

# Demystifying Federal Grants for Street Safety Improvements

UNM CENTER FOR PEDESTRIAN AND BICYCLIST SAFETY  
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# City of Charlotte Fast Facts

- 15<sup>th</sup> largest city in US (~910,000)
- 3,520 miles of streets
- 950+ traffic signals
- 420+ miles of fiber network
- 550+ traffic cameras
- 250 bridges
- 22.6 miles of light rail & streetcar
- 2,550 miles of sidewalks
- 235 miles of bike facilities
- 71.2 miles of greenway trails



# Demystifying Federal Grants – SS4A in CLT

- Awarded \$4.47M SS4A Implementation Grant in 2023
- Preliminary Design and Public Engagement Complete
- What Can Others Learn from Charlotte's Experience?

**S | S** **Safe Streets and**  
**4 | A** **Roads for All**

# History of Vision Zero in Charlotte

- First High Injury Network Published - 2017
- Vision Zero Action Plan – 2018
- First Vision Zero Bonds approved by voters – 2019
- Strategic Mobility Plan adopted by City Council – 2022
- City awarded SS4A Implementation Grant – 2023
- Largest Vision Zero Bond to date approved (\$17.1M) – 2023
- SS4A project design and public engagement – 2024





# CDOT SS4A Application Strategy

- Action Plan was already in place
  - Chose to pursue Implementation Grant
  - Used existing project lists
  - Strategy was to bundle FHWA Proven Safety Countermeasures
- Existing Project Lists used:
  - Pedestrian Crossings (PHB and RRFBs)
  - Full Traffic Signals
  - Signal Upgrades (APS and LPI)
  - Sidewalk Gaps
  - Safe Routes to School Elements



# Pre-NOFO Activities

# Pre-NOFO SS4A Activities

- Identify Resources for Grant Writing and Local Match
  - Charlotte has on-call consultant contracts to assist with grant writing
  - Set match funding aside while awaiting outcome of application review
- Activities as Applicable
  - Assemble Task Force to help with Action Plan development
  - Identify potential grant-eligible projects
    - *Could include project bundles, an individual project, or Action Plan*
    - *We focused on project with minimal right-of-way and environmental impacts*
  - When does Governing Board need to be involved?
- Pre-plan application “story” based on previous NOFOs
- Have your bench ready!

# Post-NOFO Activities



# Post-NOFO SS4A Activities

## □ Read NOFO carefully!

- You'll likely see familiar content from previous NOFOs, but ...
- ... it likely won't be exactly the same as previous versions.

## □ Implement your pre-NOFO strategies and use your bench

- Frequent coordination needed to assemble work from internal/external sources
- Get started as soon as possible!
  - *The weeks between NOFO release and deadline go quickly*
  - *Use FHWA webinar resources and forums for questions*

## □ Give yourself extra time for Grants.gov account setup and submittal

## PROVEN COUNTERMEASURES TO IMPLEMENT VISION ZERO

The City of Charlotte has applied for a USDOT Safe Streets and Roads for All (SS4A) Implementation Grant to further advance our Vision Zero Action Plan. The city is requesting \$5,583,360 to implement low-cost, high-value countermeasures to address intersection and pedestrian safety needs, with 65% of the benefits located in Transportation Disadvantaged Census Tracts.



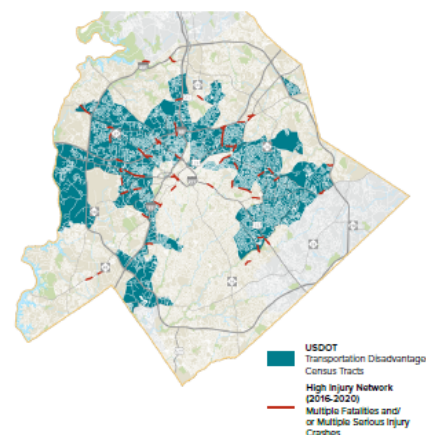
### CHARLOTTE VISION ZERO

In 2018, the City of Charlotte undertook a data analysis and public involvement effort to develop the [Vision Zero: Safer Streets for Charlotte, 2019 – 2030 Action Plan](#) to address fatal and serious injury crashes and provide the city's residents with the safe and effective transportation system they deserve.

With more than 850,000 people calling Charlotte home and over half of those residents living in designated Transportation Disadvantaged Census tracts, the city carefully considered equity from the onset through detailed equity analysis and formed an inclusive [Vision Zero Task Force](#). The City Council recently adopted the [Strategic Mobility Plan](#), which reinforces the commitments set forth in the Vision Zero Action Plan.

#### High Injury Network

The City of Charlotte High Injury Network (HIN) is based on increasing severity and number of crashes, and is a key focus area of Charlotte's Vision Zero efforts. The entirety of the HIN encompasses nearly 346 miles of roadway within the city, with 53.4% of the network within or bordering a Transportation Disadvantaged Census Tract.



### Proposed Project Categories

Through the Safe Streets and Roads For All (SS4A) grant program, the City of Charlotte will utilize requested funds to implement up to thirty-three low-cost, high-value projects, with 65% of the benefits located in Transportation Disadvantaged Census Tracts. The projects in this grant focus on improving the safety and mobility of pedestrians and other non-motorized users within three project categories:

- **Accessible Pedestrian Signals (APS) and Leading Pedestrian Interval (LPI) Projects (13 projects total):** Intersection retrofits to upgrade to LPI operations.
- **Pedestrian Crossing Projects (11 projects total):** high-visibility crosswalks, rectangular rapid flashing beacons, pedestrian hybrid beacons, a pedestrian refuge island, and a traffic signal.
- **Safe Routes to School Projects (9 projects total):** high-visibility crosswalks, raised crosswalks, filled sidewalk gaps, pedestrian hybrid beacons, buffered bicycle lane, and rectangular rapid flashing beacons.

With SS4A grant funding, the City of Charlotte will be well-positioned to implement safe, equitable, and effective low-cost projects based on proven safety countermeasures. By leveraging local funding with grant dollars, the city can deliver more projects to the community.

### Submission Details

- **UEI:** Y84GJESBH8W5
- **Application Name:** Proven Countermeasures to Implement Vision Zero
- **Opportunity Number:** DOT-SS4A-FY22-01
- **Opportunity Name:** Safe Streets and Roads for All Discretionary Grant Program
- **CDOT Grant Type:** Implementation

# Charlotte's SS4A Project Bundle

# Project Bundle Details

- The projects are broken down the following categories:
  - Accessible Pedestrian Signals (APS) and Leading Pedestrian Intervals (LPI) – 7 locations
  - Rectangular Rapid Flashing Beacon (RRFB) – 6 locations
  - Pedestrian Hybrid Beacon (PHB) – 5 locations
  - Full Traffic Signals – 3 locations
  - Filling Sidewalk Gaps – 2 locations
- All projects include installing or improving accessible curb ramps
- [https://www.youtube.com/watch?v=\\_95KkT14IzM](https://www.youtube.com/watch?v=_95KkT14IzM)









# Final Thoughts

- The SS4A Program can:
  - Help get Vision Zero efforts get started or
  - Advance implementation efforts
- The SS4A Program is:
  - A way to leverage local funding
  - A path to get ped/bike projects built
- What are you Waiting For?



# Questions?

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