



Memorandum

CAMPO MTP and MPO Program Integration Memo

CAMPO oversees several programs that can fund priority actions listed in the Blueprint for Safety. Priority actions led by CAMPO aligned with its funding programs, include organizing regional forums, developing model policies, integrating safety data tools into CAMPO led studies and plans, prioritizing safety in locally administered projects promoting safety education messages and materials, and overall staff support for monitoring implementation of the Blueprint for Safety. This memo describes are opportunities for implementing recommendations in the Blueprint for Safety in several programs, plans and activities overseen by CAMPO.

Long Range Planning

CAMPO can incorporate tools developed for the Blueprint for Safety in long range plans, such as the Metropolitan Transportation Plan (MTP). Similar to safety planning, the MTP process includes stages for public engagement, stakeholder involvement, data analysis, project screening, and project prioritization. Actions in the Blueprint for safety can be integrated into the long-range planning process in the following ways:

- Include new safety partners for future MTP stakeholder involvement (traffic engineers and planners, first responder agencies, public health, schools, advocacy groups, members of the public) to provide diverse perspectives on roadway safety.
- Integrate safety data and risk factors into MTP project cut sheets, per Safety Scoping process outlined in the CAMPO Safety Data Packet.
- Continue to refine prioritization methods, such as the MTP Roadway Prioritization Tool (RPT) used by CAMPO for prioritizing projects included in the MTP, to better incorporate roadway safety data and measures of effectiveness for safety. For more information about improving the RPT, see the memorandum titled "Blueprint for Safety: Recommended Revisions and Results of Roadway Prioritization Tool Enhancements."
- Perform an inventory of roadway features common to focus crash types and develop systemic (multi-site or widespread) safety projects based on crash risk or common deficiencies identified across the network. Examples of inventory may include curve delineation on higher speed, rural roads; pedestrian phasing at signalized intersections; or traffic controls at all intersections with moderate to high traffic volumes.
- Consider establishing "bundled" or grouped projects for safety in the MTP (i.e., low cost systemic safety improvements at multiple locations). Develop systemic (multi-site or widespread) safety projects based on crash risk or common deficiencies identified based on an inventory of the network.
- Consider including a flag for projects that have screened using safety data (i.e., specific crash pattern history or expected crash risk) and the location has been reviewed (i.e., as part of an RSA). This flag would note that a specific safety problem has been observed and inform project descriptions and potential treatments before projects reach the evaluation stage of the MTP process.
- Include questions in the MTP survey that questions about public awareness of safety problems and understanding about proven countermeasures. Consider adding survey questions developed for the Blueprint for Safety.

CAMPO Programs and Policies

Policies and programs delivered by CAMPO were evaluated per the Safe Systems Approach (see “Plan, Policy and Program Review Memo for more information). Based on the assessment, CAMPO can implement priority actions in the Blueprint for Safety by doing the following in the policies and programs developed or overseen by CAMPO:

- Integrate behavioral safety measures and community education/outreach messages - to promote safe driving, walking and bicycling- in all regional programs.
- Include first responders and law enforcement as advisors to community safety programs, such as Safe Routes to School
- Include standard questions in program and project surveys to ask the public about their personal safety experience, countermeasure awareness, and perceptions of regional safety problems.
- Review local procedures for crash data reporting and usage in transportation decisions.
- Develop or review fleet management or employee driving policies.

Unified Planning Work Program (UPWP)

CAMPO can allocate a portion of the Unified Planning Work Program (UPWP) for several actions that are externally focused. Examples may include the following

- Facilitate Road Safety Audits.
- Develop public education materials for dissemination on social media and newsletters.
- Participate in statewide collaboratives and national peer exchanges focusing on safety planning, such as NC Vision Zero.
- Convene regional forums or committees with transportation officials, EMS /first responders, and law enforcement to discuss data sharing and policy development.

CAMPO can also allocate a portion of the UPWP to support staff time for internally focused activities. Examples may include the following:

- Maintain safety datasets and analysis models.
- Monitor and communicate progress toward performance measures outlined in the Blueprint for Safety and for annual safety target setting.
- Participation in coordination meetings with NCDOT Regional Traffic Engineering and local government staff.

Locally Administered Projects Program (LAPP)

CAMPO's LAPP program offers local governments a unique opportunity to address safety problems in projects receiving federal funds but administered by the local government. LAPP projects use discretionary federal funds directly allocated to CAMPO. Local governments can use data created for the Blueprint for Safety to identify the types of crashes at have a high probability of occurring along the location of the LAPP project proposal. By following the Safety Scoping approach, LAPP projects can be scoped to address a multitude of safety issues by incorporating countermeasures. To support actions identified in the Blueprint for Safety, CAMPO can do the following within the LAPP:

- Require that LAPP project follow the Safety Scoping process when developing the project proposal.
- Prioritize projects that are located along the High Injury Network or include locations that are high risk for focus crash types in the region.
- Coordinate with the NCDOT Traffic Safety Unit to review LAPP projects that have an identified safety problem to consider alternative funding strategies.

Area-wide Plans, Corridor Studies and Regional Plans

CAMPO produces studies within the region to evaluate specific corridors, intersections, or areas to improve safety and mobility across the transportation network. CAMPO also develops plans specific to modes of travel, congestion management, transportation demand management, transit planning, and hot spot studies. Based on findings in the Safe System assessment of plans (see "Plan, Policy and Program Review Memo for more information), CAMPO can implement priority actions in the Blueprint for Safety by doing the following in the plans and studies developed or funded by CAMPO:

- Consider all modes in the development of system plans and project scopes.
- Address separation of roadway users by incorporating guidance for bikeway and pedestrian network facility selection in all multimodal corridor studies.
- Consider transit and K-12 school bus operator and passenger safety in plans.
- Include first responders (EMS, police) in plan development to consider crash response needs.
- Include specific tasks or deliverables in area plans and corridor studies to include safety-specific analyses and field investigations to develop countermeasure proposals.
- Integrate the Safety Scoping process and safety data when evaluating locations in corridor studies, hot spot investigations and area plans.
- Address pedestrian crossing safety and access to bus stops and in transit planning.
- Consider including a "vehicle-to-everything" technology review and discussion about vehicle safety features in future transportation plans and studies.
- Include crash severity analysis when performing alternative analyses in intersection studies, such as Hot Spot and interchange feasibility studies.
- Refine and incorporate context-based guidance for land use development and setting design speeds in area studies.
- Incorporate speed studies and speed management strategies within arterial freeway and expressway corridor studies.
- Incorporate traffic calming and improved visibility measures in local area and collector street studies.

Project Prioritization

At the regional and local levels of the transportation system, it is critical to periodically reassess and reprioritize transportation projects listed in the MTP and proposed as LAPP projects with up-to-date safety data and emerging trends. Local agencies should prioritize capital improvement projects within their jurisdiction before submitting to NCDOT for further review or funding. Project locations targeted within the first five years of the Blueprint for Safety adoption are focused on the geographic locations within the region with the greatest demonstrated pattern of crashes resulting in fatalities and serious injuries or identified along the HIN. Projects implemented on the HIN will have the highest immediate impact on safety and will be prioritized for funding and implementation. The following criteria should be considered by CAMPO and member agencies when prioritizing locations for further review and for funding:

- Locations along the HIN(s)
- Locations or projects scoped through other plans or studies (i.e., area plans and corridor studies)
- Locations scheduled for maintenance or routine operations (i.e., HMIP)
- Locations on non-NCDOT system roads
- Locations in developed or incorporated areas
- Exclusive of locations on access-controlled interstates or freeways