



Safe Streets and Roads for All (SS4A) WFRC and MAG Updates



Presentation Agenda

-  Safe Streets and Roads for All (SS4A) Program
-  WFRC Comprehensive Safety Action Plan (CSAP) Overview
-  MAG Safe Streets For All Safety Action Plan for Utah, Wasatch, and Summit Counties
-  Implementation Grants
-  Safe System Approach

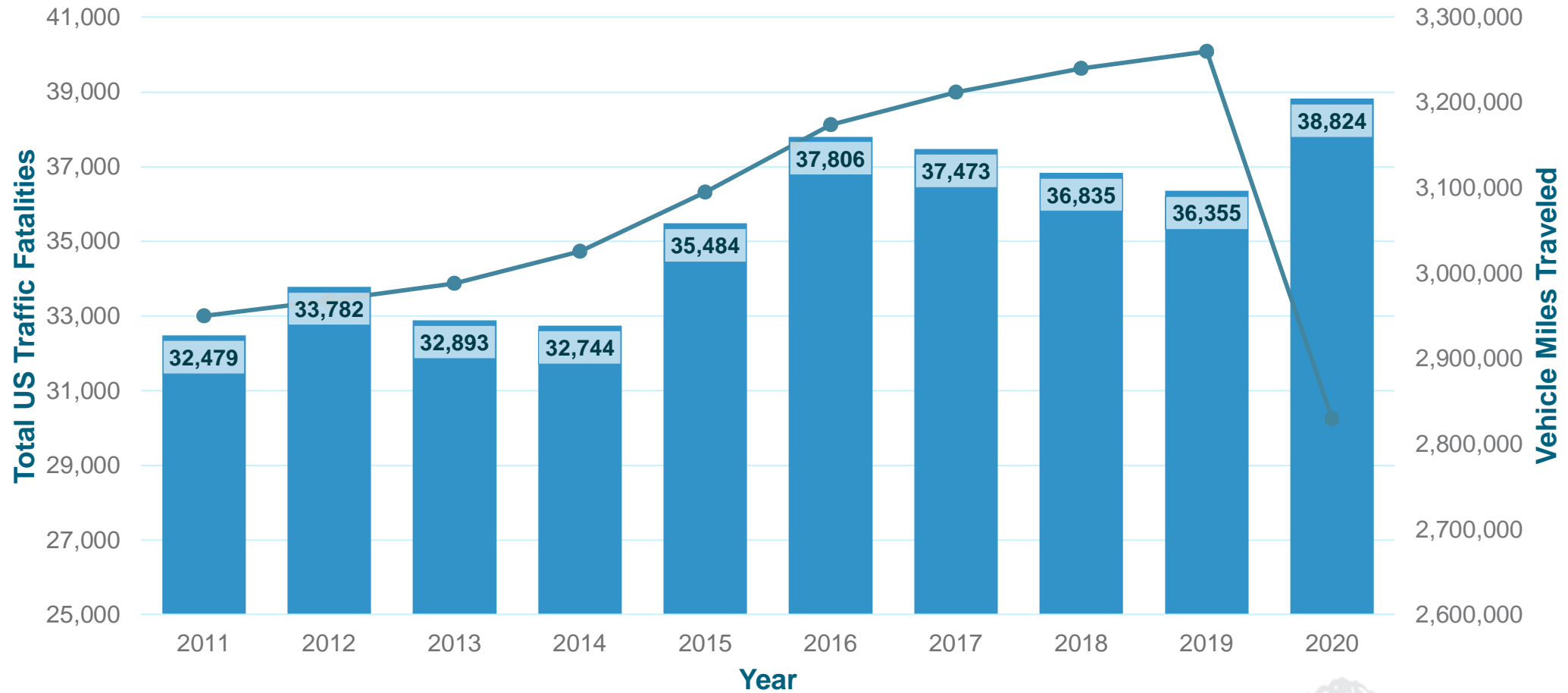


Safe Streets and Roads for All - Overview

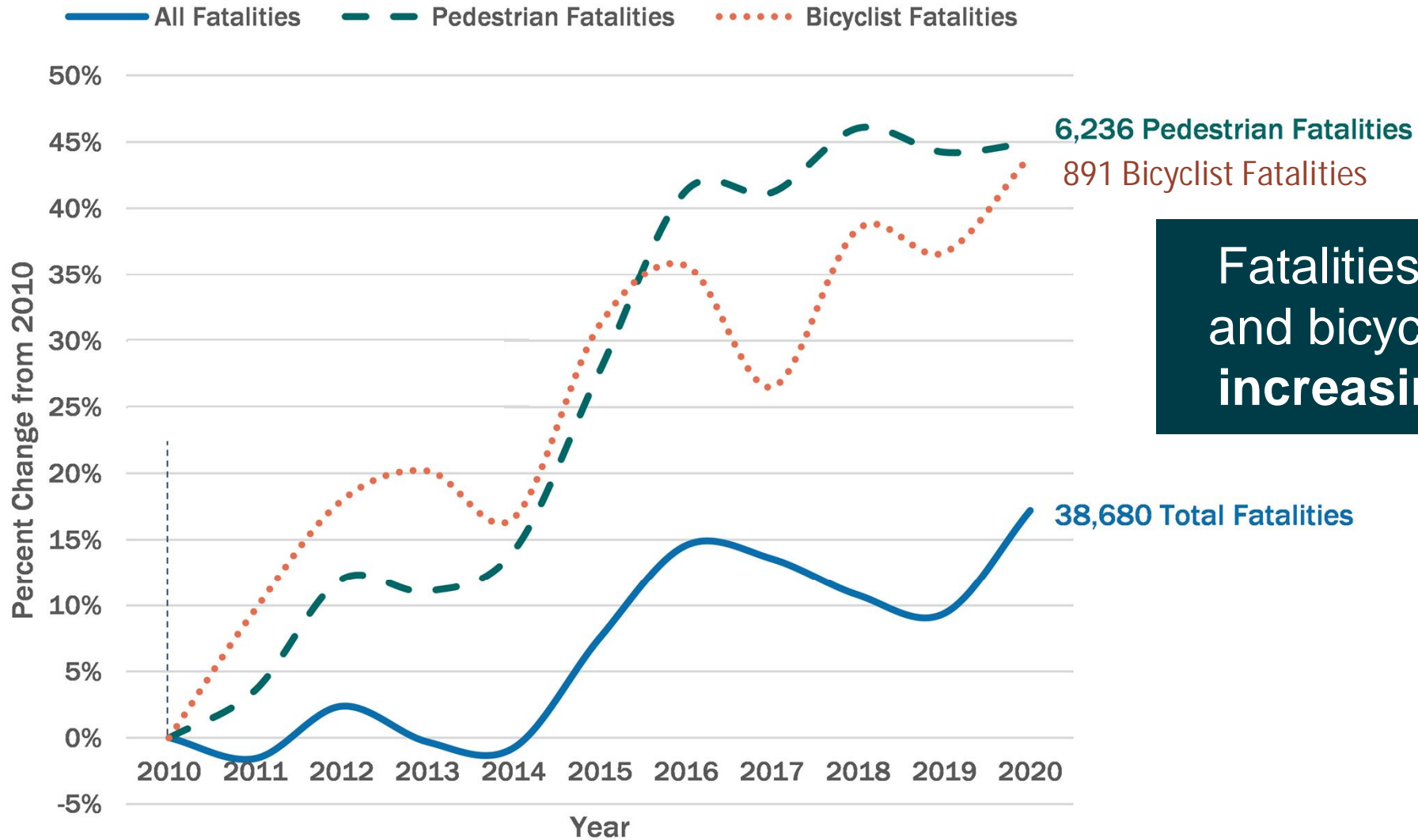


Thousands of Lives are Lost Each Year

Total US Traffic Fatalities and VMT (2011-2020)



We have a national road safety problem



Fatalities of pedestrians and bicyclists have been increasing even faster



Safe Streets and Roads for All (SS4A)

- Bipartisan Infrastructure Law (BIL)
 - Established the Safe Streets and Roads for All (SS4A) discretionary grant program
- **\$5 billion over 5 years (2022-2026)**
 - Planning and Demonstration Grants
 - Implementation Grants



Self-Certification Checklist

Plan must include the following:

- Safety Analysis
 - Existing conditions and historical trends
 - Crashes by location, severity, and contributing factor
 - Systemic and specific safety needs
 - Geospatial identification of higher risk locations
- Identification of comprehensive set of projects and strategies



Self-Certification Checklist

..And must complete 4 of the 6 elements

1. Leadership Commitment

- Governing body publicly commit to a zero fatalities and serious injury goal

2. Plan Development

- Committee charged with plan development, implementation, and monitoring

3. Development Activities

- Engagement with public and relevant stakeholders

4. Equity

- Data-driven, inclusive, and representative processes

5. Policies, Plans, Guidelines, and/or Standards

- Assessment policies, plans, guidelines, and/or standards

6. Progress

- Description on how progress will be measured over time

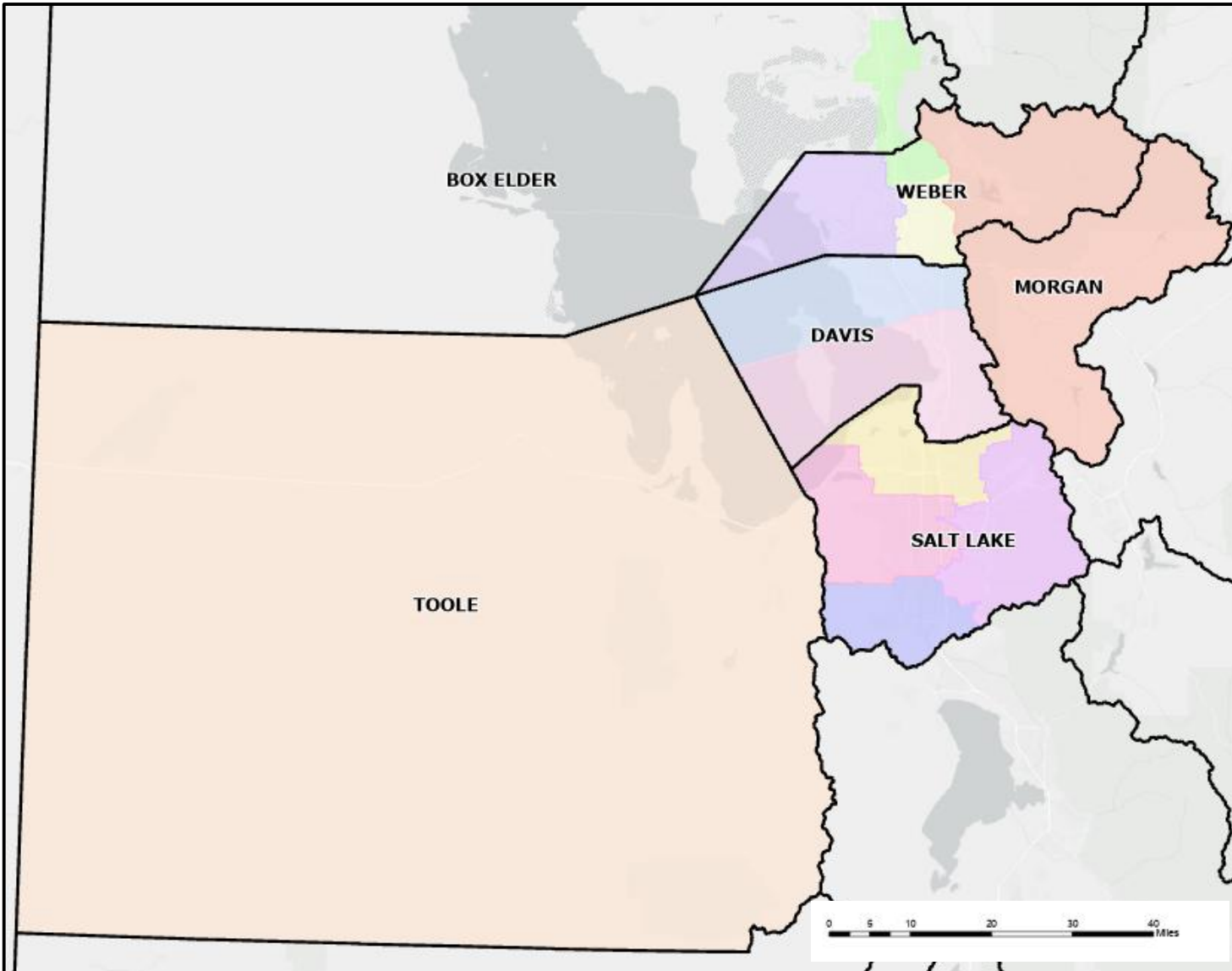
WFRC Comprehensive Safety Action Plan

“A plan to provide local governments the means to make strategic roadway safety improvements.”

CSAP will meet eligibility requirements that allow local jurisdictions to apply for SS4A Implementation Grant program, and serve as a resource for jurisdictions to apply



WFRC Study Area



Legend

County Boundaries

GFA Boundaries

- Central Weber County
- East Salt Lake Valley
- East Weber County / Morgan County
- North Davis County
- Salt Lake City
- South Box Elder / North Weber County
- South Davis County
- South Salt Lake Valley
- Tooele County
- West Salt Lake Valley
- West Weber County

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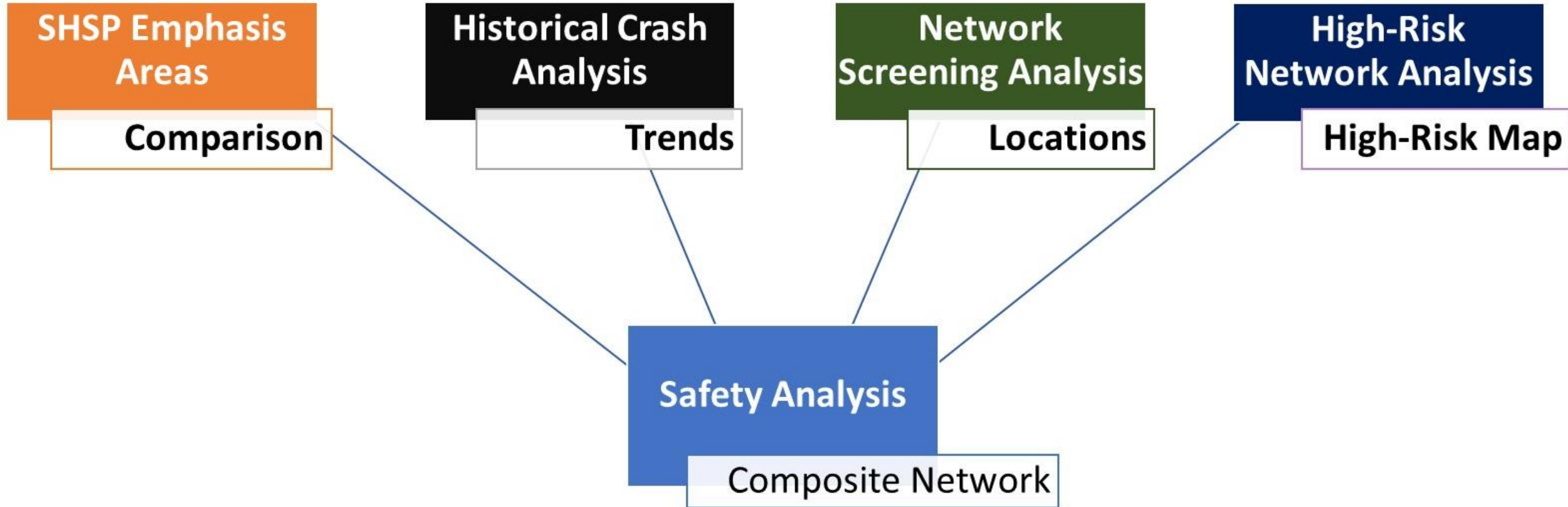
WFRC
UDOT*
UTA

June - Sept. 2023	Oct. 2023	Nov. 2023 - Jan 2024	Feb. 2024	May - June 2024	July 2024
Safety Launch	Geographic Focus Area Safety Planning Team Meetings #1	Strategy and Project Selection	Geographic Focus Area Safety Planning Team Meetings #2	Draft and Final CSAP	WFRC Presentations
Safety Analysis				Leadership Commitment	
				SS4A Regional Workshop	
				Safety Commitment Resolution	
Engagement and Collaboration, Committee Meetings					

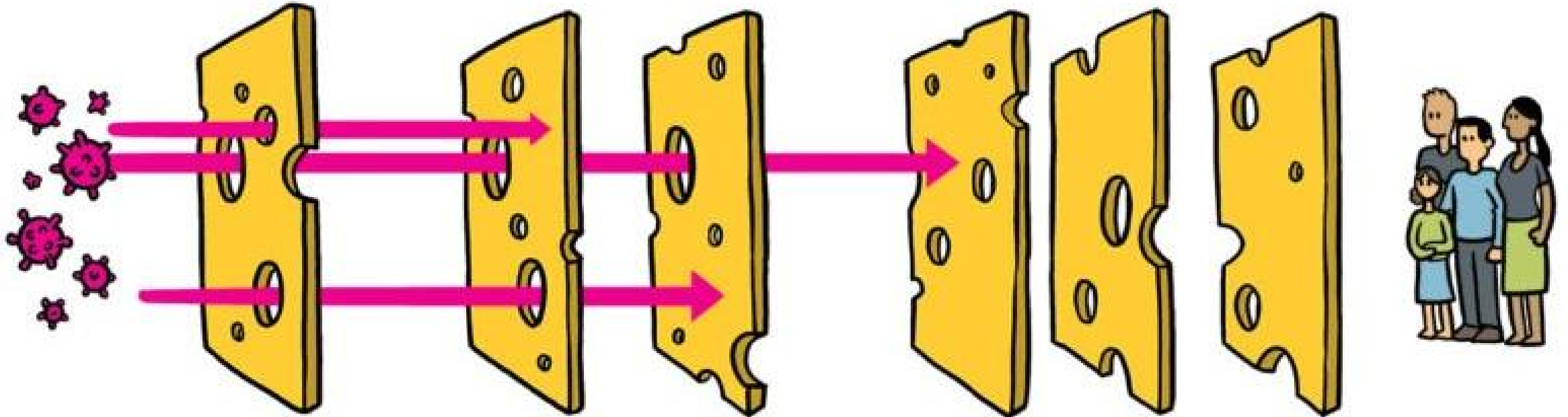


WFRC Comprehensive Safety Action Plan





Multiple Layers Improve Success

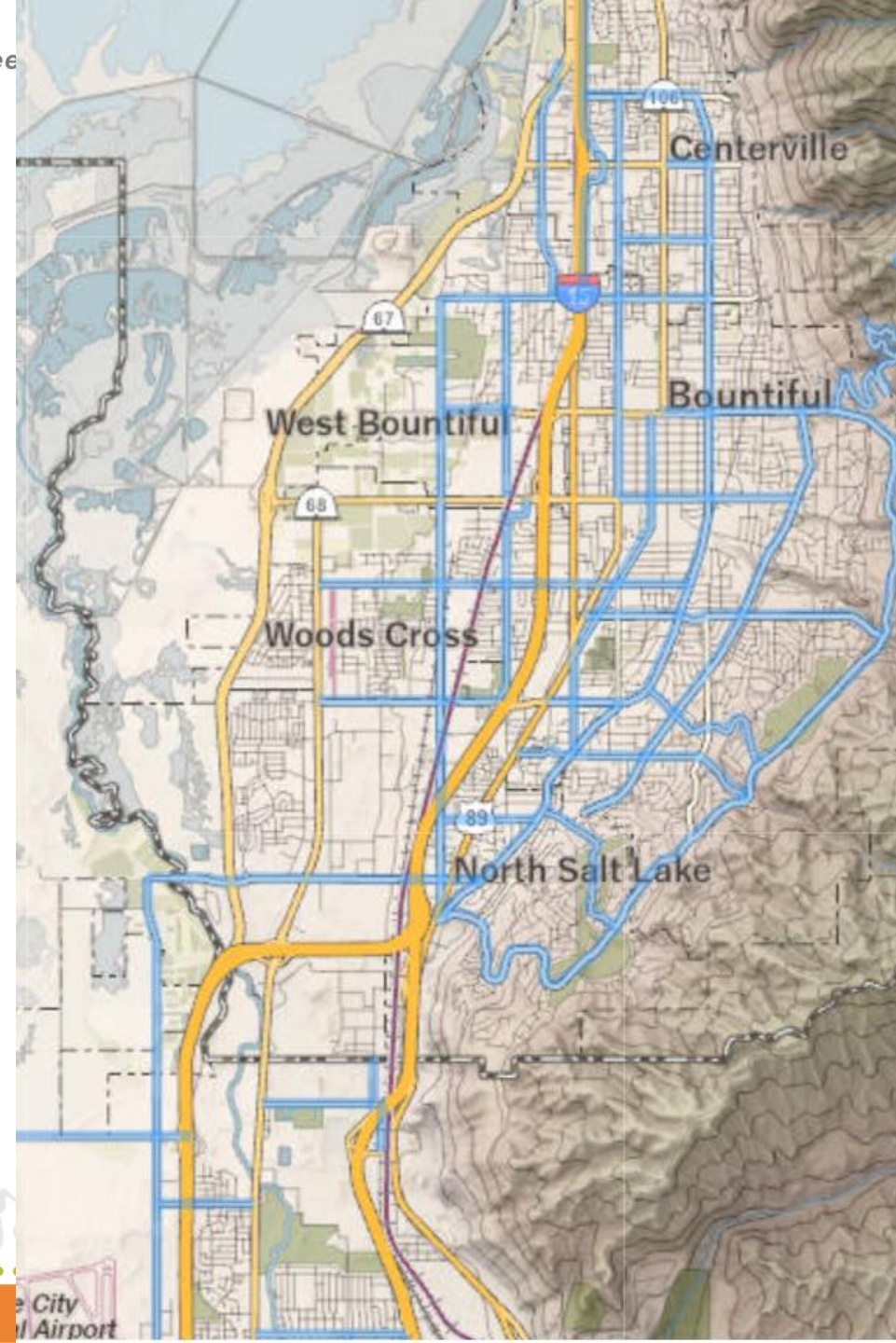


WFRC Safety Overview

State Route: Roadways owned, operated, and maintained by UDOT

Federal-Aid Route: Non-UDOT roadways eligible for federal funding – typically minor arterials and collectors

Local Route: Other non-UDOT roadways, primarily collectors and residential streets



Utah Strategic Highway Safety Plan

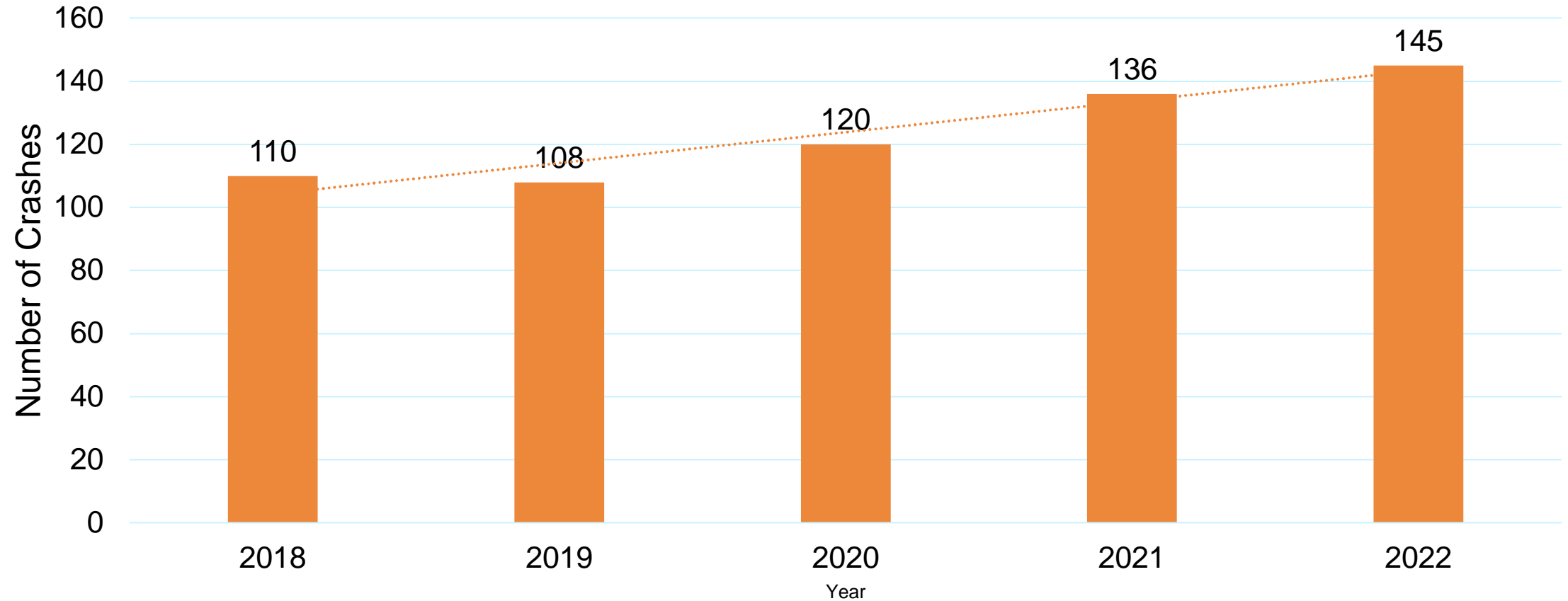
Emphasis Areas

- Aggressive Driving
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Pedestrian Safety
- Roadway Departure Crashes
- Intersection Safety
- Speed Management
- Teen Driving Safety
- Use of Safety Restraints
- Senior Safety

Category	Utah SHSP Safety Emphasis Area	Statewide Totals		WFRC Totals		South Box Elder & North Weber Counties Totals		
		Fatal and Serious Injury	Rank	Fatal and Serious Injury	Rank	Fatal and Serious Injury	Rank	Change in Rank From WFRC
Driver	Teen Driver	1,640	4	917	5	33	6	-1
	Older Driver	1,508	6	523	8	31	7	1
	Speed-Related	2,133	3	723	6	43	4	2
	Aggressive Driving	555	11	243	11	20	8	3
	Distracted Driving	718	10	955	4	37	5	-1
	Impaired Driving	1,184	8	1,234	3	52	3	0
	No Safety Restraints	1,542	5	347	10	19	9	1
Roadway	Intersection	3,567	1	1,975	1	57	2	-1
	Roadway Departure	2,931	2	1,503	2	74	1	1
Special Users	Motorcycle	1,457	7	597	7	18	10	-3
	Pedestrian	912	9	452	9	14	11	-2
	Bicycle*	280	12	118	12	5	12	0

Historical Crashes Trends

Annual Fatal Crashes*

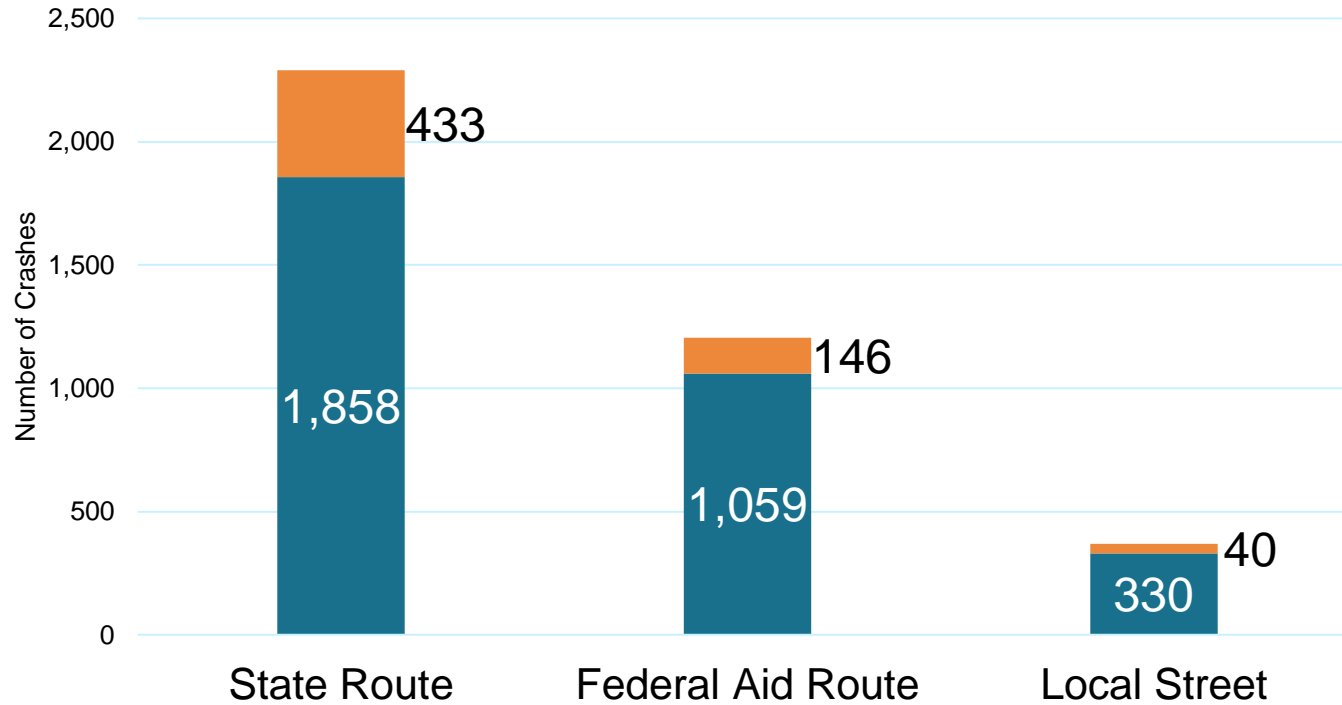


*IN WFRC AREA

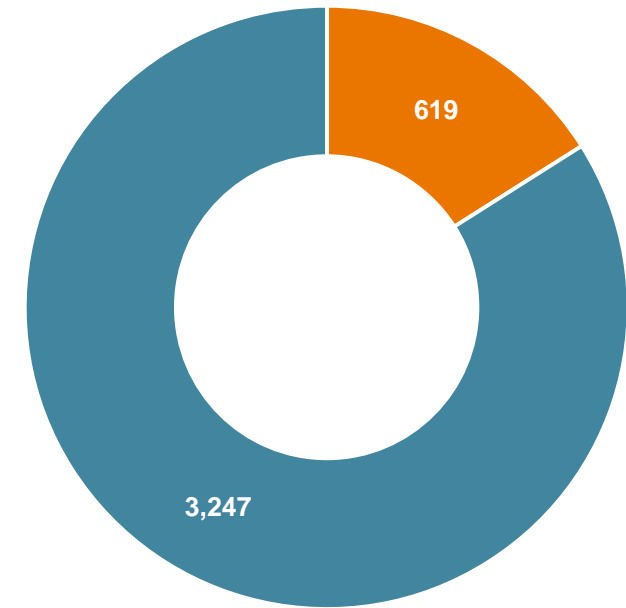
Salt Lake Co, Davis Co, Weber Co., Morgan Co., Tooele, Co., southern Box Elder Co.

Historical Crashes Trends

Crashes by Route Type*



Crashes by Severity*



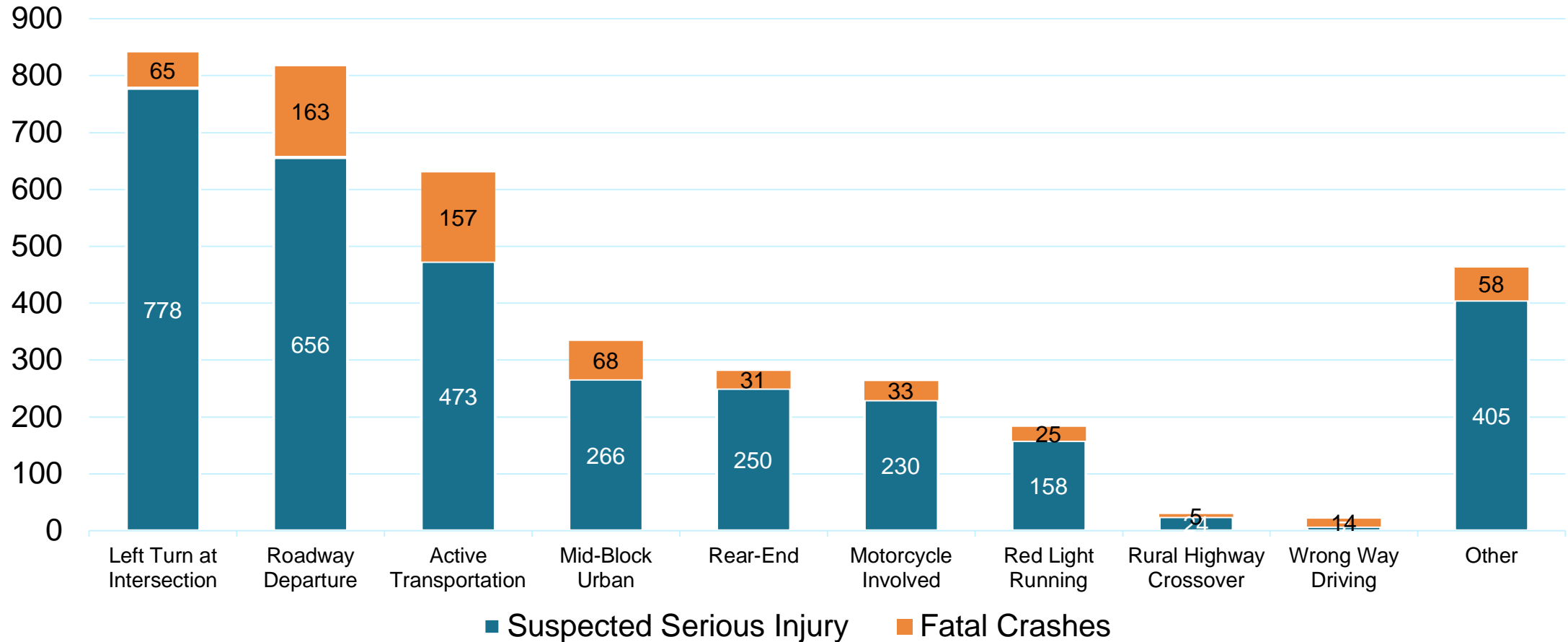
■ Suspected Serious Injury Crashes ■ Fatal Crashes

*IN WFRC AREA

Salt Lake Co, Davis Co, Weber Co., Morgan Co., Tooele, Co., southern Box Elder Co.

Historical Crashes Trends

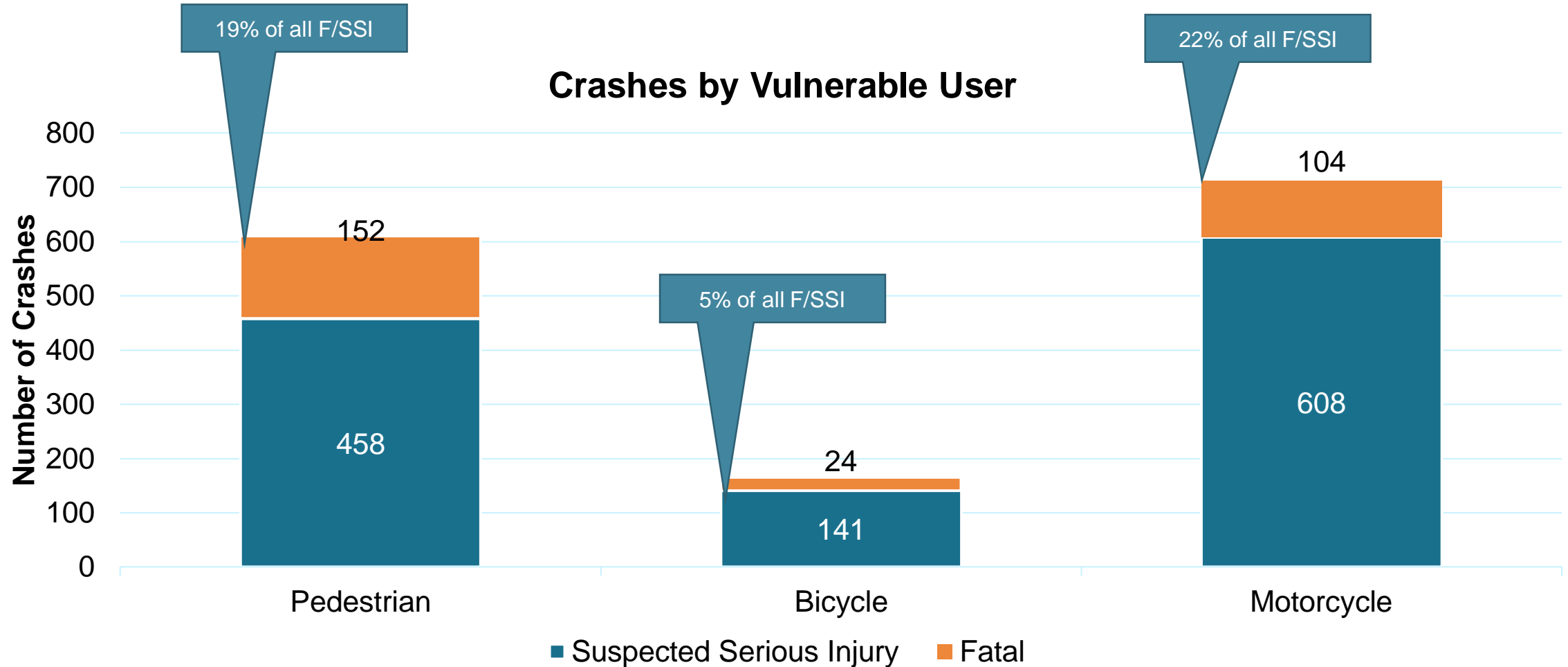
Crashes by Crash Type*



*IN WFRC AREA, ALL ROUTE TYPES

Salt Lake Co, Davis Co, Weber Co., Morgan Co., Tooele, Co., southern Box Elder Co.

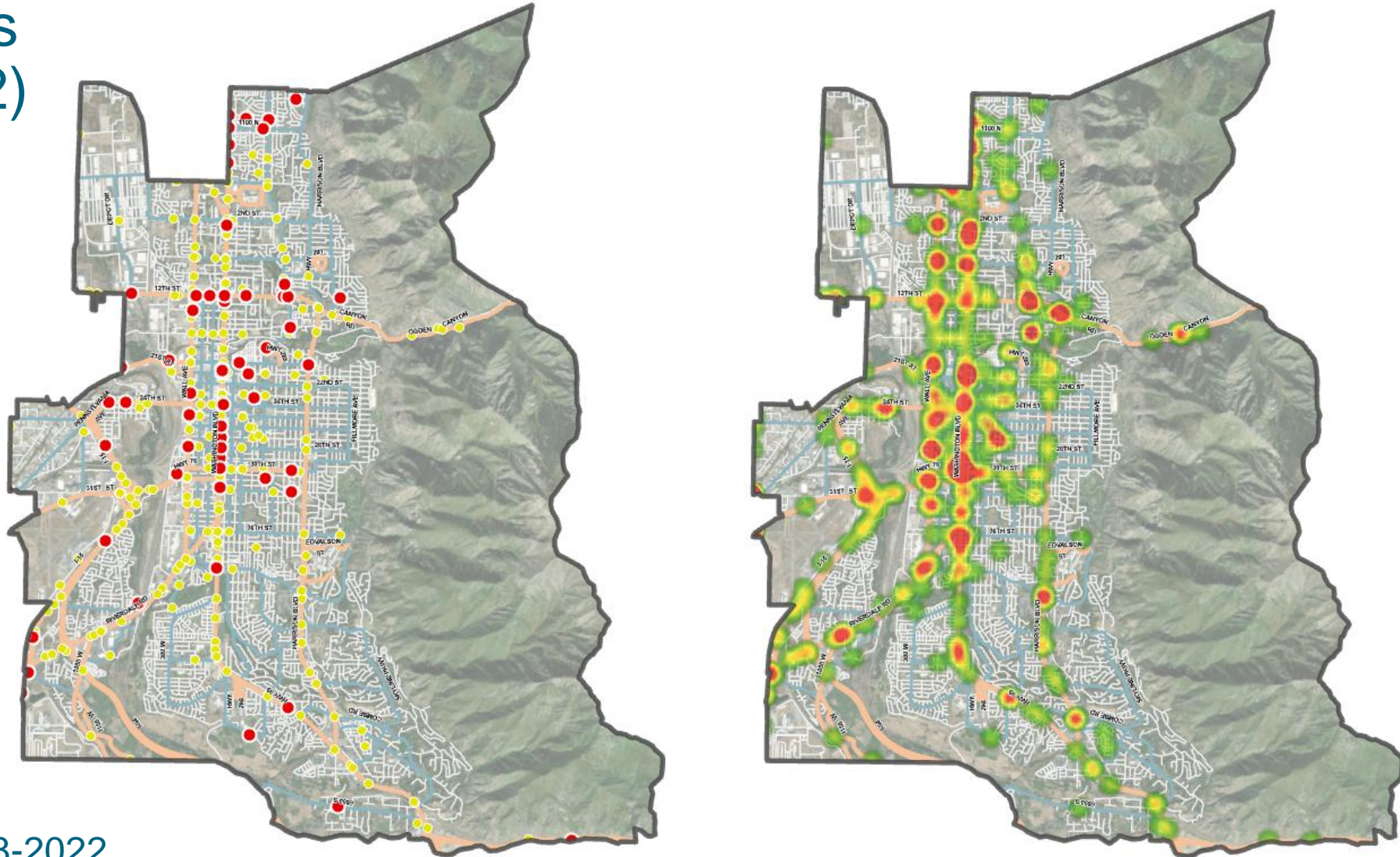
Historical Crashes Trends



*ANNUAL FATAL AND SERIOUS INJURY CRASHES WITHIN WFRC AREA
 Salt Lake Co, Davis Co, Weber Co., Morgan Co., Tooele, Co., southern Box Elder Co.

Historical Crashes Trends – Central Weber

KA Crashes
(2018-2022)



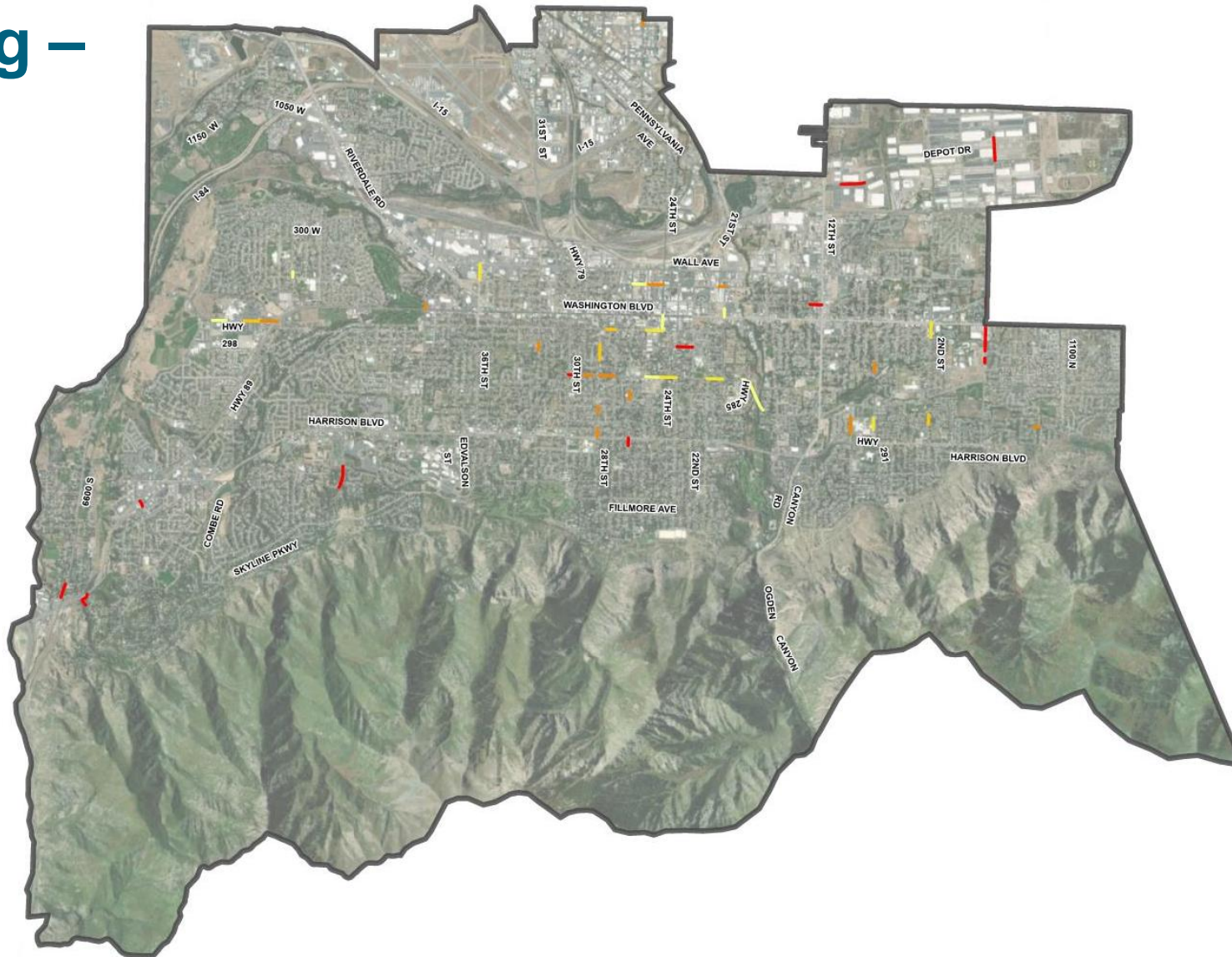
Crash Data: 2018-2022

Network Screening – Central Weber

Facility	Limits	Functional Classification	City	Crashes	Critical Crash Rate Differential	EPDO ¹	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Injury/PDO	Angle	Front to Rear	Head On	Single Vehicle	Parked Vehicle	Rear to Rear	Rear to Side	Sideswipe (Same Direction)	Sideswipe (opposite Direction)	Other/Unknown	Pedestrian	Bicycle	Motorcycle
State Routes																								
Ogden Canyon Rd (SR-39)	Access Road Cyn to Warm Water Cyn	Minor Arterial		20	4.2	205	0	1	4	1	14	0	1	3	10	1	0	0	4	1	0	0	0	2
Washington Blvd (US-89)	US-39 to 11th St	Other Principal Arterial	Ogden	29	2.4	1043	1	0	4	4	20	14	8	0	3	1	0	0	0	3	0	0	0	3
31st St (SR-39)	I-15 NB Off Ramp to Parker Dr	Other Principal Arterial	Ogden	25	2.4	66	0	0	0	4	21	1	20	0	1	0	0	0	0	3	0	0	0	0
12th St (SR-39)	I St to Gibson Ave	Other Principal Arterial	Ogden	53	2.3	500	0	2	5	15	31	37	9	1	5	0	0	0	0	1	0	2	0	0
Washington Blvd (US-89)	3rd St to 2nd St	Other Principal Arterial	Ogden	17	2.2	999	1	0	3	3	10	0	10	0	3	1	0	0	1	2	0	2	0	0
Washington Blvd (US-89)	23rd St to 24th St	Other Principal Arterial	Ogden	18	2.0	266	0	2	1	4	11	2	10	0	3	1	0	0	0	1	1	1	0	0
Washington Blvd (US-89)	11th St to 10th St	Other Principal Arterial	Ogden	15	1.8	46	0	0	0	3	12	7	1	1	2	0	0	0	1	3	0	0	2	0
Wall Ave (SR-204)	Riverdale Rd to Chimes View Dr	Other Principal Arterial	South Ogden	17	1.7	69	0	0	1	3	13	7	7	1	0	0	0	0	0	1	1	0	0	0
24th St (SR-53)	Pennsylvania Ave to G Ave	Minor Arterial	Ogden	14	1.6	1025	1	1	0	3	9	0	4	0	7	0	0	0	1	1	1	1	0	0
12th St (SR-39)	Adams Ave to US-89	Other Principal Arterial	Ogden	21	1.6	95	0	0	2	3	16	9	8	1	0	0	0	0	0	2	1	0	0	1
Federal Aid Routes																								
6600 S	2275 S to Bell Ln	Major Collector	Uintah	3	82.9	24	0	0	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
North St	630 E to 660 E	Major Collector	Ogden	3	20.5	24	0	0	1	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0



Network Screening – Central Weber



Legend



GFA Boundary

Critical Crash Rate Differential

- 0 - 0.33
- 0.33 - 0.66
- 0.66 - 1.0
- 1.0 - 3.0
- > 3.0

Central Weber County Wasatch Front Regional Council Area



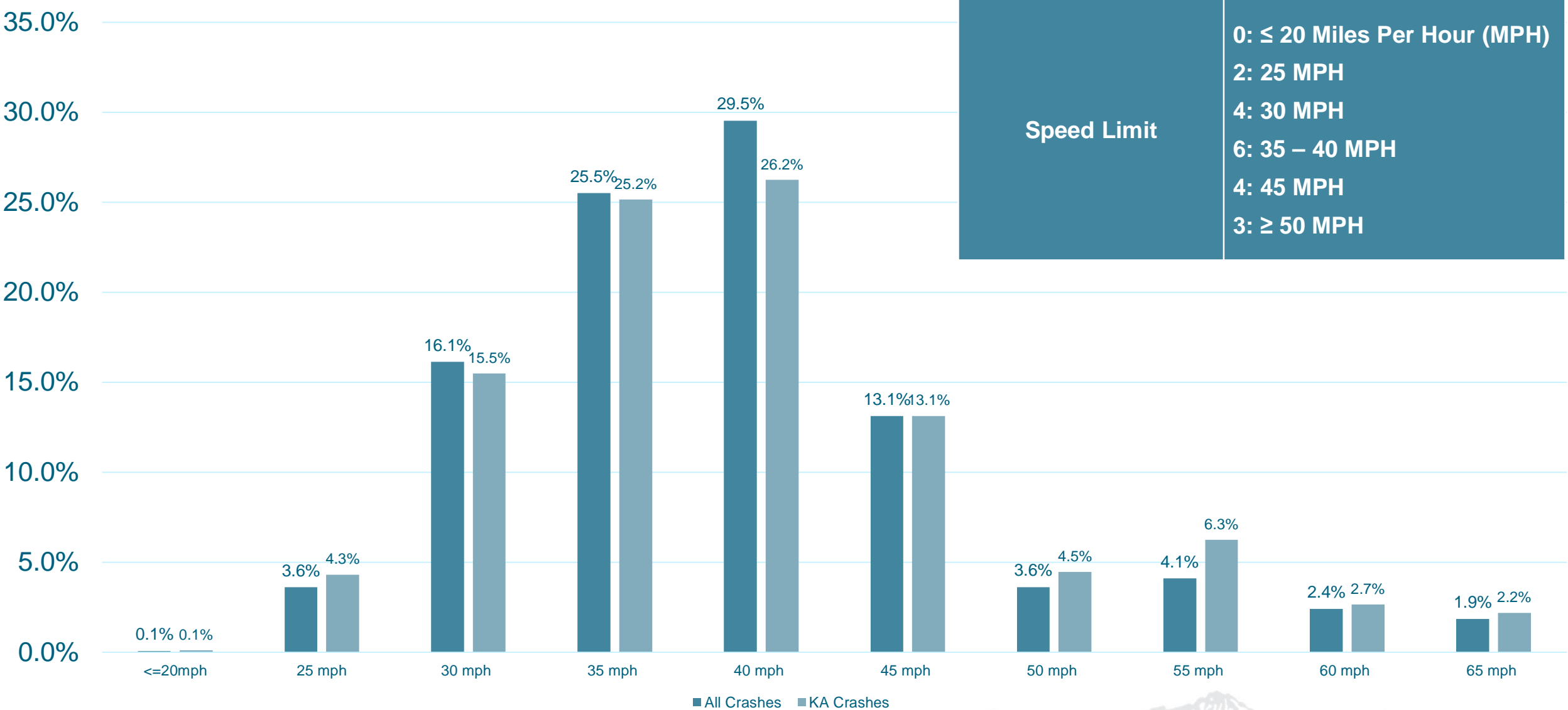
Crash Profile Risk Assessment

- Traffic Volume
- Speed
- Roadway Type
- Lighting Condition
- Access Density
- Presence of Rumble Strips
- Paved Shoulder
- Roadside Hazards
- Road Geometry
- Pedestrian Facilities
- Bicycle Facilities



Speed Limit

- 0: ≤ 20 Miles Per Hour (MPH)
- 2: 25 MPH
- 4: 30 MPH
- 6: 35 – 40 MPH
- 4: 45 MPH
- 3: ≥ 50 MPH



Composite High-Risk Network

Analysis	Risk Type	Approach	Value
Historical Crash Analysis	Historical Crash Risk	5-Year Crash Totals \geq 3 Crashes	1
Crash and Network Screening Analysis	Systemic Crash Risk	Positive Local CCR Differential	1
WFRC Risk Assessment	Roadway Risk	Risk Score \geq 20	1
usRAP Risk Assessment	Vehicle Risk	Vehicle Star Rating = 1-2 Stars	1
usRAP Risk Assessment	Pedestrian Risk	Pedestrian Star Rating = 1-2 Stars	0.5
usRAP Risk Assessment	Bicycle Risk	Bicycle Star Rating = 1-2 Stars	0.5
Total Possible Composite Risk Score			5

Next Steps

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Engagement and Collaboration, Committee Meetings					



www.wfrcsafetyplan.org



Mountainland Association of Governments Safety Action Plan



MAG Safety Action Plan

A Tale of Two Plans

- MPO – Utah County
- RPO – Summit County & Wasatch County

Technical work conducted concurrently

- Separately adopted plans by respective MPO/RPO boards
- Customized focus according to geography and local needs - County and sub-county level



MAG Safety Action Plan – Key Factors

- Position the community to compete for SS4A Implementation Grants
- Elevate safety in the MPO/RPO project prioritization and planning processes
- Avoid a plan on a shelf



Grant Positioning – Schedule

- An adopted Safety Action Plan is a requirement for Implementation Grant eligibility
- Schedule drives towards plan adoption in late Spring 2024 anticipating grant submission deadline in July 2024



Grant Positioning – Concept Development

- Concept drawings and cost estimates for 3 packages of projects
 - Make it as easy as possible to prepare for a grant submission
 - Not full engineering design
- 3 packages queued up for final 3 years of SS4A Implementation Grants – 2024, 2025, 2026
- Opportunity for combined grant to be submitted through MPO/RPO
- Will not prevent local governments from preparing their own grants

Grant Positioning – Concept Development

Local government coordination – Project Identification

- Cannot develop projects in a vacuum
- Early vetting of crash analysis results and mitigation ideas
- Do not want to surprise local governments with project ideas that are infeasible, work against local vision, or likely to have community push back



Grant Positioning – Concept Development

Local government coordination – Touchpoints

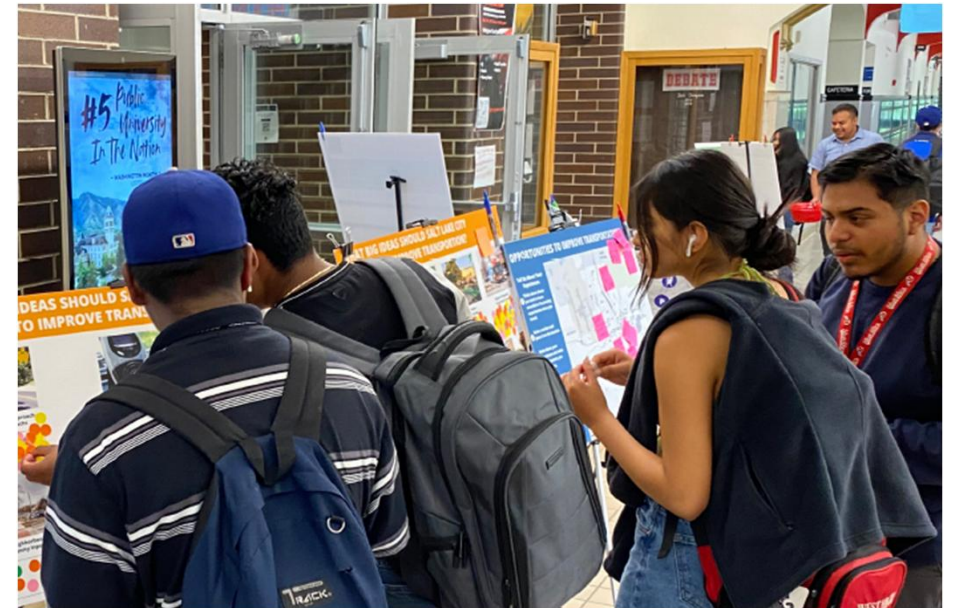
- Monthly Stakeholder Committee meetings
- Quarterly updates to MPO/RPO Boards
- Initial development and vetting of project concepts late 2023



Grant Positioning – Concept Development

Public Outreach

- Pop-up community events
- Project website
- Online survey
- Pedestrian intercept surveys
- In-person & virtual public open houses



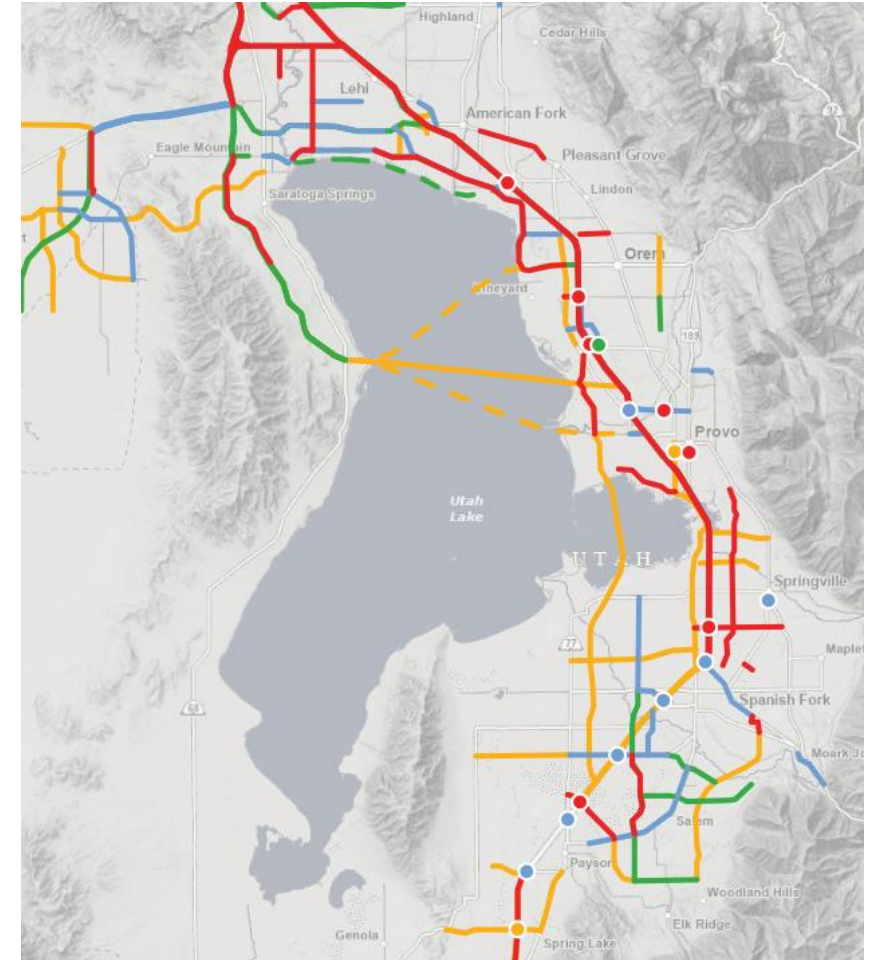
Grant Positioning – Concept Development

- Local government coordination - Funding
 - 20% local match required
 - Local & state funding sources eligible, federal ineligible
 - Cash and in-kind contributions eligible



Elevating Safety in the Organization

- RTP Development & Project Prioritization
 - High-injury Network
- Create a safety culture
 - Best practices evaluation
 - Countermeasures Toolkit
 - Safe Systems policies



Implementation Grants Funding

	<u>2022</u>	<u>2023</u>	<u>2024</u>
Total:	\$590M	Up to \$600M	Up to \$600M
Min/Max per Project:	\$5M - \$30M	\$2.5M - \$25M	?
Num of Projects:	37 of 200 applicants funded	<i>Expected up to 100</i>	

Implementation Grants Funding

	<u>2022</u>	<u>2023</u>	<u>2024</u>
Notice of Funding Opportunity (NOFO):	May 24	Mar 30	?
Submission Deadline:	Sep 15	July 10	
Awards Announced:	Feb 23, 2023	<i>Expected Dec 2023</i>	

Implementation Grants Funding

- Successful projects tend to . . .
 - Promote safety to prevent death and serious injury
 - Low-cost, high-impact strategies that improve safety over a wide geographic area
 - Located on a jurisdiction's High-injury network
 - Ensure equitable investment in the safety needs of underserved communities
 - Demonstrate project readiness



Implementation Grants Funding

- Themes from 2022 winners
 - Multi-modal (AT, transit, etc.)
 - Speed management/traffic calming
 - Lighting, landscaping, visibility, signage
 - Traffic signal improvements
 - Complete streets/road diet



MAG Safety Action Plan Next Steps

- Ongoing: Crash analysis and public engagement
- Early October: Stakeholder Committee Meetings begin
- Late 2023: Early project identification
- Spring 2024: Plan adoption
- June 2024: First package of project concepts complete
- July 2024: Anticipated Implementation Grant deadline



How does the
United States
reach zero deaths?



Source: Fehr & Peers



Transportation system design and operation should reduce crash severity and save lives by:

1. Anticipating human mistakes
2. Lessening impact forces

The Safe System approach aims to eliminate fatal and serious injuries for all road users by:

Accommodating human mistakes

PARADIGM SHIFT ||



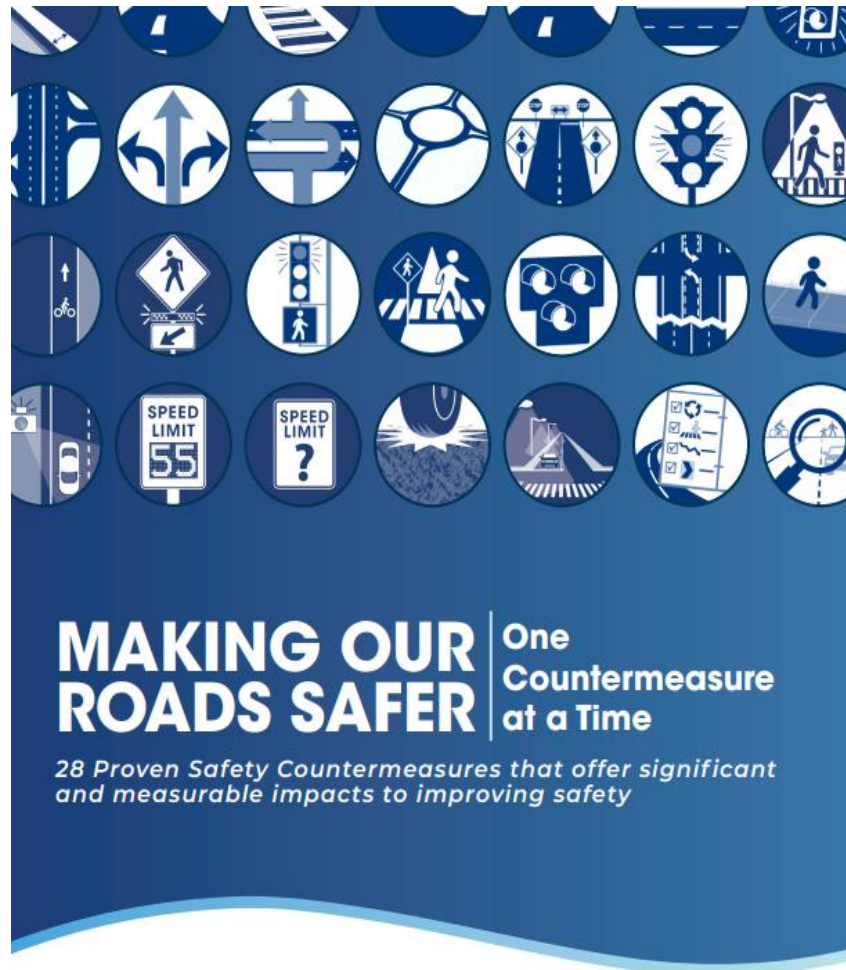
Keeping impacts on the human body at tolerable levels



Safe System Approach







Transportation agencies are strongly encouraged to consider widespread implementation of Proven Safety Countermeasures to accelerate the achievement of local, State, and National safety goals.

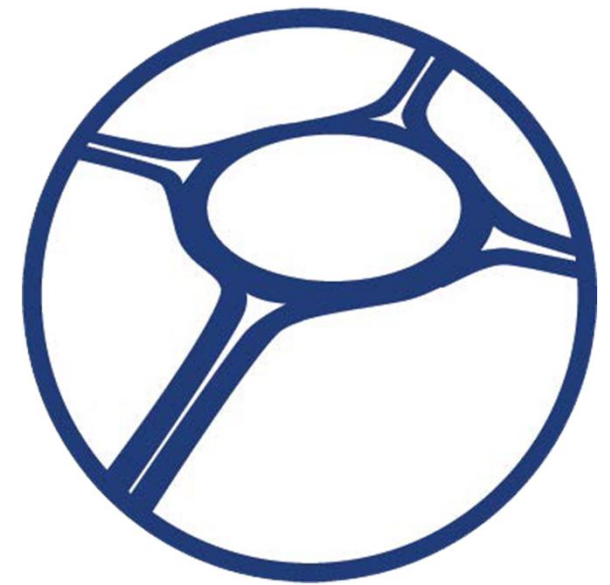
Proven Safety Countermeasures



APPROPRIATE SPEED LIMITS



MEDIAN AND PEDESTRIAN REFUGE ISLANDS



ROUNDBABOUTS



Where are We on the Safe System Journey?

Traditional approach

Prevent crashes →

Improve human behavior →

Control speeding →

Individuals are responsible →

React based on crash history →

Safe System approach

Prevent death and serious injuries

Design for human mistakes/limitations

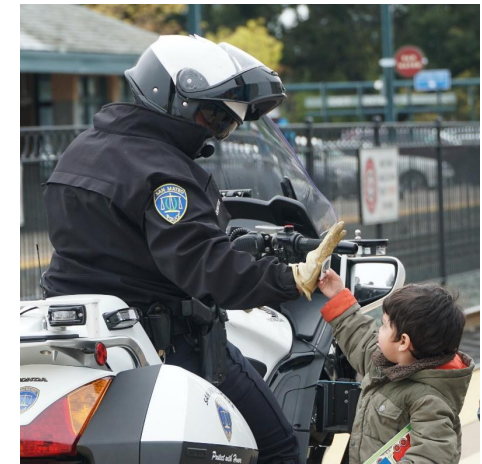
Reduce system kinetic energy

Share responsibility

Proactively identify and address risks



Implementing the Safe System approach is our shared responsibility, *and we all have a role.*



Questions?



SS4A - Implementation Checklist

While a contractor may prepare and submit the application materials, **staff in the political subdivision** of a State or Tribe **must be listed as the point of contact and alternate point of contact on the application**. Staff from the political subdivision or Tribe are **responsible for signing all applicable forms** listed below and **responding to any questions** the SS4A team may have about application content.



SS4A - Implementation Checklist: Now

- City employee point of contact
- Create account using the
 - [Valid Eval Implementation Grant Application](#) *(link to be updated)*
- Gather key **application data**, including:
 - Total applicant jurisdiction population
 - Total applicant jurisdiction census tract(s)
 - Total applicant jurisdiction count of motor vehicle-involved roadway fatalities 2016-2020 or 2017-2021
 - Total applicant jurisdiction average annual fatality rate (per 100,000 population)
 - Percent of population in Underserved Communities Census Tract(s) in project areas
 - Project area fatalities 2017-2021
 - Project area serious injuries 2017-2021

SS4A - Implementation Checklist: Now (continued)

- Identify the following information:
 - Roadway safety **responsibility**
- Complete the following **Standard Forms**:
 - SF-424: Application for Federal Assistance
 - SF-424C: Budget Information for Non-Construction Programs
 - SF-424D: Assurances for Non-Construction Programs
 - SF-LLL: Disclosure of Lobbying Activities



SS4A - Implementation Checklist: Later

- Identify the following information:
 - **Problem(s)** to be solved with project(s)
 - **Roadway users** that will receive significant safety benefits
 - Total project and Federal **funding breakdowns** for activities A, B, and C
- Write a **narrative no longer than 12 pages**: NOFO requirements Section D & E
- Complete the **Supplemental Estimated Budget**
- Provide **Action Plan** link
- If applicable, gather **information on joint applicants**
- If applicable, demonstration or **supplemental planning activities**