

About SS4A

The Bipartisan Infrastructure Law (BIL) established the [Safe Streets and Roads for All \(SS4A\)](#) discretionary grant program with \$5 billion in appropriated funds over five years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.







The SS4A program supports the U.S. Department of Transportation’s (USDOT) [National Roadway Safety Strategy](#) and the goal of zero roadway deaths using a [Safe System Approach](#).

Welcome

Welcome to the SS4A Q3 newsletter! With the second round of FY24 grants awarded, our team is welcoming new grant recipients into SS4A by preparing introductory webinars, continuing the development of training resources, and providing [one-to-one support](#) to help grant recipients develop their Action Plans and implement their projects.

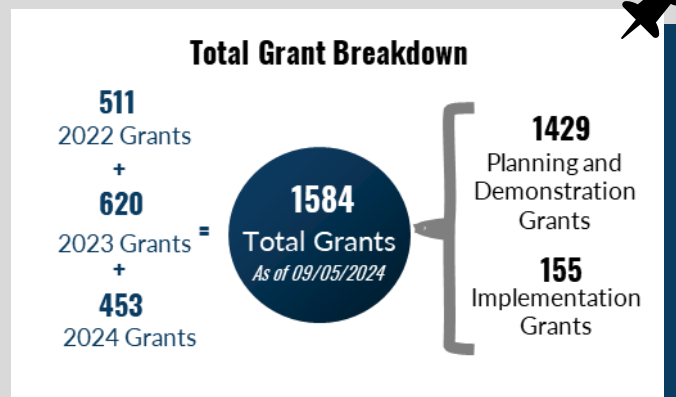
This edition spotlights the City of Missoula, MT (an FY22 Implementation Grant recipient), showing their data-driven approach to enhance roadway safety. As part of USDOT's dedication to equity, we are also featuring valuable resources from the National Center for Rural Road Safety’s Technical Assistance Center and their Road Safety Champion Program. Additionally, we're including an insightful article by Anthony Boutros, FHWA's Program Manager for Equity in Roadway Safety, who highlights key strategies for integrating equity into roadway safety through the Safe System Approach for SS4A projects.

In This Edition

-  **What’s New** [p. 1](#)
-  **Upcoming Event** [p. 3](#)
-  **Grant Recipient Story** [p. 2](#)
-  **Industry Spotlight: National Center for Rural Road Safety** [p. 4](#)
-  **New Resources and Trainings** [p. 3](#)
-  **Incorporating Equity in Roadway Safety** [p. 5](#)

What’s New?

On September 5, the USDOT [announced](#) more than \$1 billion in grants for the SS4A program. The funding will go directly to 354 local, regional, and Tribal communities to improve roadway safety and prevent deaths and injuries. Thus far, SS4A has provided \$2.7 billion in Federal funding to 1,584 communities in all 50 States and Puerto Rico.





Grant Recipient Story City of Missoula, MT



1. Background

Missoula's Safety Story Missoula saw consistent decreases in fatal crashes over the years, reaching zero fatalities in 2019. However, there's been a consistent increase since then, mirroring trends seen across the nation.

Their Plan. Missoula's Safety Action Plan is a compilation of their Long-Range Transportation Plan, their Community Transportation Safety Plan, and their Transportation Community Investment Program.



2. Approach

Engage Stakeholders Early and Often

Missoula established a Transportation Safety Advisory Committee comprised of first responders, engineers, medical aftercare providers, Montana Department of Transportation representatives, and the State Highway Patrol. This committee provided recommendations and helped refine the approach and priorities during the Action Plan creation, strategy, and implementation.

Analyze Data Sets to Identify Trends and Hotspots

Missoula looked at multiple data sets such as the number of crashes, fatalities, and serious injuries and the different contributing circumstances for crashes. They also analyzed the locations of those crashes to identify their community's hotspots. Using this information, Missoula identified the following crash trends:

- Intersection crashes have the highest number of serious injuries, and
- Non-motorist crashes make up a low percentage of overall crashes but have a much higher likelihood of resulting in a fatality or serious injury.

Use Data to Drive Decisions

Missoula used data analysis to identify emphasis areas including intersection-related crashes, occupant protection, and impaired driving. These emphasis areas helped determine which safety improvements would have the highest impact on their community.



Missoula is a city in western Montana with a population of 76,000. They were awarded an FY22 SS4A Implementation Grant to address an area in their community that experienced 113 crashes between 2016 and 2020.



3. Application

Project Prioritization. Missoula scored and ranked over 100 projects based on their emphasis areas as well as community values like equity, safety, access, and connectivity. This allowed them to prioritize and choose both near- and long-term projects that improve safety within their emphasis areas.



4. Results

Impact. Missoula's prioritization strategy helped them use their available funds for the highest-impact projects. Missoula is now using SS4A funds to make safety improvements for pedestrian crossings, left and right turn lanes, and biking/walking/rolling connections between multiple schools, shopping centers, residential neighborhoods, a medical center and Fort Missoula Regional Park. Additionally, they are continuing to use their data to develop quick-build interventions to improve safety in the near term.

Continuous Improvement. Trends and community dynamics are always changing. Missoula's data-driven approach allows it to periodically reevaluate emphasis areas and priorities consistently and systematically, while continuously advancing to achieve Vision Zero.



[Watch Missoula's full presentation](#)





New Resources and Trainings

Introductory Webinar for FY24 SS4A Grant Recipients

 [View Event Details](#)

During this webinar, FHWA provided an overview of the SS4A program and Technical Assistance Center. FHWA also reviewed key SS4A stakeholders and immediate program requirements for grant agreement execution and provided guidance on how to complete the FY24 grant agreement template.

July 2024 Community of Practice Meeting: Safe System Approach

 [View Event Details](#)

During this webinar, Jeff Shaw from FHWA's Office of Safety provided an in-depth review of the six principles and five elements of the Safe System Approach (SSA) and discussed how SS4A grant recipients can integrate SSA into their Action Plans to maximize their project benefits. Chimai Ngo, FHWA's Vision Zero Program Manager, presented three case studies that highlighted how communities applied the Safe System Approach to their projects, and shared key takeaways and lessons learned.

Have a question or need support with your project work? We'd love to help!

We'll work with you one-on-one to answer questions related to your Action Plans and demonstration activities. All grant recipients can request support from a transportation expert at any stage of their grant work.

Unsure of what kind of questions to ask? Here are some ideas:

- **Data Collection and Analysis:** How can I collect safety data from non-traditional sources? How can I use qualitative data to understand safety risks in my community? I have the crash data—now how do I use it to make data-driven decisions?
- **Land Use:** How does land use impact the roadway safety in my community?
- **Safety Countermeasures:** How do I know which countermeasures are right for what roadways? How can I utilize quick-build projects to implement safety countermeasures?
- **Equity:** What tools can help underserved communities feel the positive impacts of the SS4A grants? How can I use the results of an equity analysis to meaningfully drive our jurisdiction's comprehensive safety action plan?
- **Project Selection:** How can I balance best practices, stakeholder input, and equity considerations when prioritizing and selecting roadway safety projects?
- **Stakeholder Engagement:** When and how often should stakeholder feedback be incorporated into the Action Plan? How many stakeholders should I plan to engage?

This list isn't exhaustive; please [fill out this form for ANY of your support needs!](#)



Upcoming Event

Community of Practice: The Safe System Approach Panel Discussion

Virtual – September 24th [Register Now](#)

To continue our conversation on the Safe System Approach from the July Community of Practice meeting, we're excited to host a panel discussion with a few SS4A grant recipients. The discussion is a great opportunity to hear the achievements, challenges, and lessons learned from those who have used the Safe System Approach in their projects.



Spotlight: The National Center for Rural Road Safety

Rural road safety is a critical aspect of promoting equitable and sustainable transportation. Rural roadways serve everyone, and they play a significant role in our nation's transportation system, safely moving people and goods to their destinations.

[The National Center for Rural Road Safety](#) is a premier center of excellence for training, resources, technical assistance, and education on rural road safety issues. Similar to SS4A, the goal of the Center is to provide communities with the assistance they need to drive roadway fatalities to zero. SS4A is collaborating with the Center to support rural grant recipients, so check out their resources below!

The Road Safety Champion Program (RSCP)



What is the RSCP? The [RSCP](#) is a nationally recognized [free certificate program](#) designed specifically for people **without** specialized roadway safety knowledge. Think of it as "Roadway Safety 101."



Who is this program for? This program is open to all staff from **transportation, public health, and first responder** agencies who have an interest in reducing fatalities and serious injuries on rural and local roadways.



What does this program cover? The RSCP includes a series of modules in core roadway safety topics, as well as specialized safety issues based on your career field.



When is it? The program runs on Tuesdays from 11:00 am – 1:00 pm Eastern Time throughout the last quarter of 2024 (September, October, November, and December).



[Register here](#) - It's not too late!

The Center Resources



Image Source: The Center

Webinars ([See full webinar archive](#))

- [Preventing Rural Roadway Departures](#)
- [Transportation Planning in/near Tribal Communities](#)
- [Considerations in Creating a LRSP for a Rural Area](#)

Technical Assistance ([fill-out request](#))

Events ([see calendar](#))

- [Rural Road Safety Awareness Week 2024](#)

TR News

- [Through a Rural Lens: Applying the Safe System Approach](#)

Featured Resources

A Handbook With Tips and Tools for Developing a Local Road Safety Plan (LRSP) for your Community
This [handbook](#) includes strategies, key lessons learned from local agencies and answers to commonly asked questions for local practitioners that are developing a LRSP. [Explore more LRSP resources.](#)

Guidance on Growing Traffic Safety Culture: Stories from Rural Communities

Research has shown that efforts to improve traffic [safety culture](#) are more effective when stakeholders engage in a process. This [document](#) provides examples from rural communities as they engaged in each of the seven steps of the process for growing traffic safety culture.





Incorporating Equity in Roadway Safety-

Expand Your Safe System Toolkit to Reach Zero Deaths with Equity

The Road Here. In an instant, a roadway crash can irreversibly change the course of someone’s life, impacting not only those involved, but their families, friends, and community. According to the [National Highway Traffic Safety Administration](#), an average of more than 100 people died each day on our nation’s roadways in 2021. People in underserved communities are more likely to be killed and seriously injured by traffic crashes.

These deaths and serious injuries are preventable and unacceptable. No one should be more likely to be killed because of their income, the color of their skin, the language they speak, their ability, their gender, or their age. By applying an equitable Safe System Approach, Safe Streets and Roads for All (SS4A) grant recipients can address the root cause of these disparities and save lives.

Executive Order 13985
Underserved communities are populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life.

By the Numbers

American Indian and Alaska Native people have the highest traffic fatality rates per mile and per population.

They were 5 times more likely to die walking than white people and close to 3 times as likely to die in passenger vehicles, on a per-mile basis.

Source: [National Highway Traffic Safety Administration](#)

By the Numbers

Fatal pedestrian crashes disproportionately occur on arterial roadways, particularly in Black and Hispanic communities.

Black and Hispanic cyclists experienced incident rates of over three and nearly two times higher, respectively, than white cyclists on arterial roadways.

Source: [The Journal of Transport and Land Use](#)

The Equitable Safe System Approach. While you are likely familiar with the [Safe System Approach](#), you may have questions about how best to incorporate equity into your comprehensive safety action plan. First, identify any disparities in roadway fatalities and serious injuries that exist in your community, and investigate the risks contributing to the disparities through data analysis and community involvement. Then, work with underserved communities and partners to address the risks in your decisions and investments. The table below demonstrates how equity can help maximize the impact of the Safe System Approach.

Safe System Approach

Prevent death and serious injuries

Proactively identify and address risks

Reduce system kinetic energy

Share responsibility

Design for human mistakes and limitations

Equitable Safe System Approach

Tackle disparities in death and serious injuries

Use equity indicators and public involvement

Create livable communities

Place more responsibility on institutions

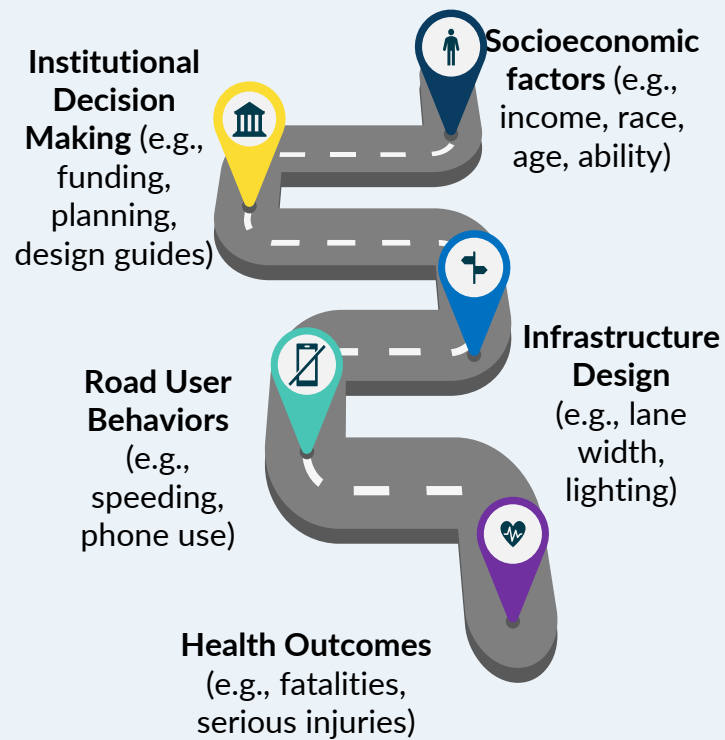
Address upstream factors & avoid victim blaming

On the Next Page,
In-depth on the Equitable Safe System Approach...

Tell the Full Story: Addressing Upstream Factors in the Equitable Safe System Approach

When we investigate what factors contributed to a crash, we may only look at part of the story: the outcome, the road user behavior, and sometimes the road design. Rarely do we ask how institutional decisions and socioeconomic factors contributed to the crash. To achieve a Safe System, we need to investigate the root causes of disparities – this helps us (1) tell the full story, (2) transform institutional decision-making, and (3) increase our infrastructure design toolbox to make streets and roads safer for all.

For example, if transportation plans and design guides prioritize vehicle-centered strategies, then people who do not use a car – whether they can't afford one, are too young or old to operate one, have a disability that makes driving inaccessible, or choose not to own or operate a vehicle - may be at greater risk when walking to work or the grocery store. Telling only part of the story may encourage blaming the person walking. Understanding where and how people need to travel can help us make better decisions to achieve safety for all.



The Full Story: Factors Contributing to Roadway Safety Disparities

Prioritizing the needs of underserved communities is key to reaching our shared goal of zero roadway deaths and serious injuries.

An Equitable Safe System Approach: In Practice. SS4A grant recipients can:

- **COLLABORATE AND LISTEN!**
 - Meaningfully **engage** people from underserved communities and build trust through your comprehensive safety action plan and Project Design. Click [here](#) to read more.
 - **Coordinate** with public health partners to build safe, healthy, and vibrant communities.
- **Prioritize investments** that address the transportation needs of underserved communities. Click [here](#) to read more.
 - Implement **quick-build projects** to improve safety for all users, when applicable.
 - Develop a process to **systemically monitor and improve assets** based on condition, rather than on the number of community complaints filed. Click [here](#) to read more.
- **Evaluate** impacts by disaggregating outcomes by sociodemographic variables to make sure benefits are shared equitably. Click [here](#) to read more.

The Road Ahead. The FHWA Equity in Roadway Safety [site](#) and [webinar series](#) can help guide you to truly incorporate equity into your Action Plans and resulting projects and strategies.

-From the Desk of Anthony Boutros
Equity in Roadway Safety Program Manager, FHWA

