedestrian
and Bike
Fatalities**



National Roadway Safety Strategy (NRSS)



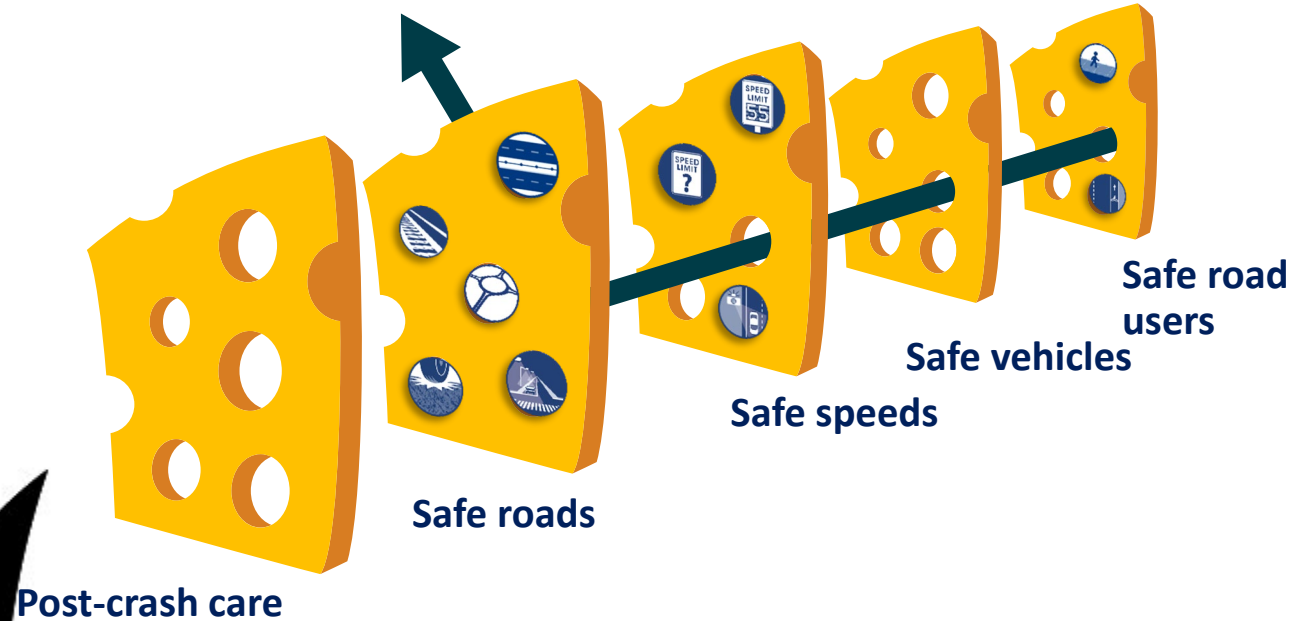
U.S. Department of Transportation
Federal Highway Administration



- Published January 2022
- Focus is to reduce traffic fatalities and serious injuries
- Long-term goal of zero deaths
- Uses Safe System Approach (SSA)



The “Swiss Cheese Model” of redundancy creates layers of protection



Adapted from James Reason's model for analyzing accident causation
<https://royalsocietypublishing.org/doi/10.1098/rstb.1990.0090>

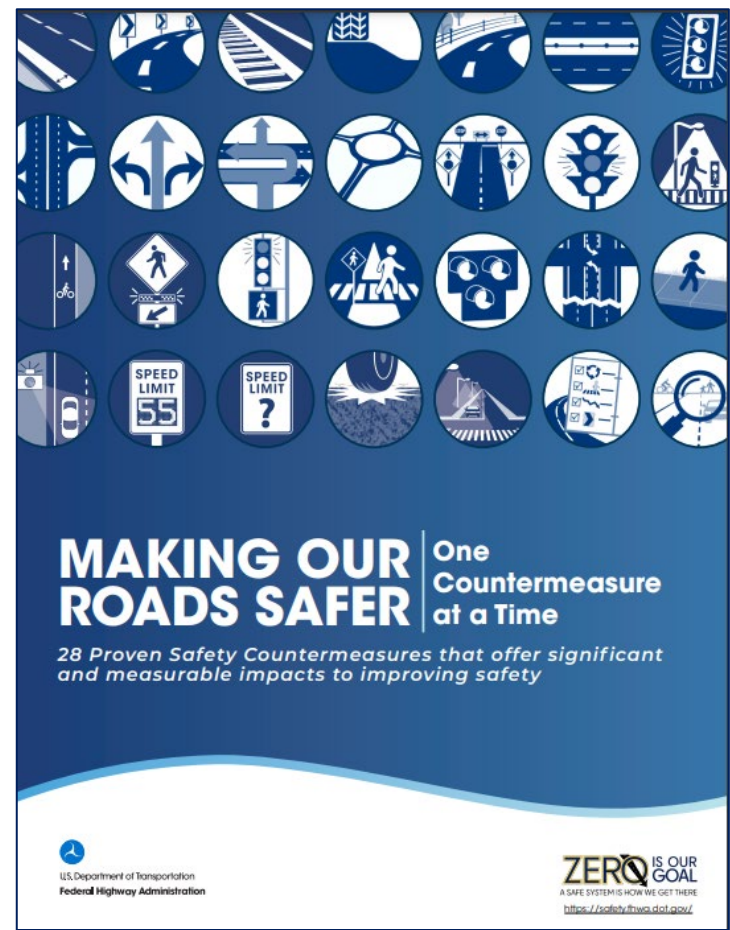


History of the Proven Safety Countermeasure initiative (PSCi)



U.S. Department of Transportation
Federal Highway Administration

- **Version 1 debuted in 2008**
 - First “proven safety countermeasures” totaled 9
 - Envisioned as a means to boost systemic implementation.
- **Version 2 released in 2012**
 - Updated four of original nine
 - Added five new countermeasures for a total of 14
- **Version 3 released in 2017**
 - Added six new countermeasures for a total of 20
 - Developed new informational one-pagers and a booklet-style handout
- **Version 4 released in 2021**
 - Added eight new countermeasures and updated one for a total of 28
 - Enhanced functionality of webpages and updated all one-pagers



Source: FHWA



Proven Safety Countermeasures

Pedestrian/Bicyclist



U.S. Department
of Transportation
**Federal Highway
Administration**



Crosswalk Visibility
Enhancements



Leading Pedestrian Interval



Medians and Pedestrian Refuge
Islands in Urban and Suburban
Areas



Pedestrian Hybrid Beacons



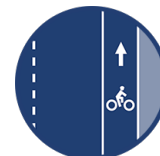
Rectangular Rapid Flashing
Beacons (RRFB)



Road Diets (Roadway
Reconfiguration)



Walkways



Bike Lanes



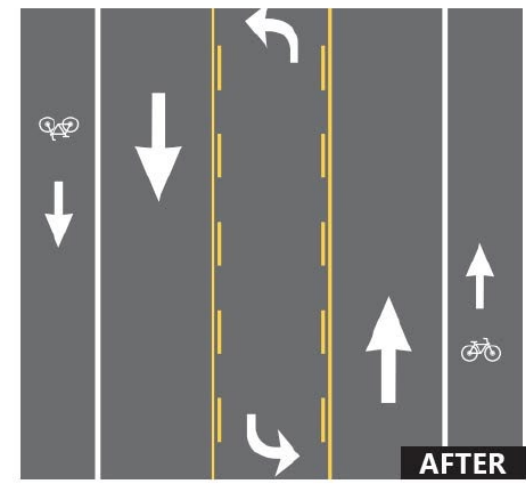
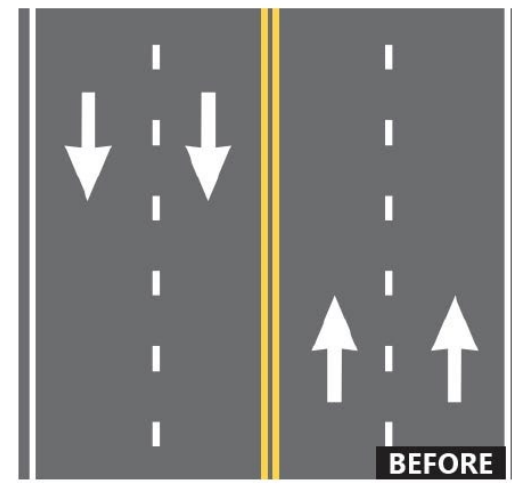


Road Diets (Roadway Reconfiguration)



U.S. Department of Transportation
Federal Highway Administration

- Typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane
- Reduce crossing distances and exposure
- Traffic calming and more consistent vehicle speeds
- Promote **Complete Streets**
- Provide space for installing pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops
- Low-cost when planned with pavement overlay



Source: FHWA





Effectiveness



U.S. Department
of Transportation

Federal Highway
Administration

- 4-Lane to 3-Lane, Road Diet Conversions
 - Up to **19% reduction** in total crashes (urban areas)
 - Up to **47% reduction** in total crashes (suburban areas)
 - Up to **37% reduction** in injury crashes



Source: FHWA



Complete Streets



U.S. Department
of Transportation
**Federal Highway
Administration**



- A Complete Street is safe, and feels safe, for all users.
- “Equity means the consistent and systematic fair, just and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment...”-DOT Equity Action Plan ,



Complete Streets \$



U.S. Department
of Transportation
**Federal Highway
Administration**

- BIL § 11206(a) defines Complete Streets standards or policies as “...standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.”
- BIL § 11206(b) requires States and MPOs to use not less than 2.5% of SPR and PL funds, respectively, on Complete Streets planning activities.
- Typically, 20% local match to 80% Federal funds.

HOWEVER, during BIL the 20% is waived, meaning 100% Federal \$ are available for Complete Streets planning activities, even above the required 2.5%.





People & Planet



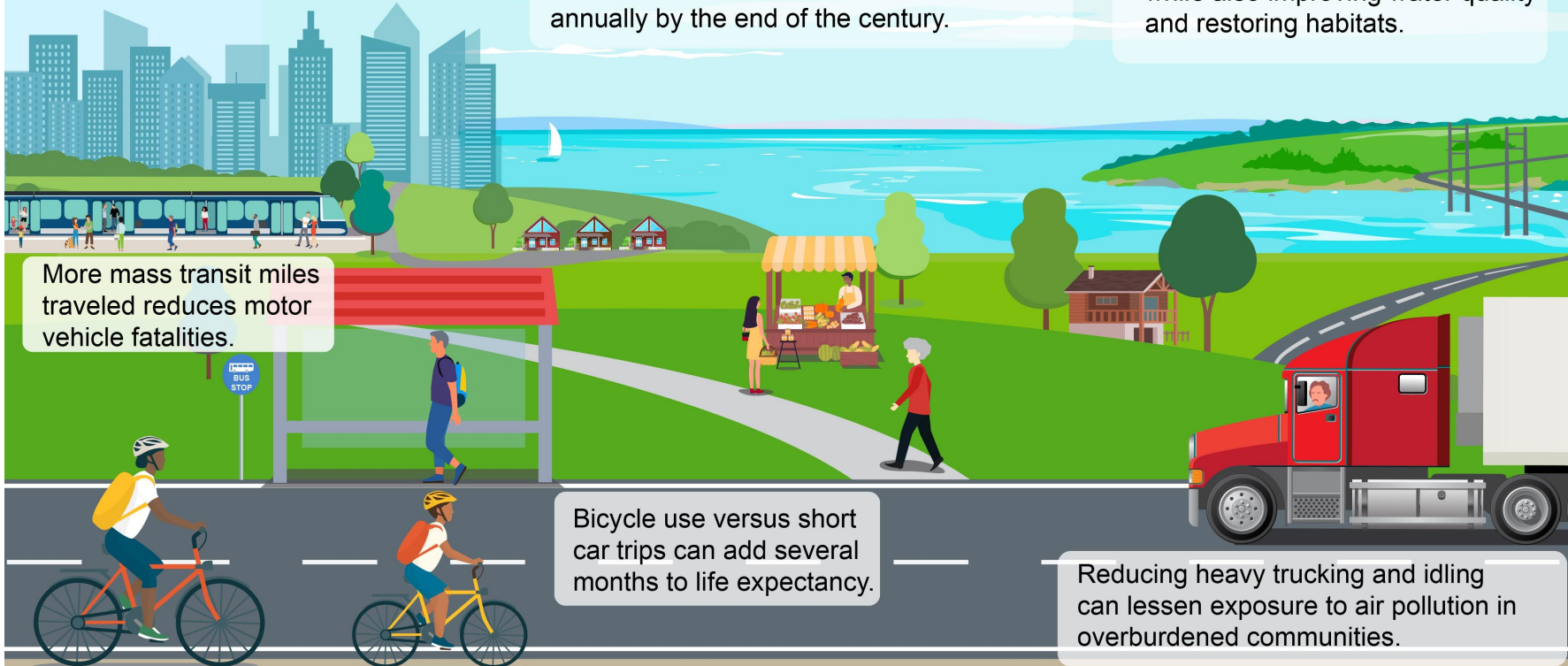
U.S. Department
of Transportation
**Federal Highway
Administration**

Co-benefits of Mitigation and Resilience

Reduced carbon-powered transportation improves air quality, which benefits public health.

Proactive adoption of climate-resilient road and rail infrastructure would save billions annually by the end of the century.

Investment in oyster reefs can reduce wave energy and protect shorelines and coastal roadways while also improving water quality and restoring habitats.



More mass transit miles traveled reduces motor vehicle fatalities.

Bicycle use versus short car trips can add several months to life expectancy.

Reducing heavy trucking and idling can lessen exposure to air pollution in overburdened communities.



Sources & Resources



U.S. Department
of Transportation
**Federal Highway
Administration**

[Bipartisan Infrastructure Law](#)

[Bipartisan Infrastructure Law - FHWA | Federal Highway Administration \(dot.gov\)](#)

[DOT Navigator | US Department of Transportation](#)

[Key Notices of Funding Opportunity | US Department of Transportation](#)

[Safe Streets and Roads for All \(SS4A\) Grant Program](#)

[Zero Deaths and Safe System Approach](#)

[Proven Safety Countermeasures](#)

[Complete Streets | FHWA \(dot.gov\)](#)

[Clarified Waiver of the Non-Federal Match for State Planning and Research and Metropolitan Planning Funds in Support of Complete Streets Planning Activities \(BIL § 11206\) \(dot.gov\)](#)

[NHTSA Early Estimates: 2022 Traffic Crash Deaths | NHTSA](#)

[Microsoft Word - YE 2022 Report All Percent.docx \(michigan.gov\)](#)

[National Roadway Safety Strategy | US Department of Transportation](#)

[Bipartisan Infrastructure Law - Competitive Grant Programs | Federal Highway Administration \(dot.gov\)](#)

[Justice40 Initiative | US Department of Transportation](#)

[U.S. Department of Transportation Equity Action Plan | US Department of Transportation](#)

[Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\)](#)

[Active Transportation Infrastructure Investment Program \(ATIIP\)](#)



U.S. Department
of Transportation
**Federal Highway
Administration**

Thank you!

Jenny Staroska, PLA, LEED AP

Community Planner

Federal Highway Administration Michigan Division

The Federal (U.S.) Funding Landscape

alta



Overview



With the influx of money from the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act, there is (for now) a lot of federal money available for cities and states to apply for.

- RAISE
- SS4A
- RCN
- PROTECT
- ATIIP
- CPRG



JUSTICE40

Justice40

- GOAL: 40 percent of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution.
- APPLIES TO: federal grants related to climate change, clean energy, energy efficiency, clean transit, affordable housing, etc.
- FOCUSES ON ADDRESSING:
 - Transportation insecurity
 - Environmental burden
 - Social vulnerability
 - Health vulnerability
 - Climate and disaster risk burden

For More information

<https://www.transportation.gov/equity-Justice40>

Climate and Economic Justice Screening Tool

<https://screeningtool.geoplatform.gov/en/>

CPRG

Climate Pollution Reduction Grants

Implementation grants:

- Total funding available: \$4.3b
- Individual grant amount: \$2m-500m
- Number of awards expected: 30-115
- Grant period: 5 years
- Eligible applicants: states, municipalities, and tribes

Projects must be included in a PCAP to be eligible implementation grants.



Communities Taking Charge Accelerator

Joint Office of Energy and Transportation

- Accelerate solutions that make it possible for communities everywhere to ride and drive electric
- Funding is available to academic, non-profit, for-profit, and government entities for planning, demonstration, and/or deployment projects that drive innovation in equitable clean transportation
- Key topic: Expanding E-Mobility Solutions through Electrified Micro, Light and Medium-Duty Fleets
- Grants for these options are \$250k - \$4 million



PROTECT



U.S. Department of Transportation

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation

- Federal program funded by the Infrastructure Investment and Jobs Act.
- Provides funding for surface transportation infrastructure resilience to natural hazards.
- Can be used to improve resilience of infrastructure for people walking and biking. Nature-based resilience strategies to flooding, erosion, and heat are encouraged.
- 7 • \$829 million was awarded in the first round of funding.

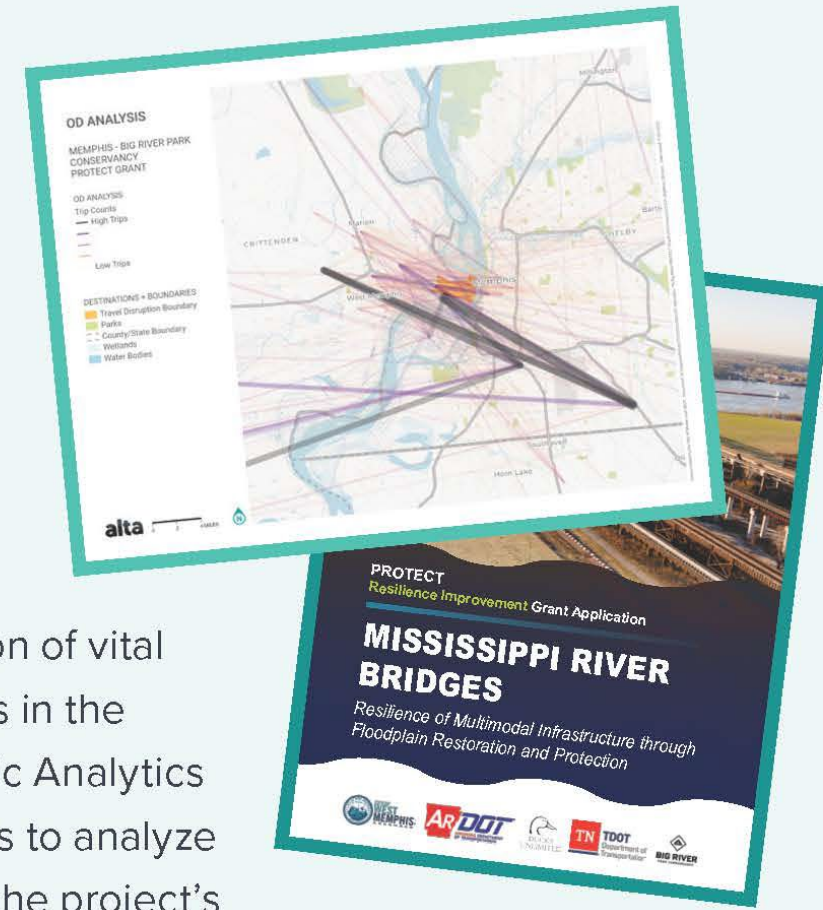
SUSTAINABILITY + CLIMATE AT ALTA

Planning for climate risks and impacts to protect the most vulnerable and build infrastructure resilience.

Mississippi River PROTECT Grant Application

📍 TENNESSEE

Alta played a pivotal role in securing a \$16 million USDOT PROTECT grant for the restoration of vital Mississippi River floodplain areas in the City of West Memphis. Alta's Civic Analytics team used cutting-edge methods to analyze ecosystem services and assess the project's resilience impacts. This included a bridge disruption analysis that highlighted who would be most impacted by bridge closures to make the case that reducing flooding is critical to vital infrastructure.



RAISE

Rebuilding American Infrastructure with Sustainability and Equity

Discretionary grant program for investments in surface transportation infrastructure that will have a significant local or regional impact. (Previously known as BUILD, and prior to that as TIGER)

These grants are incredibly competitive.

Applicants should consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity — all goals that are closely aligned with Alta’s mission and with the needs of communities with which we work.



U.S. Department of Transportation

Key Dates:

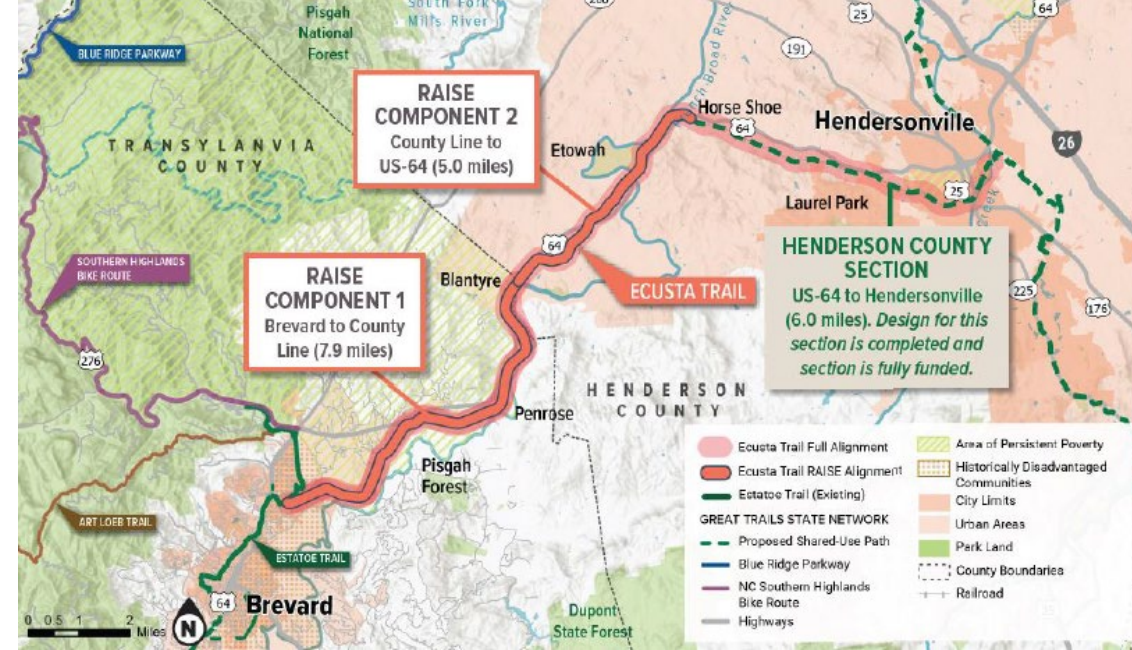
Grants Due:

- 2025 deadline: January 13, 2025
- 2026 deadline: January 13, 2026

RAISE Project Examples

Ecusta Trail, North Carolina

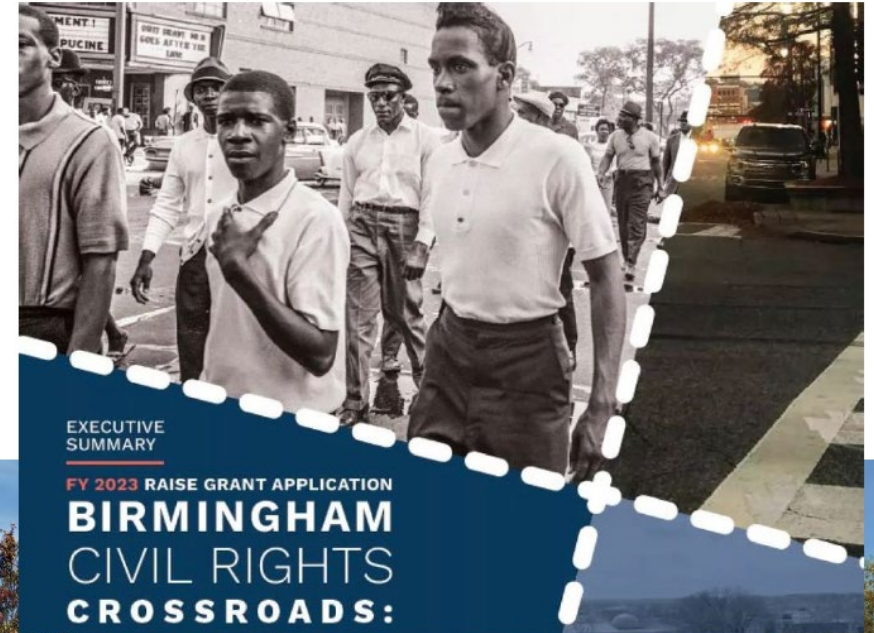
- 19.4-mile rail-trail connecting Hendersonville, Brevard and the Pisgah National Forest
- Near Great Smoky Mountains National Park (highest visitation in US)
- The Trail will connect communities, promote health, enhance both quality of life and the local economy, and eventually become a signature trail for the region
- Alta helped partners of the Ecusta Trail secure two federal grants in early 2023, a \$24.6 million USDOTRAISE grant and a \$23.5millionNationally Significant Federal Lands and Tribal Projects(NSFLTP) grant.



RAISE Project Examples

Birmingham, AL Civil Rights Crossroads

- 3.16 mile urban trail that traverses through the Civil Rights Historic District, a pivotal landscape in America's Civil Rights movement, and reconnect communities divided by an interstate
- Other unique elements include a two-way cycle track with micromobility hubs, direct access to transit islands, an increase in street trees, stormwater features, and other efforts to reduce the urban heat island effect.
- In total, the City of Birmingham, with support of its partners like The Freshwater Land Trust, will receive \$21.6 million in RAISE Grant funds.



RAISE Project Examples

High Point on the Rise

- \$20 million grant
- The urban multimodal greenway and streetscape project will connect equity priority communities of color to the City's mass transit facilities and essential services:
- Spur transit-oriented economic development
- Provide a safe, sustainable route for active transportation



What makes a **competitive RAISE** implementation grant application?

✓ The project is a **regionally important project** prioritized through a robust planning process

✓ The project provides **significant and multiple benefits** in the following categories:

- ◆ Safety
- ◆ Environmental Sustainability
- ◆ Quality of Life
- ◆ Mobility & Community Connectivity
- ◆ Economic Competitiveness and Opportunity
- ◆ State of Good Repair
- ◆ Partnership and Collaboration
- ◆ Innovation

✓ The project has at least some funding available to serve as a **match** to the RAISE grant

✓ The project has at least some funding available to serve as a **match** to the RAISE grant

✓ The project benefits an **Area of Persistent Poverty** or **Historically Disadvantaged Community**¹

✓ The project shows **strong political support** from your federal delegation (US Senator or US Representative)

✓ The project has **limited or manageable** environmental or right-of-way **risks**

✓ The project has a **high Benefit to Cost ratio**

✓ The project cost is at least \$5 million for efforts in urban areas and \$1 million for efforts in rural areas

✓ The project funding need is **no more than \$25 million** (maximum award)

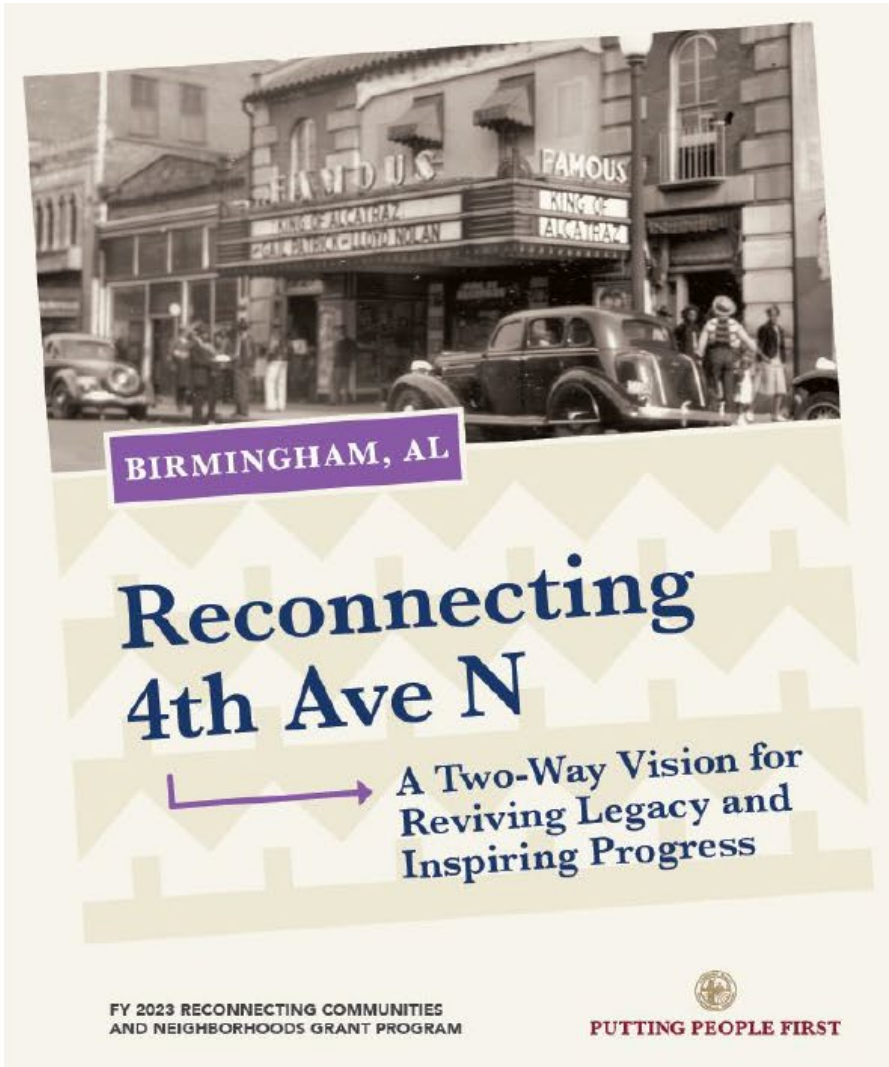
RCN

Reconnecting Communities and Neighborhoods

- Aimed at reconnecting communities that were cut off by transportation infrastructure decades ago, leaving entire neighborhoods without direct access to opportunity.
- The proposed project may address one of two “eligible facilities”: A Dividing Facility and A Burdening Facility



RCN - Birmingham, AL



\$14.5 million award



RCN - Decatur, AL and Singing River Trail



\$18.4 million – No Match!



FY 23 Neighborhood Access and Equity Grant Application:
Project Narrative

**Dr. Bill Sims Hike-Bike Way
on the Singing River Trail:**
Reconnecting Old Town to Decatur's Riverfront

Applicant:
City of Decatur



ATIIP



U.S. Department of Transportation

Active Transportation Infrastructure Investment Program

- Projects to enhance safety, efficiency, and reliability of active transportation; improve connectivity with public transit; strengthen infrastructure resilience; protect the environment; and expand mobility in disadvantaged communities.
- \$44.5 million in funding, awards will be between \$100k and \$15m each

Safe Streets for All



alta





SS4A Planning & Demonstration Activities

S | S
4 | A



Events & Outreach



Safe Routes to School Pilot



Quick Build Projects



Road Safety Audits



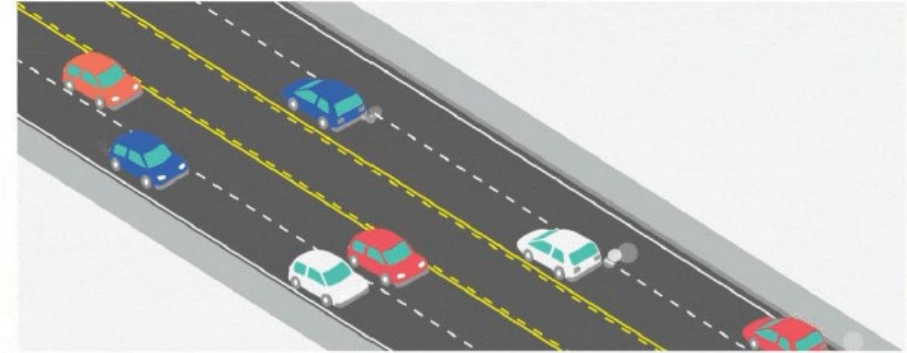
Pop-up projects



...and more

Alta's SS4A Action Plan Experience

- Kissimmee, FL SS4A Vision Zero Action Plan (Sub)
- St. Cloud, FL SS4A Vision Zero Action Plan (Sub)
- Teton Co, WY SS4A Action Plan (Prime)
- Hall County, GA SS4A Action Plan (Prime)
- Grand Forks, NDMPO SS4A Safety Action Plan (Prime)
- East Multnomah County, OR Transportation Safety Action Plan (Prime)
- Kirkwood, MO SS4A SRTS Plan (Prime)
- Modesto, CA SS4A Action Plan (Prime)
- Kalamazoo, MI SS4A Action Plan (Prime)
- Lake County, FL SS4AVision Zero Safety Action Plan (Sub)
- Raleigh, NC SS4A Comprehensive Safety Action Plan (Sub)
- Fayetteville, NC SS4A (Sub)
- Yuba County, CA Regional Safety Action Plan (Sub)
- Sandy Springs, GA Safety Action Plan (Sub)



Implementation Funding in El Paso



CLIENT
MnDOT

CONTACT
Sonja Piper
MnDOT
395 John Ireland Blvd
St. Paul, MN 55155
(651) 234-7376
sonja.piper@state.mn.us

CONTRACT AMOUNT
\$220,056

RELEVANCE

- ✓ Systematic Safety Analysis
- ✓ High Injury Network Analysis
- ✓ Bicycle and pedestrian crash analysis
- ✓ Equity Considerations



DEPARTMENT OF TRANSPORTATION

VULNERABLE ROAD USER SAFETY ASSESSMENT

Top Pedestrian Safety Risk Factors

- State highways
- Minor arterials
- 4 or more through lanes
- Signalized intersections
- Posted speed limits of 30mph or more
- Shopping, restaurant, or entertainment destinations (e.g., theater, stadium)
- Transit stop nearby
- Greater density of people experiencing low incomes
- Greater density of people of color

Pedestrian Safety

MnDOT conducted a statewide, data-driven, systematic safety study to identify conditions that contribute to higher risk of pedestrian death or serious injury. Proactive application of pedestrian safety engineering countermeasures is recommended.

Detailed findings and recommendations from the Statewide Pedestrian Safety Study are available in the full report.

Roadway Factors

State Highways

23 State highways or trunk highways had over 2x as many pedestrian fatal and injury crashes per mile as all other roadways.

Intersections

Approximately 2/3 of pedestrian fatal or serious injury crashes happened at intersections.

Signalized Intersections

Over 1/3 of pedestrian fatal or serious injury intersection crashes occurred at signalized intersections, despite these comprising a much smaller share of all intersections.

Minor Arterials

51% of pedestrian fatal and injury crashes and 53% of pedestrian crashes overall, occurred on Minor Arterials¹, while only 7% of Minnesota roads are estimated to be of this type.

Minor arterials had over 28x as many pedestrian injury and fatal crashes per mile as local roads.

Minor arterials have the highest rate of fatal and injury pedestrian crashes per 100 miles.

Roadway Type	Rate (per 100 miles)
Minor Arterial	56.9
Signalized	4.7
Other Collector	2.0
60+ mph	0.5
30-59 mph	0.4
Local	0.2

Fatal or Injury Crashes 51%

Miles of MN Roads 7%

1. Trunk highways were state-operated roadways, ranging from four-lanes and up to six lanes in both directions. 2. Minor arterials are roads that are not state-operated but are not local roads or through arterial roads. Road names about roadway functional class from Minnesota DOT.

MnDOT Vulnerable Road User Safety Assessment

STATEWIDE, MN | 2023 – ONGOING

CLIENT

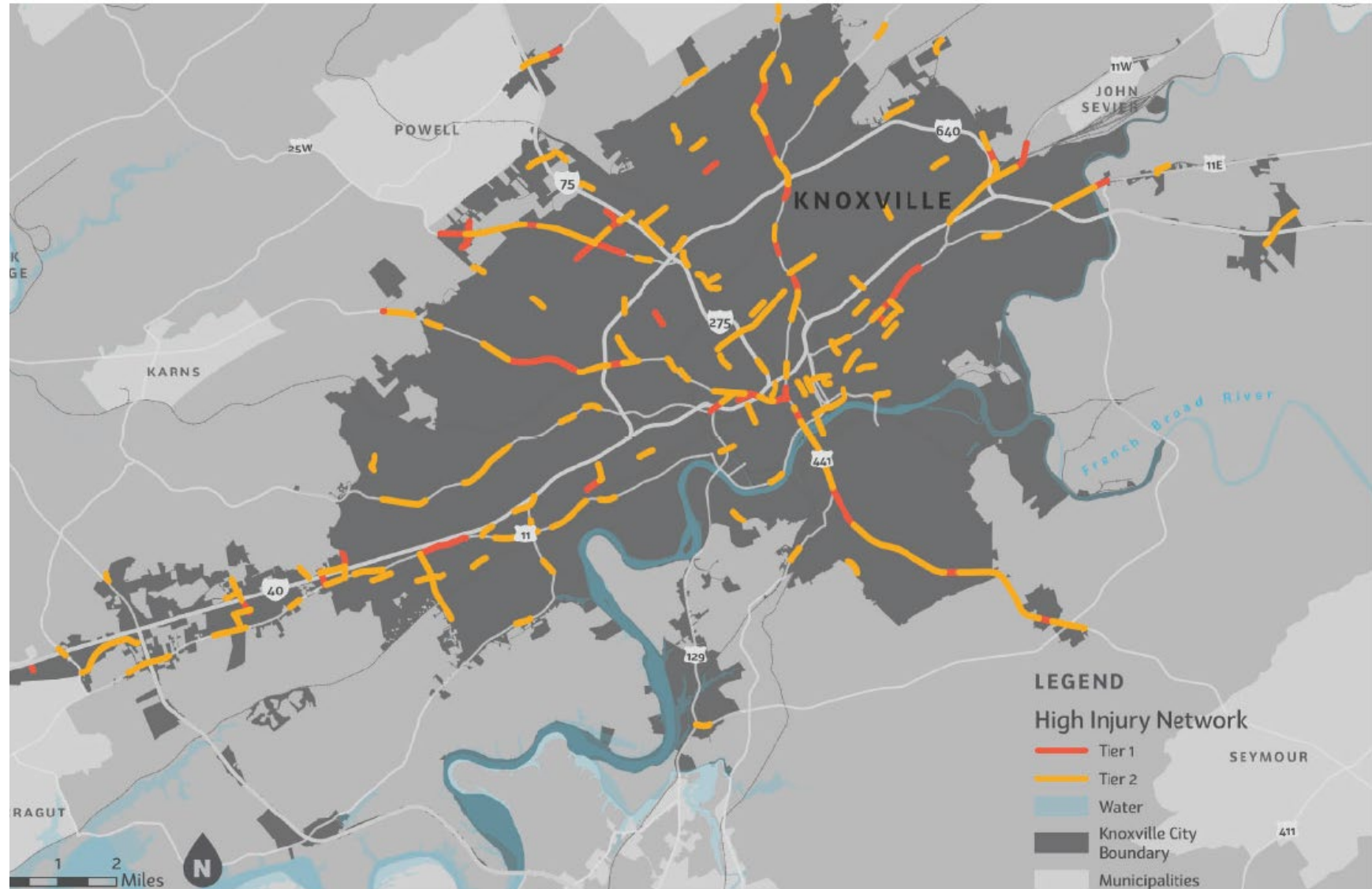
Knoxville Regional Transportation
Planning Organization (TPO)

REFERENCE

Ellen Zavisca
Former Senior Transportation Planner
Knoxville Regional TPO
(202) 407-7614
ezavisca@ampo.org

RELEVANCE

- ✓ Multijurisdictional coordination and engagement
- ✓ Crash data and safety analyses
- ✓ High Injury Network (HIN) identification
- ✓ Predictive modeling
- ✓ Prioritization and integration with existing policies and programs
- ✓ Preparation for SS4A Implementation Grant funding



Knoxville Regional Roadway Safety Plan

KNOX COUNTY, TN | 2022-2023

CLIENT

Metro Nashville Davidson County

CONTACT

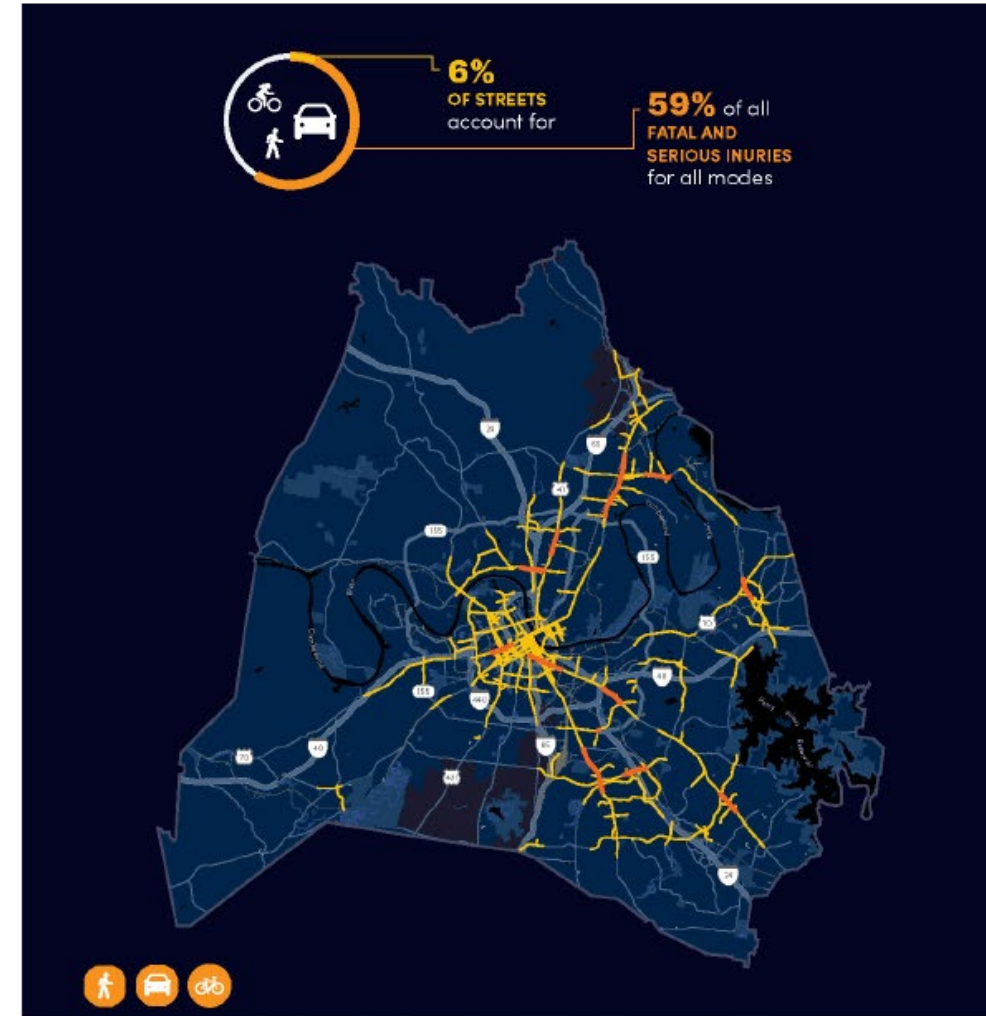
Anna Dearman, AICP
Walking & Biking Manager
Nashville Department of Transportation &
Multimodal Infrastructure (NDOT)
750 S 5th Street
Nashville, TN 37206
(615) 862-8735
anna.dearman@nashville.gov

RELEVANCE

- ✓ Public, DOT, and stakeholder engagement
- ✓ Civic analytics
- ✓ Crash data and safety analyses
- ✓ High Injury Network (HIN) identification
- ✓ Predictive modeling
- ✓ Data dashboard
- ✓ Prioritization
- ✓ Integration with existing policies and programs
- ✓ Corridor analysis
- ✓ Funding strategy
- ✓ Performance metrics



Safe Streets in Nashville



Nashville-Davidson County Vision Zero Action Plan + Implementation Plan

NASHVILLE-DAVIDSON COUNTY, TN | 2021-2022

CLIENT

City of El Paso

CONTACT

Joaquin Rodriguez
Transportation Planning Administrator
City of El Paso
300 N. Campbell
El Paso, TX 79901
(915) 212-0000
rodriguezJ2@elpasotexas.gov

RELEVANCE

- ✓ Safety planning
- ✓ Safety countermeasures
- ✓ Grant assistance
- ✓ High Injury Network (HIN) development
- ✓ Robust analytics and predictive modeling
- ✓ Bilingual engagement
- ✓ Interactive web tools

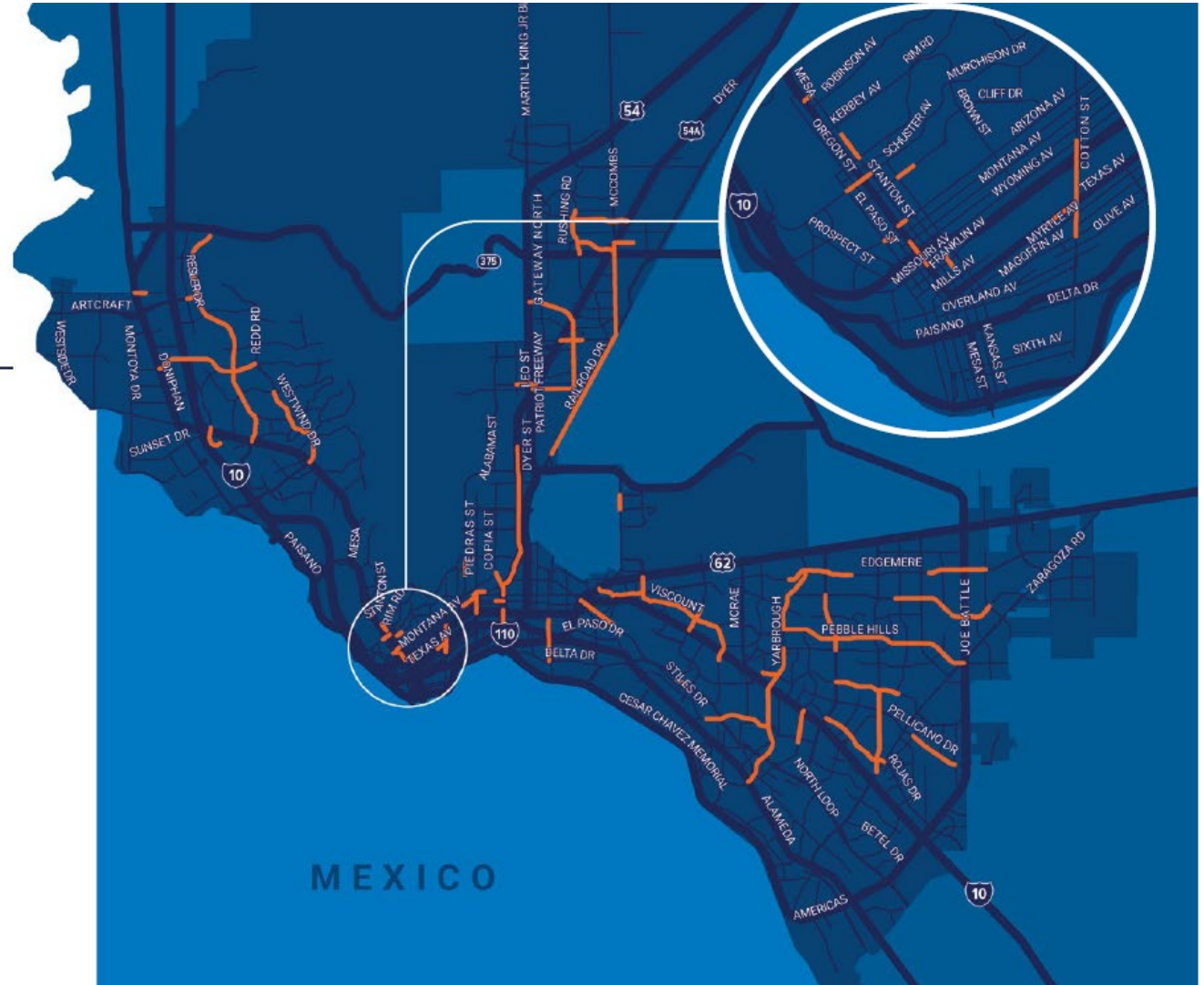
MAP 5

Motor Vehicle and Bicycle/Pedestrian HIN Overlap

— Motor Vehicle and Bicycle/Pedestrian High Injury Network

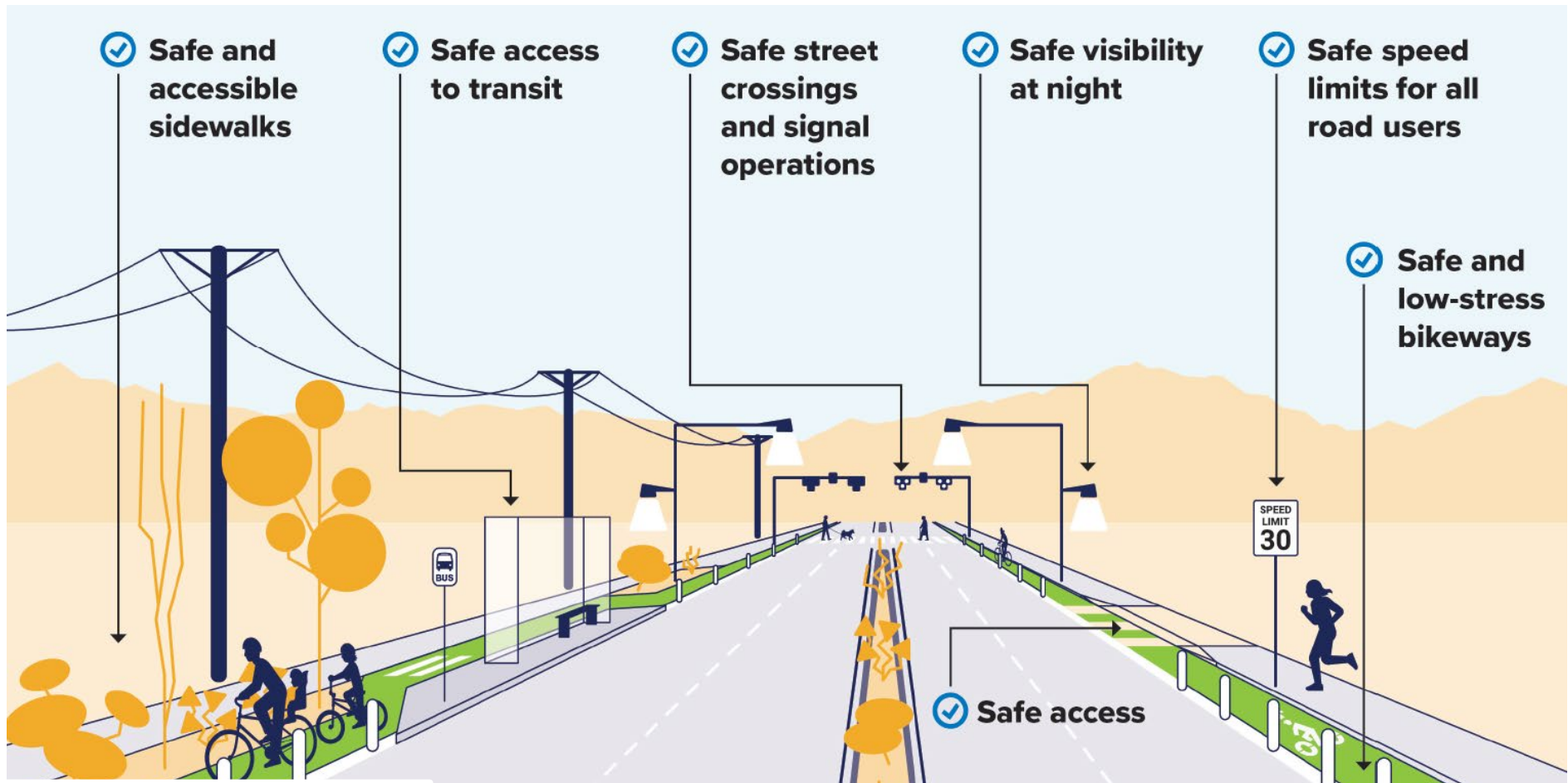


78 miles of HIN are on both the vehicle/motorcycle HIN and the bicycle/pedestrian HIN. **These areas are unsafe for all modes of travel.**



El Paso Vision Zero Action Plan

EL PASO, TX | 2022-2023



Thank you!

Lexi Petrella

OH-Michigan Market Lead

alexandrapetrella@altago.com

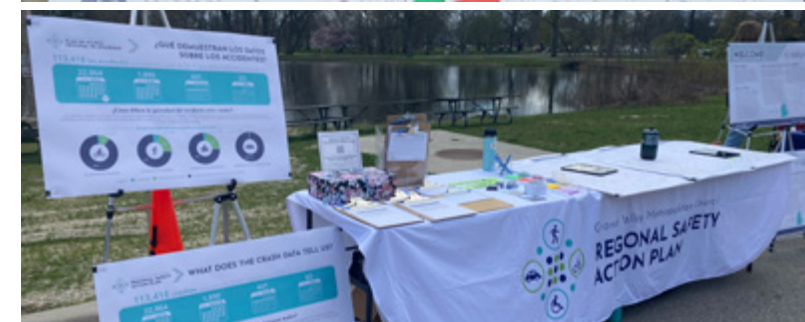
(614) 716-9170



Grand Valley Metropolitan Council
**REGIONAL SAFETY
ACTION PLAN**



Grand Valley Metropolitan Council
**PLAN DE ACCIÓN
REGIONAL DE SEGURIDAD**

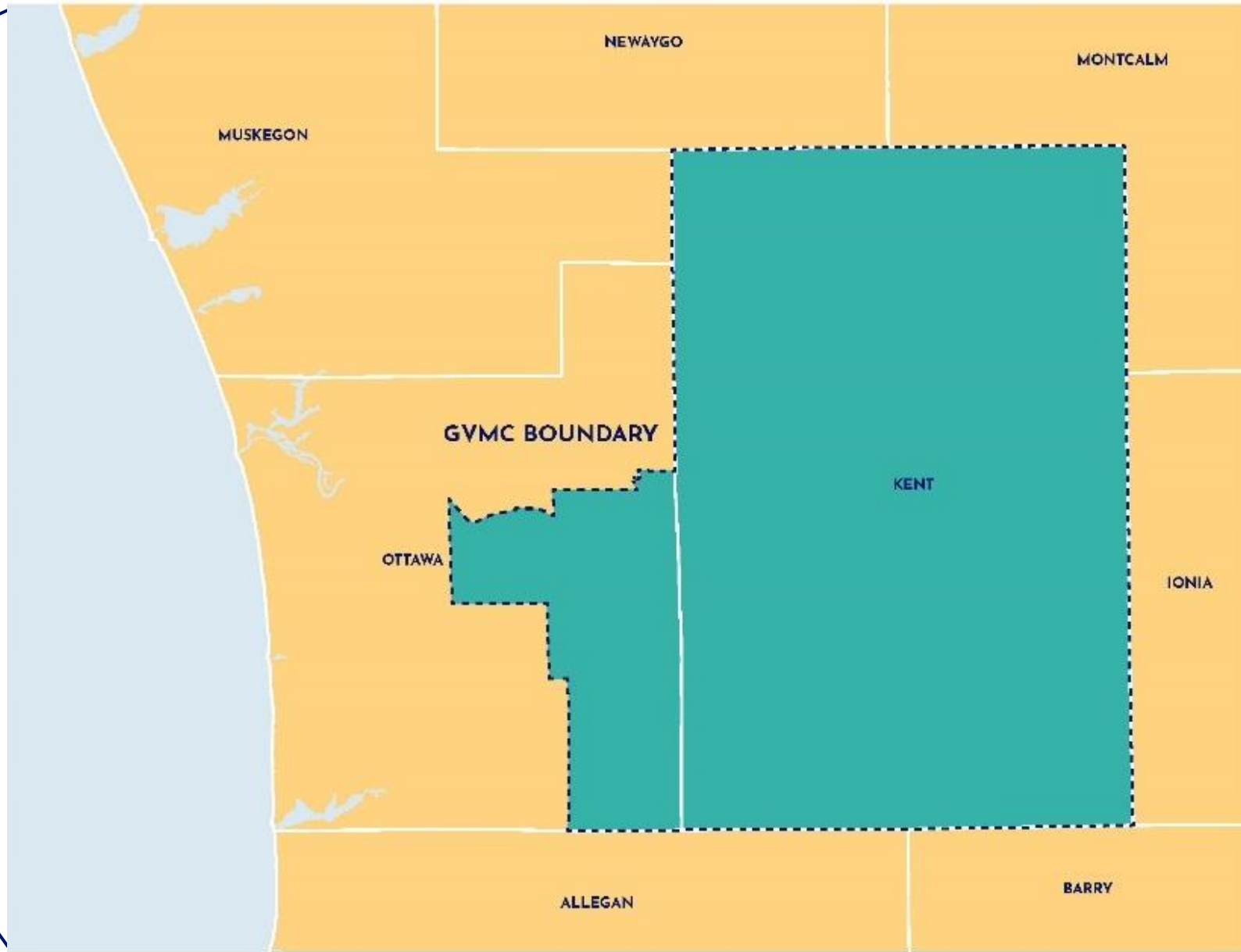


Tanya DeOliveira, AICP
Planner + Project Manager

williams&works



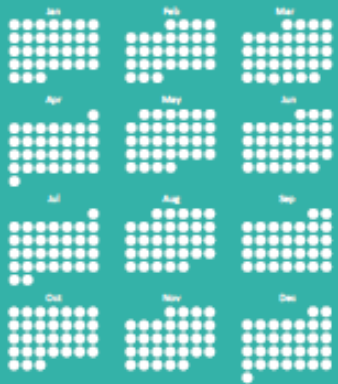
Grand Valley Metropolitan Council



113,418

Crashes in the GVMC Area from 2018 - 2022, averaging:

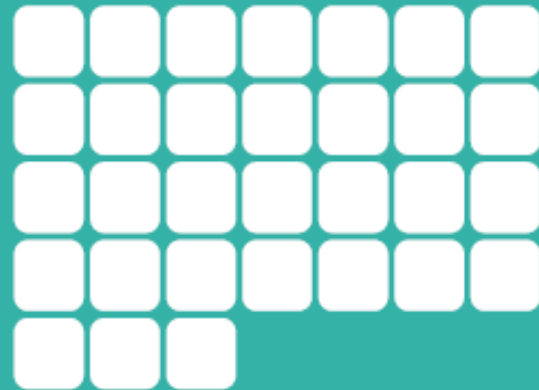
22,864



per year

or

1,890



per month

or

441



per week

or

63



per day

People who bike, walk, and roll are at higher risk for serious injury or fatality in crashes, even though they occur less frequently than vehicular crashes.

Safety Action Plan Components: Self-Certification Eligibility Checklist



Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Instructions: The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**

If both conditions are *not* met, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new Action Plan.

Lead Applicant: UEI:

1 Are both of the following true? YES NO
If yes, provide documentation:

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring? YES NO
If yes, provide documentation:

Worksheet used to determine if plan has requirements needed to apply for an **Implementation Grant**. Documentation Required.

(The checklist/worksheet is updated, and the most recent one should be available online.)

Safety Action Plan Components: Self-Certification Eligibility Checklist

S | S
4 | A

Safe Streets and Roads for All Self-Certification Eligibility Worksheet

3 Does the Action Plan include all of the following?

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- 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; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

YES NO
If yes, provide documentation:

4 Did the Action Plan development include all of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES NO
If yes, provide documentation:

5 Did the Action Plan development include all of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

YES NO
If yes, provide documentation:

S | S
4 | A

Safe Streets and Roads for All Self-Certification Eligibility Worksheet

6 Are both of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

YES NO
If yes, provide documentation:

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

YES NO
If yes, provide documentation:

8 Does the plan include all of the following?

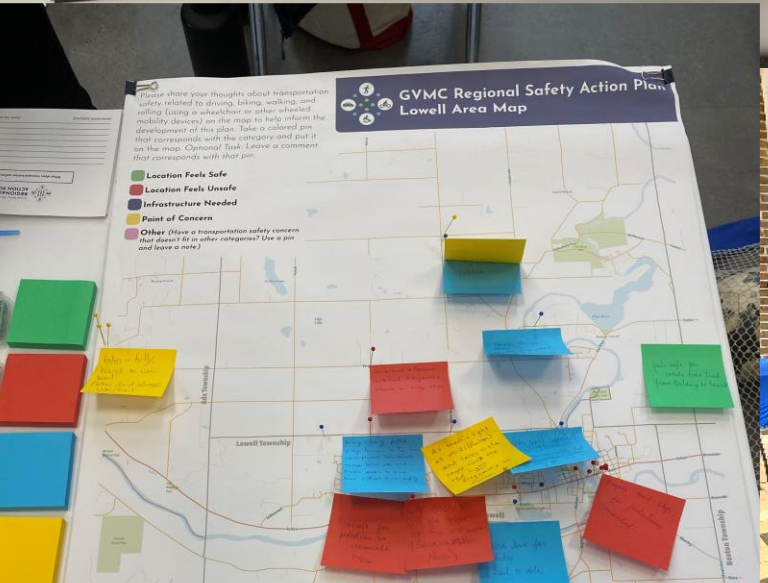
- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

YES NO
If yes, provide documentation:

9 Was the plan finalized and/or last updated between 2018 and June 2024?

YES NO
If yes, provide documentation:





The daily employee newsletter of Grand

Community partner Grand Valley Metropolitan Council seeks input from the GRCC community

Kent County Administrator's Digest - June 10, 2024

A short Rockford Public Schools update today...
The Grand Valley Metropolitan Council is dedicated to improving transportation safety across our region. They have a survey that they would like community members to complete to provide insight and information about improving traffic safety in our region. Here is a link to their "Get Involved" page.



GR Transportation
April 16 at 2:26 PM · 🌐

Our friends at the Grand Valley Metropolitan Council (GVMC) are conducting a survey to get your input on how to make driving, biking, walking, and rolling (using a wheeled mobility device like a wheelchair) safer in West Michigan. Your responses will guide GVMC in prioritizing community concerns and improving transportation safety measures.

For more information visit <https://gvmc-rsap.org/>

To take the survey visit: <https://www.surveymonkey.com/r/gvmc-rsap>

Seeking Community Input for Regional Safety Action Plan



The [Grand Valley Metropolitan Council](#) (GVMC) is seeking community feedback for the [Regional Safety Action Plan](#), covering communities in Kent and eastern Ottawa counties. The goal is to reduce or eliminate deaths and serious injuries from crashes on roads, sidewalks, bike lanes, and other transportation areas.



<https://www.bikegr.org/advocacy>



GREATER GRAND RAPIDS
BICYCLE COALITION

[Get Involved](#)

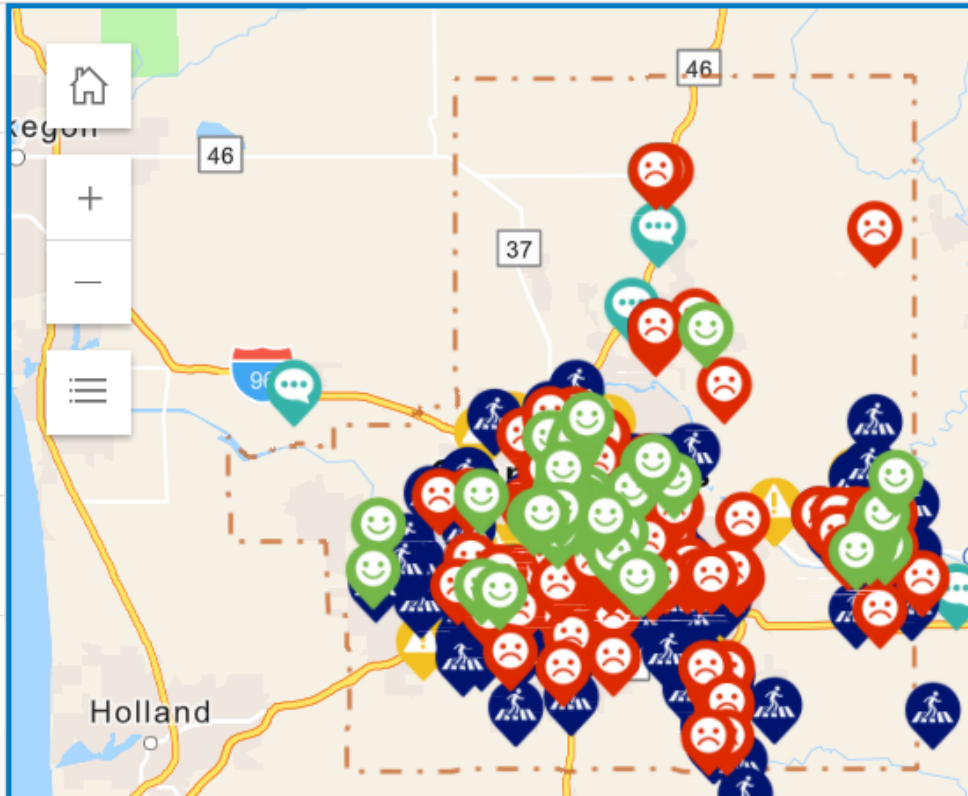
[Services](#)

[Grand Valley Metro Council](#)



GVMC Regional Safety Action Plan - Interactive Map

Comment Categories	
Location Feels Safe	(50) >
Location Feels Unsafe	(192) >
Infrastructure Needed	(279) >
Points of Concern	(66) >
Other	(10) >



“The pavement all along indian mounds needs some work. The cycling/pedestrian side has several potholes and is generally poor quality. The car side of the road is even worse.”

“60th St between Kraft and M-37 is easily one of the worst sections of road in Kent County.”

“More police needed to enforce the low speed limit.”

“Mid block crossing connecting to John Ball park needed here.”

Southeast Grand Rapids Area Map / Mapa del area sureste de Grand Rapids

Please share your thoughts about transportation safety related to driving, biking, walking, and rolling (using a wheelchair or other wheeled mobility devices) on the map to help inform the development of this plan. **Take a colored pin that corresponds with the category and put it on the map.** *Optional Task:* Leave a comment that corresponds with that pin.

Comparte tus opiniones sobre la seguridad en el transporte con relación a conducir, andar en bicicleta, caminar y rodar (usar una silla de ruedas u otros dispositivos de movilidad con ruedas) en el mapa para ayudar a informar el desarrollo de este plan. **Tome un indicador de color que corresponda con la categoría y colóquelo en el mapa.** *Tarea opcional:* deja un comentario que corresponda con ese indicador.

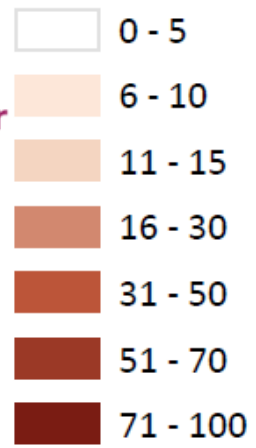
- Location Feels Safe / La ubicación se siente segura
- Location Feels Unsafe / La ubicación se siente insegura
- Infrastructure Needed / Infraestructura necesaria
- Point of Concern / Punto de preocupación
- Other / Otro



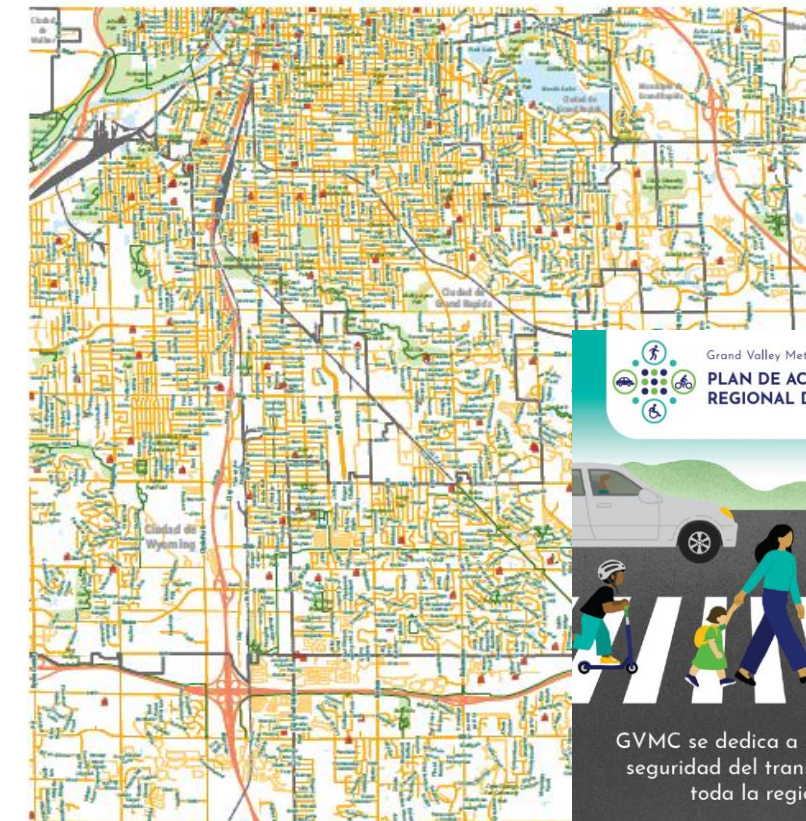
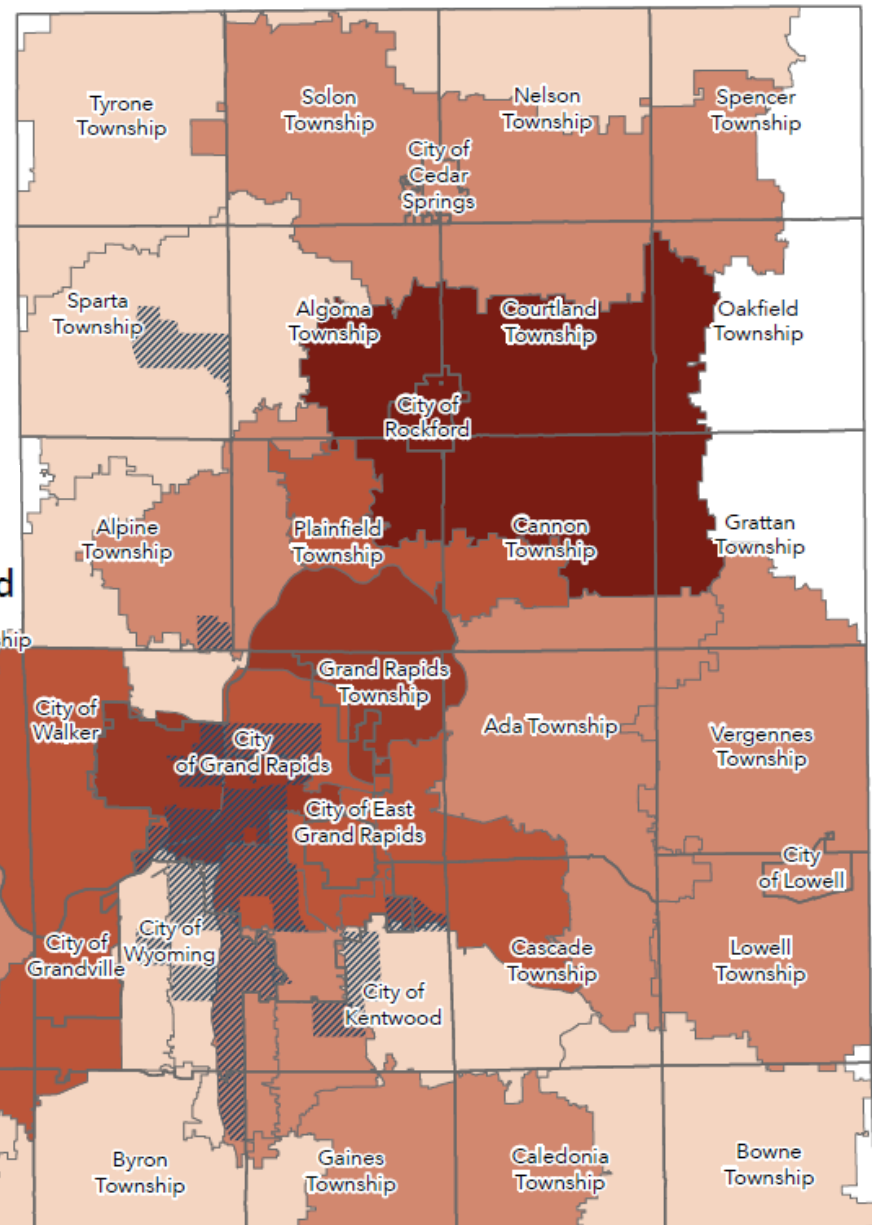
Hispanic Center
of Western Michigan

Día del Niño
26 de Abril del 2024
3-6pm
Centro Hispano del Oeste de Michigan
1204 Cesar E. Chavez Ave SW, Grand Rapids, MI 49503
Acompáñanos para el Día del Niño en el Centro Hispano. Habrá comida, raspado, actividades divertidas, música, regalos y mucho más; ¡Este evento es GRATIS!
Si tiene alguna pregunta, por favor llame al (616) 246-0568

Number of Survey Responses (by Zipcode)



Justice 40 Tracts
 Disadvantaged



Grand Valley Metropolitan Council
PLAN DE ACCIÓN REGIONAL DE SEGURIDAD

GVMC se dedica a mejorar la seguridad del transporte en toda la región.

¡Comparta su opinión para ayudarnos a alcanzar este objetivo!

Visite este enlace o escanee el código QR para compartir su experiencia e identificar las ubicaciones que necesitan mejoras de seguridad.

<https://www.gvmc-rsap.com/get-involved>

Complete esta encuesta para participar en el sorteo de uno de varios certificados de regalos.

Las copias impresas de la encuesta están disponibles en el ayuntamiento de la ciudad/pueblo/municipio

Conozca más sobre el proyecto:
[gvmc-rsap.org](https://www.gvmc-rsap.org)

Intentional Community Engagement

Stakeholder Interviews: **2**

Stakeholder Conversations: **4**

Pop-Up Events Attended: **9**

Comment Cards Received: **20**

Orgs & Agencies Contacted: **130+**

Surveys Completed: **576**

Interactive Map Points Collected: **1,000**

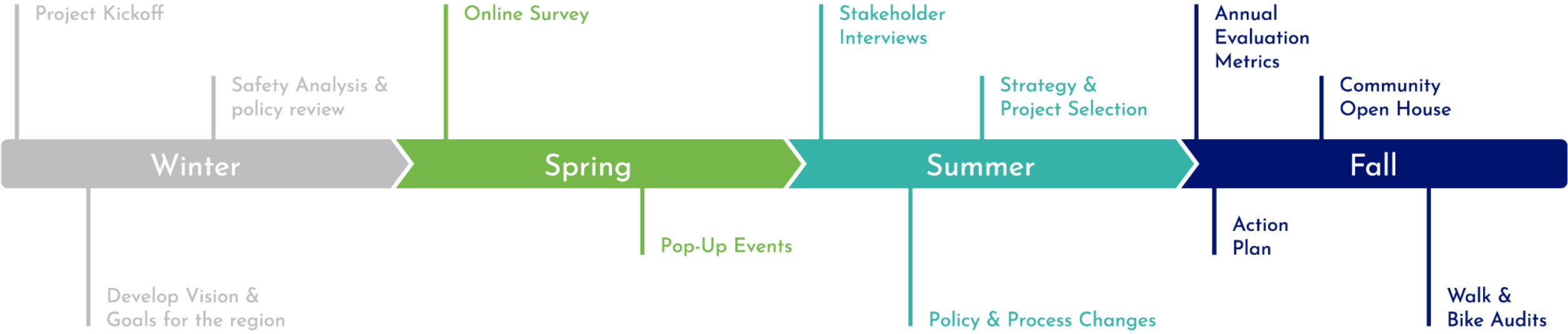
Total Number of Community Touch Points: 1,741+

...including historically under-resourced, under-served demographic groups



<https://gvmc-rsap.org/>

Project Timeline 2024





S I S

4 | A

Thank you!

**Tanya DeOliveira, AICP
Planner + Project Manager**

deoliveira@williams-works.com

williams&works
engineers | surveyors | planners



From Vision to Fruition: Advancing Vision Zero in Ann Arbor, MI

September 26, 2024

Presented to:



Presented by:



Case Study: From Vision to Fruition

Ann Arbor, MI

Long-range transportation plan (2021)

*Coalescing the community around a
bold vision*



Action & Implementation Plan (2022)

*Establishing **processes** and taking
immediate action*

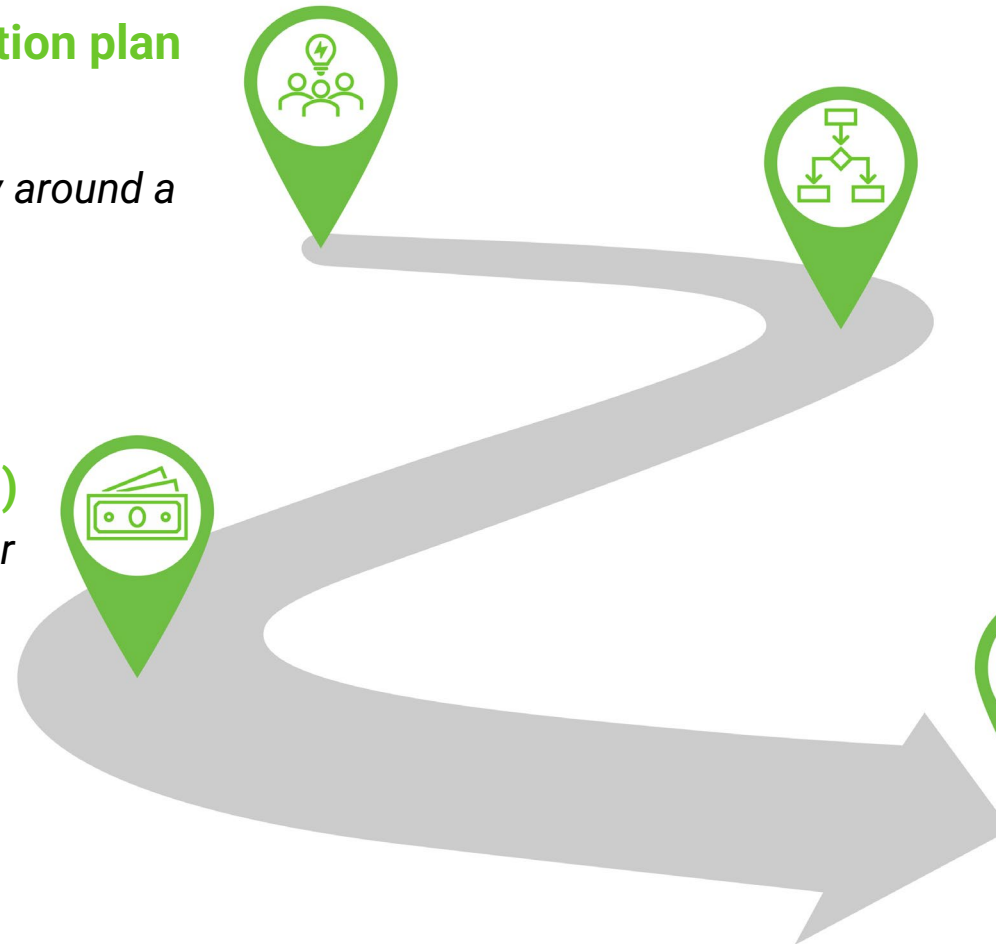
SS4A Grant Assistance (2022)

*Securing **\$4M** in federal funding for
systemic safety improvements*



SS4A Implementation (2023-on)

*Designing and installing
demonstration projects*



Case Study: From Vision to Fruition

Ann Arbor, MI

From:

Long-range planning and analysis;

Coalescing the community around a **bold vision**;

Establishing 22 strategies to achieve the vision over 20 years

MOVING TOGETHER TOWARDS...

ZERO DEATHS

AND



ZERO EMISSIONS

Case Study: From Vision to Fruition

Ann Arbor, MI

To:

Establishing processes to integrate safety into **project selection and development** while taking immediate action at 15 locations along on the **High Injury Network**

Curb Extension



In-Street Pedestrian Crossing Sign



Bike Lane



Choker

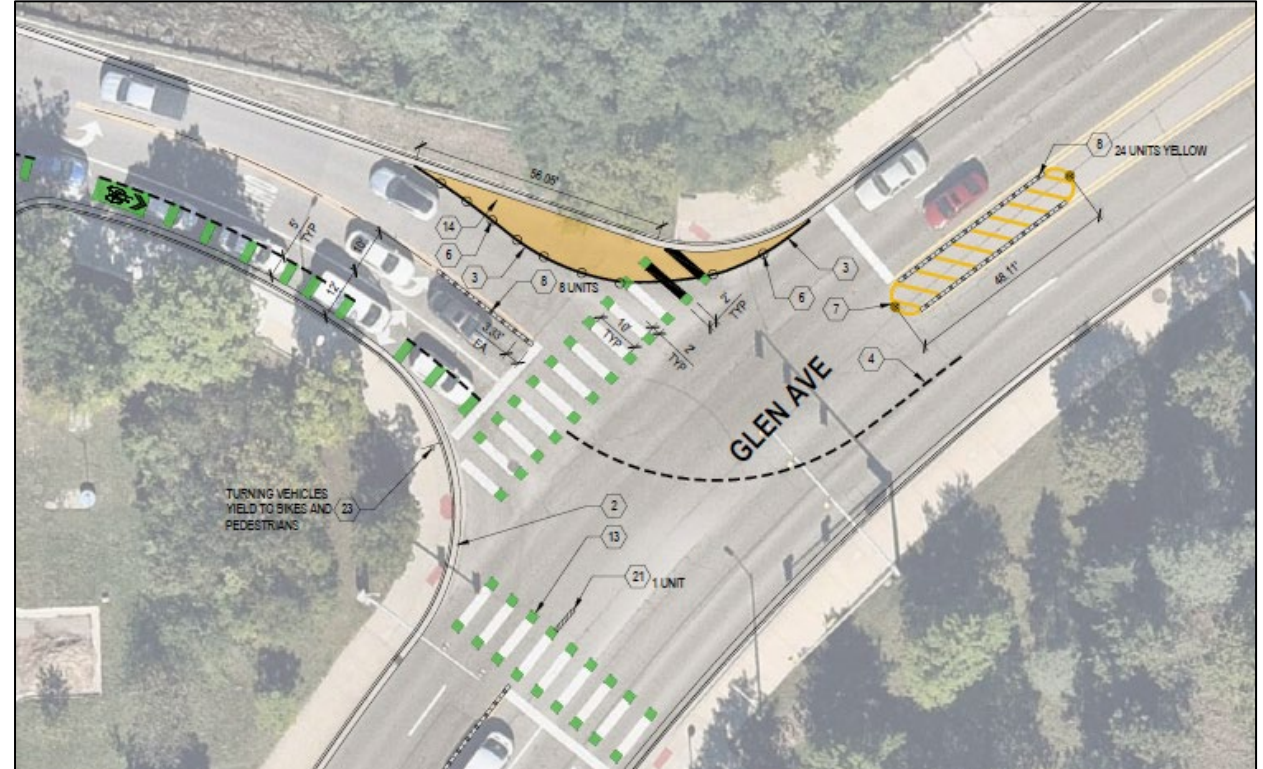


Case Study: From Vision to Fruition

Ann Arbor, MI

To:

Establishing processes to integrate safety into **project selection and development** while taking immediate action at 15 locations along on the **High Injury Network**



Case Study: From Vision to Fruition

Ann Arbor, MI

To:

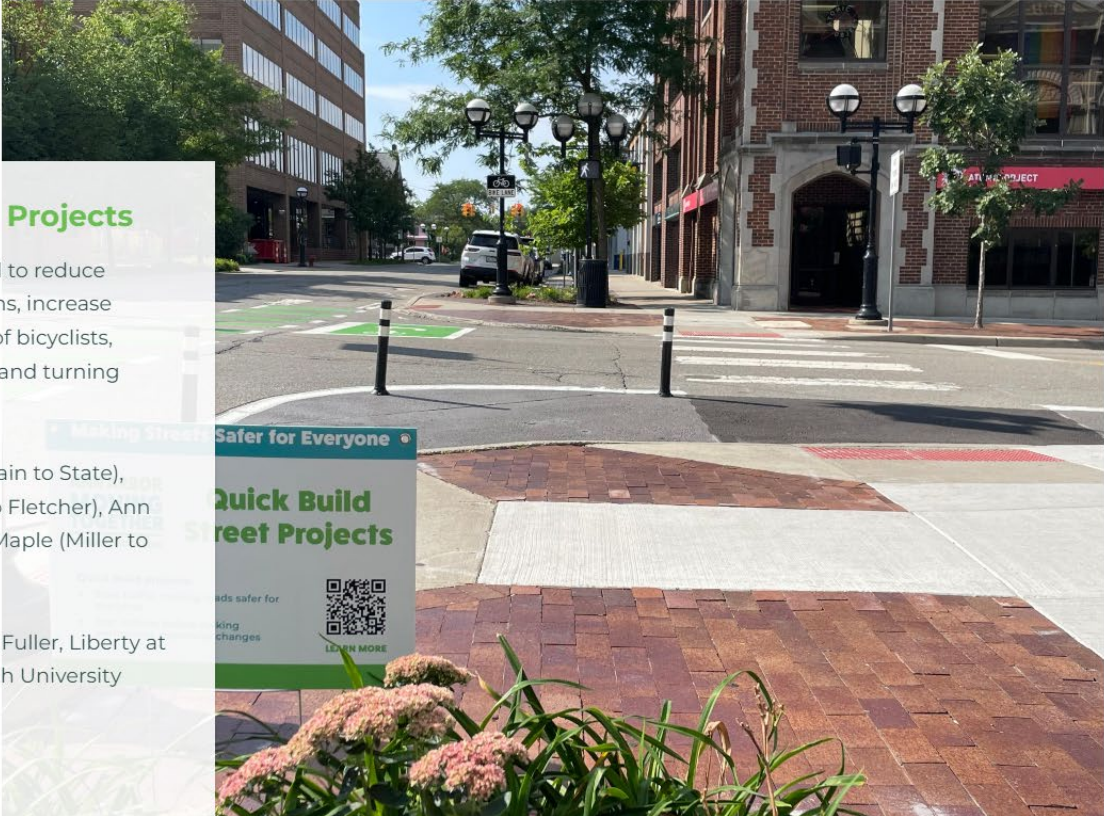
Establishing processes to integrate safety into **project selection and development** while taking immediate action at 15 locations along on the **High Injury Network**

Quick Build Projects

Description: designed to reduce exposure to pedestrians, increase visibility and comfort of bicyclists, reduce overall speeds and turning speeds.

Corridors: Packard (Main to State), Washington (Ashley to Fletcher), Ann (Main to Fifth), North Maple (Miller to Dexter)

Intersections: Glen at Fuller, Liberty at Stadium, State at South University



Credit: City of Ann Arbor

Case Study: From Vision to Fruition

Ann Arbor, MI

To:

Securing **\$4M** in federal funding for **systemic** safety improvements

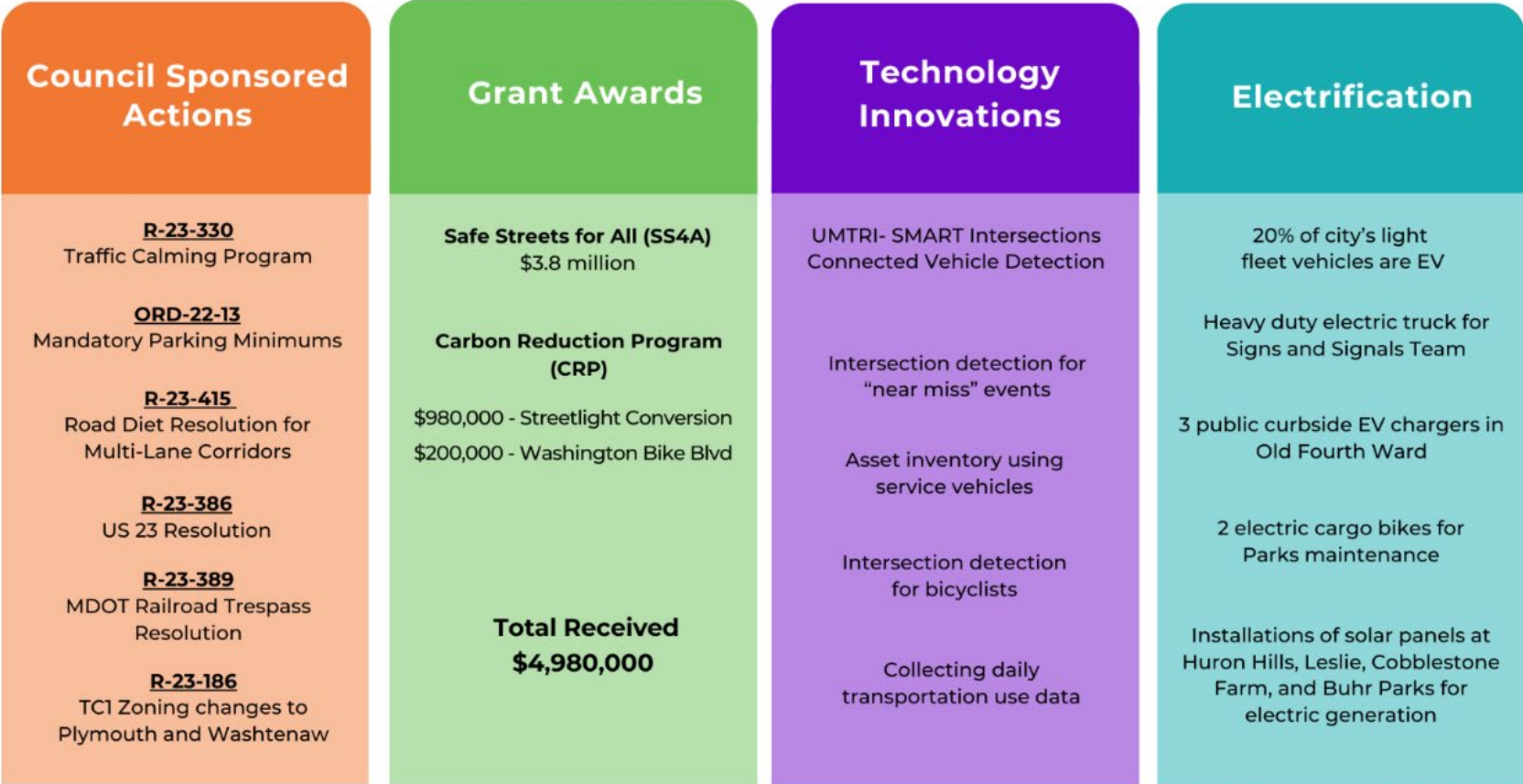
Designing and installing **35 demonstration projects** along the HIN, including NEPA and evaluation processes



Case Study: From Vision to Fruition

Ann Arbor, MI

2023 Achievements



The image above highlights City Council actions, Grant Awards, Technology Innovations, and Electrification efforts that were utilized to advance the strategies in the Vision Zero transportation plan.

Leveraging SS4A Funds



Who's Eligible?

Metropolitan planning organizations

Political subdivisions of a state

Cities

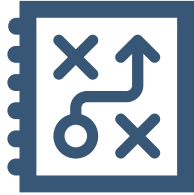
Towns

Counties

Universities, transit agencies, etc. created under state law

Federally recognized Tribal governments

SS4A Grant Strategy



Planning and Demonstration Grant

\$100,000 - \$10 million
Hundreds of awards

Types of Activities

Safety Action Plans
Demonstration projects
Supplemental planning

Requirements

2-3 page narrative, depending on size

Our tips

- Complement safety planning with other needs
- Roll in demonstration activities to build momentum and put your action plan into immediate effect
- Think creatively, just don't pour concrete!



Implementation Grant

\$2.5 million - \$25 million
Up to 100 awards

Types of Activities

Infrastructure projects
Behavioral interventions
Operational improvements

Requirements

12-page max narrative, no BCA

Our tips

- Concentrate on equity, bike/ped improvements with major impacts on fatal/serious injury crashes
- Find co-applicants
- Apply for demonstration and supplemental planning funds

SS4A Demonstration Projects

**Quick Build
Intersection
Projects**



**Corridor
Projects
and Road
Diets**



**Separated
Bike
Facilities**



**Interim
Traffic
Calming**



Credit:
Trafficlogix

SS4A Supplemental Planning



**Active
Transportation and
Bike Network
Plans**



**Design Guidance,
Implementation
Plans, & Policy
Updates**

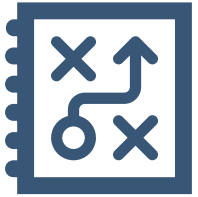


**In Depth Equity
and Safety
Analyses**



**ADA Transition
Plans**

SS4A Grant Strategy



Demonstration and Supplemental Planning Awards

Average Award FY23 (national):
\$1.2 million

Ann Arbor – Speed Management, Quick Builds, and Near Miss Detection

Kalamazoo – Cycle Track and Traffic Calming Pilots

SEMCOG – Regional Road Safety Audits

Rochester Hills – Non-motorized Network Gap and Safety Plan, Neighborhood Traffic Calming Program and Policy



Implementation Project Awards

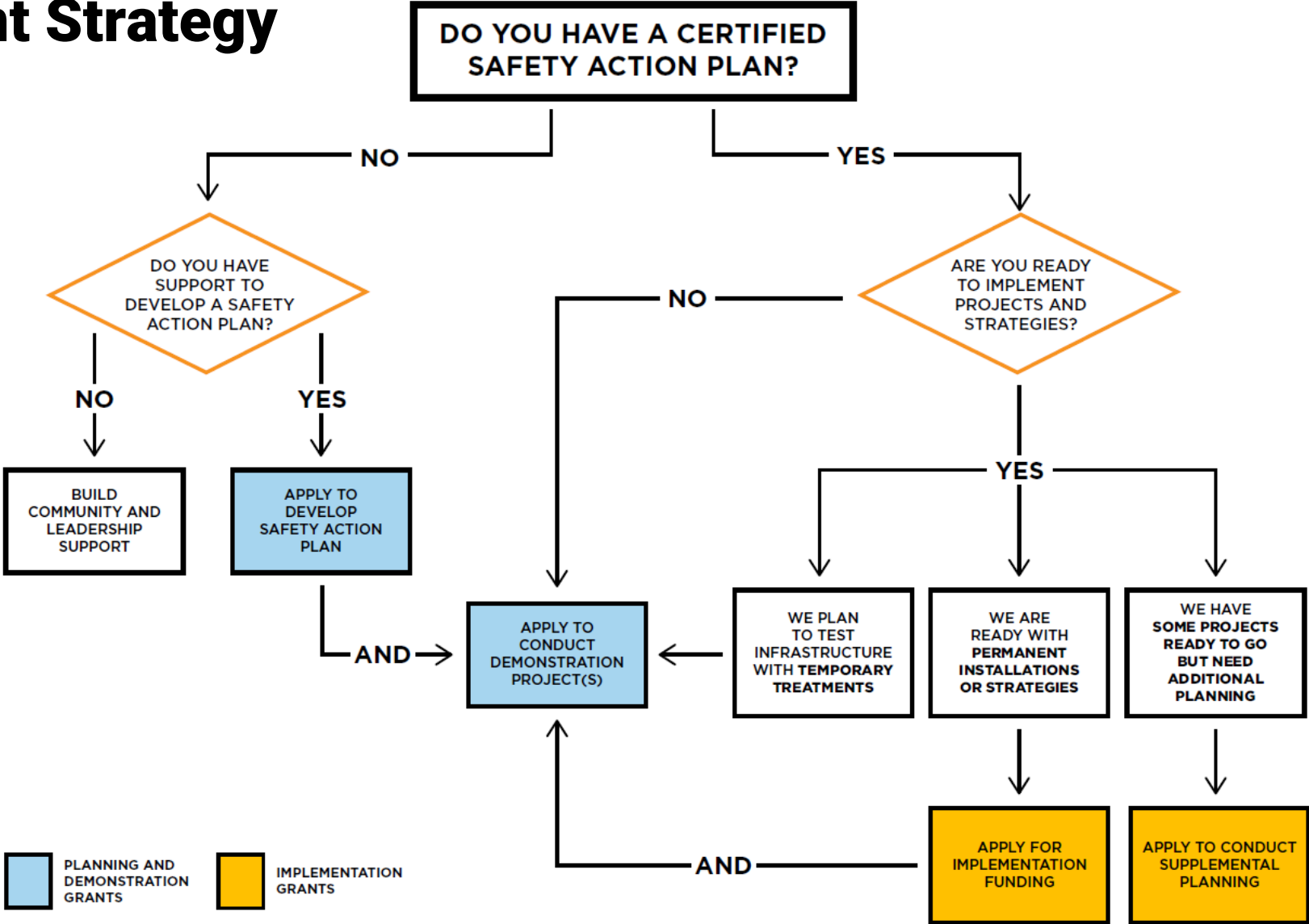
Average Award FY22-23 (national):
\$14.1 million

Detroit – Safe Streets for Detroit; Detroit Safe Access to Transit

Dearborn – Warren Road Road Diet

Board of County Road Commissioners of the County of Kalamazoo – Lane Departure and VRU Rural Network Improvements

SS4A Grant Strategy



Getting Ready for the FY2025 NOFO

“The FY25 NOFO is expected to be released in early 2025, and by statute must be released on or before March 30, 2025”



Are you eligible under a local or regional Safety Action Plan?



Are you ready to be a direct recipient of federal funds?



Do you have planning or demonstration projects lined up?



Have you started conversations with co-applicants?

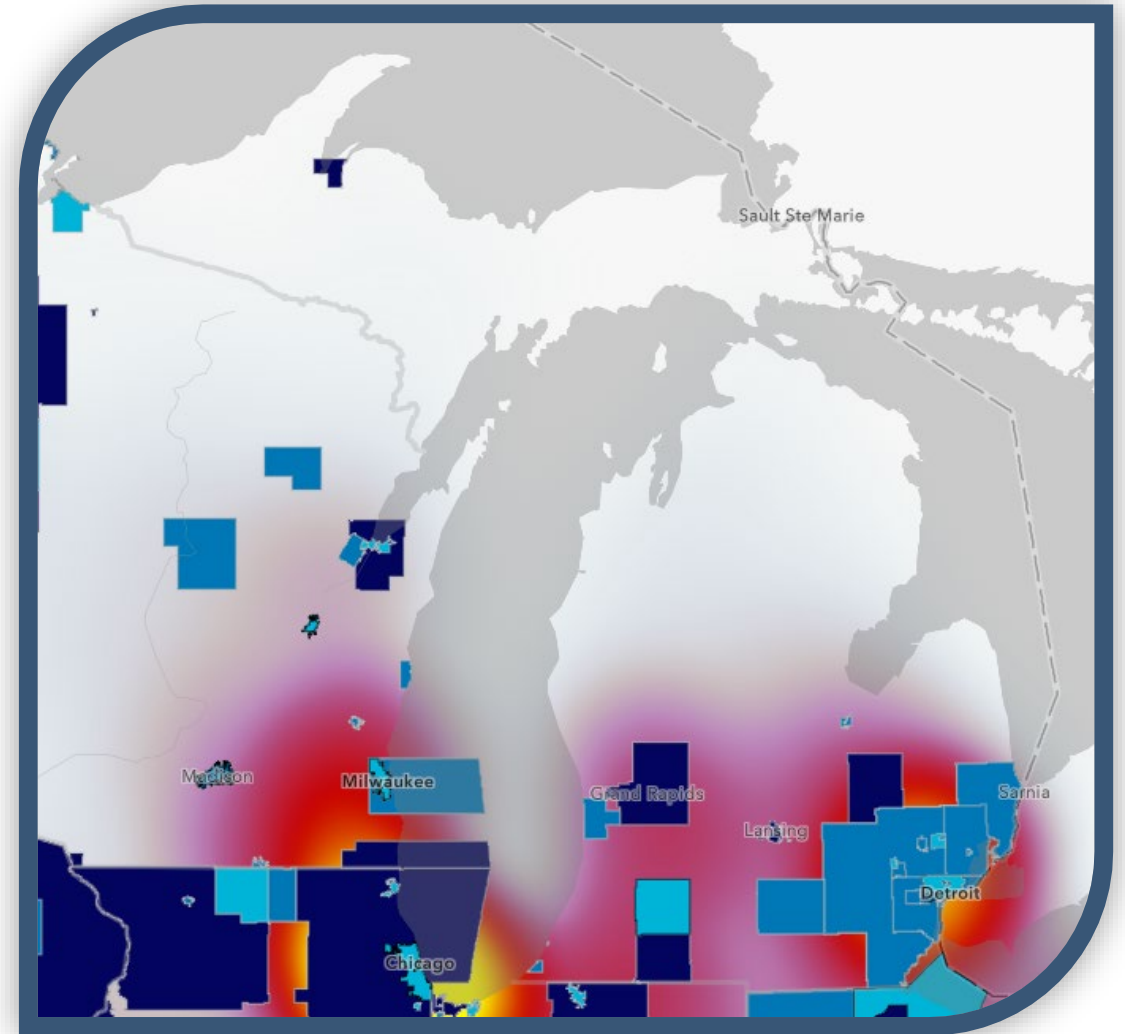
Getting Ready for the FY2025 NOFO



Are you eligible under a local or regional Safety Action Plan?



<https://www.transportation.gov/grants/ss4a/cumulative-awards>





**THANK
YOU!**

Eric Hanss, Associate
eric.hanss@samschwartz.com