



Appendix A



Policy Benchmarking & Additional Policy Considerations

Yuba County Policy Benchmarking

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Yuba County	Source	Link	Chapter/ Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safety Planning and Culture	Leadership and commitment	Leaders publicly commit to a "Zero" goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.	Yuba County; Yuba-Sutter Region	Current effort with RSAP					x				
		Develop a safety plan aligned with the Safe System approach that establishes a "Zero" goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba/Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them.	Yuba-Sutter Region	Current effort with RSAP					x				
		Establish key safety performance indicators and implement a monitoring process to evaluate progress and intervene if county/region is not on track.	Yuba-Sutter Region	"For the success of the LRSP, it is crucial to monitor and evaluate the 4 E's strategies continuously. Monitoring and evaluation help provide accountability, ensure the effectiveness of the countermeasures for each emphasis area, and help make decisions on the need for new strategies. The process would help the County make informed decisions regarding the implementation plan's progress and accordingly, update the goals and objectives of the plan." Current effort with RSAP.	Yuba County LRSP	*Not publicly available	8 - Implementation and Evaluation	80				x	
		Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan's development, implementation, and monitoring. The group should include a representative from every agency or department that plays a critical role in advancing each Safe System element. It may be desirable to identify a staff coordinator to manage the agency's safety program.	Yuba County; Yuba-Sutter Region	Current effort with RSAP					x				
		Provide training to Yuba/Sutter staff, directors, elected officials, and community stakeholders on the Safe System approach.	Yuba County; Yuba-Sutter Region	Current effort with RSAP					x				
		Establish an ongoing Safe Routes to Schools program and funding mechanism.	Yuba County; Yuba-Sutter Region; School Districts						x				
	Meaningful Engagement	Engage with the public and relevant stakeholders, including the private sector and community groups. Incorporate information received from the engagement and collaboration into the safety plan.	Yuba County; Yuba-Sutter Region	Current effort with RSAP					x				
		Establish a website to inform the public about Yuba/Sutter's safety program goals and progress and the effectiveness of implemented safety projects.	Yuba County; Yuba-Sutter Region	Yuba County LRSP website established	Yuba County LRSP website	https://www.yubacountysafetyplan.com/							x
		Provide public safety materials in common languages spoken by Yuba/Sutter residents whose first language is not English.	Yuba County; Yuba-Sutter Region	Current effort with RSAP					x				
	Data and analysis	Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, emphasis areas based on roadway or contextual contributing factors, mode-specific conditions assessments (e.g., bicycle network stress or distance between marked crossings), and equity considerations.	Yuba-Sutter Region	"The Local Roadway Safety Plan (LRSP) is a localized data-driven traffic safety plan that provides opportunities to address unique roadway safety needs and reduce the number of collisions."	Yuba County LRSP	*Not publicly available	1 - Project Background; 5 - Emphasis Areas	14, 53				x	
		Establish a process for citizens to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.	Yuba County; Yuba-Sutter Region						x				
		Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.	Yuba County; Yuba-Sutter Region	Detailed KSI analysis was done. Current effort with RSAP.	Yuba County LRSP	*Not publicly available	4 - Collision Data and Analysis	33				x	
		Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, etc.	Yuba County; Yuba-Sutter Region						x				
		Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.	Yuba County; Yuba-Sutter Region						x				
	Funding	Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Audit the region's Transportation Improvement Program (TIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.	Yuba County; Yuba-Sutter Region	Action CD18.1 - "The traffic impact fees will be used to fund improvements that will be needed in the future as development occurs." The General Plan references a traffic impact fee program, but it did not specify a framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Current effort with RSAP.	Yuba County General Plan	https://cms7files.com	Community Development	77	x				

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									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
	Funding	Apply for grant programs to fund safety projects.	Yuba County; Yuba-Sutter Region	Funding sources identified in LRSP	Yuba County LRSP	*Not publicly available	8 - Implementation and Evaluation	78				x	
		Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects).	Yuba County; Yuba-Sutter Region	"Funding is a critical component of implementing any safety project. While the HSIP program is a common source of funding for safety projects, numerous other funding sources could be pursued for such projects (See Table 22)"	Yuba County LRSP	*Not publicly available	8 - Implementation and Evaluation	77				x	
	Development review	Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities.	Yuba County	Action CD 16.2 - "The County will continue to require specific plans to identify funding for transportation facilities needed to serve development within each subject specific plan." The General Plan did not specify safety impact assessments for mitigation.	Yuba County General Plan	https://cms7files.	Community Development	73			x		
	Equity first	Identify underserved communities through data. This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.	Yuba County; Yuba-Sutter Region	"Commit to equity in all aspects of Safe System, including data analysis that acknowledges and addresses reporting biases, project prioritization efforts that promote projects in historically underinvested communities, and implementation strategies that follow data-driven approaches." Current effort with RSAP.	Yuba County LRSP	*Not publicly available	2 - Safety Partners	19				x	
		Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.	Yuba County; Yuba-Sutter Region	"Commit to equity in all aspects of Safe System, including data analysis that acknowledges and addresses reporting biases, project prioritization efforts that promote projects in historically underinvested communities, and implementation strategies that follow data-driven approaches." Current effort with RSAP.	Yuba County LRSP	*Not publicly available	2 - Safety Partners	19				x	
		Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.	Yuba County; Yuba-Sutter Region	"Commit to equity in all aspects of Safe System, including data analysis that acknowledges and addresses reporting biases, project prioritization efforts that promote projects in historically underinvested communities, and implementation strategies that follow data-driven approaches." Current effort with RSAP.	Yuba County LRSP	*Not publicly available	2 - Safety Partners	19				x	
Safe Users	Education	Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.	Yuba County; Yuba-Sutter Region	LRSP mentions multiple education initiatives and efforts to promote safer road user behavior. Current effort with RSAP.	Yuba County LRSP	*Not publicly available online						x	
		Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.	Yuba County; Yuba-Sutter Region						x				
	Enforcement	Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.	Yuba County						x				
		Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.	Yuba County						x				
	Research	Develop and implement strategies for robust demographic data collection in crash reporting.	Yuba County; Yuba-Sutter Region						x				
	Collision avoidance	Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.	Yuba County; Yuba-Sutter Region	Goal: A transportation system that is safe for bicycle use, with reduced numbers of bicycle-related collisions	Yuba County Bikeway Master Plan Update	https://cms7files.	Goals, Policies, and Actions	26	x				
		Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.	Yuba County; Yuba-Sutter Region	Policies 19.4, 19.5, 19.6, 19.8, 20.7 aim to create networks of safe trails/ped infrastructure and bike paths	Yuba County General Plan	https://cms7files.	Community Development	62, 63					x

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									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safe Roadways	Kinetic energy reduction	Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.	Yuba County; Yuba-Sutter Region						X				
		Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.	Yuba County						X				
	Policies and tradeoffs	Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions - evaluated at a network scale for network-based priorities.	Yuba County; Yuba-Sutter Region	Policy 19.7 - "The County's improvement standards and street classification system will be designed to accommodate the full range of locally available travel modes. Intersection dimensions and turning radii should be minimized in areas where high pedestrian and bicycle activity is expected."	Yuba County General Plan	https://cms7files.com	Community Development	79					X
		Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.	Yuba County						X				
	Innovation	Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.	Yuba County; Yuba-Sutter Region						X				
Safe Vehicles	Supportive infrastructure	Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.	Yuba County						X				
		Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.	Yuba County						X				
	Fleet Management	Support safer operations of county and commercial vehicles through a transition plan of county's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.	Yuba County						X				
	Autonomous Vehicle Data	Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.	Yuba County						X				
Safe Speeds	Design and operations	Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.	Yuba County	Policy CD19.8 - "The County will seek funding for and, as feasible, install traffic-calming measures, such as planted medians, landscaped planter strips, landscaped traffic circles, and other designs in areas with excessive or high-speed traffic, as appropriate. The County will not support street closures, half closures, or other measures that limit connectivity as a way to calm traffic." Policy 20.2 - "New developments in the Valley Growth Boundary shall arrange roads in an interconnected block pattern, so that local pedestrian, bicycle, and automobile traffic do not have to use Arterials to circulate within the neighborhood." The county also has standard plans & specifications: https://www.yuba.org/departments/community_development/public_works/standard_plans/index.php	Yuba County General Plan	https://cms7files.com	Community Development	79, 81					X
		Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.	Yuba County; Yuba-Sutter Region						X				
	Policy and training	Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy.	Yuba County; Yuba-Sutter Region						X				
		Provide speed management training to staff focused on fatality and serious injury minimization.	Yuba County; Yuba-Sutter Region						X				
Post Crash Care	Crash investigation	Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.	Yuba County; Yuba-Sutter Region						X				
		Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements.	Yuba County; Yuba-Sutter Region						X				
	Partnerships	Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.	Yuba-Sutter Region						X				
		Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.	Yuba County; Yuba-Sutter Region						X				

Marysville Policy Benchmarking

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Marysville	Source	Link	Chapter/ Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safety Planning and Culture	Leadership and commitment	Leaders publicly commit to a “Zero” goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
		Develop a safety plan aligned with the Safe System approach that establishes a "Zero" goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba/Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them.	Yuba-Sutter Region	Vision Zero Statement mentions striving towards eliminating all traffic fatalities and severe injuries.	City of Marysville LRSP	<i>Not available online</i>						x	
		Establish key safety performance indicators and implement a monitoring process to evaluate progress and intervene if city is not on track.	Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
		Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan’s development, implementation, and monitoring The group should include a representative from every agency or department that plays a critical role in advancing each Safe System element.	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
		It may be desireable to identify a staff coordinator to manage the agency's safety program.											
		Provide training to Yuba/Sutter staff, directors, elected officials, and community stakeholders on the Safe System approach.	Marysville; Yuba-Sutter Region						x				
	Meaningful Engagement	Establish an ongoing Safe Routes to Schools program and funding mechanism.	Marysville; Yuba-Sutter Region; School Districts	No Safe Routes to Schools Program					x				
		Engage with the public and relevant stakeholders, including the private sector and community groups. Incorporate information received from the engagement and collaboration into the safety plan.	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
		Establish a website to inform the public about Yuba/Sutter's safety program goals and progress and the effectiveness of implemented safety projects.	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
		Provide public safety materials in common languages spoken by Yuba/Sutter residents whose first language is not English.	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
	Data and analysis	Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, emphasis areas based on roadway or contextual contributing factors, mode-specific conditions assessments (e.g., bicycle network stress or distance between marked crossings), and equity considerations.	Yuba-Sutter Region	Marysville LRSP Emphasis Area: Making Safety Improvements at the Highest Incident Location	City of Marysville LRSP	<i>Not available online</i>		2				x	
		Establish a process for citizens to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.	Marysville; Yuba-Sutter Region	Current effort with RSAP					x				
		Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.	Marysville; Yuba-Sutter Region	Report identifies and ranks the top collision rate locations within the City, assesses the collision patterns and contributing factors at the highest ranking locations, and recommends countermeasures for those locations.	City of Marysville LRSP	<i>Not available online</i>		3				x	
		Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, etc.	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
		Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.	Marysville; Yuba-Sutter Region						x				
	Funding	Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Audit the region's Transportation Improvement Program (TIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
		Apply for grant programs to fund safety projects.	Marysville; Yuba-Sutter Region	HSIP funding opportunity mentioned.	City of Marysville LRSP	<i>Not available</i>		9				x	
		Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects).	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
	Development review	Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities.	Marysville						x				
	Equity first	Identify underserved communities through data. This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
		Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				
		Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.	Marysville; Yuba-Sutter Region	<i>Current effort with RSAP</i>					x				

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									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safe Users	Education	Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.	Marysville; Yuba-Sutter Region	Educational measures identified in plan.	City of Marysville LRSP	Not available online						X	
		Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.	Marysville; Yuba-Sutter Region							X			
	Enforcement	Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.	Marysville					X					
		Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.	Marysville	"Where possible increase frequency and visual presence of patrol activity in high-speed incident areas."	City of Marysville LRSP	Not available online	11.2	37				X	
	Research	Develop and implement strategies for robust demographic data collection in crash reporting.	Marysville; Yuba-Sutter Region					X					
Safe Roadways	Collision avoidance	Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.	Marysville; Yuba-Sutter Region	BP Plan identifies safety countermeasures for bicycle and pedestrian travel.	Marysville Bicycle & Pedestrian Plan	https://www.fraqmd.org/files/486e35bb9/Final+++Marysville-Bicycle-and-Pedestrian-Plan-2016-February-2016.pdf					X		
		Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.	Marysville; Yuba-Sutter Region	Policies and goals were set to improve mobility via bicycle and pedestrian infrastructure.	Marysville Bicycle & Pedestrian Plan	https://www.fraqmd.org/files/486e35bb9/Final+++Marysville-Bicycle-and-Pedestrian-Plan-2016-February-2016.pdf					X		
	Kinetic energy reduction	Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.	Marysville; Yuba-Sutter Region				X						
		Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.	Marysville				X						
	Policies and tradeoffs	Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions - evaluated at a network scale for network-based priorities.	Marysville; Yuba-Sutter Region				X						
		Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.	Marysville				X						
	Innovation	Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.	Marysville; Yuba-Sutter Region				X						
Safe Vehicles	Supportive infrastructure	Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.	Marysville					X					
		Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.	Marysville					X					
	Fleet Management	Support safer operations of city and commercial vehicles through a transition plan of city's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.	Marysville					X					
		Autonomous Vehicle Data	Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.	Marysville					X				
Safe Speeds	Design and operations	Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.	Marysville	Roadway design measures to manage speed were listed.	City of Marysville LRSP	Not available online	11.2	37				X	
	Enforcement	Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.	Marysville; Yuba-Sutter Region					X					
	Policy and training	Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy.	Marysville; Yuba-Sutter Region					X					
		Provide speed management training to staff focused on fatality and serious injury minimization.	Marysville; Yuba-Sutter Region	Action item: Continue to conduct training targeted at responding to speed related collisions.	City of Marysville LRSP	Not available online	11.2	37				X	

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Post Crash Care	Crash investigation	Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.	Marysville; Yuba-Sutter Region						x				
		Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements.	Marysville; Yuba-Sutter Region					x					
	Partnerships	Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.	Yuba-Sutter Region					x					
		Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.	Marysville; Yuba-Sutter Region					x					

Wheatland Policy Benchmarking

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Wheatland	Source	Link	Chapter/Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safety Planning and Culture	Leadership and commitment	Leaders publicly commit to a "Zero" goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.	Wheatland; Yuba-Sutter Region	Current effort with RSAP					x				
		Develop a safety plan aligned with the Safe System approach that establishes a "Zero" goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them.	Yuba-Sutter Region	Current effort with RSAP					x				
		Establish key safety performance indicators and implement a monitoring process to evaluate progress and intervene if city is not on track.	Yuba-Sutter Region	Current effort with RSAP					x				
		Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan's development, implementation, and monitoring. The group should include a representative from every agency or department that plays a critical role in advancing each Safe System element.	Wheatland; Yuba-Sutter Region	Current effort with RSAP					x				
		It may be desirable to identify a staff coordinator to manage the agency's safety program.											
		Provide training to Yuba Sutter staff, directors, elected officials, and community stakeholders on the Safe System approach.	Wheatland; Yuba-Sutter Region	Current effort with RSAP					x				
		Establish an ongoing Safe Routes to Schools program and funding mechanism.	Wheatland; Yuba-Sutter Region; School Districts	No current SRTS program.					x				
	Meaningful Engagement	Engage with the public and relevant stakeholders, including the private sector and community groups. Incorporate information received from the engagement and collaboration into the safety plan.	Wheatland; Yuba-Sutter Region	Current effort with RSAP					x				
		Establish a website to inform the public about Yuba Sutter's safety program goals and progress and the effectiveness of implemented safety projects.	Yuba-Sutter Region	Current effort with RSAP					x				
		Provide public safety materials in common languages spoken by Yuba Sutter residents whose first language is not English.	Wheatland; Yuba-Sutter Region						x				
	Data and analysis	Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, emphasis areas based on roadway or contextual contributing factors, mode-specific conditions assessments (e.g., bicycle network stress or distance between marked crossings), and equity considerations.	Yuba-Sutter Region	Current effort with RSAP					x				
		Establish a process for citizens to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.	Wheatland; Yuba-Sutter Region						x				
		Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.	Yuba-Sutter Region	Current effort with RSAP					x				
		Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, etc.	Wheatland; Yuba-Sutter Region						x				
		Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.	Wheatland; Yuba-Sutter Region						x				
	Funding	Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Audit the region's Transportation Improvement Program (TIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.	Wheatland; Yuba-Sutter Region	Current effort with RSAP					x				
		Apply for grant programs to fund safety projects.	Wheatland; Yuba-Sutter Region						x				
Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects).		Wheatland; Yuba-Sutter Region	Related policy: "2.A.10. The City shall give priority to street and highway improvements that increase safety, minimize maintenance costs, and increase the efficiency of the street system"	Wheatland General Plan	https://e4ki3oz9tby.exactdn.com/wp-content/uploads/General-Plan-Transportation and Circulation Element	2-5		x	?				

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Wheatland	Source	Link	Chapter/Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
	Development review	Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities.	Wheatland; Yuba County	Related policy: "2.A.6. The City shall require an analysis of the effects of traffic from proposed major development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others."	Wheatland General Plan	https://e4ki3oz9tby.exactdn.com/wp-content/uploads/General-Plan-Policy-Document-Adopted-7-2015-Transportation and Circulation Element		2-5	x	?			

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Wheatland	Source	Link	Chapter/Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
	Equity first	Identify underserved communities through data. This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.	Wheatland; Yuba-Sutter Region	Current effort with RSAP					x				
		Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.	Wheatland; Yuba-Sutter Region	Current effort with RSAP					x				
		Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.	Wheatland; Yuba-Sutter Region	Current effort with RSAP					x				
Safe Users	Education	Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.	Wheatland; Yuba-Sutter Region	Current effort with RSAP					x				
		Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.	Wheatland; Yuba-Sutter Region						x				
	Enforcement	Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.	Wheatland; Yuba County						x				
		Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.	Wheatland; Yuba County						x				
	Research	Develop and implement strategies for robust demographic data collection in crash reporting.	Wheatland; Yuba County; Yuba-Sutter Region						x				
Safe Roadways	Collision avoidance	Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.	Wheatland; Yuba-Sutter Region						x				
		Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.	Wheatland; Yuba-Sutter Region						x				
	Kinetic energy reduction	Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.	Wheatland; Yuba-Sutter Region						x				
		Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.	Wheatland; Yuba-Sutter Region						x				
	Policies and tradeoffs	Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions - evaluated at a network scale for network-based priorities.	Wheatland; Yuba-Sutter Region						x				
		Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.	Wheatland; Yuba-Sutter Region						x				
	Innovation	Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.	Wheatland; Yuba-Sutter Region						x				
Safe Vehicles	Supportive infrastructure	Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.	Yuba-Sutter Region						x				
		Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.	Wheatland; Yuba County						x				
	Fleet Management	Support safer operations of city and commercial vehicles through a transition plan of city's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.	Wheatland; Yuba County						x				
	Autonomous Vehicle Data	Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.	Wheatland; Yuba County						x				

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Wheatland	Source	Link	Chapter/Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safe Speeds	Design and operations	Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.	Wheatland; Yuba County	Wheatland has street design criteria, last revised in 2011	https://www.wheatland.ca.gov/wp-content/uploads/Complete-Wheatland-Public-Works-Standards-8-12-2011R.pdf				x				
	Enforcement	Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.	Wheatland; Yuba County						x				
	Policy and training	Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy.	Wheatland; Yuba County						x				
		Provide speed management training to staff focused on fatality and serious injury minimization.	Wheatland; Yuba-Sutter Region						x				
Post Crash Care	Crash investigation	Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.	Wheatland; Yuba-Sutter Region						x				
		Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements.	Wheatland; Yuba County; Yuba-Sutter Region						x				
	Partnerships	Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.	Yuba County; Yuba-Sutter Region						x				
		Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.	Wheatland; Yuba-Sutter Region						x				

Sutter County Policy Benchmarking

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice	Source, Chapter/Section, Page Number	Link	Assessed Level of Commitment/Implementation				
							Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safety Planning and Culture	Leadership and commitment	Leaders publicly commit to a “Zero” goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.	Sutter County; Yuba-Sutter Region	Current effort with RSAP			x				
		Develop a safety plan aligned with the Safe System approach that establishes a "Zero" goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba/Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them.	Yuba-Sutter Region	Current effort with RSAP			x				
		Establish key safety performance indicators and implement a monitoring process to evaluate progress and intervene if jurisdiction is not on track.	Yuba-Sutter Region	Current effort with RSAP			x				
		Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan’s development, implementation, and monitoring. The group should include a representative from every agency or department that plays a critical role in advancing each Safe System element.	Sutter County; Yuba-Sutter Region	Current effort with RSAP			x				
		It may be desirable to identify a staff coordinator to manage the agency's safety program.									
		Provide training to Yuba/Sutter staff, directors, elected officials, and community stakeholders on the Safe System approach.	Sutter County; Yuba-Sutter Region	Current effort with RSAP			x				
		Establish an ongoing Safe Routes to Schools program and funding mechanism.	Sutter County; Yuba-Sutter Region; School Districts				x				
	Meaningful Engagement	Engage with the public and relevant stakeholders, including the private sector and community groups. Incorporate information received from the engagement and collaboration into the safety plan.	Sutter County; Yuba-Sutter Region	Current effort with RSAP			x				
		Establish a website to inform the public about Yuba/Sutter's safety program goals and progress and the effectiveness of implemented safety projects.	Sutter County; Yuba-Sutter Region	Current effort with RSAP			x				
		Provide public safety materials in common languages spoken by Yuba/Sutter residents whose first language is not English.	Sutter County; Yuba-Sutter Region				x				
	Data and analysis	Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, emphasis areas based on roadway or contextual contributing factors, mode-specific conditions assessments (e.g., bicycle network stress or distance between marked crossings), and equity considerations.	Yuba-Sutter Region	Current effort with RSAP			x				
		Establish a process for residents to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.	Sutter County; Yuba-Sutter Region				x				
		Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.	Sutter County; Yuba-Sutter Region	Current effort with RSAP			x				
		Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, etc.	Sutter County; Yuba-Sutter Region				x				
		Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.	Sutter County; Yuba-Sutter Region				x				
	Funding	Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Audit the region's Transportation Improvement Program (TIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.	Sutter County; Yuba-Sutter Region	Current effort with RSAP			x				
		Apply for grant programs to fund safety projects.	Sutter County; Yuba-Sutter Region				x				
		Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects).	Sutter County; Yuba-Sutter Region				x				

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice	Source, Chapter/Section, Page Number	Link	Assessed Level of Commitment/Implementation				
							Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
	Development review	Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities.	Sutter County	Policy "M 1.2. Consider all transportation improvements as opportunities to enhance safety, access, and mobility for all travelers including people with special needs, recognizing bicycle, pedestrian, and transit modes as integral elements of the transportation system." Implementation: "M 2-E Condition new development to finance and construct appropriate circulation improvements necessary to mitigate a project's transportation impacts including pedestrian and bicycle mobility, safety, and level of service-related impacts. Collect the fair share cost of required circulation improvements through established fees, and/or construction estimates of needed improvements, as appropriate, where construction is not practical at the time of development."	Sutter County General Plan, Chapter 6 pg 9	https://www.suttercounty.org/government/county-departments/development-services/planning-services/general-plan		?			
	Equity first	Identify underserved communities through data. This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.	Sutter County; Yuba-Sutter Region	<i>Current effort with RSAP</i>			x				
		Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.	Sutter County; Yuba-Sutter Region	<i>Current effort with RSAP</i>			x				
		Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.	Sutter County; Yuba-Sutter Region	<i>Current effort with RSAP</i>			x				
Safe Users	Education	Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.	Sutter County; Yuba-Sutter Region	<i>Current effort with RSAP</i>			x				
		Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.	Sutter County; Yuba-Sutter Region				x				
	Enforcement	Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.	Sutter County				x				
		Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.	Sutter County				x				
	Research	Develop and implement strategies for robust demographic data collection in crash reporting.	Sutter County; Yuba-Sutter Region				x				
Safe Roadways	Collision avoidance	Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.	Sutter County; Yuba-Sutter Region				x				
		Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.	Sutter County; Yuba-Sutter Region				x				
	Kinetic energy reduction	Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.	Sutter County; Yuba-Sutter Region				x				
		Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.	Sutter County				x				
	Policies and tradeoffs	Use functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions (evaluated at a network scale for network-based prioritization).	Sutter County; Yuba-Sutter Region				x				
		Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.	Sutter County				x				
	Innovation	Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.	Sutter County; Yuba-Sutter Region				x				

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice	Source, Chapter/Section, Page Number	Link	Assessed Level of Commitment/Implementation				
							Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safe Vehicles	Supportive infrastructure	Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.	Sutter County				x				
		Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.	Sutter County				x				
	Fleet Management	Support safer operations of county and commercial vehicles through a transition plan of county's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.	Sutter County				x				
	Autonomous Vehicle Data	Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.	Sutter County				x				
Safe Speeds	Design and operations	Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.	Sutter County	Sutter County Improvement Standards last revised in 2010. Could update to focus on speed management.	Sutter County Improvement Standards, Chapter 4: Streets	https://www.suttercounty.org/home/showpublisheddocument/2598/637554856376670000	x				
	Enforcement	Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.	Sutter County; Yuba-Sutter Region				x				
	Policy and training	Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy.	Sutter County; Yuba-Sutter Region				x				
		Provide speed management training to staff focused on fatality and serious injury minimization.	Sutter County; Yuba-Sutter Region				x				
Post Crash Care	Crash investigation	Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.	Sutter County; Yuba-Sutter Region				x				
		Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements.	Sutter County; Yuba-Sutter Region				x				
	Partnerships	Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.	Yuba-Sutter Region				x				
		Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.	Sutter County; Yuba-Sutter Region				x				

Yuba City Policy Benchmarking

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Yuba City	Source	Link	Chapter/ Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safety Planning and Culture	Leadership and commitment	Leaders publicly commit to a “Zero” goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.	Yuba City; Yuba-Sutter Region	Commitment through City LRSP. <i>Current effort with RSAP.</i>								X	
		Develop a safety plan aligned with the Safe System approach that establishes a “Zero” goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them.	Yuba-Sutter Region	LRSP was finalized in October 2023, and integrates the Safe System Approach concepts into the development of the plan. <i>Also current effort with RSAP.</i>	Yuba City Local Roadway Safety Plan								

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Yuba City	Source	Link	Chapter/ Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
	Equity first	Clearly define equity in the safety plan and include equity considerations throughout the emphasis areas and strategies.	Yuba City; Yuba-Sutter Region	Current effort with RSAP					x				
		Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.	Yuba City; Yuba-Sutter Region	Current effort with RSAP					x				
		Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.	Yuba City; Yuba-Sutter Region	Current effort with RSAP					x				

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Yuba City	Source	Link	Chapter/ Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safe Users	Education	Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.	Yuba City; Yuba-Sutter Region	LRSP Countermeasure: Establish and enforce communications and outreach supporting enforcement. <i>Also current effort with RSAP.</i>	Yuba City Local Roadway Safety Plan		Ch. 5	74				X	
		Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.	Yuba City; Yuba-Sutter Region	Implementation Action: "Rolling out safety projects as pilots presents the opportunity for the City to gather valuable public and stakeholder feedback to make improvements and adjustments before moving on with similar projects."	Yuba City Local Roadway Safety Plan		Ch. 7	96				X	
	Enforcement	Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.	Yuba City						X				
		Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.	Yuba City	LRSP suggested countermeasures focused on deterrence through enforcement for alcohol and drug-impaired driving.			Ch. 5	74				X	
	Research	Develop and implement strategies for robust demographic data collection in crash reporting.	Yuba City; Yuba-Sutter Region						X				
Safe Roadways	Collision avoidance	Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.	Yuba City; Yuba-Sutter Region	1. City of Yuba City General Plan contains policies regarding bicycle safety, and calls out specific projects such as the provision of bicycle paths or lanes on bridges and overpasses 2. Planned installation of over 190 sharrows per Yuba City website	City of Yuba City General Plan; Yuba City website	https://www.yubacity.net/city_hall/departments/parks_recreation/recreation							X
		Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.	Yuba City; Yuba-Sutter Region	LRSP makes countermeasure recommendations based on common collision sites and other variables Yuba City also completed a Bicycle Master Plan in 2011.	Yuba City Bicycle Master Plan	https://cms3.revize.com/revize/yubacity/Document%20Cent					X		
	Kinetic energy reduction	Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.	Yuba City; Yuba-Sutter Region	Yuba City LRSP identified that unsafe speed was a common primary collision factor, and suggested road diets among other proven countermeasures.	Yuba City Local Roadway Safety Plan		Ch. 6	72				X	
		Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.	Yuba City						X				
	Policies and tradeoffs	Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions - evaluated at a network scale for network-based priorities.	Yuba City; Yuba-Sutter Region						X				
		Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.	Yuba City						X				
	Innovation	Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.	Yuba City; Yuba-Sutter Region						X				
Safe Vehicles	Supportive infrastructure	Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.	Yuba-Sutter Region						X				
		Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.	Yuba City						X				
	Fleet Management	Support safer operations of city and commercial vehicles through a transition plan of city's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.	Yuba City						X				
	Data	Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.	Yuba City						X				

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Yuba City	Source	Link	Chapter/ Section	Page Number	Assessed Level of Commitment/Implementation					
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice	
Safe Speeds	Design and operations	Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.	Yuba City	LRSP Implementation Action: "Create new standards for typical maintenance that reflect LRSP project goals."	Yuba City Local Roadway Safety Plan							X		
	Enforcement	Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.	Yuba City; Yuba-Sutter Region				Ch. 7	96		X				
	Policy and training	Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy.	Yuba City; Yuba-Sutter Region	Is Yuba City doing anything on this front?						X				
		Provide speed management training to staff focused on fatality and serious injury minimization.	Yuba City; Yuba-Sutter Region							X				
Post Crash Care	Crash investigation	Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.	Yuba City; Yuba-Sutter Region							X				
		Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements.	Yuba City; Yuba-Sutter Region							X				
	Partnerships	Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.	Yuba City; Yuba-Sutter Region							X				
		Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.	Yuba City; Yuba-Sutter Region							X				

Live Oak Policy Benchmarking

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Live Oak	Source	Link	Chapter/ Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safety Planning and Culture	Leadership and commitment	Leaders publicly commit to a “Zero” goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.	Live Oak; Yuba-Sutter Region	Current effort with RSAP					X				
		Develop a safety plan aligned with the Safe System approach that establishes a "Zero" goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them.	Yuba-Sutter Region	Current effort with RSAP					X				
		Establish key safety performance indicators and implement a monitoring process to evaluate progress and intervene if city is not on track.	Yuba-Sutter Region	Current effort with RSAP					X				
		Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan’s development, implementation, and monitoring. The group should include a representative from every agency or department that plays a critical role in advancing each Safe System element.	Live Oak; Yuba-Sutter Region	Current effort with RSAP					X				
		It may be desireable to identify a staff coordinator to manage the agency's safety program.											
		Provide training to Yuba Sutter staff, directors, elected officials, and community stakeholders on the Safe System approach.	Live Oak; Yuba-Sutter Region	Current effort with RSAP					X				
		Establish an ongoing Safe Routes to Schools program and funding mechanism.	Live Oak; Yuba-Sutter Region; School Districts	No current SRTS program.					X				
	Meaningful Engagement	Engage with the public and relevant stakeholders, including the private sector and community groups. Incorporate information received from the engagement and collaboration into the safety plan.	Live Oak; Yuba-Sutter Region	Current effort with RSAP					X				
		Establish a website to inform the public about Yuba Sutter’s safety program goals and progress and the effectiveness of implemented safety projects.	Yuba-Sutter Region	Current effort with RSAP					X				
		Provide public safety materials in common languages spoken by Yuba Sutter residents whose first language is not English.	Live Oak; Yuba-Sutter Region						X				
	Data and analysis	Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, emphasis areas based on roadway or contextual contributing factors, mode-specific conditions assessments (e.g., bicycle network stress or distance between marked crossings), and equity considerations.	Yuba-Sutter Region	Current effort with RSAP					X				
		Establish a process for citizens to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.	Live Oak; Yuba-Sutter Region						X				
		Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.	Yuba-Sutter Region	Current effort with RSAP					X				
		Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, etc.	Live Oak; Yuba-Sutter Region						X				
		Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.	Live Oak; Yuba-Sutter Region						X				
	Funding	Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Audit the region's Transportation Improvement Program (TIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.	Live Oak; Yuba-Sutter Region	Current effort with RSAP					X				
		Apply for grant programs to fund safety projects.	Live Oak; Yuba-Sutter Region						X				
		Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects).	Live Oak; Yuba-Sutter Region						X				
	Development review	Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities.	Live Oak; Sutter County						X				
	Equity first	Identify underserved communities through data. This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.	Live Oak; Yuba-Sutter Region	Current effort with RSAP					X				
		Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.	Live Oak; Yuba-Sutter Region	Current effort with RSAP					X				
		Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.	Live Oak; Yuba-Sutter Region	Current effort with RSAP					X				

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Live Oak	Source	Link	Chapter/ Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Safe Users	Education	Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.	Live Oak; Yuba-Sutter Region	Current effort with RSAP					X				
		Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.	Live Oak; Yuba-Sutter Region					X					
	Enforcement	Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.	Live Oak; Sutter County						X				
		Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.	Live Oak; Sutter County						X				
	Research	Develop and implement strategies for robust demographic data collection in crash reporting.	Live Oak; Sutter County; Yuba-Sutter Region						X				
Safe Roadways	Collision avoidance	Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.	Live Oak; Yuba-Sutter Region						X				
		Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.	Live Oak; Yuba-Sutter Region	"Policy CIRC-2.1: The City will seek funding for, and include pedestrian and bicycle improvements in Capital Improvements Planning, as feasible. "	Live Oak 2030 General Plan	https://www.liveoakcity.org/home/showpublisheddocument	CIRC	26	X				
	Kinetic energy reduction	Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.	Live Oak; Yuba-Sutter Region						X				
		Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.	Live Oak; Yuba-Sutter Region						X				
	Policies and tradeoffs	Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions - evaluated at a network scale for network-based priorities.	Live Oak; Yuba-Sutter Region						X				
		Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.	Live Oak; Yuba-Sutter Region						X				
	Innovation	Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.	Live Oak; Yuba-Sutter Region						X				
Safe Vehicles	Supportive infrastructure	Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.	Yuba-Sutter Region						X				
		Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.	Live Oak; Sutter County						X				
	Fleet Management	Support safer operations of city and commercial vehicles through a transition plan of city's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.	Live Oak; Sutter County						X				
		Autonomous Vehicle Data	Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.	Live Oak; Sutter County						X			
Safe Speeds	Design and operations	Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.	Live Oak; Sutter County						X				
	Enforcement	Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.	Live Oak; Sutter County						X				
	Policy and training	Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy.	Live Oak; Sutter County						X				
		Provide speed management training to staff focused on fatality and serious injury minimization.	Live Oak; Yuba-Sutter Region						X				

Core Element	Category	Benchmark	Jurisdictional Responsibility	State of Current Practice in Live Oak	Source	Link	Chapter/ Section	Page Number	Assessed Level of Commitment/Implementation				
									Not a Current Practice	Codified in Standard or Policy, but Not in Practice	Codified and Occasional Practice	Codified and Usual Practice	Institutionalized Practice
Post Crash Care	Crash investigation	Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.	Live Oak; Yuba-Sutter Region						X				
		Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements.	Live Oak; Sutter County; Yuba-Sutter Region					X					
	Partnerships	Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.	Sutter County; Yuba-Sutter Region					X					
		Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.	Live Oak; Yuba-Sutter Region					X					

Additional Local Policy Considerations

Beyond the policies considered in the Safe System Policy Benchmarking assessment, there are a range of transportation, land use, and housing policies in the Yuba-Sutter region partner agencies' General Plans they may, directly or indirectly, influence roadway safety outcomes. The following goals and policies bolster a Safe System by addressing the built environment or socioeconomic factors that have an impact on roadway safety, such as influencing types and amounts of vehicle travel, thus reducing exposure.

Yuba County 2030 General Plan

RELEVANT CIRCULATION ELEMENT POLICIES:

Policy CD19.6: New developments shall provide attractive streetscapes with street trees and sidewalks, planting strips, transit shelters, benches, and pedestrian-scale lighting, as required by County standards, as well as safe and frequent crosswalks along roadways, particularly in areas expected to have higher pedestrian traffic.

Policy CD19.8: The County will seek funding for and, as feasible, install traffic-calming measures, such as planted medians, landscaped planter strips, landscaped traffic circles, and other designs in areas with excessive or high-speed traffic, as appropriate. The County will not support street closures, half closures, or other measures that limit connectivity as a way to calm traffic.

RELEVANT LAND USE ELEMENT GOALS:

Goal CD1: Provide for efficient valley development patterns

Goal CD2: Promote growth and reinvestment in existing developed unincorporated communities

Goal CD4: Accessible, convenient, and successful community retail, service, and employment centers

Goal CD5: Valley Neighborhoods provide a long-term, high quality of life for the County's existing and future residents

Goal CD6: Provide higher-density housing, neighborhood services, and retail in pedestrian- friendly Neighborhood Centers

Goal CD7: Revitalize Yuba County's Mixed-Use Corridors to better serve existing Valley Neighborhoods

Goal CD8: Promote high-quality neighborhood design that ensures pedestrian comfort and convenience

RELEVANT HOUSING ELEMENT GOALS:

Goal H-1: Provide adequate sites to meet housing needs among all income groups.

Goal H-2: Assist in the provision of affordable housing for extremely low-, very low-, low-, and moderate-income households.

Goal H-3: Remove constraints to the availability and affordability of housing for all income groups.

Goal H-5: Preserve affordable housing.

Goal H-6: Ensure equal housing opportunity for all county residents.

Marysville 2050 General Plan

Draft not available online as of June 2025.

Live Oak 2030 General Plan

RELEVANT CIRCULATION ELEMENT POLICIES:

Policy CIRC-2.1: The City will seek funding for and include pedestrian and bicycle improvements in Capital Improvements Planning, as feasible.

Policy CIRC-2.2: The City and Redevelopment Agency will prioritize transportation investments that better connect neighborhoods to major destinations, with safer and more convenient pedestrian, bicycle, and transit stops and routes.

Policy CIRC-2.4: The City will seek funding for and, as feasible, install traffic-calming measures, such as planted medians, landscaped planter strips, landscaped traffic circles, and other designs in areas with excessive traffic, as appropriate.

Policy CIRC-3.5: In areas with high pedestrian activity, streets should be relatively narrow and curb radii should be designed to promote pedestrian safety and convenience, while also ensuring adequate emergency access.

Sutter County 2030 General Plan

RELEVANT MOBILITY ELEMENT POLICIES:

Policy M 1.2: Consider all transportation improvements as opportunities to enhance safety, access, and mobility for all travelers including people with special needs, recognizing bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Policy M 1.3: Rights-of-Way. Secure adequate right-of-way to allow for the planning, design, and operation of transportation systems that provide safe access for all users.

Policy M 5.1: Prepare a Bicycle and Pedestrian Master Plan that supports implementation of a comprehensive, safe, and convenient system of commuter and recreational routes for pedestrians and cyclists.

RELEVANT LAND USE ELEMENT GOALS:

Goal LU 1: Promote the efficient and sensitive use of lands to protect and enhance Sutter County's quality of life and meet the needs of existing and future residents and businesses.

Goal LU 4: Facilitate orderly, well-planned, sustainable, and efficient growth that balances aesthetic, considerations.

Goal LU 8: Facilitate well planned large-scale mixed-use residential, industrial, and commercial development, bringing housing and jobs to South Sutter County consistent with the terms of advisory Measure M.

RELEVANT HOUSING ELEMENT GOALS & POLICIES:

Goal H 1: Provide for an adequate supply of new housing to meet the needs of present and future Sutter County residents incorporating a variety of housing types and densities that accommodate all income groups.

Policy H 1.1: Adequate Supply of Land Suitable for Housing. Identify and maintain an adequate supply of residential land with appropriate zoning classifications, land use designations, development standards, infrastructure, and public services to accommodate the County's fair share of regional housing needs, including housing for extremely low-, very low-, low-, and moderate-income households.

Goal H 2: Facilitate the development of affordable housing to meet the housing needs of lower-income households in the County.

Goal H 3: Remove governmental constraints, address accessibility needs, and provide a regulatory framework to encourage a variety of housing types that accommodate all income groups.

Goal H 4: Provide housing for special needs groups, including persons with disabilities, seniors, farmworkers, persons experiencing homelessness, and extremely low-income households.

Goal H 6: Promote equal housing opportunities and affirmatively further fair housing for all residents of Sutter County.

Wheatland General Plan

RELEVANT CIRCULATION ELEMENT POLICIES:

Policy 2.A.10: The City shall give priority to street and highway improvements that increase safety, minimize maintenance costs, and increase the efficiency of the street system.

Policy 2.A.6: The City shall require an analysis of the effects of traffic from proposed major development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others.

RELEVANT LAND USE ELEMENT GOALS:

Goal 1.B: To provide adequate land in a range of residential densities to accommodate the housing needs of all income groups expected to reside in Wheatland.

Goal 1.C: To provide for new residential development in planned neighborhoods that are designed to promote walking, bicycling, and transit use.

Goal 1.G: To support development of employment uses to meet the present and future needs of Wheatland residents for jobs and to maintain Wheatland's economic vitality.

Goal 4.A: Provide for the city's regional share of new housing for all income groups

Goal 4.C: Meet the special housing needs of homeless persons, seniors, large families, disabled persons, and farmworkers.

Yuba City General Plan

RELEVANT CIRCULATION ELEMENT POLICIES:

Policy 5.2-I-7: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.

Policy 5.2-I-21: Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management. Include roundabouts, traffic circles, and other traffic calming devices among these measures.

Policy 5.4-I-1: Establish a network of on- and off-roadway bicycle routes and encourage their use for commute, recreational, and other trips. Design bike routes with the safety of cyclists as a priority.

Policy 5.4-I-4: Provide bicycle lanes with a minimum width of five feet (six feet along all parkways) on new streets and existing streets whenever they are widened to more than two travel lanes.

Policy 5.4-I-7: Increase bicycle safety by:

- *Sweeping and repairing bicycle lanes and paths on a regular basis;*
- *Ensuring that bikeways are delineated and signed in accordance with Caltrans' standards, and lighting is provided, where needed;*
- *Providing bicycle paths or lanes on bridges and overpasses;*
- *Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel;*
- *Provide adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; and*
- *Work with the Yuba City Unified School District to promote classes on bicycle safety in the schools.*

Policy 5.4-I-8: Give bikes equal treatment in terms of provisions for safety and comfort on arterials and collectors as motor vehicles.

Policy 5.4-I-10 Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas by:

- *Providing intersection "bump outs" to reduce walking distances across streets in the Downtown and other high use areas;*
- *Providing pedestrian facilities at all signalized intersections;*
- *Providing landscaping that encourages pedestrian use;*
- *Constructing adequately lit and safe access through subdivision sites.*
- *The following land use policies bolster a Safe System by addressing the built environment or socioeconomic factors that have an impact on roadway safety:*

RELEVANT LAND USE ELEMENT POLICIES:

Policy 3.4-G-1: Maintain a well-defined compact urban form, with a defined urban growth boundary and urban development intensities on land designated for urban uses.

Policy 3.4-G-2: Promote a balanced land use program that increases the ability of people to live and work in the city.

Policy 3.4-G-3: Promote development patterns that maximize residents' accessibility to parks, open space, and shopping areas.

Live Oak 2030 General Plan

RELEVANT CIRCULATION ELEMENT POLICIES:

Policy CIRC-2.1: The City will seek funding for and include pedestrian and bicycle improvements in Capital Improvements Planning, as feasible.

Policy CIRC-2.2: The City and Redevelopment Agency will prioritize transportation investments that better connect neighborhoods to major destinations, with safer and more convenient pedestrian, bicycle, and transit stops and routes.

Policy CIRC-2.4: The City will seek funding for and, as feasible, install traffic-calming measures, such as planted medians, landscaped planter strips, landscaped traffic circles, and other designs in areas with excessive traffic, as appropriate.

Policy CIRC-3.5: In areas with high pedestrian activity, streets should be relatively narrow and curb radii should be designed to promote pedestrian safety and convenience, while also ensuring adequate emergency access.

Federal and State Safety Policies and Guidelines

Federal Policy Considerations

The United States Department of Transportation (US DOT) incorporated the Safe System Approach as part of its most recent *National Roadway Safety Strategy* (NRSS), adopted in January 2022. This NRSS is the first national commitment to the goal of zero fatalities on America's roadways, and names the Safe System Approach as the way to accomplish that goal. Federal transportation officials have since unveiled a number of policies and programs geared towards the application and implementation of the Safe System Approach at the state and local levels.

Safe Streets and Roads for All

The Safe Streets and Roads for All (SS4A) grant program was established by the Bipartisan Infrastructure Law in 2022, centered around the Department of Transportation's National Roadway Safety Strategy and its goal of zero deaths and serious injuries on America's roadways. Over its five-year duration ending in approximately 2026, it will provide \$5 billion in grant funding to develop and implement safety plans and projects.

The SS4A grant program provides funding for local agencies to create Comprehensive Safety Action Plans (CSAPs). It also provides funding to implement safety projects, but only to those agencies that have an adopted CSAP or an equivalent. In order to qualify as a CSAP (and allow an agency to be eligible for implementation planning grant funding), a plan must meet a nine-point criteria as set forth by the Department of Transportation. They include an official commitment and goal to eliminate roadway fatalities and serious injuries; the creation of a standing task force or working group that will lead and monitor the implementation of the plan; data-driven safety analysis; public engagement and inter-governmental collaboration; consideration of equity in the planning process; assessment of current policies and guidelines to identify changes that will better prioritize safety; identification of a comprehensive set of projects and strategies that address safety issues; posting of the plan online along with description of how future progress will be measured; and that the plan would be updated every five years.

Safe System Roadway Design Hierarchy

The *Safe System Roadway Design Hierarchy*, created by the Federal Highway Administration (FHWA) in 2024, provides guidance in contextualizing and assessing infrastructure-based countermeasures and strategies on their alignment with the principles of the Safe System Approach.

The *Hierarchy* classifies countermeasures into four tiers, from most to least aligned with Safe System principles. These tiers are:

1. **Removing severe conflicts**, which can act to eliminate high-risk conditions that involve users with different speeds or moving in different directions sharing space. This tier can include countermeasures that remove potential points of conflicts (for example, removing conflicting turning movements), and those that separate vulnerable users from vehicles in space (for example, protecting people biking through a separated bike lane).
2. **Reducing vehicle speeds**, which reduces the kinetic energy present within systems and thereby reduces the severity of crashes that do occur. As driver behavior, especially when it comes to speed, is highly influenced by roadway features, countermeasures that reduce prevailing speeds can include lane narrowing and features that channelize vehicle traffic such as median islands.
3. **Managing conflicts in time**, which covers instances (such as intersections) where space needs to be shared between different users, but where they can be separated in time. An example is the Leading Pedestrian Interval, which allows people walking to have a “head start” interval at a signalized intersection before conflicting vehicle traffic enters the crosswalk.
4. **Increasing attentiveness and awareness**, which involves alerting users to conflicts and potential risks, can involve such countermeasures as intersection daylighting and warning signage.

Crucially, the *Hierarchy* prioritizes improvements and countermeasures that make physical changes to the system for the whole population as more effective than measures that rely on roadway users and individual decisions. This is consistent with the Safe System Approach’s central premise that humans make mistakes, and that the roadway system should be designed to accommodate them through redundant and proactive interventions.

In addition to presenting this tiered hierarchy as a framework for understanding countermeasures as they relate to the principles of the Safe System Approach, the guidance also presents examples of both common and novel countermeasures that fall under each tier.

Safe System Approach for Speed Management

Speeding continues to be one of the leading causes of collisions across the country, especially those causing fatalities and severe injuries, and the relationship between higher speeds and increased collision severity is well-documented. The FHWA’s 2023 report on the *Safe System Approach for Speed Management* provides targeted recommendations around speed management. The report notes the need for agencies to place safety and the prevention of injury collisions (as opposed to throughput or travel times) as the highest priority when it comes to speed setting on roadways, and highlights the need to change the physical design and context of the roadway beyond merely changing regulatory speed limits in order to achieve target speeds.

The report outlines a five-stage framework to speed management that is consistent with the Safe System Approach. The process begins with establishing a vision and building consensus within the community to manage speeds; the creation of a strategic safety plan, such as a Vision Zero plan or Local Roadway Safety Plan, can serve this purpose. Second, speed data should be collected and analyzed, which can help both guide the rest of the process and provide the backing to build public support. Third, locations for speed management should be prioritized proactively, taking into account both collision and speeding history as

well as contextual factors (such as the presence of vulnerable users or traffic generators like schools and commercial areas). Countermeasures can then be selected for prioritized locations. Finally, ongoing monitoring and evaluation should be conducted to ensure efficacy and allow for flexibility and adjustment. The report also provides real-world case studies of how these principles were applied in practice.

Primer on Safe System Approach for Pedestrians and Bicyclists

The *Primer on Safe System Approach for Pedestrians and Bicyclists*, released by the FHWA in 2021, emphasizes the importance of protecting pedestrians and bicyclists, as vulnerable users, under the Safe System Approach. The Primer details the considerations surrounding pedestrians and bicyclists under each of the five elements of the Safe System Approach – Safe Speeds, Safe Roads, Safe Vehicles, Safe Road Users, and Post-Crash Care. It also provides strategies and actions that can be taken at the Federal, state, and local levels towards implementing the Safe System Approach. Also included is an appendix on benchmarking policies, programs, and practices for Safe System consistency. The benchmarking used for City of Sacramento is based on this benchmarking tool.

Other National Guidance

In addition to policy and guidance from Federal agencies, other national-level documents provide additional guidance towards applying and implementing the Safe System Approach for local agencies.

The Safe Systems Pyramid

The Safe Systems Pyramid is a new framework for traffic safety proposed in a 2023 paper which adapts the Health Impact Pyramid framework into the Safe Systems Pyramid for roadway safety practitioners. Building on established public health practice, the Safe Systems Pyramid illustrates how interventions that have the largest reach and require the least personal effort will be the most impactful.

In addition to identifying the kinetic energy transfer as the cause of injury, the Safe Systems Pyramid also relates energy to exposure. It explains how the many possible safety interventions differ in their effectiveness at reducing risk in the transportation system by prioritizing interventions that reduce exposure to kinetic energy transfer at the system level. Those that require more individual effort, such as driver education programs, have the least impact on improving system-wide safety. Meanwhile, those that change the quality of people's lives and the built environment in which they travel more broadly, such as affordable housing near transit, zoning reform, traffic calming, and limiting crossing distances at intersections, have the largest impacts on safety.



Source: David Ederer, Rachael Thompson Panik, Nisha Botchwey, and Kari Watkins. The Safe Systems Pyramid: A new framework for traffic safety, <https://doi.org/10.1016/j.trip.2023.100905>. Graphic from Vision Zero Network, <https://visionzeronetwork.org/applying-the-health-impact-pyramid-to-roadway-safety/>

At the top of the Safe System Pyramid is education, which generally corresponds to Tier 4 of the Safe System Hierarchy, and encompasses driver education programs and campaigns – for example, asking drivers to slow down and obey the speed limit. As the authors of the paper note, “the need to urge behavioral change is symptomatic of failure to establish contexts in which healthy choices are default actions,” and education programs are thus considered to be most reliant on individual behavior and least effective in producing improvements.

Below education on the Pyramid are active and latent safety measures, which generally correspond to Tier 3 of the Hierarchy. Active safety measures encompass such countermeasures as warning signals and signs, as well as in-vehicle devices such as seatbelts and collision warnings. These safety measures are effective when used, but rely on individual opt-in (for example, for a driver to react to signage or to a collision warning) to function. Latent safety measures encompass countermeasures such as signal timing modifications such as leading pedestrian intervals (LPIs) that create redundancy, as well as vehicle features such as lane departure prevention and automated emergency braking. Latent measures are considered more effective than active measures, as they require less individual opt-in, but their efficacy is still limited by the fact that they are applied individually. For example, while automated braking is superior to a warning signal that warns the driver to manually brake, only those who choose and have the means to drive a vehicle with the feature will have access to this technology.

Further down on the pyramid is the built environment level, which corresponds to Tiers 1 and 2 of the Hierarchy, and refers to physical alterations to the roadway that promotes slower speeds, physically separate vulnerable users, and reduce the number of high-risk conflicts. Such interventions can also improve the experience for walking and biking, and reduce the number of vehicle trips by encouraging mode shift. Unlike the higher levels of the pyramid, changes to the environment creates contexts that

encourage safer user behaviors (for example, narrower lanes that induce lower speeds) and are thus less dependent on active user participation and are more effective.

Finally, the socioeconomic factors level lies at the base of the pyramid. Typically, roadway safety interventions do not go beyond the roadway infrastructure, but today's safety outcomes are inexorably linked by socioeconomic factors of the places that our roadways serve. Across the country, communities of color and low-income communities are disproportionately exposed to the most dangerous roadways that feature high speeds, high traffic volumes, and outdated design and safety features. Moreover, many communities across the country also trapped by a lack of viable alternative transportation options as a result of car dependency, a crisis that is likely going to persist as the national phenomenon of the suburbanization of poverty continues. These are overarching socioeconomic factors that dictate urban form and the built environment, which in turn dictate safety outcomes. This category of interventions is often considered outside the traditional purview of transportation professionals, as they must come in the form of policy around land use, zoning, and economics that go beyond (but work in tandem with) transportation policy. However, they also must be considered when attempting to address roadway safety, as these socioeconomic factors form the root causes of roadway safety issues.

The pyramid should be seen as a structure for prioritizing the roadway design and operations tools that will have the most impact for safety while also collaborating outside the safety silo with other agency and community stakeholders to engage in upstream and more wide-ranging root cause topics.

NCHRP 1036: Roadway Cross-Section Reallocation Guide

The National Cooperative Highway Research Program (NCHRP)'s Report 1036, the Roadway Cross-Section Reallocation Guide, was developed in 2023 as a tool for practitioners to use in the development of roadway cross-sections that better assess the tradeoffs that are involved in the allocation of the limited width of a roadway. The guide begins with the premise that roadway space is scarce, and trade-offs are inevitable, and provides guidance for planning roadway cross-sections that center community priorities for that limited space. The guidelines also infuse Safe System considerations by establishing minimum floors for safety standards, such as the provisions of pedestrian and bike facilities and minimum widths for sidewalks and bike lanes. Finally, the guide discusses approaches for community engagement and operational analysis to facilitate the decision-making process consistent with the goals and minimum standards outlined in the guide. The guide also includes a companion Excel spreadsheet that can be used for new roadway and retrofit planning.

California Policy Considerations

The California Department of Transportation (Caltrans), like Federal authorities, has also adopted the Safe System Approach and committed to Vision Zero. Similarly, recently legislation at the State level has supported prioritization and cross-department collaboration consistent with the Safe Systems Pyramid strategies and hierarchy. Several State Senate and Assembly Bills and Caltrans Directors' Policies (DPs) have been essential policy building blocks to support the ongoing Safe System pivot in California.

AB 43

California Assembly Bill (AB) 43 was passed in 2021 to provide additional flexibility to local jurisdictions to set speed limits on their roadways. Specifically, it offers them a means to lower speed limits on additional corridors. Cities now have increasing flexibility to enforce context-sensitive speed limits.

AB 43 features the following five major components, focused on giving local jurisdictions more flexibility in setting speed limits, especially regarding vulnerable road users:

- **Engineering & Traffic Survey (E&TS):** An option to extend enforceable time period
- **Post E&TS:** An agency can elect to retain current or immediately prior speed limit
- **Speed Limit Reduction:** Reduction of additional 5 mph based on several factors, including designation of local *"Safety Corridors"*
- **Prima Facie Speed Limits:** Options for 15 and 25 mph in certain areas depending on context
- **Business Activity Districts:** Option for 20 or 25 mph

In particular, in this Regional Safety Action Plan, the designation of "Safety Corridors" is applied to roadways where the highest number of serious injury and fatality crashes occur, identifying specific locations or corridor-level segments with high crash occurrences and stratified by mode. AB 43 stipulates that a jurisdiction's set of safety corridors must account for at least 25 percent of all killed or seriously injured (KSI) crashes and must comprise 20 percent of its streets or less.

If a jurisdiction, after completing an engineering and traffic survey, finds that the speed limit on a roadway segment is higher than reasonable or safe, they may declare a default speed limit that has been reduced an additional five miles per hour if that segment is designated as a safety corridor.

DP 36

In Caltrans Director's Policy (DP) 36, made effective in 2022, the agency committed to eliminating fatal and serious injury crashes by the year 2050, and committed to achieving this goal through the application of the Safe System Approach.

DP 37

DP 37, issued in 2021, establishes creating complete streets that support people walking, biking, taking transit, and accessing passenger rail. It recognizes these priorities as a means of advancing state goals in climate and the environment, in public health, and in equity and repairing harm to underserved communities. It also recognizes complete streets as valuable community spaces that can boost economic vitality and resiliency. To these ends, it directs that "all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved."

Caltrans Intersection Safety and Operations Assessment Process (ISOAP)

What is ISOAP?

The Intersection Safety and Operational Assessment Process (ISOAP) is a performance-based, data-driven framework developed by Caltrans to evaluate and select intersection improvement alternatives. It incorporates the Safe System Approach to improve safety and operations for all road users. ISOAP's purpose is to screen and identify the most viable intersection control and geometric design alternatives, ensuring they fit within the surrounding land use context and available resources. It replaces the prior Intersection Control Evaluation (ICE) process, aiming to reduce severe crashes and support Caltrans' long-term goal of eliminating traffic fatalities and serious injuries.

Note: ISOAP applications can differ between land development and infrastructure projects (e.g., interchanges, corridor improvements) processed through Caltrans' standard project development phases (PID and PA/ED).

Safe System Approach

The Safe System Approach is a safety framework used in ISOAP to reduce fatalities and serious injuries. It accepts that human errors are inevitable and designs road systems to minimize harm.

CORE PRINCIPLES

- Zero Fatalities Goal – Safety is prioritized above all.
- Human Error Is Expected – Roads must be forgiving.
- Human Vulnerability – Designs account for physical limits.
- Shared Responsibility – Safety is a collective effort.
- Redundancy – Multiple safety layers protect users.
- Proactive & Reactive Safety – Prevent crashes and reduce severity.

KEY ELEMENTS

- Safe Road Users – Education and enforcement.
- Safe Vehicles – Crash avoidance technologies.
- Safe Speeds – Lower speeds reduce crash impact.
- Safe Roads – Infrastructure that reduces conflict points.
- Post-Crash Care – Emergency response and trauma care.

In ISOAP, this approach guides intersection design by emphasizing conflict reduction, speed management, and multimodal safety.

When is ISOAP Required?

ISOAP is required if a land development project proposes the following improvements to the State Highway System (SHS):

- Connecting a new public road, private road, or high-volume (average daily traffic volumes of 1,000 or greater) driveway to a state highway or a new interchange to a freeway.
- Changing the type of traffic control, such as from stop-control to signal-control or from a two-way stop to all-way stop.
- Installing a pedestrian hybrid beacon at an intersection.
- Making major physical changes to intersection approaches, including at ramp terminals, such as adding a leg to an intersection or widening to provide an additional through or turn lane.

Note that development projects entitled prior to ISOAP adoption are not exempt from the process, unless an ICE evaluation was previously prepared and approved by Caltrans.

Development projects often propose right-turn in/right-turn out driveways on state highways. ISOAP is not required for these driveways if the driveway approach volume is less than 1,000 vehicles per day.

ISOAP Process Summary

STAGE 1: SCREENING AND INITIAL ASSESSMENT

This stage identifies viable intersection strategies early in the project development process, typically during the Project Initiation Document (PID) phase.

- **Determine ISOAP Applicability:** ISOAP is required for new intersections or major modifications (e.g., traffic control changes, new legs, pedestrian hybrid beacons). Exceptions must be approved by Caltrans HQ.
- **Define Project Outcomes, Place Type, and Design Vehicle**
 - Outcomes may include safety improvements, multimodal access, or traffic calming.
 - Place types (urban, suburban, rural) influence design.
 - Design vehicle selection depends on truck access needs.
- **Pedestrian and Bicycle Assessment:** Evaluate current and future needs using Complete Streets guidance. Consider accessibility, school zones, and senior housing.
- **Right-of-Way and Operational Feasibility:** Use tools like CAP-X and VJust to assess footprint and multimodal capacity. LOS is no longer a primary metric; use Daily Person Hours of Delay (DPHD) or other MOEs.
- **Transit and Freight Assessment:** Ensure intersection accommodates transit stops, queuing, and turning movements for large vehicles.
- **Initial Safety Assessment:** Use tools like SPICE, SSI methodology, and crash modification factors to compare strategies.
- **Eliminate Infeasible Strategies:** Remove options with insurmountable environmental, safety, or cost barriers.
- **Document Findings:** Complete the Stage 1 ISOAP form/documentation. If only one viable strategy remains, it becomes the recommendation. Otherwise, proceed to Stage 2.

STAGE 2: DETAILED ANALYSIS

- **Detailed Safety Analysis:** Use the Highway Safety Manual (HSM) to predict crash frequency/severity and calculate safety-related costs.
- **Detailed Operational Analysis:** Use tools like Synchro, SIDRA, VISSIM, and Highway Capacity Software. Include multimodal data and forecast volumes.
- **Functional Sketches and Performance Checks:** Prepare conceptual layouts showing lanes, pedestrian/bike facilities, and transit stops. Conduct geometric checks (e.g., sight distance, roundabout fastest path).
- **Cost Estimate and Right-of-Way Impacts:** Include construction, maintenance, and crash costs. Consider drainage, utilities, and staging impacts.
- **Performance-Based Analysis Matrix:** Compare strategies using safety, operations, cost, and benefit-cost ratio. Consider equity and Safe System principles.
- **Document Final Recommendation:** Submit the Stage 2 ISOAP form/documentation. The selected strategy may not be the cheapest but must align with safety and community goals.