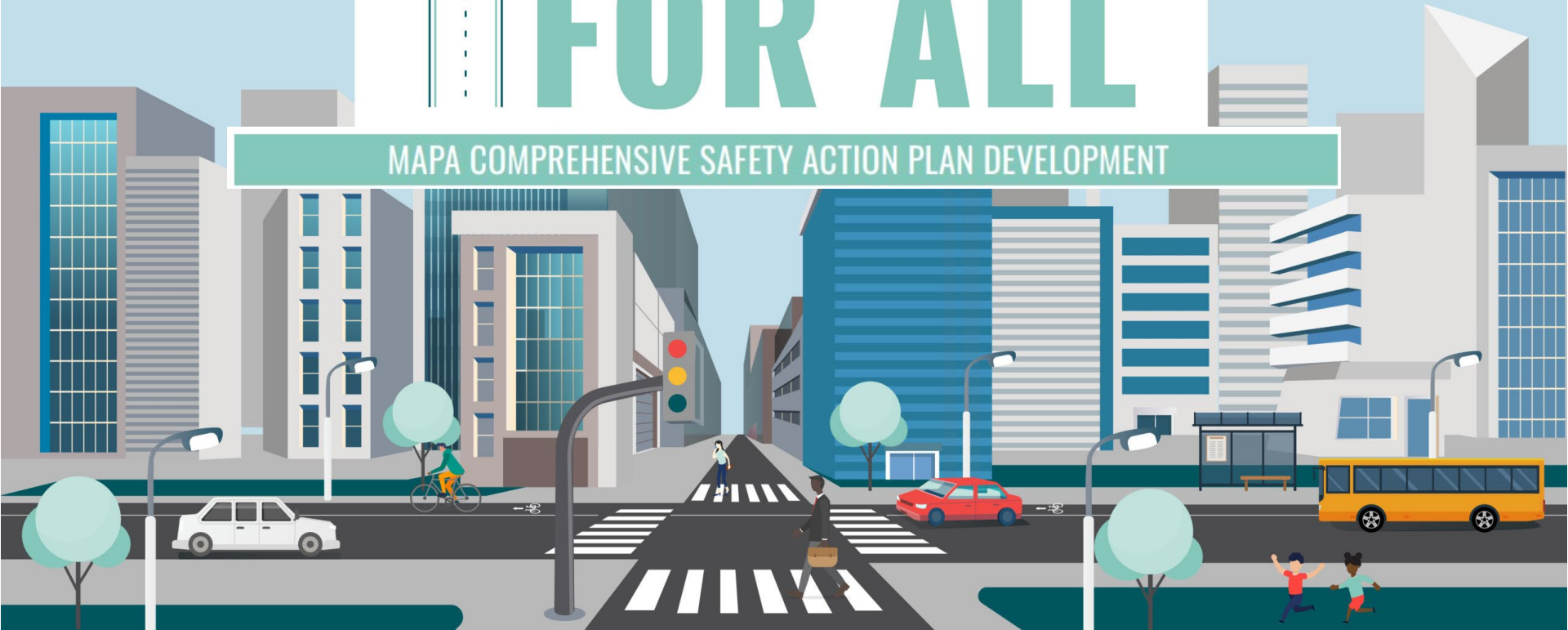


SAFE STREETS FOR ALL

MAPA COMPREHENSIVE SAFETY ACTION PLAN DEVELOPMENT



Measures

- Fatalities
- Fatality rate
- Serious injuries
- Serious injury rate
- Non-motorist fatal and serious injuries

PM1 Safety Measures

Measures are 5-year rolling averages

Evaluation is by linear fit for past five years AND

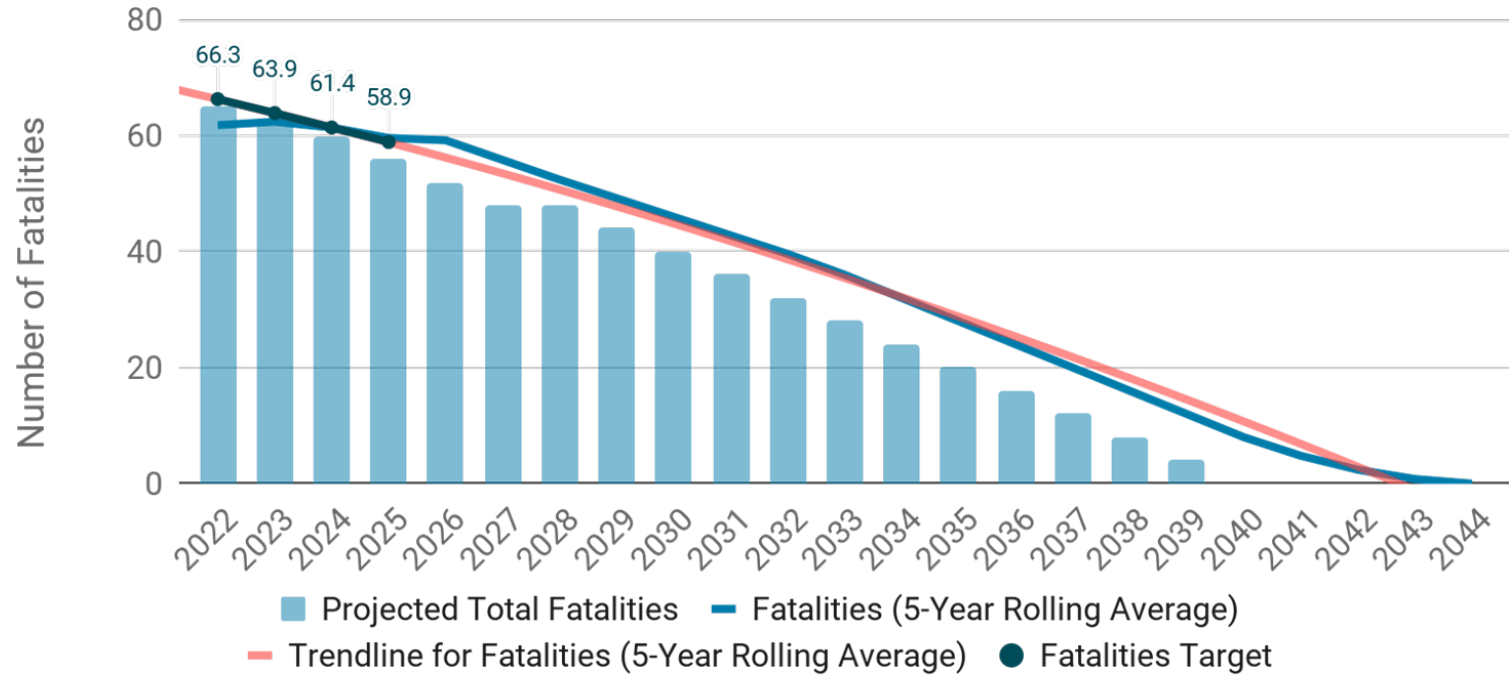
Policy-based adjustments for Safe Streets goals

Setting 2025 targets using baseline 2019-2023

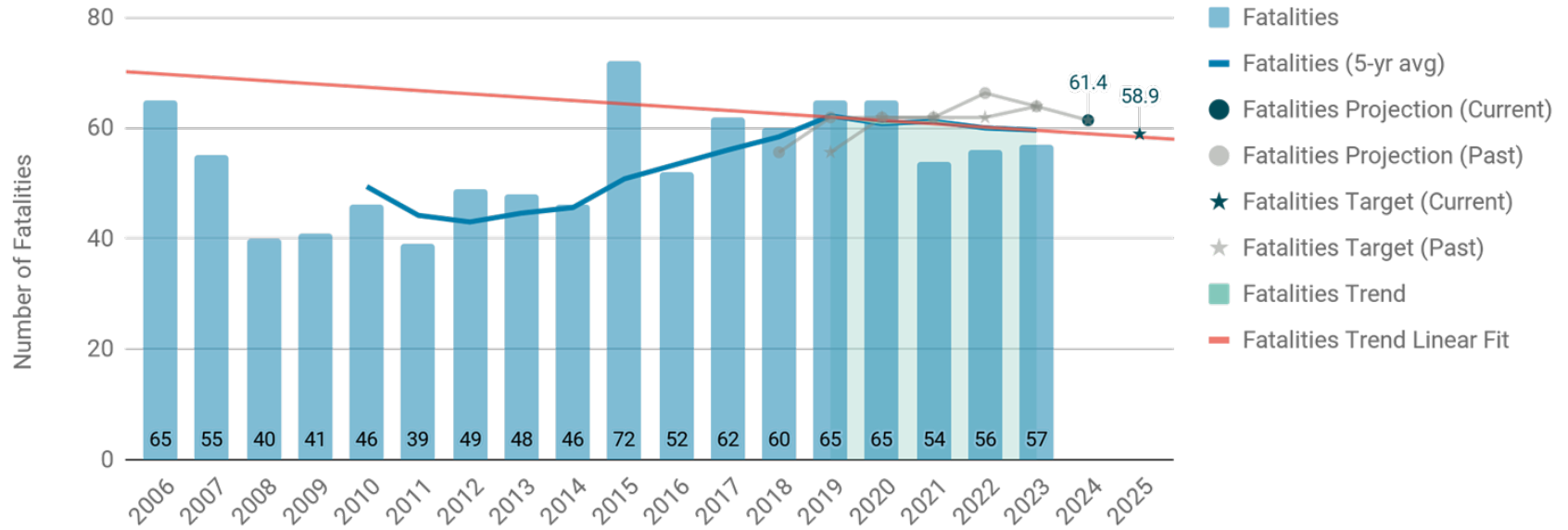
Rate measured per 100 million Vehicle Miles Traveled
(100M VMT)



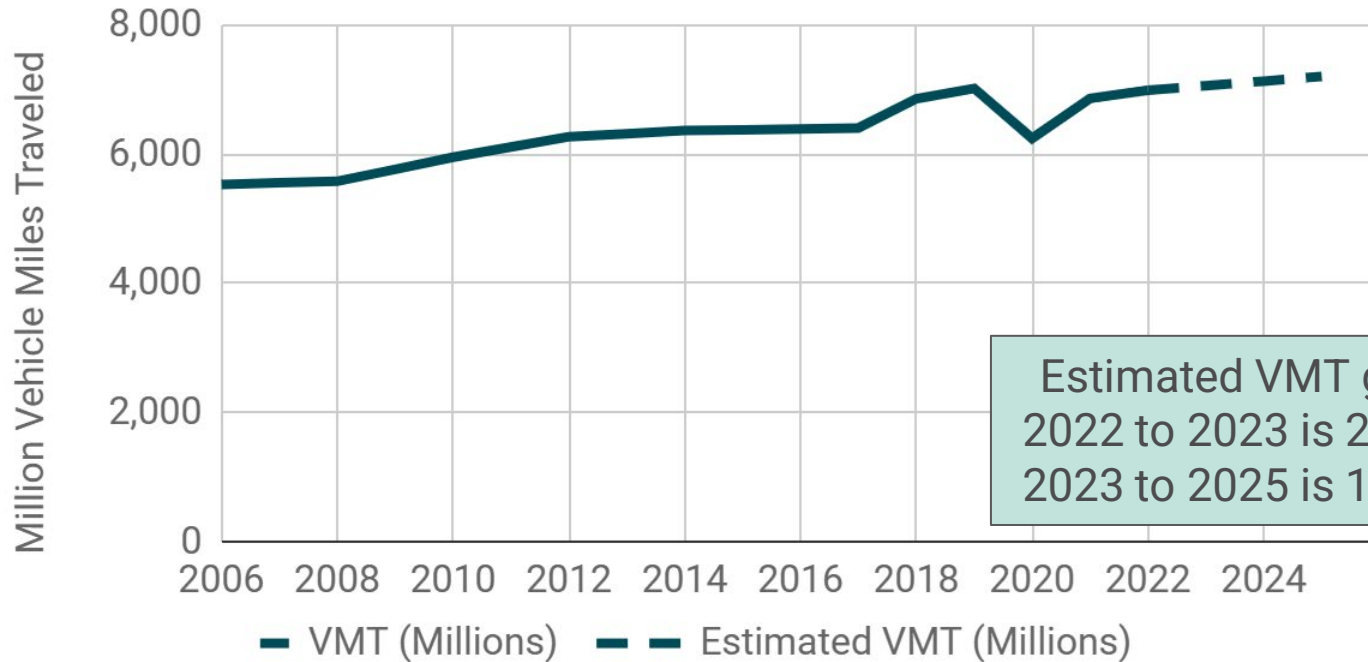
Policy Target Setting - Fatalities



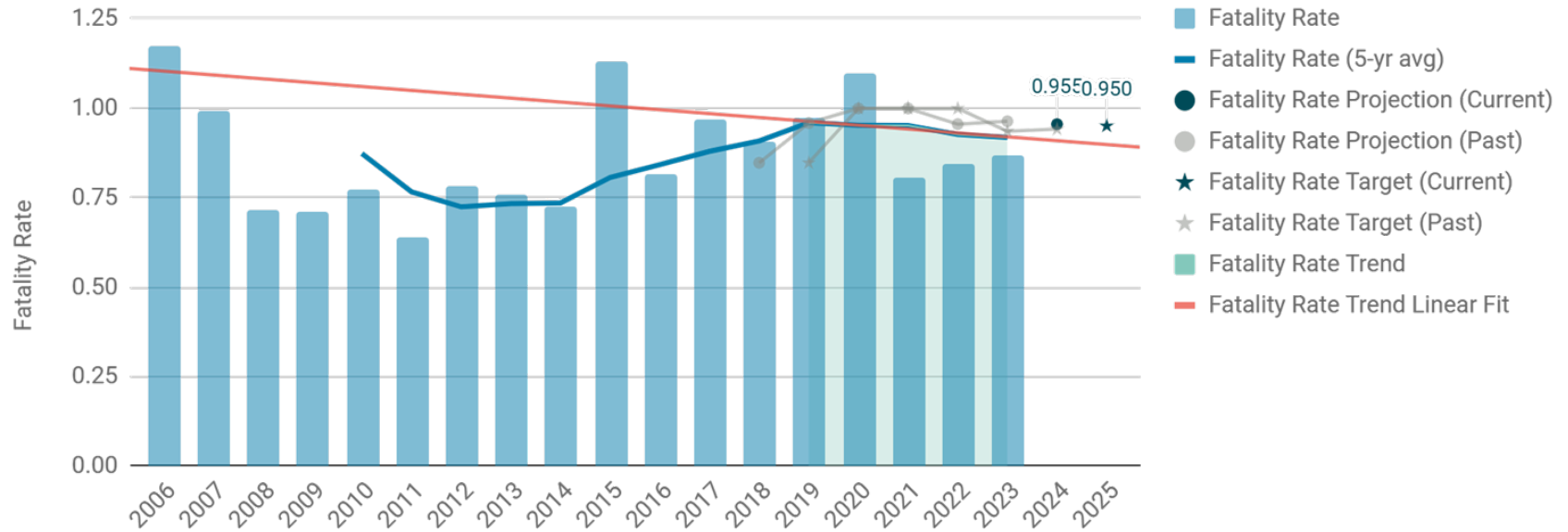
Fatalities



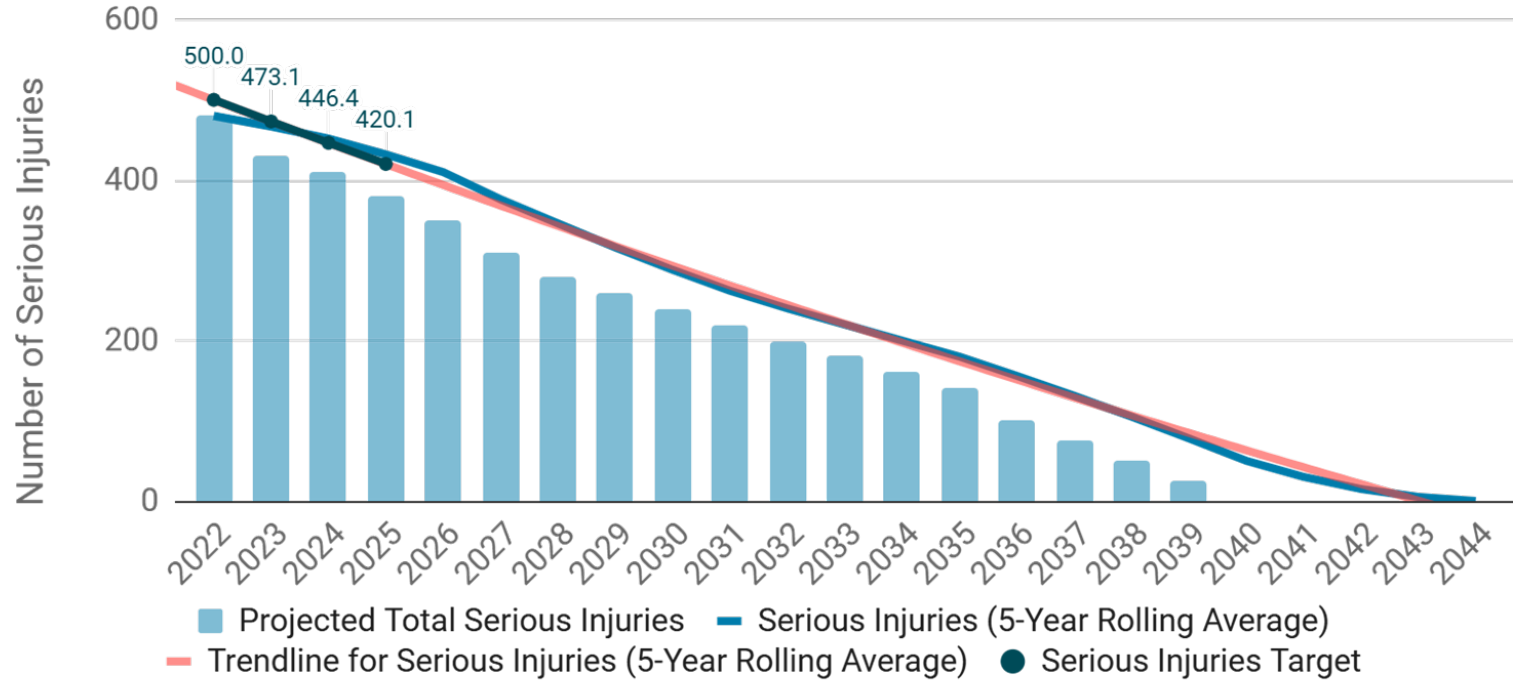
Regional Traffic Volumes



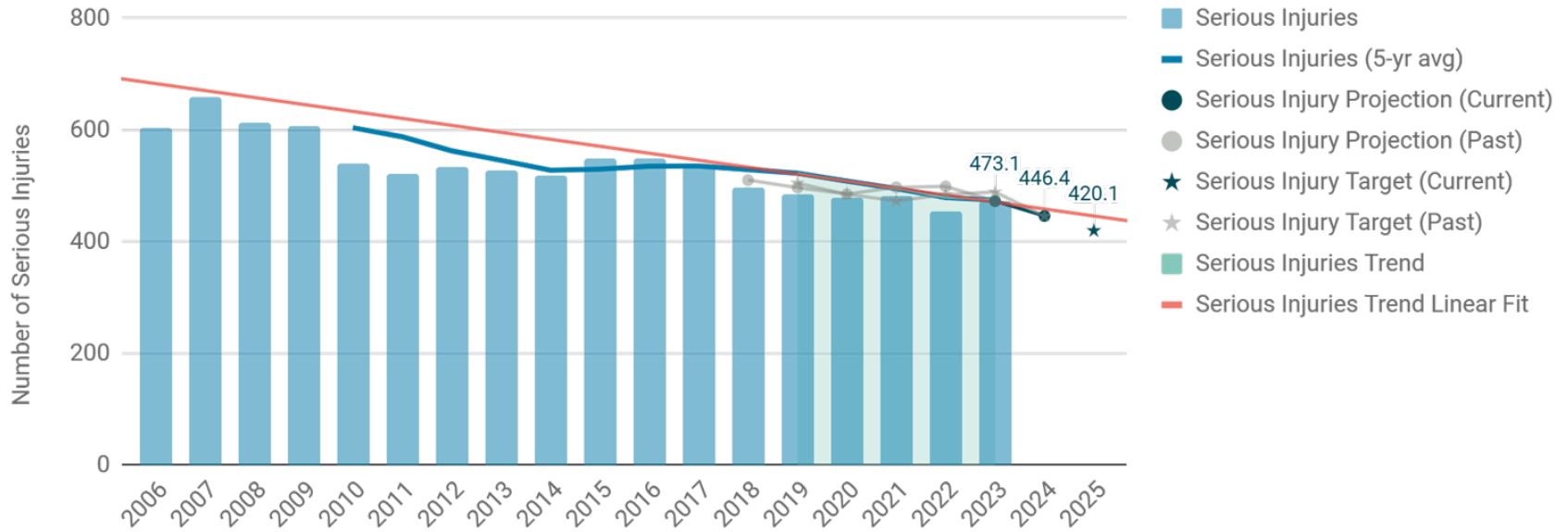
Fatality Rate (per 100M VMT)



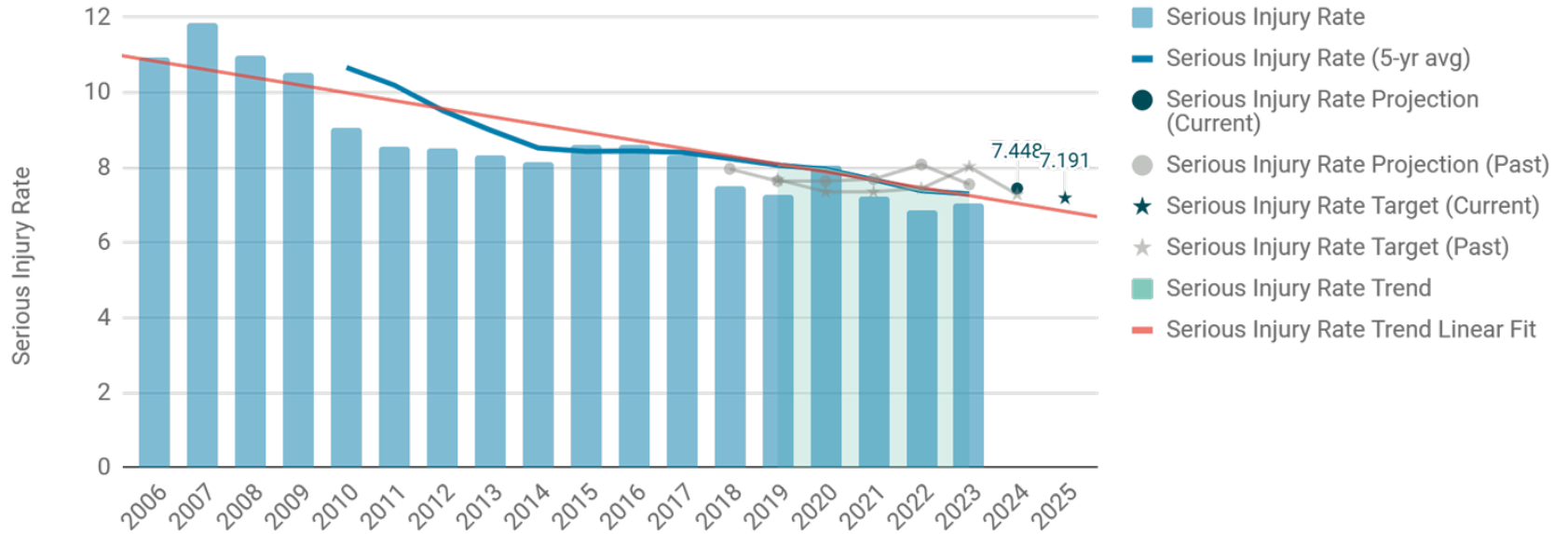
Policy Targets - Serious Injuries



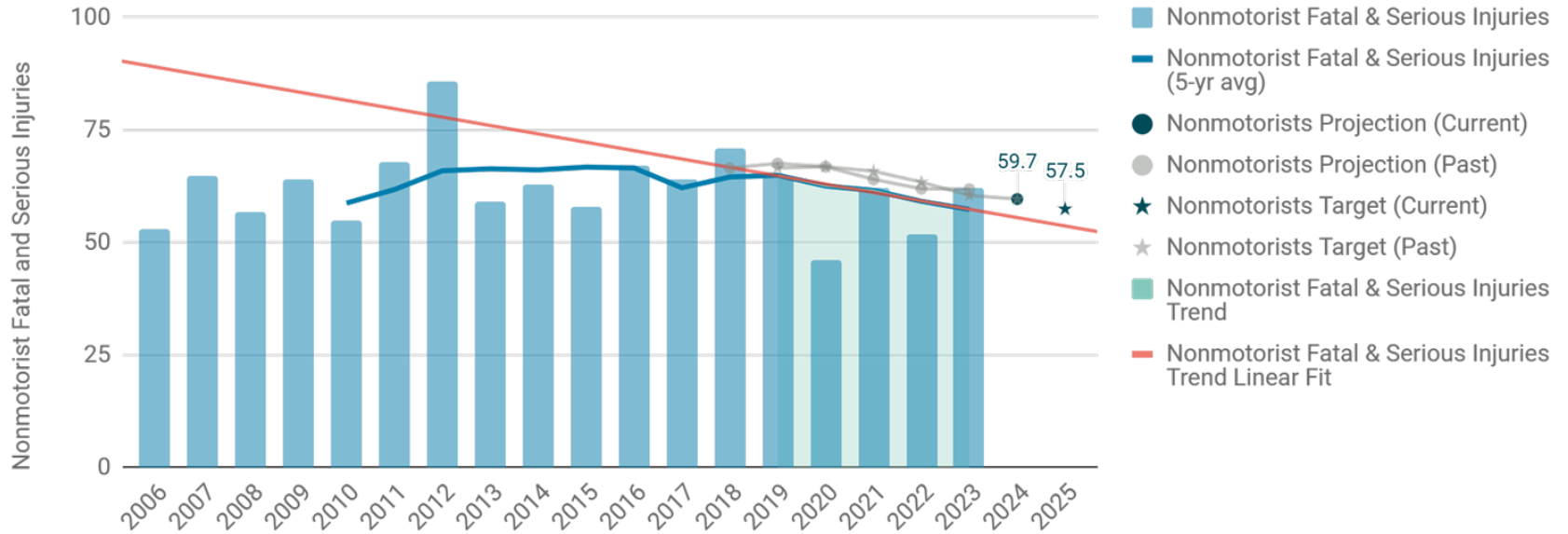
Serious Injuries



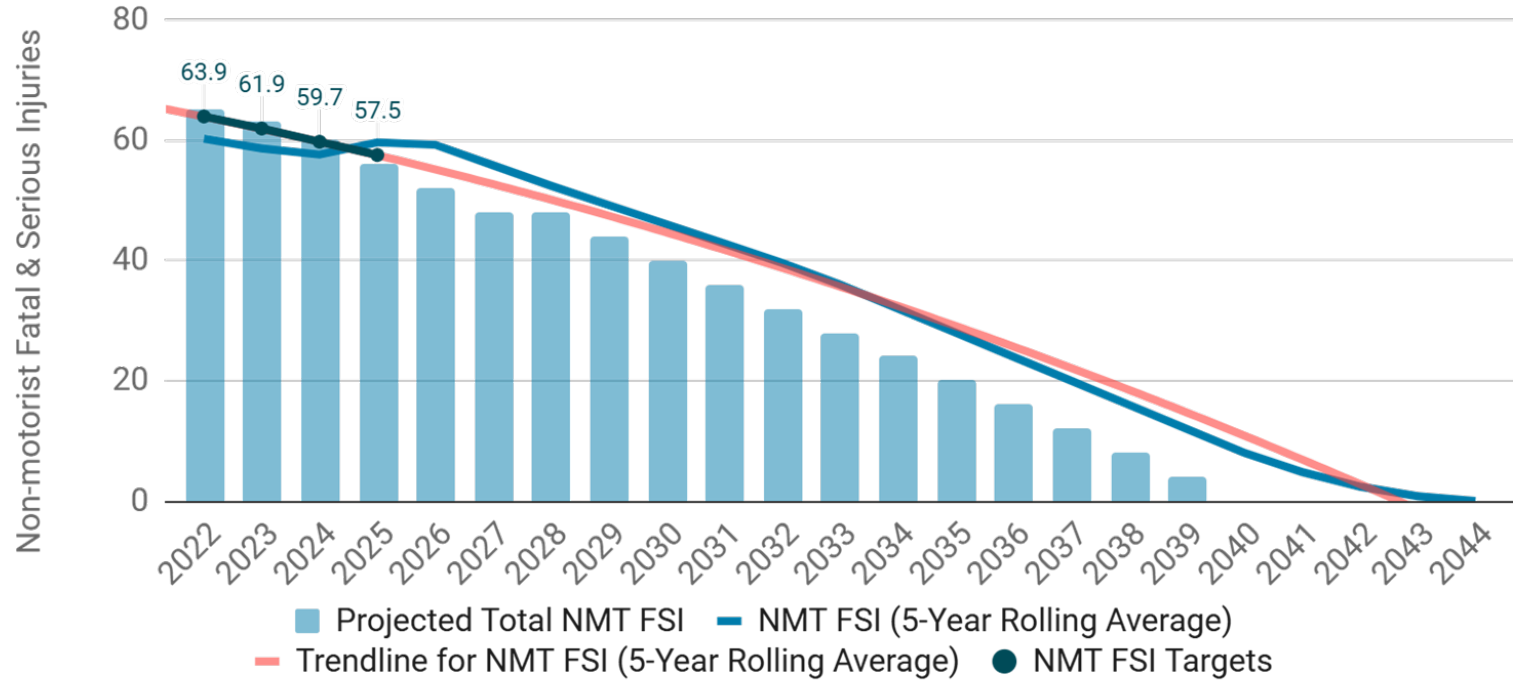
Serious Injury Rate (per 100M VMT)



Non-motorist Fatal and Serious Injuries



Policy Target Setting - NMTs



MAPA PM1 Performance Tracking

Measure (5-Year Rolling Average)	Baseline	2023 Projected	2023 Observed	Met Target	Better than Baseline	2025 Targets
Fatalities (#)	60.0	63.9	59.6	☑	☑	58.9
Fatality Rate (per 100M VMT)	0.926	0.935	0.918	☑	☑	0.950
Serious Injuries (#)	479.6	489.2	475.0	☑	☑	420.1
Serious Injury Rate (per 100M VMT)	7.386	7.554	7.299	☑	☑	7.191
Non-Motorized (# Fatal & Serious Injuries)	59.2	61.9	57.4	☑	☑	57.5



MAPA PM1 Performance Targets

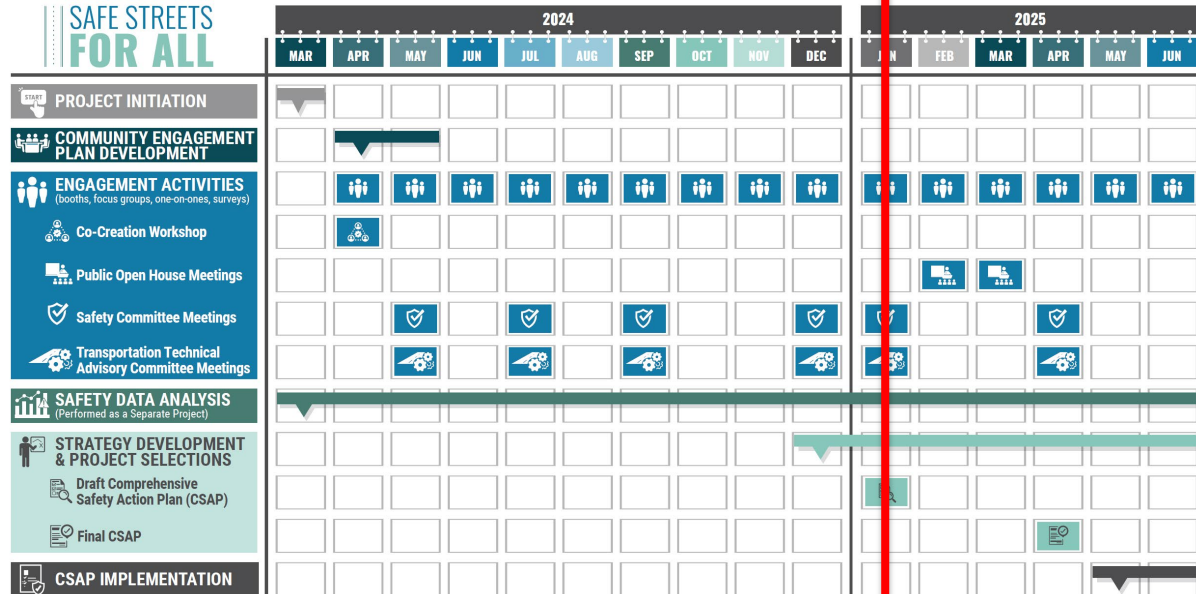
Measure (5-Year Rolling Average)	2023 Baseline	2024 Projected	2025 Target
Fatalities (#)	59.6	61.4	58.9
Fatality Rate (per 100M VMT)	0.918	0.941	0.950
Serious Injuries (#)	475.0	446.4	420.1
Serious Injury Rate (per 100M VMT)	7.299	7.290	7.191
Non-Motorized (# Fatal & Serious Injuries)	57.4	59.7	57.5



Timeline

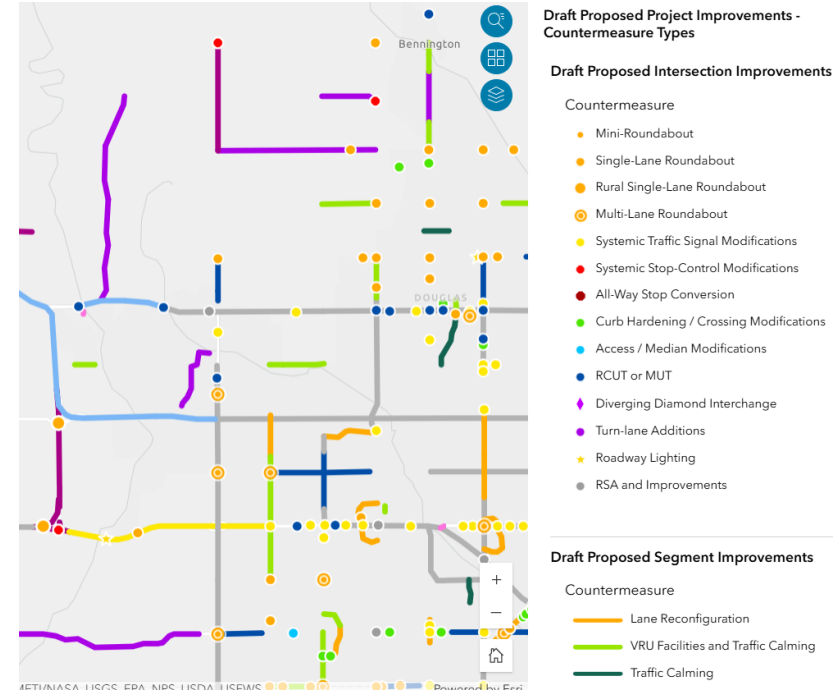
TTAC Meetings:

- #1 – Overview of Project
- #2 – Data Analysis
- #3 – Best Practice & Policy Review
- #4 – Project Prioritization
- #5 – Recommendations / Draft Plan
 - Leadership Commitment
 - Safe Systems
 - Safety Metrics
- #6 – Presentation of Final Plan



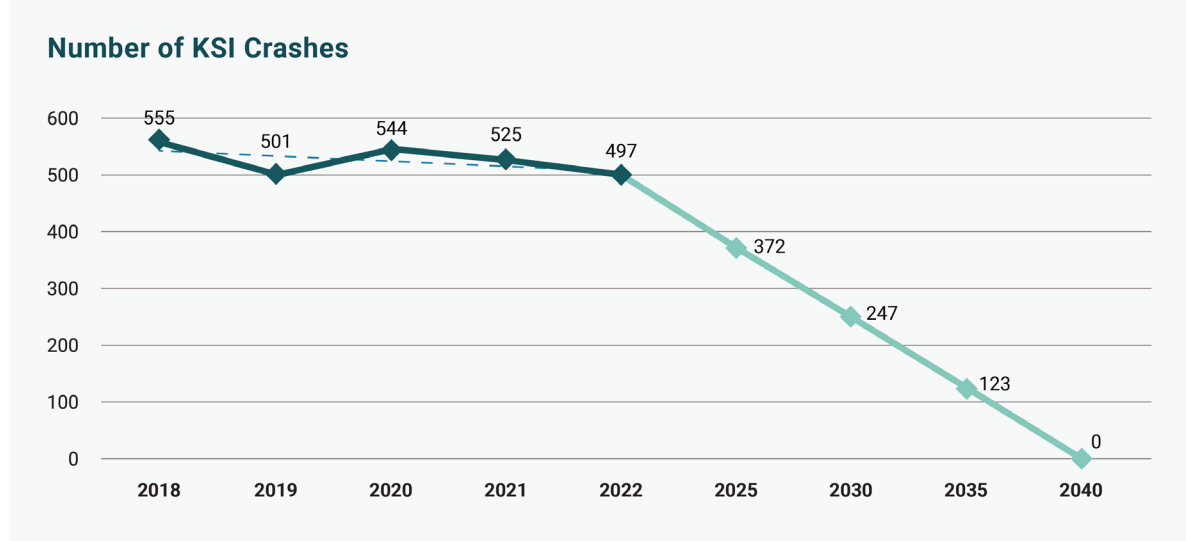
Update on VZ Toolbox & Prioritized Projects Review

- The review window has closed.
- Additional review period when a draft plan is created, which will be limited.
- 120+ comments on the Prioritized Projects
- 50 comments on the VZ Toolbox
- We will respond to all comments and send responses to TTAC and Safety Committee.



Why these recommendations?

1. Fatalities are unacceptable.
2. Goal of zero by 2040.
3. Need to be bold.



Data Driven & Engagement Influenced

- Public Engagement

- Stakeholder Engagement

- Data Driven
 - High Priority Network
 - Systemic Data
 - National Best Practice

Jurisdiction	Persons Killed or Seriously Injured per 100,000
Valley, NE	59.6
Gretna, NE	50.7
Waterloo, NE	42.8
Nebraska	40.8
Omaha, NE	35.6
Douglas County, NE	33.8
Crescent, IA	31.8
Springfield, NE	26.5
Iowa	25.5
Sarpy County, NE	23.7
Council Bluffs, IA	21.9
Papillion, NE	21.4
Ralston, NE	20.1
Bellevue, NE	19.8
La Vista, NE	17.9
Carter Lake, IA	10.5
Bennington, NE	9.9
Boys Town, NE	0.0
McClelland, IA	0.0

Crash Fatalities and Serious Injuries per 100,000 Population per Year

Source: Nebraska DOT, Iowa DOT

Public Engagement Events

50+ Hours at
community events

6 Community Present

4 Public Open Houses

Community Engagement Events List

Event details will be added as opportunities are identified and the project progresses.

Engagement Booths in Conjunction with Community Events			
#	Event	Date	Location
1	Carter Lake Days	07/27/2024	701-18899 Ave Q Carter Lake, IA 51510
2	NOMAFEST	08/03/2024	2510 N 24th St Omaha, NE 68110
3	Papillion Farmers Market	08/15/2024	W Lincoln St Papillion, NE 68046
4	Council Bluffs Farmers Market	08/22/2024	100 Pearl St Council Bluffs, IA 51503
5	Nebraska Renaissance Faire	08/24/2024	23101 W Maple Rd Elkhorn, NE 68022
6	Crescent Farmers Market	08/31/2024	Crescent City Park 517 E Welch St Crescent, IA 51526
7	Bellevue Farmers Market	09/07/2024	Washington Park 20th St & Franklin Ave Bellevue, NE 68005
8	Fiestas Patrias (Latino Heritage Month Festival)	09/14/2024	Plaza De La Raza S 24th St & N St Omaha, NE 68107
9	Gifford Park Neighborhood Market	09/17/2024	520 N 33rd St Omaha, NE 68131
10	Railroad Days	09/21/24	Bayliss Park 100 Pearl St Council Bluffs, IA 51501

Engagement Booths in Conjunction with Community Events			
#	Event	Date	Location
11	Gretna Crossing YMCA Atrium	09/25/2024	12358 S 208th Ave Gretna, NE 68028
12	Let's Talk LaVista	10/12/2024	LaVista Community Center 8116 Park View Blvd LaVista, NE 68128
13	Christmas in the Village	12/07/2024	24th & Lake Omaha, NE 68110
14			
15			
16			
17			
18			
19			
20			

Stakeholder Engagement

8 Focus Group Meetings

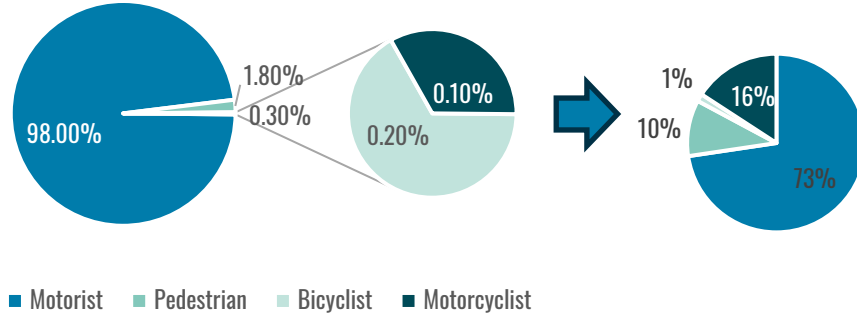
20 One-on-one meetings

24 Meetings with Local Jurisdictions

Focus Group Meetings				
#	Organization	Date	Time	Location
1	Valley Block Talk	09/25/2024	6–8 p.m.	Valley, NE
2	Work Zones	11/22/2024	1–2 p.m.	Teams or HDR
3	Road Maintenance / Construction	12/02/2024	10–11 a.m.	Teams or HDR
4	TIM / Traffic Enforcement	12/04/2024	TBD	Teams or HDR
5	Vulnerable Populations	12/05/2024	1–2 p.m.	Teams or HDR
6	EMS / First Responders	12/11/2024	8–9 a.m.	Teams or HDR
7	Hospital ER / Trauma	12/13/2024	1–2 p.m.	Teams or HDR
8				

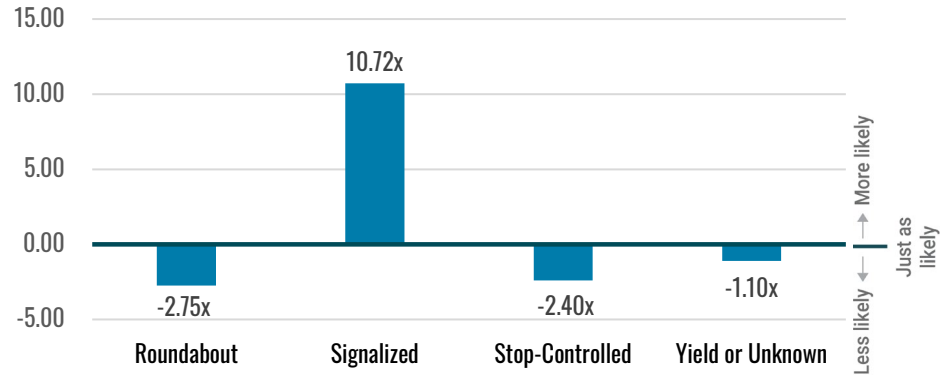
Data Driven

Mode Share in MAPA Region

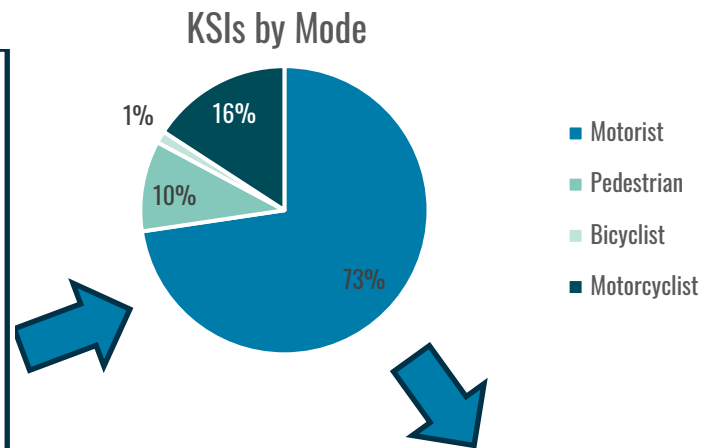
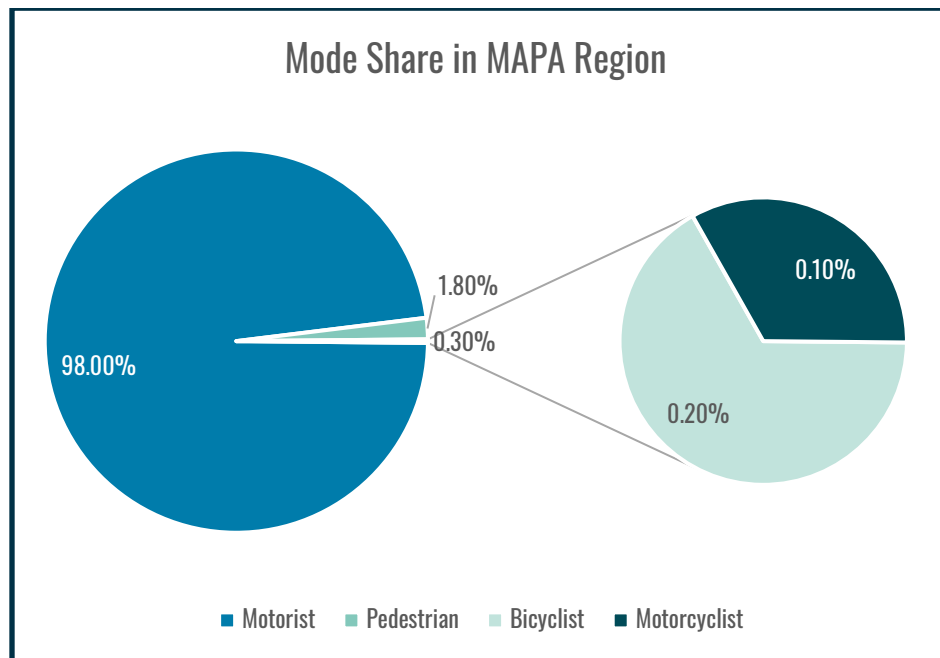


Focus Category	Focus Area
High Risk Infrastructure	Arterial Roadways
	Signalized Intersections
	Rural Roads & Highways
	Roadway Lighting
Safety Zones	Maintenance & Work Zones
	School & Pedestrian Zones
Vulnerable Road Users	Pedestrians & Bicyclists
	Motorcyclists
	Young & Old Drivers
Contributing Crash Factors	Impairment & Inattention
	Occupant Protection
	Speed Management
Other	Safer Vehicles
	Post-crash Care

KSI Crash Rep. Ratio by Intersection Type



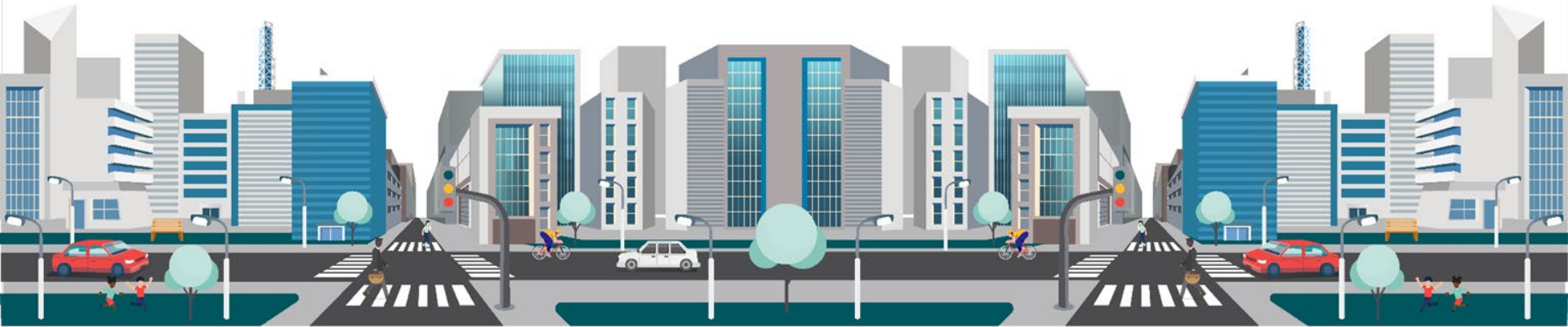
Data Driven



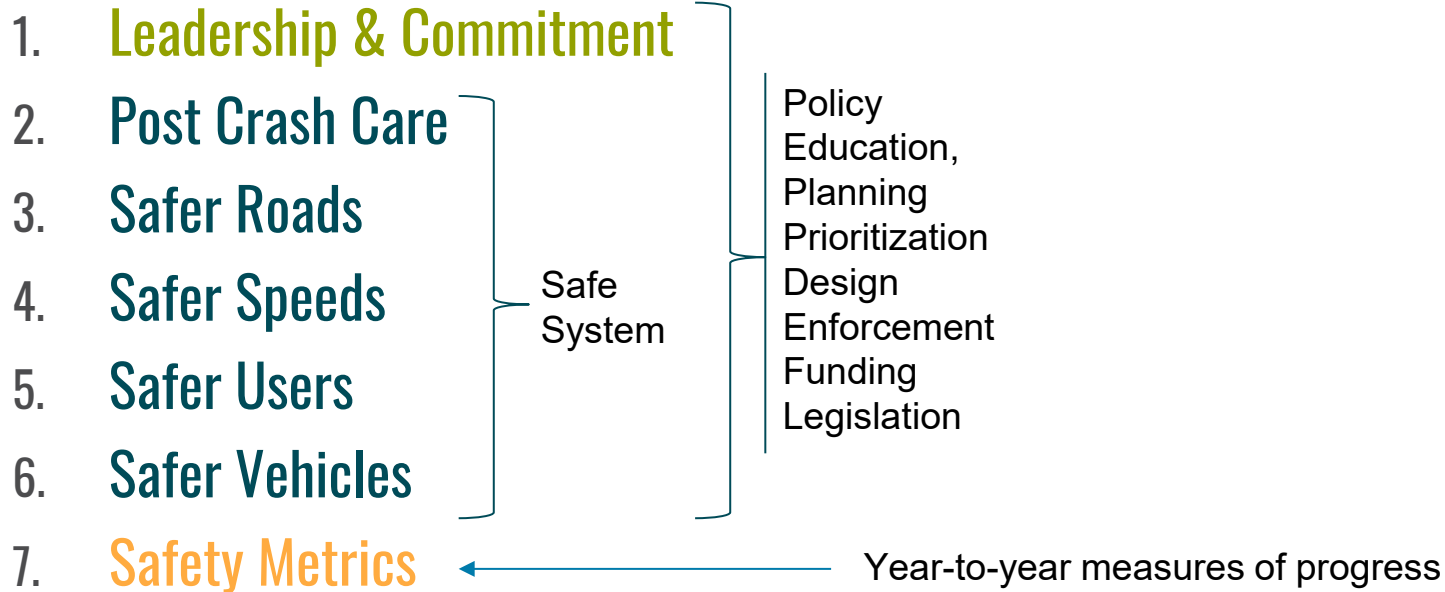
Per Trip, motorcyclists are **159x more likely** to end up in killed or seriously injured than other modes of travel.

158.73x

Recommendations



Organization of Recommendations



Organization of Recommendations

Recommendation: 1-2 sentences describing the action for the applicable community.

Description / Justification: 1-2 sentences providing further description and justification.

Cost:

Cost	Description
-	Not applicable
\$	Can be implemented with current staff, perhaps with training; limited costs for equipment or facilities.
\$\$	Requires some additional staff time, equipment, facilities, and/or publicity.
\$\$\$	Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources.

Timeline:

Timeline	Description
Short-term	Complete in 6 months – 2 years
Long-term	Complete in 2 – 5 years
Ongoing	Start within 1 year with no end date
Upon Plan Adoption	Complete within 6 months

Applicable Community: Jurisdiction that the recommendation applies towards.

Recommendations

~50 Recommendations

~20 Safety Metrics

Need TTAC & Safety Committee to Review

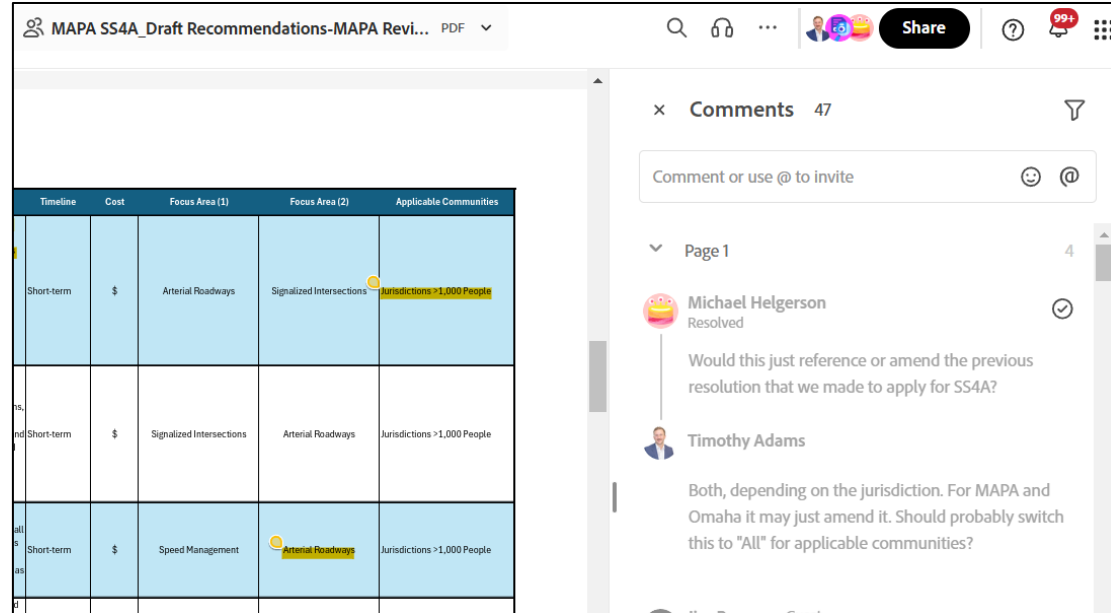
Safe Systems: Safer Roads Recommendations

The physical characteristics and design of roadways can influence the likelihood and severity of crashes. Many communities across the region and nationally have implemented plans, policies, standards, and specific projects that have resulted in safer streets. The following Safer Roads recommendations present a range of options, drawing from local and national examples, which are grouped into the following sub-types: supplemental planning; standards and guidance updates; and policy and funding.

	Name	Recommendation	Description / Justification	Timeline	Cost	Focus Area(s)	Applicable Communities
Supplemental Planning	Safety Lighting Action Plan	Develop and implement a Safety Lighting Action Plan to enhance roadway illumination, aiming to reduce nighttime traffic fatalities and serious injuries.	Adequate roadway lighting is a proven countermeasure for improving traffic safety. Enhanced illumination at intersections, pedestrian crossings, and high-risk areas increases visibility for all road users, thereby reducing the likelihood of crashes during low-light conditions.	Short-term	\$\$	Roadway Lighting Pedestrians & Bicyclists	All
	Quick-Build Improvement Program	Develop a funding program for quick-build & demonstration safety improvements, as well as a regional toolkit for identification, prioritization, design, and implementation of quick-build projects.	Quick-build projects are easily adjustable safety improvements typically utilizing paint, posts, signage, and other widely available, low-cost materials. Examples of quick-build projects include installing intersection turn modifications (e.g., tightening turn radii), traffic calming/lane reconfigurations through paint and posts, and midblock crossing improvements with high-visibility crosswalk markings. A regional quick-build assistance program could be developed to assist smaller communities that lack in-house resources for planning and designing quick-build and demonstration projects. The Flint Hills MPO in Kansas has developed such a program, which has assisted with dozens of successful quick-build projects in its member communities.	Short-term	\$\$	Speed Management Pedestrians & Bicyclists	All
	Safe Routes to School	Every school should be covered by a Safe Routes to School (SRTS) plan that ensures safe pick-up & drop-off and encourages independent walking and bicycling to school. Priority should be given to elementary schools. SRTS plans should be updated at least every 10 years.	The Safe Routes to School (SRTS) program is a national initiative that enhances the safety of students walking and biking to school by assessing and improving school area infrastructure, with federal funding available for plan development. Implementing SRTS programs has led to a 10%-20% reduction in severe pedestrian and cyclist crashes near schools and has increased active transportation among students, thereby decreasing vehicle traffic during school hours.	Long-term	\$\$\$	School & Pedestrian Zones Pedestrians & Bicyclists	All

Providing Feedback on Recommendations

1. Use the Adobe Review link.
2. A new window will appear.
3. Use the comment tools on the left.
4. Add your first comment and add your name
5. You can see other's comments



MAPA SS4A_Draft Recommendations-MAPA Revi... PDF

Timeline	Cost	Focus Area (1)	Focus Area (2)	Applicable Communities
Short-term	\$	Arterial Roadways	Signalized Intersections	Jurisdictions > 1,000 People
Short-term	\$	Signalized Intersections	Arterial Roadways	Jurisdictions > 1,000 People
Short-term	\$	Speed Management	Arterial Roadways	Jurisdictions > 1,000 People

Comments 47

Comment or use @ to invite

Page 1

Michael Helgerson Resolved

Would this just reference or amend the previous resolution that we made to apply for SS4A?

Timothy Adams

Both, depending on the jurisdiction. For MAPA and Omaha it may just amend it. Should probably switch this to "All" for applicable communities?

Leadership and Commitment

The following recommendations establish a regional commitment to a Vision Zero Resolution by 2040 and create a framework for ongoing planning, funding, and implementation of safe streets initiatives.

	Name	Recommendation	Description / Justification	Timeline	Cost	Applicable Communities
Commitment	Adopt a Vision Zero Resolution	Adopt a Vision Zero Resolution that specifies 2040 as the date to reach zero traffic fatalities and serious injuries with interim goals that align with defined safety metrics.	A regional commitment to an ambitious target date for eliminating traffic fatalities and serious injuries creates a sense of urgency and focuses resources on achieving measurable outcomes. A clear deadline raises public awareness and supports inter-jurisdictional coordination to improve the safety of the transportation system.	Upon Plan Adoption		All
	Safety Pledge	Create an online safety pledge where community members can pledge to practice safe driving habits and support funding for regional safety initiatives, demonstrating your commitment to protecting all road users.	An individual safety pledge asks residents to take personal responsibility for their actions while fostering a culture of safety. Such pledges can generate public awareness and support for safety programs and policies at the regional level.	Short-term		MAPA
Planning Structure	Annual Safety Summit	Plan an Annual Safety Summit to emphasize and reward safety successes and focus training to build the safety culture.	An annual safety summit would unite member communities with safety advocates and champions from different focus groups to address pressing safety challenges and reward safety successes. MAPA's leadership in organizing the event would provide the opportunity to make a state of safety address and award model projects and practices with recognition that may breed further action. The recommended safety summit could engage various invested organizations such as LTAP, local Universities, ASCE, ITE, etc.	Short-term	\$	MAPA
	Establish an ongoing Safe Streets for All Committee	Re-establish the purpose, goals, and vision for the MAPA Safety Committee, including a schedule of meetings beyond plan adoption. Some responsibilities could include: (1) regularly assembling transportation and safety agencies to discuss safety priorities and progress, (2) hosting a regional safety summit, (3) standardizing safety performance measures across agencies, (4) sharing best practices and successes across the MPO, or (5) reviewing fatal crashes within the region.	An expanded or re-vamped Safety Committee would help provide direction for key safety initiatives and foster ideas that reflect the community's needs and desires.	Ongoing		MAPA

Post-crash Care

A Safe System has multiple layers of protection for road users, and the post-crash care provided by first responders and trauma response teams is the critical last line of defense against a crash outcome becoming more serious or resulting in a fatality. The following recommendations highlight opportunities for increased collaboration and communication, as well as infrastructure and wayfinding that can enhance emergency response efficiency and safety.

Name	Recommendation	Description / Justification	Timeline	Cost	Focus Area(s)	Applicable Communities
Trauma and EMS Collaboration and Coordination	Foster coordination between EMS, fire departments, police, and hospitals to collaborate on safety solutions and the state of the practice. This can be done through existing groups such as traffic incident management or statewide trauma board, or via a region-wide safety summit.	Regular communication among Post-Crash Care professionals ensures a unified and efficient response to traffic incidents, enhancing overall safety and care. Collaborating on best practices helps provide continuous improvement in emergency response protocols.	Ongoing	\$	Post-crash Care	MAPA
EMS and Hospital Data	Coordinate with state departments and regional trauma centers to gather anonymized EMS and Hospital data related to motor vehicle crashes.	Studies have shown that longer EMS response times are associated with higher rates of motor vehicle crash mortality, highlighting the importance of timely medical intervention. With access to comprehensive data from both EMS and hospital sources, policymakers and safety professionals can identify critical factors influencing crash outcomes and develop targeted interventions to reduce fatalities.	Short-term	\$	Post-crash Care	MAPA
Emergency Pull-Off Areas	Create designated areas for vehicles involved in crashes along high-speed roads. Use a data-driven approach and engage with EMS providers to identify the locations with the highest impact.	Emergency pull-off areas provide safe spaces for vehicles involved in crashes, reducing the risk of secondary collisions and ensuring safer conditions for responders and motorists. Building on Nebraska DOT's initial efforts along I-80, expanding these areas through data-driven analysis and collaboration with EMS providers will maximize their impact on high-speed road safety.	Long-term	\$\$	Post-crash Care	Jurisdictions >10,000 People States of Nebraska and Iowa
Enhanced Wayfinding	Coordinate with EMS providers, especially in outlying rural communities, to establish clear signage and mile markers to assist responders and motorists in identifying crash locations. Additionally, wayfinding directing volunteer EMS and the general public to level 1 and 2 trauma centers should be evaluated.	Enhanced wayfinding improves emergency response efficiency by helping first responders and motorists quickly identify crash locations, especially in rural or remote areas with sparse landmarks. Clear signage and guidance for accessing the appropriate level of trauma centers ensure timely and accurate navigation.	Long-term	\$\$	Post-crash Care Rural Roads & Highways	All
Digital Alerting Technology	Coordinate the equipping of DOT, Police, Fire, and EMS vehicles that operate roadside with digital alerting technology providing early warning to drivers operating vehicles within the vehicle.	Digital alerting technology differs from all past methods utilized to notify a driver of an approaching hazard by bringing the alert to within the vehicle to gain the drivers attention. Digital alerting has been found to be an effective countermeasure at reducing motorist speed and hard braking events near roadside incidents.	Long-term	\$\$	Post-crash Care Maintenance & Work Zones	MAPA

Safer Roads

The physical characteristics and design of roadways can influence the likelihood and severity of crashes. Many communities across the region and nationally have implemented plans, policies, standards, and specific projects that have resulted in safer streets. The following Safer Roads recommendations present a range of options, drawing from local and national examples, which are grouped into the following sub-types: supplemental planning; standards and guidance updates; and policy and funding.

	Name	Recommendation	Description / Justification	Timeline	Cost	Focus Area(s)	Applicable Communities
Supplemental Planning	Safety Lighting Action Plan	Develop and implement a Safety Lighting Action Plan to enhance roadway illumination, aiming to reduce nighttime traffic fatalities and serious injuries.	Adequate roadway lighting is a proven countermeasure for improving traffic safety. Enhanced illumination at intersections, pedestrian crossings, and high-risk areas increases visibility for all road users, thereby reducing the likelihood of crashes during low-light conditions. FHWA provides guidance and resources for creating plans and overall best practices.	Short-term	\$\$	Roadway Lighting Pedestrians & Bicyclists	All
	Quick-Build Improvement Program	Develop a funding program for quick-build & demonstration safety improvements, as well as a regional toolkit for identification, prioritization, design, and implementation of quick-build projects.	Quick-build projects are easily adjustable safety improvements typically utilizing paint, posts, signage, and other widely available, low-cost materials. Examples of quick-build projects include installing intersection turn modifications (e.g., tightening turn radii), traffic calming/lane reconfigurations through paint and posts, and midblock crossing improvements with high-visibility crosswalk markings. A regional quick-build assistance program could be developed to assist smaller communities that lack in-house resources for planning and designing quick-build and demonstration projects. The Flint Hills MPO in Kansas has developed such a program, which has assisted with dozens of successful quick-build projects in its member communities.	Short-term	\$\$	Speed Management Pedestrians & Bicyclists	All
	Safe Routes to School	Every school should be covered by a Safe Routes to School (SRTS) plan that ensures safe pick-up & drop-off and encourages independent walking and bicycling to school. Priority should be given to elementary schools and those in denser built environments with designated walking-only distances. SRTS plans should be updated at least every 10 years.	The Safe Routes to School (SRTS) program is a national initiative that enhances the safety of students walking and biking to school by assessing and improving school area infrastructure, with federal funding available for plan development. Implementing SRTS programs has led to a 10%–20% reduction in severe pedestrian and cyclist crashes near schools and has increased active transportation among students, thereby decreasing vehicle traffic during school hours.	Long-term	\$\$\$	School & Pedestrian Zones Pedestrians & Bicyclists	All

Safer Speeds

Speed is a key factor in traffic fatalities and serious injuries, and it is often the deciding factor that separates these from minor injury or property damage crashes.

		Name	Recommendation	Description / Justification	Timeline	Cost	Focus Area(s)	Applicable Communities
Planning & Policy		Dynamic Speed Display / Feedback Signs	Expand deployment of speed feedback signs (temporary/mobile or permanent) in locations determined through a data-driven process, targeting locations with high rates of speed-related crashes, a high rate of prevailing speeds, a high number of pedestrian and bicycle users, and based on public input.	Speed feedback signs dynamically show the driver's speed alongside the posted speed limits and have been shown to slow overall speeds where deployed. They also can help to educate drivers on the importance of safe speeds.	Short-term	\$	Speed Management School & Pedestrian Zones	All
		20 MPH Residential Speed Limit	Develop a draft policy and strategy roadmap for local agencies to adopt a 20-mile-per-hour speed limit ("20 is Plenty") on all residential streets in their jurisdiction.	A growing body of research shows that lowering speed limits from 25mph to 20mph can significantly reduce speeding and crashes, even without increased enforcement or street design changes.	Short-term	\$	Speed Management	MAPA
		Iowa Automated Enforcement Implementation	Communities should prioritize AE camera installation at a limited set of locations or along a corridor with the highest concentration of red-light running or speeding-related fatal and serious injury crashes, where the potential for design or traffic-control-related solutions is limited.	Automated enforcement cameras are one of the most effective ways to reduce red-light running and excessive speeding, thus reducing serious injuries and fatalities. It is used worldwide and in the United States.	Short-term	\$\$	Signalized Intersections Speed Management	Jurisdictions in Iowa
		Traffic Calming Policy	Implement and update a comprehensive Traffic Calming Policy every 10 years that effectively reduces vehicle speeds and promotes a safe environment for pedestrians and cyclists. The policy should emphasize a systematic approach to identify eligible locations and prioritize interventions based on factors like traffic volume and speed.	Implementing traffic calming measures reduces vehicle speeds, decreases motor-vehicle collisions, and improves safety for all road users. These policies should incorporate a variety of physical measures, such as speed bumps, traffic circles, and raised crosswalks (referencing the countermeasure toolbox), thereby promoting safer environments for pedestrians and cyclists.	Long-term	\$\$	Speed Management Pedestrians & Bicyclists	Jurisdictions >1,000 People
		Speed Management Plan	Develop a speed management plan and update it at least every 10 years. Key elements of the speed management plan should include (1) jurisdiction-wide data collection and analysis, (2) review of statutory speed limits, (3) traffic calming strategies, (4) enforcement strategies, and (5) public education and awareness.	A speed management plan (SMP) systematically reviews posted statutory speed limits and actual prevailing driver speeds across an entire community. SMPs also include a review of policies used in setting speed limits and making recommendations to reduce speed limits in specific locations, identifying speed management areas, and designating areas for traffic calming implementation. FHWA provides guidance on creating plans and other resources.	Long-term	\$	Speed Management Arterial Roadways	Jurisdictions >10,000 People

Safer Users

The following recommendations aim to promote safe and responsible behaviors among road users and foster conditions that prioritize their safe arrival at their destinations.

	Name	Recommendation	Description / Justification	Timeline	Cost	Focus Area(s)	Applicable Communities
Legislative	Statewide Distracted Driving Legislation	Support state legislation that would ban and allow primary enforcement against hand-held cell phone use and text messaging for all drivers, electronic entertainment devices with video screens within the driver's view, and school bus drivers from text messaging or using electronic devices except in an emergency.	IHS-cited research showed that Oregon saw an 8% reduction in all crashes after enacting statewide distracted driving legislation, compared with other states that already had similar legislation during the same time period.	Long-term		Impairment & Inattention	States of Nebraska and Iowa
	Statewide Mandatory Safety Belt Use Legislation	Support state legislation that would adopt and enforce primary safety belt use laws that apply to all occupants in all seating positions.	Nebraska currently has a secondary enforcement seat belt law, meaning that a driver can only be cited for not wearing a seat belt if pulled over for another violation. Nebraska's seat belt usage rate of 77% is among the lowest in the country. In contrast, Iowa has primary enforcement of seat belt law, and its seat belt usage rate is almost 96%, one of the country's highest rates. The national average is 92%. Primary seat belt laws are a very effective countermeasure to increase seat belt usage and decrease the severity of traffic crashes. In the event of a crash, being properly restrained reduces the risk of injury by 50% and death by up to 65%.	Long-term		Occupant Protection	State of Nebraska
	Statewide Primary Enforcement Motorcycle Helmet Legislation	Support state legislation that requires the use of DOT-certified helmets by motorcycle riders of all ages. This law should be a primary offense.	Motorcycle helmet usage is the best way to decrease fatal motorcycle crashes. Un-helmeted riders are 14 times more likely to be killed or seriously injured in a crash in the MAPA region. Nebraska and Iowa do not require motorcyclists over the age of 18 to wear helmets.	Long-term		Motorcyclists Occupant Protection	States of Nebraska and Iowa
	Statewide Motorcycle Training Legislation	Support state legislation that requires motorcycle operator training for minors, novices, and re-entry riders by qualified instructors.	Motorcyclists are 220 times over-represented in fatal and serious injury crashes compared to other modes of travel in the MAPA region. Comprehensive training equips riders with critical skills and knowledge, promoting safer riding behaviors and better hazard perception.	Long-term		Motorcyclists Occupant Protection	States of Nebraska and Iowa
	Statewide .05% BAC Limit Legislation	Support laws setting the Blood Alcohol Content (BAC) level for driving under the influence (DUI) at .05% for drivers not already covered by stricter standards.	FHWA, NHTSA, and other leading safety organizations recommend .05% BAC as the BAC limit for DUI enforcement. After Utah lowered its limit from 0.08% to 0.05%, the fatal crash rate dropped by 19.8% in 2019, the first year under the lower legal limit.	Long-term		Impairment & Inattention	States of Nebraska and Iowa

Safer Vehicles

These recommendations focus on updating agencies' vehicle fleets to incorporate features that help to avoid or reduce the severity of crashes, as well as training programs for drivers and supporting the use of public transit.

Name	Recommendation	Description / Justification	Timeline	Cost	Focus Area(s)	Applicable Communities
Support Transit Use Expansion	Local jurisdictions should support transit ridership by ensuring that all street improvement projects located along or intersecting with a bus route incorporate transit stop improvements as well as first-and-last mile connection improvements (integration with sidewalks, bike lanes, and pedestrian crossings). Projects should also consider ways to enhance transit operations and travel times through strategies such as transit signal priority (TSP) or dedicated bus lanes.	Public transit is the safest form of transportation, and increasing transit use correlates with reductions in fatal and serious injury crashes. To fully support the goals of the CSAP, it is essential to make strategic investments in first-mile/last-mile pedestrian infrastructure connections to transit stops and to improve bus service quality and operations. By creating these integrated transportation networks, more individuals will choose public transportation as a safe and convenient mode of travel.	Ongoing	\$\$	Pedestrians & Bicyclists Arterial Roadways	Jurisdictions with transit service
Vehicle Fleet Safety Training	Develop and enforce comprehensive safety policies for all municipal vehicle operators. These policies should include regular training on safe driving practices, routine vehicle maintenance checks, and monitoring systems to track driver behavior.	Training programs for fleet vehicle drivers can lead to significant cost savings by decreasing accident-related expenses, enhancing operational efficiency, and promoting a safety culture within the fleet.	Short-term	\$	Safer Vehicles Occupant Protection	All
Update Vehicle Procurement Standards	Establish procurement policies that prioritize vehicles equipped with advanced safety features, such as automatic emergency braking, lane departure warnings, and improved visibility for drivers.	Up-to-date vehicle safety standards ensure that new fleet vehicles adhere to the highest safety standards and protect drivers who are choosing to serve the public.	Short-term	\$	Safer Vehicles Occupant Protection	All
Intelligent Speed Assistance (ISA) in Fleet Vehicles	Implement Intelligent Speed Assistance (ISA) technology in fleet vehicles to enhance compliance with speed limits and reduce the incidence of speeding-related crashes. This proactive measure promotes safer driving behaviors, saves lives, and reduces jurisdiction liability.	Intelligent Speed Assistance (ISA) is vehicle technology that helps drivers adhere to posted speed limits by using GPS data to provide alerts or actively control the vehicle's speed to prevent speeding. As of 2024, the NTSB recommends requiring ISA technology in all new cars. NYC's ISA pilot program showed that fleet operators complied with speed limits 99% of the time and reduced instances of hard braking by 36%.	Long-term	\$	Safer Vehicles Speed Management	All
Automatic Crash Notification (ACN)	Require or incentivize the use of in-vehicle telematics systems or personal device applications to alert emergency services automatically after a crash. Coordination should be done with both public agencies and private employers.	NHTSA-cited research shows that Automatic Crash Notification (ACN) can potentially reduce roadway fatalities by 1.5% to 2.0%. ACN systems can significantly reduce emergency response times by immediately alerting services after a crash, providing precise location data, and potentially transmitting information about the severity of the incident. ACN is especially effective in rural areas.	Long-term	\$\$	Safer Vehicles Post-crash Care	All

Data, Transparency, and Accountability

The data, transparency, and accountability recommendations aim to establish a framework for tracking progress, fostering public trust, and ensuring data-driven decision-making in achieving the goals of this action plan.

Name	Recommendation	Description / Justification	Timeline	Cost	Applicable Communities
Crash Data Collection Training	Develop a training program for law enforcement officers to ensure accurate and consistent reporting of crash details. Coordination should include education on how engineers and planners use crash reports and reconcile what level of effort is needed.	Ensuring accurate and consistent reporting of crash details is crucial, as inaccuracies can significantly impede traffic safety analysis, slow the development of effective countermeasures, and result in ineffective policy decisions.	Short-term	\$	MAPA
Progress to Zero Report	Develop an annual Progress to Zero report that reports on progress toward the CSAP goals and metrics. The report should be based on regular updates to the High Priority Network (HPN) Tool and safety metrics. The report should be posted online and be available to the public.	Evidence-based safety analysis is an ongoing activity in communities proactively working toward zero fatalities and serious injuries. MAPA can support progress monitoring and streamlined safety analysis by regularly updating its HPN tool and coordinating improvements to its input data sources. This will allow the HPN to be the primary source of reporting progress to zero fatalities and serious injuries.	Ongoing	\$	MAPA
Work Zone Data Collection	Coordinate with state and local jurisdictions to establish a framework for collecting consistent and accurate data on work zone locations, setup type, contractor presence, mobile or permanent, time period, etc.	Approximately 3% of the fatal and serious injury crashes in the region from 2018-2022 were noted as work zone-related. Construction workers and road maintenance personnel are highly vulnerable in work zones, where traffic often moves nearby.	Long-term	\$	MAPA
Standardized Data Schema	Coordinate the format with NDOT for future NDOT Crash Data submissions to be standardized to avoid recurring schema changes, such as from pre-2021 to post-2021 NDOT crash data.	Modifying the HPN analysis code for NDOT data schema changes is inefficient and prone to errors. These changes can impact application functionality, cause bugs, and affect user experience. A standardized data schema is needed to ensure consistent data, streamline analysis, and maintain code integrity.	Short-term	\$	MAPA
LRS and MIRE Improvements	Support the continued development of the roadway network to incorporate a Linear Referencing System (LRS) and Minimum Inventory of Roadway Elements (MIRE),	These systems would enhance data quality, improve analysis capabilities, and support future-proof data management. The Highway Performance Monitoring System (HPMS) contains minimal characteristics and should be the primary dataset in the future for ease of conflation.	Ongoing	\$	MAPA

Safety Metrics

The list below is a selection of metrics based on the recommendations and the goals for many, which are tied to the high-priority network or prioritized projects. Safety metrics were created to track the MAPA region's and communities' progress in implementing recommendations. Crash fatalities and serious injuries are lagging indicators, whereas these measures can be monitored in real-time and provide tangible targets to meet. All goals and rates are for the MAPA Region as a whole but are intended to be measured at the jurisdiction level.

	Metric	Goal	Rate (per year)
Infrastructure	Miles of 4-lane Undivided Roadway	Eliminate by 2040, prioritize High Priority Network	2.5 miles per year
	Total Traffic Signals	25% reduction by 2040, prioritize High Priority Network	8 signals per year
	Systemic Traffic Signal Upgrades	100% of Prioritized Project locations by 2040	35 signals per year
	Shoulders on Rural Roadways	100% of Prioritized Project locations by 2040	■
	Curve Delineation Modifications	100% of Prioritized Project locations by 2040	■
	Neighborhood Traffic Calming Installations	750 traffic calming installations by 2040, prioritize High Priority Network	50 installations per year
	Miles of Active Mobility Facilities Constructed	75 miles of new facilities by 2040, prioritize High Priority Network	5 miles per year
Planning	Jurisdictions with Complete Streets Design Standards <10 years old	100% by 2030	2 jurisdictions adopt or update per year
	Jurisdictions with Active Mobility Plan <10 years old	100% by 2030	2 jurisdictions adopt or update per year
	Jurisdictions with Traffic Calming Policy <10 years old	100% by 2030	2 jurisdictions adopt or update per year
	Schools with Safe Routes to School Plan <10 years old	50% of Schools on High Priority Network by 2030	■ schools adopt or update per year
	Jurisdictions with Traffic Impact Study Guidance <10 years old	100% by 2030	2 jurisdictions adopt or update per year
Legislative	Statewide Primary Seatbelt Law	Pass by 2030	-
	BAC Limit Lowered to 0.05	Pass by 2030	-
	Red-light Running & Speed Safety Cameras	Pass by 2030, prioritize High Injury Network & Intersections	-
	Statewide Primary Handheld Device Law	Pass by 2040	-
	Statewide Motorcycle Helmet Law	Pass by 2030	-
Behavioral	Local Traffic Safety Enforcement Efforts	Increase funding by 30% by 2040	2% increase in traffic enforcement funding per year
	MAPA Driver Education Engagements	Establish a driver education program by 2030, prioritized engagements in Transportation Disadvantage Communities	Conduct 24 driver education engagements per year
	MAPA Traffic Safety Marketing	Establish marketing fund & structure by 2030	Allocate \$200k to traffic safety marketing per year

Next Steps

Ongoing Engagement Activities:

- ~~Focus Group Meetings~~
- Community Meetings
- One-on-One Meetings
- Open Houses
 - **Tues., 2/18:** UNO Engagement Center
 - **Thurs., 2/20:** Miller Park Pavilion
 - **Tues., 2/25:** Council Bluffs Library
 - **Thurs., 2/27:** Meadows Comm. Center

- ~~Draft Prioritized Implementation Plan (early Dec. 2024)~~
- ~~Draft Recommendations (late Dec. 2024)~~
- First Draft of Safety Action Plan (late-January 2025)
- MOUs for Review (mid-February 2025)
- Public Open Houses (late-February 2025)
- Final Safety Action Plan (March 2025)

Questions?

