



Safe Streets and Roads For All (SS4A) Grant Recipients

CONGRATULATIONS!

Congratulations on receiving the Safe Streets and Roads For All (SS4A) Grant Award! We are excited to see you receiving federal financial support for your initiatives in preventing death and serious injury on California's public roads.

The SS4A program supports the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy and the goal of zero deaths and serious injuries on our nation's roadways. It provides us opportunities to accelerate our move toward our similar safety goal for California public roads.

This document provides you guidance, strategies, resources, and tools to develop your Safety Action Plans.

STRATEGIES

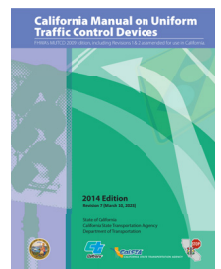
As you develop your Action Plans through the SS4A grant, here are some strategies that you could consider.

Establishing A Vision — Caltrans memorialized its vision of zero fatalities and serious injuries by 2050 through our Director's Policy on Road Safety (DP-36). We encourage you to consider a similar policy or proclamation to help direct your change effort.

Strategic Highway Safety Plan (SHSP) — The [national award-winning](#) California [SHSP](#) is at your disposal. This plan is the work of individuals representing federal, state, regional, local, tribal, and advocacy organizations. It is important to put together a team with the right membership of expertise, credibility, and leadership.



Considering demonstrating or recommending a new traffic control device? The California Traffic Control Devices Committee ([CTCDC](#)) is our platform for consultation between Caltrans, local agencies and the public, on developing and adopting rules and regulations, prescribing uniform standards and specifications for all traffic control devices used in California.



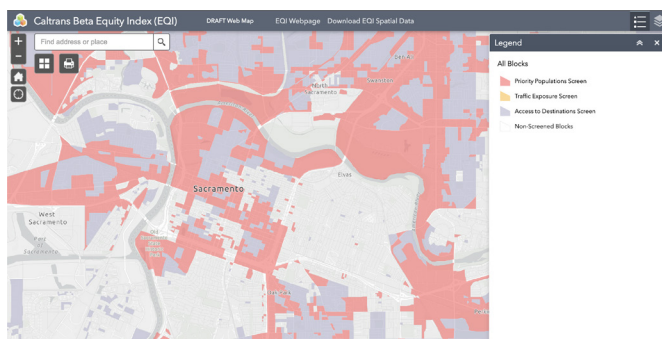
PERSPECTIVES

Community engagement and an equity lens based approach is critical in our mission to achieving equal outcomes for all road users.

Community Engagement — Engaging conversations at our [2022 SHSP Fall Regional Workshops](#) resulted in key takeaways – while there is policy and vision alignment at all

levels, implementation varies at regional level as opposed to state level. We collected these ideas/best practices for your consideration:

- Develop your regional implementation plan through a comprehensive community engagement effort including tribal governments' and community-based organizations' input.
- Support partnerships by focusing on your high priority challenge areas.
- Partner with your key SHSP partner agencies to conduct your outreach.
- Compile and publish all ideas and comments received through outreach events.



EQUITY LENS

Caltrans's [Transportation Equity Index \(EQI\)](#) is a screening and evaluation tool that utilizes multiple transportation-specific and socioeconomic indicators to identify transportation-based priority populations at the census block level.

The EQI will be used for the following purposes:

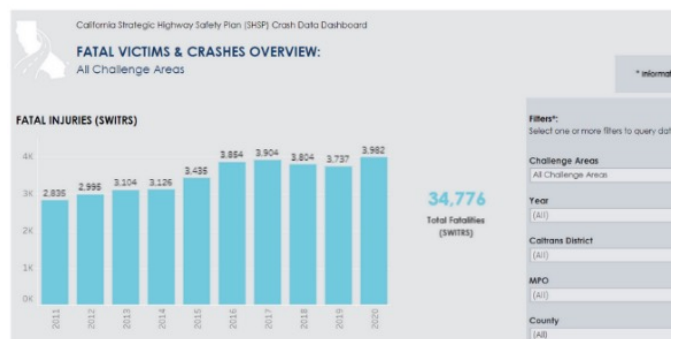
1. Identify transportation-specific priority population areas for applicable funding programs (e.g., Reconnecting Communities: Highways to Boulevard Pilot Program).
2. Provide guidance to improve the analysis of project impacts and identify opportunities to advance equitable outcomes during project planning, development, and design.

As our partner agencies for transportation safety, we encourage you to voluntarily use the EQI to analyze impacts and evaluate the effectiveness of various transportation projects and solutions. Please share your comments and questions by emailing CaltransEQI@dot.ca.gov.

TOOLS

There are many tools at your disposal as you plan, develop and implement safety strategies.

Statewide Crash Data — Explore and utilize the [SHSP Crash Data Dashboard](#) to develop your city/region specific crash data fact sheets. Here's an [example](#) of such data based fact sheets that we shared at the [2022 Fall SHSP Regional Workshops](#).



Speed Limit Setting Flexibility — Under the [new legislation](#) per California Assembly Bill (AB) 43 and as clarified by AB 1938, Caltrans and the local authorities have added flexibility in setting and reducing speed on California local roads. The California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.13 been updated ([Revision 7](#), published in March 2023) to reflect the new legislation. Also, check out SafetREC's [California Safe Speeds Toolkit](#) to help you accommodate all users with safer speed limits.

Safety Corridors and Ped/Bike Concentration Locations — Review the CTCDC approved definitions for Safety Corridors (previously known as High Injury Networks) and pedestrian/bicyclist concentration locations in accordance with AB 43. Refer to [CA MUTCD Section 2B.13 \(Revision 7\)](#) for details.

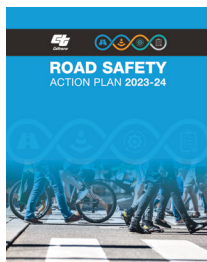
Traffic Calming Guidance — As you work on implementing traffic calming measures, please reach out to your regional Caltrans district traffic safety engineer or design engineers to learn more about the latest [traffic calming memo and guidance](#). The purpose of this guidance is to build self-enforcing roadways that are planned and designed to encourage drivers to operate at speeds consistent with posted speed limits. The guidance has been formulated based on [recommendations](#) from the State Transportation Agency's (CalSTA's) Zero Traffic Fatalities Task Force (ZTTF).

Proven Safety Countermeasures (PSC) Guidance — As you look to double down on what works, check out our [PSC page](#). We are continually updating it with new guidance.

ADDITIONAL EFFORTS

Caltrans is working on two important actions to help us deliver on our commitment to the vision zero goal. We will be glad to share updates and information that could benefit you.

Implementing Road Safety Action Plans (RSAP) — Caltrans established Safe System Leads in our 12 geographical districts and various Headquarters divisions/functional programs to develop a 2023-2024 Road Safety Action Plan (RSAP). By implementing process improvements related to safety policies, practices and guidelines affecting the planning, development, construction, and maintenance of our infrastructure, we walk the talk on Safe System Approach. We will be glad to support your development of such implementation plans.



Developing District Road Safety Infrastructure Plans (RSIPs) — Caltrans initiated an effort to develop district-wide RSIPs. The RSIPs will create a medium-term (4-5 years) vision and implementation for incorporating the Safe System Approach into the state highway system. RSIPs will be developed in close coordination and collaboration with the local agencies as well as the public. Complementing both Local Road Safety Plans (LRSPs) and Vision Zero Plans, the RSIPs will provide framework for a comprehensive region-based safety focus and implementation. We will share periodic updates with you on this effort.

CONTACT US

Working together, let us realize our commitment to California's goal of eliminating fatal and serious injuries on our roadways by 2050. We are here for you as your partners in this collective and ambitious safety goal. Please feel free to reach out to Caltrans Division of Safety Programs at safety.programs@dot.ca.gov.

NOTE: FHWA is the official grant administrator for the SS4A Grant Program. Please contact FHWA at SS4A@dot.gov for critical information, resources and details about the SS4A program. Caltrans is available to provide guidance, strategies, resources, and tools to develop your Safety Action Plans.

Please be on the lookout for upcoming FHWA and Caltrans partnership webinars and training opportunities.

