

## Possible Federal Funding for Speed Reduction Studies/Projects

### Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.

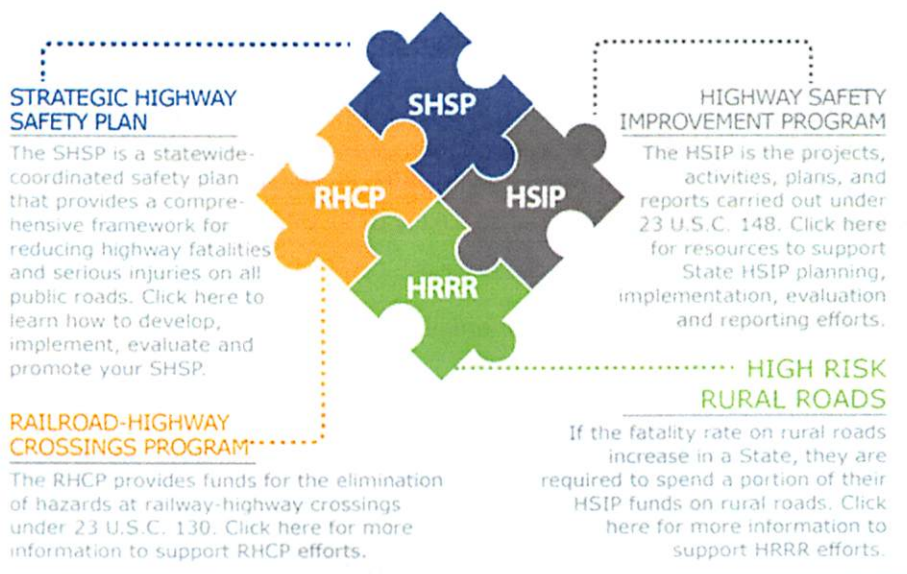
#### Facts about HSIP Funding:

- The HSIP is implemented through the [Florida Strategic Highway Safety Plan \(SHSP\)](#), established by FDOT.
- FDOT-D2 have typically only conducted studies on state roadways to develop projects, but they do have local road projects that have been funded based on an expected crash reduction; however, the local agencies have historically conducted the study and developed improvements and then requested funding at that time.
- Studies/projects are typically low cost (generally under \$1,000,000).
- Studies/projects are typically shorter-term, with concept-to-construction in under three years.
- Studies/projects address a problem known to result in fatalities and serious injuries.

#### Question for FDOT-D2 Interested Local Agencies:

- Are there particular corridors that the requestors have in mind?
- Are the requestors asking for only the speed limit to be reduced or looking for more of a Complete Streets outcome? Read: Scope of study.

FDOT-D2 point-of-contact is Nick Hope: [nick.hope@dot.state.fl.us](mailto:nick.hope@dot.state.fl.us)



## USDOT FY22 Safe Streets and Roads for All Funding

2022 (FY22) NOFO for the Safe Streets and Roads for All (SS4A) discretionary grant program. SS4A funds will be awarded on a competitive basis to support infrastructure, behavioral, and operational initiatives that prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance and micromobility users, motorists, and commercial vehicle operators.

### Facts about SS4A Funding:

- Applications must be submitted by 5:00 p.m. EDT on Thursday, September 15, 2022.
- MPOs, cities, counties, towns, tribal governments – all eligible to apply.
- Can use the funding to develop an action plan that includes speed reduction component and then fund treatment construction during second round – OR – work with TPO to apply, based on the Regional System Safety Plan (2019)

### Eligible Activities:

- Develop or update a “Comprehensive Safety Action Plan” or Action Plan (e.g., Vision Zero plans), a component of which could focus on speed reduction for pedestrian safety.
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan. Illustrative examples of projects and strategies could include but are not limited to:
  - Implementing improvements along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
  - Conducting speed management projects such as implementing traffic calming road design changes and setting appropriate speed limits for all road users.
  - Installing safety enhancements such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.

### One approach could be to apply based on TPO’s Regional System Safety Plan (2019), which noted the following FHWA and NHTSA countermeasures as being effective (pg. 82):

- Road diet (a 19-47% reduction in total crashes with 4-lane to 3-lane road diet conversions)
- Raised crosswalks or raised intersections (45% reduction in pedestrian crashes)
- Crosswalk visibility enhancements (23-48% reduction in traffic crashes)
- Reduce and enforce speed limits, for all pedestrians (“Likely to be effective”)

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