SAFE STREETS AND ROADS FOR ALL Local Assistance

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Technology Transfer Program at UK/KTC

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Local Government Outreach Engineer,
Technology Transfer Program at UK/KTC

AGENDA

- Local Government Outreach / Technical Assistance Overview
- Safe Streets and Roads for All Overview
- KY ADD SS4A Approach
- FY 2024 Notice of Funding Opportunity

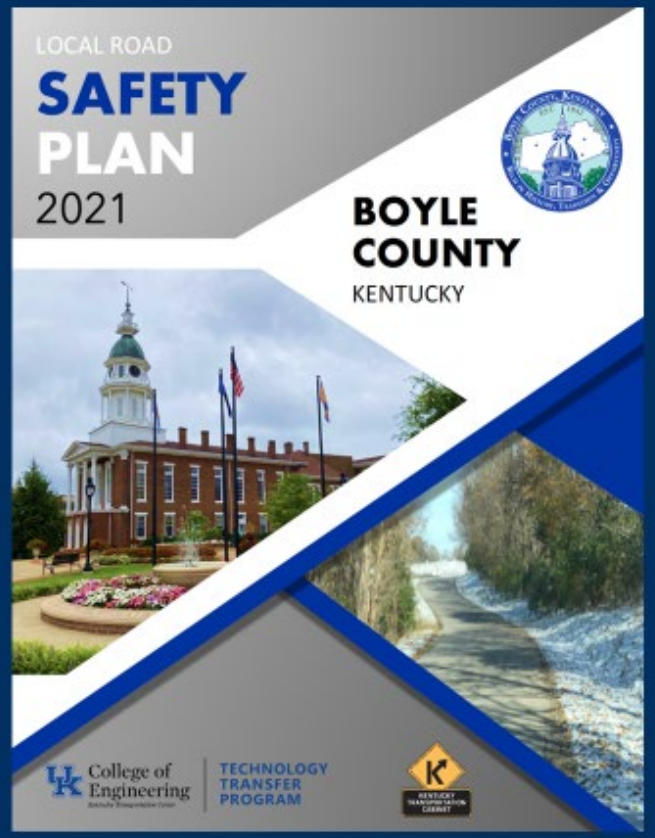
KY LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP)

The Local Technical Assistance Program (LTAP) assists local highway agencies in each State to meet the challenge of maintaining and rehabilitating roads and bridges and learn about best practices and innovative technology to meet local needs.

KY LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP)

LOCAL ROAD SAFETY PLANS

- Data Driven Analysis
- High order local roadways
- High crash and high hazard locations
- Proven safety countermeasures
- Systemic approach to improvements
- Projects eligible for HSIP funding

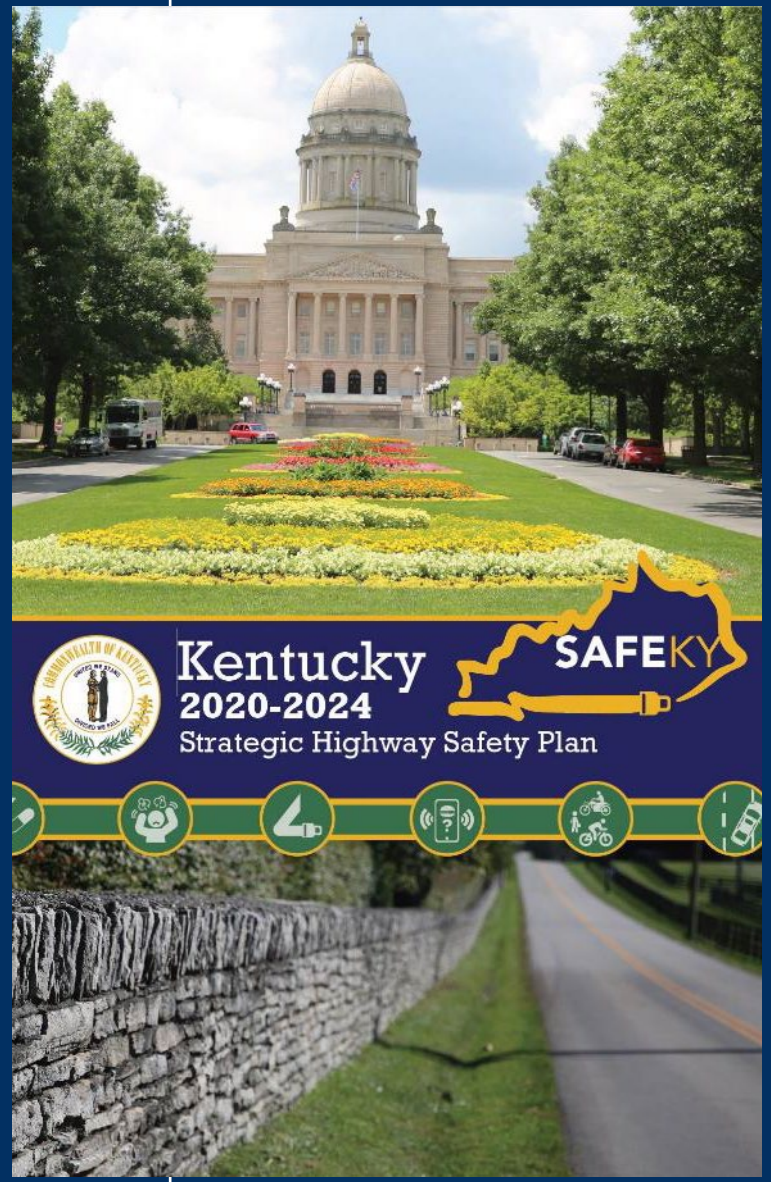


Safety Circuit Rider Program

- Six counties selected a year
- Training followed by RSA
- HSIP funds to pay for safety improvements
- Free Technical Assistance

6 Counties per Year

Fund 2 Roads per County



Emphasis Areas

Aggressive Driving
Driving behavior characterized by speeding, disregarding traffic control, following too closely, weaving in traffic, failure to yield the right of way, or improper passing.

Distracted Driving
Driving behavior characterized by cell phone usage, distraction, or inattention.

Impaired Driving
Driving while under the influence of alcohol or drugs.

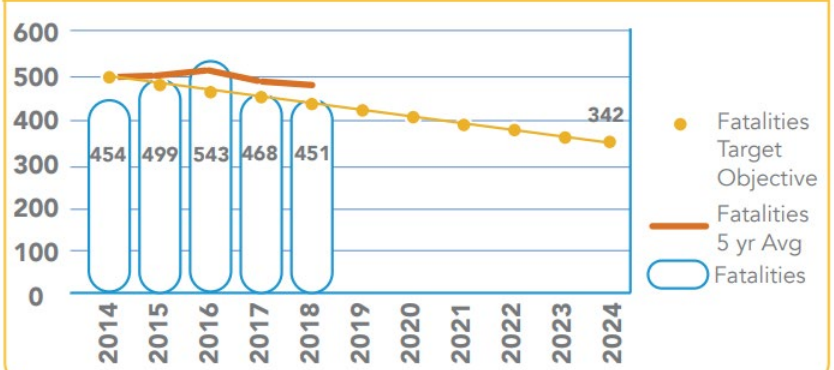
Occupant Protection
Failure to use seat belt or child restraint while driving or riding in a vehicle.

Roadway Departure
A crash type that results from a vehicle leaving its lane to the left or right.

Vulnerable Road Users
Crashes involving pedestrians, bicycles, motorcycles, electric scooters, or other vehicles besides cars and trucks.

KENTUCKY'S STRATEGIC HIGHWAY SAFETY PLAN

ROADWAY DEPARTURE Goal & Objective



ENGINEERING STRATEGIES	Roadway Departure	Aggressive Driving	Distracted Driving	Imp Driv
Continue the Safety Circuit Rider Program	✓	✓	✓	
Local road safety plans	✓			
Provide for safe recovery with clear zones, wider shoulders, and pavement	✓			
STEP: Rectangular rapid flashing beacons				

ENGINEERING STRATEGIES	Roadway Departure	Aggressive Driving	Distracted Driving	Impaired Driving	Occupant Protection	Vulnerable Road Users
Access management						
Improve skid resistance	✓	✓	✓			
Improve superelevation during resurfacing	✓	✓				
Turn lane improvements, such as providing turn lanes, offset left- or right-turn lanes		✓	✓			✓
Innovative intersections, such as roundabouts and RCUTs		✓				✓
Dynamic/variable speed limits – e.g., in work zones		✓				
Enhanced reflective signage; Enhanced striping and pavement	✓	✓				
STEP: Improve visibility of intersection markings and devices						✓
STEP: Road diets		✓				✓
Continued upgrades to, and installation of, roadside barrier systems, such as guardrails and median barriers	✓	✓	✓	✓		
Continue the Safety Circuit Rider Program	✓	✓	✓			
Local road safety plans	✓					
Provide for safe recovery with clear zones, wider shoulders, and pavement	✓					
STEP: Rectangular rapid flashing beacons						✓
Additional truck rest areas	✓		✓			

SAFE STREETS FOR ALL (SS4A)

$1B Annually, FY22-26, to regional and local initiatives

Eligible Recipients

- Metropolitan Planning Organizations (MPOs)
- Political Subdivision of a State (County, City)
- Multijurisdicitional Groups
- State DOTs not Eligible

Safe Streets for All represents a significant opportunity for Local Agencies to raise the minimum standard of their roadway system, accelerate modern safety treatment integration, and improve transportation safety across all roads in Kentucky.

SS4A Overview Funding

Project Funding Opportunities

- Safety Action Plan (SAP) Development Grants
- Supplemental Action Plan Activities
- Implementation Grants for projects identified in SAP

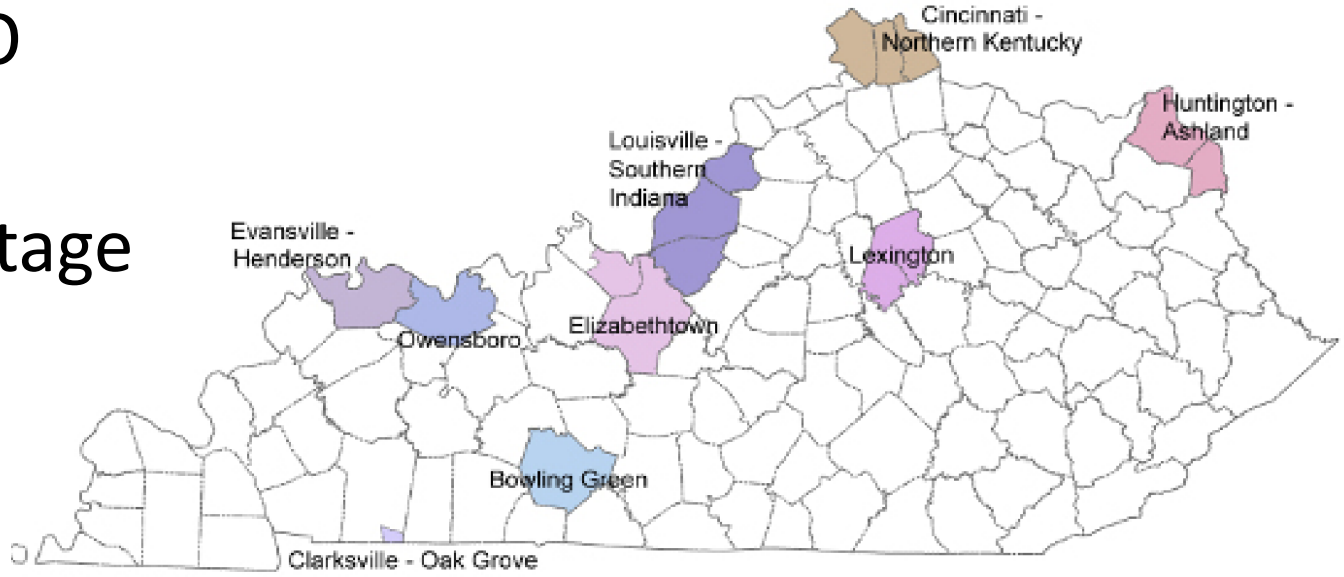
Funding Limits

- Action Plan Grants:
  - $200K - $1M
  - Up to $5M for MPOs or Consortium
- Implementation Grants
  - $5M - $30M

*The Federal share of a SS4A grant may not exceed 80 percent of total eligible activity costs. All matching funds must be from non-Federal sources. In accordance with 2 CFR § 200.306, grant recipients may use **in-kind or cash contributions** toward local match requirements*

SS4A Challenges

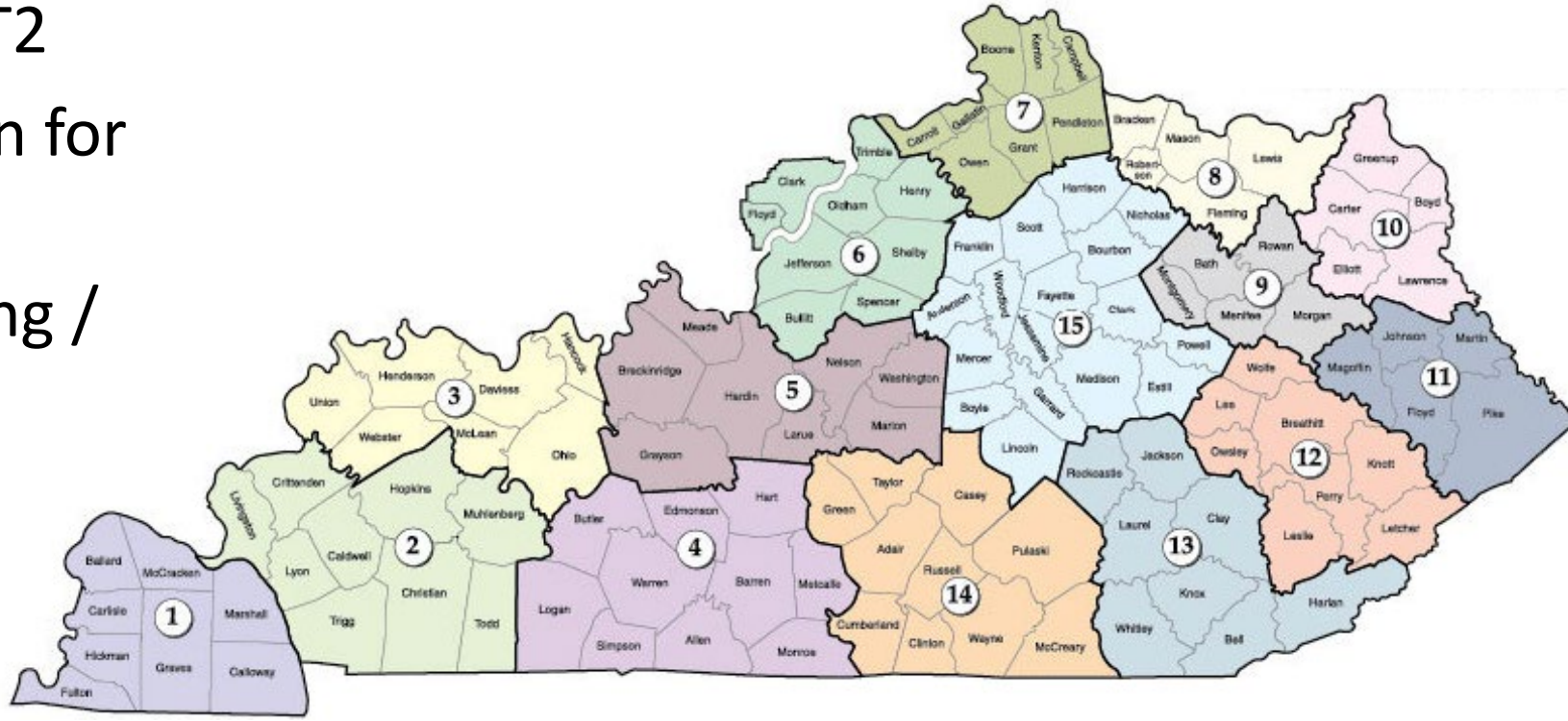
- 16 of 120 Counties covered by MPO
- 131 of 431 Cities covered by MPO
- Rural Cities/Counties at disadvantage
- Too big for one organization
- Minimum funding limits may not be met in single local agency



SS4A ADD Consortium Work Plan

Create Consortiums of Counties / Cities based on ADDs

- Championed by ADD
- Technical Analysis by UK/T2
- Create a Safety Action Plan for All Roadways in ADD
- UK/T2 Provide grant writing / administration support



SS4A ADD Consortium Work Plan

Partnered Approach Benefits

- Streamlined Approach to Grant Application and Safety Action Plan Development
- Information and resource sharing between consortiums
- Consistent and comprehensive approach within regions to address common issues
- Allows for project bundling in project implementation

USDOT Safe Streets and Roads for All

Action Plan Grant Application

Attachments

GRADD

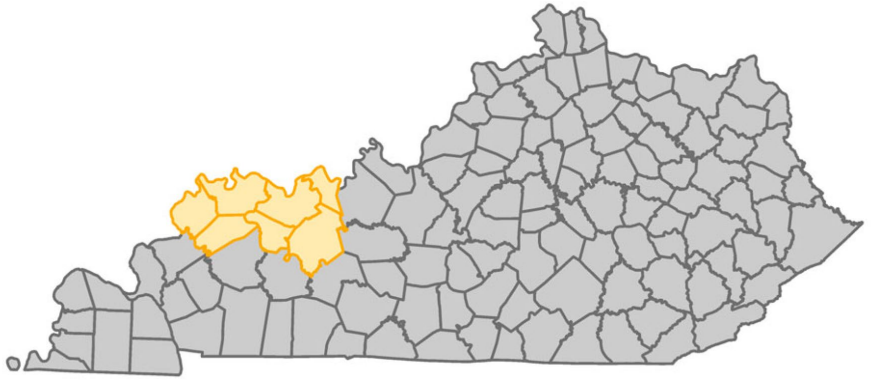
Green River Area Development District

Green River Area Development District
300 Gradd Way
Owensboro, KY 42301

September 13, 2022

Green River ADD SAP Application Overview

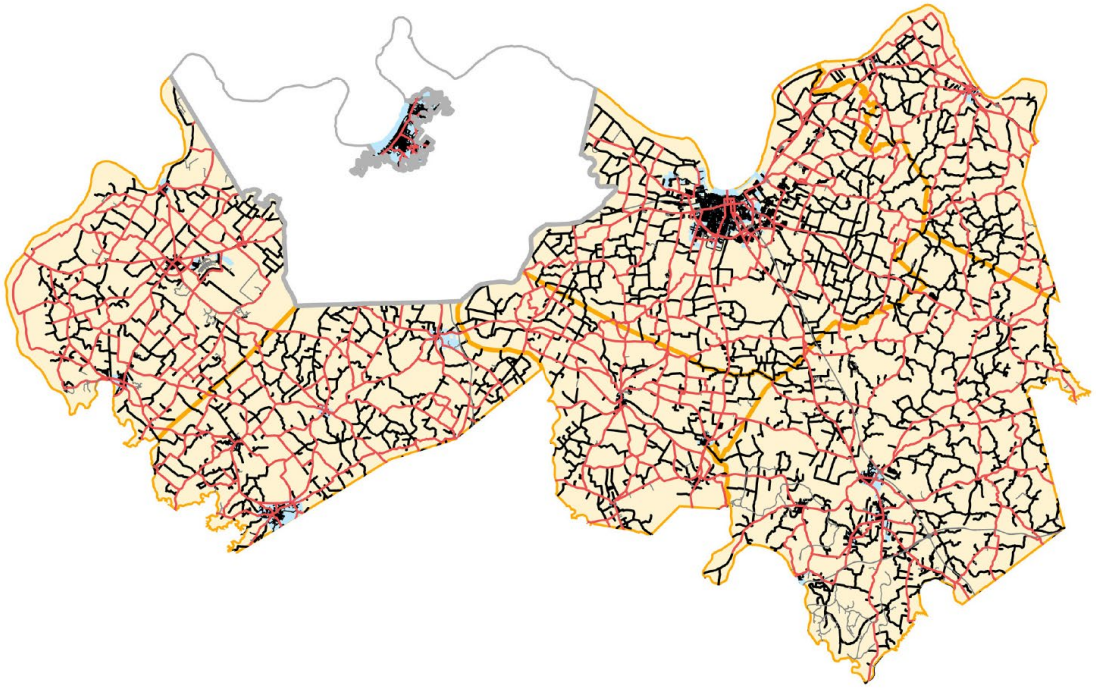
Tom Lovett
MPO Director
Green River ADD



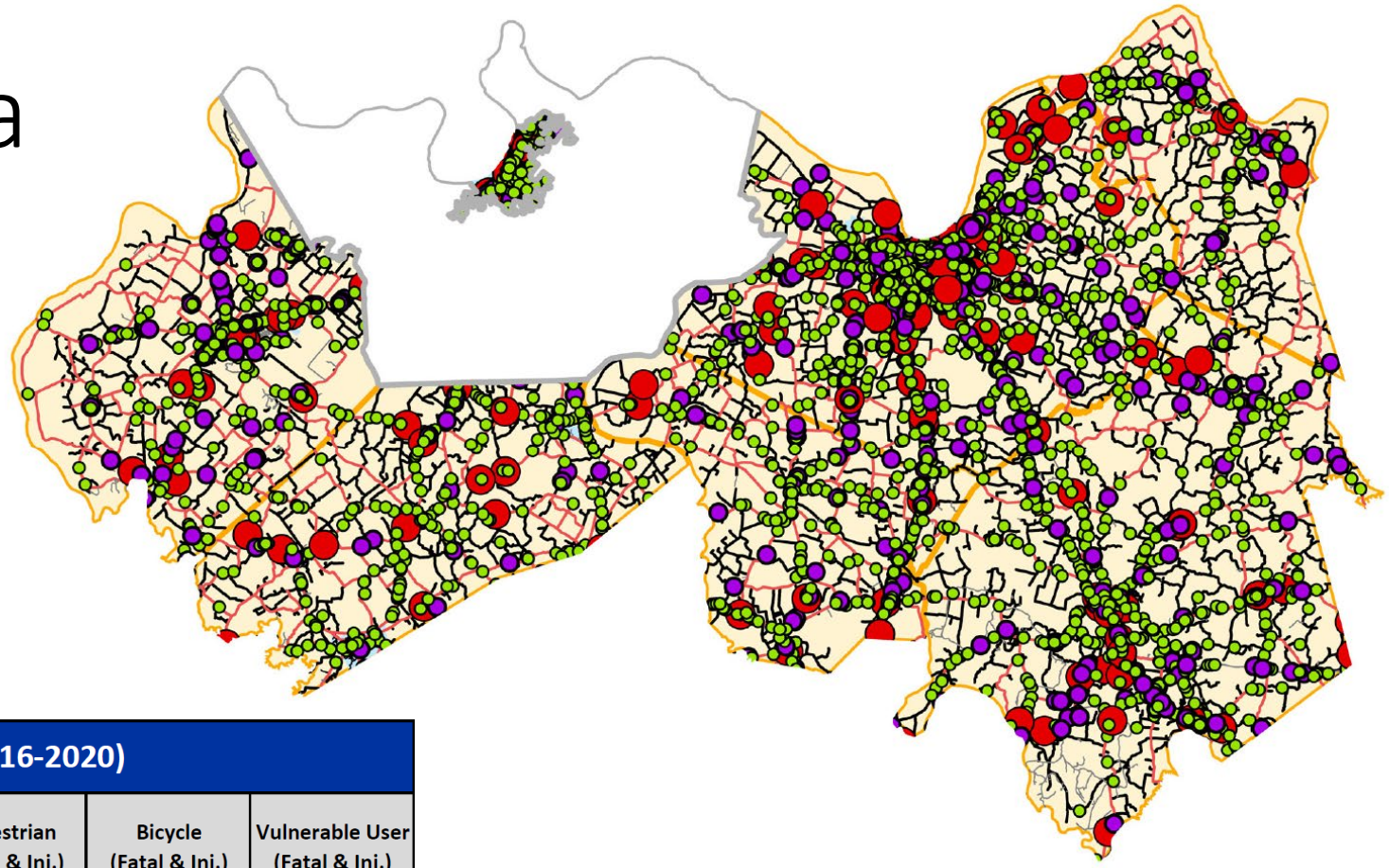
Key Information Table	
Lead Applicant	**Green River Area Development District**
Additional eligible entities jointly applying	Daviess County, KY
	Hancock County, KY
	McLean County, KY
	Ohio County, KY
	Union County, KY
	Webster County, KY
	City of Owensboro, Daviess County, KY
	City of Henderson, Henderson County, KY
Total jurisdiction population	191,511
Count of motor-vehicle-involved roadway fatalities from 2016 to 2020	154
Fatality rate per 100,000 persons	16.08
Action Plan Type	New Action Plan
Population in Underserved Communities	50%
States(s) in which projects and strategies arelocated	Kentucky
Costs by State (if project spans more than one State)	$ 216,024

GRADD Key Statistics

- 7 Counties
- 2 Major Cities
- 60% Local Owned Roads
- 50% Underserved Pop.



GRADD Crash Data



Supplemental Information Table (Crash Data 2016-2020)						
Jurisdiction	**Fatalities**	**Injuries**	**Total Fatal & Injuries**	**Pedestrian (Fatal & Inj.)**	**Bicycle (Fatal & Inj.)**	**Vulnerable User (Fatal & Inj.)**
Green River Area Development District	**144**	**6,221**	**6,365**	**116**	**79**	**195**
Daviess County, KY	58	3,808	3,866	96	75	171
Hancock County, KY	9	164	173	0	0	0
McLean County, KY	11	406	417	1	1	2
Ohio County, KY	32	982	1,014	12	1	13
Union County, KY	20	476	496	6	2	8
Webster County, KY	14	385	399	1	0	1

Safety Action Plan Requirements

What's in a Local Safety Plan?

Safety Plan Requirements		
Required	Crash Analysis	✓
	Strategic Safety Projects	✓
	Completed in < 5 Yrs	✓
Must Contain 4 of 6	Vision Zero	✓
	Task Force Driven	✓
	Engage Public	✓
	Considers Equity	✓
	Assessment of Policies	✓
	Performance Measures	✓

UK/T2 Resources

College of Engineering
Kentucky Transportation Center

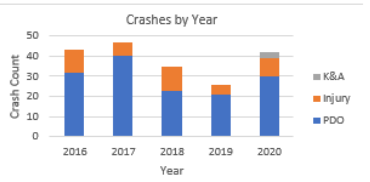
TECHNOLOGY TRANSFER PROGRAM

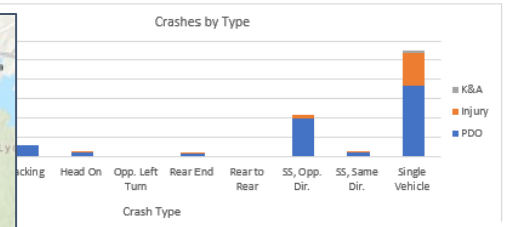
Barren County Crash Summary

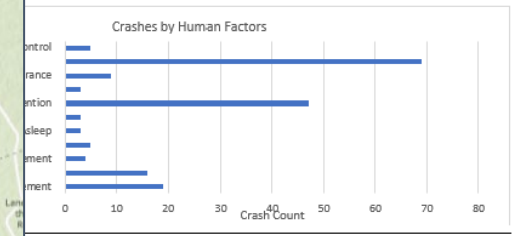
This crash summary is compiled from *Kentucky Collision Analysis for the Public* data maintained by the Kentucky State Police. This summary represents reported crashes between January 1, 2016 and December 31, 2020 on county maintained roadways in BARREN County. For more information visit crashinformationky.gov or contact Adam Kirk, the KY Safety Circuit Rider, at adam.kirk@uky.edu or (859) 421-2567. This information is provided by the University of Kentucky Technology Transfer Program, which is supported by the Kentucky Transportation Cabinet and Federal Highway Administration to support local road safety.

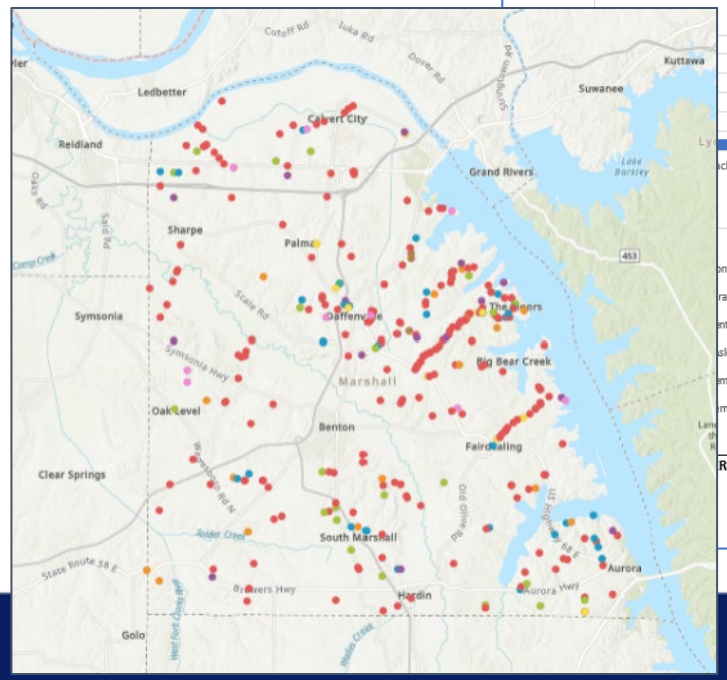
Crash Severity (2016-2020)

Crash Severity	Crash Count
Fatal & Incapacitating	20
Injury	88
Property Damage Only	475









R PROGRAM

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KY Safety Circuit Rider
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TAP IT!

KY Technical Assistance Program

Horizontal Alignment (Curve) Signing

Horizontal Alignment (Curve) Signing

The MUTCD provides guidance for the use of horizontal alignment warning signs on roadways based on the speed differential between prevailing speed on the roadway and the horizontal curve's advisory speed. These warning signs are required on arterial and collector roadways with more than 1,000 AADT but may be used on other roadways based on engineering judgment. While curve signing is not required on many local roads, signing can be implemented to improve safety for all users. Specifically, the increased and consistent use of horizontal alignment signing are proven safety countermeasures capable of reducing crashes by 30-40 percent. It is recommended that all county collector roadways be evaluated to determine appropriate advisory speeds and signed appropriately.

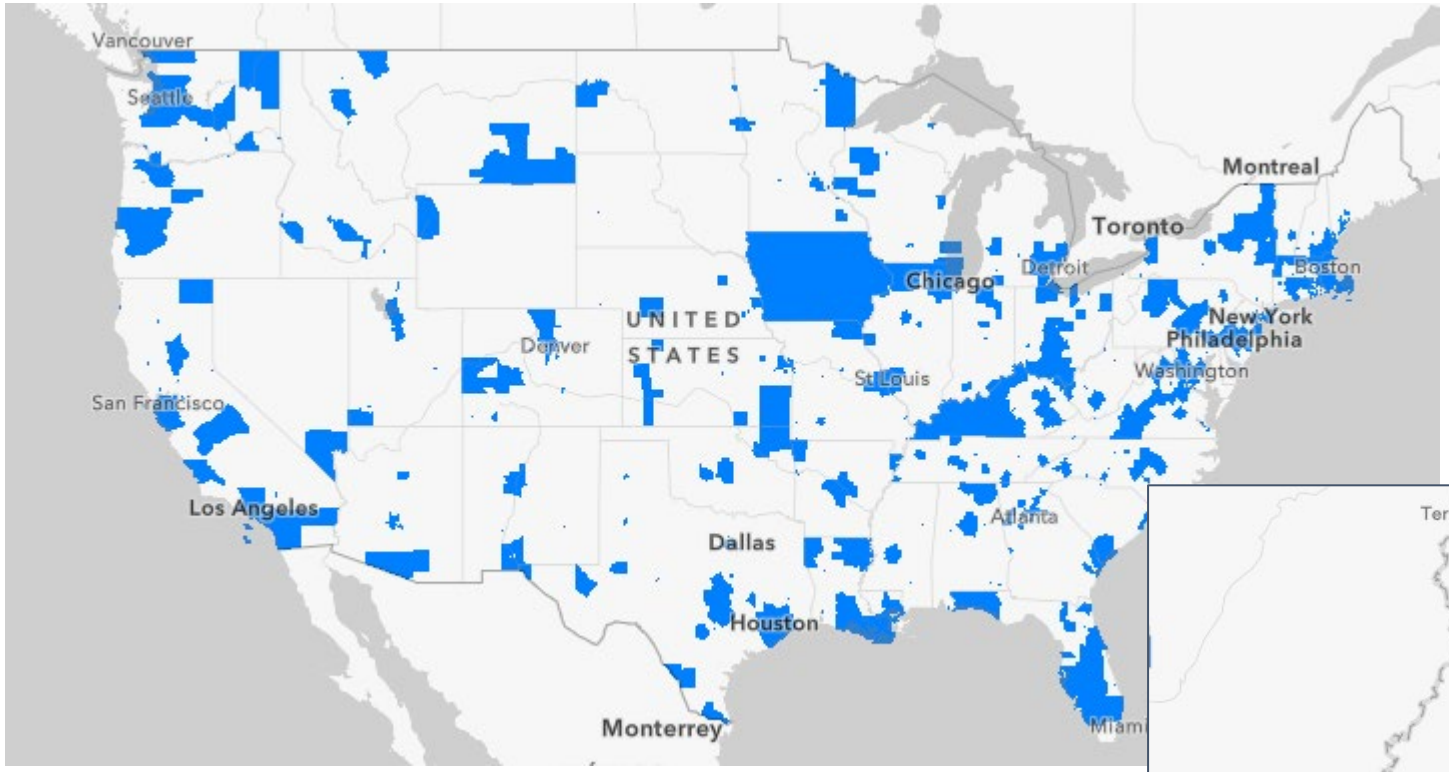

Horizontal Curve (Waterwork Road, Boyle County, KY)

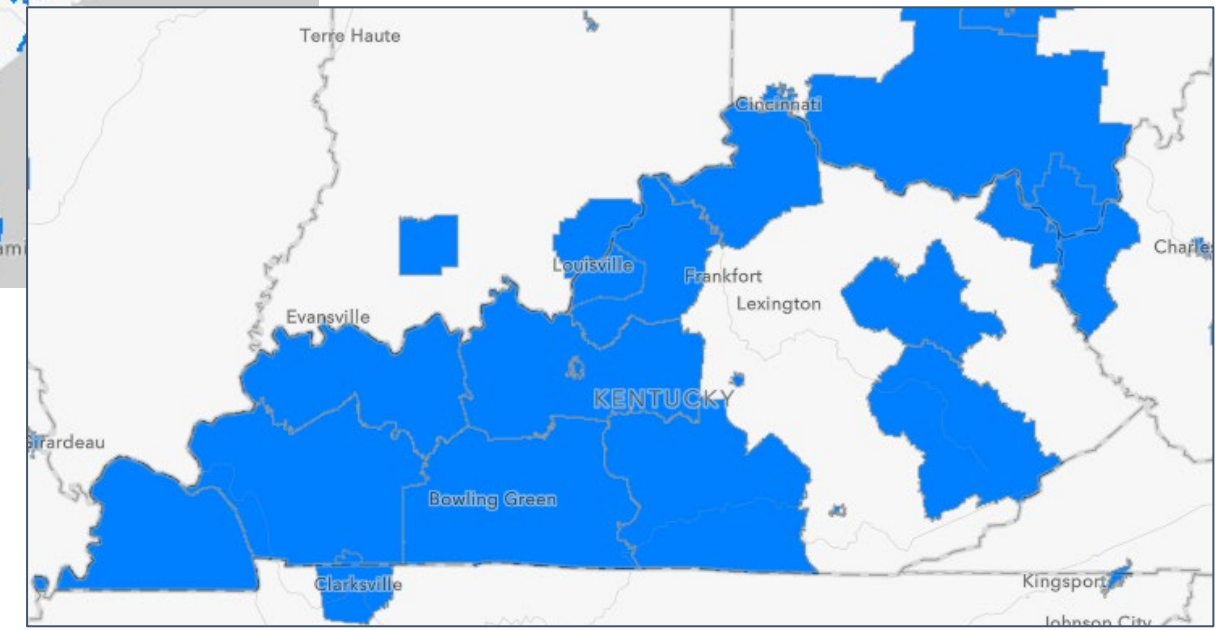
The MUTCD provides for three placements of signing to address horizontal alignment issues. These include 1) in advance of the horizontal curve, 2) at the beginning of the horizontal curve and 3) guidance throughout the horizontal curve.

Advanced sign placement includes the Turn, Curve, Reverse Turn, Reverse Curve and Winding Road Signs, shown in Figure 14 below. Advisory speed plaques are recommended by the MUTCD in conjunction with these signs when the advisory speed is 5 mph or less than the prevailing speed on the roadway.

Horizontal Alignment Signs

2022 AWARDS





14 Safety Action Plan Awards

11 ADDs

85 Counties

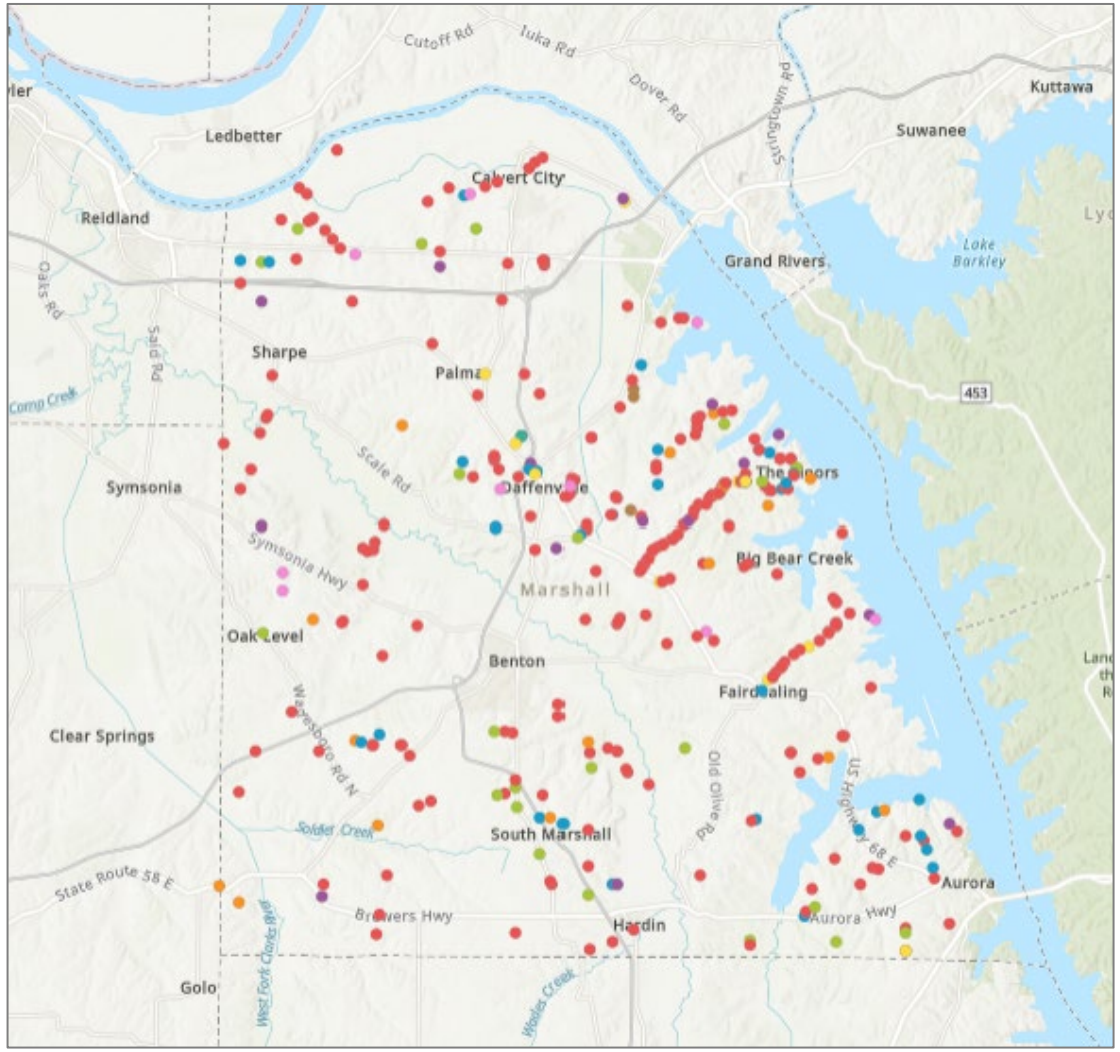
4 City Recipients

($3.4M)

1 Implementation Award

(Louisville, Jefferson Co. $21.4M)

UK/T2 Resources



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Marshall County Crash Summary

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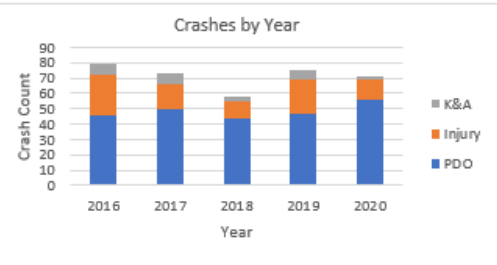
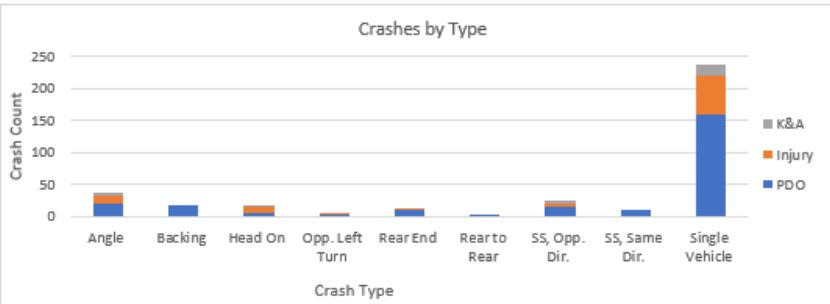
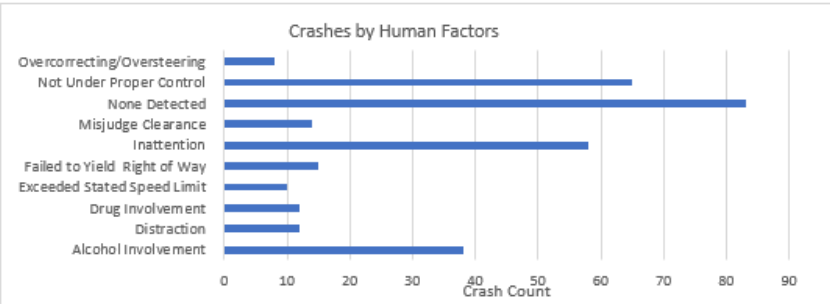
Crash Severity (2016-2020)

Crash Severity	Crash Count
Fatal & Incapacitating	25
Injury	88
Property Damage Only	243







SAFETY CIRCUIT RIDER PROGRAM
www.kyt2.com

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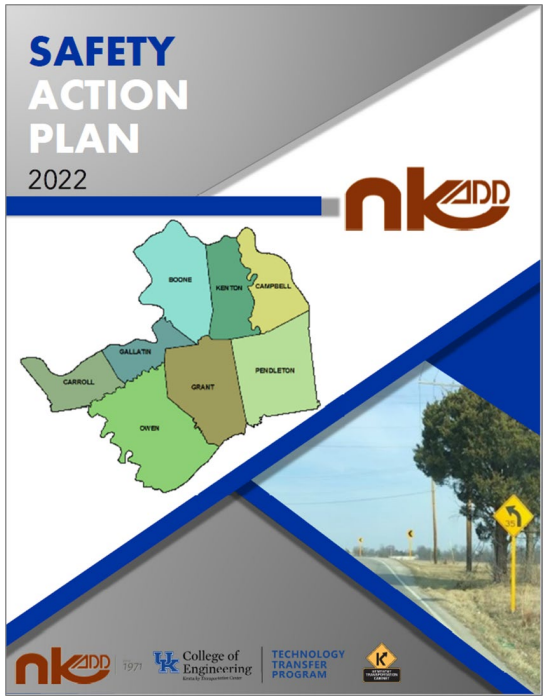
UK/T2 Resources

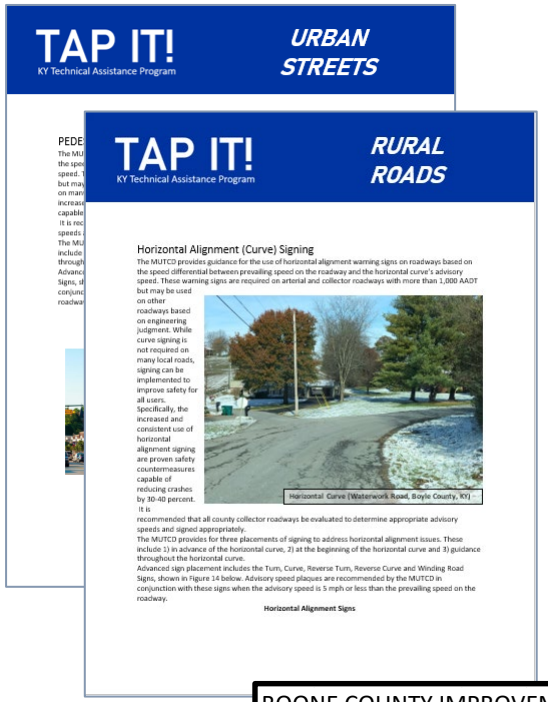
SAPs AND LRSPs

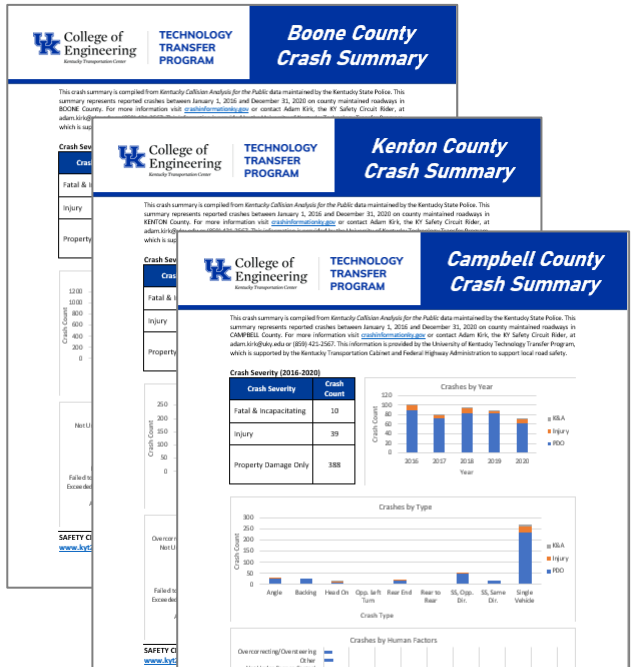
- Local Road Safety Plan process aligns well with SS4A Safety Action Plan Requirements
- Projects identified in a SAP are eligible for SS4A funds and KYTC-HSIP funds

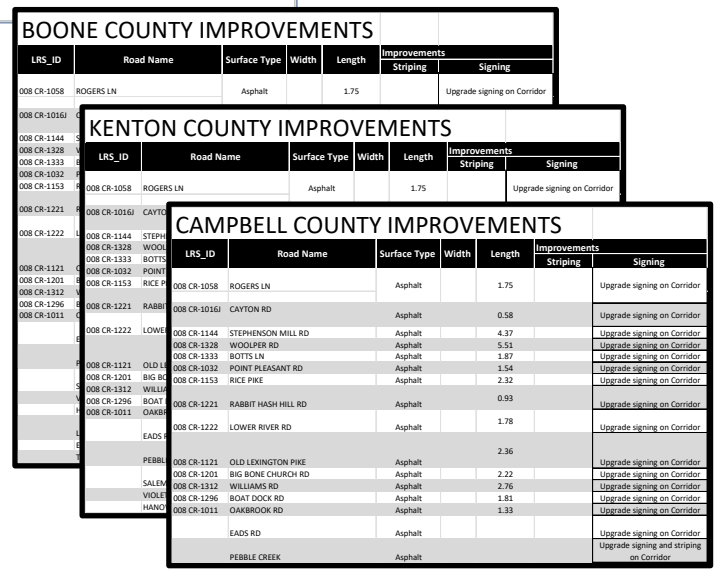
SAP Requirements		LRSP
Required	Crash Analysis	✓
	Strategic Safety Projects	✓
	Plan <5yrs Old (2017-2022)	✓
Must Contain 4 of 6	Vision Zero	
	Task Force Driven	✓
	Engage Public	
	Considers Equity	
	Assessment of Policies	✓
	Performance Measures	✓

DEVELOP FLEXIBLE SAPs









BOONE COUNTY IMPROVEMENTS

LRS_ID	Road Name	Surface Type	Width	Length	Improvements	
					Striping	Signing
008 CR-1058	ROGERS LN	Asphalt		1.75		Upgrade signing on Corridor
008 CR-1016J	CAYTON RD	Asphalt		0.58		Upgrade signing on Corridor
008 CR-1144	STEPHENSON MILL RD	Asphalt		4.37		Upgrade signing on Corridor
008 CR-1328	WOOLPER RD	Asphalt		5.51		Upgrade signing on Corridor
008 CR-1333	BOTTS LN	Asphalt		1.87		Upgrade signing on Corridor
008 CR-1032	POINT PLEASANT RD	Asphalt		1.54		Upgrade signing on Corridor
008 CR-1153	RICE PIKE	Asphalt		2.32		Upgrade signing on Corridor
008 CR-1221	RABBIT HASH HILL RD	Asphalt		0.93		Upgrade signing on Corridor
008 CR-1222	LOWER RIVER RD	Asphalt		1.78		Upgrade signing on Corridor
008 CR-1121	OLD LEXINGTON PIKE	Asphalt		2.36		Upgrade signing on Corridor
008 CR-1201	BIG BONE CHURCH RD	Asphalt		2.22		Upgrade signing on Corridor
008 CR-1312	WILLIAMS RD	Asphalt		2.76		Upgrade signing on Corridor
008 CR-1296	BOAT DOCK RD	Asphalt		1.81		Upgrade signing on Corridor
008 CR-1011	OAKBROOK RD	Asphalt		1.33		Upgrade signing on Corridor
	EADS RD	Asphalt				Upgrade signing on Corridor
	PEBBLE CREEK	Asphalt				Upgrade signing and striping on Corridor

KENTON COUNTY IMPROVEMENTS

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CAMPBELL COUNTY IMPROVEMENTS

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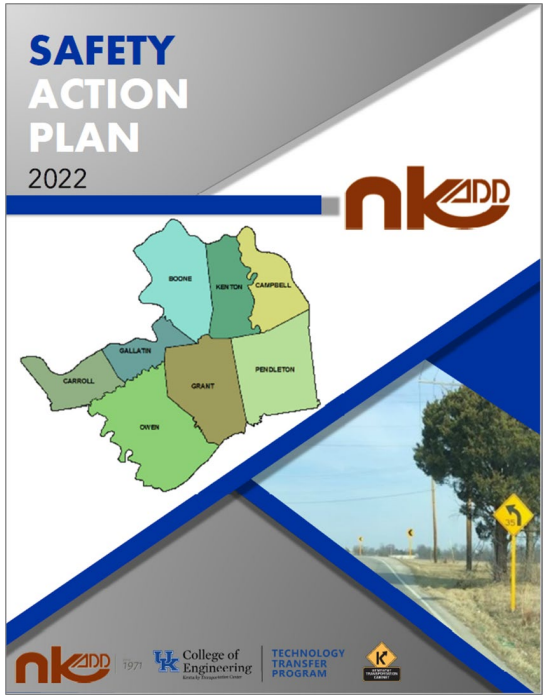
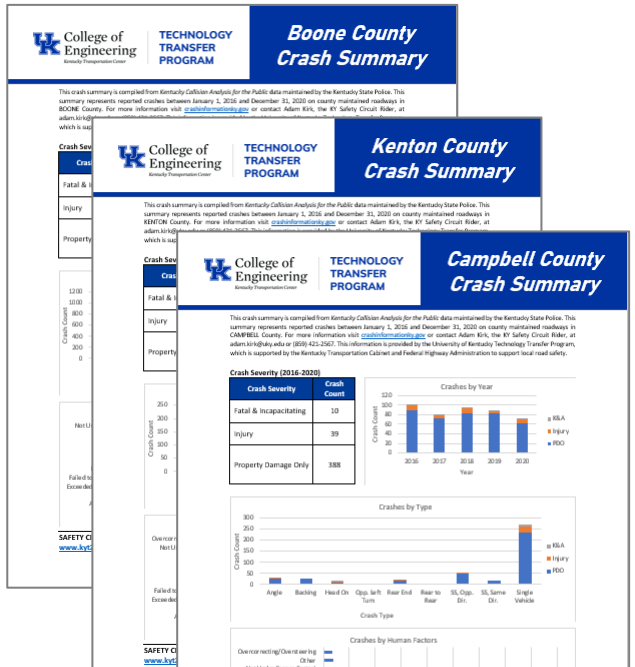
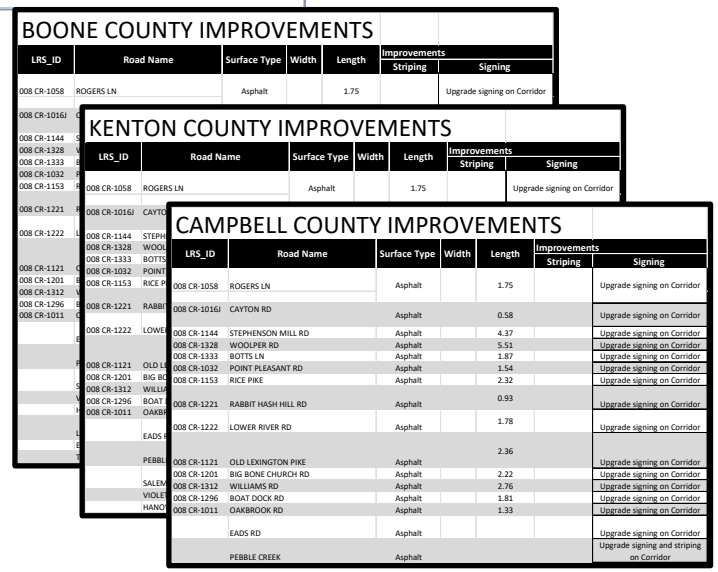
DEVELOP FLEXIBLE SAPs







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008 CR-1153	RICE PIKE	Asphalt		2.32		Upgrade signing on Corridor
008 CR-1221	RABBIT HASH HILL RD	Asphalt		0.93		Upgrade signing on Corridor
008 CR-1222	LOWER RIVER RD	Asphalt		1.78		Upgrade signing on Corridor
008 CR-1121	OLD LEXINGTON PIKE	Asphalt		2.36		Upgrade signing on Corridor
008 CR-1201	BIG BONE CHURCH RD	Asphalt		2.22		Upgrade signing on Corridor
008 CR-1312	WILLIAMS RD	Asphalt		2.76		Upgrade signing on Corridor
008 CR-1296	BOAT DOCK RD	Asphalt		1.81		Upgrade signing on Corridor
008 CR-1011	OAKBROOK RD	Asphalt		1.33		Upgrade signing on Corridor
	EADS RD	Asphalt				Upgrade signing on Corridor
	PEBBLE CREEK	Asphalt				Upgrade signing and striping on Corridor

KENTON COUNTY IMPROVEMENTS

LRS_ID	Road Name	Surface Type	Width	Length	Improvements	
					Striping	Signing
008 CR-1058	ROGERS LN	Asphalt		1.75		Upgrade signing on Corridor
008 CR-1016J	CAYTO					
008 CR-1144	STEPH					
008 CR-1328	WOOL					
008 CR-1333	BOTTS					
008 CR-1032	POINT					
008 CR-1153	RICE P					
008 CR-1221	RABBI					
008 CR-1222	LOWE					
008 CR-1121	OLD LE					
008 CR-1201	BIG BO					
008 CR-1312	WILLIA					
008 CR-1296	BOAT					
008 CR-1011	OAKBR					
	EADS					
	PEBBL					
	SALEM					
	VIOLE					
	HANO					

CAMPBELL COUNTY IMPROVEMENTS

LRS_ID	Road Name	Surface Type	Width	Length	Improvements	
					Striping	Signing
008 CR-1058	ROGERS LN	Asphalt		1.75		Upgrade signing on Corridor
008 CR-1016J	CAYTON RD	Asphalt		0.58		Upgrade signing on Corridor
008 CR-1144	STEPHENSON MILL RD	Asphalt		4.37		Upgrade signing on Corridor
008 CR-1328	WOOLPER RD	Asphalt		5.51		Upgrade signing on Corridor
008 CR-1333	BOTTS LN	Asphalt		1.87		Upgrade signing on Corridor
008 CR-1032	POINT PLEASANT RD	Asphalt		1.54		Upgrade signing on Corridor
008 CR-1153	RICE PIKE	Asphalt		2.32		Upgrade signing on Corridor
008 CR-1221	RABBIT HASH HILL RD	Asphalt		0.93		Upgrade signing on Corridor
008 CR-1222	LOWER RIVER RD	Asphalt		1.78		Upgrade signing on Corridor
008 CR-1121	OLD LEXINGTON PIKE	Asphalt		2.36		Upgrade signing on Corridor
008 CR-1201	BIG BONE CHURCH RD	Asphalt		2.22		Upgrade signing on Corridor
008 CR-1312	WILLIAMS RD	Asphalt		2.76		Upgrade signing on Corridor
008 CR-1296	BOAT DOCK RD	Asphalt		1.81		Upgrade signing on Corridor
008 CR-1011	OAKBROOK RD	Asphalt		1.33		Upgrade signing on Corridor
	EADS RD	Asphalt				Upgrade signing on Corridor
	PEBBLE CREEK	Asphalt				Upgrade signing and striping on Corridor

WHAT CAN I DO WITH A PLAN?

- Eligible for SS4A (and other Federal Grant) Implementation Funding
- Eligible for KYTC HSIP Funds
- Identify better projects for SHIFT prioritization
- Prioritize and plan regular maintenance activities

KEY DATES

- Local Road Safety Plan
  - Anytime
- KYTC/HSIP Local Road Safety Plan Assistance
  - Contact Us Now – May
- USDOT
  - NOFO due April 15

KYTC SUPPORT

- KYTC is committed to improving safety for all users/modes of travel on ALL roadways in Kentucky and regards SS4A as a significant opportunity for local agencies to improve the Commonwealth's transportation system
- KYTC provided funding for application support to ADDs and locals through the Technology Transfer Program
- KYTC committed to providing the required matching funds for SS4A Action Plan Grants in 2022 to Rural Counties
- Provide technical resources through District Highway Safety Improvement Program (HSIP) Coordinators and central office staff
- KYTC is committed to partnering and collaborating with local agencies. Provide guidance and assistance on grant administration and federal requirements

CONTACT INFORMATION

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