

**Meeting of the  
Greater Madison MPO Technical Coordinating Committee**

*March 22, 2023*

*[Virtual Meeting](#)*

*2:00 p.m.*

---

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to [mpo@cityofmadison.com](mailto:mpo@cityofmadison.com).

2. **Register for Public Comment:**

- Register to speak at the meeting.
- Register to answer questions.
- Register in support or opposition of an agenda item (without speaking)

If you want to speak at this meeting, you must register. You can register at <https://www.cityofmadison.com/MeetingRegistration>. When you register, you will be sent an email with the information you will need to join the virtual meeting.

3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit

<https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>

4. **Listen to the Meeting by Phone:** You can call in to the meeting using the following number and meeting ID:

(877) 853-5257 (toll free)

Meeting ID: 818 4669 2049

**AGENDA**

1. Roll Call
2. Approval of February 22th, 2023 Meeting Minutes
3. Recommendation on Proposed Interim Project Evaluation Criteria for the Greater Madison MPO's Carbon Reduction Program
4. Discussion on the Development of a MPO Complete Streets Policy
5. Presentation on Development of the Dane County Electric Vehicle Charging Infrastructure Plan
6. Committee Member Reports
7. Staff Report
  - Other
8. Next Scheduled Meeting Dates
  - Wednesday, April 26<sup>th</sup>
  - Wednesday, May 24<sup>th</sup>
9. Adjournment

**Greater Madison MPO  
Technical Coordinating Committee  
Meeting Minutes**

**February 22, 2023**

**[Virtual Meeting via Zoom](#)**

**2:00 p.m.**

---

**1. Roll Call**

**Members present:** Brown, Dunphy, Koprowski, Larson, Mountford (for Hedgepeth), Petykowski (for Wolfe), Stauske, Stouder, Tao, Voelker

**Members absent:** Clark, Cruz, Forlenza, Hall, Hessling, Sayre, Scheel, Semmann, Stephany, Tao, Violante, Wheeler

**MPO Staff present:** Hoesly, Lyman

**2. Approval of January 25, 2023 Meeting Minutes**

Clark moved, Brown seconded, to approve the January 25, 2023 meeting minutes. Motion carried.

**3. Review of Draft Scoring and Preliminary Funding Recommendations for Transportation Alternatives Program Grant Applications for FY 2023-2026**

Hoesly noted that there had been some changes to program funding scheduling. In the past, money could be shifted around within the 5-year program. Going forward, projects will have to be programmed to match each year's annual allocation as closely as possible.

Lyman reviewed the TAP grant applications received by the MPO for 2023.

Stauske asked about how long unspent TAP funding could be rolled over to later funding cycles. Lyman said that the MPO is still waiting on further guidance but that 1 year is likely fine. Lyman noted that this issue may be more of a problem with STBG-U funding for larger projects that sometimes require more funding than is available for a single year.

Hoesly said that the large MPOs in Wisconsin are working on a memorandum of understanding with WisDOT that will clarify these funding timelines.

Petykowski said he was not sure about the timeline for the Capital City Trail project since it would result in a dead end, and that maybe it would be better to shift that funding to the West Towne Path project. Lyman clarified that the timing of all of these projects will remain uncertain for a while because the MPO needs to get approval from all of the applicants as well as WisDOT before the funding schedules can be altered; and that the Board will just be deciding on which projects to fund, with decisions on scheduling to be hashed out later.

Brown moved, Clark seconded, to recommend the Board approve funding for all of the applicant projects. Motion carried.

**4. Committee Member Reports**

- Stauske said that the City of Middleton is starting construction on Pleasant View Road, from Timber Wolf Trail to Highway 14, on March 13.

- Voelker said that Syene Road is under construction, construction on Lacy Road will begin this year, and that the City of Fitchburg is beginning design on Fitchrona Road.
- Blau said that DeForest is upgrading Windsor and River Roads with curb and gutter, and that, ideally the River Road Bridge will be repaired this year after having been damaged last fall.
- Dunphy said Dane County is acquiring real estate for the CTH M project, from Oncken to STH 113, and that they are 90% plan.
- Petykowski said the Atwood Avenue project just started this week, and that it would continue through the summer and into the fall. The University Avenue project is under winter suspension and will resume in the first week of April. The John Nolen Drive project is in the design phase and the public information meeting is being held this Thursday night.
- Brown said the North Bird Street O'Keefe Avenue projects, both of which include the extension of parallel multi-use paths, are out to bid. The Commercial Drive Path reconstruction project, a TAP project from a previous cycle, is also out to bid. The City of Sun Prairie is also trying to install bus stops in advance of the beginning of Madison Metro bus service.
- Clark said that the Village Windsor is working with DeForest on the Windsor Road and Yahara River bridge projects, both of which should be completed this year. The village is also working on Charlie Grimm Road and a water and sewer project on another part of Windsor Road.
- Mountford said that Metro Transit's network redesign will go into effect on June 11. Metro also has a bid out for new bus stop signs and an RFQ for the East-West BRT project.

## **5. Staff Report**

- Hoesly said that funding for projects selected under the Carbon Reduction Program last year could not be obligated because it was not included in WisDOT's federal expenditure plan for FY 2022, so everything had to be pushed back by one year, and 2022 funding will be used this year to fund projects selected in 2022. However, restrictions on the funding, put in place by the Joint Finance Committee (JFC), have dramatically limited the variety of projects that can be funded. Projects related to electric vehicles and associated charging infrastructure are no longer eligible. The large MPOs in the state do not believe that those restrictions should apply to MPO projects, and we are in discussions with FHWA and other partners to see what the future looks like with those types of projects. We are hoping that we can find a way around the restrictions imposed by the JFC.

## **6. Next Meeting Dates**

- Wednesday, March 22<sup>nd</sup>
- Wednesday, April 26<sup>th</sup>

## **7. Adjournment**

Stauske adjourned the meeting at 2:32 pm.

## Carbon Reduction Program – Interim Project Scoring Criteria

### ***Background***

The Carbon Reduction Program (CRP) was established by the 2021 Bipartisan Infrastructure Bill with the goal of reducing transportation emissions nationwide. The purpose of the Carbon Reduction Program is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Over the course of five years, approximately \$6.4 billion will be apportioned to the program, with approximately \$1.1 million of that total amount expected to be allocated within the Greater Madison MPO planning area annually.

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135) Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 et seq.), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 et seq.), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

### ***Eligible Project Types***

Projects must demonstrate a reduction in transportation-related greenhouse gas (GHG) emissions over their lifecycle. Emissions may be reduced by shifting travel to less carbon intensive modes, including shifts from conventional to electric vehicles; eliminating the number or length of trips; or reducing emissions from the construction, maintenance, or operations of transportation-related infrastructure (e.g., streetlights, roadways, etc.).

The following activities are listed as eligible under 23 U.S.C. 175(c):

- A. A project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- B. A public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- C. A transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,<sup>3</sup> including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- D. A project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- E. A project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;

- F. A project to replace street lighting and traffic control devices with energy-efficient alternatives;
- G. Development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
- H. A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- I. Efforts to reduce the environmental and community impacts of freight movement;
- J. A project to support deployment of alternative fuel vehicles, including— (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- K. A project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;

**Note:** The Wisconsin Joint Committee on Finance placed restrictions on the types of projects eligible for Carbon Reduction Program (CRP) funding in Wisconsin. Currently, CRP funding may only be used to:

- (1) Replace street lighting and traffic control devices with energy-efficient alternatives,
- (2) Deploy advanced transportation and congestion management technologies, or
- (3) Construct right of way improvement projects to improve traffic flow that do not involve construction of new capacity.

### **Scoring**

#### Carbon Emissions Reduction – 70%

Carbon emissions reductions should be quantified using the methodologies detailed in Chapter 3 of the [Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity](#). The handbook includes factsheets detailing the benefits of different types of GHG emissions reduction measures. Most eligible project types will be found among the handbook's [Transportation Measures](#). However, some eligible transportation-related project types are located in other sections, such as replacing incandescent traffic lights with LED traffic lights, which is located in the [Energy](#) section.

Applicants should refer to the factsheet that most closely matches their project type, and calculate the likely GHG emissions reduction impact of their project using the GHG reduction formula shown for their project type. Where feasible, applicants should substitute project-specific values for assumptions and default values used in GHG reduction formulas. Applicants should identify the formula and variables used in calculating projects' expected GHG reduction impact, and explain the source of all project-specific values used.

#### Co-Benefits – 30%

Applicants should identify and describe any additional project benefits beyond GHG reduction, as well as the scale of such benefits.

Potential benefits may be in the areas of:

DRAFT 3-15-2023

1. Environmental justice
2. System preservation and facility maintenance
3. Safety
4. Bicycle, pedestrian, or transit network connectivity or accessibility
5. Improving multimodal access to jobs or other destinations
6. Public health

**To: Greater Madison MPO Technical Coordinating Committee (TCC)**  
**From: MPO Staff**  
**Re: Greater Madison MPO Complete Streets Policy Update:  
Framework and Questions for Discussion**

**March 22, 2023**

The MPO has had a policy that all roadway projects funded through the STBG-U program be “Complete Streets” for many years; however, the adopted policy references a state law that was rescinded in 2015, and is overdue for an update. MPO staff request that the TCC discuss the ten components of an “ideal” Complete Streets policy (according to the National Complete Streets Coalition and Smart Growth America) as outlined below.

For those unfamiliar with the term, here are two definitions of “Complete Streets” (emphasis added):

- “Complete Streets are streets designed and operated to **enable safe use and support mobility for all users**. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.” [USDOT](#)
- “Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that **enables safe access for all people** who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.” [Smart Growth America and National Complete Streets Coalition](#)

The ten components of an ideal Complete Streets policy are listed below, with an explanation of what that section should include in italics. This is followed by MPO staff comments, background information, or other pertinent discussion of the component.

**1. Vision and intent:** *Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.*



ph: 608.266.4336  
[greatermadisonmpo.org](http://greatermadisonmpo.org)

GREATER MADISON  
METROPOLITAN  
PLANNING ORGANIZATION  
100 State St #400  
Madison, WI 53703

The Greater Madison MPO's (MPO) Vision is for "a sustainable, equitable regional transportation system that connects people, places, and opportunities to achieve an exceptional quality of life for all."

What is the intent of the MPO's Complete Streets Policy?

**2. Diverse users:** *Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.*

How can the MPO encourage communities to prioritize (or at least consider) projects benefiting vulnerable users and underinvested and underserved communities?

**3. Commitment in all projects and phases:** *Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.*

The MPO's Complete Streets policy currently applies to all roadway projects funded by MPO; some MPOs require projects to be Complete Streets to be listed in the TIP at all, regardless of funding source. Greater Madison MPO staff do not think that this would be useful or appropriate, as such projects can still be constructed with local funds.

Should we continue to apply this CS Policy to all roadway projects selected for funding by the MPO?

**4. Clear, accountable expectations:** *Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.*

Typically, exceptions may be granted for projects when:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of establishing bikeways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined by FHWA and state statutes as bicycle and pedestrian facilities together exceeding 20 percent of the cost of the larger transportation project.
- Where sparsity of population or other factors indicate an absence of need.
- Detrimental environmental or social impacts outweigh the need for these accommodations.

Are there other exceptions to consider?

**5. Jurisdiction:** *Requires interagency coordination between government departments and partner agencies on Complete Streets.*

Currently applies to roadway projects selected for funding by the MPO; could recommend that local governments follow MPO Policy or adopt their own policy, but the MPO has no authority over locally- or state-funded projects.

Do you see a local CS policy as being something that your community would be interested in developing and adopting?

**6. Design:** *Directs the use of the latest and best design criteria and guidelines and sets a timeframe for their implementation.*

Projects designed in accordance with locally-adopted plans and current best practices and design recommendations from appropriate expert sources, including but not limited to the most up-to-date versions of:

- The National Association of Transportation Officials (NACTO) Urban Bikeway Design Guide
- The NACTO Urban Street Design Guide
- The NACTO Transit Street Design Guide
- ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges
- American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highway and Streets
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- The US Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls (MUTCD)
- The Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD)
- The US Department of Transportation Federal Highway Administration's Small Town and Rural Multimodal Networks Guide
- FTA Manual on Pedestrian and Bicycle Connections to Transit
- Wisconsin Department of Transportation's Bicycle Facility Design Handbook
- Wisconsin Department of Transportation's Facilities Design Manual (FDM)
- Local and regional bicycle and pedestrian plans
- Transit development plans
- Local ADA Transition Plans
- ADA Accessibility Standards
- (Proposed) Public Rights-of-Way Accessibility Guidelines
- The MPO's *Pedestrian/Bicycle Facilities, Policies, and Street Standards* report and its addenda
- Dane County Bicycle Wayfinding Manual

Should the MPO CS Policy include more specific design guidelines?

Should it include guidance on making tradeoffs in project design/mode accommodation? This could include such tools as a modal hierarchy.

Note that changes to project scope/design after funding award will be subject to review under the adopted Program Management Plan.

Should the policy define Complete Streets as having LTS 1-3 only, and not fund projects resulting in LTS 4 unless a separated path or other low-stress route is adjacent and parallel? (Note Exceptions in section 4)

**7. Land use and context sensitivity:** *Considers the surrounding community's current and expected land use and transportation needs.*

Staff suggests that projects must be consistent with the long-range Regional Development Framework and the functional classifications envisioned in the Regional Transportation Plan, as well as locally-adopted Comprehensive or Area plans.

Staff further suggests that for projects that have not yet been designed at time of application, applicants agree to work with MPO staff on design to ensure context sensitivity.

**8. Performance measures:** *Establishes performance standards that are specific, equitable, and available to the public.*

The MPO currently collects data and reports on performance measures that are related to the development of complete street networks:

- Miles of Pedestrian Facilities
- Low-Stress Bike Facilities
- BCycle Utilization
- Pedestrian and Bicycle Fatalities and Serious Injuries
- Transit Ridership
- Mode of Transportation to Work

Annual Performance Measure Reports are available at <https://www.greatermadisonmpo.org/trends/>.

As part of the MPO's ongoing efforts to improve transportation access for traditionally marginalized or disenfranchised populations, the MPO started to track projects earning points for improving access for identified Environmental Justice (EJ) areas in 2022, including the percentage of funded projects serving EJ areas and the percentage of funding allocated to projects serving EJ areas. These performance measures can be used to evaluate progress on implementing the MPO complete streets policy. The number of exceptions to this policy could also be tracked and reported.

Are there other performance measures related to Complete Streets that we should track?

**9. Project selection criteria:** *Provides specific criteria to encourage funding prioritization for Complete Streets implementation.*

It is long-standing MPO policy that all street and roadway construction and reconstruction projects selected for funding by the MPO must comply with the MPO's Complete Streets Policy; however, that policy has for many years referred to a state law and related rules that have been repealed. This policy will replace the previously-referenced state law and related rules, but is not intended to reduce or obviate the requirement that all roadway projects selected for funding by the MPO must comply with the MPO's adopted complete streets policy.

**10. Implementation steps:** *Includes specific next steps for implementation of the policy.*

Suggestions:

The MPO will assist communities in understanding the importance of complete street networks, and provide technical assistance and recommendations when requested, both for project design and for development of community-specific complete streets policies.

The MPO will conduct outreach and education efforts both independently and in cooperation with local agencies and organizations to increase awareness of the importance of complete street networks.

The MPO will continue to require that projects selected for funding by the MPO comply with the adopted complete streets policy, and will follow the process described in this policy to evaluate requested exceptions to this policy (#4).

Other implementation steps?



# Greater Madison MPO Regional Transportation Safety Action Plan

Colleen Hoesly + Renae Kuehl



# Agenda

1. Introductions
2. Safe Streets for All Program
  - General Overview
  - Safety Action Plans
  - Implementation Grants
  - Requirements
3. Greater Madison MPO – Safety Action Plan
  - Project Approach
  - Project Team
  - Schedule
4. Safety Strategies
  - Examples of Safety Strategies
  - Safety Strategies of Interest
5. Next Steps
  - Survey
  - Information for Elected Officials



# Introductions

- Name
- Agency
- What safety initiatives have you been focusing on recently?



**02**

---

# **Safe Streets and Roads for All (SS4A) Grant Program**



# SS4A Grant Program

## General Overview

The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

Eligible Activities for the SS4A program:

- Develop or update a comprehensive safety action plan (Action Plan).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.



# SS4A Grant Program

## Funding

- The Bipartisan Infrastructure Law (BIL) established the new SS4A discretionary program with \$5 billion in appropriated funds over the next 5 years.
- Who is eligible for grant funding?
- Metropolitan planning organizations;
- Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;
- Federally recognized Tribal governments
- Multijurisdictional groups comprised of the above entities.



# SS4A Grant Program

## Greater Madison MPO - Safety Action Plan

The Greater Madison MPO is funding a Safety Action Plan to position local agencies to be eligible to apply for future SS4A grants.

The plan will include specific project recommendations that local agencies can use to apply for implantation grants.



# SS4A Grant Program

## Safety Action Plan Components

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selection\*
- Progress and Transparency

**S | S**  
**4 | A**

### Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

**Leadership Commitment and Goal Setting**  
An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:  
(1) the target date for achieving zero roadway fatalities and serious injuries  
(2) an ambitious percentage reduction of roadway fatalities and serious injuries by a target date with an eventual goal of eliminating roadway fatalities and serious injuries

**Planning Structure**  
A committee, task force, implementation team, or other organizational structure responsible for the development, implementation, and monitoring of the Action Plan.

**Safety Analysis**  
Analysis of existing conditions and historical data to identify locations where there are high concentrations of crashes, contributing factors and crash types by location, user, etc.). Analysis of systemic and specific safety issues, such as high-risk road features, specific safety issues, and other factors that contribute to roadway fatalities and serious injuries. Analysis of the built environment, demographic, and other factors that contribute to roadway fatalities and serious injuries. Based on the analysis, a list of high-risk locations is developed (a High-Injury Network).

**Engagement and Collaboration**  
Robust engagement with the public and other stakeholders, and community groups, that allows for the collection of information received from engagement activities to be used in the development of the Action Plan. Overlapping jurisdictions are coordinated and aligned with other governmental entities.

**Equity Considerations**  
Plan development using inclusive and representative processes. Underserved communities\* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

**Policy and Process Changes**  
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.

**Strategy and Project Selections**  
Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.  
Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.

**Progress and Transparency**  
Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

\* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative: <https://www.whitehouse.gov/wp-content/uploads/2022/02/21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table: <https://datahub.transportation.gov/stories/4/tyzd-k4g>, any Tribal land, or any territory or possession of the United States.

U.S. Department of Transportation

U.S. Department of Transportation

Still have questions? Visit the [SS4A website](#)  
SS4A Action Plan Components | Page 2 of 2



# SS4A Implementation Grant

## General Overview/Goals

- Promote safety;
- Employ low-cost, high-impact strategies that can improve safety over a wider geographic area;
- Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities;
- Incorporate evidence-based projects and strategies; and
- Align with the Department's mission and with priorities such as equity, climate and sustainability, quality job creation, and economic strength and global competitiveness.



# SS4A Implementation Grant

## Eligible Applicants

1. metropolitan planning organization (MPO)
2. political subdivision of a State or territory;
3. federally recognized Tribal government; and
4. multijurisdictional group of entities described in any of the aforementioned three types of entities.

Note: Must also meet at least one of these conditions: (1) have ownership and/or maintenance responsibilities over a roadway network; (2) have safety responsibilities that affect roadways; or (3) have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction.



# SS4A Implementation Grant

## Funding Available – From 2022 Solicitation

Grant Type	Political subdivision of a State	Federally recognized Tribal Government	MPO or joint application	Cost share/match
Expected Action Plan Grant Size*	\$200,000 - \$1M	\$200,000 – \$1M	\$200,000 - \$5M	<ul style="list-style-type: none"> <li>• 80% Federal   20% local match</li> <li>• In-kind contributions allowed</li> <li>• Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year</li> <li>• <i>Tribal applications are not counted toward the State cap</i></li> <li>• <i>No set-aside for rural areas or other grantee categories</i></li> </ul>
Expected Implementation Grant Size*	\$5M - \$30M	\$3M - \$30M <i>(also applies to rural applicants)</i>	\$5M - \$50M <i>(\$3M - \$50M for rural applicants)</i>	



# SS4A Implementation Grant

## Example Projects

- Applying low-cost roadway safety treatments
- Installing pedestrian safety enhancements and closing network gaps
- Creating safe routes to school and public transit services
- Carrying out speed management strategies
- Evaluating and improving the safety of intersections



# Approach/Requirements

## Identify Applicant

Agencies interested in applying for SS4A grants

## Identify Project

Determine Projects/Strategies to Implement

## Cost Match

Secure 20% local funding match



# Implementation Grants

## Example: City of Milwaukee, Wisconsin

### 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.

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.

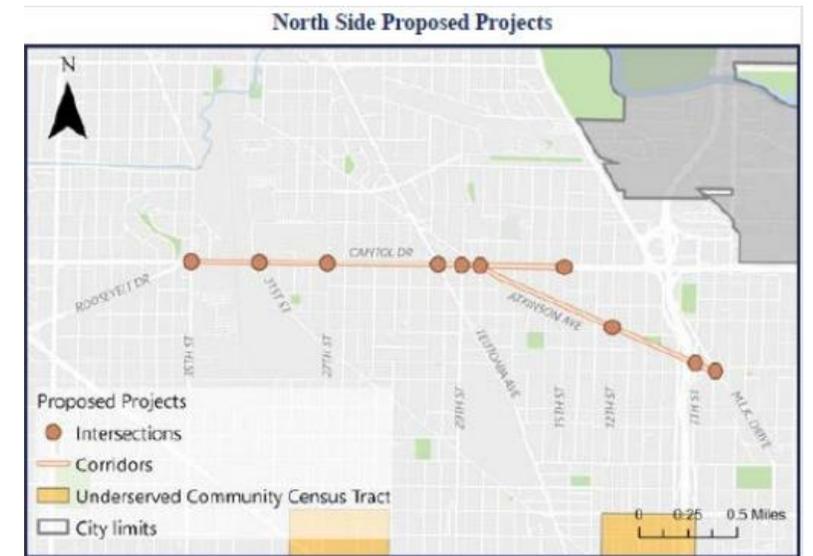


Figure 1. North Side Proposed Projects



Figure 2. South Side Proposed Projects



# Implementation Grants

## Example: City of Wildomar, California

### 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.





03

---

# Greater Madison MPO Safety Action Plan



# Greater Madison MPO

## Safety Action Plan

### Project Approach

#### Phase 1

- Develop Work Plan
- Analysis of Existing Transportation System Safety Performance
- Review of Policies and Identification of Best Practices
- Prioritization of Safety Strategies and Improvement Projects
- Regional Safety Action Plan

#### Phase 2

- SS4A Implementation Grant Application



# Greater Madison MPO

# Safety Action Plan

## Project Team

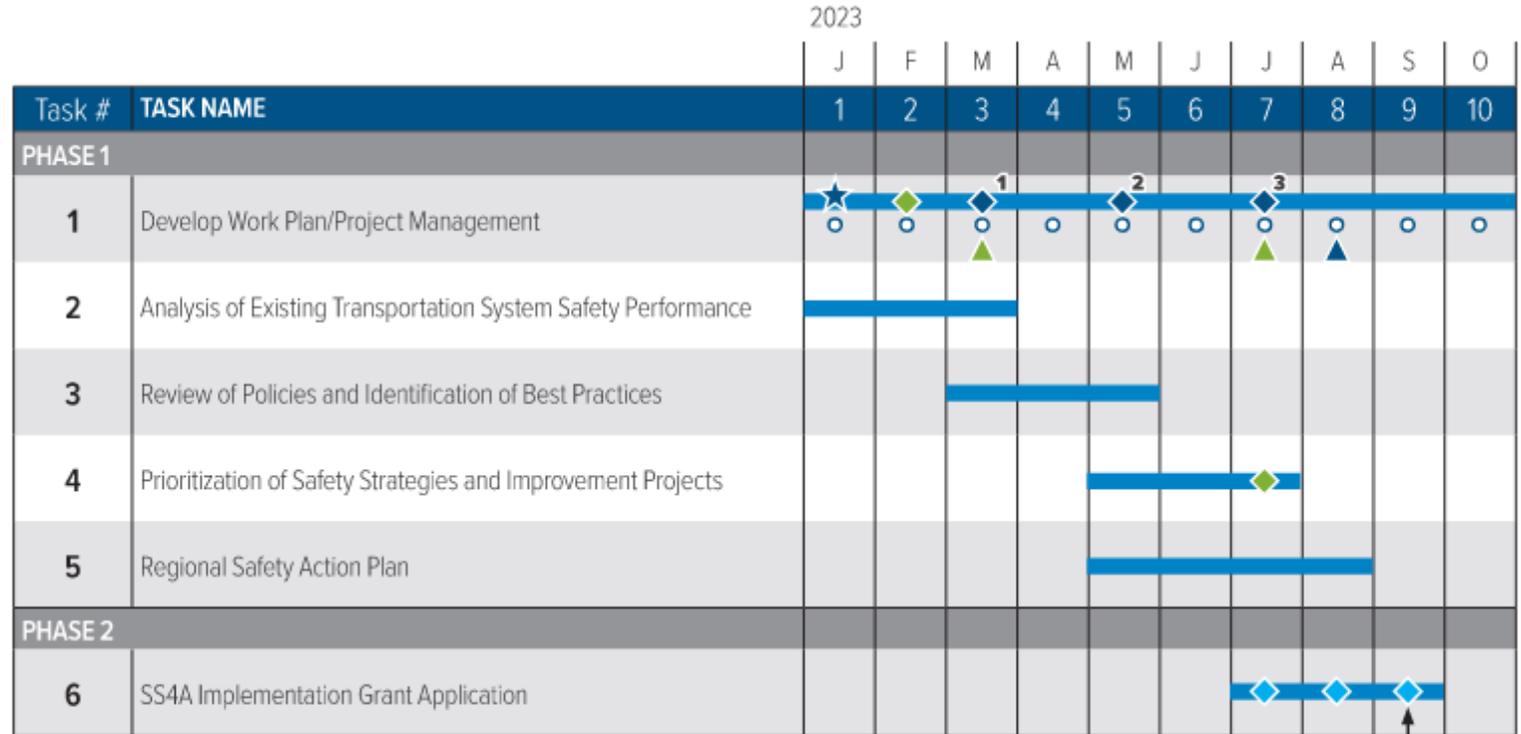
	Role
<b>SRF Staff</b>	
Renae Kuehl, PE, PTOE	Overall Project/Contract Manager
Paul Chellevoid, AICP	Grants Specialist
Matt Knight, AICP	Data Analyst
Nicole Bitzan, AICP	Plan Development Lead
Sharvari Sangle	Data Analytics Specialist
<b>Alta Staff</b>	
Alia Awwad, PE	Alta Project Manager / Vision Zero Expert
Matt Dyrdaahl, AICP, CTP, LCI	Active Transportation Specialist
David Wasserman, AICP	Data Analytics Lead
Maria Wardoku, AICP	GIS Specialist
Erin Daly Davenport, AICP	Data Analyst
<b>KL Engineering Staff</b>	
Samantha Herheim, PE	Policy and Programs
Kelly Trac, PE, PTOE, RSP <sub>1</sub>	Data Analyst



# Greater Madison MPO

# Safety Action Plan

## Schedule



- ★ Kickoff Meeting
- ◆ Key Project Meetings
- ◆ Focus Group Meetings with Local Stakeholders
- ▲ Presentation to the MPO's Technical Coordinating Committee

- ▲ Presentation to the MPO Policy Board
- Bi-weekly 1/2 Hour Coordination Call
- ◆ Weekly Grant Coordination Meetings

Anticipated  
Due date for  
SS4A Round 2  
Application



04

---

# Safety Strategies



# Medians and Pedestrian Refuge Islands



Source: FHWA Proven Safety Countermeasures

## Cost

About \$10 per square foot

## Effectiveness

Median with Marked Crosswalk:

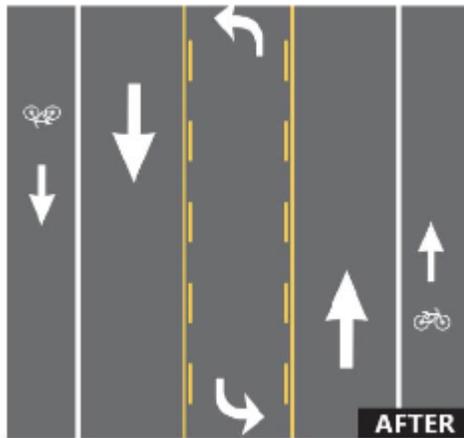
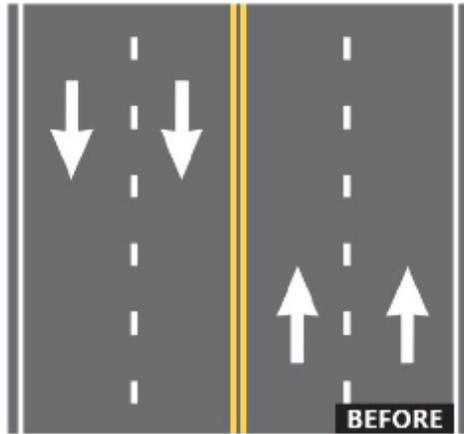
46% reduction in pedestrian crashes

Pedestrian Refuge Island:

56% reduction in pedestrian crashes



# Roadway Reconfiguration



Source: FHWA Proven Safety Countermeasures

## Cost

About \$25,000 –  
\$100,000 per mile

## Effectiveness

4-Lane to 3-Lane, Road Diet  
Conversions:

19-47% reduction in  
total crashes



# Walkways



Source: FHWA Proven Safety Countermeasures

## Cost

Sidewalk: About \$225,000 per mile per side

Paved Shoulder: About 185,000 per mile per side

## Effectiveness

Sidewalks:

65–89% reduction in crashes involving pedestrians walking along roadways

Paved Shoulders:

71% reduction in crashes involving pedestrians walking along roadways



# Crosswalk Visibility Enhancements



Source: FHWA Proven Safety Countermeasures

## Cost

High-visibility Crosswalks:

About \$3,000

Intersection Lighting:

About \$11,000 to \$42,000 per crosswalk

Advance yield or stop markings and signs:

About \$300

## Effectiveness

High-visibility Crosswalks:

can reduce pedestrian injury crashes up to 40%

Intersection Lighting:

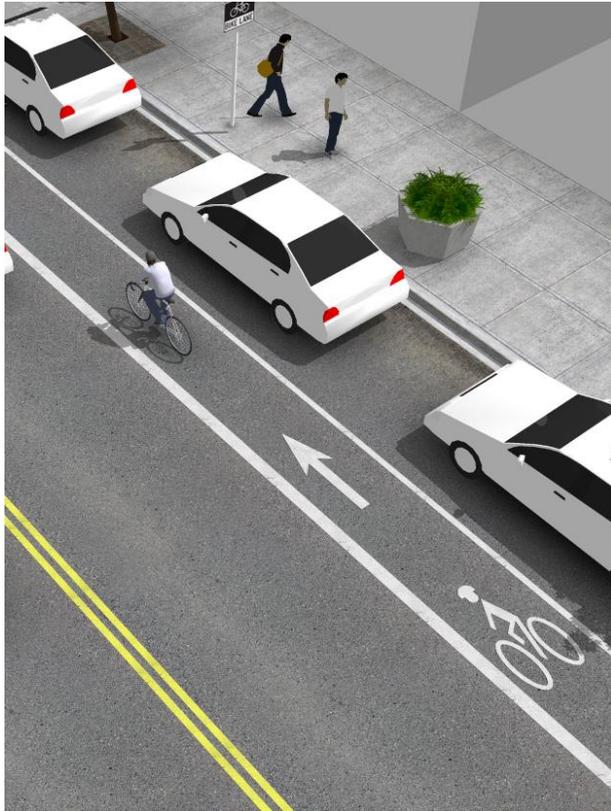
can reduce pedestrian crashes up to 42%

Advance yield or stop markings and signs:

can reduce pedestrian crashes up to 25%



# Bicycle Lanes



## Cost

\$1,000-11,000 per mile of striping

## Effectiveness

Bicycle Lane Additions can reduce crashes up to:

**49%** for total crashes on urban 4-lane undivided collectors and local roads

**30%** for total crashes on urban 2-lane undivided collectors and local roads

Separated bicycle lanes may provide further safety benefits



# Roundabouts



Source: FHWA Proven Safety Countermeasures

## Cost

Multi-lane roundabouts typically range from \$1.8 to \$2.4 million

## Effectiveness

Two-Way Stop-Controlled Intersection to a Roundabout:

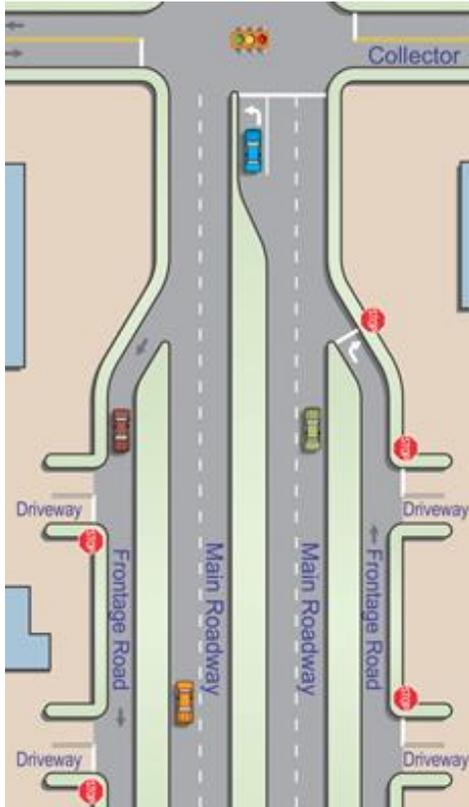
**82%** Reduction in fatal and injury crashes

Signalized Intersection to a Roundabout:

**78%** Reduction in fatal and injury crashes



# Corridor Access Management



## Cost

Varies on roadway

## Effectiveness

Reducing Driveway Density:

**5-23%** reduction in total crashes along 2-lane rural roads

**25-31%** reduction in fatal and injury crashes along urban/suburban arterials



# Supplemental Activities

- Additional Analysis
- Expanded data collection and evaluation using integrated data
- Testing Action Plan concepts before project and strategy implementation
- Feasibility studies using quick-build strategies that inform permanent projects in the future (e.g., paint, plastic bollards)
- Follow-up stakeholder engagement and collaboration
- Targeted equity assessments
- Progress report development
- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans



# Safety Strategies Survey

## What safety strategies are you interested in pursuing?

We will be sending you a survey link, for you to let us know what types of projects/strategies you would consider pursuing.



### Safety Plan Survey

1. Please provide the following

Name

Agency

Email

2. What area type should the strategies be focused on?

Urban only

Rural only

Both



05



# Next Steps



# Next Steps

## What we will be working on next:

- Crash Data Review
- Policy Review

## What we need from you:

- Complete Survey

