

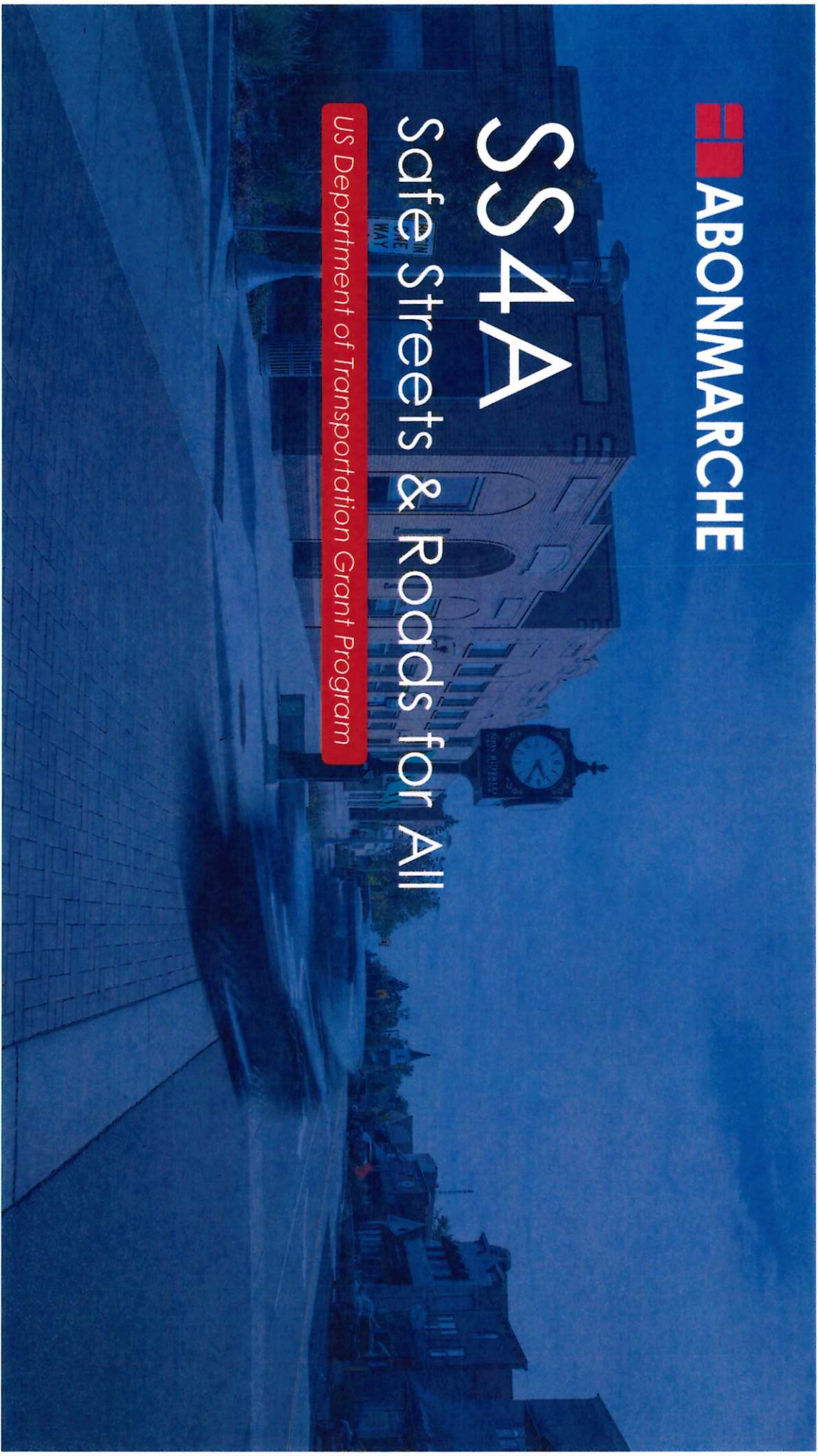


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# SS4A

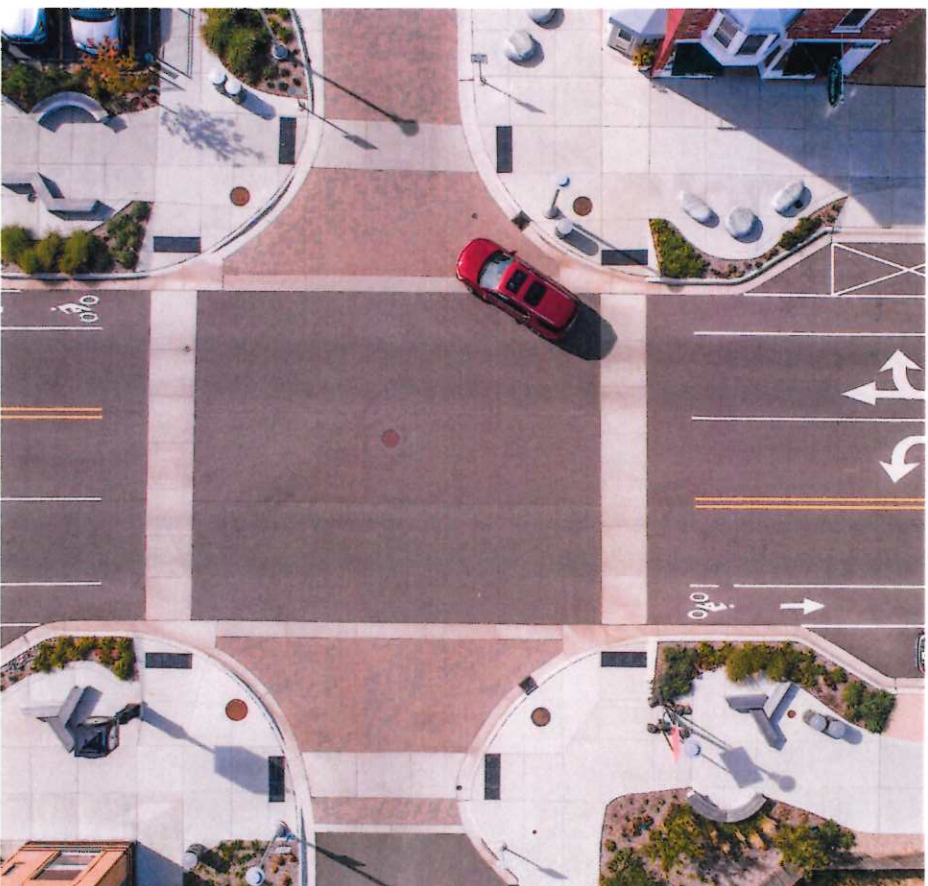
## Safe Streets & Roads for All

US Department of Transportation Grant Program



# Agenda

- » Program Overview
- » Grant Types
- » Recent Funding & Awards
- » Safe System Approach
- » Action Plan Requirements
- » Funding Details



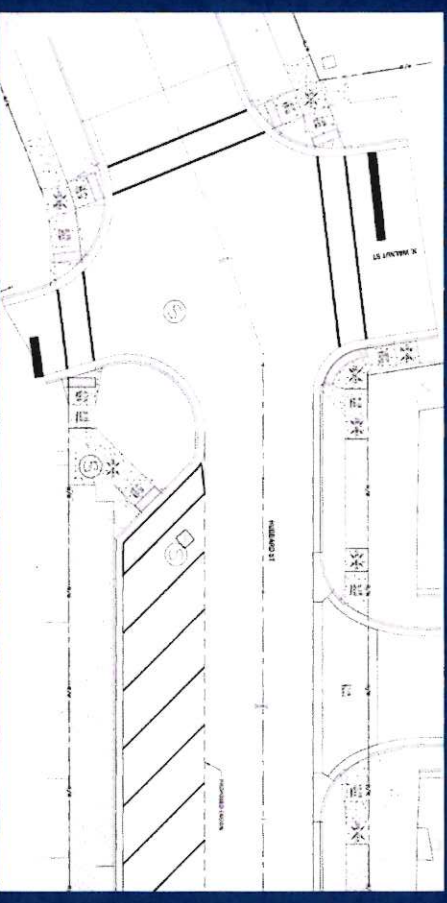
# Program Overview

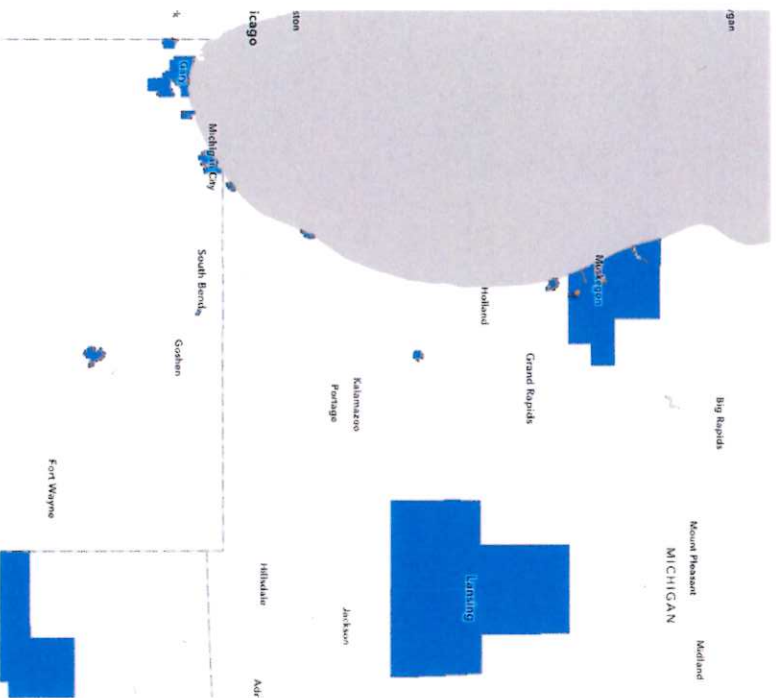
- » Established by IJJA with \$5B over 2022-2026
- » Goal: Prevent roadway deaths and serious injuries
- » Supports development and implementation of Vision Zero and Safe System Approaches
- » Open to States, MPOs, local governments and Tribal governments
- » 5 years to complete – 2 years recommended



# Grant Types

1. Planning & Demonstration: Action Plans + Supplemental planning + pilot activities (~30%)
2. Implementation: Execute projects in approved Action Plans (~70%)





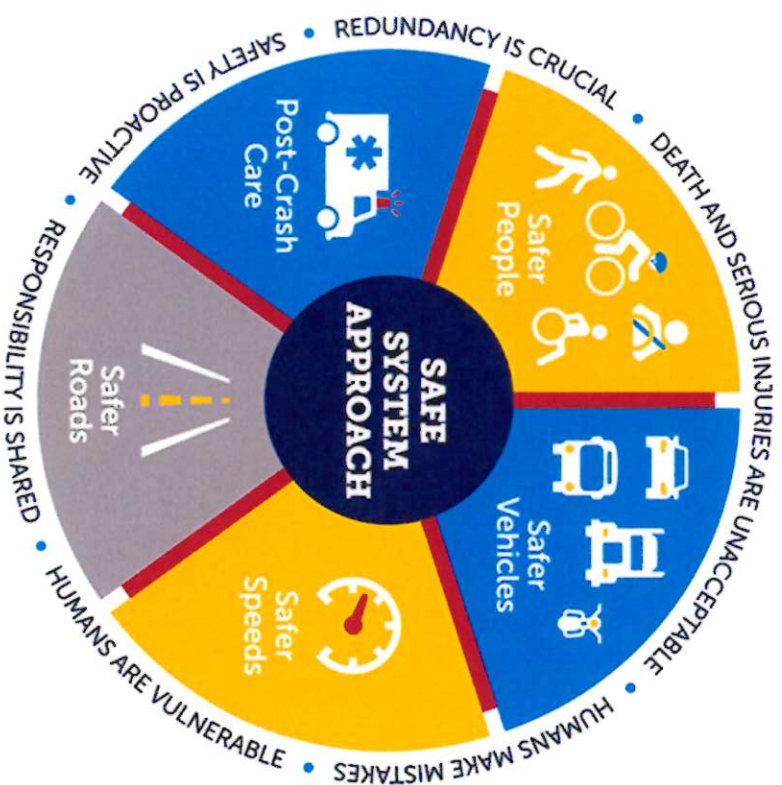
Center for the Urban and Rural Awards for All (COURA) 2025 Award Areas in

## 2025 Funding & Awards

- » \$982M awarded to 521 communities in 2025
- » Includes 454 planning/demo + 67 implementation grants
- » Planning \$295,723,850 (30%)  
Implementation \$686,509,148 (70%)
- » Half of awards benefit rural communities
- » Eight (8) awards in Michigan

# Safe System Approach

- » **Safer People** - Education, engagement, and behavior change
- » **Safer Vehicles** - Coordination and compatibility
- » **Safer Speeds** - Speed management strategies
- » **Safer Roads** - Street design and traffic calming
- » **Post-Crash Care** - Emergency response improvements



# Action Plan Requirements

- **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- **Planning structure** through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, tribe, or region.
- **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- **Policy and process changes** that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy and project selections** that identify 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.
- **Progress and transparency methods** that measure progress over time after an Action Plan is developed or updated, including outcome data.



## Safety Analysis

- Compile Individual Crash Reports (5 Years)
- GIS Location and Heat Maps
- Tabulation of Crash Data
- Review/Analysis of Crash Patterns
- Preparation of Collision Diagrams
- Proven Safety Countermeasures + Traffic Calming Techniques

# Proven Safety Countermeasures

- » Speed Management
- » Roadway Departure
- » Intersections
- » Pedestrians/Bicycles
- » Crosscutting

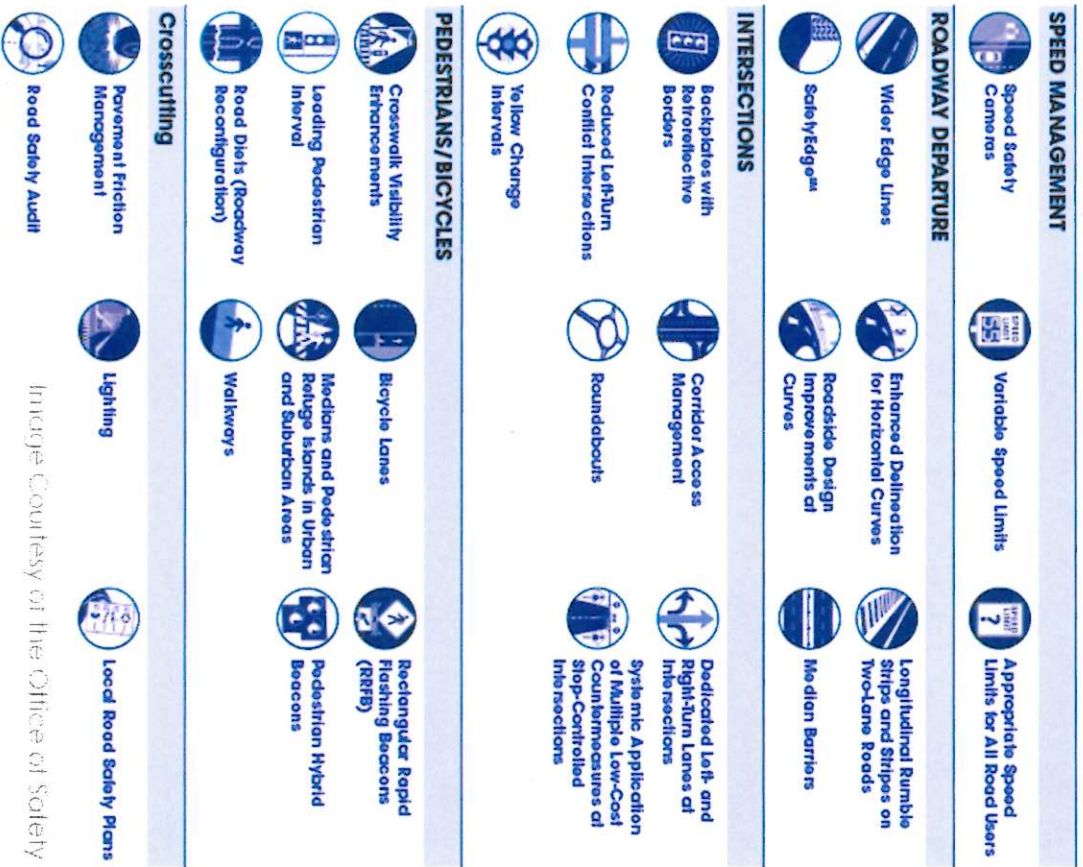


Image Courtesy of the Office of Safety

# Traffic Calming Techniques

- » Horizontal Deflection
- » Vertical Deflection
- » Street Width Reduction
- » Routing Restriction

## Traffic Calming Measures Included:

A **horizontal deflection** hinders the ability of a motorist to drive in a straight path by creating a horizontal shift in the roadway. This shift reduces the ability of a motorist to maintain speed while comfortably navigating the measure.

- Lateral shift
- Chicane
- Realigned Intersection
- Traffic Circle
- Small Modern Roundabout/Mini-Roundabout
- Roundabout

A **vertical deflection** creates a change in the height of the roadway that typically forces a motorist to slow down to maintain an acceptable level of comfort.

- Speed Hump
- Speed Cushion
- Speed Table
- Raised Crosswalk
- Raised Intersection

A **street width reduction** narrows the width of a vehicle travel lane or roadway, so a motorist likely needs to slow the vehicle to maintain an acceptable level of comfort and safety. The measure can also reduce the distance required for pedestrian crossings, reducing exposure to vehicular conflicts.

- Corner Extension/Bulb-Out
- Choker
- Median Island
- On-Street Parking
- Road Diet

A **routing restriction** prevents particular vehicle movements at an intersection and is intended to eliminate some portions of cut-through traffic.

- Diagonal Diverter
- Closure
- Median Barrier/Forced Turn Island



## Supplemental Activities

- » Specific Corridors -- Road Safety Audits, reviews, windshield surveys
- » Pedestrian Accessibility and ADA Transition Plan
- » Non-motorized trail routes
- » School zones
- » On street parking

# Engagement & Collaboration

- Municipal Staff Participation
  - Engineering
  - Planning
  - Public Works
    - Public Safety
- Community Survey
- Stakeholder meeting(s)
- Advocate Groups
- Public input session(s)
- Final presentation(s)





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## Grant Specifics

- Comprehensive Safety Action Plan
- Monroe/M-43 & Center Street
- Bangor Middle and High School
- Charles Street at CSX Railroad
- Arlington Street at CSX Railroad bridge
- FY26 Application Due May 26, 2026
- \$115,000 grant request
- Local match \$23,000 (20%) over 2 years
- Expect grant award announcements in late December
- If awarded, expect the study to commence in the Summer of 2027



THANK YOU

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[transportation.gov/grants/SS4A.com](https://transportation.gov/grants/SS4A.com)

