

Shovel Ready Streets Act

Pedestrian Safety

Pedestrian fatalities have reached the highest level in 40 years, and they increased during the pandemic despite an overall decrease in driving. Older residents, children, people with disabilities, and people of color are all more likely to live in communities with unsafe streets or be hit while walking.

I-95

The collapse of the I-95 bridge last week shone a light on the importance of not only our highway infrastructure, but also the safety of local roads as cars were rerouted on to Roosevelt Boulevard, one of Philadelphia's most dangerous roads. At least 75 people have died on the boulevard since 2016, and at least 119 others have been seriously injured. Although the I-95 reroutes are temporary, we can't ignore that these roads will remain unsafe for drivers, pedestrians, and cyclists even when traffic returns to normal levels.

Safe Streets for All Grant Program

The Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program to fund regional and local initiatives to reduce roadway deaths and injuries. The projects funded by this grant program implement incredibly effective safety interventions that had been difficult to deploy with only local funding. The first round of funding was awarded earlier this year, and covered 473 action plans and 37 implementation projects. Demand for implementation funding is high, as many communities have been planning for years and hoping for this type of funding opportunity. Yet the SS4A statute requires that 40% of awards go to Action Plan grants, preventing FHWA from using funds most effectively.

Pennsylvania received two implementation grants last year, in Lancaster and Philadelphia. The funds went toward infrastructure upgrades along high-injury corridors, including crosswalk upgrades, signal improvements, intersection modifications, and speed management measures.

The *Shovel Ready Streets Act* would adjust the Safe Streets for All program to reflect current need for more implementation support. Specifically, the bill would reduce the percent of program funding that must go toward planning grants to 20%, allowing FHWA to make more awards to implementation award applicants.