



Safe Streets and Roads for All



S | S Safe Streets and Roads for All **4 | A** (SS4A) Program Facts



Created by the **Bipartisan Infrastructure Law** and provides \$5 billion over 5 years.

The funding helps communities address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- **Planning and Demonstration Grants** for **Comprehensive Safety Action Plans**, including supplemental safety planning and demonstration activities to inform an Action Plan.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

SS4A is exclusively designed to help local communities.

There are three remaining funding rounds, including the round currently open in 2024.

A New Vision for Safety

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**



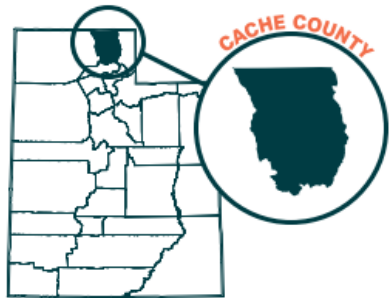
WHERE TO START
ON THE ROAD
TO VISION ZERO

The Cache Metropolitan Planning Organization (CMPO) Executive Council supports a goal of achieving ZERO fatalities and serious injuries through a 2.5% percent yearly reduction (based on three year rolling average) in Cache County.

Cache County



Cache County has a variety of transportation corridors and roadway uses, including high-mobility state owned roadways, high-mobility city owned roads, and many local roads. Safety issues have been identified along state-owned highways, however 44% of all Cache County crashes are not on a state-owned facility.



11,985

TOTAL CRASHES IN
CACHE COUNTY
(2018-2022)

258

CRASHES RESULTED
IN FATAL OR SERIOUS
INJURY

44%

OF ALL CRASHES WERE
NOT ON STATE ROADS

38%

OF FATAL AND SERIOUS
INJURY CRASHES WERE
ON LOCAL ROADS

Countermeasures



Engineering Solutions

- Speed management and appropriate speeds for all road users
- Greater consideration for vulnerable roadway users on all roadways
- Intersection safety improvements: roundabouts, left turn phasing, access management



Non-Engineering Solutions

- Safety prioritized over traffic operations
- Safety as the first goal for all projects
- Adopting a Safe Systems Approach: safer people, safer vehicles, safer speeds, post-crash care
- Lower speed limits overall



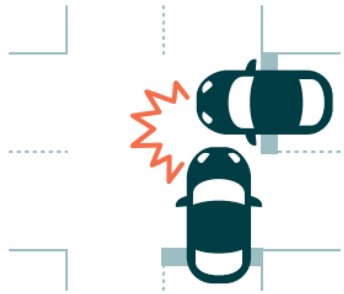
Non-Traditional Measures

- Identify context of roadways. Utility of each road should be identified to provide economic benefits, driveway access, and desired operating speed

Intersection Crashes



Intersecting roadways are necessary to connect people driving, walking and bicycling from one route to another. However, where roads intersect and paths cross, the resulting conflict points create circumstances where crashes can occur. Intersections make up only a small physical portion of the overall roadway, yet account for 48% of the crashes in Cache County.



5,722

CRASHES WERE
INTERSECTION RELATED
IN CACHE COUNTY
(2018-2022)

49%

OF FATALITIES WERE
INTERSECTION
RELATED

50%

OF INTERSECTION
CRASHES WERE ON
LOCAL ROADS

Countermeasures



Engineering Solutions

- Shoulder treatments to provide a forgiving shoulder, reduce speeds, or protect vulnerable users
- Rumble strips



Non-Engineering Solutions

- Reduce speeds
- Remove intersection obstacles



Non-Traditional Measures

- Neighborhood beautification send a visual message about context and desired speed
- Design and traffic policies that prioritize safety over operations. Standards with self-enforcing roadways

Teenage (Inexperienced)



Drivers

Teenage drivers account for 8.5% of the driving population in the U.S. In Cache County they account for 27% of all crashes and 28% of all fatal and serious injury crashes. The proportion of crash types involving teenage drivers is similar among all crash types.



3,232

CRASHES INVOLVED
TEENAGE DRIVERS
IN CACHE COUNTY
(2018-2022)

73

CRASHES INVOLVING
TEENAGE DRIVERS
RESULTED IN A
FATALITY OR SERIOUS
INJURY

28%

OF ALL FATALITIES
INVOLVED A
TEENAGE DRIVER

Countermeasures



Engineering Solutions

- Forgiving roadways



Non-Engineering Solutions

- Greater enforcement of Graduated Drivers Licensing laws
- Slower speed limits



Non-Traditional Measures

- Driver education campaigns for younger drivers
- Seat belt enforcement

Vulnerable Road Users



This type of crash occurs when a bicyclist, pedestrian, or other non-motorist is hit by a vehicle at an intersection, typically when the non-motorist is crossing the road. This can happen due to negligence on the part of the driver or the non-motorist. These crashes are most frequently occurring in urban areas, on weekdays and Saturdays, between 8 AM and 10 PM.



225

CRASHES INVOLVED
VULNERABLE ROAD
USERS
IN CACHE COUNTY

37

VULNERABLE USERS
WERE KILLED OR
SERIOUSLY INJURED

16.4%

OF ALL SEVERE CRASHES
WERE VULNERABLE
USERS

63%

OF VULNERABLE USER
CRASHES WERE ON
LOCAL ROADS

Countermeasures



Engineering Solutions

- High-visibility crosswalks can reduce pedestrian crashes up to 40%
- 2/3 of pedestrian fatalities occur during hours of darkness. Intersection lighting can reduce pedestrian crashes up to 42%
- Advance yield or stop markings can reduce pedestrian crashes up to 25%
- Separate vulnerable users in time and space



Non-Engineering Solutions

- Lowered speed limits,
- Pedestrian and driver education: motivate people to alter their behavior and reduce reckless actions
- Policies for traffic calming and speed management



Non-Traditional Measures

- Play Streets
- Woonerf
- Neighborhood Identity: Many neighborhoods or business districts want to be recognized for their unique character. This can enhance the walking environment and sense of community

Angle Conflicts



This type of conflict happens at access points when the front of one car hits the side of another car, typically due to sudden entry of a vehicle onto a roadway, or negligence either driver, among other factors. These are mainly occurring in urban areas during daylight hours. Many of these crashes involve distracted driving, teenage drivers, and/or elderly drivers.



3,536

ANGLE CRASHES
IN CACHE COUNTY
(2018-2022)

84

ANGLE CRASHES
RESULTED IN **KILLED OR
SERIOUSLY INJURED**

32%

OF **FATAL OR
SERIOUS INJURY
CRASHES WERE
ANGLE CRASHES**

Countermeasures



Engineering Solutions

- Left turn phasing with Flashing Yellow Arrow or Protected left turn only. Raised medians and Right-in-right-out at driveways and minor intersections. Roundabouts can reduce angle crashes by 39%
- 44% of CMPO crashes report mitigation with a roundabout or signal



Non-Engineering Solutions

- Reduce posted speeds
- Longer yellow intervals at intersections



Non-Traditional Measures

- High-visibility enforcement advertised in advance, reduced crashes by 27% at intersections
- Driveway and other access control policies

Single Vehicle



This type of crash happens when a vehicle runs off the road, possibly due to poor visibility, driver negligence, excessive speeds, or a curve, among other factors. Some of these crashes end in the vehicle rolling over and/or hitting a roadside object such as a tree, fence, or signpost.



3,107

SINGLE VEHICLE
CRASHES
IN CACHE COUNTY
(2018-2022)

123

SINGLE VEHICLE
CRASHES RESULTED IN
A FATALITY OR
SERIOUS INJURY

48%

OF ALL FATAL OR
SERIOUS INJURY
CRASHES WERE
SINGLE VEHICLE

Countermeasures



Engineering Solutions

- Shoulder treatments to provide a forgiving shoulder, reduce speeds, or protect vulnerable users
- Rumble strips



Non-Engineering Solutions

- Reduce speeds



Non-Traditional Measures

- Neighborhood beautification send a visual message about context and desired speed
- Design and traffic policies that prioritize safety over operations. Standards with self-enforcing roadways

Motorcyclists



This type of safety issue occurs when a motorcycle crashes either with or without hitting another vehicle, possibly due to poor road conditions, speeding, or driver negligence, among other factors. Most of these issues occur during daylight hours, in conditions without precipitation, and with clear road surfaces.



239

CRASHES INVOLVED
MOTORCYCLISTS
IN CACHE COUNTY
(2018-2022)

37

MOTORCYCLISTS WERE
KILLED OR SERIOUSLY
INJURY

15.5%

OF ALL FATAL OR
SERIOUS INJURY
CRASHES WERE
MOTORCYCLISTS

Countermeasures



Engineering Solutions

- Intersection improvements for left turn phasing, lighting, or turn lanes
- Intersection modifications: roundabouts, signals
- Shoulder widening, increase clear zone



Non-Engineering Solutions

- Slower speed limits



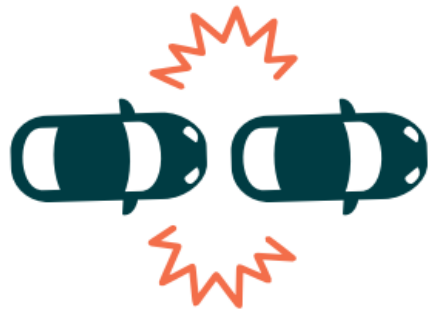
Non-Traditional Measures

- Look Twice Motorcycle awareness campaign

Rear-End Conflicts



This type of conflict occurs when the front of one vehicle hits the back of another vehicle, possibly due to sudden braking by the front vehicle, distraction or negligence by the following driver, low visibility, among other factors. Many of these crashes involve distracted driving, teenage drivers, and/or elderly drivers.



3,536

REAR END
CRASHES
IN CACHE COUNTY
(2018-2022)

10

REAR END CRASHES
RESULTED IN A
FATALITY OR SERIOUS
INJURY

30%

OF ALL CRASHES
WERE REAR END

Countermeasures



Engineering Solutions

- Urban roundabouts reduce crashes by 39%, rural roundabouts reduce by 71%
- Providing right-turn lanes can reduce rear-end crashes by 74%



Non-Engineering Solutions

- Pavement friction treatments: High-friction surface treatment (HFST) reduce crashes on curves by 48% and intersection crashes by 20%



Non-Traditional Measures

- Avoid distracted drivers by adding points of interest, and color
- Reduce vehicle speeds