

SS4A Safety Action Plan Task Force

Kickoff Meeting – January 23, 2024



FEHR PEERS



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Agenda

- Introductions & Word Cloud
- Safety Plan Overview, Outcomes, and Schedules
- Safe System Approach
- Driving Toward Zero Deaths – A Reimagined Safety Program
- Group Activity
- Wrap-up and Next Steps



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Introductions

Tell us:

- Name
- Employer or Connection to RPCGB
- Your connection to or interest in transportation safety

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Word Cloud Exercise


What two or three things do you think need to be improved or added for our region to have a safer transportation system?

Join by Web PollEv.com/carolineyoung560

Join by Text Send [carolineyoung560](https://PollEv.com/carolineyoung560) and your message to [22333](https://PollEv.com/carolineyoung560)




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Heart of Alabama SS4A

Safety Plan Overview, Purpose, and Schedule



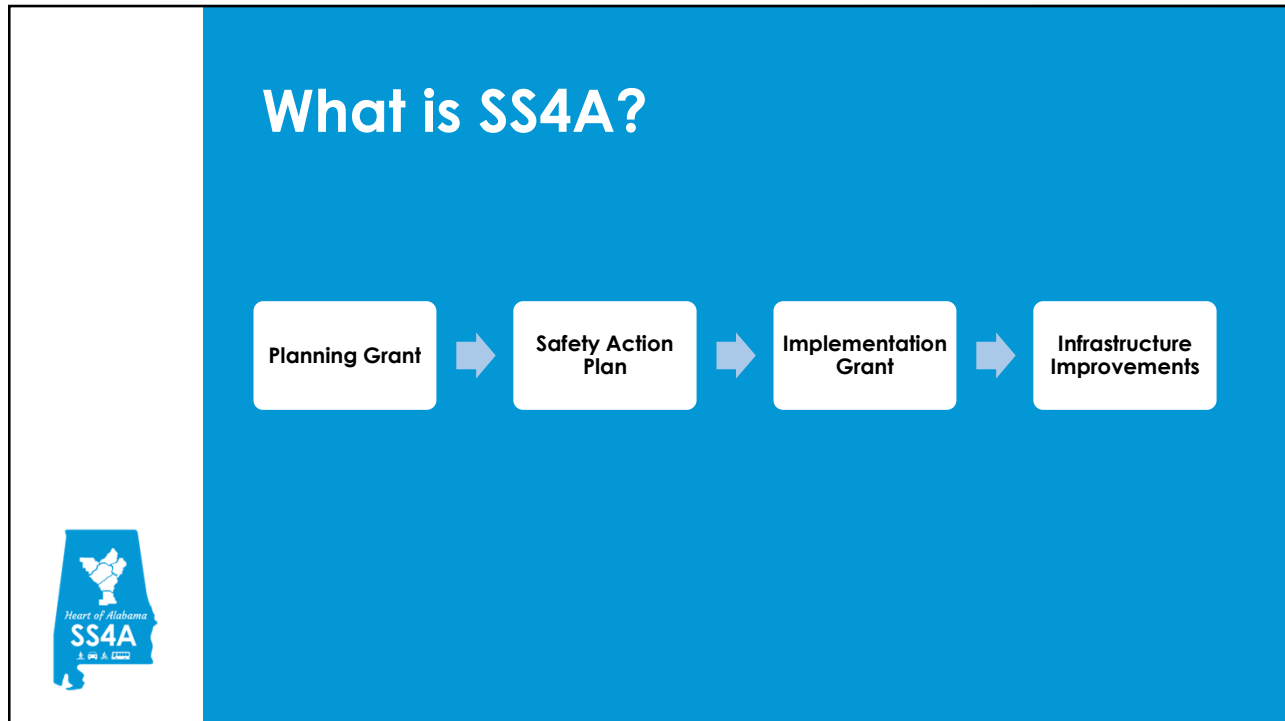
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What is SS4A?

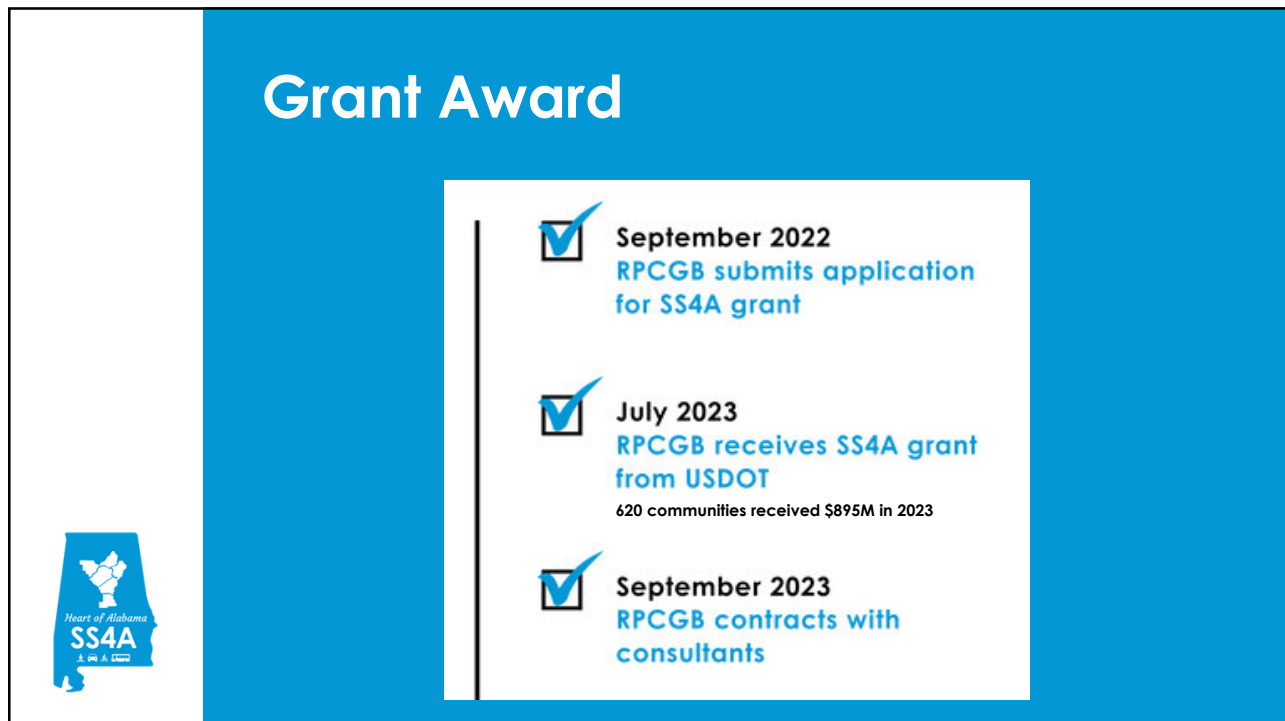
- Safe Streets and Roads for All (SS4A) is a discretionary grant program
- Funded through the Bipartisan Infrastructure Law (BIL) through the USDOT
- Program aims to provide a collaborative and data-driven strategy to reduce transportation-related fatalities and serious injuries




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Safety Action Plan Components

- Leadership commitment and goal setting
- Planning structure (this task force)
- Safety analysis
- Engagement and collaboration
- Equity considerations
- Policy and process changes
- Strategy and project selections
- Progress and transparency methods

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Why do we need it?

- In a 5-year period (2019-2023):
 - **183,705** total crashes on public roadways resulted in:
 - **898** fatalities (avg. **180/year**)
 - **4,864** serious injuries (avg. **973/year**)
 - **35,250** non-incapacitating or possible injuries (avg. **19/day**)
 - **337** pedestrian fatalities/serious injuries
 - **41** bicyclist fatalities/serious injuries

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Why do we need it?

- Crashes within Jefferson County account for approximately **18%** of all crashes and **11%** of all fatal crashes in Alabama (JeffCo = 13% of AL pop.)
- Crashes within the HOA region account for approximately **25%** of all crashes and **19%** of all fatal crashes in Alabama (HOA = 23% of AL pop.)
- Alabama has a goal Toward Zero Deaths over a 25-year period

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Schedule and Stakeholder Roles

- **January** – Task Force Kickoff Meeting
- **April/May** (virtual) – Task Force Meeting #2 – Share results of safety analysis, identify focus areas for the plan, initiate discussions on solutions
- **August** (virtual) – Task Force Meeting #3 – Obtain feedback on draft solutions/strategies and plan content

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Safe System Approach

Birmingham's Safety Program




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Re-Thinking Safety



- ✓ Roadway deaths have been flat or risen - Alabama is not alone – this is a national trend
- ✓ Time to re-think how to approach safety practices to achieve reductions
- ✓ SS4A safety funds – use these resources to produce beneficial results
- ✓ Sound planning leads to successful implementation



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A System Approach

“And there wasn't one stone we left unturned, from health of the team, what we're doing in the clubhouse, clubhouse culture, what we do in the weight room, analytics, pro scouting, biomechanics, is there enough communication between everybody.”

– Hal Steinbrenner on Yankees 2024 rebuild

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A Safe System

- The principles provide foundational concepts to help with the eventual prioritization of programs and projects.

SAFE SYSTEM PRINCIPLES

<div style="text-align: center; margin-bottom: 5px;"></div> <p>Death/Serious Injury is Unacceptable</p> <p>While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.</p>	<div style="text-align: center; margin-bottom: 5px;"></div> <p>Humans Make Mistakes</p> <p>People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.</p>	<div style="text-align: center; margin-bottom: 5px;"></div> <p>Humans Are Vulnerable</p> <p>People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.</p>
<div style="text-align: center; margin-bottom: 5px;"></div> <p>Responsibility is Shared</p> <p>All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.</p>	<div style="text-align: center; margin-bottom: 5px;"></div> <p>Safety is Proactive</p> <p>Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.</p>	<div style="text-align: center; margin-bottom: 5px;"></div> <p>Redundancy is Crucial</p> <p>Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.</p>

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A Safe System

- The elements provide direction on the types of projects and programs to prioritize across the five categories.



SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.

<p>Safe Road Users</p> <p>The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.</p>	<p>Safe Vehicles</p> <p>Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.</p>	<p>Safe Speeds</p> <p>Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.</p>	<p>Safe Roads</p> <p>Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.</p>	<p>Post-Crash Care</p> <p>When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.</p>
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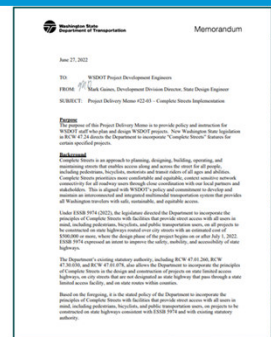
Safe System Examples

SUMMARY OF STATEWIDE ACTIONS

INTEGRATION OF SAFETY INTO CALTRANS POLICIES	1.1	Review and update statewide planning guidelines to incorporate the Safe System Approach.
	1.2	Revise the Highway Safety Improvement Program Guidelines.
	1.3	Develop a statewide decision-making framework for proactively identifying, analyzing, and prioritizing roadway safety investment.
	1.4	Develop "Designing for Safety" training to support implementation of Safe System Approach directed at the project development teams.
	1.5	Propose to extend Caltrans' delegation to approve proactive safety projects in addition to reactive projects.
	1.6	Enhance the Safety Review process to incorporate the Safe System Approach in project road safety design decision process.
	1.7	Review and Update the Statewide Procedure/Technical Guidance for road safety in work zones.
	1.8	Create a policy to facilitate speed enforcement in the Construction Zone Enhanced Enforcement Program and Maintenance Zone Enhanced Enforcement Program in work zones.
	1.9	Identify all of Division of Research, Innovation, and System Information policies and directives that require any revisions to be consistent with DP-36 and make updates.
BEST PRACTICES UPDATE	2.1	Develop best-practice guidance to improve the safety of pedestrians and bicyclists on the State Highway System.
	2.2	Expand before-and-after studies for safety projects (reactive and proactive) on the State Highway System.
DATA COLLECTION AND DATABASE MANAGEMENT	3.1	Develop a statewide inventory of safety devices to support proactive safety initiatives and create a framework to extend the database to include additional roadside safety features.
	4.1	Develop project-level communication plans to promote road safety enhancements and improvements in partnership with District Public Information Officers.
PUBLIC OUTREACH	4.2	Conduct public outreach surveys to identify areas of improvement.



- Complete Streets legislation
- Project development memo
- Design Manual modifications for Complete Streets using the Safe System
- Target speed and roundabout first policy
- Updated Safe System Approach
- Executive Order
- Work zone speed cameras



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Safe System Example

Death & Serious Injuries are Unacceptable:
Focus on KSI Locations

System Level Data: Crash, Demographic,
Multimodal

Collaborative: Public and Stakeholder
Engagement

Solutions: Address Safe System elements

Safety is Proactive: Systemic Solutions

Priority Location Selection

Methodology

Points were assigned to intersections and segments of high concern based on the below criteria.

Equity Priority Areas

Disadvantaged communities were identified in the AMATS Non-Motorized Plan. To ensure future projects address the needs of all users, points were assigned to the intersections and segments of high concern based on an equity analysis.

Non-motorized Priority Areas

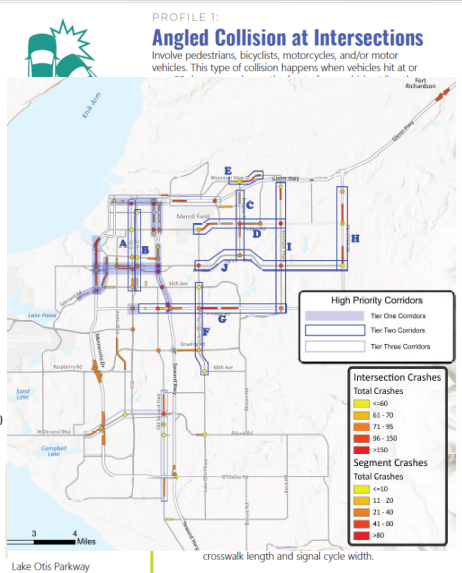
Priority bicycle and pedestrian networks were identified in the AMATS Non-Motorized Plan. To ensure future projects address vulnerable road user safety, points were assigned to the intersections and segments of high concern based on the multi-modal analysis.

Equivalent Property Damage Only Crashes (EPDO)

To ensure future projects address high-crash locations, points were assigned to intersections and segments where fatal and serious injury crashes are the highest.

Transit Supported Development Land Use

To ensure future projects proactively address the needs of pedestrians and bicyclists, points were assigned in transit supported development corridors (identified in 2040 Land Use Plan).



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Regional Safety Program (State Resources)

- Several statewide safety documents serve as good reference points for region
 - VRU Assessment
 - Strategic Highway Safety Plan
 - Highway Safety Plan
 - Speed Management Manual
 - Road Safety Assessment Guidance
 - Planner's Guide to Safety Data and Documentation



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Regional Safety Program (RPCGB Resources)

- Several RPCGB led safety efforts
 - Technical Assistance for Safety Project Planning
 - Data analysis
 - Training
 - APPLE and SAFETY APPLE Programs
 - TRIP Lab partnership on young driver distraction



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Regional Safety Program (2023 Training Feedback)

Successes

- Crash data (availability, training, profiles)

Gaps

- Analyzing crash data
- Selecting safety countermeasures
- Knowledge of funding resources
- Post crash care engagement
- Other data to augment safety decision-making



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Safe System Approach


A Re-Imagined Safety Program



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Safety Challenges

Year	Fatal (K) Crashes	Suspected Serious Injury (A) Crashes
2019	139	722
2020	181	625
2021	175	731
2022	169	686
2023	153	664
Grand Total	817	3,428

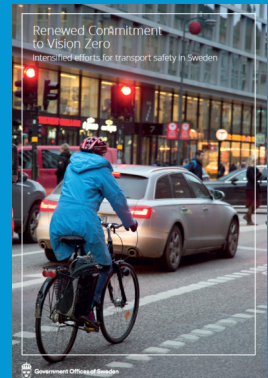


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What Can Be Done Better or Different?

✓Sweden has been successful with the SSA since 1997, but experienced an increase in fatalities in 2018 and not much change between 2010-2019.

- ✓ Firmly establish and reinforce work that is already delivering results
- ✓ Develop and include new areas
- ✓ Adjust transport safety work to new conditions



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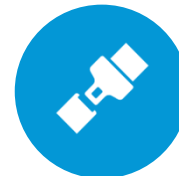
Elements of a Strong Safety Program



Leadership and Commitment



Culture



Data Collection and Analysis



Planning and Policy



Project Delivery



Safe System Framework



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Activity

- Rotate through 6 safety program best practices – 5 minutes in each group
- **What are the biggest challenges** to reducing fatal and serious injury crashes?
- **Solutions** - *If we could just do (X), we would be able to make further progress on reducing severe crashes.*

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Safety Program Best Practices

Category	Benchmark	Top Challenge(s) (mark with an x)	Solutions
Leadership and Commitment	Key elected officials and agency leaders are champions for safety and have made a public commitment to the goal of eliminating severe crashes		
	Key elected officials and agency leaders are made aware of regional safety efforts regularly		
	A safety working group regularly coordinates and includes (or updates) elected officials and agency leaders on progress		



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Safety Program Best Practices

Category	Benchmark	Top Challenge(s) (mark with an x)	Solutions
Culture	Transportation staff prioritize safety in their job responsibilities		
	Transportation agencies in the region have a dedicated safety champion		
	All transportation agencies in the region coordinate regularly on safety needs		
	All transportation agencies in the region have committed to the same safety goal(s) and integrate these into plans, programs, and projects		
	Agencies have implemented accountability measures for safe driving of fleet vehicles		
	Safety-related training and education are in place to help agencies implement safety policies and programs		



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Safety Program Best Practices

Category	Benchmark	Top Challenge(s) (mark with an x)	Solutions
Data Collection and Analysis	Crash data is collected regularly and used to inform safety decisions		
	Crash data is augmented with data from other sources, such as hospitals, roadway data, other		
	Equity is considered in analysis and the decision-making for safety improvements		
	Safety analysis considers other system-level needs such as existing land use, future development, multimodal priorities, other		
	Locations for hot spot and systemic safety improvements are identified and a plan to update the information regularly exists		



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Safety Program Best Practices

Category	Benchmark	Top Challenge(s) (mark with an x)	Solutions
Planning and Policy	The public is aware of/engaged in transportation safety efforts		
	There are near-term and interim goals for achieving zero traffic fatalities		
	There are clear and proven safety policies, programs, and projects in place to achieve each goal		
	An agency lead, and supporting partners, are identified to complete safety programs and projects		
	Maintenance policies that integrate safety considerations are in place and followed		
	Complete streets or other safety-related design policies are in place and followed		
	Data and information from other plans, like future land uses, health considerations, and development priorities are being considered in coordination with safety plans and policies		
	Transportation safety information is being communicated to a wider audience through a website, social media, safety campaigns, or similar methods		



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Safety Program Best Practices

Category	Benchmark	Top Challenge(s) (mark with an x)	Solutions
Project Delivery	Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) projects prioritize transportation safety		
	Capital Improvement Program (CIP) projects prioritize transportation safety		
	Proven engineering countermeasures are being implemented		
	Proven education countermeasures are being implemented		
	Proven enforcement and emergency response countermeasures are being implemented		
	Appropriate and available funding is identified for each program and project		



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Safety Program Best Practices

Category	Benchmark	Top Challenge(s) (mark with an x)	Solutions
Safe System Framework	Safer Vehicles are being addressed in the region		
	Post-crash care is being addressed in the region		
	Safe speeds are being addressed in the region		
	Safe road users are being addressed in the region		
	Safe roads are being addressed in the region		



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Report Back

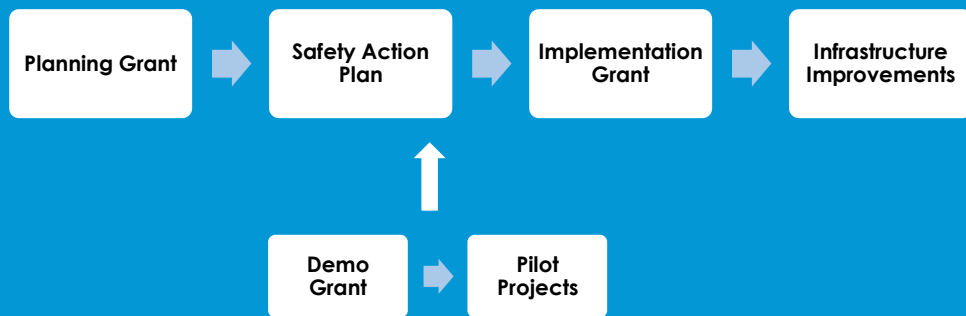
Highlight one success and one challenge from each of the six groups:

1. Leadership and Commitment
2. Culture
3. Data Collection and Analysis
4. Planning and Policy
5. Project Delivery
6. Safe System Framework



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Demonstration/Supplemental Planning Grants



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Demonstration/Supplemental Planning Grants

- [Applications](#) open February 2024
- Demonstration activities:
 - Feasibility studies – low-cost, quick-build strategies (e.g. planters, temporary speed humps, paint and plastic delineators)
 - MUTCD engineering studies (e.g. speed study, traffic control studies)
 - Pilot programs (e.g. educational campaign, trial changes to EMS responses)
- Supplemental planning activities:
 - Complementary safety plans (focused on a specific topic like speed management, VRUs, ADA, etc.)
 - Road safety audits
 - Other roadway safety planning activities that enhance the development of Action Plans



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Visit the Website

<https://www.ss4aheartofalabama.com/>






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Take the Survey (and share it!)

<https://arcg.is/1nKbmT>




SS4A Heart of Alabama Survey


1. What do you think are the biggest safety concerns in the Heart of Alabama region?

	No Concern	Low Concern	Medium Concern	High Concern
Aggressive Driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction Work Zones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Distracted Driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

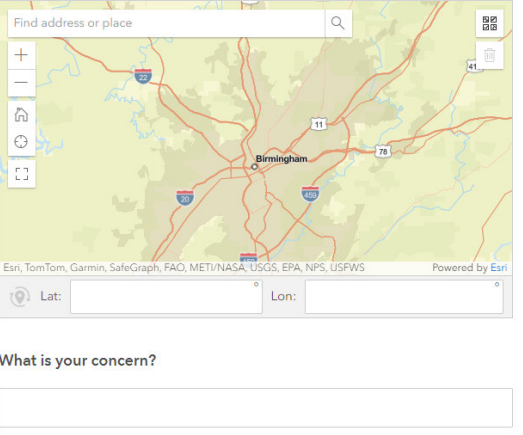
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Survey Mapping



Add location of concern.
Click the square icon to pull up the map. Zoom in or out and pan around the map to identify a place to add a pin for an unsafe location along with a description of the unsafe condition. Add as many locations as you would like by hitting the + button.



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Task Force – Who’s Missing?

The Safety Taskforce

<p>Tim Barnett Christopher Brewster Bettina Byrd-Giles Richard Caudle Charles Cochran Jim Coker Stacey Cole James Fowler Hunter Garrison Kathy Gregory Fred Hawkins Jacky Herrera Scott Holladay Valton Johnson Dr. Steven Jones Mike Kaczorowski</p>	<p>Beth Kornegay Clay Phillips Lindsay Puckett Mayor Bobby Scott Heath Sexton Dr. Virginia P. Sisiopiku Cale Smith Gary Smith Dr. Despina Stavrinos Scott Tillman Carlos Torres Dr. Avinash Unnikrishnan Nicole Waldheim Becky White David Willingham</p>
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Wrap Up & Next Steps

- Underserved communities small group – Volunteers?
- Updating crash data as final 2023 data is added
- Public engagement
- 2 more Task Force meetings (virtual)
 - April/May
 - August
- Draft plan

