CPRC Comprehensive Safety Action Plan: Models for Urban and Rural Safety Plans

This memo is a summary of how the comprehensive safety plans developed for the Town of Morrisville and Lee County serve as models for developing comprehensive safety action plans for urban (Morrisville) and rural (Lee County) areas in Central Pines Regional Council (CPRC). Table 1 is a summary of required elements for safety action plans, as outlined by the USDOT Safe Streets and Roads for All (SS4A), related NCDOT safety plans and overall best practices. The page titled "Morrisville in Motion: Outcomes and Deliverables" describes the model components of the Town of Morrisville safety action plan for other urban communities in the region. The [Lee County SAP] describes the model components of the Lee County Safety Action Plan for other rural communities in the region.

Table 1

Elements for SS4A Compliancy and Best Practices for Comprehensive Safety Plans	
☑ **Leadership Commitment and Goal Setting**	Local leadership (public officials) establish a resolution, policy or announcement to confirm a goal(s) or commitment to a specific target date for reaching zero or significant reduction in roadway fatalities and serious injuries.
☑ **Planning Structure / Committee Membership**	Describes the group(s) of people responsible and the process the group followed for developing and implementing the action plan. Should include technical staff and/or representatives from multiple sectors.
☑ **Safety Analysis**	Summary of historic and existing crash trends and contributing characteristics to serious injury and fatal. Products include geospatial (maps) showing a High Injury Network (HIN), high risk areas or priority safety need locations. If part of a larger, regional safety plan, the local agency may benefit from regional systemic, crash risk analysis that identify probability of severe crashes per specific crash types. Should include analysis of crash trends per population/demographic groups.
☑ **Engagement and Collaboration**	Describes the groups involved and methods followed to engage and collaborate with the general public, agency or department stakeholders and community groups. Summarizes how information received was used to inform the plan. Should include discussion about outreach to populations or communities over-represented by crashes.
☑ **Plan and Policy Assessment and Changes**	Includes a comprehensive review of applicable local or regional policies and plans for gaps in countermeasure application, consideration of safety in project development, prioritization of safety in projects and plans, and consideration of the Safe System Approach. Should include recommendations for new or revised policies, and procedures to better integrate roadway safety in project development. Should explain relationship between local safety plan and NC SHSP.
☑ **Strategies and Projects**	Describes a series of goals, strategies and supporting actions addressing all aspects of the Safe System Approach. Provides guidance for application of safety countermeasures, either within updated guidance or as part of site-specific project recommendations. Describes criteria followed to prioritize project locations and strategies. Strategies should be assigned timelines and partners for implementation. Should include NCDOT resources for implementing safety projects and strategies.
☑ **Progress and Transparency**	Includes publishing the plan to a publicly-accessible site online. Describes how progress of plan implementation will be measured ongoing and a schedule for plan updates. Should include specific performance measures for goals or strategies. Should discuss how the agency will use or develop tools such as an online dashboard or template for annual reporting.

Morrisville in Motion: – Example Practices for Local Urban Safety Plans

Leadership Commitment and Goal Setting

- Statement of commitment included in final plan report and discussed during plan adoption by governing body (Morrisville Town Council).
- Plan includes an overarching safety goal with a specific timeline for achieving zero fatal and serious injury crashes on local streets and roads. Since the most recent year of data included zero fatal and serious injury crashes, the Morrisville goal included language to "sustain" zero.

Planning Structure / Committee Membership

- Project Team included CPRC and Town of Morrisville planning department staff.
- Project Team meetings held monthly to review deliverables and discuss overall direction for the plan.
- Plan identifies the need to establish an implementation oversight committee.

Safety Analysis

- Included crash data analysis for all modes and roadway classifications and configurations.
- Created High Injury Network (HIN) maps.
- Summarized concentration of fatal and serious injury crashes by geographic areas and measures of Transportation Disadvantage.
- Referenced CAMPO Blueprint for Safety crash risk analysis for Morrisville area.

Engagement and Collaboration

- Two public events held in Morrisville; electronic copies of all engagement materials and online surveys prepared for each round of outreach events.
- Plan summarized results from online survey and engagement events.
- Representatives from multiple town departments (i.e., police, fire) attended a workshop to discuss and prioritize draft strategies for safety plan.

Plan and Policy Assessment and Changes

- Local design guidance and development policies, transportation plans, and corridor studies were assessed per Safe System Approach (methodology explained in report) and countermeasure gaps.
- Report includes recommendations for design guidelines and future transportation safety planning activities.

Strategies and Projects

- Crash Reduction Framework includes supporting goals, strategies and timelines for implementation.
- Report includes method for project prioritization, potential countermeasure recommendations for priority locations.
- Process for screening future project locations using safety data was described in Implementation Tools.
- Resources for countermeasure selection and project funding were explained.

Progress and Transparency

- Presentations to governing body (Morrisville Town Council) preceded plan adoption.
- The final plan will be published after adoption.
- The Technical Appendix includes a more detailed crash framework matrix with preliminary performance measures per strategy. The Town will consider whether to use dashboards under development by CPRC or a template for annual reporting to monitor ongoing progress.

Lee County Safety Plan – Example Practices for Rural Safety Plans

Leadership Commitment and Goal Setting

- Statement of commitment included in final plan report and signed by multiple jurisdictions (Lee County, Sanford, Bradway).
- Plan includes an overarching safety goal with a specific timeline for achieving zero fatal and serious injury crashes.

Planning Structure / Committee Membership

- Project Team included CPRC and Lee County planning department staff.
- Project Team meetings were held monthly to review preliminary deliverables and discuss overall direction for the plans.
- Lee County Transportation Committee (LCTC) served as oversight committee

Safety Analysis

- Included crash data analysis for all modes and roadway classifications and configurations.
- Created High Injury Network (HIN) maps.
- Summarized concentration of fatal and serious injury crashes by geographic areas and measures of NCDOT Transportation Disadvantage.

Engagement and Collaboration

- Opportunities to engage through a variety of formats
    - Pop Up events (Sanford farmers market and multicultural event)
    - Project webpage story map
    - Online survey and webmap
    - Full day open house
- All engagement materials were presented in English and Spanish
- Plan summarized results from online survey and engagement events.

Plan and Policy Assessment and Changes

- Local design guidance and development policies, transportation plans, and corridor studies were assessed.

» Report includes recommendations for design guidelines and future transportation safety planning activities

Strategies and Projects

» Priority recommendations include policy and program actions as well as projects
» Actions are categorized under six Safety Strategies
» Case studies included where actions have successfully been implemented in similar contexts
» Location-specific recommendations for countermeasures to address specific key crash types
    - Speeding
    - Unsafe crossings
    - Lane Departure
» Cutsheets for eight Corridor and Intersection Deep Dives based on HIN, engagement and staff feedback.

Progress and Transparency

» Plan emphasizes shared responsibility for safety across departments
» Outlines criteria for measuring success in the future beyond just a reduction in KSI crashes