



SS4A AWARDS

FY 2022 Implementation Grants



Safe Streets and Roads for All (SS4A) Grants



U.S. Department
of Transportation

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Safe Streets and Roads for All (SS4A) Grants



U.S. Department
of Transportation

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Safe Streets and Roads for All (SS4A) Grants



U.S. Department
of Transportation

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Safe Streets and Roads for All (SS4A) Grants



U.S. Department
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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

San Pablo Avenue Safety Improvements Project

Applicant: Alameda County Transportation Commission*Alameda County, California***SS4A Award: \$15,000,000****Project Description**

This project will improve safety for all road users—especially pedestrians and cyclists—along San Pablo Avenue, a key corridor in Alameda County’s high-injury network.

The project will implement a variety of [Proven Safety Countermeasures](#) along the 14-mile corridor, including adding speed feedback signs, bus bulb-outs/in-lane transit stops, leading pedestrian intervals, and pedestrian hybrid beacons. The project will also relocate bus stops and construct parallel bike routes along the corridor, strengthening connections to transit. These multimodal safety improvements will enhance access to vital destinations—including more than 20 schools, 10 community centers, 4 libraries, 6 food banks, and other community gathering spaces—in a corridor that serves a population with high concentrations of low-income residents and people of color, high rates of asthma, and a history of exclusionary policies.



Urban

La Brea Avenue Complete Streets Project

Applicant: City of Los Angeles

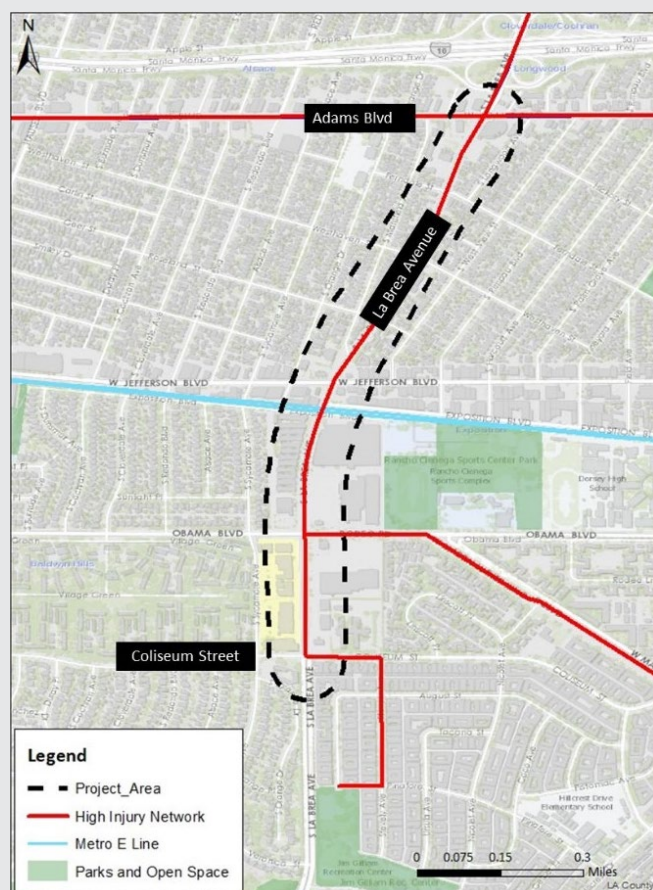
Los Angeles, California

SS4A Award: \$9,000,000

Project Description

This project will rehabilitate pedestrian facilities along the La Brea Avenue corridor, which currently poses safety and mobility issues due to sidewalk cracking and uplift, limited accessibility, and heavy traffic flow at multiple intersections.

This project will construct new pedestrian crosswalks and signals, sidewalk repairs, upgraded markings, and upgrades to the transit user experience to support the City of Los Angeles's Vision Zero goals. The project will implement these safety features using proposed [Public Rights-of-Way Accessibility Guidelines](#) to ensure accessibility for all road users, including pedestrians with disabilities. The improvements will deliver safety benefits by helping to reduce collisions and improve pedestrian facility accessibility.



Urban

Western Addition Community Safe Streets Project

Applicant: City and County of San Francisco

San Francisco, California

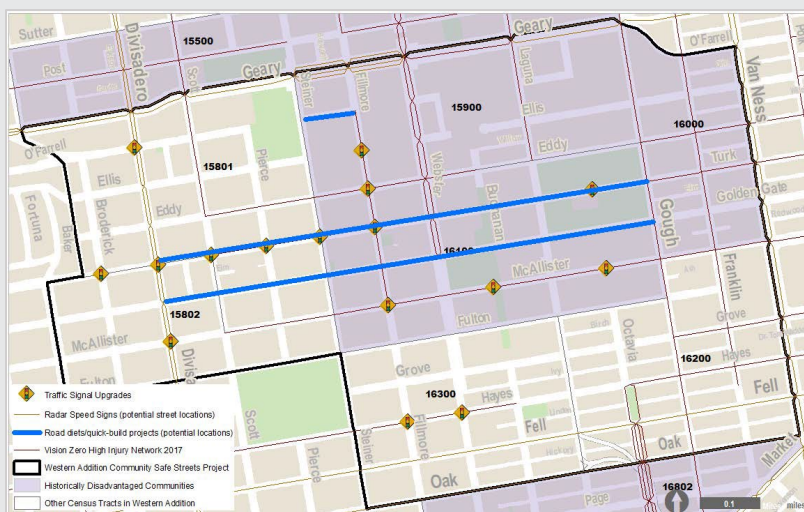
SS4A Award: \$17,613,284

Project Description

This project will implement [Proven Safety Countermeasures](#) in the Western Addition, a residential neighborhood at the center of San Francisco that is home to many low-income housing residents and a diverse community.

Employing a [Safe System Approach](#) to create Safer Roads, Safer People, and Safer Speeds, this project will implement

traffic signal upgrades; pedestrian signal and crossing improvements; speed management strategies; quick-build strategies such as changes to parking, loading, and transit stops; and other safety improvements at approximately 16 intersections—15 of which are on the Vision Zero High-Injury Network. These safety enhancements will improve pedestrian connectivity and accessibility and reduce collisions and vehicle speeds in the Western Addition.



Urban

Sedco Boulevard Roadway Safety Improvements Project

Applicant: City of Wildomar

Wildomar, California

SS4A Award: \$2,218,531

Project Description

This project will construct infrastructure improvements in the City of Wildomar's most disadvantaged neighborhood by adding bicycle lanes adjacent to vehicle travel lanes, improving sidewalks, and installing marked crosswalks and three roundabouts along a 0.19-mile segment that links two planned bicycle corridors.

The roundabout installations will function as a traffic calming measure to encourage slower speeds and further support multimodal mobility. The improvements will increase visibility and accessibility for cyclists and pedestrians and reduce collisions.



Urban

Bicycle and Pedestrian Safety Improvements to Improve Equity Countywide in Contra Costa County

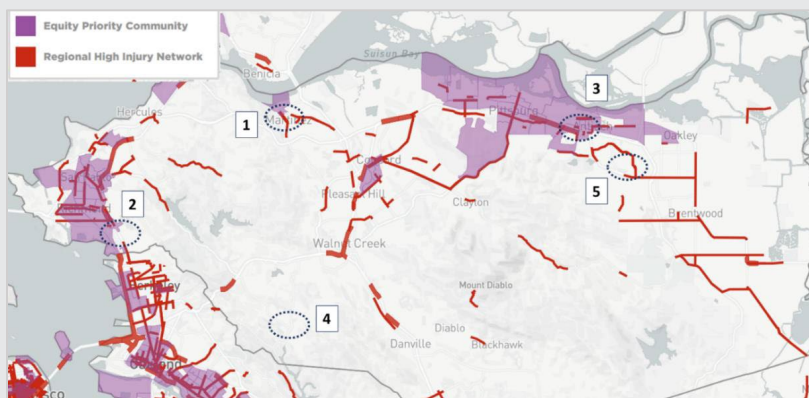
Applicant: Contra Costa Transportation Authority

Contra Costa County, California

SS4A Award: \$28,940,010

Project Description

Contra Costa County will construct a suite of five projects in multiple locations to improve safety in areas within walking distance to schools, major transit stops, and locations with the largest concentration of pedestrian crashes.



Improvements will include closing gaps in bicycle and pedestrian infrastructure along transit routes or to link to transit centers; enhancing bicycle and pedestrian signing and marking; installing loop detection upgrades for bicycles at traffic signals; modifying traffic signals to include leading pedestrian intervals; and installing bicycle lanes, [ADA-compliant](#) curb ramps, approximately 12 rectangular rapid-flashing beacons, and a bike garden to provide bicycle and pedestrian safety education to groups and individuals. These projects are also expected to increase equity and access to historically disadvantaged and neglected communities.

Florence-Firestone for All: Achieving Vision Zero in South Los Angeles

Applicant: Los Angeles County

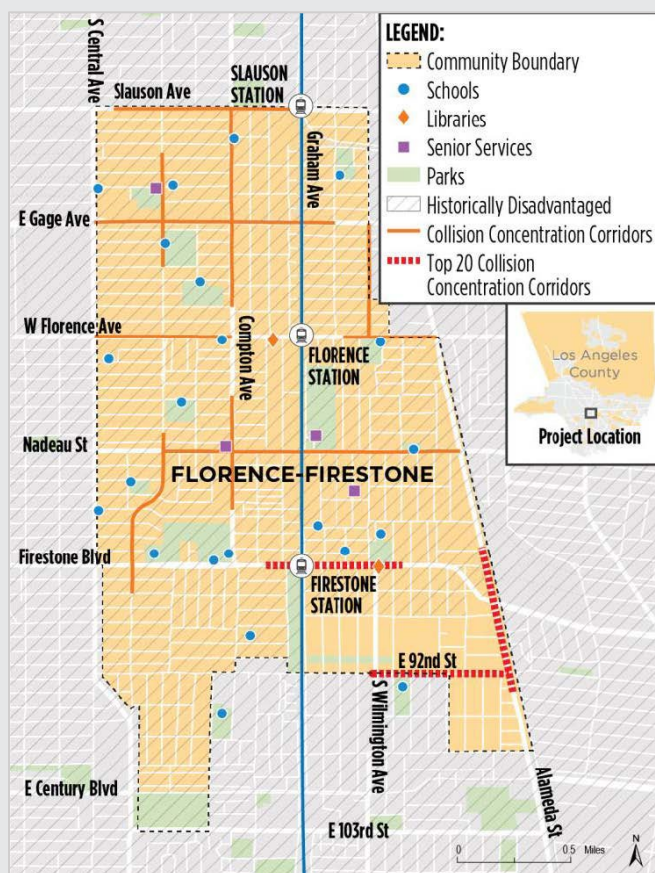
Los Angeles County, California

SS4A Award: \$21,494,665

Project Description

This project will implement [Proven Safety Countermeasures](#) along three Collision Concentration Corridors (CCCs) in the Florence-Firestone community, including the highest-ranked CCC in the County. The project will construct curb ramps, curb extensions, raised crosswalks, raised medians, pedestrian refuge islands, speed cushions, high-visibility crosswalks, and sign improvements, and remove sections of roadway to reduce conflicts at complex intersections. The project will deploy demonstration projects on two additional high-crash corridors in the community.

In addition, the project will launch an education campaign in schools with teen drivers to prevent distracted and impaired driving and discourage street racing, establish an education campaign for a Safe Routes for Seniors Program, and engage the community in a public art campaign to encourage traffic calming and community support for improved roadway safety.



Rural

Modoc County SS4A Implementation Grant 2022

Applicant: Modoc County

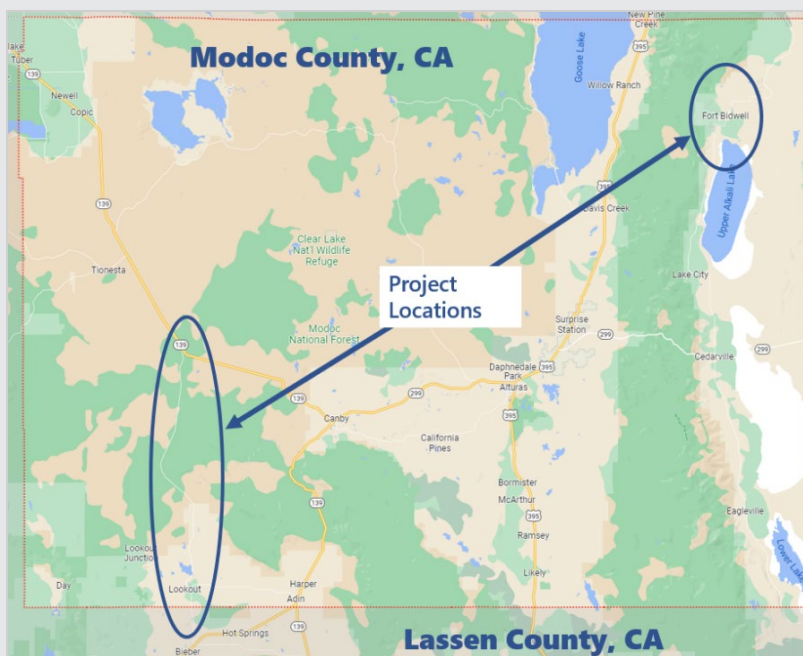
Modoc County, California

SS4A Award: \$12,954,400

Project Description

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

In a partnership between Modoc County, the Town of Fort Bidwell, the Fort Bidwell Indian Reservation, and neighboring Lassen County, this project will implement bicycle lanes, pedestrian crosswalks, speed control, and infrastructure features for persons with disabilities—improvements that are expected to significantly reduce crashes and serious injuries. This project will also update crash data tables to include the most recent 10-year period to help validate data sets and show the effectiveness of the safety improvements.



Rural

Completing a City's Primary Street: Implementation of University Avenue Redesign

Applicant: City of Gainesville

Gainesville, Florida

SS4A Award: \$8,000,000

Project Description

This project will convert approximately 4.15 miles of University Avenue—a hotspot for pedestrian and bicyclist crashes between 2015 and 2019—into a fully redesigned [Complete Street](#) using [Proven Safety Countermeasures](#) that will reduce crashes and improve safety and visibility, particularly for pedestrians and bicyclists.

The project will improve safety by narrowing and repurposing vehicle lanes from four lanes to two lanes; converting undivided segments to divided roadways; and installing a buffered two-way cycle track, mid-block and minor street high-visibility marked crosswalks, mid-block pedestrian refuge islands, and raised crosswalks or speed bumps. The project will also enhance signal timing with leading pedestrian intervals, exclusive pedestrian phases, and protected turning phases.



T-SAFE: Tampa - Systemic Applications for Equity

Applicant: City of Tampa

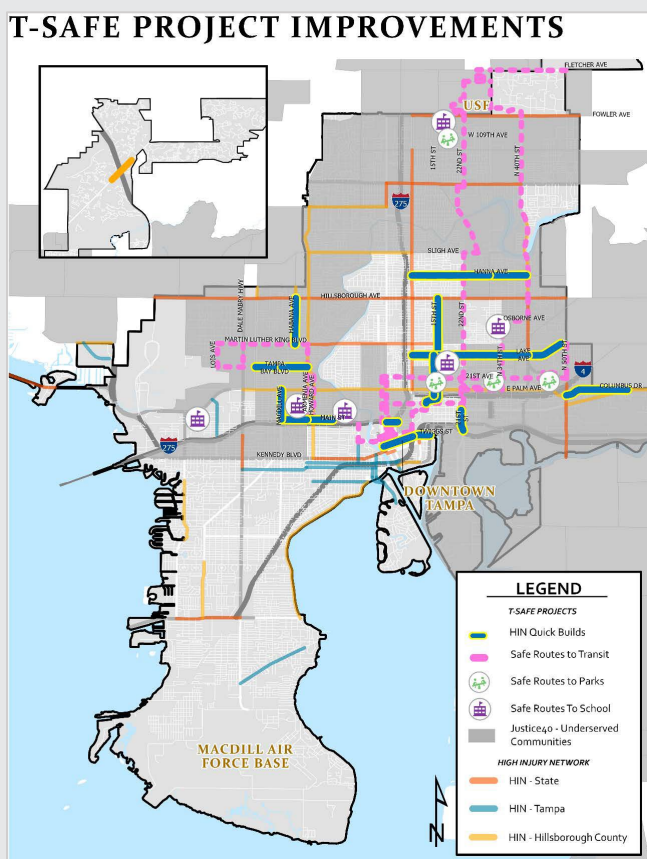
Tampa, Florida

SS4A Award: \$20,000,000

Project Description

This project will rapidly deploy systemic safety countermeasures in a series of low-cost, high-impact projects spread across a broad geography.

The project will add quick-to-implement improvements along Tampa's high-injury network such as pedestrian mid-block crosswalks, backplates with reflective borders, rectangular rapid-flashing beacons, high-visibility crosswalks, and signage and marking enhancements. The project will also construct new sidewalks and separated bicycle lanes, upgrade street lighting, and narrow and repurpose lanes with a focus on improvements near schools, parks, and transit routes. In addition, the project will develop a Pedestrian Safety and Equity Action Plan.



Hillsborough County's Data-Driven Equitable Transportation Safety Programs to Provide Vulnerable Road Users Safety and Access to Destinations for Opportunities

Applicant: Hillsborough County

Hillsborough County, Florida

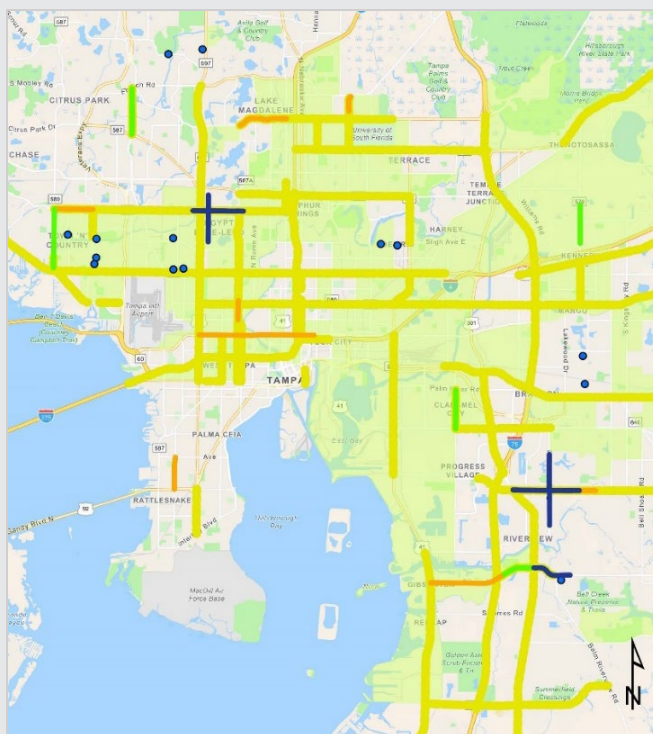
SS4A Award: \$19,716,000

Project Description

This project will improve safety for pedestrians, bicyclists, transit users, and drivers at approximately 22 locations throughout Hillsborough County, which has the highest traffic fatality rate per capita amongst large counties in the United States.

This project will implement low-cost [Proven Safety Countermeasures](#) such as sidewalks, leading pedestrian intervals, curb bulb-outs, crosswalk improvements, bicycle lanes, and speed management strategies at locations that are the highest priorities for [Safe Routes to School](#), bus stop pedestrian safety and access, pedestrian corridor safety improvements, and Vision Zero corridor safety improvements.

The project will also develop Vision Zero Action Plan updates with additional countermeasure toolbox items for safer streets, a lighting management plan, and stakeholder engagement and education.



Urban

Central and Pryor Safe Streets Corridors

Applicant: City of Atlanta

Atlanta, Georgia

SS4A Award: \$30,000,000

Project Description

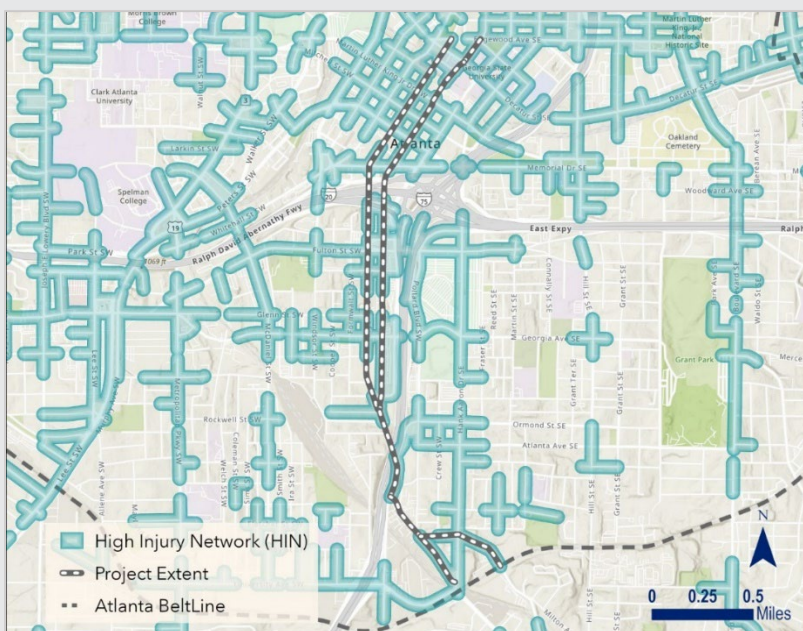
This project will transform Pryor Street and Central Avenue in Atlanta, Georgia, to safe streets with protected bike and pedestrian facilities, and connect the Southside of Atlanta and the Southside Beltline trail to Atlanta's downtown.

The project will implement [Proven Safety Countermeasures](#)

such as rectangular rapid-flashing beacons, pedestrian hybrid beacons, bicycle lanes, crosswalk lighting, roadway

reconfiguration, medians, safe speed limits, edge lines, and enhanced delineation for horizontal curves at crash hot spots on the City's high-injury network.

There are currently no other built bicycle facilities that run north and south through downtown, so this project will be a major expansion of the current system and bike network. The addition of protected on-street bike facilities along with improved and connected pedestrian facilities will enhance safety and promote mode shift from single occupancy vehicles to more active transportation modes.



Rural

Shoulder Widening, Rumble Strips, and Low-Cost Safety Countermeasures Along 50 Miles of Roadway in Accordance with Priority Recommendations from Fayette County's LRSP

Applicant: Fayette County

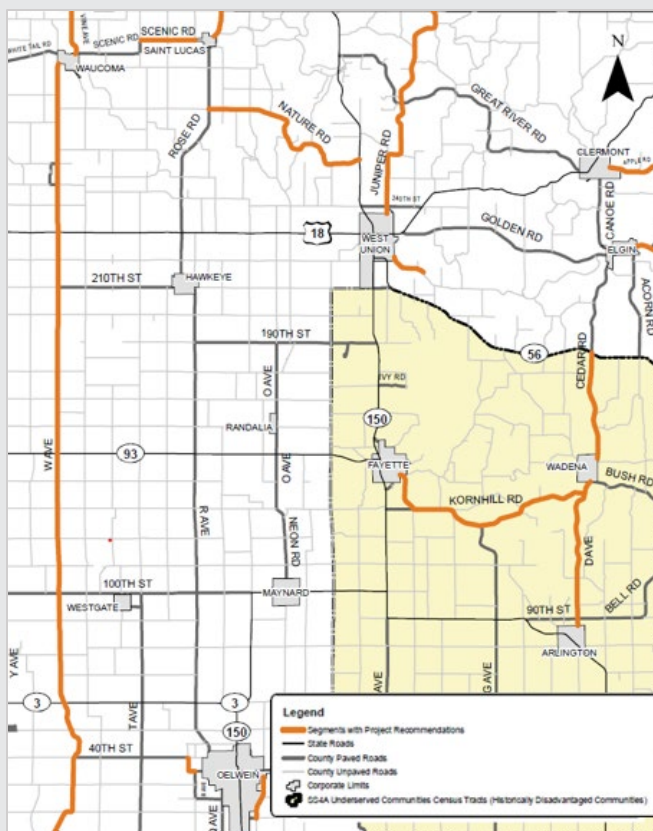
Fayette County, Iowa

SS4A Award: \$10,425,879

Project Description

This project will implement shoulder widening, rumble strips, and other low-cost treatments along approximately 50 miles of roadway in an area that is defined by steep hillsides, narrow valleys, limestone cliffs, trout streams, and forested hillsides. The hilly grades lead to edge-line rutting of pavement shoulders. Shoulder drop-offs are particularly dangerous for inexperienced drivers, and roadway departure is of the most common types of crashes involving serious and fatal injuries. Project locations were selected based on a roadway risk assessment factoring for speed, segment length, and crash history.

A community of Amish people use the roads along this project. Shoulder widening will create more space for horse and buggy travel and for other vehicles to safely pass.



Urban

Rightsizing Louisville for Safe Streets

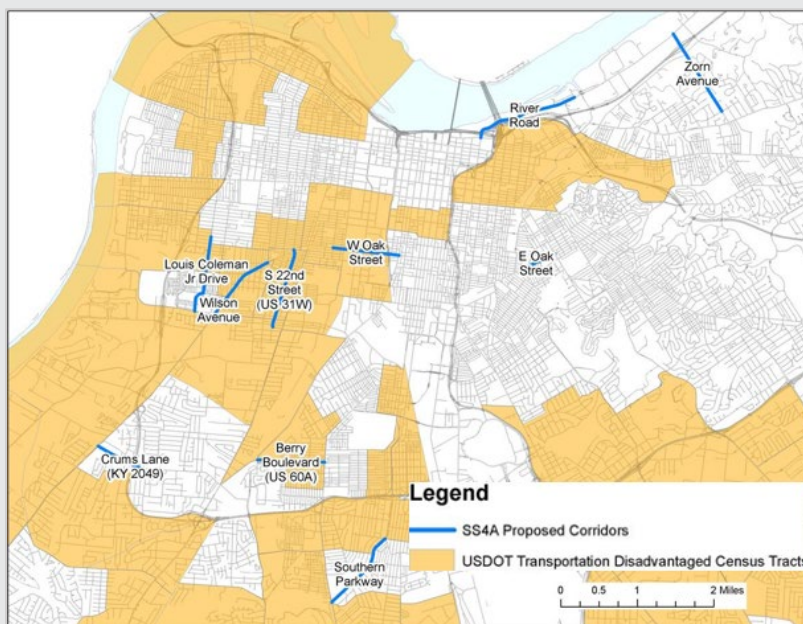
Applicant: Louisville-Jefferson County Metropolitan Government*Louisville-Jefferson County, Kentucky***SS4A Award: \$21,416,800**

Project Description

This project will rightsize or reconfigure approximately 10 roadway corridors that pose the highest safety risk in Louisville-Jefferson County to be safer, calmer, and more inclusive.

The project's safety improvements include road diets, bicycle lanes, mini roundabouts, sidewalks, infrastructure improvements for persons with disabilities, crosswalk enhancements, medians and pedestrian refuge islands, pedestrian hybrid beacons, reflective backplates on traffic signals, curb extensions, and improved lighting.

Each project corridor includes several [Proven Safety Countermeasures](#) in addition to other improvements to infrastructure safety that will lead to safer speeds along the corridors.



Urban

Safety at Key Intersections in Boston

Applicant: City of Boston

Boston, Massachusetts

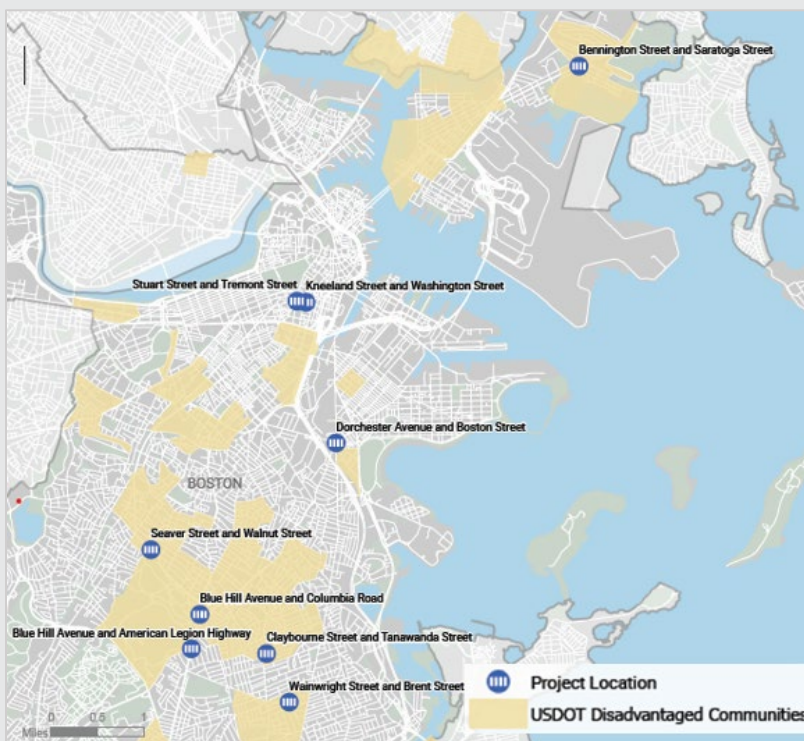
SS4A Award: \$9,000,000

Project Description

This project will employ low-cost, high-impact strategies for Complete Streets improvements throughout the City of Boston, addressing safety issues with speeding, pedestrian crashes, visibility issues, and blind spots.

The project's [Proven Safety Countermeasures](#) and other safety improvements include raised crosswalks, pedestrian refuges island, street rightsizing, curb extensions, slow turn wedges, speed humps, and high-visibility crosswalks.

The project will improve safety at approximately nine intersections in five distinct neighborhoods, the majority of which are underserved communities where residents face high safety risks on local streets.



Urban

City of Springfield Citywide Safety Improvements for
Intersections and Corridors throughout the City

Applicant: City of Springfield

Springfield, Massachusetts

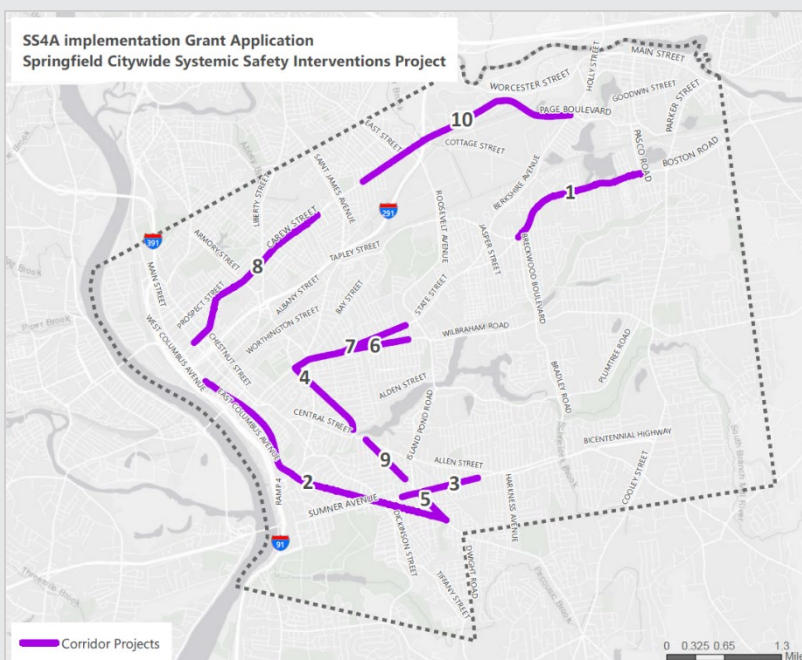
SS4A Award: \$15,012,800

Project Description

This project will implement systemic safety countermeasures at approximately 15 intersections and 10 corridors in the City of Springfield that have a disproportionately high number of fatal and serious injury crashes.

These systemic interventions include intersection and signal improvements, pedestrian and cyclist enhancements—such as crosswalk improvements, sidewalk upgrades, lighting, and ADA improvements—roadway conspicuity treatments, and intersection/corridor speed management treatments.

The project implements safety improvements for multiple transportation modes, aligning with USDOT's [Complete Streets](#) strategy, and employs three elements of the [National Roadway Safety Strategy](#) to reduce serious injury and fatal crashes.



Rural

Salisbury Vision Zero Rapid Safety Improvements

Applicant: City of Salisbury

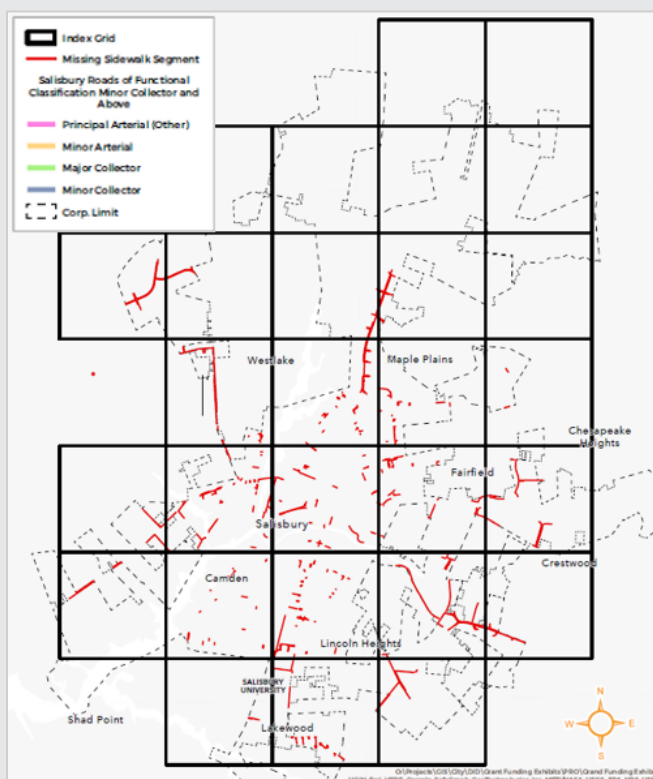
Salisbury, Maryland

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.



Urban

Safe and Equitable Access to Montgomery Parks

Applicant: Maryland-National Capital Park and Planning Commission

Montgomery and Prince George's County, Maryland

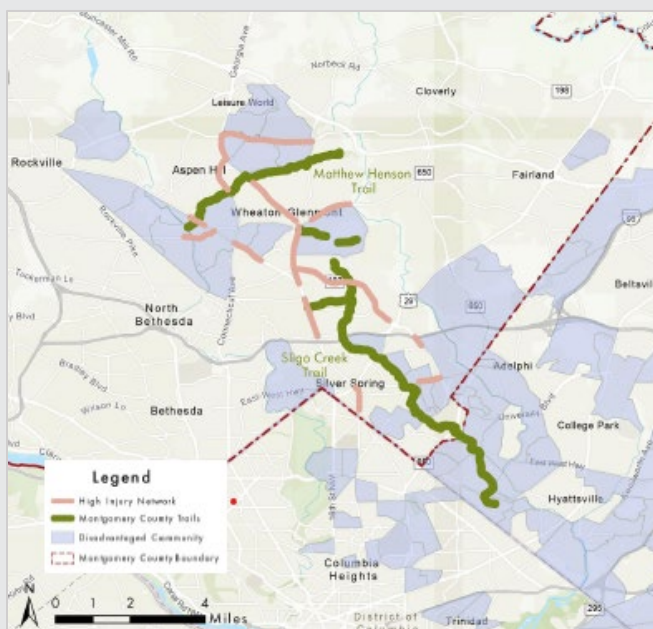
SS4A Award: \$7,500,000

Project Description

This project will improve the safety of trail crossings and implement educational safety programs for pedestrians and cyclists throughout Montgomery and Prince George's Counties. The project will implement effective behavioral safety countermeasures paired with proven engineering countermeasures at approximately three sites based on crash data and high-injury network locations.

At one project location, trail users must cross four to six lanes of traffic in several areas. In lower-speed areas where the trail crosses the road, vertical and horizontal curves of the road tend to reduce sight distance for motorists, bicyclists, and pedestrians. To address these safety issues, the project will provide additional protected crossings by installing new traffic signals, beacons, and median refuge islands. Supporting program elements include street lighting assessments, safety education, a Failure to Yield campaign, and more trail crossing assessments.

In both counties served by the project locations, the trail passes through several historically disadvantaged communities that are home to large Latino and other minority and immigrant populations.



Urban

Improvements along the Prince George's County, Maryland,
High-Injury Network

Applicant: Prince George's County

Prince George's County, Maryland

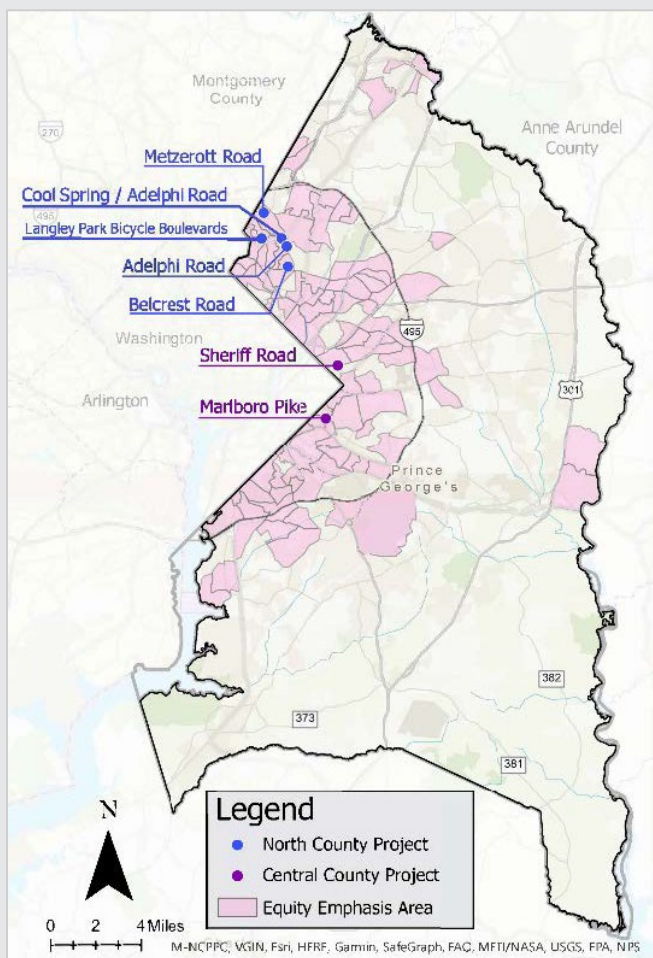
SS4A Award: \$21,253,985

Project Description

This project includes implementing safety countermeasures and connectivity improvements along high-injury network and similar corridors in Prince George's County.

The project will improve visibility, slow vehicle speeds, and promote pedestrian and bicyclist safety in underserved communities by reducing lane widths; installing ADA-compliant curbs, high-visibility crosswalks, and lighting; and implementing a road diet. Project safety countermeasures also include installing new sidewalks and pedestrian refuge medians, rectangular rapid-flashing beacons for bus stop crossings, and bicycle lanes connecting to existing networks.

Many project sites have significant minority populations that have low English proficiency, live below national poverty levels, and lack access to a personal vehicle.



Urban

Safe Streets for Detroit (SS4D)

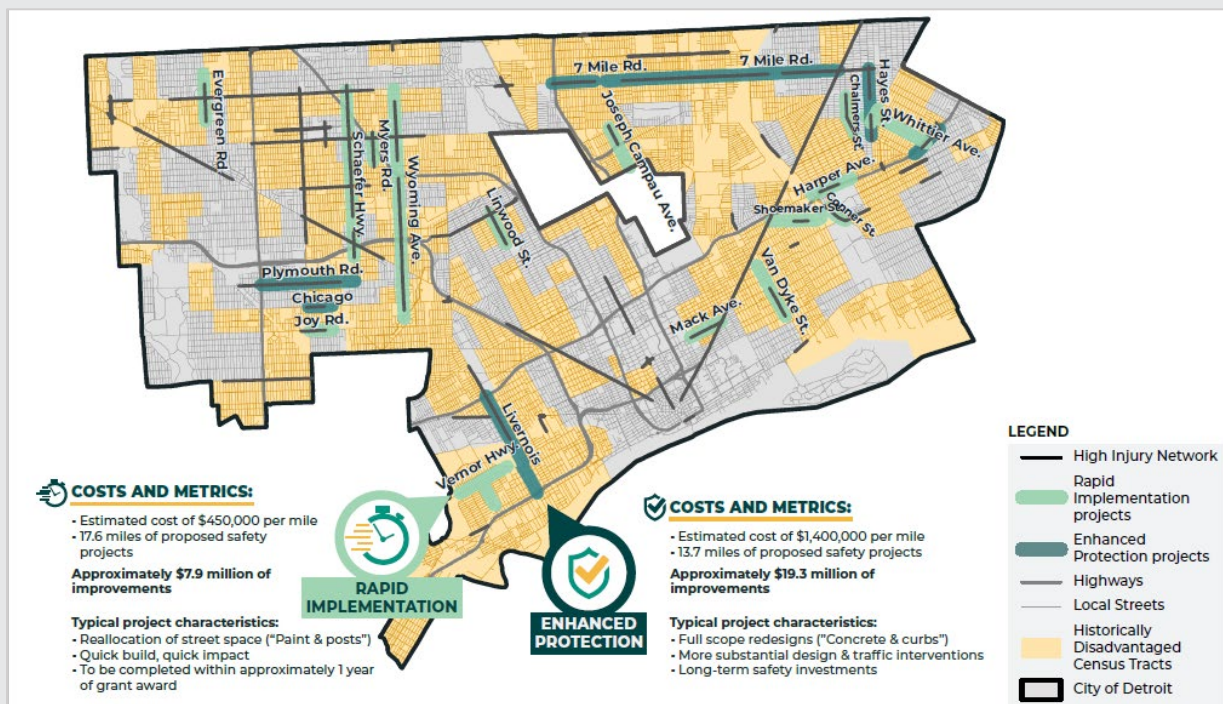
Applicant: City of Detroit

Detroit, Michigan

SS4A Award: \$24,800,000

Project Description

This project will implement safety improvements on Detroit's high-injury network that are designed to reinvent existing transportation infrastructure to focus on pedestrian safety and encourage safe speeds. The project will implement [Proven Safety Countermeasures](#) such as road diets, leading pedestrian intervals, bike lanes, pedestrian refuge islands, rectangular rapid-flashing beacons, and protected left-turn lanes. The project will also apply systemic low-cost, high-benefit safety interventions throughout the City that include installing curb extensions, high-visibility crosswalks, raised crosswalks, intersection lighting, and pedestrian countdown timers.



Rural

South Avenue Safe Streets

Applicant: City of Missoula

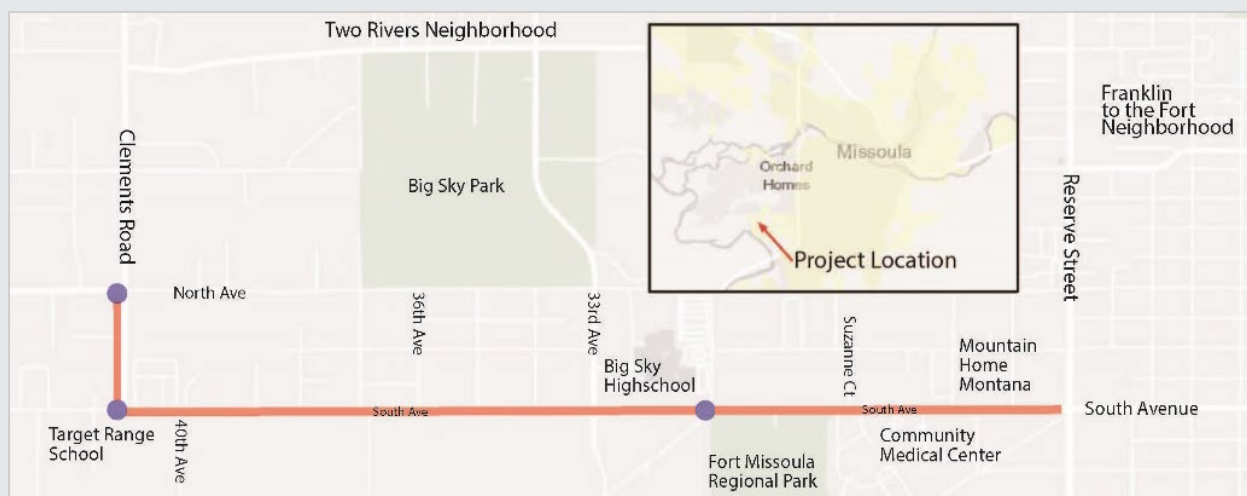
Missoula, Montana

SS4A Award: \$9,311,254

Project Description

This project will enhance safety, improve accessibility, and provide equitable transportation by implementing multiple safety improvements along South Avenue and Clements Road—two corridors with high crash rates. The project will build separated bicycle lanes and sidewalks, and both extend and widen the existing shared-use path to better serve the schools, regional park, and other facilities. The project will improve safety and increase accessibility for transit riders by establishing well-designed, ADA-compliant bus stops that are connected to the sidewalk network.

The project will create Complete Streets connections for all people using the road to the destinations and services along the corridor like grocery, retail, restaurants, shopping malls, parks, and schools.



Urban

Proven Countermeasures to Implement Vision Zero

Applicant: City of Charlotte

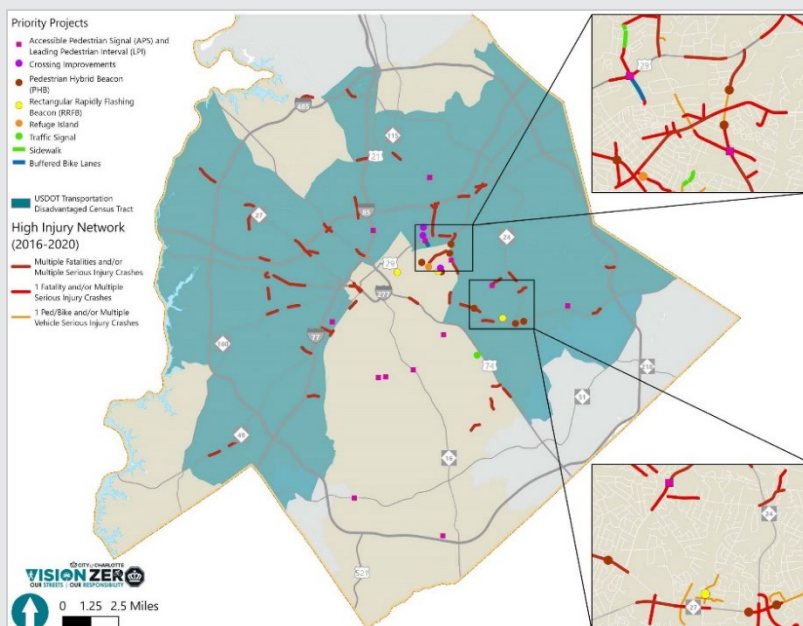
Charlotte, North Carolina

SS4A Award: \$4,466,688

Project Description

This project will implement systemic Vision Zero strategies to reduce risky behaviors through infrastructure improvements, with a focus on intersections and pedestrian-involved crashes.

Project components include pedestrian hybrid beacons, a pedestrian refuge island, traffic signals, buffered bicycle lanes, and leading pedestrian interval upgrades. Funding also includes [Safe Routes to School](#) activities. Many of the projects fall within or border an underserved community.



The project treatments are high-quality [Proven Safety Countermeasures](#) that directly address the existing safety concerns, especially for vulnerable road users.

Rural

McKenzie County Safety Projects

Applicant: McKenzie County

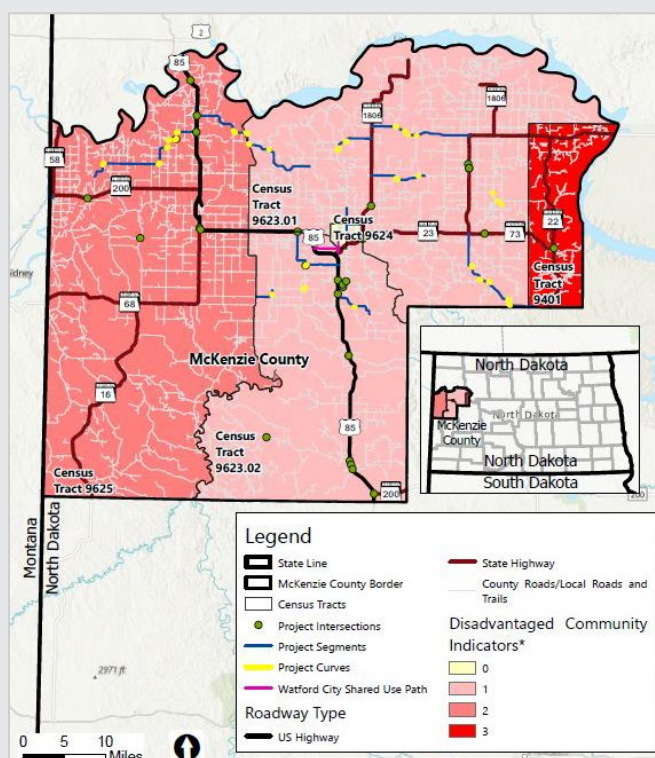
McKenzie County, North Dakota

SS4A Award: \$2,858,595

Project Description

This project will implement systemic safety improvements that address rural safety problems including right-angle intersection crashes, lane departures, and non-intersection crashes along a curve. The project scope entails approximately 21 corridors, 30 curve locations, and 30 intersections, selected based on a high-injury network analysis.

The project will implement enhanced pavement markings including edge lines, signing improvements including advanced curve warnings and upgraded chevrons, shoulder and centerline rumble strips, streetlights, and a separated bicycle and pedestrian path.



Rural

Chestnut Avenue Safety Improvements and Rehabilitation

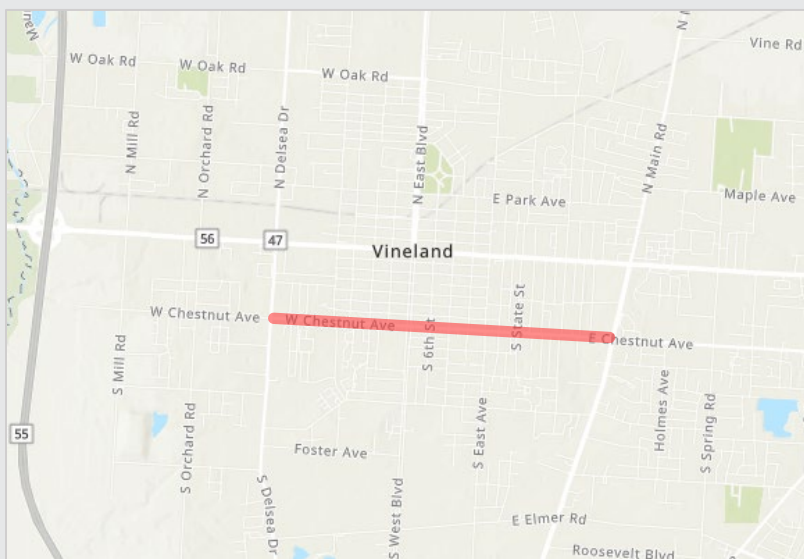
Applicant: City of Vineland

Vineland, New Jersey

SS4A Award: \$20,000,000

Project Description

This project will improve safety on a nearly 2.3-mile corridor of Chestnut Avenue between Delsea Drive and Main Road. Residents frequently walk or bike along this corridor, dodging speeding traffic, to access jobs, schools, and other activities. The project will implement a road diet; convert the four-lane roadway to a three-lane section with a two-way left-turn lane; install lighting, ADA-compliant walkways, and bicycle lanes; enhance visibility at crosswalks; modernize traffic signals; and rehabilitate sidewalks.



This project will use [Proven Safety Countermeasures](#) to address persistent behavioral safety issues including speeding and is expected to mitigate the potential for vehicle crashes involving other vehicles, bicyclists, and pedestrians. This project will increase mobility and expand connectivity for all road users, including people in underserved communities, to jobs and business opportunities.

Urban

Bernalillo County's Coors Boulevard Pedestrian Safety Project

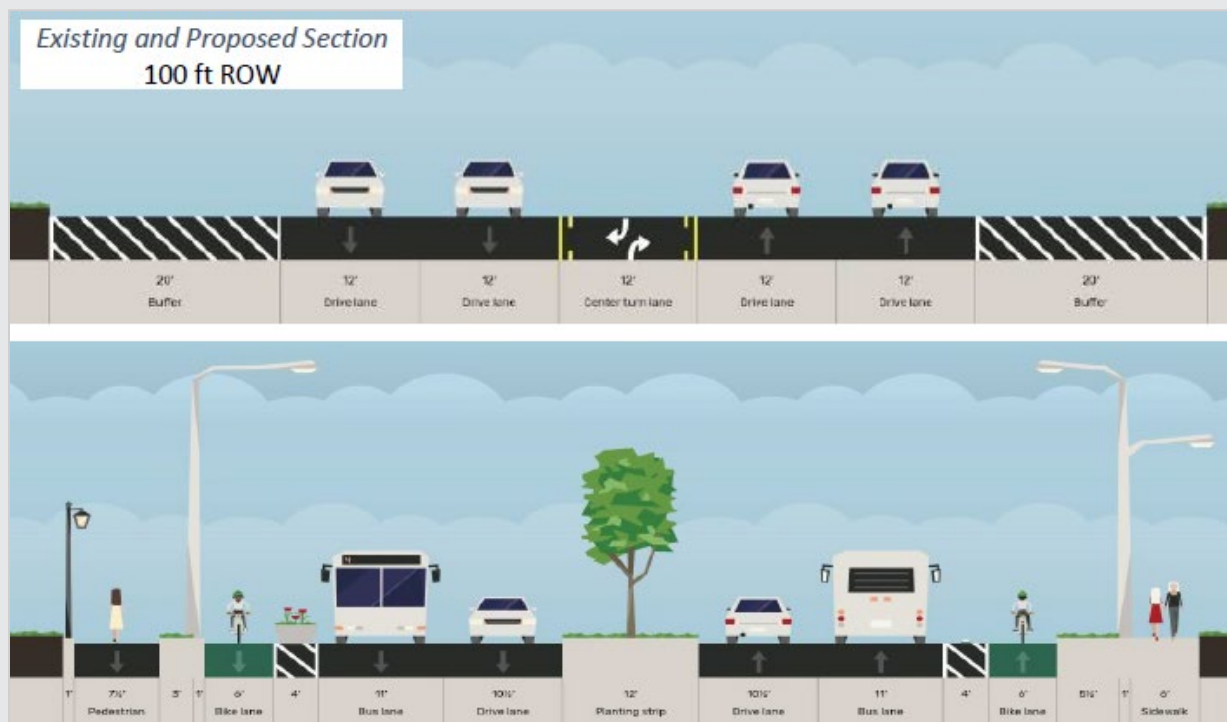
Applicant: Bernalillo County

Bernalillo County, New Mexico

SS4A Award: \$6,300,000

Project Description

This project will implement infrastructure safety countermeasures along nearly 2 miles of Coors Boulevard, including reducing lane widths, lowering speed limits, installing protected bike lanes and sidewalks, and improving crosswalks. The project will also install advanced stop bars, refresh crosswalk markings, and implement leading pedestrian intervals and radar feedback signage. The project employs evidence-based, proven countermeasures supported by a 2022 road safety audit. This project will benefit the disadvantaged populations who live in the area, especially students who attend school along the corridor.



Urban

NYCDOT Application for USDOT SS4A

Applicant: New York City Department of Transportation

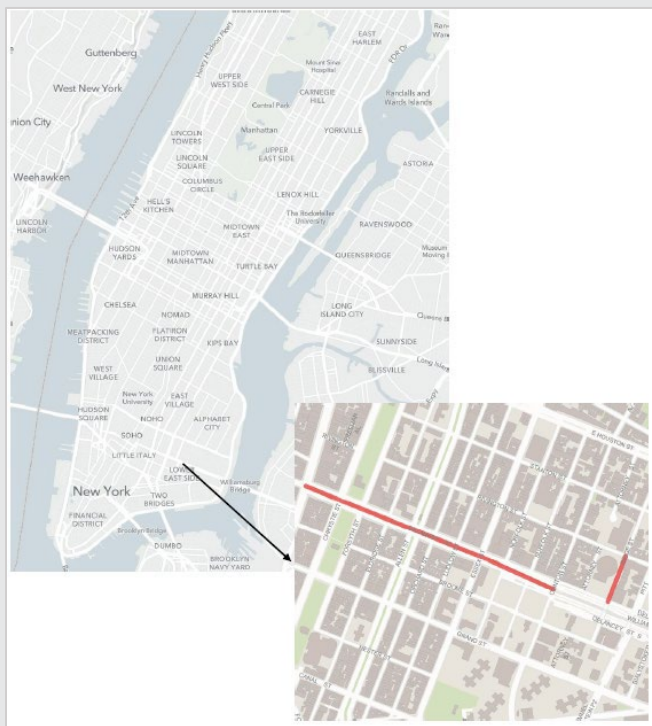
New York, New York

SS4A Award: \$21,481,306

Project Description

This project includes a Complete Streets redesign of a segment of Delancey Street—a high-injury corridor—by implementing a road diet, creating a separated bikeway, making accessibility improvements, and reconstructing the roadway. This project will also develop a pedestrian model and micromobility planning toolkit that will address emergent safety risks in a systematic way, including through policy improvements and outreach.

These activities will improve safety for pedestrians, bicyclists, and micromobility users by reducing speeds, adding space and grade separation for bikes and pedestrians, and gathering and using better data to enable risk assessment and targeted safety projects in the future for vulnerable road users.



Rural

Saint Regis Mohawk Tribe (SRMT) Safe Streets Project

Applicant: Saint Regis Mohawk Tribe

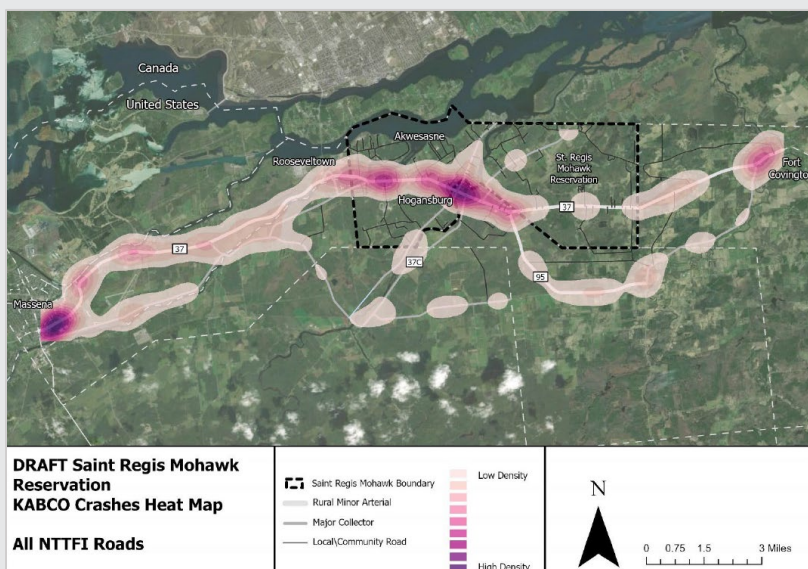
Akwesasne, New York

SS4A Award: \$10,235,200

Project Description

This project will improve motorist safety on the Route 37 corridor by reconfiguring approximately 4.2 miles of road to include a two-way left-turn lane. Route 37 is the primary thoroughfare in Saint Regis Mohawk Tribe territory, which is a Tribal reservation in Northern New York State.

The two-lane section of Route 37 from Route 95 to Raquette Point Road will be widened to accommodate a 16-foot-wide two-way left-turn lane along with two 12-foot-wide travel lanes, one in each direction, and a 5-foot-wide shoulder on each side—a strategy intended to reduce the frequency of crashes involving a turning vehicle.



Urban

Livingston Avenue West

Applicant: City of Columbus

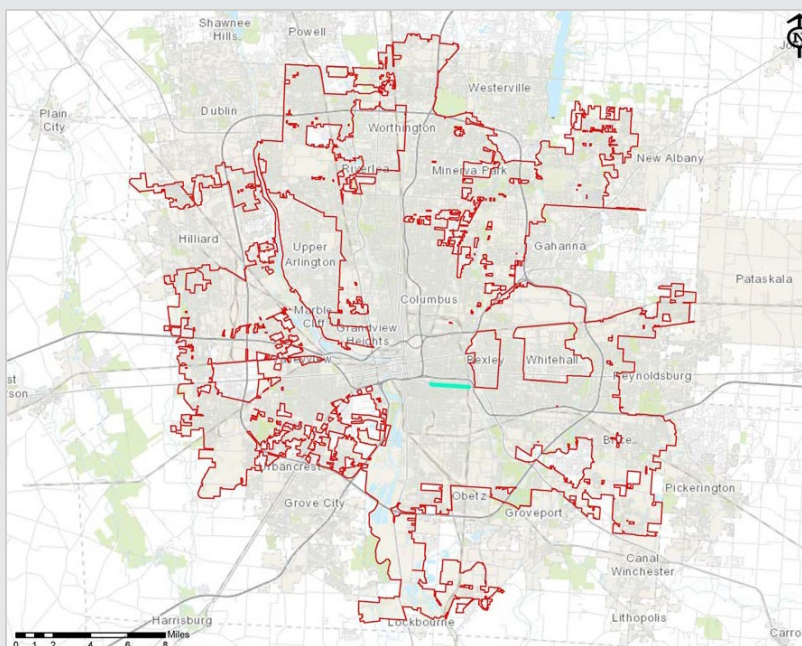
Columbus, Ohio

SS4A Award: \$12,000,000

Project Description

This project will implement safety improvements on Livingston Avenue West from 18th Street to Nelson Road in Columbus, Ohio.

The project provides improvements using effective infrastructure countermeasures to promote safety for all roadway users, with a focus on lowering vehicle speeds and reducing pedestrian, fatal, and serious injury crashes. All five census tracts surrounding the project corridor either had



portions of their communities redlined in the 1930s or demolished by the interstate system in the 1960s. The project is located within 14 different block groups, 12 of which are communities of interest, according to the city's equity analysis.

Urban

Travel with Care – Tulsa: Safe Streets for All Implementation
Grant

Applicant: Indian Nations Council of Governments

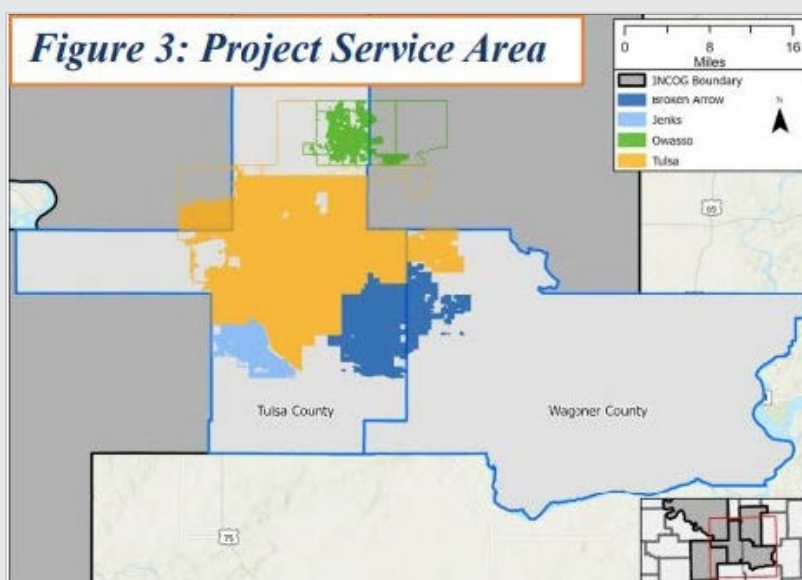
Tulsa, Oklahoma

SS4A Award: \$21,200,000

Project Description

The Indian Nations Council of Governments, a metropolitan planning organization, is partnering with Tulsa County, Wagoner County, the City of Tulsa, the City of Broken Arrow, the City of Jenks, and the City of Owasso to take a systemic approach to improving safety with low-cost, high-impact rural and urban projects across the region.

The projects are focused on making intersections safer, mostly using [Proven Safety Countermeasures](#), and include upgrading traffic signal backplates, incorporating flashing yellow arrow traffic signal heads, installing advanced warning signage for signalized intersections, adding enhanced stop-controlled intersection signage, upgrading stop-controlled intersections to LED stop signs, posting mounted speed feedback signs, establishing mid-block crossings, and installing rectangular rapid-flashing beacons at pedestrian crossings. The project takes a regional approach to improving safety, with systemic deployment and significant partnerships among government and non-governmental entities.



Urban

Safe Systems on 122nd Avenue: A Model for Humanizing Arterial Streets

Applicant: City of Portland

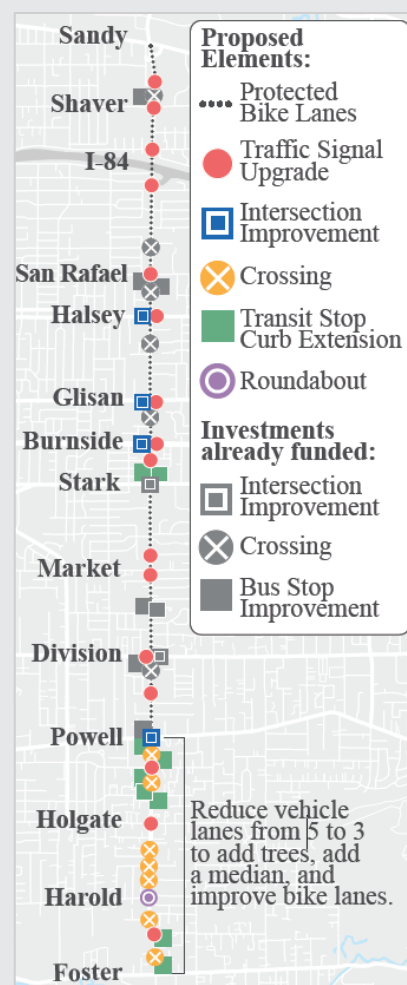
Portland, Oregon

SS4A Award: \$20,000,000

Project Description

This project will employ low-cost, high-benefit treatments on approximately 5.5 miles of 122nd Avenue in Portland, Oregon, which is in the top 5 percent of the Portland metropolitan area's most deadly and injurious streets. Challenges in this corridor include open two-way left-turn lanes, substandard street lighting, long distances between pedestrian crossings, speed, and wide intersections without protections for pedestrians or bicyclists.

Project interventions include filling gaps in street lighting; converting existing parking to approximately 4 miles of protected bike lanes; making signal improvements for pedestrians and bicyclists; reducing vehicle lanes; and installing pedestrian crossings, raised center medians along two travel lanes, approximately 11 raised medians for 4 travel lanes, street trees, bus stop curb extensions, speed reader boards with automated enforcement, and a roundabout.



City of Lancaster, PA, Vision Zero Implementation

Applicant: City of Lancaster

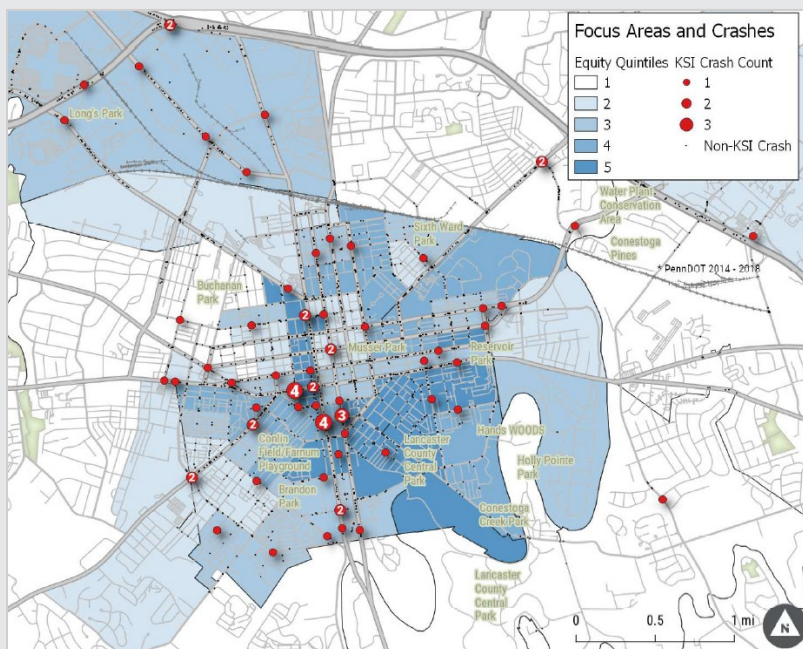
Lancaster, Pennsylvania

SS4A Award: \$12,706,568

Project Description

The City of Lancaster will implement safety countermeasures concentrated along its high-injury network, aimed at addressing severe and fatal crashes involving speeding, aggressive driving, and crashes at intersections.

Project improvements include installing crosswalk upgrades, roadway lighting, signal improvements, leading pedestrian indicators, and No Turn On Red signs; implementing safety projects at schools; restoring one-way streets back to two-way; conducting red light and speeding enforcement; measuring results through before-and-after studies; and performing walk audits. These projects prioritize street design that encourages slower speeds, slower turns, and improved driver sightlines.



Urban

Philadelphia Vision Zero Capital Plan Implementation Project

Applicant: City of Philadelphia

Philadelphia, Pennsylvania

SS4A Award: \$30,000,000

Project Description

The City of Philadelphia will address safety concerns for all road users, especially pedestrians and cyclists, by implementing multimodal safety improvement projects along N. Broad Street and Cecil B. Moore Avenue. The project will implement transportation infrastructure upgrades such as raised medians and pedestrian refuge islands, raised pedestrian crossings, roadway and intersection modifications, traffic signal improvements, speed management measures, and corridor access management strategies. The majority of the project funds will provide safety improvements along key corridors located in underserved communities.

PROJECT ELEMENTS

Element A (Citywide)

A1 – VZ Capital Plan Update

A2 – Safe Systems Analysis Tool

Element B

B1 - Market Street: Juniper to 6th

B2 - Old York Road: Butler to Lindley

B3 - N 25th: Jefferson to Sedgley

B4 - N 56th: Arch to Haverford

B5 - N 54th: Baltimore to Arch

B6 - Germantown Ave: Indiana to Erie

B7 - Luzerne: American to M

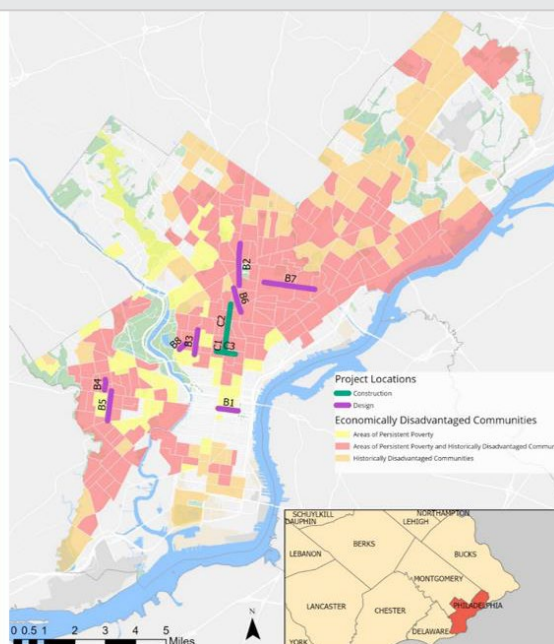
B8 - Glenwood: Oxford to Montgomery

Element C

C1 - N. Broad St (Cecil B Moore to Diamond)

C2 - N. Broad St (Diamond to Allegheny)

C3 - Cecil B Moore Ave (10th to 17th)



SS4A Implementation Grant to Advance Engineering and Construction of Providence, RI's Urban Trail Network

Applicant: City of Providence

Providence, Rhode Island

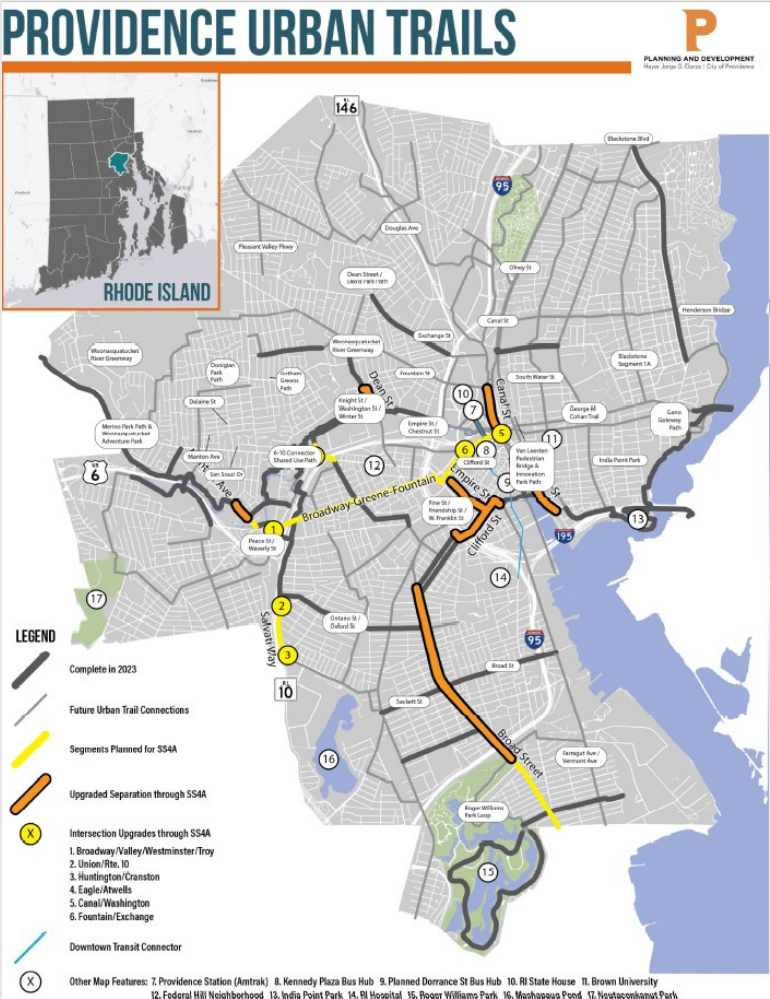
SS4A Award: \$27,200,000

Project Description

The City of Providence will advance engineering and systemic construction of the city's Urban Trail Network.

This project will create last-mile connections to residential, employment, and cultural activity centers between the city's 25 neighborhoods while significantly reducing fatal and serious crashes for vulnerable road users.

The trails are a combination of on-road and road-adjacent protected bicycle lanes and shared-use trails, neighborhood greenways on low-volume streets, and off-road shared-use paths.



Urban

Safe and Equitable Mobility for Austin

Applicant: City of Austin

Austin, Texas

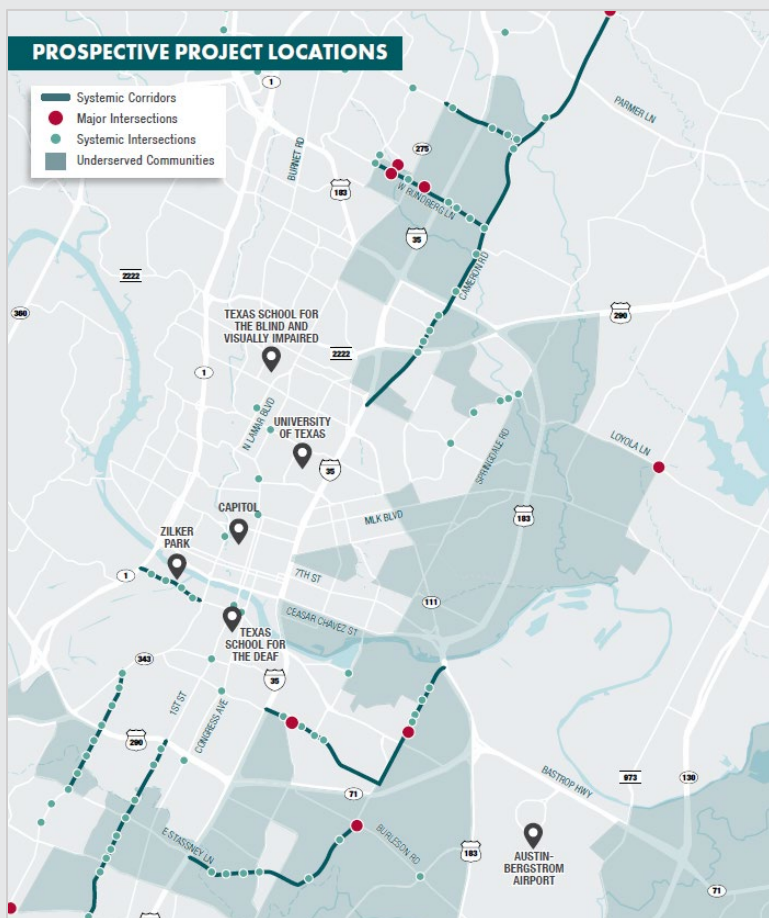
SS4A Award: \$22,866,400

Project Description

The City of Austin will address multiple roadway safety issues, especially for pedestrians.

Components of this project include constructing major intersection geometric improvements such as installing roundabouts, conducting a citywide lighting study, and implementing systemic safety improvements such as addressing sidewalk gaps, installing ramps and traffic signal backplates, and adding audible pedestrian signals.

The project locations closely correlate with underserved communities' safety needs and high-injury network data.



Urban

Bissonnet Corridor Safe Streets Project

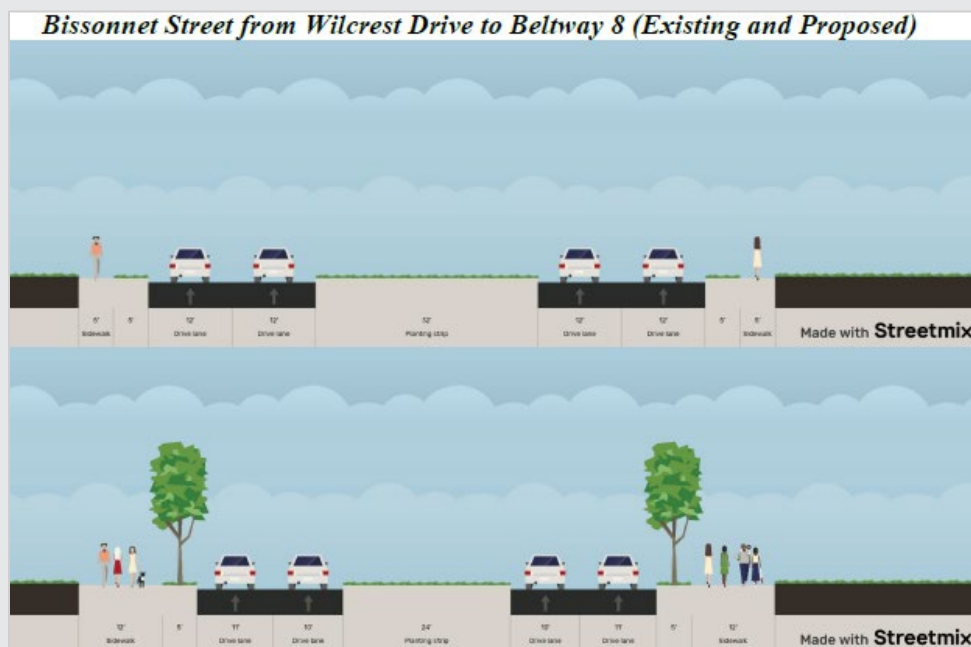
Applicant: City of Houston

Houston, Texas

SS4A Award: \$28,789,305

Project Description

The City of Houston will complete safety improvements at intersections and pedestrian crossings in the Bissonnet Corridor to address unsafe crossing locations, as well as confusing and complicated intersections. The project will install enhanced crosswalks, rectangular rapid-flashing beacons, pedestrian hybrid beacons, lighting, and pedestrian refuge islands to address pedestrian safety problems. The project will also create dedicated turn lanes at intersections and roundabouts, improve corridor access, and construct bicycle facilities through a road diet. The project will help reduce traffic deaths and serious injuries along the corridor, which travels directly through the underserved communities of Alief-Westwood, Gulfton, and Braeburn, significantly impacting people of color and families of low income.



Urban

Zarzamora Street Mid-Block Crossings and High-Injury Network
Safety Campaigns

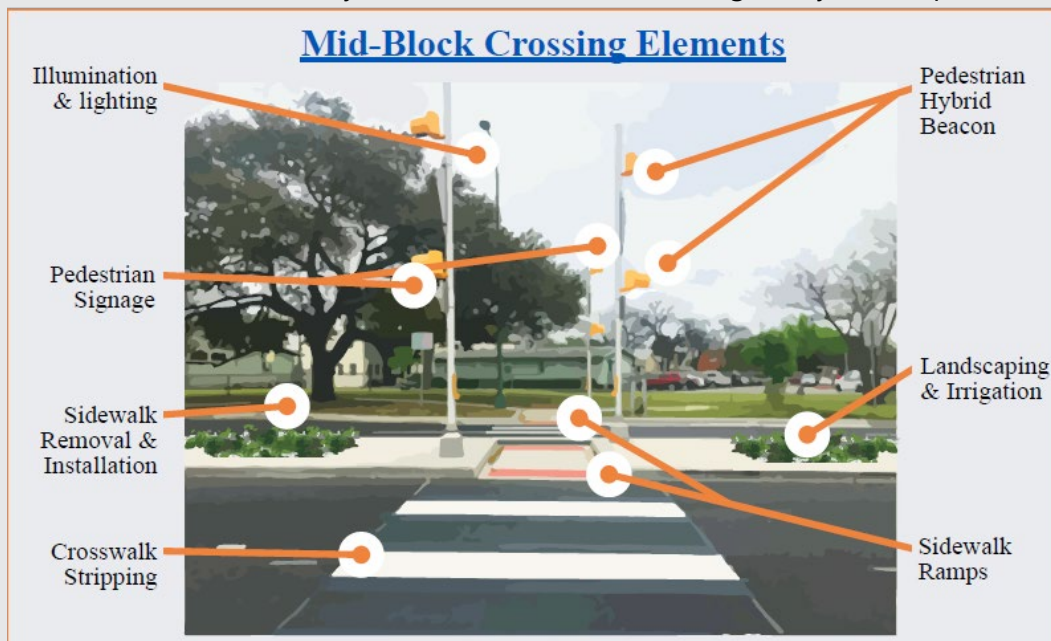
Applicant: City of San Antonio

San Antonio, Texas

SS4A Award: \$4,400,000

Project Description

The City of San Antonio will install approximately eight mid-block crossings with pedestrian refuge islands and pedestrian hybrid beacons on Zarzamora Street in the City's historically underserved Westside. The mid-block crossings will include lighting, signage, vegetation and tree canopy, and high-visibility crosswalk markings. Zarzamora Street is a heavily traveled 12-mile corridor with four to six lanes and posted speeds between 30 and 35 miles per hour. The Zarzamora Street mid-block crossings are critical to the safety of pedestrians and cyclists who travel the corridor, sharing the road with 17 VIA Metropolitan Transit bus routes serving 19,633 transit riders each weekday combined with 71,999 average daily auto trips.



Urban

Seattle Safe Streets

Applicant: City of Seattle

Seattle, Washington

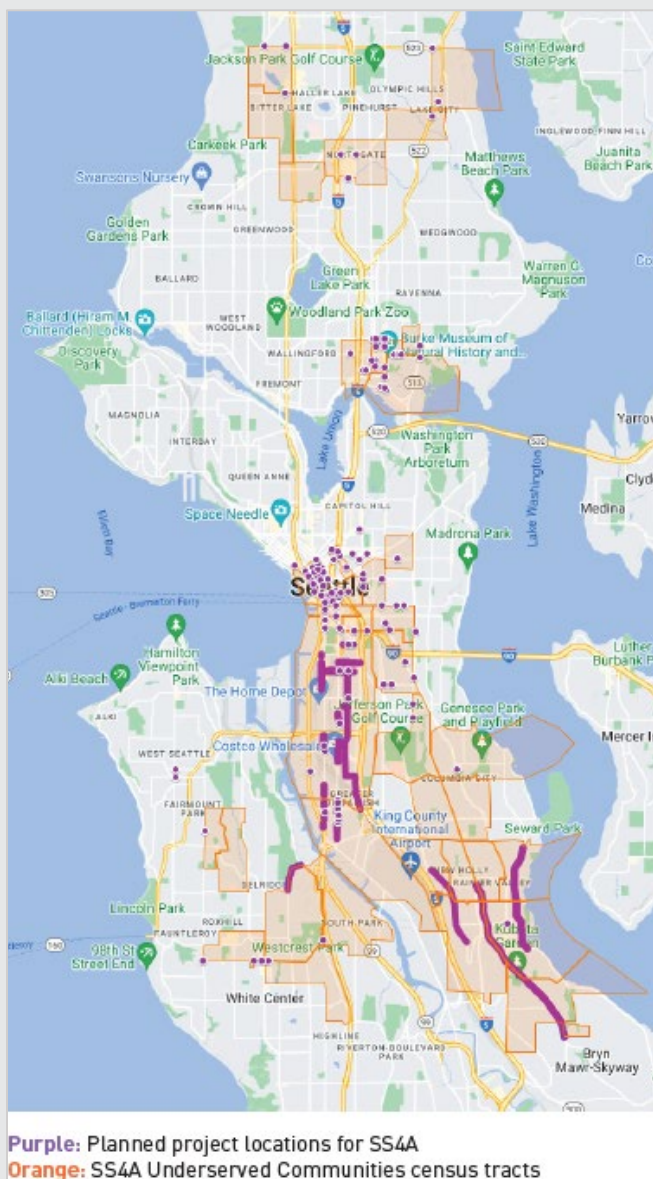
SS4A Award: \$25,654,000

Project Description

The City of Seattle will implement a vast array of safety treatments to address pedestrian collisions at intersections, including unsignalized intersections, and bicycle crashes.

The project will apply low-cost, high impact strategies on arterial streets in the southeast SODO neighborhood of Seattle, focused on the highest number of serious injury and fatal collisions.

The project will implement approximately 60 signalized intersection treatments, 6 unsignalized intersection treatments, 4 miles of protected bike lanes, 1.5 miles of new sidewalks, and 4.5 miles of arterial traffic calming treatments.



Urban

Accessible Intersections for All

Applicant: City of Milwaukee

Milwaukee, Wisconsin

SS4A Award: \$4,400,000

Project Description

The City of Milwaukee will address safety concerns for all road users, especially pedestrians and cyclists, in a project that implements multimodal safety improvements at approximately 26 intersections along 5 corridors in the City's high-injury network.

Crashes at these intersections resulted from high speeds, reckless driving, disregard of traffic control, or other dangerous driver behaviors. Dated pedestrian facilities, skewed intersections, intersections with five-plus legs, and lack of accessible pedestrian signals create high-risk features.

The project's safety countermeasures include installing high-visibility markings, upgrading traffic signal equipment, making intersections ADA-compliant, realigning skewed intersections, closing approaches on five-plus-legged intersections, applying road diets, and installing accessible pedestrian signals.

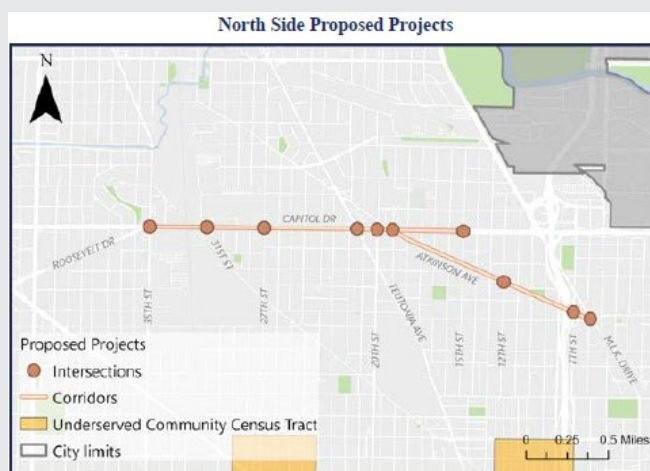


Figure 1. North Side Proposed Projects



Figure 2. South Side Proposed Projects