Memorandum

To: Tristan Winkler, FBRMPO
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Date: April 11, 2025

From: Lauren Blackburn, VHB
David Greif, VHB

Re: FBMRPO Plan Review Summary

Introduction

Plan, policy and program review is an important aspect of assessing the existing conditions of a study area. VHB has conducted a review of existing transportation plans, policies and programs to understand how effectively they address Safe System Approach principles. This analysis identifies key successes and opportunities for improvement in transportation safety planning in the French Broad River Metropolitan Planning Organization (FBRMPO) and Land of Sky Regional Planning Organization (LOSRPO) jurisdiction. Understanding the current safety planning and program context of the capital area region will help guide the development of recommendations for improving safety performance.

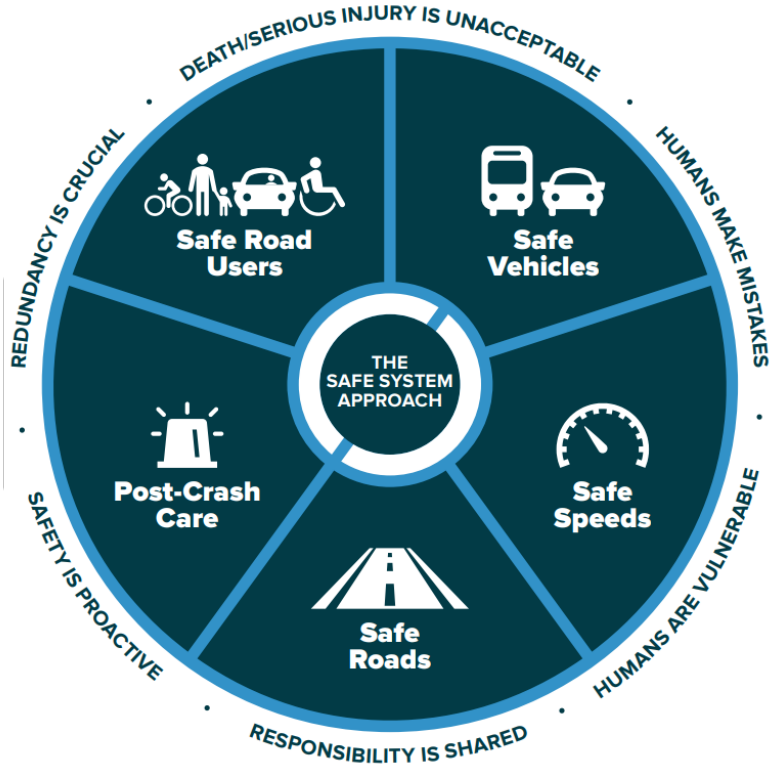
The plan, policy and program review involved a comprehensive process designed to evaluate existing plans and documents. These documents collectively address various aspects of transportation needs and improvements in the region, from long-term infrastructure planning to specific enhancements in bicycle and pedestrian pathways. Through evaluating these documents against a comprehensive set of safety criteria, the VHB team identified several gaps, including considerations for the safety effects of vehicle speeds, vehicle characteristics, emergency response, and adopting risk-based approaches to proactive safety. By also integrating these criteria into city, county, and regional plans and policies, a cohesive and resilient transportation safety network can be developed to mitigate risks and additionally improve the safety for all road users.

The first section includes a description of the **Safe System Approach** framework for roadway safety, which provided the foundation for the plan and policy reviews. The second section **(Plan Assessment)** outlines the specific methodology and findings from the assessment of transportation plans reviewed. The third section **(Policy and Program Assessment)** outlines the methodology and findings from the assessment of policies and programs reviewed.

The Safe System Approach

An emerging initiative in transportation planning has been the adoption and implementation of Safe System Approach principles. The Safe System Approach is recognized as an effective framework for managing risks within transportation networks. It establishes multiple layers of protection to minimize harm to individuals involved in crashes. The approach recognizes that crashes will happen, but that roadway deaths and serious injuries are unacceptable and preventable; humans make mistakes and are vulnerable; responsibility for roadway safety is shared among all stakeholders; and safety measures must be proactive and redundant. A Safe System is thus made up of five elements: safe road users, safe roads, safe vehicles, safe speeds, and post-crash care. The goal of the Safe System Approach is to achieve zero roadway fatalities and serious injuries by focusing on infrastructure improvements,

modifying human behavior, ensuring responsible oversight of vehicles and transportation practices, and enhancing the effectiveness of emergency response.



Safe Road Users: Promote safe and responsible driving habits among road users, while prioritizing conditions that ensure their safe arrival at their destination.

Safe Roads: Create roads that help reduce human mistakes and consider injury tolerances. This encourages safer behavior and makes it easier for the most vulnerable people to travel safely.

Safe Vehicles: Increase the number of vehicle systems and features that prevent crashes and reduce impact on people inside and outside the vehicle.

Safe Speeds: Encourage safer driving speeds in all roadways by using a combination of smart road design, setting the speed limits, educating drivers, spreading awareness, and enforcing the rules.

Post-Crash Care: Enhance survivability of crashes through access to medical care, keep first responders safe, and prevent secondary crashes through traffic incidents management practices.

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Plan Assessment

VHB analyzed relevant FBRMPO AND LOSRPO transportation plans using a Safe System Approach-Based Plan Review methodology. This methodology is based on a general scoring framework designed to assess the extent to which each plan or study addresses the different elements and principles of the Safe System Approach. Prompt questions incorporate these principles, and each plan is given a score from zero the three depending on the extent to which it addresses the question. An average score for each plan can be used to compare plans at a high level. Any prompt question with a score of 0 or 1 is considered an opportunity for improvement in safety planning. The general scoring framework and specific prompt questions are detailed below. There are some exceptions to this scoring methodology for each prompt question. The transportation plans selected for review and the correlation of questions to Safe System Approach objective are also detailed below.

Introduction:
This Plan Review exercise follows a general scoring framework as summarized below, designed to assess the extent to which each plan or study addresses the different elements and principles of the Safe System Approach. The Safe System Approach is a holistic, multifaceted road safety framework focused on preventing fatalities and serious injuries.

General Scoring Framework (there are some exceptions, detailed in the individual prompt questions that follow):

- 0 – The plan does not address the topic.
- 1 – The plan mentions or briefly addresses the topic but does not go into detail.
- 2 – The plan addresses the topic more fully or include safety strategies related to the topic but does not fully align with the Safe System Approach in doing so.
- 3 – The plan presents focused safety strategies on the topic in alignment with the Safe System Approach.

1) To what extent does the plan address the safety of multimodal road users (e.g., pedestrians, bicyclists, transit users, micromobility users, or users of mobility assistance devices)?

0 – The plan does not address the safety of multimodal road users.
1 – The plan addresses multimodal road user safety but is mostly focused on passenger vehicles.
2 – The plan is focused on a specific multimodal road user type.
3 – The plan comprehensively addresses the safety of several vehicular and non-vehicular road user types.

2) To what extent does the plan address road user behavior?

0 – The plan does not address road user behavior.
1 – The plan acknowledges the safety effects of road user behavior.
2 – The plan includes specific strategies related to road user behavior (e.g., education- or enforcement-based strategies).
3 – The plan is focused on specific safety strategies related to road user behavior (e.g., education- or enforcement-based strategies).

3) To what extent does the plan address the safety effects of vehicle design?

0 – The plan does not address the safety effects of vehicle design.
1 – The plan acknowledges that vehicle design influences road user safety.
2 – The plan identifies safety needs related to vehicle design.

3 – The plan includes specific safety strategies related to vehicle design.

4) To what extent does the plan address heavy vehicles?
0 – The plan does not address heavy vehicles.
1 – The plan addresses heavy vehicles from an operational perspective
2 – The plan addresses the safety effects of heavy vehicles.
3 – The plan includes specific safety strategies related to heavy vehicles (e.g., business routes, etc.)

5) To what extent does the plan address the safety effects of vehicle operating speed?
0 – The plan does not address the safety effects of speed.
1 – The plan acknowledges the safety effects of vehicle operating speed.
2 – The plan includes data analysis related to the safety effects of vehicle operating speed.
3 – The plan includes specific safety strategies to encourage appropriate speeds.

6) To what extent does the plan address the safety effects of roadway design?
0 – The plan does not address the safety effects of roadway design.
1 – The plan acknowledges the safety effects of roadway design.
2 – The plan discusses specific roadway design elements that can influence safety.
3 – The plan includes specific safety strategies related to roadway design.

7) To what extent does the plan address strategies for separating different road users?
0 – The plan does not address strategies for separating road users.
1 – The plan acknowledges the importance of separating road users.
2 – The plan includes specific strategies related to separating road users in time (e.g., traffic signal timing strategies, traffic demand management strategies, etc.).
3 – The plan includes specific strategies related to separating road users in space (e.g., separated pedestrians/bicyclist facilities, grade separation, etc.).

8) To what extent does the plan address intersection design?
0 – The plan does not address intersection design.
1 – The plan acknowledges the safety effects of intersection design (including driveways or other access points).
2 – The plan includes specific guidance or strategies related to the safety of different intersection design concepts.
3 – The plan specifically addresses the safety effects of conflict points or conflict/collision angles.

9) To what extent does the plan address how land use context affects roadway design?
0 – The plan does not address the roadway design effects of land use context.
1 – The plan acknowledges the relationship between land use context and roadway design.
2 – The plan includes specific strategies related to land use context and roadway design.
3 – The plan includes specific strategies to support context classification of roadways.

10) To what extent does the plan address post-crash care or emergency response?
0 – The plan does not address post-crash care.
1 – The plan acknowledges the importance of post-crash care to roadway safety.
2 – The plan addresses the relationship of post-crash care to other aspects of roadway safety.
3 – The plan includes specific strategies related to post-crash care.

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11) To what extent does the plan focus on crash severity?
0 – The plan does not address crash severity.
1 – The plan includes crash analysis based on crash severity.
2 – The plan includes crash analysis focused specifically on fatalities and serious injuries.
3 – The plan includes specific strategies designed to reduce fatalities and serious injuries.

12) To what extent does the plan promote proactive safety solutions (e.g., risk-based or systemic approaches as opposed to reactive or crash hot-spot approaches)?
0 – The plan does not address proactive safety solutions.
1 – The plan acknowledges a proactive approach to safety (systemic approach, risk-based approach, etc.)
2 – The plan includes specific proactive safety strategies, in addition to reactive strategies.
3 – The plan is completely focused on proactive safety strategies.

Summary of Findings: Key Successes and Opportunities For Improvement

The review of the selected transportation plans (see Table 1) in the FBRMPO and LOSRPO region identified successes and opportunities for improving the alignment of regional transportation planning efforts with the Safe System Approach.

Table 1 FBRMPO and LOSRPO Regional Transportation Plans Reviewed

Name of Plan	Lead Agency	Plan Type	Jurisdictional Level	Year Published
Metropolitan Transportation Plan (MTP) 2045	FBRMPO	MTP	MPO	2020
Close the GAP	City of Asheville	Bike Plan	Municipal	2022
Hendersonville Road Corridor Study	Henderson County	Comprehensive Plan	County	2024
Buncombe County 2043 Comprehensive Plan	Buncombe County	Comprehensive Plan	County	2023
Black Mountain Parking and Circulation Study	Town of Black Mountain	Study	Municipal	2020
Walk Hendo	City of Hendersonville	Plan	Municipal	2022
Go Mills River	Town of Mills River	Study	Municipal	2023

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Biltmore McDowell Corridor Study	City of Asheville	Corridor Study	Municipal	2021
Canton Bicycle and Pedestrian Plan	Haywood County	Plan	County	2019
Henderson County Comprehensive Plan	Henderson County	Plan	County	2024
Henderson County/ Apple Country Public Transit Feasibility Study	Henderson County	Study	County	2024
Greenway Master Plan	Henderson County	Plan	County	2019
Madison County CTP	Madison County	Plan	County	2012
Congestion Management Process	FBRMPO	CMP	MPO	2018
Regional Transit Feasibility Study	FBRMPO	Study	MPO	2021

Table 2 shows the overall results of the plan review, communicated using the average score for each plan across the 12 prompt questions and the total score (out of a maximum of 36 points).

Table 2 Average Scores of Each Plan

Plan	Average Score (max = 100%)	Total Score (max = 36)
Metropolitan Transportation Plan (MTP) 2045	47%	17
Close the GAP	53%	19
Hendersonville Road Corridor Study	56%	20
Buncombe County 2043 Comprehensive Plan	33%	12
Black Mountain Parking and Circulation Study	17%	6
Walk Hendo	58%	21
Go Mills River	53%	19
Biltmore McDowell Corridor Study	33%	12
Canton Bicycle and Pedestrian Plan 2019	50%	18
Henderson County Comprehensive Plan	11%	4
Henderson County/ Apple Country Public Transit Feasibility Study	3%	1
Greenway Master Plan	11%	4
Madison County CTP	8%	3
Congestion Management Process	8%	3
Regional Transit Feasibility Study	3%	1
Blue Ridge Bike Plan	31%	11

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Brevard Pedestrian and Bike Plan	28%	10
Downtown Master Plan and Streetscape Design	8%	3
Hendersonville Pedestrian Safety Study	44%	16

Table 3 breaks down how each plan scored according to the different elements of the Safe System Approach. Different prompt questions focused on different Safe System Approach elements. By considering how those subgroups of questions scored, Table 3 shows how well each plan is aligned with different aspects of the Safe System Approach. The questions aligned with the elements as follows:

- Safe Road Users: Questions 1 and 2
- Safe Roads: Questions 6, 7, 8, and 9
- Safe Vehicles: Questions 3 and 4
- Safe Speeds: Question 5
- Post-Crash Care: Question 10

Questions 11 and 12 are overarching (and focus more on Safe System Approach principles rather than elements) and so were not included in a specific element category for the sake of this metric. The metric was computed as the percentage score for each group of questions. For example, the Safe Road Users element is addressed in two questions, with a potential maximum total score of six. If a given plan scored a total of four for these two questions, the metric would be computed as 4/6 = 67 percent. The cells in Table 3 are colored according to the percent score, with 67 percent or greater as green, 33 to 66 percent as light green, and less than 33 percent as red.

Table 3 Effectiveness of Plans in Addressing Safe System Approach Elements

Plan	Safe Road Users	Safe Roads	Safe Vehicles	Safe Speeds	Post-Crash Care
Metropolitan Transportation Plan (MTP) 2045	83%	21%	33%	67%	0%
Close the GAP	83%	38%	0%	67%	0%
Hendersonville Road Corridor Study	67%	46%	0%	67%	0%
Buncombe County 2043 Comprehensive Plan	50%	25%	17%	33%	0%
Black Mountain Parking and Circulation Study	33%	17%	0%	0%	0%
Walk Hendo	100%	38%	0%	67%	0%
Go Mills River	100%	38%	0%	67%	0%
Biltmore McDowell Corridor Study	33%	67%	0%	0%	0%
Canton Bicycle and Pedestrian Plan 2019	83%	75%	0%	33%	0%
Henderson County Comprehensive Plan	33%	17%	0%	0%	0%
Henderson County/ Apple Country Public Transit Feasibility Study	0%	0%	17%	0%	0%
Greenway Master Plan	0%	33%	0%	0%	0%
Madison County CTP	0%	8%	17%	0%	0%
Congestion Management Process	0%	17%	17%	0%	0%
Regional Transit Feasibility Study	0%	0%	17%	0%	0%
Blue Ridge Bike Plan	67%	33%	0%	33%	0%

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Brevard Pedestrian and Bike Plan	50%	25%	0%	33%	0%
Downtown Master Plan and Streetscape Design	33%	0%	0%	0%	0%
Hendersonville Pedestrian Safety Study	33%	42%	0%	100%	0%

As Table 2 shows, the Walk Hendo has the highest average score among the reviewed plans, with a score of 58%, meaning it most effectively addresses the Safe System Approach. Table 3 shows that the MTP 2045, Close the GAP, Hendersonville Road Corridor Study, Walk Hendo, Go Mills River, Canton Bicycle and Pedestrian Plan, and Blue Ridge Bike Plan effectively addressed the Safe Road Users. The Biltmore McDowell Corridor Study and Canton Bicycle and Pedestrian Plan addressed the Safe Roads. The MTP 2045, Close the GAP, Hendersonville Road Corridor Study, Walk Hendo, Go Mills River, and Hendersonville Pedestrian Safety Plan effectively addressed the Safe Speeds element, according to the methodology used in this plan review. All other elements were addressed at a level of 50 percent or less in each of the plans.

Successes and Opportunities

The review of selected transportation plans in the FBRMPO and LOSRPO region finds some existing strengths in transportation safety planning and identifies opportunities for future improvement. The plans collectively addressed the Safe Roads (37 percent), Safe Road Users (86 percent), and Safe Speeds (37 percent) elements with more depth.

The Safe Vehicles (8 percent) and Post-Crash Care (0%) elements were less effectively addressed. The general lack of in-depth discussion of safe vehicles is understandable given the types of agencies involved in the development of these plans. However, the rapid acceleration of vehicle-to-everything technologies will increasingly bring this discussion into the realm of transportation planning and future planning efforts should anticipate this. The lack of discussion of vehicle response for Post-Crash care is more surprising. None of the reviewed plans addressed this element beyond a brief mention. The relationship between survivability and post-crash care is clear. Across the region, safety planning efforts should establish the desired level of safety (e.g., zero fatalities and serious injuries) and then seek to implement operational solutions that provide the best performance given that level of safety.

It is also important to understand the intentions of a given plan. Some of the plans that scored low may not have intended to focus on transportation safety and therefore did not discuss it in depth. However, to create a truly Safe System in the region, safety should be woven in some way throughout all planning efforts. Local and regional planning bodies can work to determine in which types of transportation plans safety planning are appropriate and should be considered and how specifically safety can be included as a component of future plans.

Policy and Program Assessment

In the French Broad River Metropolitan Planning Organization (FBRMPO) and Land of Sky Regional Planning Organization (LOSRPO) region there are a variety of plans, studies, policies, programs, and reports that are relevant to the development of a regional comprehensive safety action plan. Documents found for FBRMPO and LOSRPO-led projects and programs were reviewed as part of this Safe System Program Review. Those programs that have a primary consideration of systemic safety were included in the written summaries. The summaries included an overview of the document's purpose, timeframe, applicable geography, recommendations, and opportunities for improvement to prioritize roadway safety.

The programs and policies reviewed included the following:

- Locally Administered Projects Program (LAPP)
- Transportation Improvement Program (TIP)

The project team reviewed these programs and policies using a scoring rubric developed for Safe Streets for WNC, following the elements and principles of the Safe System Approach. The categories and prompt questions used to score each program or policy are described below.

Scoring Criteria

Category 1: Safer People

To what extent does the policy prioritize measures to encourage safe, responsible driving and behavior among road users (e.g. pedestrians, cyclists, motorcyclists)?

- 0 – The program does not prioritize measures to encourage safe, and responsible driving behavior among road users.
- 1 – The program acknowledges the importance of safe driving behavior but lacks specific strategies to encourage it.
- 2 – The program includes general strategies to promote safe driving behavior, such as awareness campaigns or education initiatives.
- 3 – The program incorporates comprehensive and targeted strategies to actively promote safe driving behavior, including enforcement measures, education programs, and incentives.

How effectively does the plan address the three most frequent and persistent behavioral safety factors in fatal crashes: seat belt usage, driving under the influence of alcohol, and speeding?

- 0 – The program does not address any of the three behavioral safety factors.
- 1 – The program acknowledges one or two of the safety factors but does not offer specific strategies to address them.
- 2 – The program includes specific strategies related to behavioral safety factors (e.g. speed mitigation, driver education and training, seat belt usage promotion).
- 3 – The program incorporates specific safety strategies to address each of the three behavioral safety factors, including actions to promote seat belt usage, prevent driving under the influence, and mitigate speeding-related risks.

To what extent does the program address vulnerable road users, such as pedestrians, bicyclists, and individuals with mobility challenges, to ensure their safety and prioritize their ability to travel unharmed?

- 0 – The program does not address the safety concerns of road users.
- 1 – The program acknowledges the presence of vulnerable road users but lacks specific strategies to enhance their safety.
- 2 – The program includes some measures to improve the safety of vulnerable road users, such as basic infrastructure enhancements, but lacks comprehensive solutions.
- 3 – The program incorporates a comprehensive range of strategies to enhance the safety of vulnerable road users, including significant infrastructure improvements, robust education campaigns, and tailored enforcement actions to address their specific needs.

Category 2: Safer Roads

To what extent does the program incorporate design elements (e.g., rumble strips, traffic calming measures, improved visibility etc.) aimed at mitigating human errors to enhance roadway safety?

- 0 – The program does not incorporate design elements aimed at mitigating human errors or injury tolerances.

- 1 – The program does incorporate design elements aimed at mitigating human errors or injury tolerances.
- 2 – The program identifies specific safety needs related to human errors and injury tolerances.
- 3 – The program includes detailed safety strategies aimed at mitigating human errors and injury tolerances in roadway design.

To what extent does the program address strategies for separating different road users?

- 0 – The program does address strategies for separating road users.
- 1 – The program acknowledges the importance separating road users (e.g., separated bicycle lanes, medians, and refuge islands).
- 2 – The program includes specific strategies related to separating road users in time (e.g., traffic signal timing strategies, traffic demand management strategies, crosswalk signing, pedestrian signals etc.)
- 3 – The program includes specific strategies related to separating road users in space (e.g., separated bicycle/pedestrian facilities, grade separation

Category 3: Safer Vehicles

To what extent does the program incorporate design elements (e.g., rumble strips, traffic calming measures, improved visibility etc.) aimed at mitigating human errors to enhance roadway safety?

- 0 – The program does not incorporate design elements aimed at mitigating human errors or injury tolerances.
- 1 – The program does incorporate design elements aimed at mitigating human errors or injury tolerances.
- 2 – The program identifies specific safety needs related to human errors and injury tolerances.
- 3 – The program includes detailed safety strategies aimed at mitigating human errors and injury tolerances in roadway design.

To what extent does the program incorporate address the increasing proportion of fatalities involving pedestrians and cyclists, by promoting vehicle safety features?

- 0 – The program does not address the increasing proportion of roadway fatalities involving protecting pedestrians and bicyclists.
- 1 – The program does acknowledge the issue of increasing fatalities involving protecting pedestrians and bicyclists.
- 2 – The program discusses potential vehicle safety features aimed at protecting pedestrians and bicyclists.
- 3 – The program includes specific plans for promoting the adoption of vehicle safety features aimed at protecting pedestrians and bicyclists and reducing fatalities.

Category 4: Safer Speeds

To what extent does the program address the safety effects (e.g., crash frequency, crash severity, impact on road users etc.) of vehicle operating speed?

- 0 – The program does not address the safety effects of speed.
- 1 – The program acknowledges the safety effects of vehicle operating speed.
- 2 – The program includes data analysis related to the safety effects of vehicle operating speed.
- 3 – The program includes specific safety strategies (e.g., speed feedback signs, Pedestrian and Cyclist Facilities, Driver education and training etc.) to encourage appropriate speeds.

To what extent does the program address the issue of speeding-related crash factors, including both exceeding posted speed limit and driving too fast for conditions?

- 0 – The program does not address speeding related crash factors.
- 1 – The program acknowledges the issue of speeding related crash factors.
- 2 – The program discusses potential strategies for addressing speeding-related crash factors.

- 3 – The program includes specific plans for implementing strategies to address speeding related crash factors.

To what extent does the program incorporate education and outreach campaigns to raise awareness about the risks of speeding and promote compliance with speed limits?

- 0 – The program does not incorporate targeted education and outreach campaigns.
- 1 – The program incorporates education and outreach strategies for addressing speeding risks and compliance (e.g., Safe Routes to School Programs, community engagement activities, partnership, and collaboration etc.).
- 2 – The program acknowledges the importance of education and outreach on speeding risks.
- 3 – The program includes specific plans for implementing education and outreach campaigns addressing speeding risks, promoting compliance with speed limit.

Category 5: Post-Crash Care

To what extent does the plan address post-crash care or emergency response?

- 0 – The program does not address post-crash care.
- 1 – The program acknowledges the importance of post-crash care to roadway safety.
- 2 – The program addresses the relationship of post-crash care to other aspects of roadway safety.
- 3 – The program includes specific strategies related to post-crash care.

To what extent does the program prevent secondary crash through effective traffic management practices?

- 0 – The program does not address prevention of secondary crashes.
- 1 – The program acknowledges the importance of preventing secondary crashes.
- 2 – The program discusses traffic management strategies for reducing risk of secondary crashes.
- 3 – The program includes specific plan measures like access to emergency medical care, quick clearance of crash scene, coordination with traffic agencies for traffic control, prioritizing post-crash care.

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Summary Table

Scoring Criteria:
0-1 Low (L); 1-2 Medium (M); 2-3 High (H)

	Safer People	Safer Roads	Safer Vehicles	Safer Speeds	Post-Crash care
LAPP	**H**	**H**	**M**	**M**	**L**
TIP	**M**	**M**	**M**	**M**	**L**

Programs

Locally Administered Projects Program (LAPP)

The Locally Administered Projects Program (LAPP) is a competitive funding program. It prioritizes local transportation projects in the region that use federal funding and fall under the responsibility of the MPO. Projects funded through LAPP require a minimum 20% match and must include Complete Streets elements. Member jurisdictions of the FBRMPO and LOSRPO region are eligible to apply for funding, and projects can be in the categories of roadway, bicycle, and pedestrian, or transit.

Alignment with SSA:

- Requires complete street elements for all projects considered, promoting safer environments for pedestrians, bicyclists, and other users.
- Prioritizes local transportation projects using federal funding and require complete street elements, creating safer road environments for users.
- Includes complete street elements, which may include traffic calming measures and speed management strategies to promote safer driving speeds.

Possibilities concerning SSA:

- Incorporate risk-based safety data in project prioritization or scoring model
- Enhance awareness and education programs on safe and responsible behaviors among road users.
- Include additional safety features and design elements to reduce human errors and enhance road safety.
- Include provisions for integrating vehicle safety features into transit projects and prioritize funding for projects that incorporate safety enhancements for all vehicles.
- Implement targeted strategies to address speed-related crash factors.
- Incorporate post-crash considerations into project design.

https://frenchbroadrivermpo.org/local-administered-projects/

Transportation Improvement Program (TIP)

FBRMPO and LOSRPO maintains the Transportation Improvement Program (TIP), which outlines the timing, funding sources, and project locations for initiatives in the FBRMPO and LOSRPO area deemed regionally significant or utilizing state or federal funds. Adopted by the MPO every four years, the TIP aligns with the State's Transportation

Improvement Program (STIP) and undergoes quarterly amendments overseen by the MPO. The current iteration is the FY 2024-2033 TIP.

Alignment with SSA:

- Aligns with SSA by prioritizing projects that include speed management strategies and promote compliance with speed limits.

Possibilities concerning SSA:

- Require that all STIP projects consider risk-based safety data, in conjunction with crash data, in project scoping and development
- Funding for projects that incorporate safety enhancements for all vehicles and promote adoption of vehicle safety features.
- Incorporating additional safety features and design elements in projects and including complete street principles are integrated in project designs.
- Ensuring adequate emergency access and quick clearance of crash scenes, and collaborate with emergency response agencies to integrate post-crash care.
- Prioritize funding for projects that incorporate safety enhancements for all vehicles and promote adoption of vehicle safety features.

https://frenchbroadrivermpo.org/tip/