

Safe Streets and Roads for All (SS4A) Grant Program

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RIGHTSIZING DSM

Safe Streets and Roads for All

July 2023

Safe Streets and Roads for All (SS4A) Grant Program

- The Infrastructure Investment and Jobs Act (Pub. L. 117–58, November 15, 2021), also referred to as the Bipartisan Infrastructure Law, established the new SS4A discretionary program, with \$5 billion in appropriated funds over 5 years, 2022-2026.
- SS4A Grant Purpose: improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users.
- SS4A program provides funding for two types of grants:
 - Planning and Demonstration Grants (\$100,000 to \$10 million)
 - Implementation Grants (\$2.5 million to \$25 million)
- SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies.

Safe Streets and Roads for All (SS4A) Grant Program



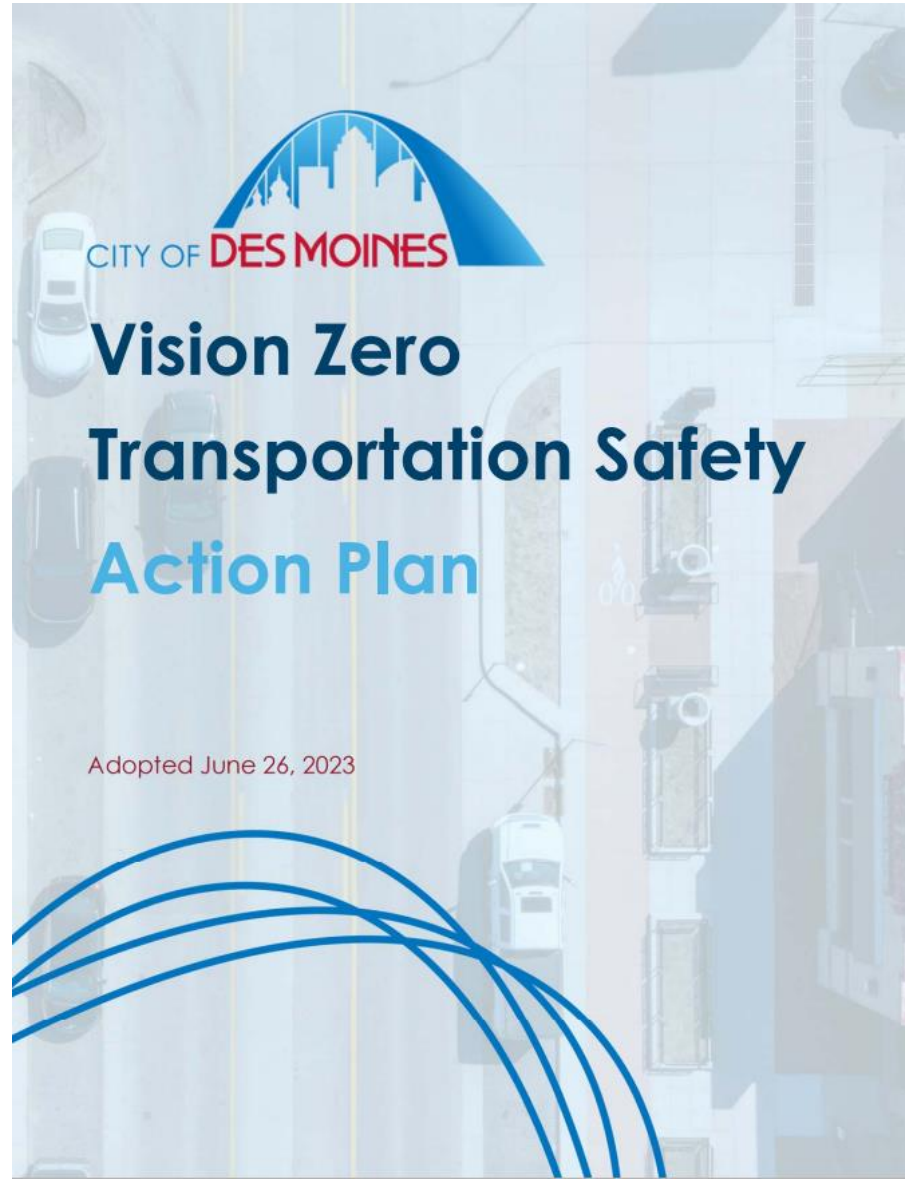
Successful grant applications will:

- Promote safety to prevent death and serious injuries on public roadways;
- Employ low-cost, high-impact strategies that can improve safety over a wide 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 adopt innovative technologies and strategies;
- Demonstrate engagement with a variety of public and private stakeholders; and
- Align with the Department's mission and Strategic Goals such as safety; climate change and sustainability; equity and Justice40; and workforce development, job quality, and wealth creation.

Action Plan



Vision Zero is a goal
to eliminate deaths
and serious injuries
altogether
on all streets
in Des Moines
by 2040.

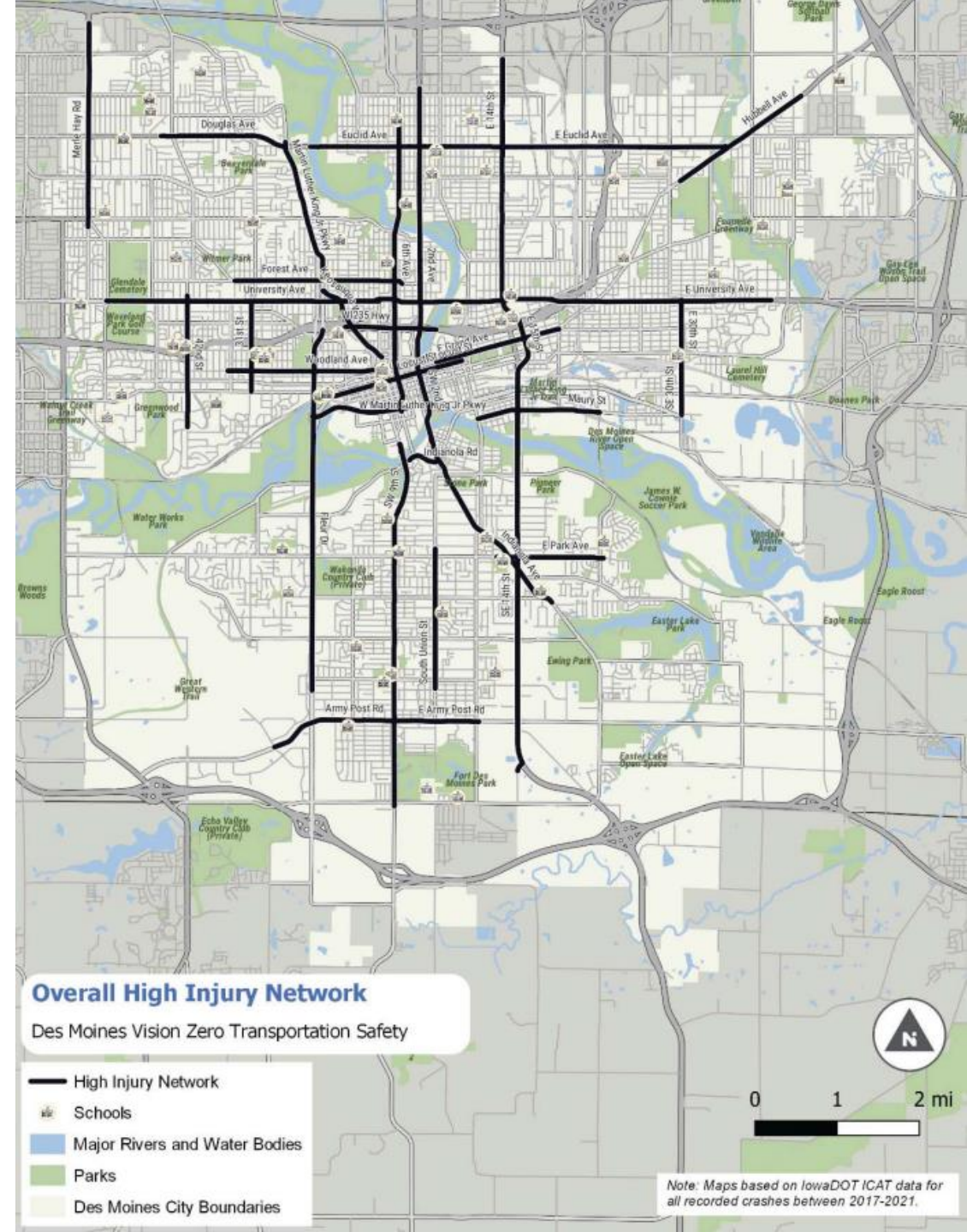


Action Plan

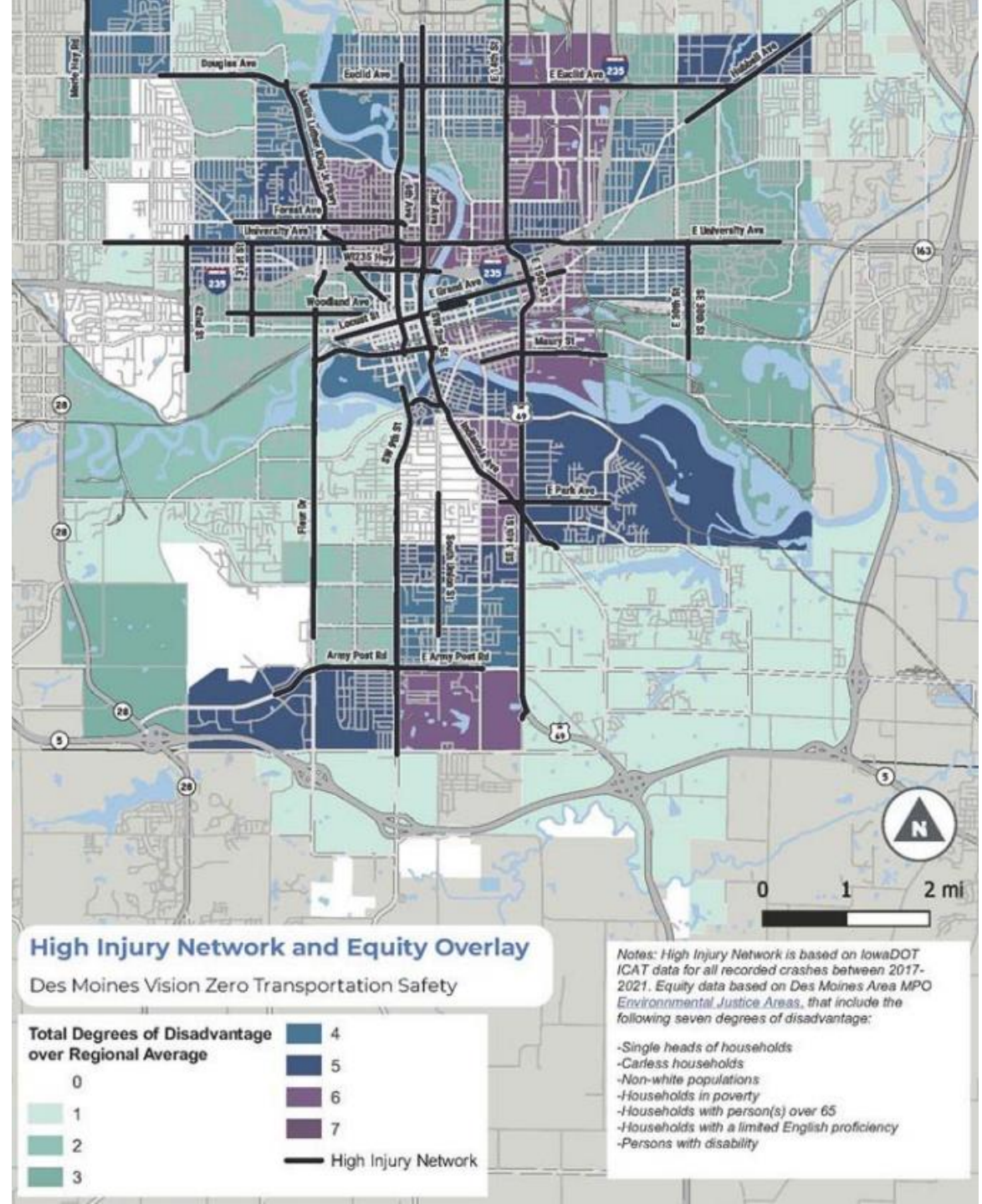
What is a High Injury Network (HIN)?

Streets where recorded crashes from 2017-2021 have resulted in death or serious injury and have happened more often in Des Moines.

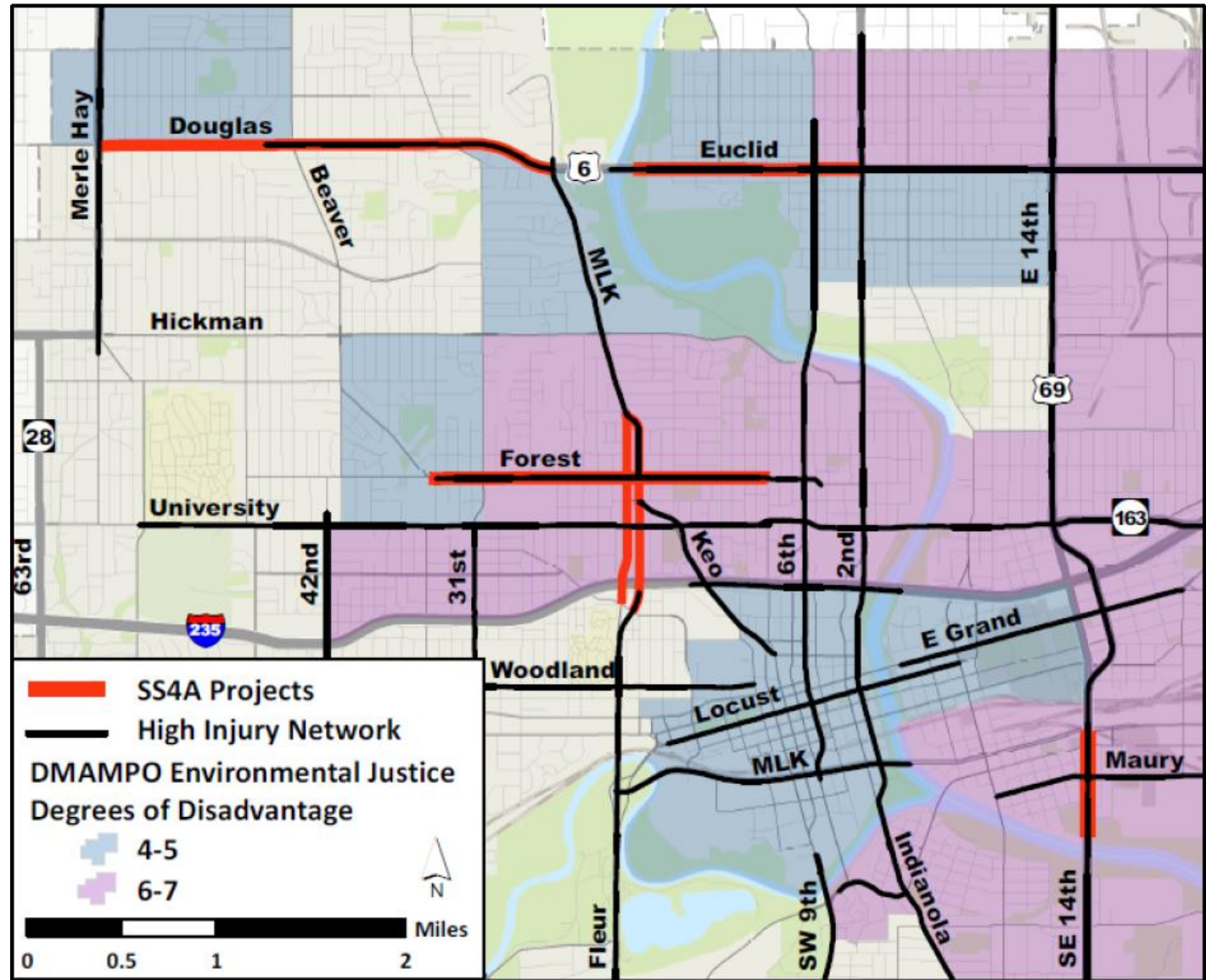
While the HIN accounts for **7.4% of roadway miles**, **59% of KSI crashes** happened on the HIN in Des Moines.



Action Plan



Recommended Capital Improvement Projects for SS4A Grant



Recommended Capital Improvement Projects for SS4A Grant



Martin Luther King Jr. Parkway & 19th Street

from Cottage Grove Avenue to Mondamin Avenue

Douglas Avenue (U.S. 6)

from Merle Hay Road to Martin Luther King Jr. Parkway

Euclid Avenue (U.S. 6)

from Des Moines River to 2nd Avenue

Forest Avenue

from Beaver Avenue to 9th Street

SE 14th Street (U.S. 69) & Maury Street Intersection

Recommended Capital Improvement Projects for SS4A Grant

Martin Luther King Jr. Parkway & 19th Street

from Cottage Grove Avenue to Washington Avenue

AADT: 10,600 (MLK), 10,700 (19th)

Function Classification/Typology:
Principal Arterial/Regional Mixed
Use

Routes: Transit, Truck, Bike

Crash Rate: 6 MVMT

IDOT PCR Intersection Ranking:
9 of 15 “High” or “Medium”

Predominant Crash Types:
Rear End, Broadside, Sideswipe

Safety Countermeasures:

 Road Diets (Rightsizing)

 Walkways

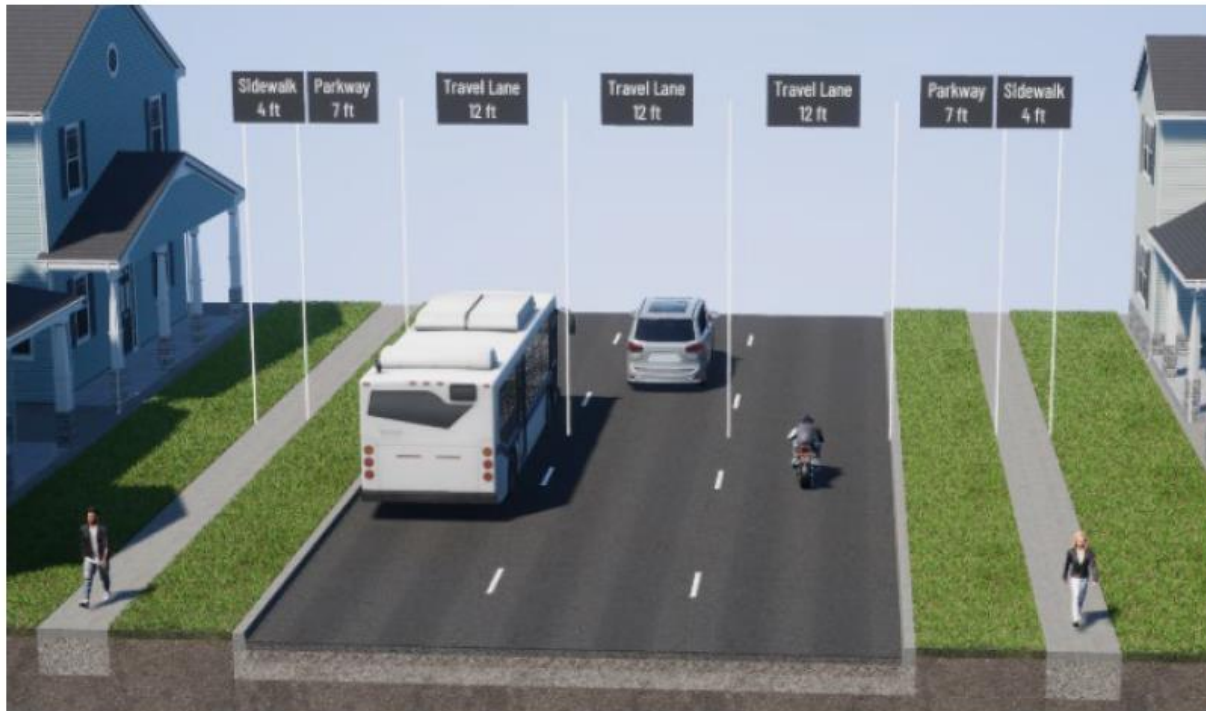
 Bicycle Facilities

 Credible Speed limit

Concern/Issue	Safety Countermeasures
Safe Transportation Options	<ul style="list-style-type: none">• Provide a shared-use path including a connection over Interstate 235• Fill sidewalk gaps to provide continuous sidewalks• Provide curb extensions where on-street parking is provided to shorten pedestrian crossing distances
Crashes (rear end, broadside, and sideswipe)	<ul style="list-style-type: none">• Rightsizing to reduce the number of travel lanes and vehicle speeds
Speeding	<ul style="list-style-type: none">• Rightsizing to reduce the number of travel lanes and vehicle speeds• Reduce the speed limit based on credible speed analysis

Recommended Capital Improvement Projects for SS4A Grant

Martin Luther King Jr. Parkway & 19th Street



Existing Cross-Section



Proposed Cross-Section

Recommended Capital Improvement Projects for SS4A Grant

Martin Luther King Jr. Parkway & 19th Street

from Cottage Grove Avenue to Washington Avenue

FY2025 to FY2026 Construction

Construction Cost \$ 4,000,000

SS4A Grant Need \$ 3,200,000



- Reduce both streets from 3-lanes to 2-lanes.
- Add shared use trail along east side of 19th Street.
- Add grass parkway on west side of Martin Luther King Jr. Parkway to separate sidewalk from roadway.
- Resurface the roadway pavement.

Recommended Capital Improvement Projects for SS4A Grant

Douglas Avenue (U.S. 6)

from Merle Hay Road to Martin Luther King Jr. Parkway

Concern/Issue	Safety Countermeasures
Safe Transportation Options	<ul style="list-style-type: none">• Curb relocation to increase the area between the travel lane and the sidewalk• Addition of a shared use path• Addition of a Pedestrian Hybrid Beacon at midblock crossing
Crashes (rear end and broadside)	<ul style="list-style-type: none">• Rightsizing to reduce the number of travel lanes and vehicle speeds
Speeding	<ul style="list-style-type: none">• Rightsizing to reduce the number of travel lanes and vehicle speeds

AADT: 15,300 vpd

Function Classification/Typology:
Principal Arterial/Regional
Residential

Routes: Transit, Truck, Bike

Crash Rate: 5 MVMT

IDOT PCR Corridor Ranking: 10th
(out of 403 similar roadways)

IDOT PCR Intersection Ranking:
11 of 24 "High" or "Medium"

Predominant Crash Types:
Rear End, Broadside

Safety Countermeasures:

 Road Diets (Rightsizing)

 Crosswalk Enhancements

 Walkway

 Pedestrian Hybrid Beacon

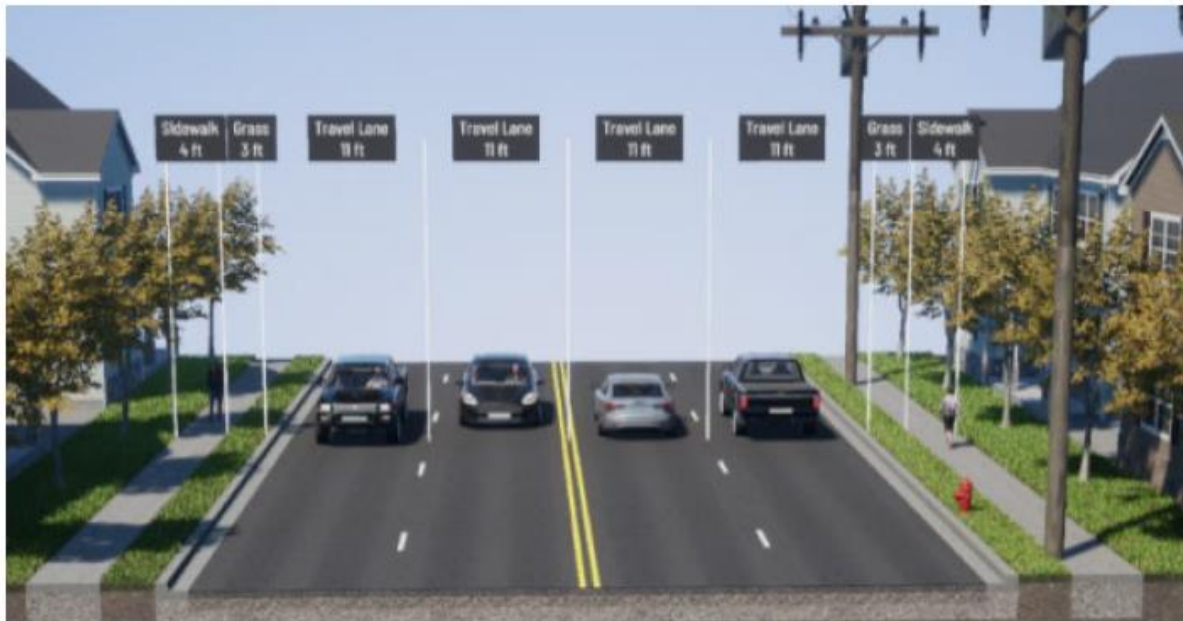
 Dedicated Turn Lanes

 Bike Facilities

Recommended Capital Improvement Projects for SS4A Grant

Douglas Avenue (U.S. 6)

from Merle Hay Road to Martin Luther King Jr. Parkway



Existing Cross-Section



Proposed Cross-Section

Recommended Capital Improvement Projects for SS4A Grant

Douglas Avenue (U.S. 6)

from Merle Hay Road to Martin Luther King Jr. Parkway

FY2026 to FY2027 Construction

Construction Cost \$10,000,000

SS4A Grant Need \$ 3,500,000

Other Federal (STBG) \$ 4,500,000

- Permanently reduce street from 4-lanes to 3-lanes.
- Add shared use trail along north side of roadway.
- Add new, wider sidewalk along south side of roadway.
- Add grass parkways to separate bike and pedestrians from roadway.



Photo by Matt Miller, Iowa DOT

Recommended Capital Improvement Projects for SS4A Grant

Euclid Avenue (U.S. 6)

from Des Moines River to 2nd Avenue

Concern/Issue

Safety Countermeasures

Safer Transportation Options

- Narrow the pedestrian crossing distance and improve sight distance by adding curb extensions at crossing points in areas where on-street parking is provided.
- Provide on-street parking within the business district to provide a buffer between sidewalk and vehicle travel lanes.
- Relocate curbs west of the business district to provide larger buffer between sidewalk and vehicle lanes

Crashes (rear end, broadside*, sideswipe)

- Rightsizing to reduce the number of travel lanes and vehicle speeds
- Provide center turn lane throughout the corridor with dedicated turn lanes at signalized intersections

Speeding

- Rightsizing to reduce the number of travel lanes and vehicle speeds

**broadside may also be referred to as a right-angle crash*

AADT: 18,600 vpd

Function Classification/Typology:
Minor Arterial/Regional Residential

Routes: Transit, Truck

Crash Rate: 7 MVMT

IDOT PCR Intersection Ranking:
9 of 10 "High" or "Medium"

IDOT PCR Corridor Ranking: 5th
(out of 403 similar roadways)

Predominant Crash Types:
Rear End, Broadside, Sideswipe

Safety Countermeasures:



Road Diets (Rightsizing)



Crosswalk Enhancements



Dedicated Turn Lanes

Recommended Capital Improvement Projects for SS4A Grant

Euclid Avenue (U.S. 6)

from Des Moines River to 2nd Avenue



Existing Cross-Section



Proposed Cross-Section

Recommended Capital Improvement Projects for SS4A Grant

Euclid Avenue (U.S. 6)

from Des Moines River to 2nd Avenue

FY2025 Construction

Construction Cost \$ 3,400,000

SS4A Grant Need \$ 2,700,000



- Reduce street from 4-lanes to 3-lanes (moves curbs from 12th Street to 2nd Avenue; pavement markings only from Des Moines River to 12th Street).
- Construct curb extensions/bump outs to shorten pedestrian crossing distances and shield on-street parking.
- Resurface roadway from Des Moines River to 2nd Avenue.

Recommended Capital Improvement Projects for SS4A Grant

Forest Avenue

from Beaver Avenue to 9th Street

Concern/Issue	Safety Countermeasures
Safe Transportation Options	<ul style="list-style-type: none">• Add pedestrian refuge islands at high-volume midblock crossings• Provide enhanced crosswalk markings and improved signage at midblock crossing locations• Provide on-street bike lanes
Crashes (rear end, broadside, and sideswipe)	<ul style="list-style-type: none">• Rightsizing to reduce the number of travel lanes and vehicle speeds• Provide center turn lane throughout with dedicated turn lanes at signalized intersections
Speeding	<ul style="list-style-type: none">• Rightsizing to reduce the number of travel lanes and vehicle speeds• Reduce the speed limit based on credible speed analysis

AADT: 6,900 vpd

Function Classification/Typology:
Minor Arterial/Collector/
Community Residential



Routes: Bike

Crash Rate: 7 MVMT

IDOT PCR Intersection Ranking:
17 of 26 “High” or “Medium”

Predominant Crash Types:
Rear End, Broadside, Sideswipe

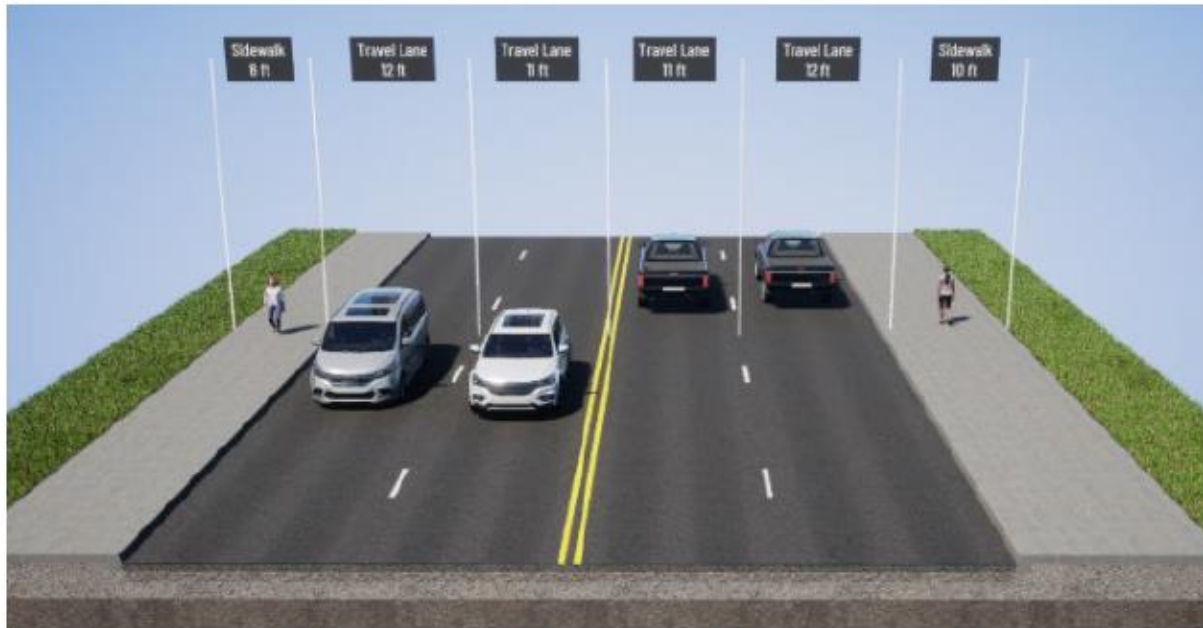
Safety Countermeasures:

-  Road Diets (Rightsizing)
-  Crosswalk Enhancements
-  Dedicated Turn Lanes
-  Pedestrian Refuge Island
-  Credible Speed limit
-  Bicycle Facilities

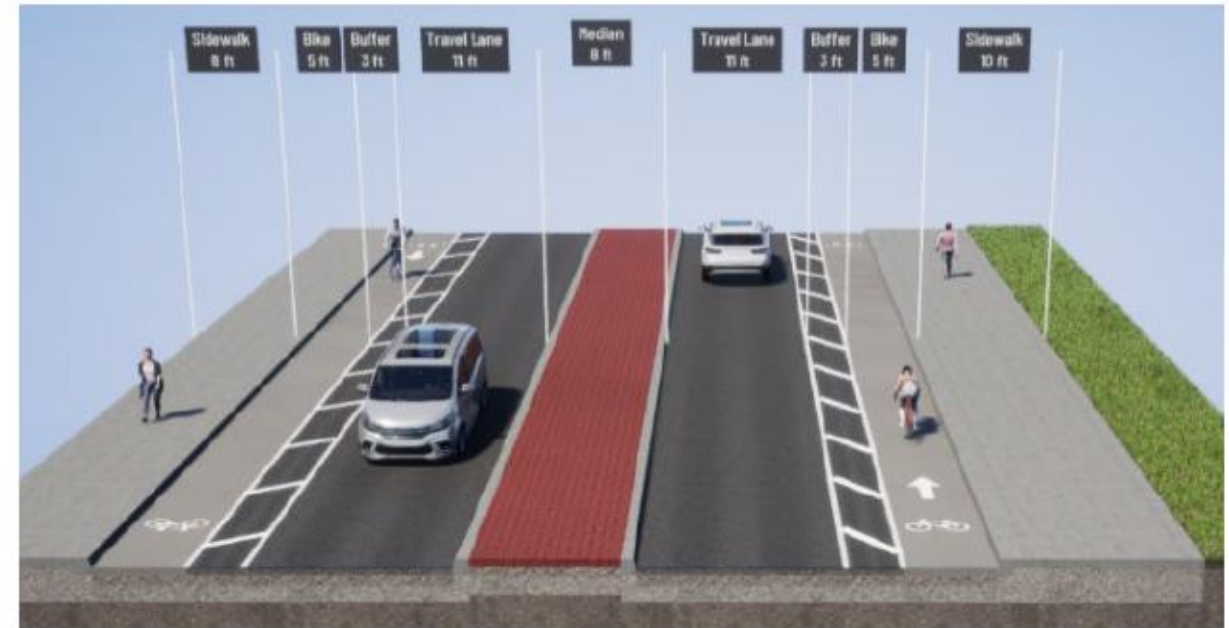
Recommended Capital Improvement Projects for SS4A Grant

Forest Avenue

from Beaver Avenue to 9th Street



Existing Cross-Section

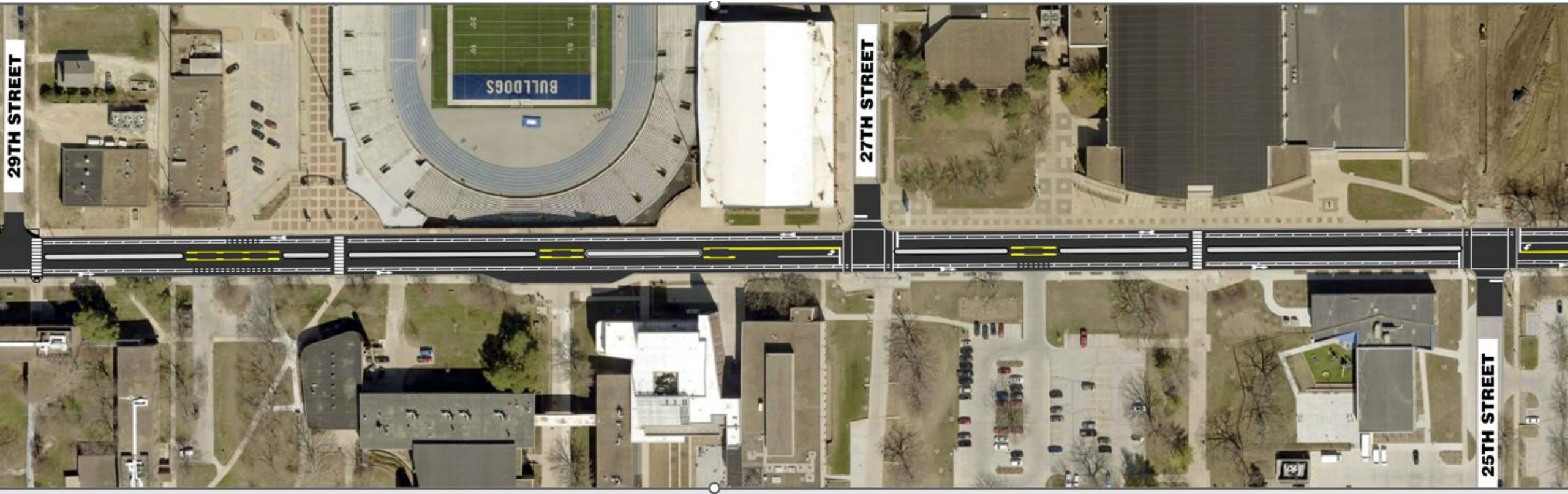


Proposed Cross-Section

Recommended Capital Improvement Projects for SS4A Grant

Forest Avenue

from Beaver Avenue to 9th Street



Recommended Capital Improvement Projects for SS4A Grant

Forest Avenue

from Beaver Avenue to 9th Street

FY2025 Construction

Construction Cost \$ 3,600,000

SS4A Grant Need \$ 2,800,000



- Right-sizes street (lane reduction, reduces number of lanes on existing 4-lane street).
- Add improved pedestrian crossings along the corridor.
- Add bicycle lanes along corridor.
- Traffic signal replacements at Forest Avenue / 25th Street and Forest Avenue / 27th Street.
- Resurface the roadway pavement.

Recommended Capital Improvement Projects for SS4A Grant

SE 14th Street (U.S. 69) & Maury Street Intersection

Concern/Issue	Safety Countermeasures
Safe Transportation Options	<ul style="list-style-type: none">Shared use path from Martin Luther King Jr. Parkway to the Des Moines River Bridge, connecting to existing trail system
Crashes (rear end, left turn, broadside, and sideswipe)	<ul style="list-style-type: none">Dedicated left turn lanes at Maury Street with no opposing left turning trafficAccess control to restrict left turns without dedicated turn lanesImproved signal visibility and reflective backplates

AADT: 31,300 vpd

Function Classification/Typology:
Principal Arterial/Regional Mixed Use

Routes: Transit, Truck


Crash Rate: 17 MVT


IDOT PCR Corridor Ranking: 1st
(out of 389 similar roadways)


IDOT PCR Intersection Ranking:
4 of 4 "High" or "Medium"


Predominant Crash Types:
Rear End, Left Turn, Broadside,
Sideswipe


Safety Countermeasures:

 Walkway

 Dedicated Turn Lanes

 Bicycle Facilities

 Access Management

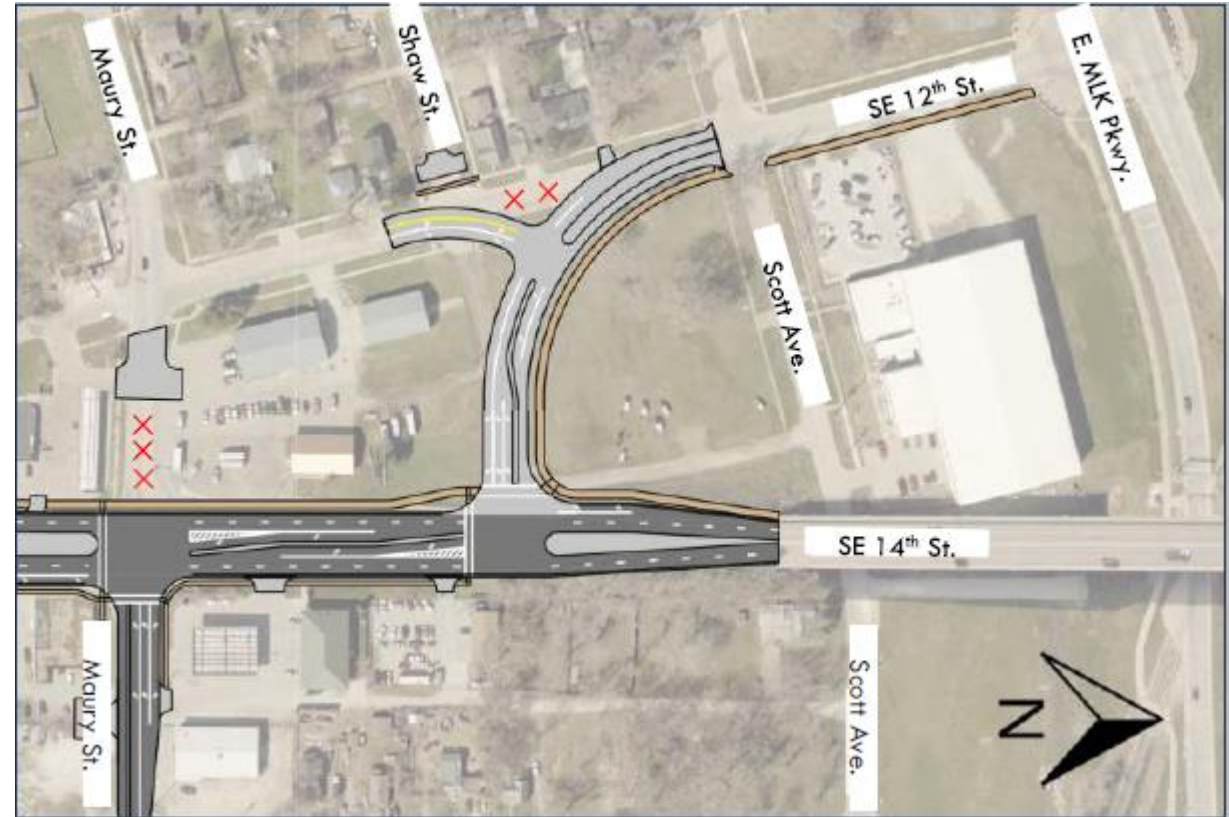
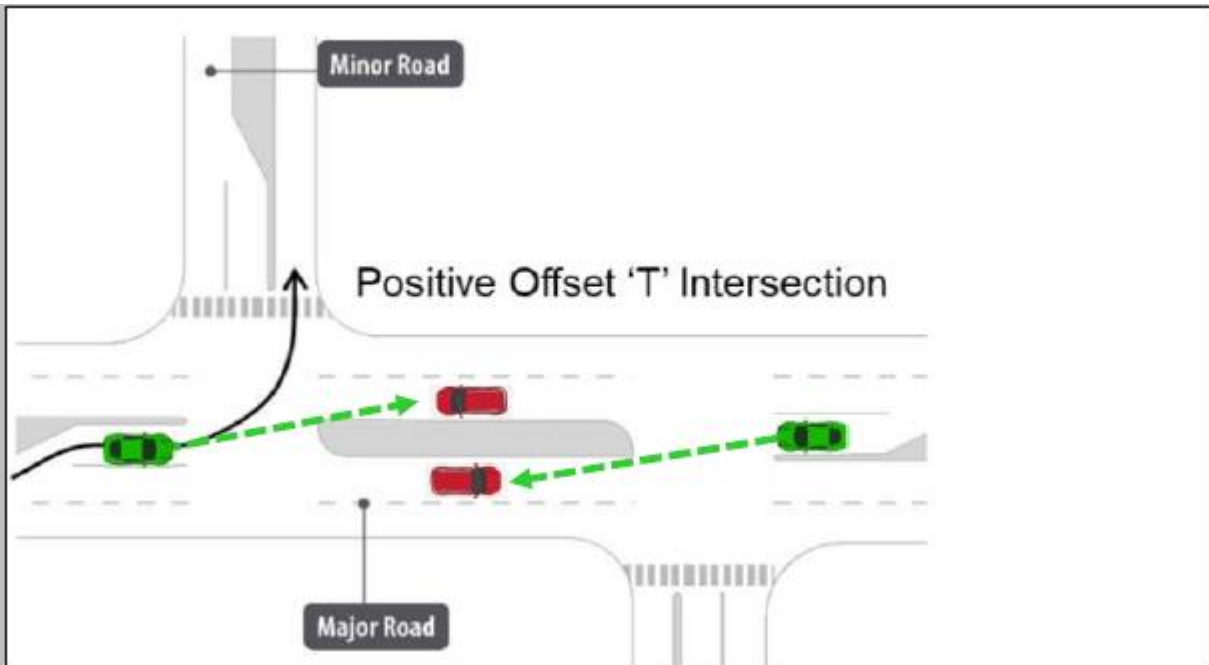
 Crosswalk Enhancements

Recommended Capital Improvement Projects for SS4A Grant

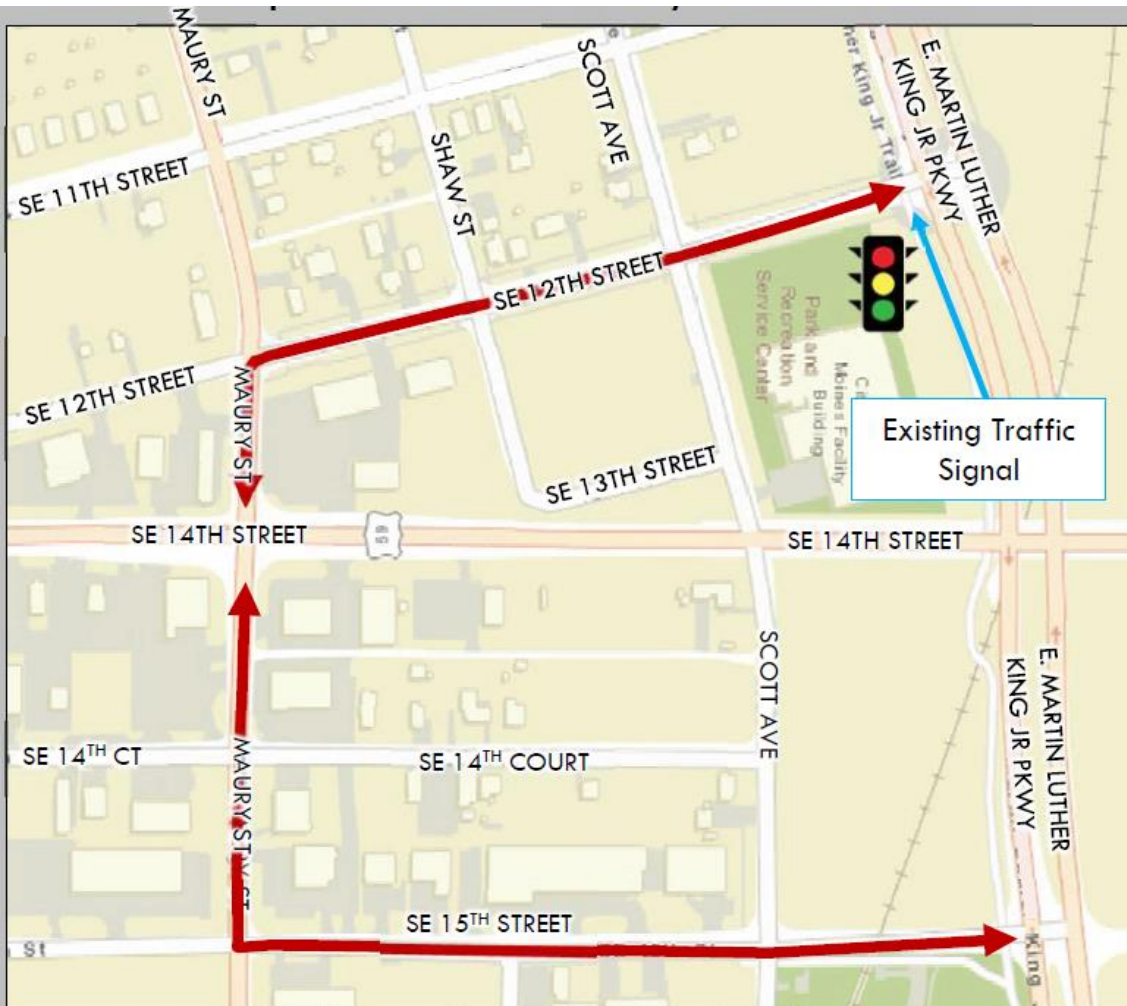


Recommended Capital Improvement Projects for SS4A Grant

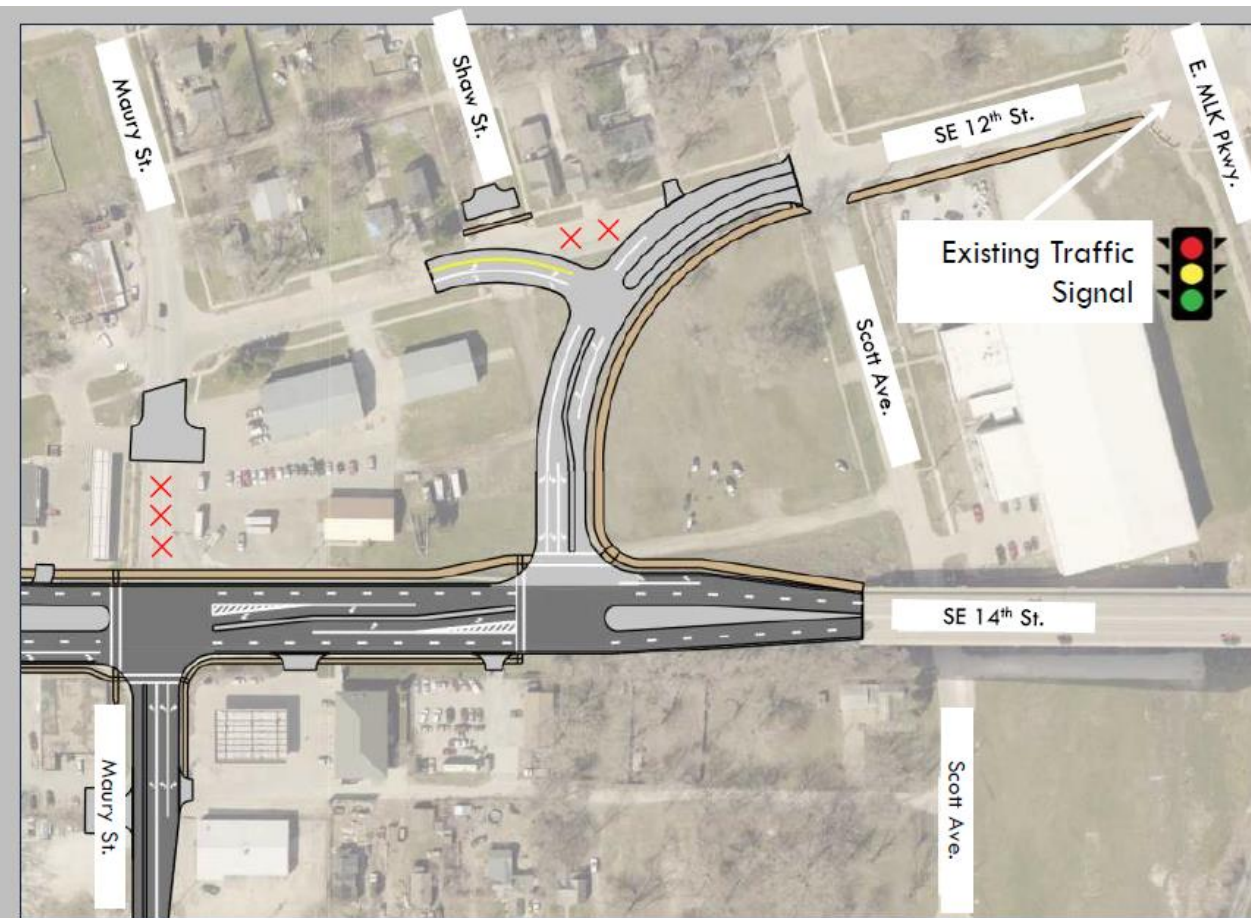
SE 14th Street (U.S. 69) & Maury Street Intersection



Recommended Capital Improvement Projects for SS4A Grant



Existing Routes Between SE 14th
Street and E. MLK Parkway



Proposed SE 14th Street/E. MLK
Parkway Connection



Recommended Capital Improvement Projects for SS4A Grant

SE 14th Street (U.S. 69) & Maury Street Intersection

FY2026 Construction

Construction Cost	\$ 6,000,000
SS4A Grant Need	\$ 4,800,000



- Reconfigures an intersection with one of the most extensive crash histories in the State of Iowa.
- Adds shared use trail along west side of SE 14th Street (U.S. 69) to connect to trail system along the Des Moines River.
- Improved access management along U.S. 69.
- Resurface roadway.

Recommended Capital Improvement Projects for SS4A Grant

All 5 Projects:

Construction Cost	\$27,000,000
SS4A Grant Need	\$17,000,000
Other Federal (STBG)	\$ 4,500,000
State	\$ 1,900,000
City	\$ 3,600,000



Recommended Capital Improvement Projects for SS4A Grant

																	Safe Streets 4 All Funding Available																			
Project	FY2021				FY2022				FY2023				FY2024				FY2025				FY2026				FY2027				FY2028				FY2029			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
Euclid Avenue Corridor																																				
Forest Avenue Corridor																																				
MLK Pkwy and 19th St Corridor																																				
Douglas Avenue Corridor																																				
SE 14th Street Corridor																																				

Public Involvement

Design & ROW Acquisition

Environmental Clearance

Procurement

Partnership Agreements

Construction

Recommended Capital Improvement Projects for SS4A Grant

Why these 5 projects?

- **SS4A Grant selection criteria** - they fit with the SS4A Grant selection criteria and considerations (safety impact; equity, engagement and collaboration; effective practices and strategies; other DOT strategic goals; and project readiness).
- **High Injury Network** - they are located on the High Injury Network.
- **Non-Federal Match** - the SS4A Grant required non-federal match for these projects is in the City Capital Improvement Program.
- **Concept developed** - preliminary engineering and concept development has already occurred on these Projects.
- **Project Readiness** - with the SS4A Grant Funding, these projects can be completed within SS4A Grant required performance period.

SS4A 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:

1 Are both of the following true?

- 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?

☒ YES ☐ NO

If yes, provide documentation:

Action Plan, page V

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:

Action Plan, page IV

3 Does the Action Plan include all of the following?

- 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.

☒ YES ☐ NO

If yes, provide documentation:

Action Plan, page 21



U.S. Department of Transportation

Still have questions? Visit the [SS4A website](#)

SS4A Self-Certification Eligibility Worksheet | Page 1 of 2

S | S
4 | A

Safe Streets and Roads for All Implementation Checklist

While a contractor may prepare and submit the application materials, staff in the political subdivision of a State or Tribe must be listed as the point of contact and alternate point of contact on the application. Staff from the political subdivision or Tribe are responsible for signing all applicable forms listed below and responding to any questions the SS4A team may have about application content.

☒ Sign up for an account using the [Valid Eval Implementation Grant Application](#) **Complete**

☒ Gather key application data, including:

- Total applicant jurisdiction population **Complete**
- Total applicant jurisdiction census tract(s) **Complete**
- Total applicant jurisdiction count of motor vehicle-involved roadway fatalities 2016-2020 or 2017-2021 **Complete**
- Total applicant jurisdiction average annual fatality rate (per 100,000 population) **Complete**
- Percent of population in Underserved Communities Census Tract(s) in project areas **Complete**
- Project area fatalities 2017-2021 **Complete**
- Project area serious injuries 2017-2021 **Complete**

☒ Identify the following information:

- Problem(s) to be solved with project(s) **Complete**
- Roadway safety responsibility **Complete**
- Roadway users that will receive significant safety benefits **Complete**
- Total project and Federal funding breakdowns for activities A, B, and C **Complete**
- If applicable, demonstration or supplemental planning activities **N/A**

☒ Complete the following Standard Forms:

- SF-424: Application for Federal Assistance **Complete**
- SF-424C: Budget Information for Non-Construction Programs **Complete**
- SF-424D: Assurances for Non-Construction Programs **Complete**
- SF-LLL: Disclosure of Lobbying Activities **Complete**

☒ Write a narrative no longer than 12 pages that responds to all the requirements outlined in the NOFO