SS4A Safety Action Plan

External Stakeholder Committee Meeting #1

2 p.m., Wednesday, March 6, 2024

Introductions

Ann Foss, PhD, AICP, Transportation, City of Arlington

Jana Wentzel, AICP, Transportation, City of Arlington

Agenda

• Welcome & Introductions	5 min.
• Safety Plan Overview, Outcomes and Schedules	10 min.
• Safe System Approach	10 min.
• Driving Toward Zero Deaths – A Reimagined Safety Program	5 min.
• Group Activity	50 min.
• SS4A Demonstration Grants	5 min.
• Wrap-up and Next Steps	5 min.

Meeting Goals

- ✓ Pause to review and strengthen the Safe Streets Arlington program
- ✓ Review and understand the Safe System Approach and elements of a successful safety program
- ✓ Identify successes to build upon and challenges to address
- ✓ Brainstorm solutions

Tell us about yourself!

- How long have you lived in Arlington?
- Do you consider transportation safety in your job or daily activities?

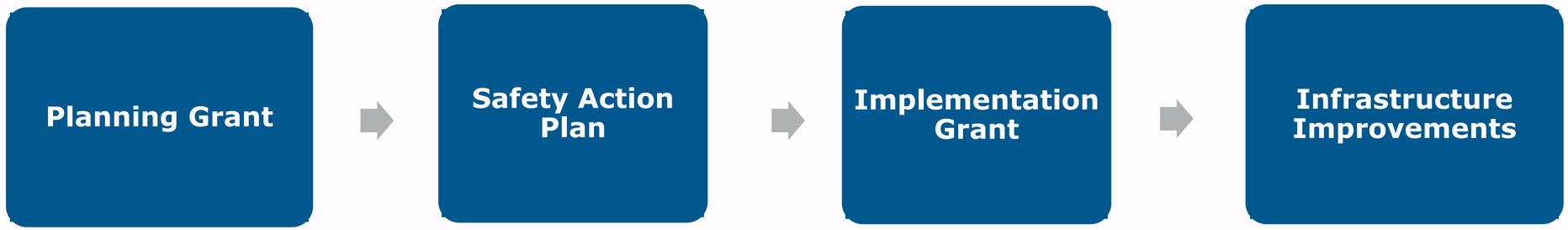
https://www.menti.com/altjjkamokfw

Safety Plan Overview, Purpose and Schedule

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

What is SS4A?


Planning Grant
Safety Action Plan
Implementation Grant
Infrastructure Improvements

Safety Action Plan Components

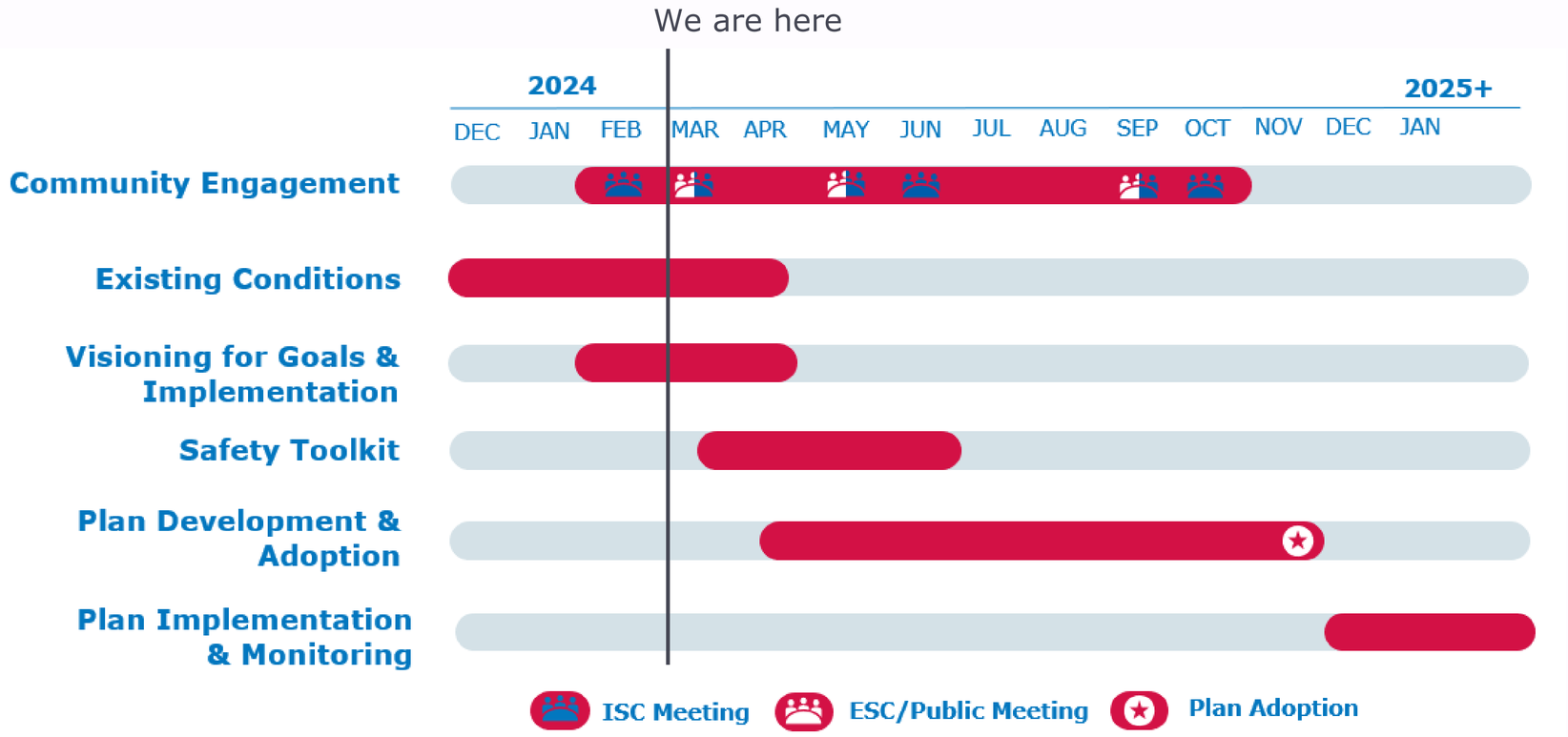
- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity considerations
- Policy and process changes
- Strategy and project selections
- Progress and transparency methods

Why do we need it?

In a 5-year period (2018-2022):

- Over **21,000** Crashes in Arlington
- **125** lives lost (on average 25 per year)
  - 98 Autos, 27 Bicyclists and Pedestrians
- **4,192** injured
- Arlington has a goal toward Zero Deaths by **2050**, in-line with regional (NCTCOG) and State (TxDOT) goals

Safe Streets Arlington Timeline



ISC: Internal Stakeholder Committee
ESC: External Stakeholder Committee

Internal Stakeholders

- City Manager's Office
- Convention and Event Services
- Fire
- Information Technology
- Office of Communications
- Parks and Recreation
- Planning and Development Services
- Police
- Public Works
- Transportation

External Stakeholders

- 10 different neighborhoods
- Unity Council
- Mayor’s Committee on People with Disabilities
- UTA, TCC, AISD, MISD
- CVB, DAMC
- Arlington Memorial Hospital, Medical City Arlington
- Mission Arlington
- International Corridor
- Arlington Latino Resource Coalition
- Walkable Arlington
- MPAC
- Commissioner Simmons’ office
- NCTCOG, TxDOT, FHWA

Safe System Approach

Re-thinking Safety

- ✓ Roadway deaths have been flat or risen - Arlington 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

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

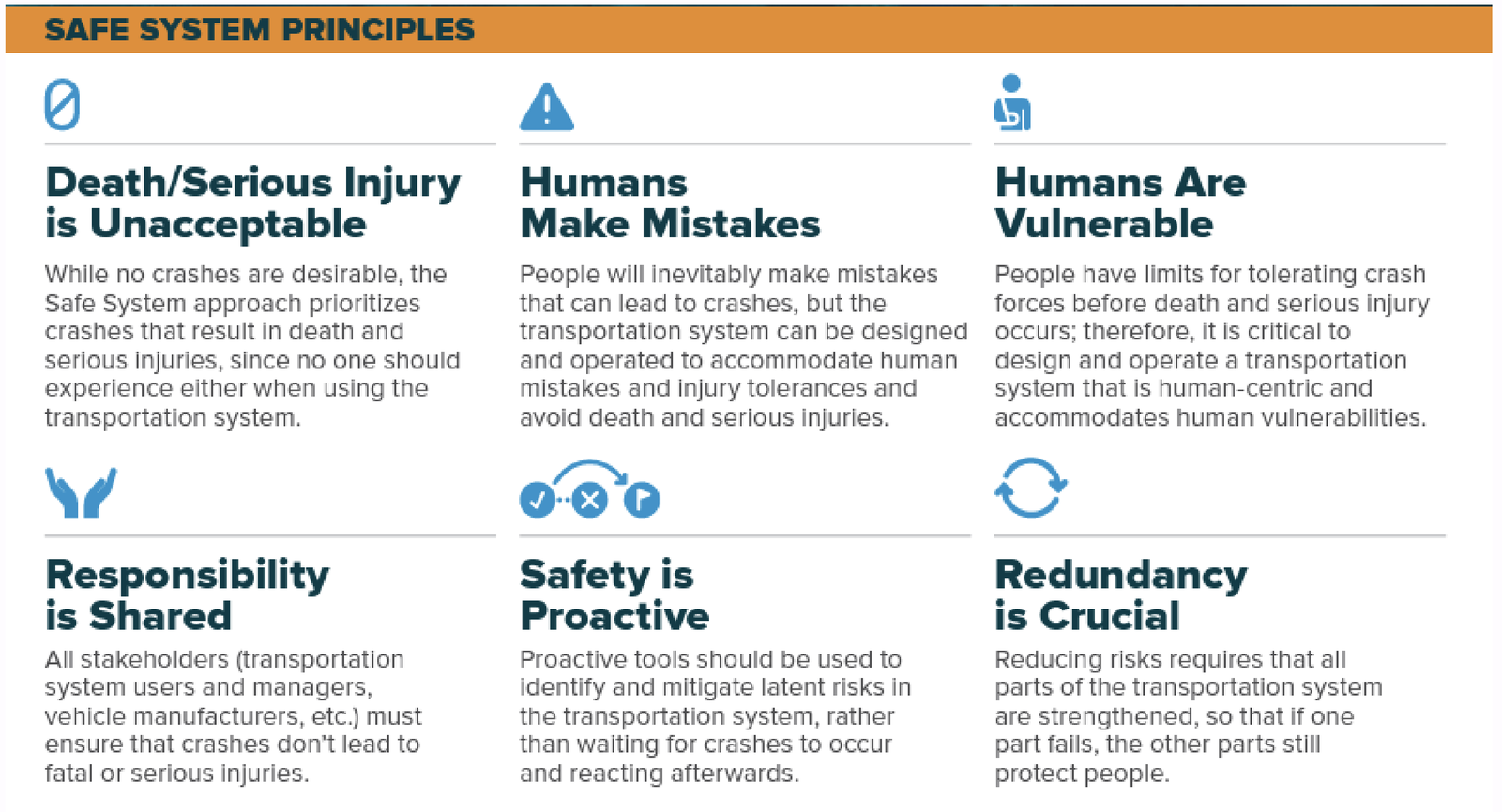
Safe System Approach

Zero is our goal. A Safe System is how we will get there.

The Safe System Approach provides a decision-making framework to help us be more intentional about addressing five elements and six principles in planning and implementation.

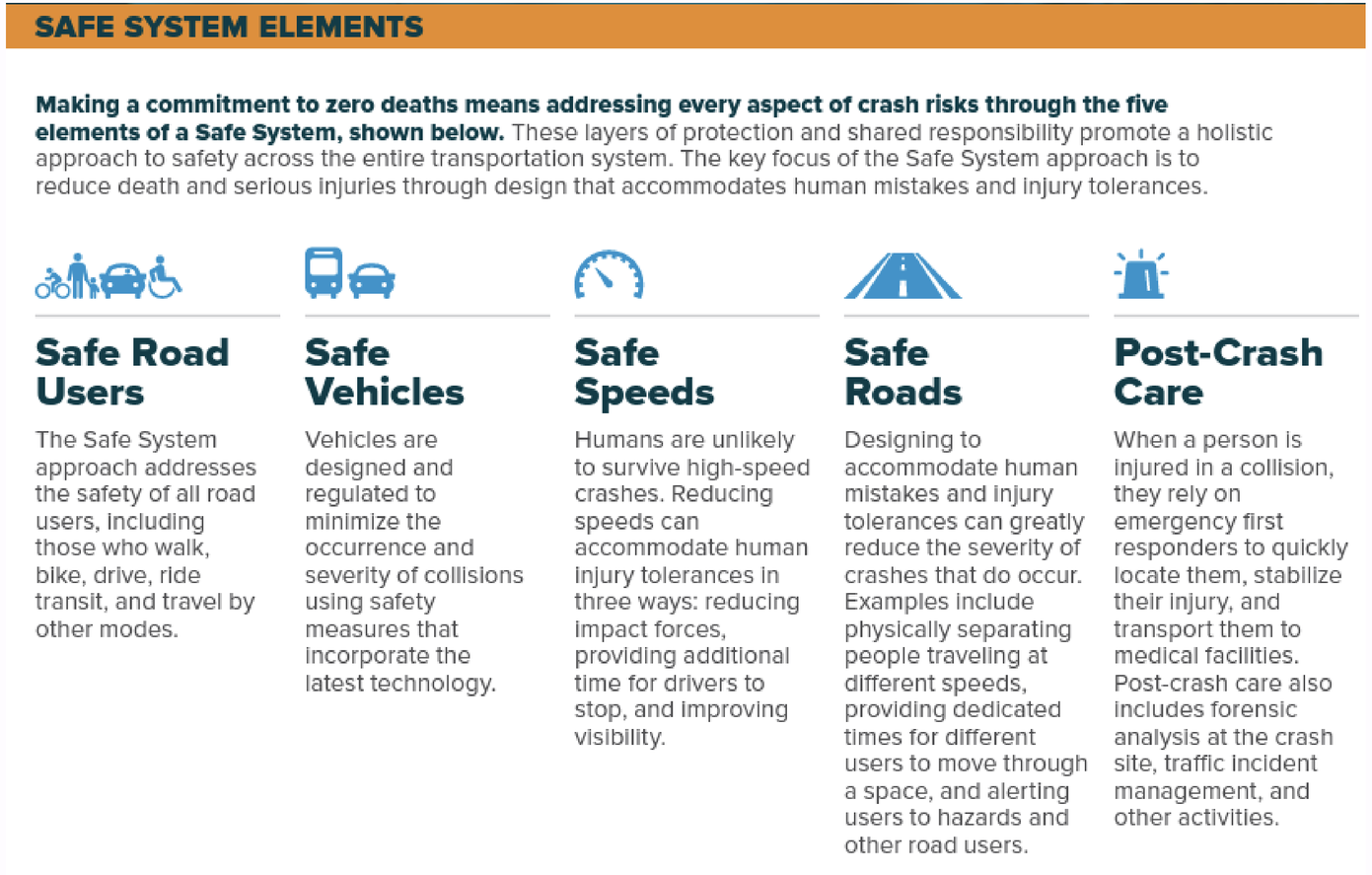
A Safe System

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



A Safe System

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



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.
PUBLIC OUTREACH	4.1	Develop project-level communication plans to promote road safety enhancements and improvements in partnership with District Public Information Officers.
	4.2	Conduct public outreach surveys to identify areas of improvement.

Complete Streets legislation

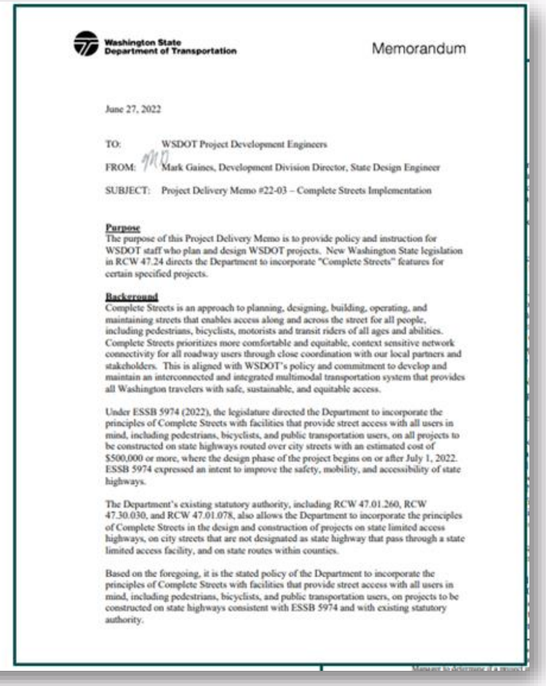
Project development memo

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



Washington State Department of Transportation

Memorandum

June 27, 2022

TO: WSDOT Project Development Engineers

FROM: Mark Gaines, Development Division Director, State Design Engineer

SUBJECT: Project Delivery Memo #22-03 – Complete Streets Implementation

Purpose

The purpose of this Project Delivery Memo is to provide policy and instruction for WSDOT staff who plan and design WSDOT projects. New Washington State legislation in RCW 47.24 directs the Department to incorporate "Complete Streets" features for certain specified projects.

Background

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables access along and across the street for all people, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets prioritizes more comfortable and equitable, context sensitive network connectivity for all roadway users through close coordination with our local partners and stakeholders. This is aligned with WSDOT's policy and commitment to develop and maintain an interconnected and integrated multimodal transportation system that provides all Washington travelers with safe, sustainable, and equitable access.

Under ESSB 5974 (2022), the legislature directed the Department to incorporate the principles of Complete Streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users, on all projects to be constructed on state highways routed over city streets with an estimated cost of $500,000 or more, where the design phase of the project begins on or after July 1, 2022. ESSB 5974 expressed an intent to improve the safety, mobility, and accessibility of state highways.

The Department's existing statutory authority, including RCW 47.01.260, RCW 47.30.030, and RCW 47.01.078, also allows the Department to incorporate the principles of Complete Streets in the design and construction of projects on state limited access highways, on city streets that are not designated as state highway that pass through a state limited access facility, and on state routes within counties.

Based on the foregoing, it is the stated policy of the Department to incorporate the principles of Complete Streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users, on projects to be constructed on state highways consistent with ESSB 5974 and with existing statutory authority.

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

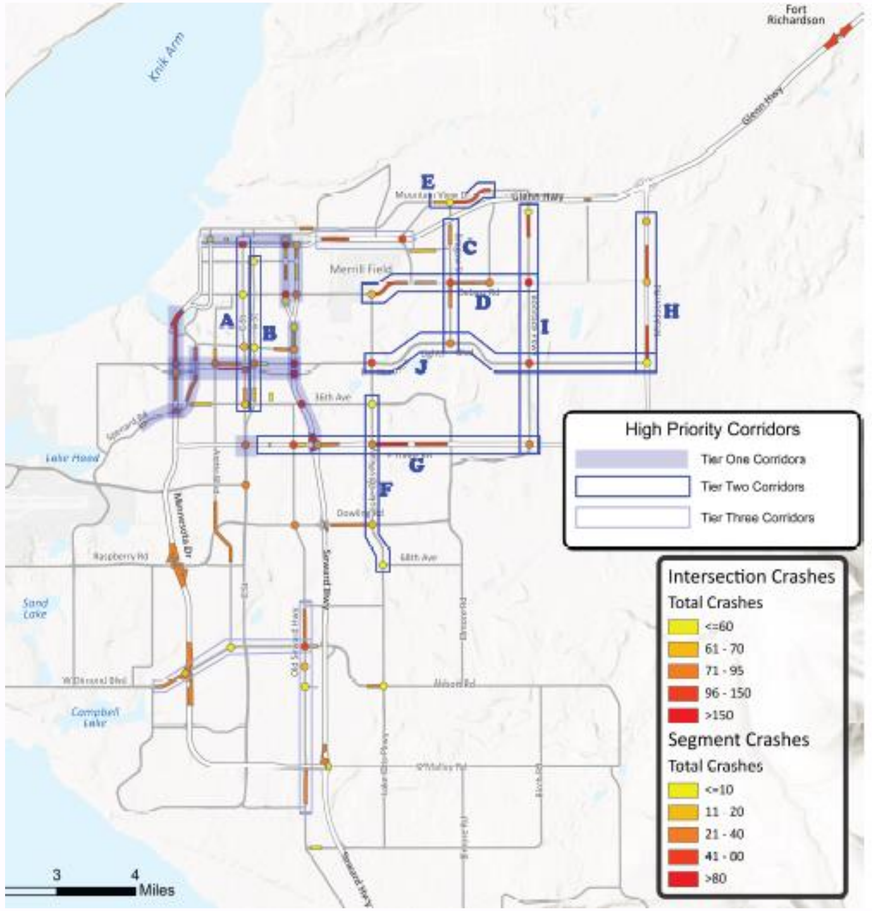
Priority bicycle and pedestrian networks were identified in the AMATS Non-Motorized Plan. To ensure future projects address vulnerable road user safety, points were assigned to the intersections and segments of high concern based on the multi-modal analysis.

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).



Policy and Program Assessment

Documents Reviewed

State

Texas Strategic Highway Safety Plan 2022-2027

Texas Pedestrian Safety Action Plan (2023)

Texas Vulnerable Road User Safety Assessment (2023)

Texas Statewide Active Transportation Plan

Regional

NCTCOG Mobility 2045 Update (2022)

NCTCOG Regional Roadway Safety Plan (2023)

NCTCOG Regional Pedestrian Safety Action Plan Update (2022)

City

City of Arlington Vision Zero Plan (Internal, 2020)

City of Arlington Thoroughfare Development Plan (2022)

City of Arlington Hike and Bike System Master Plan (2011)

City of Arlington Design Criteria Manual (2020)

Police Department Safe Roads Initiative (2023)

Summary of Safety Efforts

Successes

- Local, regional, and state safety objectives for zero traffic fatalities and serious injuries
- Multidisciplinary approach to both non-engineering and engineering programs and projects
- Stakeholder and public engagement
- Crash data (availability, training, profiles)
- Benchmarking (regional, statewide, comparable cities)
- Framework used to develop engineering countermeasures

Opportunities

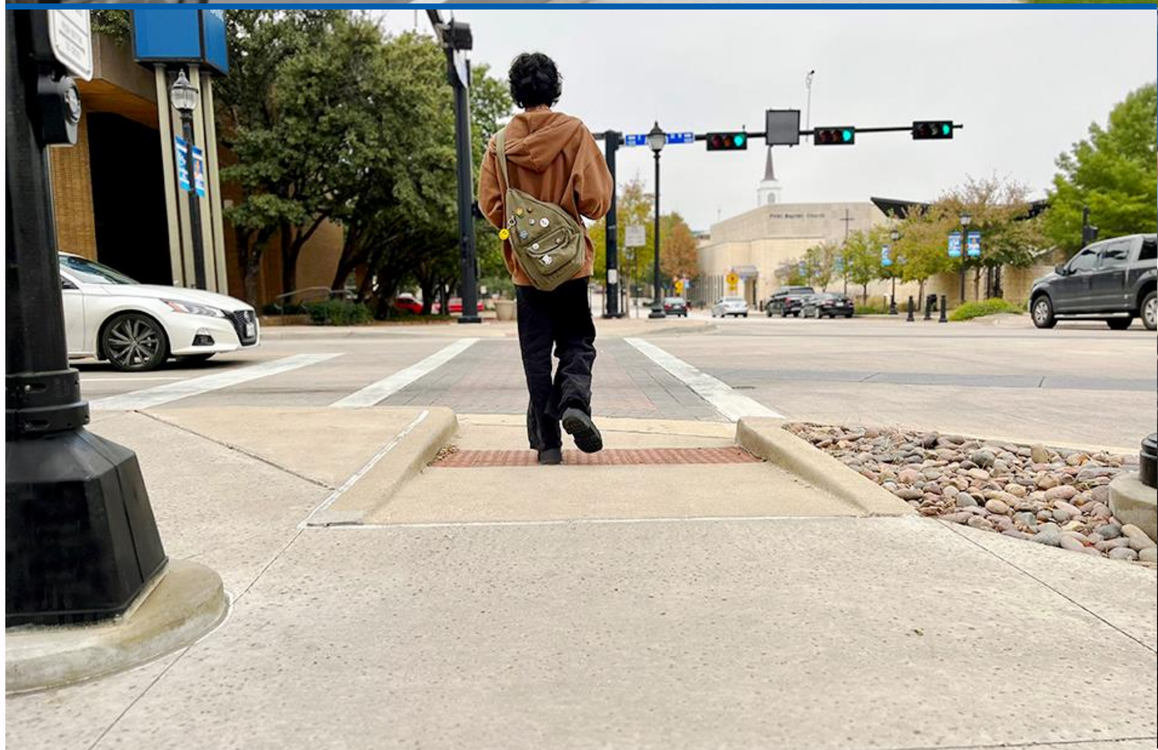
- Formal policy in Arlington to reduce fatal and severe crashes.
- Additional performance metrics and targets tied to safety concerns identified during the analysis; utilize other data to augment safety decision-making
- Safety culture that utilizes the Safe System Approach
- Sustain stakeholder working groups following Roadway Safety Action Plan creation
- Proactive or systemic improvements
- Effective speed management
- Track implementation of countermeasures and conduct before/after analysis to determine effectiveness

A Reimagined Safety Program

What can we do differently?

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



Elements of a Strong Safety Program

Leadership and Commitment

Culture

Data Collection and Analysis

Planning and Policy

Project Delivery

Safe System Framework

Group Activity

Group:

- Polling questions for the 5 safety program best practices
- **What are the biggest challenges** to reducing fatal and serious injury crashes?

Breakouts (Rooms):

- **Solutions** – ESC attendees will be divided into five groups and rotate through five different rooms.
- Each room will have a facilitator who focuses on one solution to address identified challenges.
- Attendees will change rooms (and topic solutions) every 5-6 minutes.

Safety Program Best Practices

CATEGORY	BENCHMARK	TOP CHALLENGE(S) (MARK WITH AN X)	SOLUTIONS
LEADERSHIP, COMMITMENT, AND CULTURE	ELECTED OFFICIALS AND CITY LEADERS ARE CHAMPIONS FOR SAFETY AND HAVE MADE A PUBLIC COMMITMENT TO THE GOAL OF ELIMINATING SEVERE CRASHES		
	ELECTED OFFICIALS AND CITY LEADERS ARE MADE AWARE OF SAFETY EFFORTS REGULARLY		
	A SAFETY WORKING GROUP REGULARLY COORDINATES AND INCLUDES (OR UPDATES) ELECTED OFFICIALS AND AGENCY LEADERS ON PROGRESS		
	STAFF AT MY ORGANIZATION AND ARLINGTON RESIDENTS PRIORITIZE SAFETY IN THEIR JOB RESPONSIBILITIES		
	MY ORGANIZATION HAS A DEDICATED SAFETY CHAMPION		
	MY ORGANIZATION HAS COMMITTED TO SAFETY GOAL(S), COORDINATES REGULARLY ON SAFETY NEEDS, AND INTEGRATES THESE SAFETY GOALS INTO PLANS, PROGRAMS, AND PROJECTS		
	MY ORGANIZATION HAS IMPLEMENTED ACCOUNTABILITY MEASURES FOR SAFE DRIVING OF FLEET VEHICLES		
	SAFETY-RELATED TRAINING AND EDUCATION ARE IN PLACE TO HELP IMPLEMENT SAFETY POLICIES AND PROGRAMS		

https://www.menti.com/altjjkamokfw

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 THE DECISION-MAKING FOR SAFETY IMPROVEMENTS		
	SAFETY ANALYSIS CONSIDERS 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		

https://www.menti.com/altjjkamokfw

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		
	MY ORGANIZATION UNDERSTANDS OUR ROLE TO COMPLETE SAFETY PROGRAMS AND PROJECTS		
	POLICIES THAT INTEGRATE SAFETY CONSIDERATIONS INTO PROGRAMS AND PROJECTS ARE IN PLACE AND FOLLOWED		
	DATA AND INFORMATION FROM LOCAL 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		

https://www.menti.com/altjjkamokfw

Safety Program Best Practices

CATEGORY	BENCHMARK	TOP CHALLENGE(S) (MARK WITH AN X)	SOLUTIONS
PROJECT DELIVERY	MY ORGANIZATION PRIORITIZES TRANSPORTATION SAFETY INTO PROGRAMS		
	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 SAFETY PROGRAM AND PROJECT		

https://www.menti.com/altjjkamokfw

Safety Program Best Practices

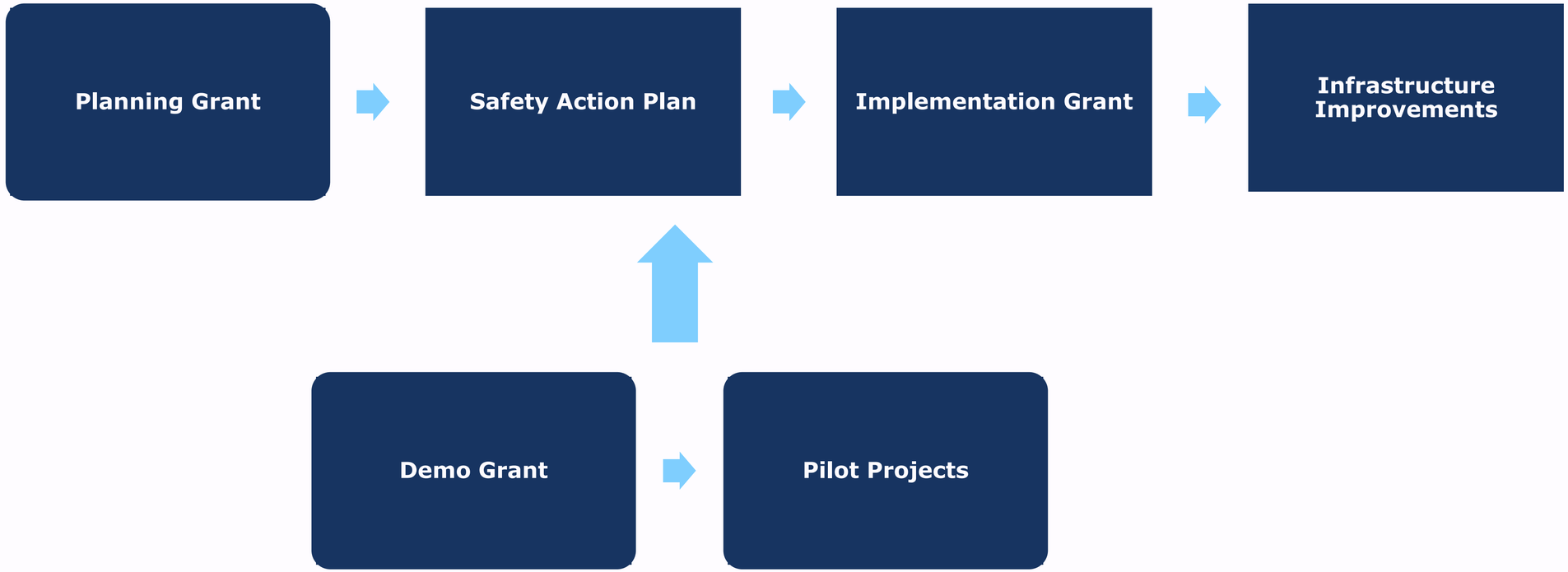
CATEGORY	BENCHMARK	TOP CHALLENGE(S) (MARK WITH AN X)	SOLUTIONS
SAFE SYSTEM FRAMEWORK	SAFER VEHICLES ARE BEING ADDRESSED IN THE CITY		
	POST-CRASH CARE IS BEING ADDRESSED IN THE CITY		
	SAFE SPEEDS ARE BEING ADDRESSED IN THE CITY		
	SAFE ROAD USERS ARE BEING ADDRESSED IN THE CITY		
	SAFE ROADS ARE BEING ADDRESSED IN THE CITY		

https://www.menti.com/altjjkamokfw

Group Discussion

- After returning to the full committee, room facilitators will share key solutions identified for each challenge.

Demonstration and Supplemental Grant



Demonstration and Supplemental Grants

Applications Open Now:

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

Visit the Website

Wrap-up and Next Steps

External Stakeholder Committee

- March 6
- **May 15 – NEXT MEETING**
- September 18

Public Meetings

- March 7
- May 16
- September 19

City Council Briefing

- March 26 – First scheduled

PUBLIC MEETING

TOMORROW

6 P.M. – 7:30 P.M.
Thursday, March 7, 2024
East Library and Recreation Center
1817 New York Ave
Arlington, TX 76010

What do you think?

Based on our discussion today, what do you see as your role in transportation safety?

https://www.menti.com/altjjkamokfw

THANK YOU!