

I. Overview

The City of Springfield **Citywide Systemic Safety Interventions Project** includes systemic safety countermeasures at 15 intersections and 10 corridors located across Springfield. The City of Springfield has identified these systemic safety improvements to reduce fatal and serious injury crashes and crash risk for pedestrian, bicycle, and speeding/aggressive driving crashes. Based on Springfield's Safety Action Plan¹, the intersections and corridors included in this project represent the locations with the highest crash severity and crash risk for pedestrian, bicycle, and speeding/aggressive driving crashes in Springfield. Improvements to the project intersections and corridors involve safety modifications to the roadway and upgrades of current pedestrian and bicycle facilities. **Attachment A** presents the vicinity map for the 15 intersections and 10 corridors. The vicinity map is also included in Item 14 of the SF-424 form.

Specific intersection improvements will include:

- Intersection Conspicuity Treatments
 - Implement general intersection improvements at 12 intersections
 - Add retroreflective borders to signals at four intersections
 - Mitigate sight distance issues at one intersection
 - Convert signal to mast arm (from pedestal mounted) at one intersection
- Pedestrian/Bicycle Crossing Enhancements and ADA Accessibility Improvements
 - Upgrade curb ramps and pedestrian buttons at five intersections
 - Provide bus stop refuges at two intersections
 - Add intersection lighting at three intersections
 - Install median island for pedestrian crossings at three intersections
 - Upgrade to high visibility crosswalks at six intersections
 - Add curb extensions at six intersections
 - Install pedestrian countdown signal heads at three intersections
 - Install pedestrian crossing at one uncontrolled location
 - Add bicycle accommodations at three intersections
- Speed Management Treatments
 - Reduce lane widths at two intersections
 - Add raised crosswalk at three intersections
 - Convert one intersection to a roundabout

Specific corridor improvements will include:

- Roadway Conspicuity Treatments
 - Mitigate sight distance issues along two corridors
 - Upgrade signs along six corridors
 - Restripe edgelines and centerlines along eight corridors
 - Install corridor lighting along one corridor
 - Review and adjust parking regulations along eight corridors
- Speed Management Treatments

¹https://www.springfield-ma.gov/dpw/fileadmin/forms/Engineering/Safe_Streets/Safety_Plan.pdf

- Reduce lane widths along six corridors
- Implement road diets, including bicycle facilities
- Install dynamic speed signs along one corridor
- Pedestrian Enhancements and ADA Accessibility Improvements
 - Upgrade high visibility crosswalks along eight corridors
 - Install midblock crossings at along eight corridors
 - Add sidewalks along one corridor
 - Upgrade curb ramps and pedestrian buttons at intersections along six corridors
 - Upgrade sidewalks and curb ramps along four corridors
 - Modify corridor signal timing along six corridors
- School Zone Treatments
 - Provide bus stop refuges along four corridors
 - Upgrade school zone signs and pavement markings along three corridors
- Corridor Access Management
 - Apply turn restrictions to side streets along one corridor

The citywide project is planned to be designed and constructed by 2026. Sufficient funds are available for the needed 20% local match for detailed design and construction. Local funding sources will include City PayGo Funds, City Bond Funds, or a combination of both. This application seeks additional funding to design and construct the full project.

The Springfield Safety Action Plan¹ identifies all 15 intersections and 10 corridors as Tier I locations for fatal and serious injury crashes and crash risk. The plan commits to implementing systemic treatments at Tier I intersections and corridors by 2026. The City's Safety Action Plan¹ was created in collaboration with the city and its multidisciplinary partners in implementation (i.e., MassDOT, fire department, police department, public schools). The plan was developed using a data-driven and comprehensive approach to proactively address roadway safety issues with a vision of reducing fatal and serious injury crashes on city streets.

From 2015 to 2019, the 15 intersections included in the Citywide Systemic Safety Interventions project accounted for 5% of all fatal and serious injury crashes at intersections and 8% of all fatal and serious injury crashes at intersections involving a bicyclist or pedestrian. In the same time period, the 10 corridors included in the project accounted for 17% of all fatal and serious injury crashes along corridors and 27% of all fatal and serious injury crashes along corridors involving a bicyclist or pedestrian. The 10 project corridors span 14.5 miles, accounting for 3% of total miles of City-maintained roadways and showing a disproportionately high number of reported fatal and serious injury crashes occurring within the corridors.

II. Location

The City of Springfield is largest city in western Massachusetts, covering 450 centerline miles and over 1,100 lane miles of roadway, which is within the Top 5 in Massachusetts. The city is home to 153,677 people per the 2020 US Census.² As detailed in the Springfield Safety Action

² Pioneer Valley Planning Commission. Pioneer Valley Data Community Profile: Springfield, Hampden County. 2022. <https://pioneervalleydata.org/community-profiles/>

Plan¹, the city used a crash- and risk-based network screening process to identify citywide intersections and corridors with the highest crash severity and crash risk. Based on a review of citywide crash patterns and trends, the City's network screening process focused on three crash types: pedestrian, bicycle, and speeding/aggressive driving. The process highlighted 17 Tier I intersections and 11 Tier I corridors that should be improved to best help reduce fatal and serious injury crashes in Springfield. The Plan also identified systemic safety countermeasures to address pedestrian, bicycle, and speeding/aggressive driving crashes and crash risk at each Tier I location.

The Citywide Systemic Safety Interventions Project will implement many of the safety countermeasures identified in the Springfield Safety Action Plan¹ at 15 Tier I intersections and 10 Tier I corridors (14.5 miles) (**Attachment A**). While locations and proposed countermeasures have been confirmed, the detailed design process will be informed by extensive community engagement with the City's strong network of Neighborhood Councils and Civic Associations.³

As outlined in *Section III (#2 Equity Impact)*, all 15 project intersections and 9 of 10 project corridors are fully or partially located within an underserved community. The safety of pedestrian and bicyclists at the project intersections and corridors is extremely important considering the safety risks associated with living in an environmental justice community.

In addition to their status within Springfield's high-injury network and proximity to environmental justice communities, the project intersections and corridors provide connections to activity centers across the city. The high-crash, high-risk intersections and corridors included in this project are located within a quarter mile of 36 schools, 27 parks, 2 senior care facilities, and 390 Pioneer Valley Transit Authority (PVTA) stops. The systemic safety countermeasures included in this project will have the added benefit of providing safer multimodal access to these activity centers. Providing safe, accessible facilities for vulnerable road users can increase walking and biking. This in turn increases opportunities for physical activity, neighborhood life, and economic activity, and decreases car use and unhealthy emissions.

The Citywide Systemic Safety Interventions Project has an immediate need to address significant safety concerns for vulnerable road users in environmental justice neighborhoods throughout the city. In addition to representing most of the intersections and corridors in Springfield's high injury network, the project locations play a key role in connecting Springfield residents to schools, transit, and other community resources. Increasing safe multimodal access at these locations will result in positive health, environmental, and economic outcomes for years to come.

III. Response to Selection Criteria

#1 Safety Impact

From 2015 to 2019, the corridors included in the project accounted for 17% of all fatal and serious injury crashes along corridors. The 10 project corridors span 14.5 miles, accounting for 3% of total miles of City-maintained roadways and showing a disproportionately high number of reported fatal and serious injury crashes occurring within the corridors. In the same time, intersections included in the Citywide Systemic Safety Interventions project accounted for 5% of

³ Springfield Neighborhood Councils and Civic Associations. 2021. <https://www.springfield-ma.gov/cos/good-neighbor-guide/neighborhood-organizations>

all fatal and serious injury crashes at intersections. **Attachment B** presents the five-year crash history for the project intersections and corridors for which this application seeks funding.

The network screening process for Springfield's Safety Action Plan¹ helped identify the 15 project intersections and 10 project corridors as the top locations for fatal and serious injury crashes and crash risk, with a particular focus on bicycle, pedestrian, and speed/aggressive driving crash risk. In addition to representing the top locations for fatal and serious injury crashes and crash risk in Springfield, several project intersections are among the top locations in the state for fatal and serious injury crashes. Seven project intersections are among the Top 200 Highway Safety Improvement Program (HSIP) clusters in Massachusetts for the latest 3-year analysis period (2017-2019). Nine project intersections are among the top locations in the state for bicycle-involved crashes and 11 project intersections are among the top locations in the state for pedestrian-involved crashes for the latest ten-year analysis period (2010-2019). **Attachment C** shows the Top 200 HSIP clusters, pedestrian crash clusters, and bicycle crash clusters associated with each project intersection.

Bicyclist & Pedestrian Crashes

From 2015 to 2019, the corridors included in the project accounted for 27% of all fatal and serious injury crashes along corridors involving a bicyclist or pedestrian. In the same time, the intersections included in the Citywide Systemic Safety Interventions project accounted for 8% of all fatal and serious injury crashes at intersections involving a bicyclist or pedestrian.

As noted in Springfield's Safety Action Plan¹, the network screening process for Springfield's corridors included risk-based network screening data from MassDOT's 2013-2017 Strategic Highway Safety Plan Emphasis Area Safety Risk Statewide Rankings⁴. The City's analysis process incorporated risk-based network screening datasets for bicycle safety, pedestrian safety, and speeding/aggressive driving safety. The corridors included in the Citywide Systemic Safety Interventions Project account for 7.89 lane miles of primary risk sites for the 2013-2017 SHSP bicycle safety risk statewide ranking, or 52% of all primary risk sites for bicycle safety in Springfield. The corridors also account for 10.21 lane miles of primary risk sites for the 2013-2017 SHSP pedestrian safety risk statewide ranking, or 43% of all primary risk sites for pedestrian safety in Springfield. **Attachment D** shows the primary risk sites located along each project corridor.

This project includes systemic interventions that can improve bicyclist and pedestrian safety at these high crash, high risk intersections and corridors. The countermeasures proposed for each location were identified and mapped in the Springfield Safety Action Plan¹. **Attachment E** presents countermeasures proposed for each project location.

The project incorporates *intersection conspicuity treatments*, including **general intersection improvements** (i.e., repaving, adding new pavement markings, and upgrading signal timing and equipment) to clarify the preferred path of travel through the intersection to help avoid potential conflicts between all road users. **Improving signal hardware with yellow retroreflective borders** and **converting pedestal mounted signals to mast arms** will increase signal visibility. Along with these proven countermeasures, the project will address known sight distance issues.

⁴ MassDOT. Network Screening Methodology Reports. 2022. <https://www.mass.gov/lists/network-screening-methodology-reports#reports->

The project also involves *pedestrian and bicycle crossing enhancements and ADA accessibility improvements at intersections*, including **crosswalk lighting**, **high-visibility crosswalks**, **median islands for pedestrian crossings**, and **pedestrian countdown signal heads** to improve the visibility of pedestrians and bicyclists at intersections and reduce pedestrian crossing distances. The project will also install a **pedestrian crossing at an uncontrolled location** to alert drivers to yield before crossing. It will add **bicycle accommodations** at intersections to increase visibility and separation between drivers and bicyclists. In addition to these proven countermeasures, the project will upgrade curb ramps and pedestrian push buttons to meet ADA requirements, provide bus stop refuges, and add curb extensions.

The project corridors will benefit from *roadway conspicuity treatments* to delineate travel lanes, increase visibility and draw attention to warning and regulatory signs, and clarify and increase the visibility of the edge of the roadway. These treatments include **regulatory/warning signs with new fluorescent sheeting**, **restriped edgelines and centerlines**, and **corridor lighting**. The project will also address known sight distance issues. It will include the review and modification of curbside regulations to “daylight” or increase visibility at corridor intersections.

Project treatments also include *pedestrian enhancements and ADA accessibility improvements at corridors* to provide safe, continuous travel for people walking. These treatments include **high-visibility crosswalks**, **mid-block crossings**, and **sidewalk upgrades**. Along with these proven countermeasures, the project will upgrade curb ramps and pedestrian push buttons to meet ADA requirements and modify corridor signal timing to facilitate safe bicycle and pedestrian crossings.

Since the project locations are located within a quarter mile of 36 schools, the Citywide Systemic Safety Interventions Project includes *school zone treatments* to foster driver awareness of a shared responsibility for road safety near schools. These treatments include upgrading school zone signs and pavement markings and providing bus stop refuges along busy corridors to serve students traveling to and from school.

Speeding/Aggressive Driving Crashes

From 2015 to 2019, the corridors included in the Citywide Systemic Safety Interventions project accounted for 14% of all fatal and serious injury crashes involving speeding or aggressive driving. The corridors included in the Citywide Systemic Safety Interventions Project account for 7.54 lane miles of primary risk sites for the 2013-2017 SHSP speeding/aggressive driving safety risk statewide ranking, or 32% of all primary risk sites for speeding/aggressive driving safety in Springfield (**Attachment D**).

This project includes systemic interventions that can address crashes and crash risk related to speeding. The countermeasures proposed for each location were identified and mapped in the Springfield Safety Action Plan¹. **Attachment E** presents countermeasures proposed for each project location.

The project includes *intersection speed management treatments*, including **raised crosswalks** and a **roundabout** to manage vehicular speeds and reduce turning conflicts. In addition to these proven countermeasures, the project will reduce lane widths.

The project also involves *corridor speed management treatments*, including **dynamic speed signs**, and **road diets**. The road diets will reallocate space from motor vehicle or parking lanes to

bicycle lanes and two-way left turn lanes. These speed management treatments will be further enhanced by reducing lane widths along project corridors.

Table 1 presents a summary of countermeasures proposed for the Citywide Systemic Interventions project, along with the crash modification factor and crash type addressed for each.

Table 1. Springfield Citywide Systemic Interventions Project - Proposed Countermeasures

Countermeasure	Crash Modification Factor	Crashes Addressed
General Signalized Intersection Improvements at HSIP Cluster	0.81	Multi-Vehicle Crashes, All Severities
General Unsignalized Intersection Improvements	0.92	All Crashes, All Severities
Improve Signal Hardware	0.85	Nighttime Crashes, KABC Severities
Convert Signal Structure to Mast Mounted	0.71 – 0.97	All Crashes, All Severities
Install Crosswalk Lighting	0.41	Vehicle-Pedestrian Crashes, All Severities
Upgrade Existing or Install New High-Visibility Crosswalk	0.52	Vehicle-Pedestrian Crashes, All Severities
Install Median Island for Pedestrian Crossing	0.71	Vehicle-Pedestrian Crashes, All Severities
Install Pedestrian Countdown Signal Head	0.92	All Crashes, All Severities
Install Pedestrian Crossing at Uncontrolled Locations	0.53 – 0.55	Vehicle-Pedestrian Crashes, All Severities
Install Bicycle Lanes	0.44 – 0.73	All Crashes, All Severities
Install/Upgrade Signs with New Fluorescent Sheeting (Regulatory Or Warning)	0.85	All Crashes, All Severities
Add Or Improve Edgelines and Centerlines	0.75	All Crashes, All Severities
Sidewalks	0.11 – 0.35	Pedestrian
Add raised pedestrian crosswalk	0.55	Vehicle/Pedestrian, ABC Severities
Install Roundabout	0.48	All Crashes, All Severities

Road Diet	0.61	All Segment Crashes, All Severities
Add dynamic speed sign	0.70	All Crashes, All Severities

Sources: FHWA CMF Clearinghouse, 2022; MassDOT State-Preferred CMF List, 2022

The cost of implementing the proposed project is estimated to be \$18,766,000.

#2 Equity, Engagement, and Collaboration

Grant funding agencies, including the U.S. DOT at the federal level and MassDOT in Massachusetts, prioritize funding projects in disadvantaged communities. Grant programs use various definitions of underserved communities, and this section describes how several of those metrics apply to Springfield.

As characterized by the state Executive Office of Energy and Environmental Affairs' Environmental Justice Policy, the Citywide Systemic Safety Interventions project will directly affect 76,103 people who live in Environmental Justice neighborhoods due to English isolation, median household income, or racial/ethnic minority identity (52% of Springfield's Environmental Justice population, 50% of Springfield's total population)⁵. As defined by the US Department of Transportation, the project will directly affect 68,592 Springfield residents who live in an Area of Persistent Poverty (74% of Springfield's Area of Persistent Poverty Population, 45% of Springfield's total population)⁶. The U.S. DOT has also identified 6,624 Springfield residents who live in a Historically Disadvantaged Community.⁶ This project will directly affect 4,250 people who live in a Historically Disadvantaged Community (64% of Springfield's Historically Disadvantaged Community, 3% of Springfield's total population). **Attachment F** shows the project intersections and corridors located within Massachusetts Environmental Justice neighborhoods, Areas of Persistent Poverty, and Historically Disadvantaged Communities.

These communities have historically suffered from the negative impacts of vehicular-focused transportation infrastructure, such as increased air pollution, noise pollution, and traffic safety risk.^{7,8} Traffic safety risk is particularly evident for crashes involving vulnerable road users, since people of color "are more likely to die while walking".⁹ Additionally, "low-income communities are significantly less likely to have sidewalks, marked crosswalks, and street design

⁵ Massachusetts Executive Office of Energy and Environmental Affairs. *Massachusetts 2020 Environmental Justice Populations*. 2020. <https://mass-eoeea.maps.arcgis.com/apps/webappviewer/index.html?id=1d6f63e7762a48e5930de84ed4849212>

⁶ United States Department of Transportation. *Areas of Persistent Poverty & Historically Disadvantaged Communities*. 2022. <https://www.transportation.gov/RAISEgrants/raise-app-hdc>

⁷ Pratt, G., Vadali, M., Kvale, D., & Ellickson, K. *Traffic, Air Pollution, Minority and Socio-Economic Status: Addressing Inequities in Exposure and Risk*. (May 2015). International Journal of Environmental Research and Public Health. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4454972/>

⁸ Harvey, Betsy. *Spatial Distribution of Crashes in EJ and Non-EJ Communities in the Boston Region MPO*. 2017. http://www.bostonmpo.org/data/html/studies/other/Spatial_Distribution_of_Crashes.html

⁹ Smart Growth America. *2022 Dangerous By Design Report*. 2022. National Coalition for Safe Streets. <https://smartgrowthamerica.org/dangerous-by-design/>

to support safer, slower speeds. Lower-income neighborhoods are also much more likely to contain major arterial roads built for high speeds and higher traffic volumes at intersections, exacerbating dangerous conditions”.⁷

The City will spend an estimated \$14,207,400 on intersections and corridors that are within Areas of Persistent Poverty and Historically Disadvantaged Communities (76% of the total project budget).

Stakeholder and Public Engagement

A key goal of Springfield’s Safety Action Plan¹ involves strengthening partnerships with other agencies, organizations, and community groups to promote roadway safety. This goal includes a commitment for the city staff to collaborate with community groups across Springfield to solicit input on planned engineering projects and targeted educational and enforcement strategies to promote roadway safety. In support of this goal, the design process for each intersection and corridor project will be informed by extensive community engagement with the City’s strong network of Neighborhood Councils and Civic Associations³.

As outlined in the Safety Action Plan¹, the project locations and proposed countermeasures were confirmed by a stakeholder group including representatives from the Office of the Mayor, Departments of Health & Human Services, Parks & Recreation, and Public Works, Fire Department, Police Department, Springfield Public Schools, and MassDOT. Springfield’s Department of Health and Human Services joined the Stakeholder Group as a designated Equity Partner to ensure that the action plan appropriately included considerations of equity. The group met eight times throughout the development of the Plan and will continue to meet on a quarterly basis to track progress towards achieving the Plan vision and goals.

#3 Effective Practices and Strategies

The intersection and corridor improvements will support U.S. DOT’s goal for **Safety** and to “make our transportation system safer for all people” since they will:

- Include proven safety countermeasures to address crashes and crash risk for pedestrians, bicyclists, transit riders and operators, and motorists.
- Increase accessibility and safety between key origins and destinations in the region
- Reduce gaps in the region’s active transportation infrastructure
- Reduce traffic congestion by increasing access to alternatives to using a personal vehicle for regional and commuter travel

The improvements would also support U.S. DOT’s goal for **Economic Strength and Global Competitiveness** since they will:

- Invest in transportation solutions that provide reliable and efficient access to resources, markets, and jobs
- Invest in transportation solutions that provide increased safety and accessibility for students traveling to and from school
- Reduce economic and comprehensive crash costs for crashes occurring in Springfield
 - Based on economic crash costs, the cost for crashes occurring in Springfield amount to approximately \$200 million per year

- Based on comprehensive crash costs, which include economic and quality adjusted life years, the cost for crashes occurring in Springfield amount to approximately \$717 million per year

The improvements would also align with U.S. DOT's effort to achieve **Complete Streets** that are designed and operated to enable safe use and support mobility for all users since they will:

- Increase active transportation mode share for travel to work and school
- Reduce quantities of harmful air pollutants created by transportation
- Support the goals and recommendations of the City of Springfield Pedestrian and Bicycle Complete Streets Plan.¹⁰

As outlined in *Section III (#1 Safety Impact)*, the safety benefits of the planned improvements include reductions in crash frequency and risk using 17 of **FHWA's Proven Safety Countermeasures**. The systemic implementation of these evidence-based roadway safety countermeasures will provide a safer community for Springfield residents and support the City's vision of reducing fatal and serious injury crashes and crash risk in Springfield through a **Safe System Approach**.

Safe System Approach

The vision and approach of Springfield's Safety Action Plan¹ is closely aligned with the National Roadway Safety Strategy which adopts the Safe System Approach. The Plan was developed using crash and crash risk data to proactively identify locations in the City's transportation network where safety improvements will provide substantial benefit. This data was also used to identify systemic countermeasures that can prevent death and serious injuries, by prioritizing vulnerable road users' safety and designing for safe speeds. In addition, the Safety Action Plan involves a committed Stakeholder Group that will monitor and implement the Safety Action Plan¹, including this project.

The identified improvements and strategies for Springfield's Citywide Systemic Safety Interventions heavily incorporate three of the Safe System Approach elements presented below:

Safer People: The improvements have been identified to enhance safety for all road users, with a particular focus on vulnerable road users (those who walk, bike, and ride transit). Per the Safety Action Plan¹, Springfield will continue to apply educational strategies that increase awareness of driver behavior and commitment to zero fatalities and serious injuries. These non-engineering strategies will support features of the project such as lighting, high-visibility crosswalks, and lane or road diets.

Safer Speeds: Per Springfield's crash history, one of the major driver contributing circumstances identified is the observed behavior of unsafe speeding. Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility. The project's identified engineering improvements as well as the Plan's supporting educational strategies aim to deliver just this.

¹⁰ City of Springfield. (2014). *Pedestrian and Bicycle Complete Streets Plan*.

<https://www.pvpc.org/sites/default/files/doc-city-springfield-pedestrian-and-bicycle-complete-streets-plan3891.pdf>

Safer Roads: Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. The identified improvements aim at incorporating design elements that offer layers of protection to prevent crashes from occurring and mitigate harm when they do occur. These context sensitive improvements will significantly enhance roadway safety by advancing infrastructure design at the top locations for fatal and serious injury crashes and crash risk in Springfield.

#4 Climate Change and Sustainability, and Economic Competitiveness

The Citywide Systemic Safety Interventions Project will provide safer multimodal transportation options and reduce vehicle use. This will in turn reduce greenhouse gas emissions, air pollution, and other adverse environmental and public health effects associated with motor vehicle use. The project increases the safety and feasibility of lower-carbon mode choices such as walking, bicycling, and taking transit.

As an industrious city dating back to the 1700s, Springfield is still a major node in the freight system of New England, with significant truck traffic along the Interstate Highways, as well as active CSX and Connecticut Southern rail lines across the Connecticut River. Springfield is bordered to the west by Interstate 91, and the Interstate 91 / Interstate 90 interchange is just northwest of the city limits. Traversing the northern portion of the city is Interstate 291, which intersects US Highway 20 and State Highway 141, also connecting with I-90 just north of the city. Project corridors such as State Street, Sumner Avenue, Main Street, and Bay Street, among others, are urban arterial roadways that carry vehicular traffic to Springfield's highways. The completed project will increase Springfield's economic competitiveness by facilitating safe mobility for students and commuters who walk, bike, ride transit, or drive. A construction project of this scale in the City of Springfield will also strengthen the job market by creating potential employment opportunities.

IV. Project Readiness

The Citywide Systemic Safety Interventions project will include detailed design and construction of systemic intersection and corridor interventions. Right-of-way acquisition is not required for the project, and the City owns and operates all project intersections and corridors. Design standards are anticipated to be consistent with State and City standards, so no approval processes for non-standard designs is anticipated. Since the project involves quick-build, systemic interventions on city streets, the project will be exempt from the requirements of the Massachusetts Environmental Policy Act (MEPA). If federal funding were to be identified, it is anticipated that a Categorical Exclusion (CE) would be the appropriate National Environmental Policy Act (NEPA) document for this project. The City would work with MassDOT to quickly assert NEPA review as a CE. Once funding is secured, the project is ready to go out to bid for design, with construction completed within three years. The project will be funded through a combination of SS4A funding and local funds (City PayGo Funds, City Bond Funds, or a combination of both). The requested amount for this SS4A grant would complete the unencumbered amount to complete design and construction of the project.

The City is positioned to deliver construction of the Citywide Systemic Safety Interventions project within the five year requirement if selected for this grant.