



Huntsville, Alabama

305 Fountain Circle
Huntsville, AL 35801

Cover Memo

Meeting Type: City Council Regular Meeting **Meeting Date:** 6/12/2025

File ID: 2025-496

Department: Planning

Subject:

Type of Action: Approval/Action

Resolution authorizing the Mayor to submit a USDOT Safe Streets and Roads for All (SS4A) Application for the Towards Vision Zero Huntsville Project.

Resolution No.

Does this item need to be published? No

If yes, please list preferred date(s) of publication: N/A

Finance Information:

Account Number: TBD

City Cost Amount: \$25,145,065.44

Total Cost: \$ 46,564,936.00

Special Circumstances:

Grant Funded: \$ 21,419,870.56

Grant Title - CFDA or granting Agency: USDOT SS4A

Resolution #: N/A

Location: N/A

Address: N/A

District: District 1 ☐ District 2 ☐ District 3 ☐ District 4 ☐ District 5 ☐

Additional Comments: Implementation grant funding for the PARC Pedestrian Bridge project; And Planning & Demonstration grant funding for The City of Huntsville Safe Routes to School Plan and Meridian Street Education-Innovation Corridor project.

RESOLUTION NO. 25- _____

**A RESOLUTION OF THE CITY OF HUNTSVILLE FOR A
FY2025 USDOT SAFE STREETS & ROADS FOR ALL (SS4A)
GRANT APPLICATION
for the
TOWARD VISION ZERO HUNTSVILLE
Project**

WHEREAS, the City of Huntsville is committed to ensuring the safety of its citizens and is committed to reaching Vision Zero, or zero roadway fatalities and serious injuries by 2055.

WHEREAS, the City of Huntsville has identified High Injury Networks (HIN) within its jurisdiction through the comprehensive Safety Action Plan process.

WHEREAS, the City of Huntsville is eligible to apply to the United States Department of Transportation (USDOT) for Safe Streets and Roads for All (SS4A) *Implementation with Supplemental Planning & Demonstration* grant funding, and will apply for SS4A funding for the Pedestrian Access & Redevelopment Corridor (PARC) Cable Suspension Bridge and the City of Huntsville Safe Routes to School Plan & Meridian Street Education-Innovation Corridor project.

The Pedestrian Access & Redevelopment Corridor (PARC) Cable Suspension Bridge is a 1,400-linear foot pedestrian overpass that will cross over two of the city's highest-injury networks, Memorial Parkway (US 231/431) and Governors Drive (AL 53). This will provide a protected transportation corridor for pedestrians and cyclists trying to access medical services and education and employment opportunities in the downtown area and beyond. The pedestrian bridge is part of the larger Pedestrian Access & Redevelopment Corridor that will expand safe access to schools along the Meridian Street Education Corridor in north Huntsville.

The City of Huntsville Safe Routes to School (SRTS) Plan and Meridian Street Education-Innovation Corridor project involves a city-wide Safe Routes to School planning initiative to identify potential safety interventions within school zones located near High-Injury Networks and piloting an Intelligent Transportation System (ITS) demonstration project along the Meridian Street Education Corridor. There are five schools ranging from PK to Higher Ed along the Meridian corridor and the City desires to request Supplemental Planning & Demonstration funding for the SRTS Plan and to test an AI fusion mobility technology platform to collect safety analytics, detect near-misses, and utilize real-time traffic management and adaptive signal timing optimization to ensure the safest multimodal conditions within school zones.

WHEREAS, engineers have estimated the project cost for Implementation activities to be \$44,688,436; and the project cost for Planning & Demonstration activities to be \$1,876,500; for a Total Project Cost of \$46,564,936.

BE IT THEREFORE RESOLVED, by the City Council of the City of Huntsville, Alabama, that the Council authorizes the Mayor to submit an application on behalf of the City of Huntsville, including all the understandings and assurances contained therein, to the United States Department of Transportation (USDOT) for Safe Streets and Roads for All (SS4A) Implementation with Supplemental Planning & Demonstration grant funding not to exceed \$21,419,870.56, or forty-six percent (46%) of the Total Project Cost for the *Toward Vision Zero Huntsville* project, and is committed to provide a fifty-four percent (54%) local match of \$25,145,065.44.

BE IT FURTHER RESOLVED that this resolution shall become effective immediately upon approval and adoption by the Council, the public welfare requiring it.

ADOPTED this the 12th day of June, 2025.

President of the City Council of
the City of Huntsville, Alabama

APPROVED this the 12th day of June, 2025.

Mayor of the City of Huntsville, Alabama

Application for Federal Assistance SF-424

*** 1. Type of Submission:**

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

*** 2. Type of Application:**

- ☒ New
☐ Continuation
☐ Revision

*** If Revision, select appropriate letter(s):**

*** Other (Specify):**

*** 3. Date Received:**

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

*** a. Legal Name:**

CITY OF HUNTSVILLE

*** b. Employer/Taxpayer Identification Number (EIN/TIN):**

63-600-1296

*** c. UEI:**

ZBCLKNT6JWT4

d. Address:

*** Street1:**

305 FOUNTAIN CIRCLE

Street2:

*** City:**

HUNTSVILLE

County/Parish:

*** State:**

AL: Alabama

Province:

*** Country:**

USA: UNITED STATES

*** Zip / Postal Code:**

358010000

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

*** First Name:**

JO BETH

Middle Name:

*** Last Name:**

GLEASON

Suffix:

Title:

Organizational Affiliation:

*** Telephone Number:**

256-705-3081

Fax Number:

*** Email:**

JOBETH.GLEASON@HUNTSVILLEAL.GOV

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

DEPARTMENT OF TRANSPORTATION

11. Assistance Listing Number:

20.939

Assistance Listing Title:

* 12. Funding Opportunity Number:

DOT-SS4A-FY25-01

* Title:

USDOT FY25 Safe Streets and Roads for All Funding

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

TOWARD VISION ZERO HUNTSVILLE: PEDESTRIAN ACCESS & REDEVELOPMENT CORRIDOR FOR SAFE ROUTES TO SCHOOL (IMPLEMENTATION WITH PLANNING & DEMONSTRATION)

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="21,419,870.56"/>
* b. Applicant	<input type="text" value="25,145,065.44"/>
* c. State	<input type="text"/>
* d. Local	<input type="text"/>
* e. Other	<input type="text"/>
* f. Program Income	<input type="text"/>
* g. TOTAL	<input type="text" value="46,564,936.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed:

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	2. * Status of Federal Action: <input type="checkbox"/> a. bid/offer/application <input checked="" type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. * Report Type: <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> SubAwardee * Name: TOMMY BATTLE * Street 1: 305 FOUNTAIN CIRCLE Street 2: _____ * City: HUNTSVILLE State: AL: Alabama Zip: _____ Congressional District, if known: _____		
5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime: 		
6. * Federal Department/Agency: DEPARTMENT OF TRANSPORTATION		7. * Federal Program Name/Description: USDOT FY25 Safe Streets and Roads for All Funding Assistance Listing Number, if applicable: _____
8. Federal Action Number, if known: _____		9. Award Amount, if known: \$ _____
10. a. Name and Address of Lobbying Registrant: Prefix: _____ * First Name: N/A Middle Name: _____ * Last Name: N/A Suffix: _____ * Street 1: _____ Street 2: _____ * City: _____ State: _____ Zip: _____		
b. Individual Performing Services (including address if different from No. 10a) Prefix: _____ * First Name: N/A Middle Name: _____ * Last Name: N/A Suffix: _____ * Street 1: _____ Street 2: _____ * City: _____ State: _____ Zip: _____		
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. * Signature: _____ * Name: Prefix: _____ * First Name: TOMMY Middle Name: _____ * Last Name: BATTLE Suffix: _____ Title: MAYOR Telephone No.: _____ Date: 06/12/2025		
Federal Use Only:		Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

* APPLICANT'S ORGANIZATION	
CITY OF HUNTSVILLE	
* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	
Prefix:	* First Name: TOMMY Middle Name:
* Last Name: BATTLE	Suffix:
* Title: MAYOR	
* SIGNATURE:	* DATE: 06/12/2025

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 02/28/2025

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.


PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal interest in the title of real property in accordance with awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	TITLE
	MAYOR
APPLICANT ORGANIZATION	DATE SUBMITTED
CITY OF HUNTSVILLE	06/12/2025



HUNTSVILLE

The Star of Alabama

Toward Vision Zero Huntsville

A Safe Streets and Roads for All Implementation Project

Lead Applicant: City of Huntsville, AL

Endorsing Agency: Alabama Department of
Transportation (facility owner)

Lead Applicant Eligibility: Local Government

Total Project Cost: \$46,564,936

SS4A 2025 Request: \$21,419,870.56

Local Match: \$25,145,065.44

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Overview

Over the last decade, the City of Huntsville, Alabama, has grown into the state's largest city, surpassing Birmingham, which previously held the title. The tremendous and dynamic growth is due to the city's 20% increase in residents since 2010, and is linked to the area's booming aerospace, military technology, and manufacturing sectors. While the new growth is positive economically, the infrastructure to support the growth and prevent fatalities and serious injuries among drivers, pedestrians, and others on the city's most-used roadways and in its most vulnerable communities is lacking. In 2023, Huntsville had 8,444 total crashes, including 31 traffic fatalities, the city's highest to date within a ten-year time frame. Alarming, one in four of those fatal crashes involved a pedestrian, highlighting urgent gaps in roadway safety.

The City of Huntsville, with the endorsement of the Alabama Department of Transportation (ALDOT) is requesting \$21,419,870.56 and providing a local match of \$25,145,065.44 for the Toward Vision Zero Huntsville project, to implement evidence-based safety interventions within its High Injury Network. The approach includes the construction of a cable-suspended pedestrian bridge over two busy, multi-lane, high-speed, and dangerous highways and supplemental planning and demonstration funds to inform the city's action plan to include a citywide Safe Routes to School action plan and evaluate ITS Smart Traffic Signals in a pilot demonstration project within the city's Meridian Education Corridor.

Toward Vision Zero Huntsville supports the mayor's initiative to achieve zero traffic fatalities and serious injuries by 2055 and to create a multimodal environment where transportation safety for pedestrians, bicyclists, and vehicles is the top priority. Through the comprehensive [Vision Zero Huntsville Multimodal Safety Action Plan](#) effort, planners identified the highest-need High-Injury Networks (HINs) within the city, which were also located in economically distressed areas. The corridors of most concern are the:

- **Pedestrian Access and Redevelopment Corridor (PARC):** Governors Drive (US Hwy 431/SR-53) – East-West Major Arterial and Memorial Parkway (AL 431/231) – North-South Major Arterial
- **Meridian Education Corridor:** Meridian Street, Pratt Avenue to Opal Drive

Governors Drive and Memorial Parkway were constructed in the 1950s to ease downtown congestion following Huntsville's first post-war population boom. While these roadways successfully addressed traffic concerns at the time, they also divided the city into four quadrants and cut through key residential and commercial areas, including the Mill Creek Choice Neighborhood. As a result, pedestrians and bicyclists have long faced barriers to accessing essential community resources safely, including jobs, grocery stores, hospitals, transit centers, retail stores, parks, and childcare facilities.

To further address these long-standing mobility and safety challenges, Toward Vision Zero Huntsville will demonstrate the deployment of Intelligent Traffic Signal technology within the Meridian Education Corridor, located north of downtown. The technology will enhance safety for both drivers and pedestrians by using real-time data to reduce risk, improve signal timing, and



TOWARD VISION ZERO HUNTSVILLE

Application for FY 2025 Safe Streets and Roads for All

increase visibility and predictability at intersections. Supplemental planning activities will also lay the groundwork for developing a citywide Safe Routes to School Action Plan.

Location

Huntsville is the largest city in Alabama, centrally located in the northernmost part of the state, with a 2020 population of 199,845ⁱ. It has a current average annual growth rate of 2% and spans three counties, Madison, Limestone, and Morgan. Additionally, more than 1.2 million people reside within the Huntsville metro area. A spiderweb of interstates and highways connects Huntsville to its surrounding areas and the metros of Decatur, Nashville, Birmingham, and Chattanooga.

Downtown Huntsville, located in Madison County, is the terminal hub of both High Injury Network locations, the Pedestrian Access and Redevelopment Corridor (PARC) and the Meridian Education Corridor. The Pedestrian Access and Redevelopment Corridor is situated in West Central Huntsville, within the economically distressed Mill Creek Choice Neighborhood, one of the oldest neighborhoods in the region. The neighborhood is bound by major regional highways, including I-565 to the north and Memorial Parkway to the east, as well as major connectors, Bob Wallace Avenue and Triana Boulevard, to the south and west, respectively. Governors Drive is also a major thoroughfare and bisects the neighborhood. There are 3,128 residents within the 1 square mile neighborhood.ⁱⁱ The proposed project is located in census tracts 31, 21, and 12, which are identified as areas of persistent poverty and a historically disadvantaged community.

Approximately 59% of the neighborhood identifies as Black, 35% identify as white, and 6% identify as "other."ⁱⁱⁱ Residents experience a lack of income, with approximately 89% of families making less than \$50,000 per year. Residents report high rates of crime and struggle to access

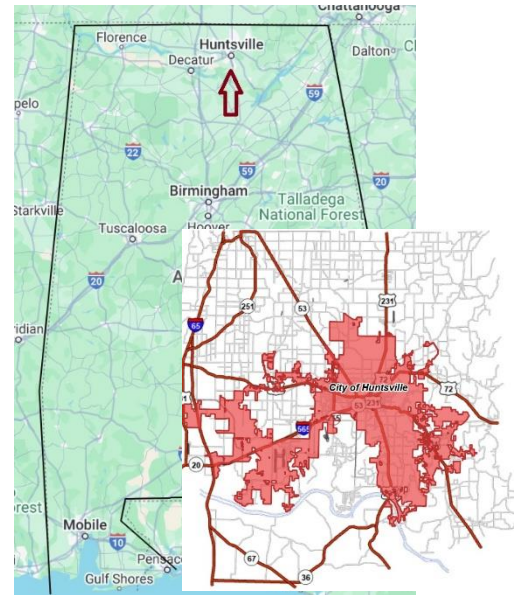


Figure 1 Map of Huntsville

MAP of PARC

Figure 2 Map of PARC



healthy food. There are multiple dilapidated properties in the neighborhood, and various barriers to accessing jobs and services without a vehicle, such as high traffic on Governors Drive and Memorial Parkway, which make crossing these roadways difficult and unsafe. The proposed project area is also adjacent to the recently revitalized Lowe Mill Arts Center, which also has pedestrian and cyclist constraints and a lack of safe connections to downtown. The proposed pedestrian bridge will enable these residents and Lowe Mill visitors to walk and bike safely through the highly trafficked area and access downtown without the need for a vehicle.

The Meridian Education Corridor is a vital link between downtown Huntsville and various educational institutions. The Meridian Education Corridor is a four-mile stretch north of Downtown Huntsville and includes Meridian Street from Pratt Avenue to Opal Drive. The western boundary is Memorial Parkway and Washington Street, and the eastern boundary is Interstate 565, the western edge of Chapman Mountain, and roughly Higdon Road. It is an essential connection between downtown and multiple educational institutions. The roadway serves as a key connector to K-12 schools and nearby colleges and universities, including Alabama A&M (an HBCU) and Drake State Community and Technical College.



Figure 3 Map of Meridian Corridor

Response to Selection Criteria

Safety Need

Safety Problem: Huntsville is experiencing a troubling rise in traffic-related deaths and serious injuries, mirroring the dangerous upward trend seen across the country^{iv}. In 2022, out of the 50 states, Alabama had the 7th highest traffic fatality rate in the country, with a Traffic Fatality Rate of 19.5.*^v In comparison, the U.S. Traffic Fatality Rate was 12.76. In 2022, of all cities with populations of 150,000 or greater, Huntsville ranked #43 out of 172 cities in the Traffic Fatality Rate rankings, at 12.81 fatalities.* For that same year's Pedestrian Fatality Rates, Huntsville ranked #35 out of those 172 cities, with a Pedestrian Fatality Rate of 3.94 fatalities.* From 2015 to 2022, Huntsville's Traffic Fatality Rate had more than doubled. Between 2017 and 2022, there were 1,812 Fatalities & Serious Injuries Crashes in Huntsville. On average, 302 people a year are killed or severely injured in traffic crashes in Huntsville.

In 2023, Huntsville had 8,444 total crashes, including 31 traffic fatalities, the city's highest to date within the ten-year time frame. Governors Drive had the most instances of fatal crashes, with nine,

* Annual Fatalities per 100,000 population



I-565 had six, and University Drive had four. This local data reflects the actual reality that Huntsville's 5-year Annual Average Fatality Rate from 2018 to 2022 was several points higher than that of the United States as a whole. (Jo Beth please provide any specific crash data related to Meridian Street)

	Huntsville, AL	United States
Total 5-year Annual Average Fatality Rate (per 100,000 population)^{vi}	58.044	55.89

Figure 4 5-Year Annual Average Fatality Rate

Detailed local crash data collected by the Huntsville Police Department (HPD) from 2017 to 2022 offers additional insight into collision trends and high-risk areas. During this time, there were 38,417 total crashes in Huntsville. Of those, 1,812, or 4.7%, resulted in fatalities and serious injuries. Of the total crashes within this six-year timeframe, 144 resulted in fatalities. **Of the total crashes resulting in fatality, 25% involved pedestrians, 1.4% involved bicyclists, and 73.6% involved motorists only.** Fatal crashes steadily increased each year, and serious injury crashes rose sharply from 2017 to 2020. **Between 2017 and 2022, 204 pedestrians and 34 bicyclists were reported killed or severely injured in traffic-related accidents in Huntsville.** Within this same timeframe, four crashes were reported to involve a **person in a wheelchair**. However, this number is believed to be underrepresented, as local news reports indicate more cases have occurred during this time. During the 2017-2022 timeframe, 2020 saw the highest number of fatalities and serious injuries in crashes involving pedestrians. This was most likely related to the COVID-19 pandemic, as more people were using active transportation and walking and biking outdoors more frequently during this time.

According to the Vision Zero Multimodal Safety Action Plan,^{vii} nearly 60% of the crashes involving pedestrians that resulted in fatality or serious injury were related to Improper Crossing (49.5%) and Unseen Object/Person/Vehicle (10.3%) collectively. Additionally, over 40% of crashes involving bicyclists/pedalcyclists that resulted in fatality or serious injury were related to Unseen Object/Person/Vehicle (23.5%) and Improper Lane Change/Use (17.7%) collectively.

High Injury Network The above statistics reflect the danger that exists in Huntsville, and more specifically, within its High Injury Network. Toward Vision Zero Huntsville will focus on two of its highest severe injury roads: (#2) Governors Drive (US 431/AL 53) and (#3) Memorial Parkway (US 231/US 431). It will also focus on Meridian Street, which is identified as a HIN hotspot for bicyclists, for supplementary planning and demonstration activities. While these locations are known for their high severe injury crash rates, they are also identified as the most unsafe roadways for pedestrians, given the high rate of pedestrian-involved crashes.

Today, Memorial Parkway and Governors Drive are hazardous roadways that undermine community connectivity and pose serious threats to public safety and economic development. The proposed project will provide an alternative to dangerous at-grade pedestrian crossings on Memorial Parkway and Governors Drive, where many vulnerable roadway users have been injured or killed. (Jo Beth please provide severe injury data for Memorial, Governors, and Meridian)



High Injury Network Location	Severe Injuries	Fatalities	Total
Memorial Parkway (US 231/431)			
Governors Drive (US 431/ AL 53)			
Meridian Street			
Source: FARS Data 2018-2022			

Figure 5 High Injury Network Metrics

Between 2014 and March 2022, 35 automotive-bicycle/pedestrian accidents occurred within $\frac{1}{4}$ mile of the proposed PARC Bridge, 7 of which resulted in fatalities. In a 2019 survey of over 800 residents conducted by the City of Huntsville, the City found that nearly 50% (47.5%) of residents would not bike or walk in the area due to the lack of trails and high-speed traffic.

Safety Risk Toward Vision Zero Huntsville focuses on a comprehensive approach to roadway safety that involves planning, policy, behavioral, operational, and infrastructural focused efforts aimed to reduce the number of fatalities and serious injury crashes throughout the jurisdiction, focusing first on the High-Injury Networks identified in the Vision Zero Huntsville Multimodal Safety Action Plan. This framework, focusing on safety, is based on the USDOT's Safe System Approach to roadway safety: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.

Memorial Parkway (US 231/431) is eleven lanes wide and has an Annual Average Daily Traffic (AADT) of over 7,500 in each direction near the proposed pedestrian bridge.^{viii} Governors Drive (US 431/AL 53) records an AADT of 26,726 near the PARC bridge site. While the highly trafficked roadways have designated crosswalks, they are far apart and often ignored. Jaywalking is a persistent concern, and conflicts between vehicles and pedestrians/cyclists occur at a high frequency. The high frequency of conflicts between vehicles and pedestrians/cyclists, within a $\frac{1}{2}$ mile radius of the project, is especially concerning, as it is a socioeconomically challenged area with approximately 69% of residents classified as low-income and 12% unemployed. Within the population mentioned above are 1,072 public housing residents.^{ix} Most of the residents in the public housing units (77%) must cross one or both major roadways in order to access potential jobs and services downtown.^x Approximately 26.9% of households within the project area do not have access to vehicles, and they either risk walking along dangerous roadways trying to access employment and services, or worse, may not be able to secure a job at all due to the existing transportation barriers. The proposed PARC bridge will provide direct connections to the public housing units within the project area, thereby reducing the risk that residents currently face when walking downtown to access jobs and services. The neighborhood is within walking distance of the medical center, public library, and service industry cluster downtown. However, they are currently blocked by dangerous, busy, multi-lane highways, putting both pedestrians and drivers at risk. The proposed PARC bridge is a vital safety intervention that will restore safe access for all between the economically distressed Mill Creek Choice Neighborhood and Downtown Huntsville. Without support from the Safe Streets for All program, the dangerous conditions along Memorial



Parkway and Governors Drive will continue to pose serious risks to pedestrians, cyclists, and drivers.

(Jo Beth please provide information related to the safety concerns related to Meridian).

Safety Impact The proposed Toward Vision Zero Huntsville project will create a safe route for the economically distressed Mill Creek Choice Neighborhood to critical opportunities in Downtown Huntsville, without requiring the crossing of two of the city's most dangerous roadways, Memorial Parkway and Governors Drive. By developing a Safe Routes to School Plan and piloting Intelligent Transportation System (ITS) technology, the project will transform the city and the Meridian Street Corridor into a secure, accessible passageway for individuals seeking educational advancement. In doing so, the initiative will strengthen economic mobility and expand access to jobs, education, essential services, and commercial activity through safe, connected infrastructure.

Significant Reduction in Roadway Fatalities and Serious Injuries: The cable-suspended pedestrian bridge, known as the PARC Bridge, will span 1,400 LF of the proposed corridor to eliminate unsafe pedestrian highway crossings on Memorial Parkway (US 431/US 231) and Governors Drive (US Hwy 431/SR-53). AL DOT owns both Memorial Parkway and Governors Drive, and the City has included an endorsement letter found in [Attachment X](#). The bridge design criteria include a 12' minimum width between railings, 42" minimum height of railings, 8' minimum height of fencing over roadways, 17' minimum roadway clearance, and safety lighting. [Click here](#) to view the project video. [Click here](#) to view a presentation on the PARC project in its entirety, including the proposed cable-suspended pedestrian bridge. The design report for the suspension bridge is in [Attachment X](#), and the overall PARC plan is in [Attachment X](#).

Low-Cost High-Impact Strategies: Constructing the PARC bridge offers a high-impact solution to reducing roadway fatalities and serious injuries by creating a grade-separated crossing that eliminates pedestrian exposure to the fast-moving traffic on both Governors Drive and Memorial Parkway. By removing this conflict point, the bridge significantly enhances safety for pedestrians and drivers in one of the city's most dangerous corridors. It not only eliminates a major point of risk for road users, including children, seniors, and individuals with disabilities, but also encourages safe travel by offering a reliable and protected route across previously impassable corridors. The project is particularly impactful because it connects historically economically distressed neighborhoods to critical social and economic resources downtown, improving access to jobs, education, healthcare, and public services. Studies show that providing safe and easy access to these types of resources can decrease unemployment rates by over 4%.^{xi} As a significant capital project, it also incorporates broad safety strategies that integrate low-cost, high-impact safety improvements. Surrounding infrastructure interventions at the bridge's end points will include enhanced lighting, clear signage, improved signals, improved sidewalks, and other traffic-calming measures (non-lane reducing) at access points, further extending the reach and effectiveness of the bridge. These complementary improvements will help transform the surrounding road network, benefiting not only pedestrians and drivers on Governors Drive and Memorial Parkway but also those in the surrounding areas. This will make it more cost-effective due to the ripple effects it creates, producing positive outcomes across multiple sectors in addition to addressing the immediate issue.



Evidence-Based Projects and Strategies: Constructing grade-separated bridges to protect pedestrians from fatal and severe injury crashes on busy roads is an evidence-based and effective strategy, as demonstrated by multiple case studies. In Seattle, Washington, the city analyzed the frequency of pedestrian-involved accidents to ensure that the bridges were being used for their intended purpose. The study found that for the two bridges that were analyzed, there were zero pedestrian-involved accidents within a four-block radius during the three-year timeframe of the review.^{xii} In addition to grade-separated bridges, there is evidence that the traffic calming measures implemented at the bridge's endpoints will also directly reduce the number of fatal and severe injury pedestrian-involved crashes. Studies show that intersection lighting can reduce pedestrian crashes by 40%, and advanced yield and stop markings can reduce them by 25%.^{xiii}

Alignment with Local Policies, Guidelines, and Standards: Toward Vision Zero Huntsville aligns with several local studies and safety improvement plans, in addition to its city [Safety Action Plan](#). These aligned plans incorporate a range of strategies to enhance safety and promote a culture of safety. They include: the [Pedestrian Access and Redevelopment Corridor \(PARC\)](#) plan, City-wide [Complete Streets Policy](#), Mill Creek Choice [Neighborhood Plan 2022](#), Memorial Parkway [Bicycle & Pedestrian Safety Study](#), Huntsville Area MPO [ADA Transition Plan](#), Huntsville Area MPO [Long-Range Transportation Plan \(LRTP\)](#), Downtown Active Transportation [Connectivity Action Plan](#), Meridian Street Corridor [Redevelopment Plan](#), Huntsville Area [MPO Bikeway Plan 2019](#), Huntsville [Transit Study](#), Alternative Modes [Review 2022](#). The city also initiated a [Comprehensive Planning effort](#) in 2015 that documented the importance of the PARC bridge to the Huntsville community. A survey implemented during the process (Fall 2017) yielded 719 responses and provided valuable insights. Roughly 82% of the respondents indicated that they would use the PARC infrastructure to walk, and 47.5% would bike, but noted that they did not currently walk or bike due to the lack of trails and high traffic speeds. More than 90% of respondents indicated that they are supportive or very supportive of the PARC bridge. The full report on the survey results can be found in [Attachment XX](#).

Environmental Impact: The environmental impact of the PARC bridge is expected to be negligible due to the structure's minimal ground disturbance and lightweight footprint. Unlike traditional bridge designs that require extensive foundation work and land alteration, the cable-suspended design allows for longer spans with fewer support piers, thereby reducing the need for excavation, grading, and disruption to existing vegetation, waterways, or wildlife habitats. To further mitigate environmental impact, construction will incorporate best practices, such as silt fencing, erosion control blankets, and designated equipment access routes, to prevent soil erosion and protect nearby ecosystems during the construction phase. Any temporarily disturbed areas will be restored through replanting of native vegetation, stabilization of soil surfaces, and removal of all construction debris upon project completion. Additionally, pre-construction environmental assessments will be conducted to ensure that the project does not impact any sensitive natural resources. The project will undergo review and approval under the National Environmental Policy Act (NEPA), confirming that it meets all applicable environmental protection standards and regulatory requirements.

Safe System Approach: Toward Vision Zero Huntsville fully aligns with and supports all five elements of the Safe System Approach. By removing pedestrians from high-speed vehicular traffic along two of Huntsville's most dangerous corridors, the bridge protects vulnerable road users. It



promotes safer behavior by eliminating the need for unsafe mid-block crossings, thereby supporting **Safer People**. The infrastructure itself creates a **Safer Road** environment by physically separating modes of travel and reducing conflict points between vehicles and pedestrians. The bridge contributes to **Safer Speeds** by incorporating non-lane-reducing calming measures to improve traffic flow near entry and exit points, which will be supported through additional design measures, including improved signage and roadway markings. It directly supports **Safer Vehicles** by minimizing interactions where crashes are most likely to be severe or fatal. In terms of **Post-Crash Care**, the bridge improves access for emergency responders by reducing crash incidence in a high injury network, allowing resources to be allocated more effectively and reducing response times in the event of a crash elsewhere.

Technologies to Promote Safety

(Marissa still needs to add) (Jo Beth please describe the technologies that will be utilized on the PARC bridge to promote safety.)

Alignment with State Safety Priorities and Vulnerable Road User Safety Assessment: Toward Vision Zero Huntsville is strongly aligned with the goals outlined in [Alabama's FY 2024–2026 Highway Safety Plan \(HSP\)](#), particularly in addressing the urgent need for improved pedestrian/vulnerable road user safety in urban areas. The HSP, which includes its vulnerable road user safety assessment, identifies pedestrian fatalities as a critical area of concern, especially among males aged 20–65 in densely populated counties. Huntsville is called out as a city of focus for pedestrian-involved crashes. It highlights that many pedestrian safety issues are rooted in infrastructure deficiencies and calls for engineering-based solutions to mitigate these risks. The PARC bridge directly responds to this and consequently engages multiple economically distressed communities within the area. By connecting individuals to downtown resources, the project supports the HSP's focus on improving economic and social opportunities for economically distressed communities. It not only improves physical safety but also enhances access to jobs, healthcare, and education. The PARC Bridge also aligns with the HSP by employing a data-driven approach to safety planning, as its need is informed by crash data indicating elevated risks for pedestrians and drivers in the high-injury network.

Cost-Benefit Analysis and Implementation Costs: The City of Huntsville has analyzed the cost-benefit of the Toward Vision Zero Huntsville initiative, which includes the PARC Bridge project as a key safety intervention. Based on this analysis, the implementation costs for the PARC Bridge are clearly itemized, reflecting a total investment of \$49 million in 2020 dollars, discounted at a 7% rate. This includes a development cost of \$47.7 million and an additional \$1.3 million in long-term operations and maintenance (O&M) expenses. These figures represent a strategic and efficient use of federal funds (include calculation of fatalities and severe injuries prevented over 5 years/ total request). Benefits include reduced travel time for pedestrians and bicyclists, facility improvements, health benefits, and increased property values. Potential costs include work zone impacts. Analyzing these cost-benefits shows a favorable ratio of 1.32.

Engagement and Collaboration Huntsville has a strong track record of successful community engagement and cross-sector collaboration. Over the years, the city has worked closely with residents, interdepartmental teams, County, State, and Federal agencies, as well as local nonprofits,



businesses, community organizations, and institutions to shape public policy, guide project development, and ensure effective implementation. Toward Vision Zero Huntsville has been identified as a priority in multiple city-led plans and studies. Each of these efforts has incorporated robust public input and stakeholder engagement to ensure that the project reflects the community's needs and values. The engagement strategies initiated during the planning phase will be sustained and expanded throughout the implementation phase to ensure ongoing community input, particularly from those most affected by the project.

Engagement of Economically Distressed Communities: During implementation of the project, underrepresented communities, particularly those in Census Tracts 31, 21, and 12 within the Mill Creek Choice Neighborhood (a HUD Choice Neighborhood) (insert median income and poverty rate), as well as the Lowe Mill Neighborhood (insert median income and poverty rate), will continue to be meaningfully engaged. These areas, which have been identified as economically distressed and directly adjacent to the PARC Bridge, were prioritized during the planning process and will remain a priority during implementation. This will be achieved through targeted outreach, including public input sessions held in high-crash areas and near the project site. During the planning process, three public input sessions were held, one of which took place near the proposed PARC bridge location. All meetings were ADA-accessible, and Huntsville Transit Authority offered free rides to and from meeting locations for participants. Community Surveys were offered online and in hard copy, available in both English and Spanish, resulting in 221 responses. Nearly 60% of the respondents identified as non-motorists. 66% of respondents stated that they or someone they knew had been involved in a traffic crash in the city^{xiv}. All public meetings were advertised through various media, including radio, television, newspapers, email, and multiple online sources. Qualitative feedback collected from meeting attendees and survey respondents included the following statements: “There are few alternatives to driving here! Better connectivity throughout the city for active transportation is greatly needed.”; “There are several elderly and disabled people living in the Governors Drive area.”; “I don’t really feel safe walking or biking on any major road.”; “I would love to see this city invest more in pedestrian, ADA, and bicyclist safety.”

Demographic Analysis and Stakeholder Engagement: During the implementation of Toward Vision Zero Huntsville, the team will embed both quantitative and qualitative demographic analysis, as well as continuous stakeholder engagement, into all major decision-making processes. Building on the methodologies used in the Action Plan phase, which involved a 25-member Task Force representing various groups within the city, the team will continue to analyze demographic data, including race, income, age, disability status, and access to transportation, to guide the prioritization of resources and ensure the project continues to address the needs of economically distressed populations. To complement the data, qualitative feedback will be collected through regularly scheduled community forums, advisory working groups, and one-on-one interviews with individuals representing populations most impacted by the project. Special attention will be given to engaging residents with disabilities, non-English speakers, older adults, and those who rely on walking or transit as their primary mode of transportation. The Task Force will meet monthly and continue to share data, present crash analysis findings, and discuss critical multimodal safety issues affecting their respective organizations. Members will also express their ideas and concerns through email correspondence and interactive live



Excel worksheets. Task Force Members include: City government, Huntsville hospital system, Veterans affairs hospital, Huntsville city schools, Idefy Disabilities Advocacy Group, Public safety/law enforcement, city ADA Coordinator, Village of Promise (representing people living in poverty), Huntsville Housing Authority, Alabama A&M University (AAMU), University of Alabama Huntsville (UAH), Huntsville Area Metropolitan Planning Organization (MPO), Huntsville Transit Authority, Downtown Huntsville, Inc, Engineering, Traffic Engineering, Planning, Public Works, BASC Bicyclist Safety & Advocacy Group, Private Citizens (representing vulnerable roadway users: people living with disabilities; wheelchair-bound individuals; runners; walkers; bicyclists).

Engagement During All Phases As described above, community and stakeholder engagement will continue during the project's lifecycle through monthly Task Force stakeholder meetings and regularly scheduled community forums. Input gathered through these efforts will be used to inform construction phasing, design refinements, and communication strategies.

Leveraged Partnerships During the implementation of Toward Vision Zero Huntsville, the city will leverage a broad range of partnerships across governmental, non-governmental, academic, and private sectors to maximize safety benefits and avoid unintended negative consequences for the community. Within its jurisdiction, the city will continue to work closely with the Huntsville Housing Authority to implement the Mill Creek Choice Neighborhood Transformation Plan, a HUD-supported initiative, ensuring that infrastructure improvements are integrated with housing and community development goals to promote long-term stability and inclusive growth. Collaboration with other government entities is central to the project, including the Alabama Department of Transportation (ALDOT), which has endorsed the project and will provide ongoing technical and regulatory support to ensure the safe and effective integration with state-managed transportation infrastructure. The project also leverages strong relationships with non-governmental organizations, including the Village of Promise, Idefy Disabilities Advocacy Group, and BASC Bicyclist Safety & Advocacy Group, which represent vulnerable populations and will continue to advise on equitable access, ADA compliance, and multimodal safety. These groups have already helped shape the project through stakeholder engagement and will remain active partners in refining its design and implementation. In partnership with academic institutions such as Alabama A&M University and the University of Alabama in Huntsville (UAH), the city will continue to evaluate project impacts, integrate data-driven practices, and cultivate student and faculty involvement in transportation planning, equity studies, and public policy. The project also aligns with private-sector interests, particularly within the designated Opportunity Zone where the PARC Bridge is located. The infrastructure is expected to unlock up to **\$1 billion** in private investment, bringing an estimated **34.7 acres** out of the floodway and increasing land value by over **\$53 million**. This creates opportunities for economic development that are grounded in enhanced safety and increased access.

Together, these partnerships ensure a holistic, multidisciplinary approach that advances safety, promotes connectivity, and uplifts economically distressed communities while safeguarding against potential harms and ensuring long-term benefits. **Please see attachment X for letters of support and commitment.**

Supplemental Planning and Demonstration Activities



(ADD Description of Planning and demonstration Activities and how it will inform an action plan and support the identification of projects strategies)

Reduction/Elimination of Severe Injuries and Fatalities:

Low-Cost/High-Impact Strategies:

Public and Private Stakeholder Engagement:

Innovative Technology to Promote Safety:

Evidence-Based Strategies:

Evaluation and Data Collection:

Project Readiness

The City is fully prepared to begin implementation of Toward Vision Zero Huntsville immediately upon award. All necessary pre-award steps have been completed, including planning, stakeholder engagement, and preliminary environmental review processes. The design of the PARC bridge is approximately 60% complete, and the final design plans are expected to be completed by the end of this year or early next year. The City competitively selected the engineering firm Wood to complete the final design and engineering for the project. The City has the internal capacity, established partnerships, and administrative structure in place to manage the project efficiently. Upon award, the City is ready to move forward without delay.

Local, State, and Federal Requirements: Toward Vision One Huntsville will be implemented in full compliance with all applicable local, state, and federal laws and regulations. The project will adhere to the National Environmental Policy Act (NEPA), Title VI of the Civil Rights Act, the Americans with Disabilities Act (ADA), and other applicable mandates, including Buy America provisions, Davis-Bacon wage requirements, and Build America, Buy America (BABA) guidelines. It will also follow applicable design and safety standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD) and AASHTO guidelines. At the state level, the project will comply with the Alabama Department of Transportation (ALDOT) standards and permitting processes, as well as state public works laws, and any required coordination with



utilities or railroads. Locally, the city will adhere to all municipal codes, permitting procedures, and right-of-way requirements while coordinating closely with the Huntsville Area Metropolitan Planning Organization (MPO) to ensure the project aligns with regional transportation plans. Additionally, the city will maintain interagency coordination and public engagement throughout the project to ensure all SS4A safety, reporting, and implementation requirements are met.

The Pedestrian Access and Redevelopment Corridor (PARC) project (which includes the PARC bridge) is listed in the Huntsville MPO [2024-2027 Transportation Improvement Program](#) (Pg. 86). It is also listed in the Alabama [State Transportation Improvement Program](#) (Pg. 14). Additionally, the PARC project is listed within the MPO's Plan as a Visionary Project. It will quickly be listed as a Financially Constrained Project once a notice of grant award is issued.

The proposed improvements will be submitted to the Federal Highway Administration (FHWA) for completion of the National Environmental Policy Act (NEPA) process. The City has contacted State and Federal agencies to update and validate the 2003 Environmental Assessment (EA) Finding of No Significant Impact (FONSI) prepared by the USACE Nashville District to support the same general project area. The City and consulting engineers working on this project anticipate the issuance of a Categorical Exclusion (CE) or Finding of No Significant Impact (FONSI), as the project components are expected to neither individually nor cumulatively have significant environmental impacts. It is assumed that project coordination and potential permitting may be necessary with the U.S. Army Corps of Engineers (USACE)/Alabama Department of Environmental Management (ADEM) 404 and 401, and the Alabama Department of Transportation (DOT). Due to the anticipated construction of retaining walls and the bridge and the removal of concrete from the existing channel, a USACE permit is expected. Additionally, coordination and permitting with the Alabama Department of Transportation (ALDOT) will likely be required, as the pedestrian bridge crosses over US 431/US 231 and Governor's Drive. Alabama DOT is an endorsing applicant for this project and supports working with the City to implement the project (Attachment XX). Application for necessary permits will be pursued upon Final Design. The City has secured commitments for the majority of the right-of-way (ROW) necessary to support the PARC project and anticipates finalizing a few remaining small parcels during the final design phase. Importantly, no permanent residential displacement will result from ROW acquisition. The City already owns most of the land needed for implementation and is refining the design to further reduce ROW impacts. While some minor easements or additional ROW may still be required, previous outreach and engagement efforts indicate that affected property owners are generally supportive. ROW acquisition is expected to be completed by Month XX. Notably, the current bridge design does not require any additional ROW.

The City expects to bid out the construction for the proposed project starting in Month X. Construction procurement will be performed in accordance with federal Buy America and other purchasing requirements. A contract is anticipated to be awarded in Month X. Construction is expected to take approximately 38 months.

Activity Schedule and Project Start Date: The proposed project is well-planned and can meet all pre-construction activities in advance of the established obligation deadline. The following table outlines Toward Vision Zero Huntsville's key project milestones.



(Jo Beth, please make sure to include any relevant activities in the schedule related to the ITS technology. For example, will there be any NEPA approval needed for the Meridian activities?)

Task	Estimated Start Date	Estimated Completion Date
Announcement of Award	TBD	
Obligation of Award	Within 12 months of the Award Announcement	
Community Outreach and Community Involvement		
Risk and Mitigation Review	Months 4 and 9 Annually	
NEPA and ADEM Environmental Review		
Third Party Agreements (utilities, right-of-way acquisition/disposition, etc.)	January 2023	June 2024
Permitting		
Design- 100% Design Plans, Specifications, and Estimates. Completion of Construction Documents/Final of PARC Bridge	Underway	December 2023
All Planning Activities Complete		
Procurement Bid/Construction Contract Award	July 2024	September 2024
Utility Relocation		
PARC Bridge Construction	October 2024	December 2027
Project Complete		
Programmatic Elements	Estimated Start Date	Estimated Completion Date
PARC Bridge		
Citywide Safe Routes to Schools		
Meridian ITS Demonstration		

Figure 6 Activity Schedule

There is a negligible risk associated with implementing and producing bid documents for this project. The local match is secured, and there are no other financial partners. The proposed project has secured commitments for major portions of the right-of-way, with a few small parcels that will be finalized during the design phase. Through an active community engagement and outreach process, all property owners who may be impacted by this project are aware and supportive of its implementation. All proposed infrastructure improvements will use standard materials. No procurement or approval risks were identified during the planning phase.



TOWARD VISION ZERO HUNTSVILLE
Application for FY 2025 Safe Streets and Roads for All

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