



U.S. Department of Transportation
Federal Highway Administration

Safe Streets and Roads for All (SS4A) Webinar

Framework for Your Successful Action Plan

March 23, 2023

Federal Highway Administration (FHWA) Office of Safety
SS4A Team



U.S. Department
of Transportation
**Federal Highway
Administration**



Disclaimer

Except for any statutes and regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind grant recipients in any way. This presentation is intended only to provide information and clarity on existing requirements under the law or agency policies.

Webinar Purpose

Understanding the basic framework and resources available for SS4A grant recipients to develop and successfully implement their comprehensive safety Action Plan.





Presenters

- **Office of Safety, SS4A Team**

- Caroline Trueman, Program Manager
- Steve Parker, Program Manager
- Darren Thacker, Program Manager

- **Q&A Moderator**

- Angie Byrne, Volpe Center



Agenda

- SS4A Program Overview
- Action Plan Components
 - Lessons Learned for Successful Action Plans
- Resources
- Q&A

SS4A Program Overview

ZERO IS OUR
GOAL
A SAFE SYSTEM IS HOW WE GET THERE

Safe Streets and Roads for All Grants

Key program that supports the National Roadway Safety Strategy



Gorodenkoff - stock.adobe.com

Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.

\$1 billion in annual funding, FY22-26

National Roadway Safety Strategy

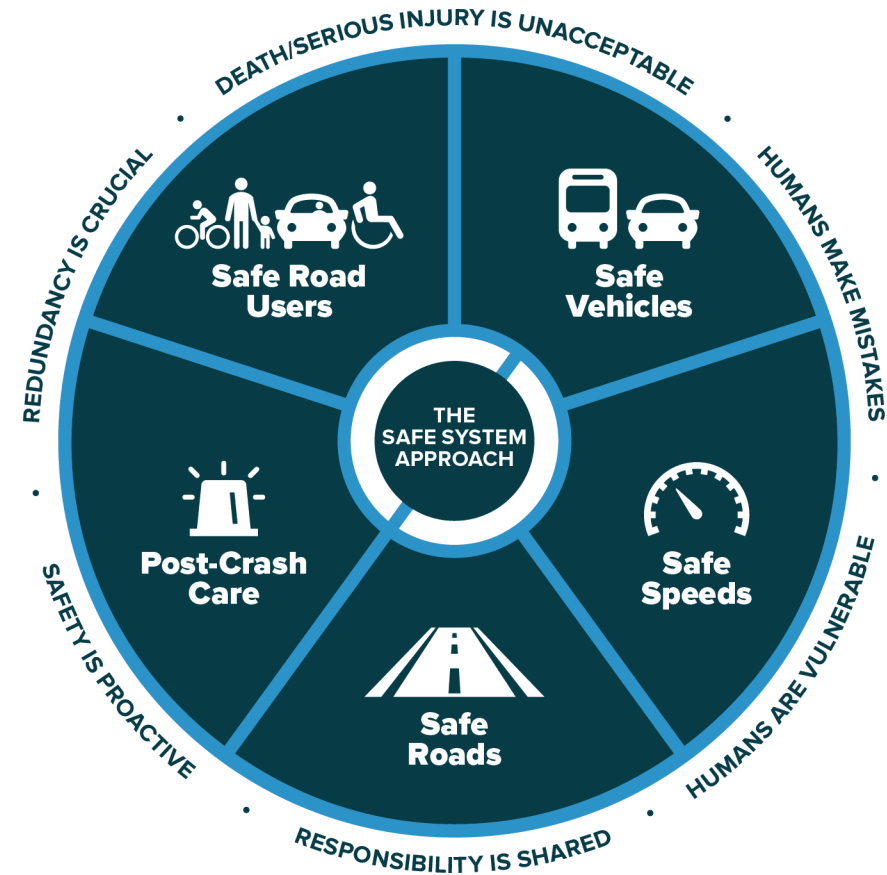
U.S. Department of Transportation's (USDOT) comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- **Sets a vision and goal** for the safety of the Nation's roadways.
- **Adopts the Safe System Approach** principles to guide our safety actions.
- **Identifies new priority actions and notable changes to existing practices** and approaches that target our most significant and urgent problems and are, therefore, expected to have the most substantial impact.
- **Call to Action** We partner with stakeholders to identify actions to get us closer to zero roadway fatalities.
- www.transportation.gov/NRSS



The Safe System Approach (SSA): Principles

- Death/serious injury is unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.



Implementing the Safe System Approach

Effective roadway safety practices and strategies that provide opportunities to apply Safe System principles:

- State Strategic Highway Safety Plans & Local Road Safety Plans
- Vision Zero
- Toward Zero Deaths
- Complete Streets
- Proven Safety Countermeasures
- Countermeasures That Work
- Innovative practices and technologies



Saxman, Alaska, Senior Center bus stop. Source: FHWA

Types of SS4A Grants



- **Action Plan Grant**

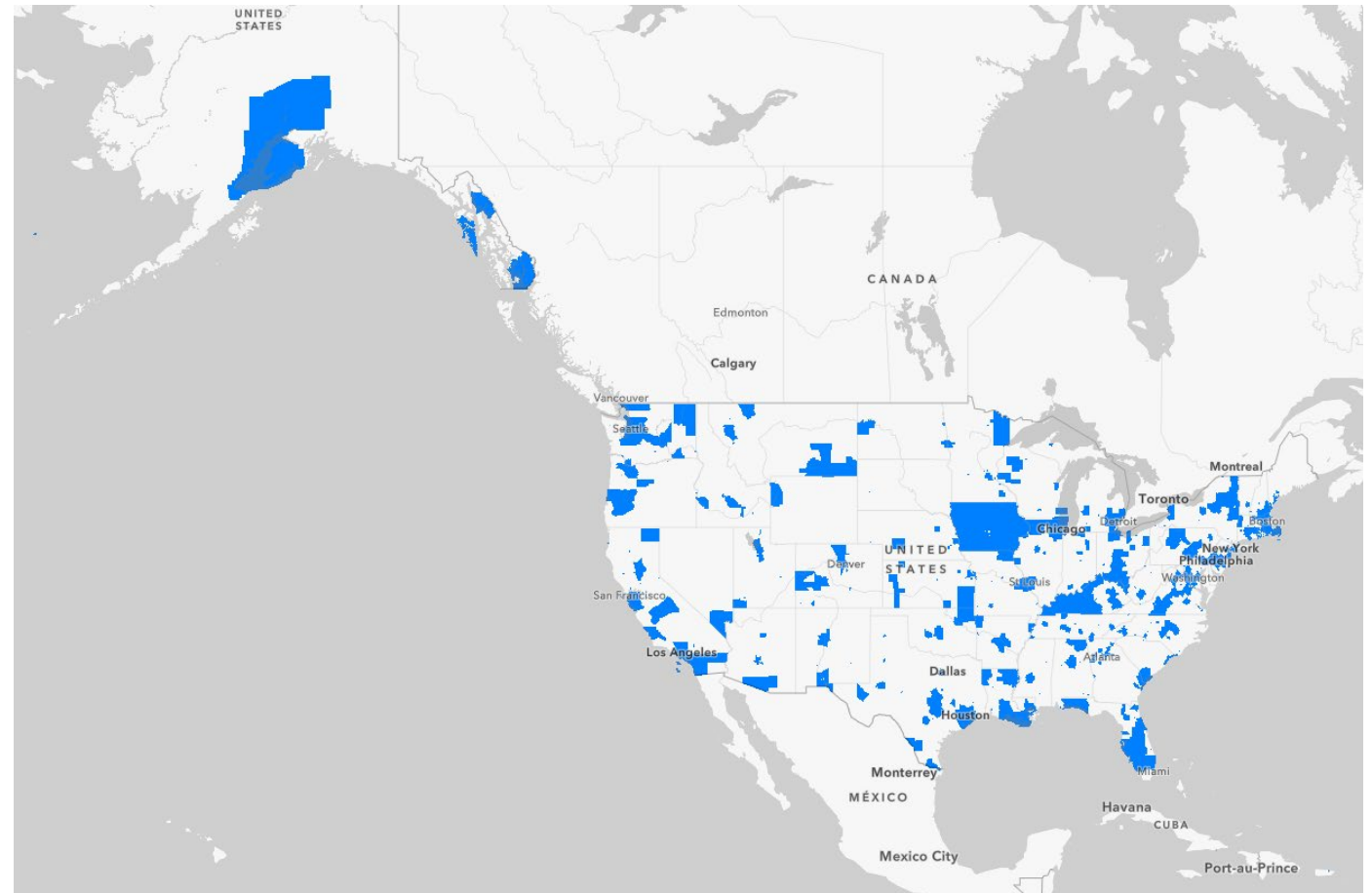
- Developing a comprehensive safety action plan (Action Plan)
- Supplemental planning activities: conducting planning, design and development activities for projects and strategies identified in an Action Plan.

- **Implementation Grant:**

- Carrying out projects and strategies identified in an Action Plan.
- Associated supplemental planning activities: conducting planning, design and development activities for projects and strategies identified in an Action Plan.

Overview of FY 2022 SS4A Grants

- 510 projects were selected for FY 2022 grants
 - 473 Action Plan Grants
 - 37 Implementation Grants
- More than \$800 million total
- Funds improved safety planning for over half the nation's population



<https://www.transportation.gov/grants/ss4a/2022-awards>



Action Plan Components

Notice of Funding Opportunity (NOFO)

Action Plan Components: NOFO

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency
9. Plan Finalized/Updated between 2017 and 2022

[Notice of Funding Opportunity for the Safe Streets and Roads for All \(SS4A\) Discretionary Grant Opportunity Amendment 1 \(transportation.gov\)](#) Pages 16 - 18

SS4A	Safe Streets and Roads for All Self-Certification Eligibility Worksheet
<p>This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: https://www.transportation.gov/SS4A</p> <p>Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.</p> <p>For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.</p> <p>An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:</p> <ul style="list-style-type: none">• Answer "yes" to Questions 3 7 9• Answer "yes" to at least four of the six remaining Questions 1 2 4 5 6 8 <p>If both conditions are not met, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.</p> <p>Lead Applicant: _____ UEI: _____</p> <p>1 Are both of the following true? <input type="checkbox"/> YES <input type="checkbox"/> NO If yes, provide documentation: _____</p> <ul style="list-style-type: none">• Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?• Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date? <p>2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring? <input type="checkbox"/> YES <input type="checkbox"/> NO If yes, provide documentation: _____</p> <p>3 Does the Action Plan include all of the following? <input type="checkbox"/> YES <input type="checkbox"/> NO If yes, provide documentation: _____</p> <ul style="list-style-type: none">• Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;• Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;• Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,• A geospatial identification (geographic or locational data using maps)	

[SS4A-Self Certification Worksheet-1.0 \(transportation.gov\)](#)

Action Plan Components: Official Public Commitment



1. Leadership Commitment and Goal Setting:

- Governing body commitment to an eventual goal of zero roadway fatalities and serious injuries.
 - Must include a timeline for eliminating roadway fatalities and serious injuries through:
 - A target date for achieving zero, and/or
 - An ambitious percentage reduction by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries

Leadership Commitment: It is resolved...



Passing a resolution:

Two example jurisdictions accomplished the **Leadership Commitment and Goal Setting** component by adopting or passing a resolution supporting Zero Deaths (and serious injuries) as a strategy to promote safer streets.

- Showed that safety is valued across organizations beginning with the highest-ranking officials
- Recognize that it is typical of a Zero Deaths Action Plan to identify a reachable goal to eliminate traffic fatalities and serious injuries. Many agencies use a 10 to 15-year time frame.
 - Categorizing action items as short term (less than 1 year), medium (2 – 3 years), long-term (greater than 3 years) can help agencies within the jurisdiction to adapt to the goal.

Action Plan Components: Planning Structure



2. Planning Structure

An Oversight Group:

- Committee, task force, or similar body that oversees Action Plan development, implementation, and monitoring.

Planning Structure Examples



Example 1:

County

The County convened a Vision Zero Working Group including county staff from planning, engineering, enforcement, schools, public affairs, the Pedestrian Safety Review Board, and bike/walk community organizations.

The Working Group met monthly and oversaw each step of plan development, and continues to meet regularly to monitor implementation of the plan.

Example 2:

City

The Engineering Division of the city's Public Works Department acted as a champion to lead the Vision Zero Action Plan development. Appointed representatives from other city departments then supported implementation of the plan.

A outside advocacy organization develops an Annual "Report Card" to monitor progress toward meeting the strategies and goals outlined in the plan.

Action Plan Components: Safety Analysis



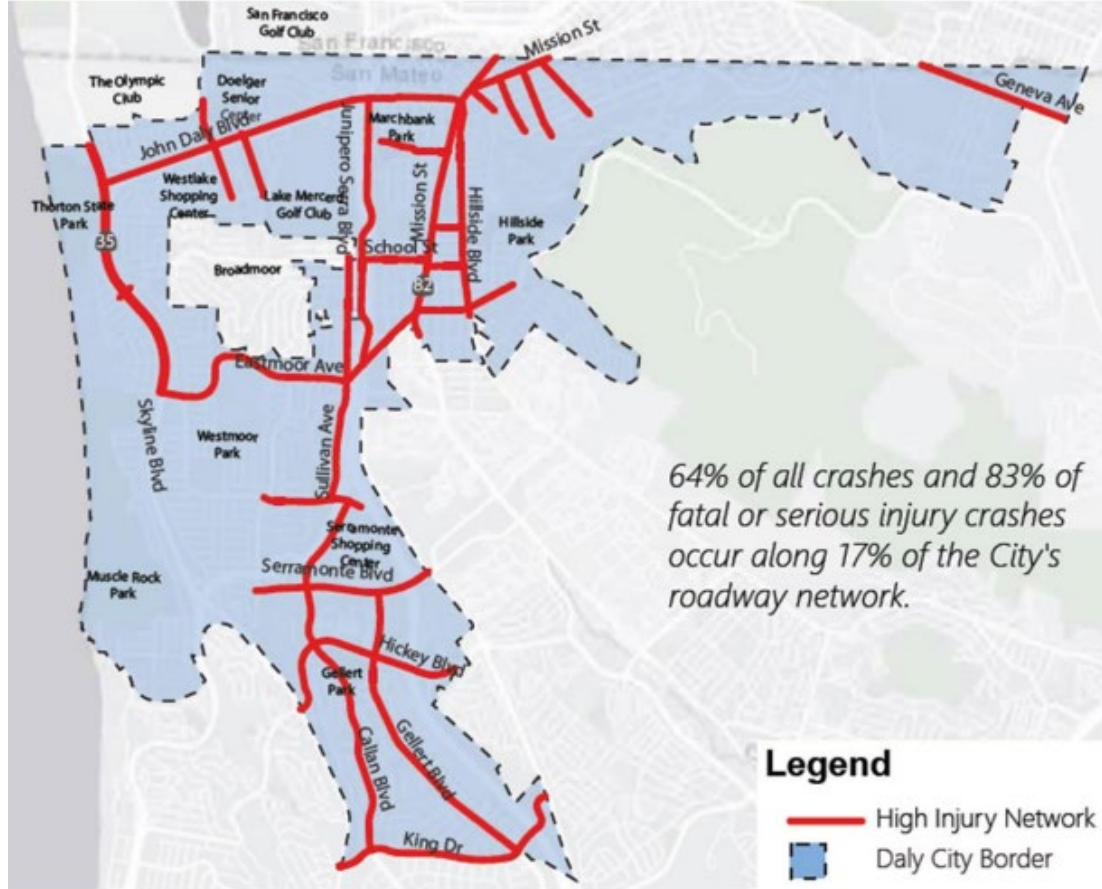
3. Safety Analysis

Baseline Conditions and Trends

- An analysis of crash locations, crash types, and contributing factors
 - Systemic and specific safety needs analysis
 - High risk road features, relevant road users, analysis of the built environment, demographics, structural issues, etc.
- Develop High-Injury Network (or equivalent)
 - Based on analysis of higher-risk locations

3. Safety Analysis (Continued)

High Injury Network (HIN) Example



(Credit: City of Daly City, San Mateo County, CA)
"Lessons Learned from Development of Vision Zero Action Plans" (FHWA)

- Data about-
 - Locations, demographics, crash factors such as speed, left turns, lack of Complete Streets facilities for people walking/biking
- Collecting data often requires close working relationships with other experts to help collect and analyze the data.
 - Data may reside with the State DOT, Department of Public Safety, or the Department of Motor Vehicles.

Action Plan Components: Engagement and Collaboration



4. Engagement and Collaboration

Actively seek out feedback, align with other planning processes

- Ensure representation from stakeholders, community groups, and the public and coordinate with other governmental planning processes
- Integrate into the Action Plan the information received through engagements and collaboration
- Inter- and intra- governmental collaboration as appropriate

Engagement Examples



- PROMISING PRACTICES FOR MEANINGFUL PUBLIC INVOLVEMENT IN TRANSPORTATION DECISION-MAKING
 - This guide highlights many benefits of meaningful public involvement. Meaningful public involvement early in the planning process that includes full representation from all communities affected is key to successful project delivery. Equitable access to public involvement opportunities ensures that underserved and overburdened populations are included.
- Public engagement
 - Workshop
 - Open House
 - Site visits-meet people where they are: Transit stops, senior facilities, schools, parks, etc.
 - Online presence
 - Traditional and ethnic media outlets
 - Social media
- Ongoing working group
- Intra/Inter-agency coordination
 - Newsletter, staff email blasts, brown bag presentations
- Regular meetings with key leadership
 - Keeps the safety agenda at the forefront
 - Increases awareness and maintain support

Action Plan Components: Equity Considerations



5. Equity Considerations

Include population characteristics and equity impact assessments

- Develop your Action Plan using inclusive and representative processes
- Collaborate with appropriate partners for your analysis of underserved communities
- Consider impact of proposed projects and strategies

Equity in Context



- Evidence shows that underserved communities are disproportionately impacted by traffic crashes.
 - Acknowledge these disparities
 - Crash data: Analyze the overlap of areas of serious injury and fatality crashes and areas of underserved communities
 - Depending on crash data alone may leave gaps in your strategy in already underserved communities.
 - Some locations feel so unsafe with proximity to traffic that people avoid walking or biking there, which means they are not elevated in crash data as problem spots with high injuries, but still may deserve attention.
 - To gather an accurate picture, a successful and equitable data-driven approach will require both collecting data as well as a robust community engagement process that prioritizes outreach in underserved communities.*

* "Guidelines for Creating an Effective Vision Zero Action Plan"

[FHWA Vision Zero Community of Practice - Planning | FHWA \(dot.gov\)](#)

Action Plan Components: Policy and Process Changes



6. Policy and Process Changes

Assess Baseline Conditions, Implement Revisions (as appropriate)

- Analyze existing policies
 - Standards, manuals, plans, guidelines
- Identify opportunities for improvements to prioritize transportation safety
- Action Plan incorporates implementation of revised or new policies

Action Plan Components: Strategy and Project Selections



7. Strategy and Project Selections

Identify strategies and projects based on data, stakeholder input, and equity considerations

- Address safety problems identified using proven countermeasures focused on a Safe System Approach
- Prioritize deployment of mitigation strategies and countermeasures
 - List specific projects or strategies with timeframes
 - Explain criteria used for prioritization
 - Projects and strategies should focus on infrastructure, behavioral and/or operational safety

Action Plan Components: Progress and Transparency, Plan Finalized/Updated



8. Progress and Transparency

9. Plan Finalized/Updated between 2017 and 2022

Identify methods to measure progress

- Identify methods to report to the public and stakeholders on progress
- Identify and report on outcome data
- Report annually, posted online
- Evaluate the approach and update the Plan, at least every five years



Resources

Readily Available Tips and Best Practices

Resources



FHWA Action Plan Resources:

- [Lessons Learned from Development of Vision Zero Action Plans](#) (FHWA)
 - Report drawing on the Vision Zero plan development experiences of two communities.
- [Transportation Safety Planning and the Zero Deaths Vision](#) (FHWA)
 - Reference guide to key information for Metropolitan Planning Organizations and local communities to understand and use the safety planning process to work toward the zero deaths vision.
- [Proven Safety Countermeasures](#) (FHWA)
 - Highlights when and where certain processes, design techniques, or safety countermeasures should be used.
- [Zero Deaths – Saving Lives through a Safety Culture and a Safe System](#) (FHWA)
 - FHWA Highway Safety Programs website with numerous resources for information on zero deaths and the Safe System Approach
- [Local Road Safety Plan: Your Map to Safer Roadways](#) (FHWA)
 - This ‘do-it-yourself’ tool includes steps involved in developing a local road safety plan.
- [FHWA - Center for Local Aid Support - LTAP \(dot.gov\)](#)
 - FHWA supports local and rural road agencies by providing training, technical assistance and technology transfer services to help them manage and maintain their roadway systems.

Resources (Continued)



- [Implementing a Local Road Safety Plan | FHWA \(dot.gov\)](#)
 - This report describes development and implementation of plan for identifying, analyzing and prioritizing roadway safety improvements on local roads with strategies to overcome challenges.
- [Complete Streets \(FHWA\)](#)
 - The FHWA's Complete Streets website provides tools supporting agencies to integrate safety for all road users in the planning and analysis of streets and networks.
- [Bipartisan Infrastructure Law Technical Assistance and Local Support \(FHWA\)](#)
 - The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) provides an unprecedented opportunity for local public agencies to gain direct access to Federal-aid funds to address transportation needs.
 - FHWA is here to support local public agencies with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds.
- [Guide to Developing a Vision Zero Plan](#) (*Developed by Collaborative Sciences for Road Safety*)
 - This guide describes the major steps involved in developing a Vision Zero plan, with an emphasis on best practices
- [Guidelines for Creating an Effective Vision Zero Action Plan](#) (*Developed by Vision Zero Network*)
 - This guide helps Vision Zero communities build an implementation plan that is *concrete*, and *action driven*, while being responsive to the context and needs of the community served.

Additional U.S. DOT Resources:



- [USDOT National Roadway Safety Strategy](#)
 - The United States Department of Transportation National Roadway Safety Strategy (NRSS) outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nations' highways, roads and streets. This is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities.
- [Countermeasures That Work \(NHTSA\)](#)
 - National Highway Traffic Safety Administration (NHTSA) reference guide on evidence-based countermeasures for traffic safety problem areas including Alcohol- and Drug-Impaired Driving; Seat Belts and Child Restraints; Speeding and Speed Management; Distracted Driving; Pedestrian Safety; Bicycle Safety. The guide summarizes strategy/countermeasure use, effectiveness, costs, and implementation time.
- [Our Roads, Our Safety \(FMCSA\)](#)
 - Federal Motor Carrier Safety Administration (FMCSA) national safety campaign that raises awareness about sharing the road safely with large trucks and buses. Includes safety tip sheets and talking points.
- [my street \(mystreetpedsafety.org\)](#)
 - **My Street** is a sketch-level planning tool with options for improving pedestrian safety in your area. Based on data you provide, and data already incorporated in the tool, My Street conducts *systemic analysis*, identifies priority sites for consideration and can offer potential countermeasures for improved pedestrian safety.



Questions?

For any questions following the webinar, we encourage you to contact the staff person assigned to your grant in the FHWA Division Office in your State. If you need additional assistance, you may contact the SS4A Team at:
SS4A.FHWA@dot.gov