



SJTPO  
Cumberland County

# BIKE PED

## SAFETY ACTION PLAN



# Action Plans and SS4A: Aligning Planning Efforts to Implementation

2023 Transportation Engineering and Safety Conference



South Jersey  
Transportation  
Planning Organization

*December 6, 2023*

# Agenda

- Funding Considerations
- Cumberland County Bike-Ped Safety Action Plan (case study)
  - What was accomplished
  - How it complied with funding requirements
  - Concepts
  - Lessons Learned
- Q&A

# Safety Funding

## Safe Streets and Roads for All (SS4A)

- Competitive FHWA grants for safety improvements on public roads
- Available to governing bodies below the state government level (township, county, BID, MPO)
- \$5 billion made available in the Bipartisan Infrastructure Law (BIL) over 5 years
- \$1 billion of funding per year
  - 40% of awards must go toward planning activities each year
- 20% local match

## Highway Safety Improvement (HSIP)

- Annual federal program distributed to state DOTs
- PennDOT receives ~\$126M annually and distributes about \$74M to its planning regions based on crash data
- Purpose is to reduce fatalities and serious injuries on state roads by...
- Implementing systemic safety countermeasures

# Safe Streets & Roads for All (SS4A)

The **Safe Streets and Roads for All (SS4A)** program supports the **USDOT's National Roadway Safety Strategy**, which is centered around the **Safe System Approach**:

- Funds local initiatives to prevent fatalities and serious injury (FSI)
- Supports "Vision Zero" or "Toward Zero Deaths" initiatives





# The Two Types of Grants

## Action Plan Grants

- Create a comprehensive safety action plan
- Conduct supplemental planning activities in support of an existing action plan
- Estimated funding per grant:
  - \$200,000 to \$1 million for a single applicant
  - \$200,000 to \$5 million for a joint or regional applicant

## Implementation Grants

- Implement projects and strategies outlined in a qualifying comprehensive safety action plan
- Conduct supplemental planning activities in support of an existing action plan
- Estimated funding per grant:
  - \$5 million to \$30 million for a single applicant
  - \$3 million to \$30 million for a rural or tribal applicant
  - \$5 million to \$50 million for a joint or regional applicant

# Grant Types & the Process

Implementation Grants

Supplemental Planning

Safety Action Plan

Create a comprehensive safety action plan

Amend, enhance, or revise an existing safety action plan

Finalize priority project selections and concepts

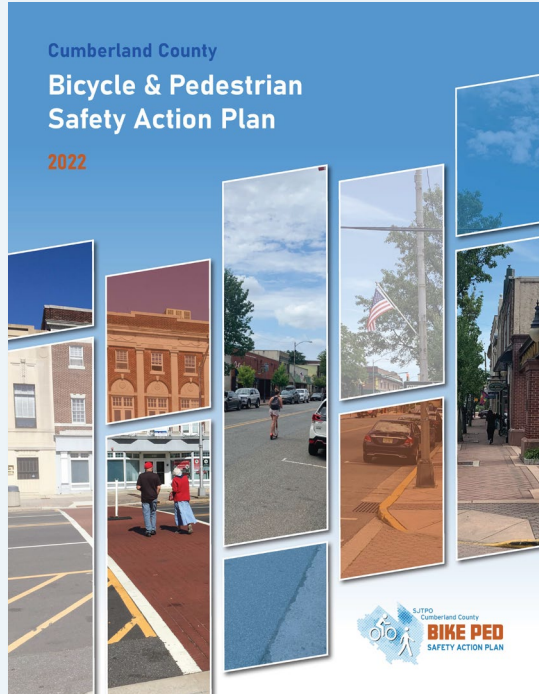
Produce a proof-of-concept

Conduct supplemental planning activities

Construct or implement items from a safety action plan

Demonstration Projects Etc.

# Grant Type Examples



**Action Plan/  
Supplemental Plan Grant**

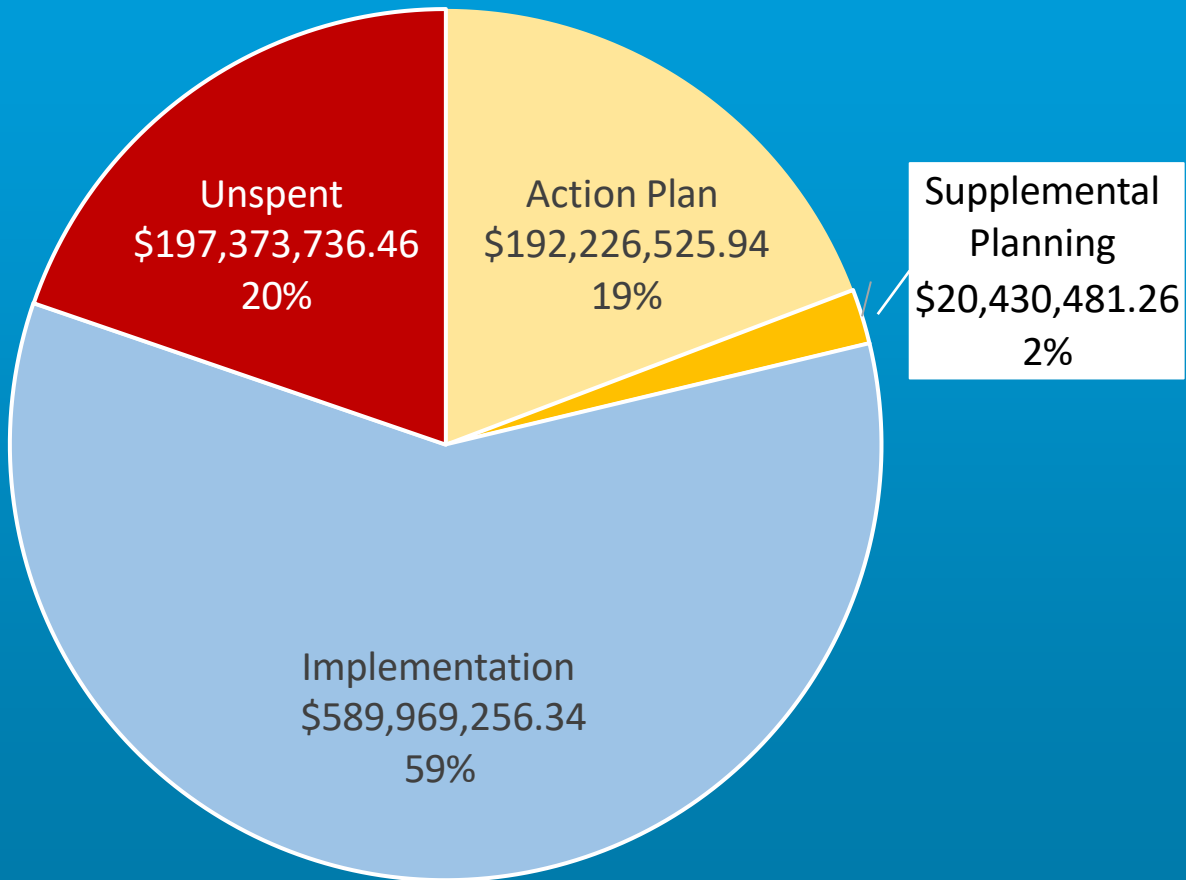


**Supplemental/  
Demonstration Grant**



**Implementation Grant**

# National Summary



## SS4A Funding Allocation by Award Type (FY22) Total Allocation: \$1 billion

	Funded	Non-Funded
Safety Action Planning	\$192.2 million	\$0
Supplemental Planning	20.4 million	0
Implementation	590.0 million	1.98 billion
<b>Total</b>	<b>\$802.6 million</b>	<b>\$1.98 billion</b>



# SS4A Eligibility

**Worksheet Purpose:** To determine whether an applicant's plan is eligible for applying for..

## 1. Implementation Grant

- Design and Construction funding

## 2. Supplemental Planning/Demonstration Grant

- Funding for additional planning work
- Low cost/Quick-build demonstration project funding

If conditions not met? -> apply for Action Plan Grant



# S | S 4 | A

## Safe Streets and Roads for All Self-Certification Eligibility Worksheet

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:

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**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:

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**3** Does the Action Plan include all of the following?  YES  NO

If yes, provide documentation:

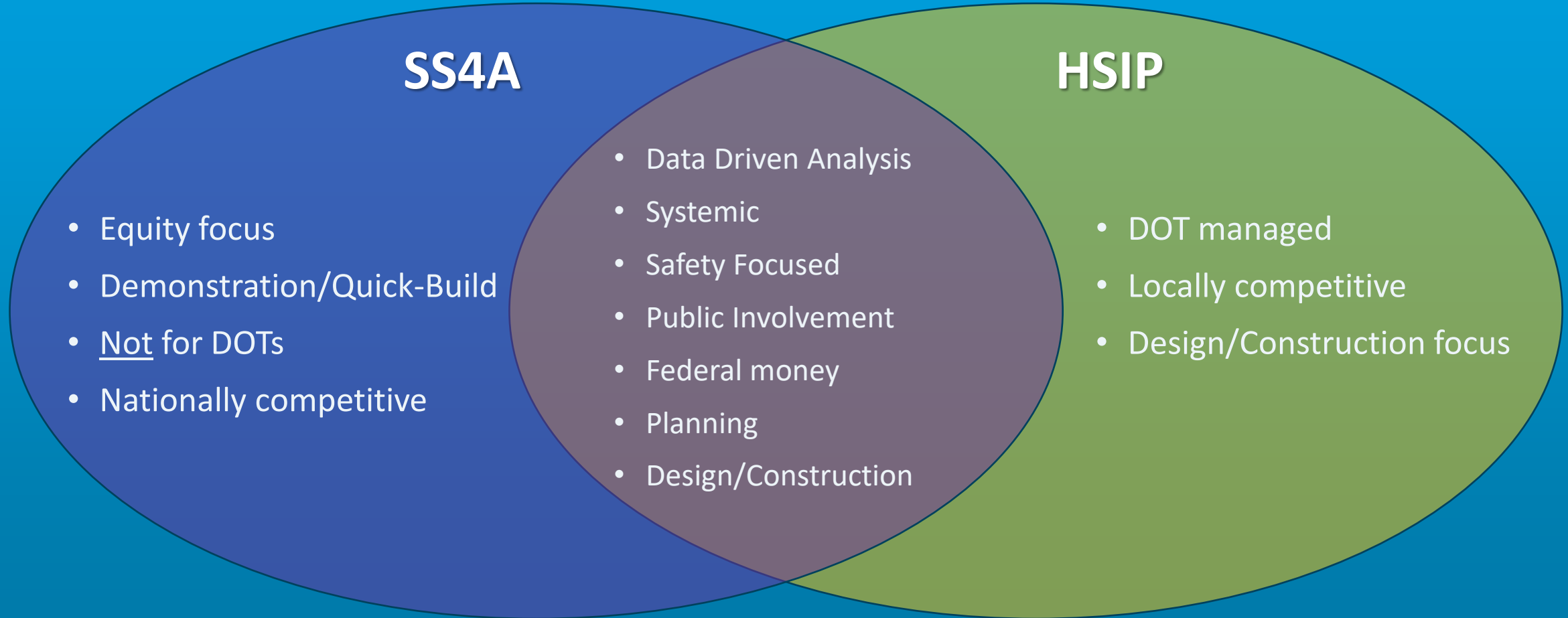
- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis 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.



U.S. Department of Transportation

Still have questions? Visit the [SS4A website](#)  
SS4A Self-Certification Eligibility Worksheet | Page 1 of 2

# SS4A and HSIP

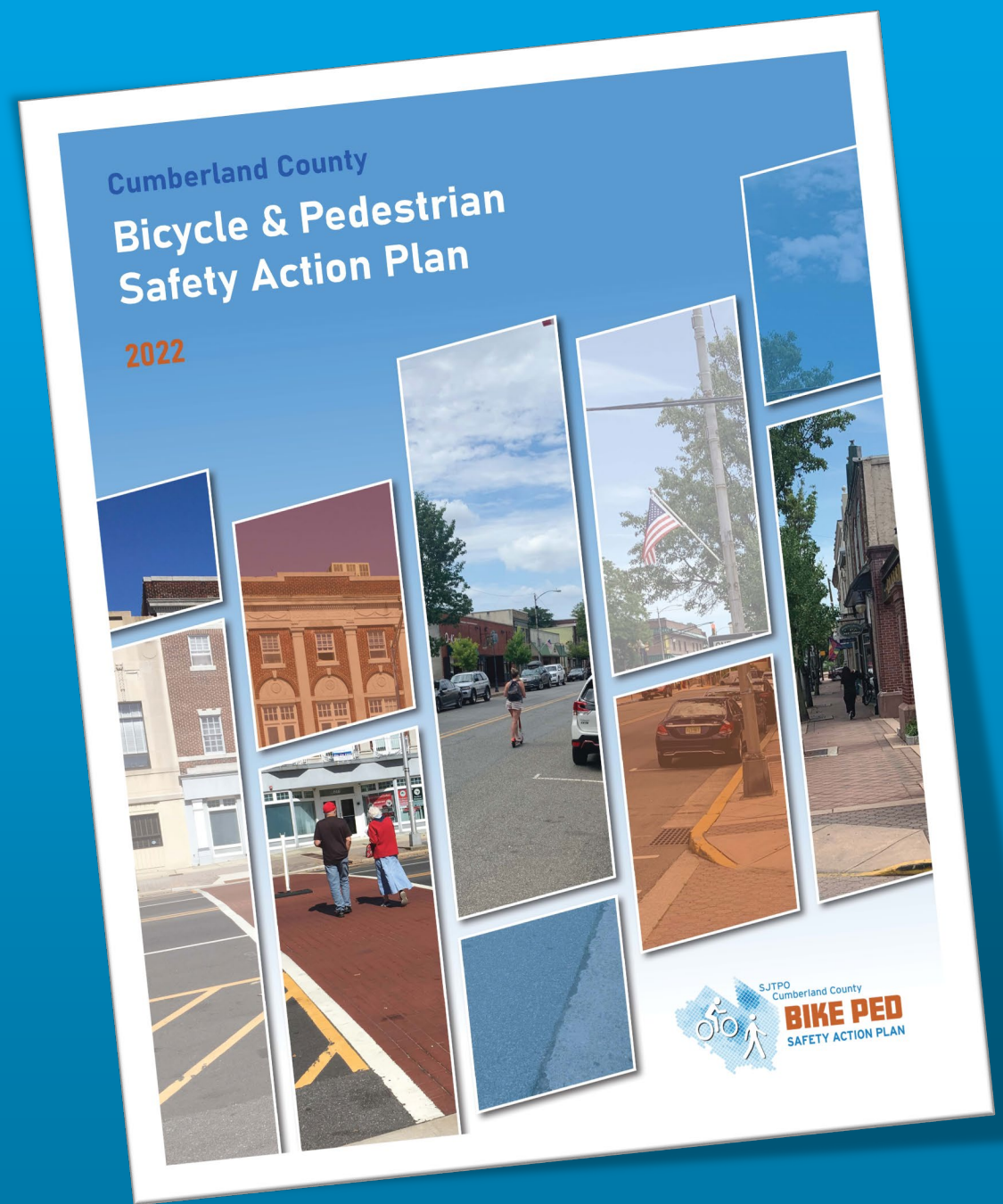


# Case Study

## Purpose

- Prioritizes locations with the greatest bicycle and pedestrian safety needs
- Develops crash and speed reduction strategies
- Prepares bicycle and pedestrian projects for New Jersey's Local Safety Program

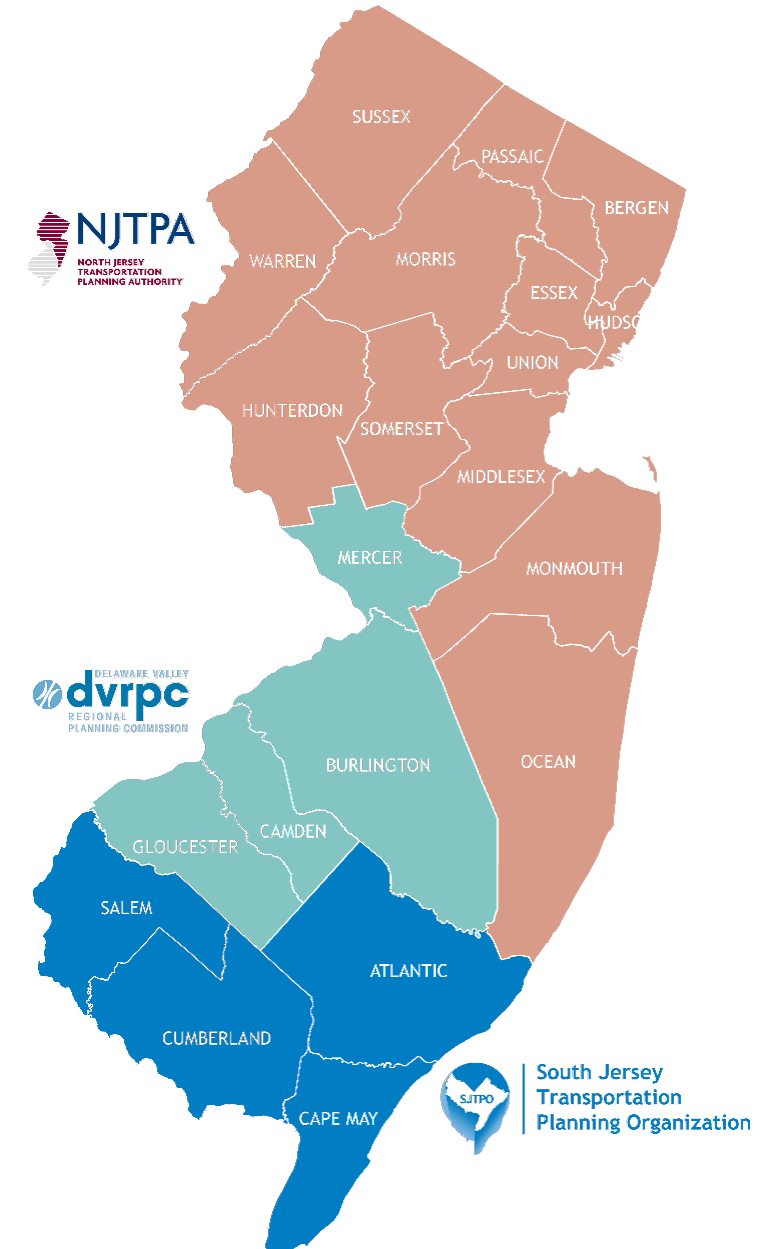
*With an inclusive/equitable public outreach program*



# Overview of SJTPO

**Our Vision:** A transportation system, based on regional collaboration that moves people and goods in a safe and efficient manner, inclusive of all modes and users

- Atlantic, Cape May, Cumberland, and Salem Counties
- A regional approach to transportation
- State and Federal Planning Priorities
- Serves as a technical resource



# Cumberland County



- Population of around **150,000**
- **33% of Hispanic or Latino descent**
- Median Household income **35% below** State average
- About **77%** of the County lives in **Bridgeton, Millville, or Vineland**
- Zero-Internet Households **above State and National average**

Equity part of every phase of project



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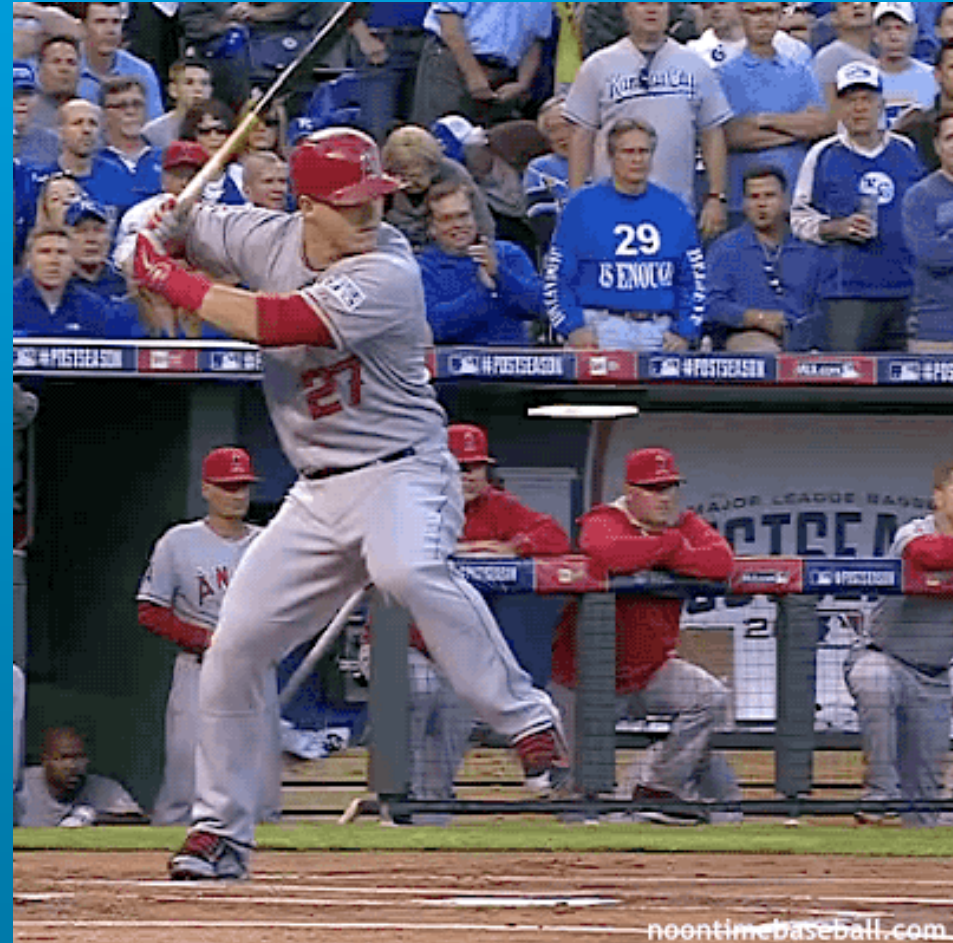


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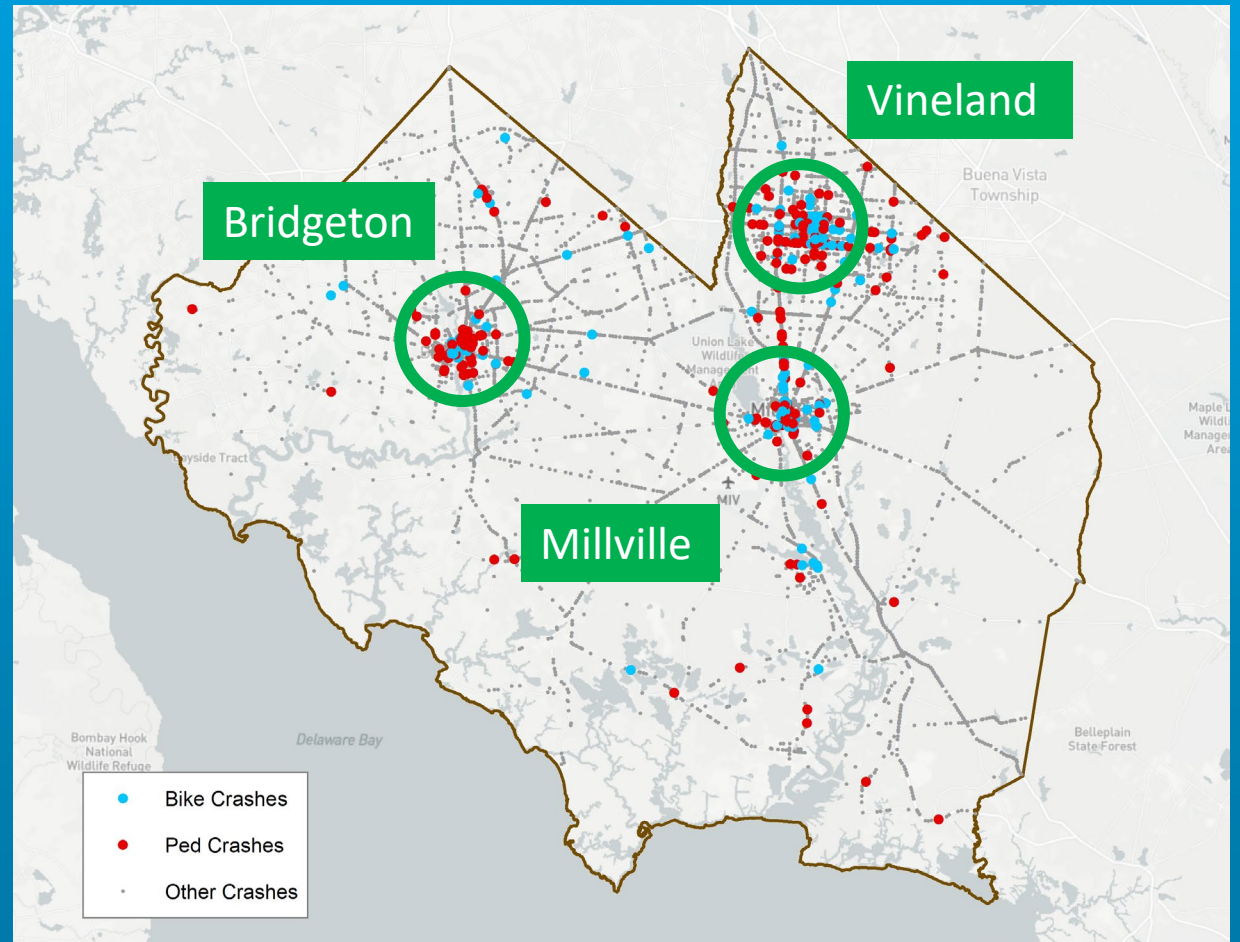


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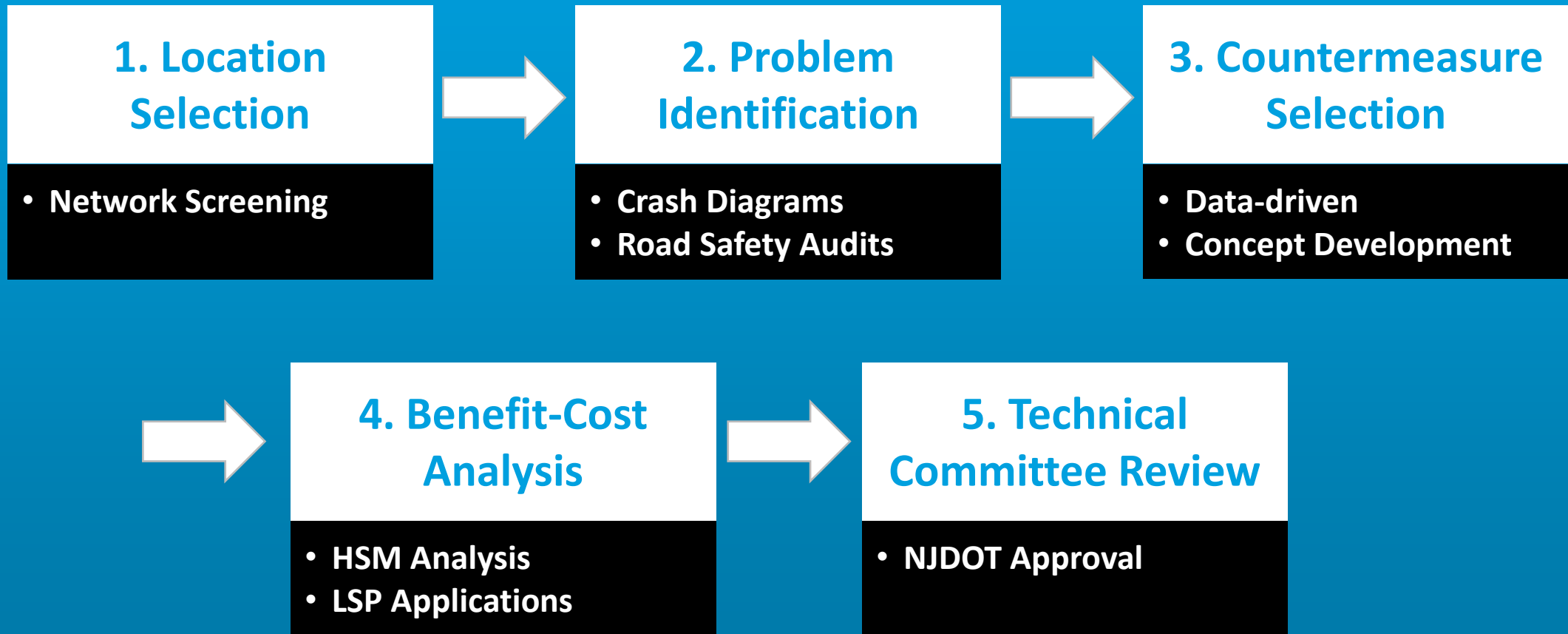


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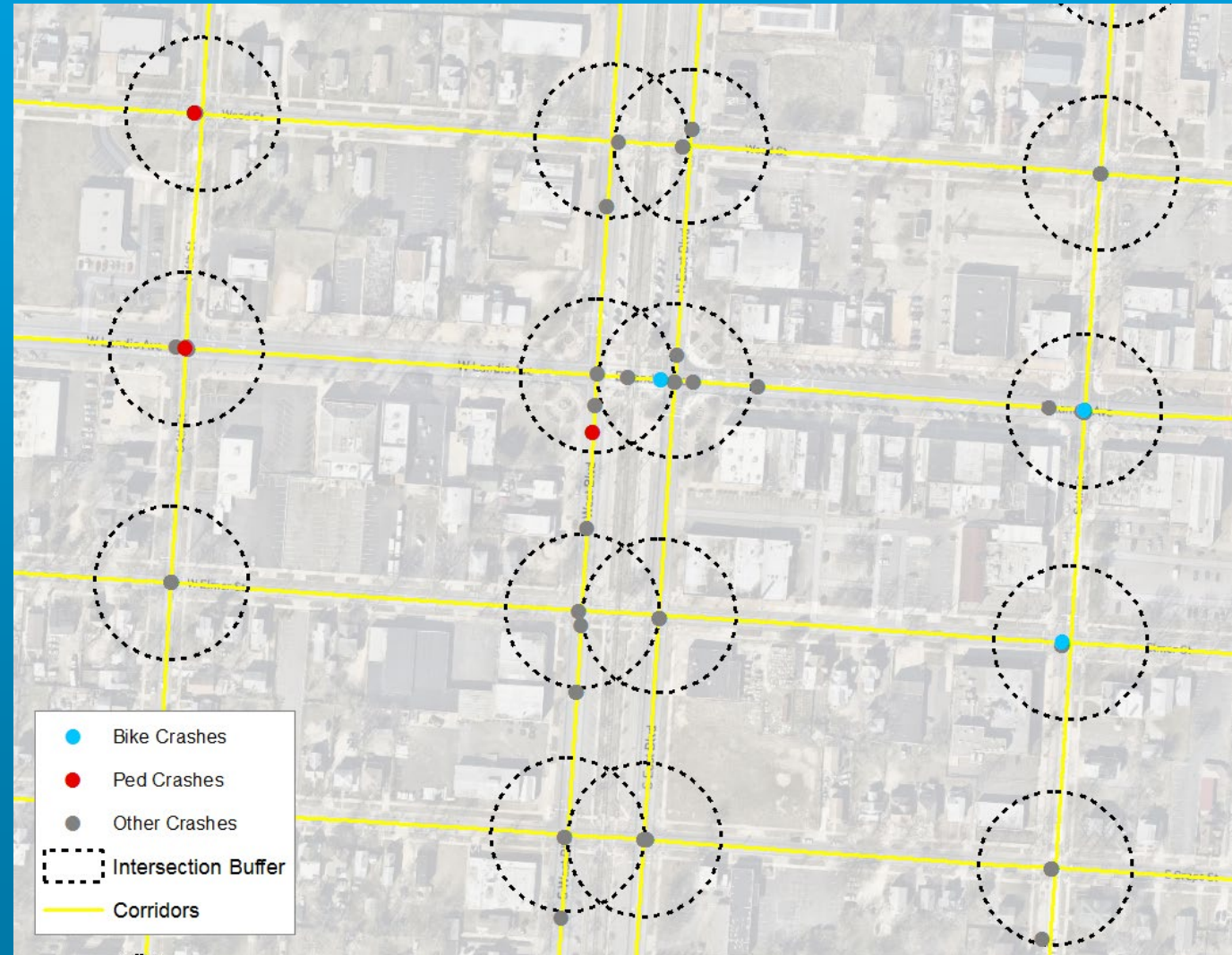


# Local Safety Program (LSP) -> HSIP

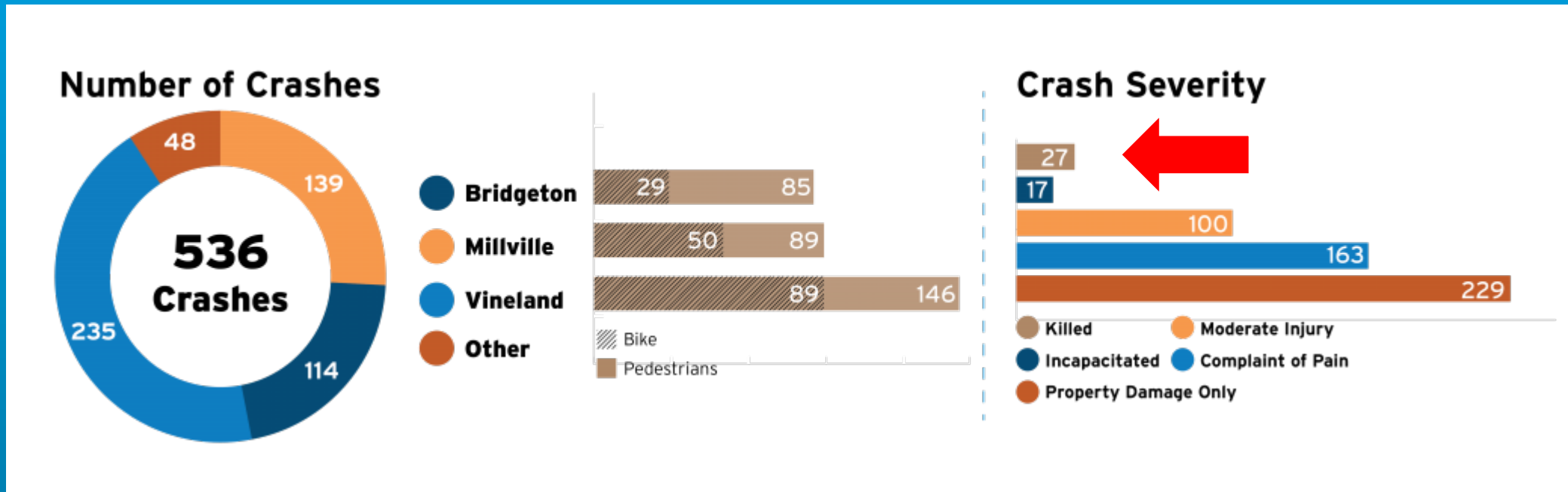


# Network Screening

- Crash Data - Safety Voyager
  - **5-year** period (2012 – 2016)
  - **18,422** Total Crashes
  - **536** Bicycle & Pedestrian Crashes



# Bicycle & Pedestrian Crashes



# Bicycle & Pedestrian Crash Characteristics

Location	Crashes
Vineland	235 (43.8%)
Millville	139 (25.9%)
Bridgeton	114 (21.3%)
Other	48 (9.0%)

Road System	Crashes
State	131 (24.4%)
County	129 (24.1%)
Municipal	218 (40.7%)
Other	58 (10.8%)

**91% of all bike-pedestrian crashes**



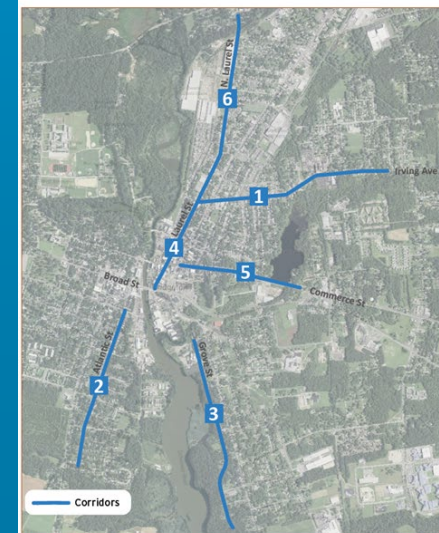
Bicycle and pedestrian represented 2.9% of all crashes in Cumberland County but 21.6% of all fatal and serious injury crashes.

# Prioritization

- Ranking Criteria:
  1. Crash Severity for bicycle and pedestrian crashes
  2. Crash Severity for all crashes
- State Routes were removed from screening:
  - Not eligible for Local Safety Program funding through this project
- List of high-ranking locations presented to public during the Public Outreach program



SJTPO Cumberland County **BIKE PED SAFETY ACTION PLAN** **Bridgeton:** Prioritize Corridors & Intersections for Safety Improvements



	1. WHERE (Select locations)		2. WHY (Select all that apply to your locations)						
	Location	Missing ADA Ramp	Missing Pedestrian Signal	Missing Crosswalk	Missing Sidewalk	Poor Sidewalk Condition	No Bike Lane or Shoulder	Vehicles Do Not Yield	Road Too Wide
<b>Corridors</b>	1. Irving Avenue (Laurel Street to Regent Avenue)								
	2. Atlantic Street (River of Avenue to Vine Street)								
	3. Grove Street (North Avenue to Eagle Street)								
	4. Laurel Street (Broad Street to Irving Avenue)								
	5. Commerce Street (Broad Street to Broad Street)								
	6. North Laurel Street (Irving Avenue to north of Philadelphia Avenue)								

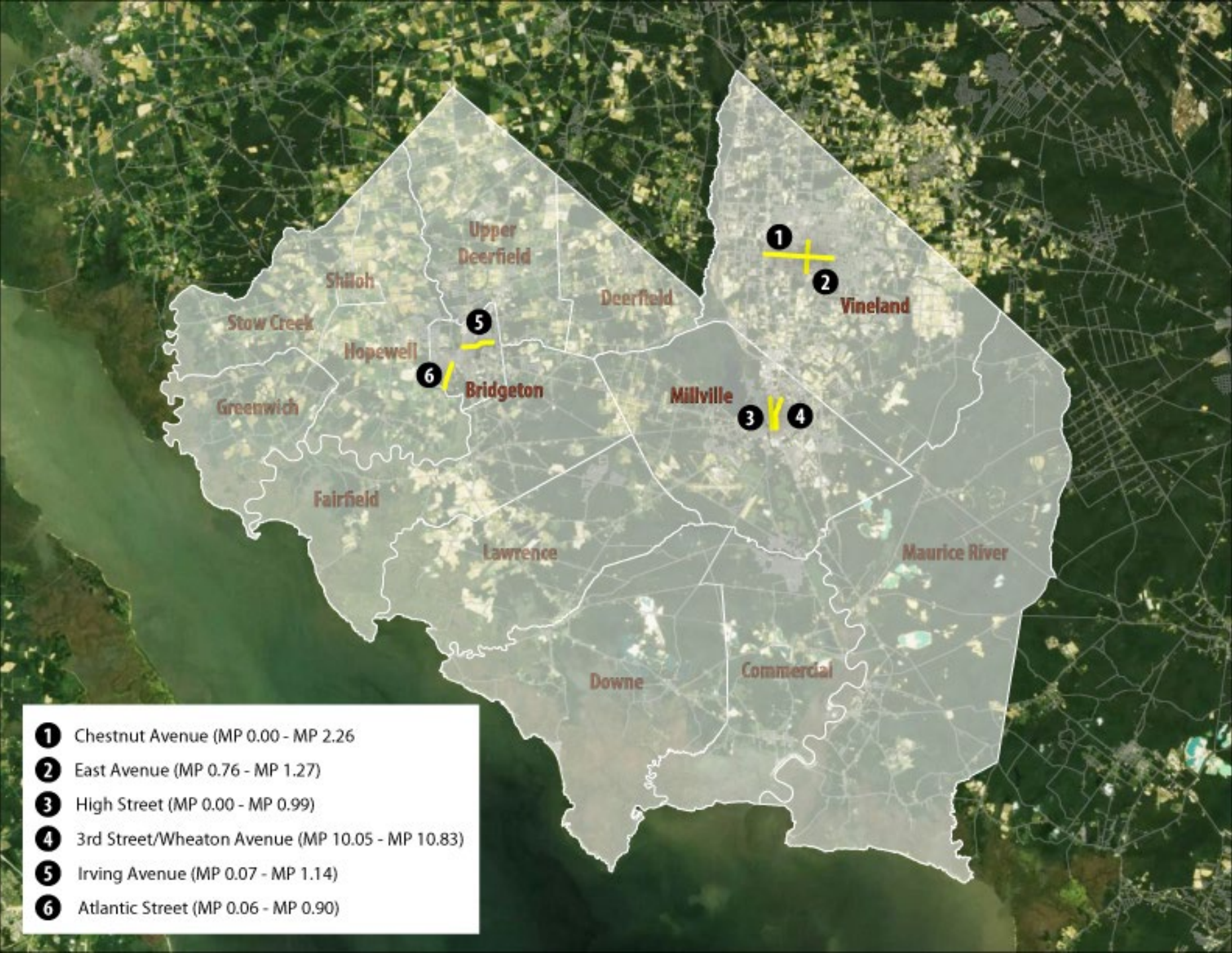


# Screening Results

	Selected Locations	Location Type	City	Ownership	City Rank from Crash Data and Public Votes	City Rank from Crash Data	Crash Data (Weight)	City Rank from Public Votes	Public Votes (# of red dots)
<b>1</b>	<b>Chestnut Ave (Uses 2 Project Location Slots)</b>	<b>Combined Corridor</b>	<b>Vineland</b>	<b>Municipal</b>	<b>1</b>	<b>1</b>	<b>123.62</b>	<b>1</b>	<b>20</b>
	Chestnut Ave (2nd St to Myrtle St)	Corridor	Vineland	Municipal	3	2	97.38	5	7
	Chestnut Av & East Av	Intersection	Vineland	Municipal	4	5	46.9	3	9
	Chestnut Ave (State St to Holmes Av)	Corridor	Vineland	Municipal	7	7	26.24	7	4
<b>2</b>	<b>East Ave (Florence St to Plum St)</b>	<b>Combined Corridor</b>	<b>Vineland</b>	<b>Municipal</b>	<b>2</b>	<b>3</b>	<b>80.36</b>	<b>2</b>	<b>15</b>
	East Ave (Florence St to Plum St)	Corridor	Vineland	Municipal	6	3	80.36	6	6
	Chestnut Av & East Av	Intersection	Vineland	Municipal	4	5	46.9	3	9
<b>3</b>	<b>High St (Main St to Harrison Av)</b>	<b>Combined Corridor</b>	<b>Millville</b>	<b>Municipal</b>	<b>1</b>	<b>1</b>	<b>95.61</b>	<b>1</b>	<b>17</b>
	High St (Main St to Harrison Av)	Corridor	Millville	Municipal	2	1	95.61	2	9
	High St & Broad St	Intersection	Millville	Municipal	6	7	23.79	5	4
	High St & Mcneal St	Intersection	Millville	Municipal	7	8	22.79	5	4
<b>4</b>	<b>3rd St / Wheaton Av (Main St to N of G St)</b>	<b>Corridor</b>	<b>Millville</b>	<b>Municipal</b>	<b>4</b>	<b>5</b>	<b>50.51</b>	<b>3</b>	<b>6</b>
<b>5</b>	<b>Irving Ave (Laurel St to Rogers Av)</b>	<b>Corridor</b>	<b>Bridgeton</b>	<b>County</b>	<b>1</b>	<b>1</b>	<b>46.58</b>	<b>1</b>	<b>14</b>
<b>6</b>	<b>Atlantic St (Harvard Av to Vine St)</b>	<b>Corridor</b>	<b>Bridgeton</b>	<b>Municipal</b>	<b>2</b>	<b>2</b>	<b>39.52</b>	<b>2</b>	<b>13</b>

✓ All location ranked high from both crash data AND public votes





- 1 Chestnut Avenue (MP 0.00 - MP 2.26)
- 2 East Avenue (MP 0.76 - MP 1.27)
- 3 High Street (MP 0.00 - MP 0.99)
- 4 3rd Street/Wheaton Avenue (MP 10.05 - MP 10.83)
- 5 Irving Avenue (MP 0.07 - MP 1.14)
- 6 Atlantic Street (MP 0.06 - MP 0.90)



# Pedestrian Road Safety Audits (PRSAs)



#2018400106 | March 2020

## Pedestrian and Bicycle Road Safety Audit Report City of Bridgeton, City of Millville, City of Vineland

Prepared for:  
South Jersey Transportation Planning Organization  
782 South Brewster Road, Unit B6  
Vineland, NJ 08361

Prepared by:  
Urban Engineers, Inc.  
220 Lake Drive East, Suite 300  
Cherry Hill, NJ 08002

CUMBERLAND COUNTY, NJ

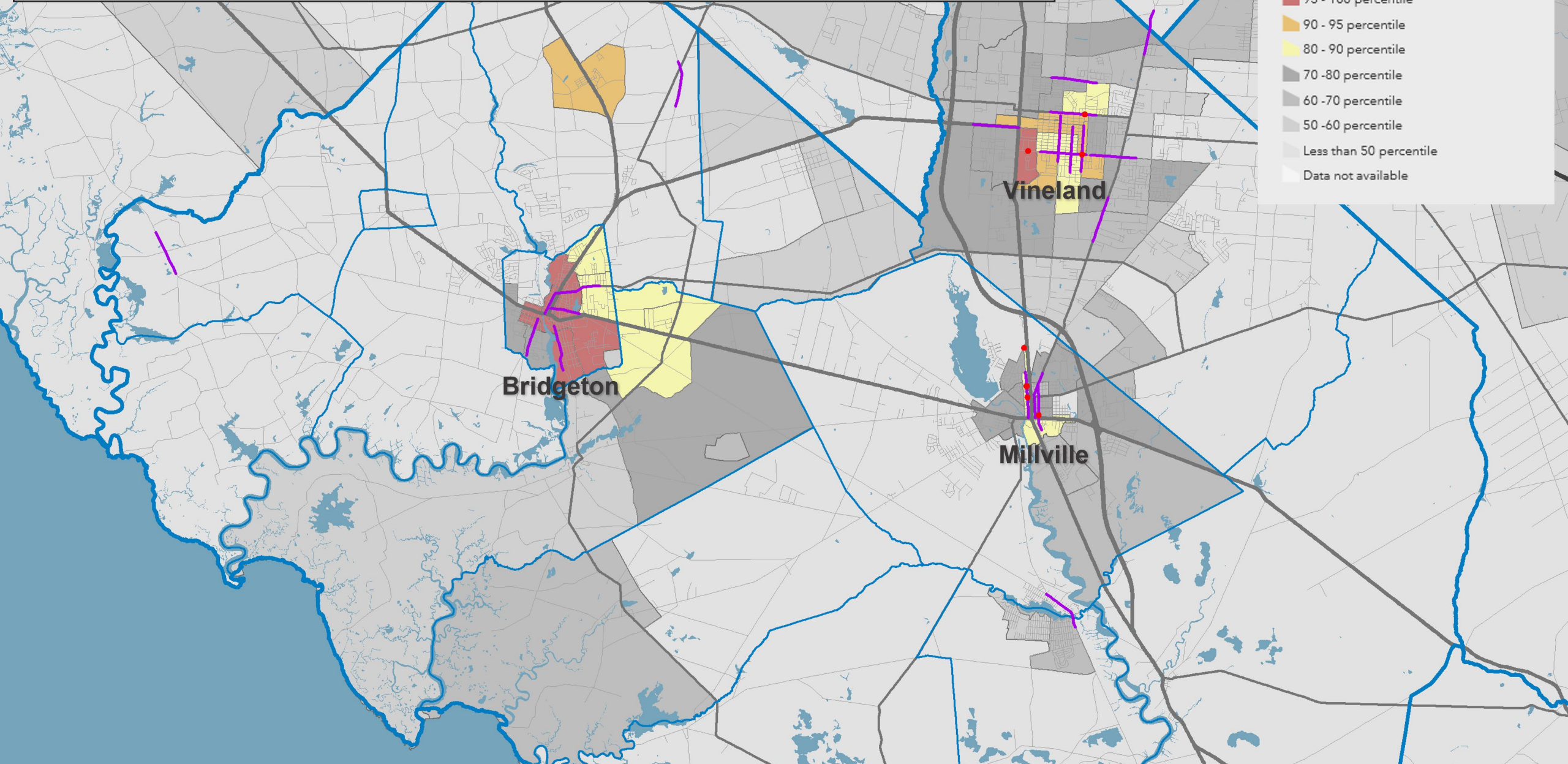


# Pedestrian Road Safety Audits (PRSAs)



# EJ SCREEN Demographic Index in Top 29 List Locations

Demographic Index includes Low Income and People of Color



**Map Contents**

- Socioeconomic Indicat...

Demographic Index (State Percentiles)

- 95 - 100 percentile
- 90 - 95 percentile
- 80 - 90 percentile
- 70 - 80 percentile
- 60 - 70 percentile
- 50 - 60 percentile
- Less than 50 percentile
- Data not available

# EJ SCREEN Demographic Index in Selected Project Areas

Demographic Index includes Low Income and People of Color

New Jersey State Average is 34 Percent | Cumberland County Average is 45 Percent

Find address or place

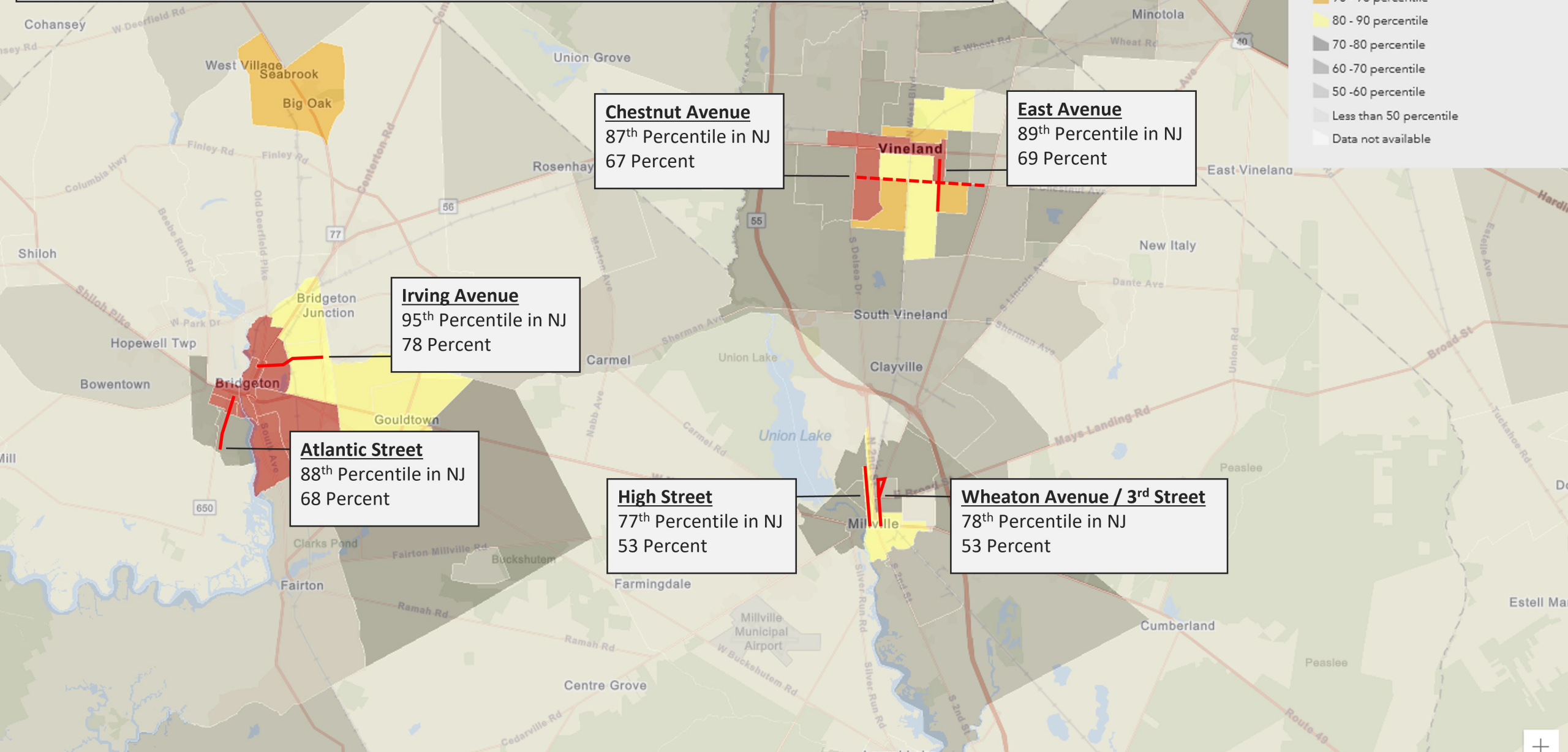


Map Contents

Socioeconomic Indicat...

Demographic Index (State Percentiles)

- 95 - 100 percentile
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- 70 - 80 percentile
- 60 - 70 percentile
- 50 - 60 percentile
- Less than 50 percentile
- Data not available



## Chestnut Avenue

87th Percentile in NJ  
67 Percent

## East Avenue

89th Percentile in NJ  
69 Percent

## Irving Avenue

95th Percentile in NJ  
78 Percent

## Atlantic Street

88th Percentile in NJ  
68 Percent

## High Street

77th Percentile in NJ  
53 Percent

## Wheaton Avenue / 3rd Street

78th Percentile in NJ  
53 Percent

# Equity/Public Outreach



Estás invitado a asistir un taller público virtual

**¡Ven a aprender sobre proyectos potenciales que podrían hacer el ciclismo y caminando en Vineland, Millville, y Bridgeton sea más seguro!**

La Organización de Planificación del Transporte de South Jersey (SJTPO, por sus siglas en inglés) está organizando tres (3) talleres públicos virtuales para presentar y obtener comentarios públicos sobre posibles mejoras en la seguridad de ciclistas y peatones en Vineland, Bridgeton y Millville. Por favor, asista y comparte sus pensamientos sobre la seguridad de los ciclistas y los peatones en los corredores importantes en su comunidad!

### DESCRIPCIÓN DE PROYECTO

SJTPO, en asociación con el Departamento de Transporte de Nueva Jersey (NJDOT) y la Administración Federal de Carreteras (FHWA), está creando un Plan de Acción de Seguridad para Bicicletas y Peatones para el Condado de Cumberland. La naturaleza rural del condado tiende a concentrar los viajes a pie y en bicicleta dentro de las tres ciudades de Vineland, Millville, y Bridgeton.

El objetivo de este estudio es avanzar múltiples proyectos de seguridad para bicicletas y peatones dentro de Vineland, Millville y Bridgeton.

### FECHAS Y HORAS DE LOS TALLERES PÚBLICOS VIRTUALES

Utilice la siguiente información de llamada para acceder a la reunión solo con audio. RSVP con el enlace o código QR a continuación, si está utilizando su computadora, celular, o tableta para unirse a el taller. Después de registrarse, recibirá un correo electrónico de confirmación con información sobre cómo unirse al seminario web.

#### ESPAÑOL

(ESTA REUNIÓN CUBRIRÁ LOS TRES CORREDORES)

Jueves,  
10 de diciembre de 2020  
6:00 P.M. a 8:00 P.M.

Información RSVP:  
<https://bit.ly/32Gzkvn>



Información de Llamada a el Taller  
Toll Free:  
1 (866) 952-8437  
Attendee Access Code:  
763-756-649

PRSRT STD  
ECRWS5  
U.S. POSTAGE  
PAID  
EDDM RETAIL

Local  
Postal Customer



South Jersey  
Transportation  
Planning Organization

For more information, please visit our project website at [www.sjtpo.org/CumberlandSAP](http://www.sjtpo.org/CumberlandSAP) and connect with us on [Facebook](#) and [Twitter](#) by searching @SJTPO.

Para más información, por favor visite nuestro sitio web del proyecto en [www.sjtpo.org/CumberlandSAP](http://www.sjtpo.org/CumberlandSAP) y conéctese con nosotros en [Facebook](#) y [Twitter](#) buscando a @SJTPO.



South Jersey Transportation Planning Organization  
February 24 at 3:39 AM · 🌐

Did you know that between 2012 & 2016, 536 bicycle & pedestrian crashes occurred in Bridgeton, Millville & Vineland? One crash is too many! @SJTPO is proposing ... [See More](#)



Vineland - Take Survey

[Learn More](#)



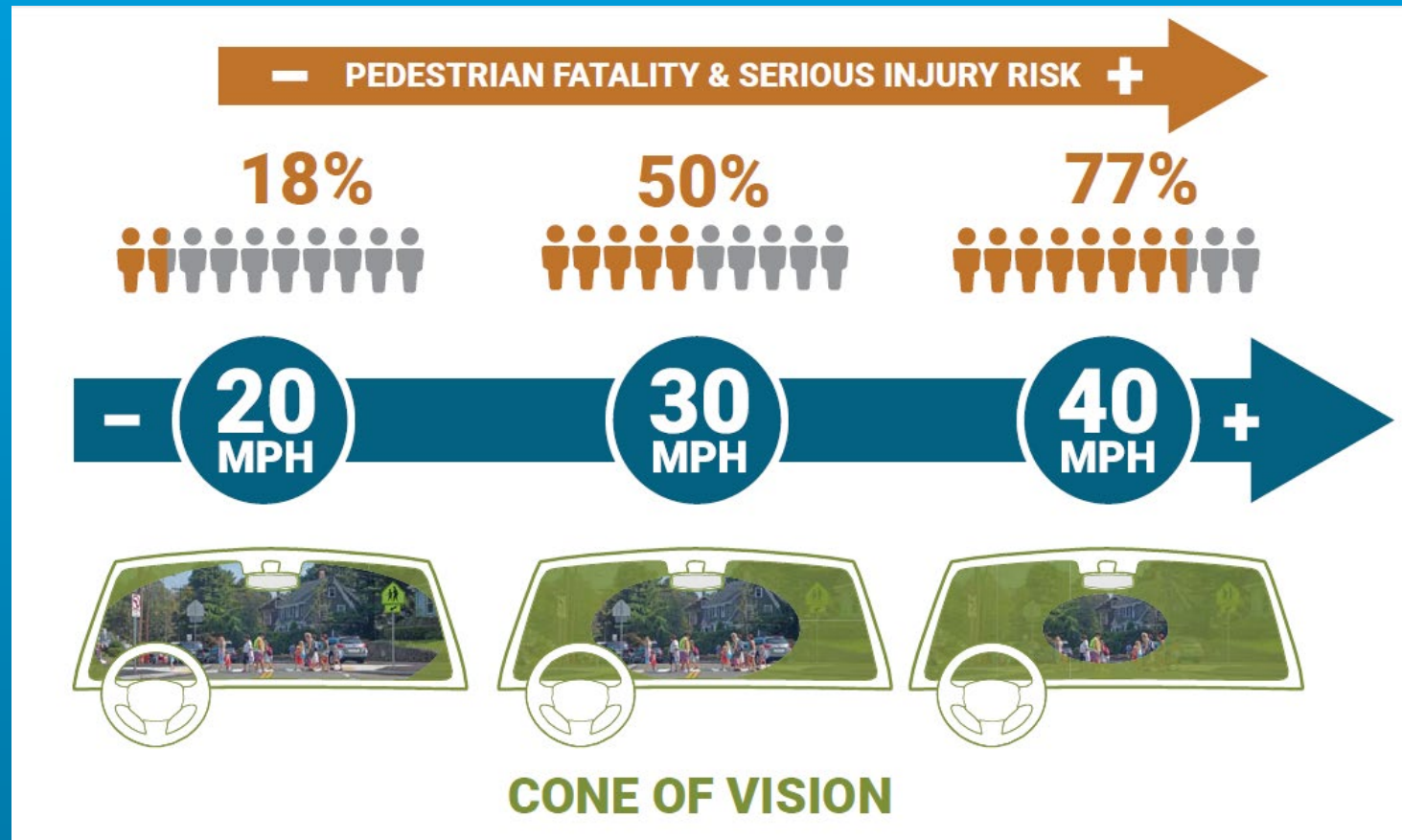
Millville - Take Survey



# Safe System Approach



# Managing Speeds





# Proven Safety Countermeasures

- Collection of 28 countermeasures and strategies
- Proven to be effective in reducing roadway fatalities and serious injuries
- May be new/unfamiliar to some communities

OFFICE OF SAFETY  
**Proven Safety Countermeasures**

**SPEED MANAGEMENT**

- Speed Safety Cameras
- Variable Speed Limits
- Appropriate Speed Limits for All Road Users

**ROADWAY DEPARTURE**

- Wider Edge Lines
- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- SafetyEdge<sup>SM</sup>
- Roadside Design Improvements at Curves
- Median Barriers

**INTERSECTIONS**

- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left- and Right-Turn Lanes at Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Yellow Change Intervals

**PEDESTRIANS/BICYCLES**

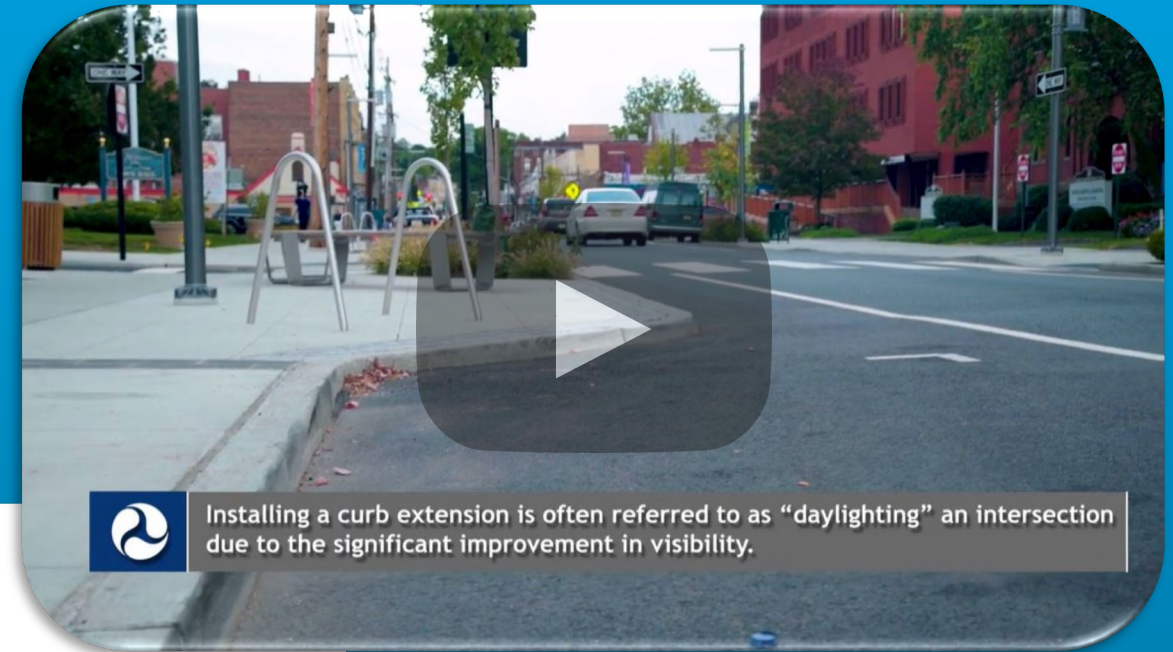
- Crosswalk Visibility Enhancements
- Bicycle Lanes
- Rectangular Rapid Flashing Beacons (RRFB)
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacons
- Road Diets (Roadway Reconfiguration)
- Walkways

**CROSSCUTTING**

- Pavement Friction Management
- Lighting
- Local Road Safety Plans
- Road Safety Audit

# Proven Safety Countermeasures

- Collection of 28 countermeasures and strategies
- Proven to be effective in reducing roadway fatalities and serious injuries
- May be new/unfamiliar to some communities



# Irving Avenue

- 7 Pedestrian/Cyclist crashes
- 180 total crashes
- 25 MPH/35 MPH
- 7,000 ADT



# Irving Avenue (CR 552) – City of Bridgeton



## Characteristics

- 7,000 ADT
- 2-Lanes (w/parking)
- 25 MPH
- Gateway into urban area

## Issues Identified

- Parked cars being struck in spot locations
- Speeding
- Drainage
- ADA compliance
- Pedestrian accessibility/crossings

# Irving Avenue (CR 552) – City of Bridgeton



## Characteristics

- 7,000 ADT
- 2-Lanes (w/parking)
- 25 MPH
- Gateway into urban area

## Issues Identified

- Poor delineation
- Speeding
- Drainage
- ADA compliance
- Pedestrian accessibility/crossings

# Irving Avenue (CR 552) – City of Bridgeton



## Characteristics

- 7,000 ADT
- 2-Lanes (w/parking)
- 25 MPH
- Hospital located to the left

## Issues Identified

- Speeding
- Sightline obstructions
- Driver anticipation

# Irving Avenue (CR 552) – City of Bridgeton



## Characteristics

- 7,000 ADT
- 2-Lanes (w/parking)
- 35 MPH
- Edge of City leading to rural area

## Issues Identified

- ADA compliance
- Pedestrian accessibility/crossings
- Gaps in sidewalk network

# Conceptual Design

## Irving Avenue

Concept includes...

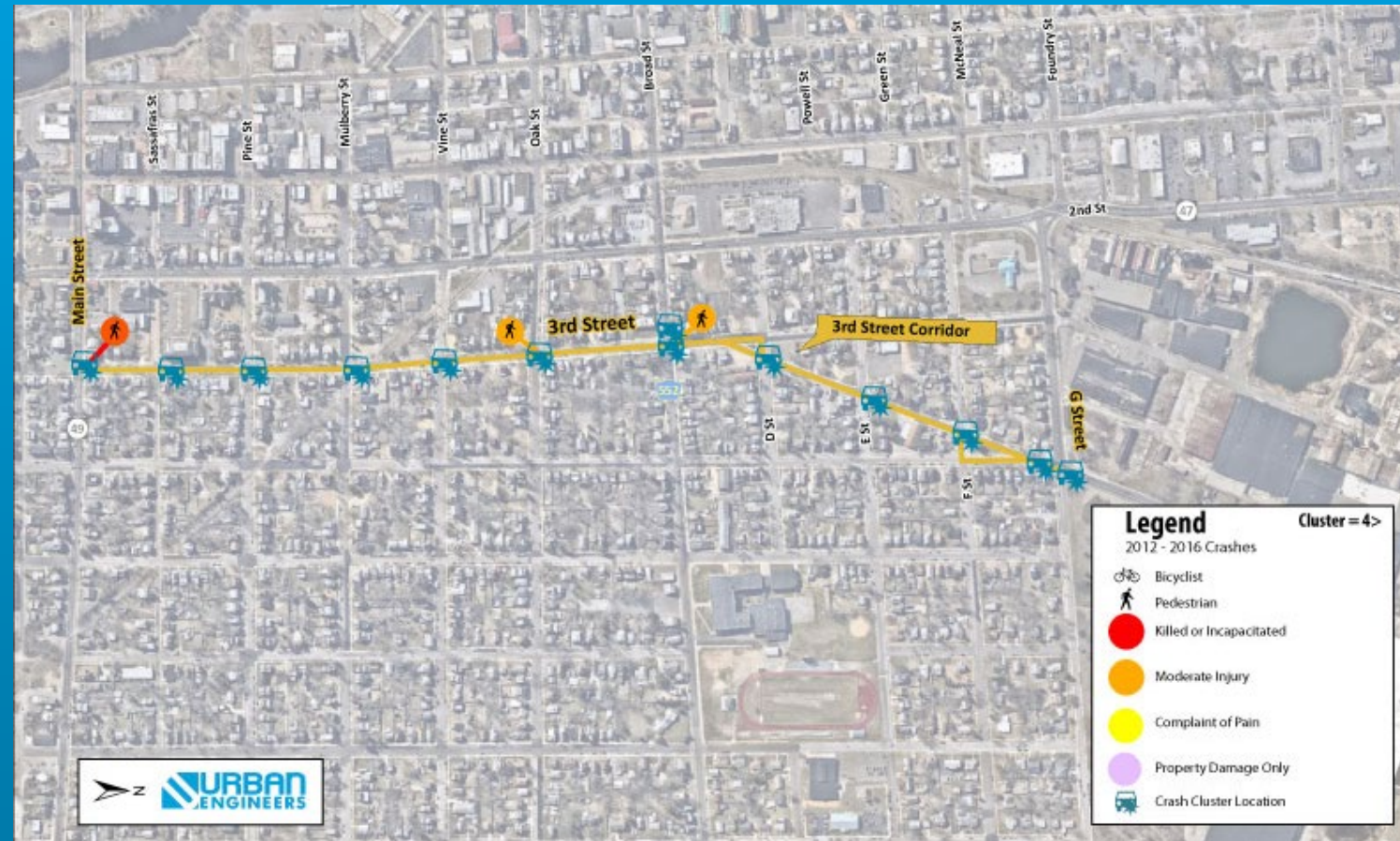
- ✓ Leading Pedestrian Intervals
- ✓ Sidewalk/ADA Improvements
- ✓ Pedestrian crossing island
- ✓ Edge Lines
- ✓ Enhanced delineation at curves
- ✓ Crosswalk-visibility enhancements
- ✓ Curb extensions
- ✓ RRFB
- ✓ Access Management





# 3<sup>rd</sup> Street (CR 555)

- 4 Pedestrian/Cyclist crashes
- 154 total crashes
- 1 FSI crash
- 25 MPH
- 3,500 ADT



# 3<sup>rd</sup> Street (CR 555) – City of Millville



## Characteristics

- 3,500 ADT
- 2-Lanes (w/parking)
- 25 MPH
- Used primarily as a cut-through

## Issues Identified

- Used primarily as a cut-through
- Speeding
- Pedestrian accessibility/crossings
- Lane delineation

# 3<sup>rd</sup> Street (CR 555) – City of Millville



## Characteristics

- 3,500 ADT
- 2-Lanes (w/parking)
- 25 MPH
- Used primarily as a cut-through

## Issues Identified

- Narrow roadway
- Problematic intersection geometry
- Used primarily as a cut-through
- Speeding
- Pedestrian accessibility/crossings
- Lane delineation

# Wheaton Avenue (CR 555) – City of Millville



## Characteristics

- 3,500 ADT
- 2-Lanes (no shoulder)
- 22' wide
- 25 MPH

## Issues Identified

- Narrow roadway
- Used primarily as a cut-through
- Speeding
- Sightlines
- Poor ADA compliance
- Pedestrian accessibility/crossings
- No shoulders



# Reducing Conflicts

FIGURE 1: EXISTING CONFLICT POINTS



## 3<sup>rd</sup> Street

- Existing – 149 conflict points



# Reducing Conflicts

FIGURE 2: PROPOSED CONFLICT POINTS



## 3<sup>rd</sup> Street

- Existing – 149 conflict points
- Proposed – 40 conflict points



# Conceptual Design

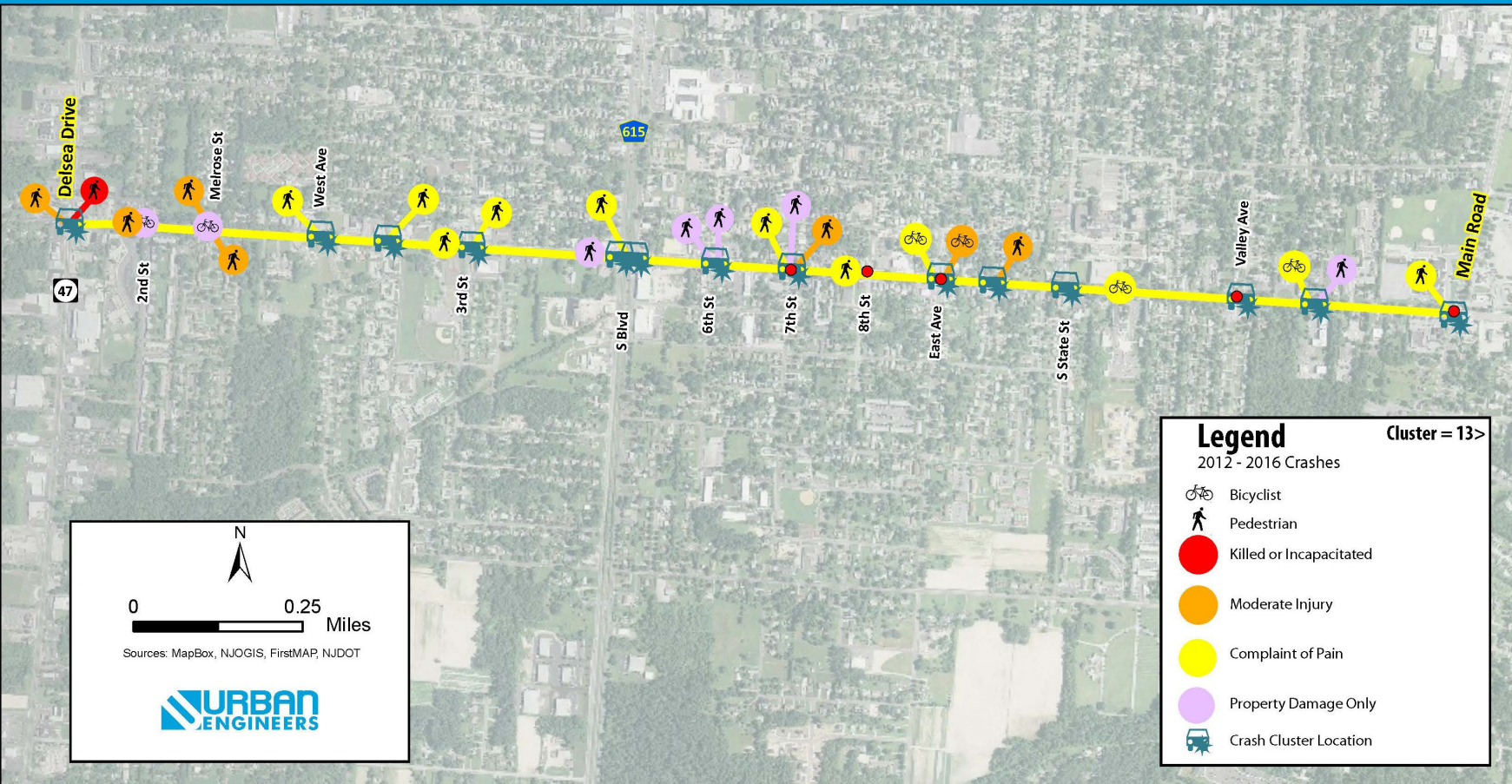
## 3<sup>rd</sup> Street/Wheaton Ave

Concept includes...

- ✓ Leading Pedestrian Intervals
- ✓ Edge Lines
- ✓ Sidewalk/ADA Improvements
- ✓ Circulation changes
- ✓ Crosswalk-visibility enhancements
- ✓ Curb extensions
- ✓ RRFB



# Chestnut Avenue



- 27 Pedestrian/Cyclist crashes
- 663 total crashes
- 6 FSI crashes

# Chestnut Avenue – City of Vineland



## Characteristics

- 15,000 ADT
- 4-Lanes (no shoulder)
- 40 MPH

## Issues Identified

- Separates residential areas from destinations/downtown
- No shoulders
- Speeding
- Poor ADA compliance
- Pedestrian accessibility/crossings
- Access management
- Uncontrolled intersections
- Dated traffic signals

# Chestnut Avenue – City of Vineland



## Characteristics

- 15,000 ADT
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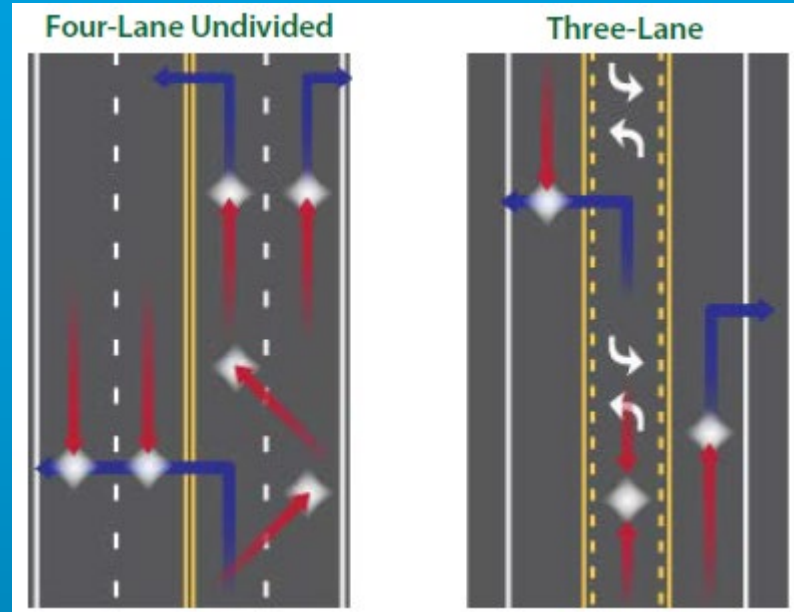
- Separates residential areas from destinations/downtown
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# Chestnut Avenue – City of Vineland



- 15,000 ADT
- 4-Lanes (no shoulder)
- 40 MPH
- Bisects neighborhoods in City of Vineland

## Road Diet



↓  
**19 - 47%**  
Reduction in total crashes



# Safe Streets and Roads for All Self-Certification Eligibility Worksheet

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:
- 
- 3 Does the Action Plan include all of the following?**  YES  NO  
If yes, provide documentation:
- 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.



## Safety Action Plan was compliant with SS4A Implementation Grant criteria because...

- ✓ Data-Driven
- ✓ Steering Committee
- ✓ Public Involvement & Equity Analysis
- ✓ Proven Safety Countermeasures
- ✓ List of Projects based on Network Screening Analysis
- ✓ Project Readiness with Concepts Developed
- ✓ Completed between 2018 – 2023
- ✓ Performance Measures
- ✓ Recommendations
- ✓ Resolutions of Support
- ✓ Timeline to Implement

# Chestnut Avenue

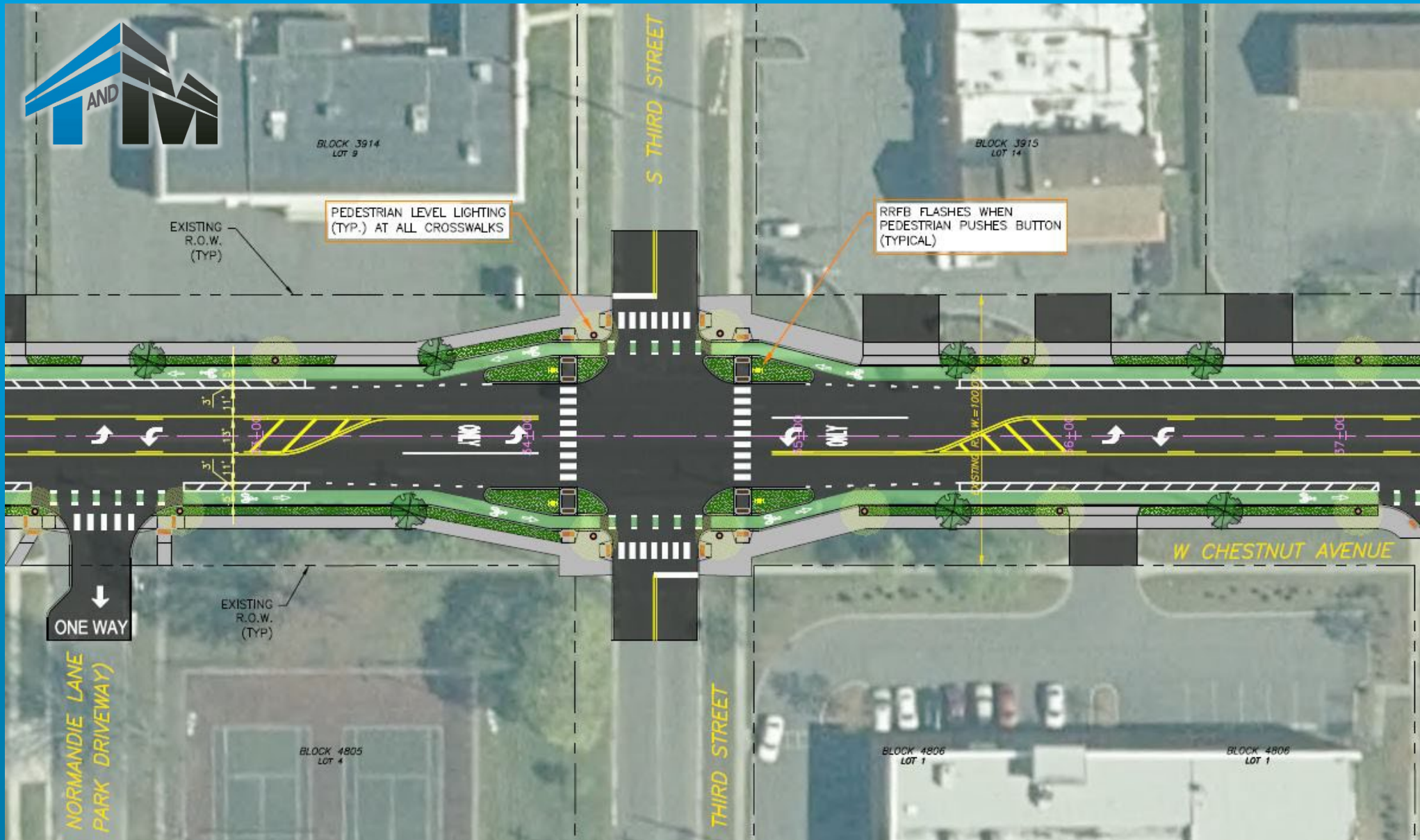
Safety Action Plan was compliant with SS4A Implementation Grant criteria because...

- ✓ Data-Driven
- ✓ Steering Committee
- ✓ Public Involvement & Equity Analysis
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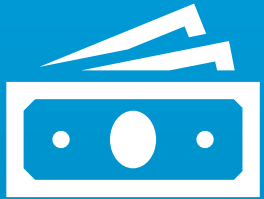








# Key Lessons Learned from FY22



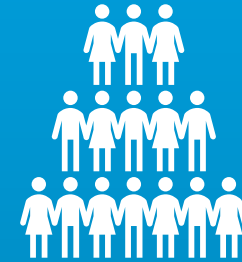
All submitted Safety Action Plan Grant applications were awarded



Implementation Grants were *very* competitive



Clear concept plans made applications more competitive



Equity, engagement, and demonstrated need were top considerations

# Project Website ->



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