



APPENDIX A

PLAN & POLICY REVIEW



TABLE OF CONTENTS

- Introduction1**
- Planning Frameworks: Safe System Approach & Vision Zero1**
- Plan and Policy Review Process3**
- Plans Reviewed3**
- Framework for Policy Scan3**
- Incorporating Findings into the Safety Plan Action Steps.....4**
- Summary of Recommendations from Reviewed Plans 12**
- Viva Laredo Comprehensive Plan (2017)12**
- Overview 12
- Introduction and Plan Visions 12
- Chapter 4: Mobility 13
- Future Thoroughfare Plan (2023)15**
- Overview 15
- Laredo & Webb County Active Transportation Plan16**
- Overview 16
- Recommendations 16
- Key Corridor 16
- Project Recommendation 16
- Network Recommendations 17
- Strategies to Facilitate Implementation (pg 107) 17
- Complete Streets Policy Actions 17
- Laredo Downtown Master Plan.....19**
- Vision Statement 19
- Vision 3: Transportation 19
- Chapter 6: Implementation..... 19
- Downtown Laredo Parking Study.....20**
- Recommendations 20
- Rio Grande Vega Trail Master Plan.....21**
- Guiding Principles..... 21
- Laredo Active Living Plan.....21**
- Priority Area - Physical Activity 21
- Laredo International Bridge System Master Plan22**
- Section IV: Development of Options..... 22
- Metropolitan Transportation Plan22**

Integrating Project Improvements 22

Table 10-6: Alignment of Goals and Objectives with Project Evaluation Groups 22

Recommended Projects 23

Unified Planning Work Programs 24

 Subtask 1.2 – Professional Development, Travel and Training 24

 Subtask 2.1 - General Data Administration 24

 Subtask 3.2 - Planning Assistance 24

 Subtask 3.3 - Complete Streets Set-Aside 24

 Subtask 4.2 - 2025-2050 MTP Update 24

 Subtask 5.4 - World Trade Bridge and Freight Mobility Impacts Study 24

Transport Improvement Programs (TIP) 25

 XI. Federal Highway Non-Grouped Projects and Financial Summary 25

 X. Grouped Statewide Projects 25

Public Participation Plan 26

 Revisions to Planning & Program Documents 26

 Communication Process 26

 Public Involvement Tools / Methods 26

Congestion Management Process 26

 What is the CMP Network? 26

 What Congestion Mitigation Strategies Are Available? 26

North Laredo-Webb County Transportation Planning Study..... 26

Urban Mobility Report (TTI) 27

Texas Most Congested Roadways 27

MPO TIP PMs 28

Laredo District Strategic Highway Safety Plan 2023-2027 29

 LAR-SHSP Emphasis Areas: 29

 Identification of Safety Projects – Engineering and Evaluation (pg 67-114): 29

 Appendix A: Strategies and Implementation Action Plan by Emphasis Area 29

LIST OF TABLES

Table 1: Core Elements of Vision Zero Communities	2
Table 2: Summary of Actions Reviewed Documents.....	5
Table 3: Plan and Policy Review: Opportunity Assessment	6
Table 4: Plan and Policy Review: Barrier Assessment	9
Table 5: Typical Characteristics by Roadway Type, Viva Laredo Comprehensive Plan	15

Introduction

The following memo is a Plan and Policy Review (PPR) and summary of relevant documents to inform the Vision Zero Webb Laredo Safety Action Plan (SAP). This memo is intended to assess documents that have contributed to street designs or management within the City of Laredo and Webb County area, identify roadways or projects that may overlap with the plan's High Injury Network, identify opportunities for implementing the Safe System Approach, and inform final recommendations within the SAP. This memo will highlight opportunities or barriers to safety, policies to leverage, and places for the city and county's current plans and policies to inform the SAP final recommendations.

Planning Frameworks: Safe System Approach & Vision Zero

The Safe System Approach is a safety framework that underlies many contemporary safety programs, including Vision Zero efforts and the National Road Safety Strategy. The Safe System Approach identifies data-driven, proactive solutions to eliminate fatal and serious injury crashes by addressing safe roads, safe speeds, safe road users, safe vehicles, and post-crash care; actions that build safer roads, encourage safer speeds, or influence road users are most practical for local plans.

Additionally, the Safe System Approach incorporates six principles that can inform local plans:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Beyond the Safe System Approach, the Vision Zero Network has defined ten elements of "Vision Zero Communities" that help shape proactive, equity-centered, and accountable efforts toward eliminating fatal and serious injury crashes:

Table 1: Core Elements of Vision Zero Communities¹

General Strategy	Strategy Details
Leadership and Commitment	
Public, High-Level, and Ongoing Commitment	Key elected officials and leaders within public agencies, including transportation, public health, and police, commit to the goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource sharing efforts.
Authentic Engagement	Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.
Strategic Planning	A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.
Project Delivery	Decision-makers and system designers advance projects and policies for safe, equitable multimodal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.
Safe Roads and Safe Speeds	
Complete Streets for All	Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.
Context-Appropriate Speeds	Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.
Data-Driven Approach, Transparency, and Accountability	
Equity-Focused Analysis and Program	Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.
Proactive, Systemic Planning	A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.
Responsive, Hot Spot Planning	A map of the community’s fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.
Comprehensive Evaluation and Adjustments	Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

¹ Vision Zero Network. “Core Elements for Vision Zero Communities.” Accessed November 2023: https://visionzeronetwork.org/wp-content/uploads/2022/07/Vision_Zero_Core_Elements.pdf

Plan and Policy Review Process

This Plan and Policy Review follows the following steps for a wide range of documents identified by the planning team and project sponsor:

1. Identify relevant plan, policies, and procedures.
2. Establish framework for policy scan review.
3. Review identified documents for key opportunities or barriers to advancing safer outcomes.
4. Assess policy scan summary & incorporate findings into Action Plan.

Plans Reviewed²

- **City of Laredo:**
 - Comprehensive Plan
 - Future Thoroughfare Plan
 - Active Transportation Plan
 - Downtown Master Plan
 - Downtown Laredo Parking Study
 - Rio Grande Vega Trail Master Plan – Zacate Creek to Chacon Creek
 - Laredo Active Living Plan
 - Laredo International Bridge System Master Plan
- **Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO)**
 - Metropolitan Transportation Plan
 - Unified Planning Work Programs
 - Transport Improvement Programs (TIP)
 - Public Participation Plan
 - Congestion Management Process
 - MPO Performance measures
- **Other Sources:**
 - North Laredo-Webb County Transportation Planning Study
 - Urban Mobility Report (TTI)
 - Texas Most Congested Roadways
 - Laredo District Strategic Highway Safety Plan 2023-2027

Framework for Policy Scan

- **Name of document**
- **Description** – short, one to three sentence description of the purpose of the document.
- **Elements for SAP:**
 - **Safety Vision, Goals, and Policies** – documentation of what is intended to be achieved with transportation safety and supporting guidance, rules and procedures to achieve it.
 - **Safety Data and Analysis** – documentation of any existing safety data and analysis or known challenges (if any).
 - **Countermeasures** – documentation of proposed or programmed safety solutions to address key needs.
- **Barriers** to Reaching Zero Serious Injuries and Fatalities
- **Opportunities** to Address Barriers

² Report documents that did not contain actionable recommendations were reviewed but not included within this Plan and Policy Review document, including: Texas Urban Mobility Plan: Breaking the Gridlock.

Incorporating Findings into the Safety Plan Action Steps

Findings from the policy scan assessment are intended to document work being done within the Webb-Laredo region, identify themes or actions to discuss with stakeholders throughout the planning process, and inform recommendations within the final Safety Action Plan. The project team will work with stakeholders to refine any identified barriers and opportunities and determine what is most appropriate as an Action Item or for inclusion in the final Safety Action Plan.

Stakeholders can help advance safety practices by updating agency goals to prioritize Vision Zero, achieving existing safety goals, pursuing key project opportunities, addressing structural barriers to Vision Zero, and integrating potential solutions into future revisions of documents. Open communication and collaboration, shared data and research, ongoing trainings or staff workshops, and published plans or guides can help support local and regional efforts.

Table 2: Summary of Actions Reviewed Documents

	Safety Vision or Goals	Safety Actions	Safety Data	Roadway Design Policy	Projects or Priority Corridors	Funding
Viva Laredo Comprehensive Plan	✓	✓	✓		✓	
Future Thoroughfare Plan				✓	✓	
Active Transportation Plan		✓	✓	✓	✓	
Downtown Master Plan	✓	✓				
Downtown Laredo Parking Study		✓				
Rio Grande Vega Trail Master Plan		✓		✓	✓	
Laredo Active Living Plan		✓				
Laredo International Bridge System Master Plan					✓	
Metropolitan Transportation Plan	✓	✓	✓		✓	✓
Unified Planning Work Programs	✓	✓			✓	✓
Transport Improvement Programs (TIP)					✓	✓
Public Participation Plan		✓				
Congestion Management Process				✓	✓	✓
MPO Performance measures	✓		✓			
North Laredo-Webb County Transportation Planning Study						
Urban Mobility Report (TTI)			✓		✓	
Texas Most Congested Roadways					✓	
Texas Urban Mobility Plan: Breaking the Gridlock			✓		✓	
Laredo District Strategic Highway Safety Plan		✓	✓		✓	

Table 3: Plan and Policy Review: Opportunity Assessment

Document	Description	Opportunity	Responsible Agency
Viva Laredo Comprehensive Plan	Bold vision with a wide range of actionable policies for the City, including Mobility, Land Use, and Urban Design	Wide range of plan policies that should be incorporated or referenced as actions into specific SAP actions.	City of Laredo
Future Thoroughfare Plan	Establishes a city network of continuous routes for local mobility; identifies arterials and collectors using a functional classification system based on the intended network function.	Future Thoroughfares maps will determine how and where major roadways are located, connected, and designed. See also: Viva Laredo CP, pg 4.54-4.76, especially “Matrix of Updated Functional Class Characteristics” (pg 4.56)	City of Laredo
Active Transportation Plan	Strategic document to provide direction on policies, programs, and practices that create a safe, accessible, and convenient community for walking, bicycling, and active travel.	Identifies safety data, key locations, and specific project recommendations that need to be referenced against HIN. Has specific recommendations to integrate or reference within SAP actions.	City of Laredo
Downtown Master Plan	Multifaceted vision of increasing Downtown Laredo’s economic vitality, enhancing historic character, reconstructing a sustainable infrastructure, and repositioning Downtown as the cultural center of the border metropolis.	<u>Transportation Vision</u> : Complete Street and transportation system for various modes to move people safely and expeditiously. Has specific recommendations for downtown streets, bridges, and countermeasures. Has specific implementation projects.	City of Laredo
Downtown Laredo Parking Study	Provides downtown stakeholders and the community with strategies to address, improve, and manage parking downtown.	Has specific recommendations for downtown parking and curbside management, especially #6 / “Park Once” to enhance the pedestrian realm.	City of Laredo
Rio Grande Vega Trail Master Plan	Predesign concept report to provide the City of Laredo with information for developing a hike and bike trail along the riverbanks of the majestic Rio Grande River.	Rio-Grande Vega Trail presents a unique opportunity for safe, comfortable, off-street active transportation.	City of Laredo
Laredo Active Living Plan	Plan to promote nutrition, physical activity, and prevention for individuals and families, within institutions and organizations, and through public policy and environmental change	Recognizes that safe roads are crucial to support healthy and active lifestyles. Uses ped-bike infrastructure and traffic calming to make it safer and more convenient for active commuters to reach their destinations. Specific actions for reference in SAP.	City of Laredo

APPENDIX A: PLAN AND POLICY REVIEW

Document	Description	Opportunity	Responsible Agency
Laredo International Bridge System Master Plan	Plan to optimize the existing Webb County port of entry (POE) system by reducing waiting times through expansions, conversions, and/or upgrades to maximize crossings.	Specific project recommendations and scenarios that need to be compared against systemic risk, HIN, and SAP data for consistency.	City of Laredo
Metropolitan Transportation Plan	Comprehensive, multimodal transportation plan that guides transportation improvements and investments in the Laredo region for 25 years (2020-2045)	Has wide ranging impacts on safety, including data analysis, regional visioning, funding, and project coordination. Identifies policies, programs, and projects for each mode of travel.	LWCAMPO
Unified Planning Work Programs	Formal scope that coordinates and identifies the continuing, cooperative, and comprehensive transportation planning process for Laredo, Texas and portions of Webb County.	Important work program for supporting MPO safety work. Specific programs, funding, and policies that should be referenced within SAP actions.	LWCAMPO
Transport Improvement Programs (TIP)	TIP includes capital and non-capital surface transportation projects within the boundaries of the LWCAMPO area	Defines state and federal funding amounts, priorities, and projects within the MPO area. Must be compared against HIN and systemic funding data to ensure more projects incorporate proven safety countermeasures and are located on high-risk roadways.	LWCAMPO
Public Participation Plan	Guide for MPO and staff to facilitate communication and consultation between the agencies making decisions and the communities affected by those decisions.	Supports equitable, timely, and authentic engagement – any safety decision and all projects should undergo rigorous public screening and input.	LWCAMPO
Congestion Management Process (CMP)	Process document to help guide decisions around congestion management, performance measures, funding, and strategies.	CMP network should be examined against HIN. Traffic safety data included for non-reoccurring congestion may be useful for SAP but is likely very limited in scope. Specific recommendations for Traffic Demand Management (TDM), transit, road capacity design strategies (but few safety measures).	LWCAMPO
MPO Performance measures	Federally-designated performance measures help apply key information and data to make investment and policy decisions and to help achieve national performance goals.	Use data analysis and data-informed policies to help make meaningful annual reductions in safety trends.	LWCAMPO
North Laredo-Webb County Transportation Planning Study	Planning assessment of mobility conditions in North Laredo.	Recommendations for multimodal safety improvements through different project types and stakeholder outreach that should be referenced in SAP actions.	WC-CL RMA

Document	Description	Opportunity	Responsible Agency
Urban Mobility Report (TTI)	Report developed and sponsored by TxDOT and National Institute of Congestion Reduction.	Useful data for assessing congestion costs, impacts, and priorities within Laredo region. Specific segments that can be referenced against HIN and systemic risk analysis.	TxDOT
Texas Most Congested Roadways	TTI-derived report (spreadsheet) of Texas' most congested roadways.	Roadway segments (listed by endpoints) need to be compared against HIN network and systemic risk analysis.	TxDOT
Laredo District Strategic Highway Safety Plan 2023-2027	An important document for safety analysis and project recommendations, but few substantive goals or objectives for assessing long-term vision.	Extensive data analysis that can be used to inform SAP crash data and compare against local and regional objectives. Extensive list (appendix A) of emphasis area strategies that can be incorporated into SAP recommendations and action items.	TxDOT

Table 4: Plan and Policy Review: Barrier Assessment

Document	Barrier	SAP Actions	Responsible Agency
Viva Laredo Comprehensive Plan	Bold vision, will require long-term consistency to implement	Wide range of mobility, land use, economic development, urban design, and health actions to incorporate into Laredo SAP.	City of Laredo
Future Thoroughfare Plan	Emphasis on faster-speed arterial roadways needs to be balanced with routine incorporation of proven safety countermeasures and multimodal facilities.	Compare HIN against future thoroughfares and determine routine countermeasures to offset systemic risks and roadways for specific safety investments. Ensure that typical sections are all multimodal, “complete” streets that are responsive to adjacent land use contexts.	City of Laredo
Active Transportation Plan	The plan recommends 40.3 miles of bicycle projects totaling \$15-20 million; that project list needs to be compared against available funding streams and examined for progress towards implementation. Complete Street policy is recommended but not adopted.	Needs to examine the Future Bicycle Network, Future Pedestrian Network, Prioritized Bicycle Projects against the HIN. Evaluate progress towards implementing the Active Transportation Plan, identify funding streams for implementing the plan, and examine typical sections for consistency with Proven Safety Countermeasures. Implement “Complete Street” policy recommendations.	City of Laredo
Downtown Master Plan	Large, development focused plan. Good support for transit, multimodal networks, and downtown investments. Should be examined against urban development best practices.	Downtown maps need to be compared against HIN for consistency. Large investment projects should be considered for their impacts on downtown streets. Compare maps against City comprehensive and active transportation plans for consistency.	City of Laredo
Downtown Laredo Parking Study	Increased parking can be supportive of downtown businesses but detrimental to downtown land uses and streetscapes. Parking demand needs to be managed and parking facilities complementary to downtown land uses and curbside areas.	Evaluate parking and TDM measures as specific curbside management strategies for improving multimodal and pedestrian access.	City of Laredo
Rio Grande Vega Trail Master Plan	The Plan discusses safety in terms of signage and trail etiquette but not in regard to safety from vehicles.	Needs additional elements to address area safety or safe crossings; Need to be compared against Laredo SAP HIN or systemic risks.	City of Laredo

Document	Barrier	SAP Actions	Responsible Agency
Laredo Active Living Plan	Only recommendations from a mayor’s council, no binding policies or concrete recommendations.	Useful reference for active transportation policies and strategies in the city. Reference “Transportation, Land Use, Community Design” recommendations on pages 21-22.	City of Laredo
Laredo International Bridge System Master Plan	Specific project recommendations and scenarios need to be compared against systemic risk, HIN, and SAP data for consistency.	Ensure that bridge crossings, especially for pedestrians, are optimized and surrounding roadway conditions or land uses emphasize safety, especially with area freight traffic.	City of Laredo
Metropolitan Transportation Plan	Regional priorities may lean towards mobility, congestion mitigation, statewide highway priorities, or marginal decreases in safer outcomes.	Focus on aligning regional priorities with zero KSI crashes, build on regional collaboration to support City of Laredo and multimodal areas, integrate suburban Complete Street and trail designs into funded projects	LWCAMPO
Unified Planning Work Programs	Defines what staff can or cannot work on for regional outcomes over any calendar year. Limitations on staffing or funding can have a detrimental impact on agency performance.	Ensure that staffing, funding, and program allocation are adequate and consistent across the life of the SAP. Ensure coordination between MPO, local, state, and federal staff.	LWCAMPO
Transport Improvement Programs (TIP)	Defines funding amounts and projects for the MPO region, including local governments and state partners.	Ensure safety projects are adequately weighted, safe designs are required for funding, HIN is utilized in project selection, and projects are given adequate oversight throughout planning, design, and implementation.	LWCAMPO
Public Participation Plan	Neutral on specific policy outcomes or objectives.	Should develop safety messaging campaign or public-facing educational toolkit to help inform how decisions are made; what data is used for decisions, and options and tradeoffs for safety investments.	LWCAMPO
Congestion Management Process	There is always an interplay between safety and congestion management. Adverse safety effects of congestion management and opportunities to implement safety projects with mobility improvements.	Ensure that safety is always prioritized first over mobility or congestion management decisions. Ensure that safety countermeasures are routinely incorporated within roadway project designs.	LWCAMPO
MPO Performance Measures (PM)	<u>Current Safety PM Goal:</u> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Make zero the official MPO target and use reasonable annual reductions in safety targets to help support multi-year achievement and prioritize safety decisions.	LWCAMPO

APPENDIX A: PLAN AND POLICY REVIEW

Document	Barrier	SAP Actions	Responsible Agency
North Laredo-Webb County Transportation Planning Study	A valuable study needing further implementation.	Specific projects that can be integrated into SAP recommendations and compared against the HIN for additional reference.	WC-CL RMA
Urban Mobility Report (TTI)	TTI is a challenging metric for making safety improvements that maximizes speed, roadway size, and congestion as a priority factor.	TTI scores need to be downplayed in SAP and safety studies, ensuring that safety is a priority factor for making decisions.	TxDOT
Texas Most Congested Roadways	TTI-derived scores do not support safety improvements by maximizing speed, roadway size, and congestion as a priority factor.	TTI scores need to be downplayed in SAP and safety studies. Compare TTI-priority corridors against HIN.	TxDOT
Laredo District Strategic Highway Safety Plan, 2023-2027	Few substantive goals or objectives for assessing long-term vision. The data included is useful but cumbersome to assess and has some recommendations for road widening or capacity improvement.	Needs to compare against the HIN, SAP emphasis areas (especially intersections, pedestrians, etc.), and incorporation of DOT project recommendations for Webb County.	TxDOT

Summary of Recommendations from Reviewed Plans

Viva Laredo Comprehensive Plan (2017)

Overview

The city's comprehensive plan provides the basis for public policy in Laredo regarding physical and economic development. Viva Laredo establishes priorities for public-sector action while at the same time providing direction for complementary private-sector decisions.

The city's comprehensive plan is built from twelve chapters:

1. Introduction (including plan Visions)
2. Land Use Patterns
3. Downtown, Inner City Revitalization, and Historic Preservation
4. Urban Design
5. Mobility
6. Housing
7. Sustainability
8. Health
9. Parks
10. Economic Development
11. Education, Arts & Culture
12. Global Initiatives
13. Implementation

Each chapter is divided into four sections:

- Existing Conditions
- Community Concerns
- Strategies
- Goals and Policies

Several chapters have the most relevance for the Laredo Safety Action Plan: Plan Visions; Mobility; Land Use Patterns; Urban Design; Downtown & Inner City Revitalization; Sustainability; and Health. The recommendations in this PPR primarily focus on Mobility.

Introduction and Plan Visions

The plan visions and goals outline key areas for safety improvements, creating multimodal facilities, and building Complete Streets. These plan visions set up a strong foundation for safety improvements:

- **Plan Vision: Create Attractive, Walkable Destinations:** Laredo should become a network of connected walkable mixed-use destinations. Walkable destinations are places where people want to spend time. They provide a reason to stop, not just drive by on your way somewhere else. One of the first considerations in achieving a walkable destination is to ensure that a mix of housing, retail, office space, civic institutions, and public open space are located within a five-minute walk of one another. The second step is to ensure that an interconnected street system binds these uses together, so that pedestrians can choose the most convenient path. Sidewalks should be wide to allow for pleasant strolling and outdoor dining while pedestrians are shaded by regularly-spaced street trees and awnings above shopfronts. Third, the streets that connect these various destinations must be designed for pedestrian use, with generous sidewalks, shade trees, protection from passing cars, and street-oriented buildings rather than parking lots.

- Plan Vision: Complete the Streets: Completing the streets means that streets should be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Rather than just defining a street from within its curbs, Complete Streets stretch farther out to incorporate the entire space between buildings which can include outdoor dining, street furniture, landscaping, art, and lighting, to name a few. Progressive transportation engineering understands the important role that the public right-of-way plays in moving and connecting people so communities can truly thrive. A roadway is not a place solely for cars to move efficiently. Complete Streets do not have a “one size fits all” approach. How a roadway fits into the overall network and the purposes it serves can change the function and makeup that the right-of-way should ultimately take. For Laredo, this means enabling modes of transportation besides just the personal vehicle. It begins with walkable streets which include wide, shaded sidewalks in walkable, well-lit destination areas including safe connections from neighborhoods to schools. Enhancing the bike infrastructure throughout the city on both off-road and on-road systems will make the city more livable and affordable for those who cannot afford to drive as well as provide recreation for those that want to bike recreationally.

Chapter 4: Mobility

Community Concerns

Expand Walkability & Mixed-Use Zoning

As with transit, residents strongly supported expanded walking for both utilitarian and recreational use. Nonmotorized transportation is highly valued in Laredo, whether for kids walking to school, safe walking and bicycling on major arterials, or access to transit. Residents indicated the improvement of neighborhood walkability. Providing more sidewalks in Southern Laredo was also advocated for by the community.

Strategies

Expand Walkability & Manage Congestion

- Active transportation & accessibility
- Walk Score
- Walking Distance
- Complete Streets
- Road Diets
- Speed Management
- Sidewalks
- Reimagined Frontage Roads

Bike Master Plan

- Bicycling Facilities
- Transportation & Land Use
- Bicycle Network Plan
- Bikeway Types

Public Transit Service

Manage Congestion

Future Thoroughfare Plan

Goals & Policies

A number of goals and policies within the Mobility Chapter are directly related to safety, multimodal travel, and Complete Streets:

- Land Use and Transportation Coordination Goal 4.1: Create a coordinated, efficient, and more affordable multimodal transportation system that supports, complements, and meets the needs of different types of places throughout the City.
- Complete Streets Goal 4.2: Laredo's thoroughfares will form a well-connected network of Complete Streets that support driving, walking, bicycling, and public transit.
- Street Conversions Goal 4.3: The City of Laredo will improve its thoroughfares over time as opportunities are found to increase transit service and improve connectivity, walkability, bikability, and economic benefits to surrounding areas.
- Improve Connectivity Goal 4.4: Reduce service disparities and achieve equitable access to all types of facilities and transportation modes.
- Future Thoroughfare Plan Goal 4.5: Implement the Future Thoroughfare Plan that integrates all major travel modes and carries out the goals and policies of Viva Laredo.
- Bicycle and Pedestrian Circulation Goal 4.6: Enhance and connect the bike and pedestrian circulation system throughout Laredo.
 - Policy 4.6.4: Where possible, and especially where pedestrians are prioritized, tools such as protected left turns, pedestrian head start, raised crosswalks, curb extensions, medians, pedestrian refuge islands or mid-block crossings, and restricted right turns on red should be used to improve pedestrian and bicycle movements and safety.
- Bike Plan Network Goal 4.7: Vigorously expand bicycle facilities throughout Laredo to create a full network of connected, safe, and attractive bikeways and supporting facilities for both transportation and recreation.
- Street Design, Complete Streets, and Age-friendly Design Goal 4.9: Ensure safety for users of all transportation modes, with attention to the most vulnerable users, including people with disabilities, those using mobility devices, the young, and the elderly.
- Transportation Safety, Traffic Calming, and Neighborhood Traffic Goal 4.10: Support a safe, multimodal transportation network for all users, and include consideration of traffic calming, bike and pedestrian crossings, and crash analysis.
 - Policy 4.10.1: Safe routes for motorists, transit riders, bicyclists, and pedestrians should be provided. The City should work with its partners to improve the multimodal system to enhance safe transportation options across modes.
 - Policy 4.10.2: Traffic calming measures should be incorporated into the design of new or retrofitted local and neighborhood streets, within schools and parks, and around pedestrian-oriented business areas. Pedestrian and bicyclists should have safe, convenient, well-marked means to cross streets.
- Public Transportation Goal 4.14: Make a Metro Transit Master Plan and turn it into the most used Citywide transit system in Texas.
 - Policy 4.14.6: The use of transit facilities should be encouraged through enhancing the bike and pedestrian network near transit stops and sufficient sidewalk infrastructure should be installed near all transit stops. Where necessary, enhancements to make sidewalks compliant with the Americans with Disabilities Act (ADA) should be prioritized.

Future Thoroughfare Plan (2023)

Overview

The City's Future Thoroughfare Plan ensures the future mobility network contains a reasonably dense network of continuous routes. The plan identifies arterials and collectors using a functional classification system based on the intended network function.

Page 5: Future Thoroughfare Plan

Pages 5-19: Existing Thoroughfare Plan and Proposed Thoroughfare Plan maps.

Table 5: Typical Characteristics by Roadway Type, Viva Laredo Comprehensive Plan

	Expressway	Multiway Boulevard	Principal Arterial	Minor Arterial	Collector	Industrial Collector	Local Streets
Typical Thoroughfare Characteristics							
Network Function	High-speed travel to regional destinations	Straight paths to distant destinations; blends faster moving travel with slower moving access lanes	Straight paths to distant destinations; connects to freeways	Continuous paths to intermediate destinations; Alternate routes for longer trips	Continuous paths to arterial network; allows local trips to avoid the arterial network	Continuous paths between primarily industrial areas and the arterial network	Access to local destinations; Slow travel speeds
Direct Route	Yes	Yes	Yes	Yes, may include minor destinations	Yes, may include deflections & minor jogs	Yes, may include deflections & minor jogs	No
Spacing	Not applicable	Occurs along most prominent principal arterials	1 mile	Mid-way between principal arterials	Between arterials	Between arterials	Not applicable
Maintenance	State	State or municipality	State or municipality	Municipality or county	Municipality or county	Municipality or county	Municipality or county
Transit	Express bus routes	High-capacity transit, option for dedicated bus lanes	High-capacity transit, option for dedicated bus lanes	Minor bus routes	Para-transit, occasional minor bus routes	Occasional minor bus routes and large vehicle capacity transit	None

See Design Cross Sections from Viva Laredo Comprehensive Plan (Pages 4.57 – 4.76)

Laredo & Webb County Active Transportation Plan

Overview

- The Laredo & Webb County Active Transportation Plan is a strategic document that provides direction on policies, programs, and practices to create a community that is safe, accessible, and convenient for walking, bicycling, and other forms of active travel (including for recreation).

Recommendations

- 1A: Improve connectivity and access to destinations by completing segments of existing trails and creating an interconnected network of trails to allow for regional mobility without obstructions.
- 1C: Connect mobility projects related to active transportation that are currently in-progress to the overall network; connect existing and proposed on-street bike facilities to off-street facilities.
- 2A: Perform a gap analysis of the existing sidewalk network and make strategic improvements based on an approved timeline and criteria.
- 2B: Prioritize safety, crosswalk, and ADA improvement along corridors within a ¼ mile buffer of schools, bus stops, major health facilities, parks, and recreation centers
- 2G: Create a program for neighborhood-initiated traffic calming improvements and tactical urbanism in collaboration with various City departments including Planning, Parks and Recreation, Traffic, and Public Works.
- 2D: Develop and adopt a local Complete Streets Policy focused on high activity corridors.
- 2H: Prioritize Redevelopment of San Bernardo Avenue into a Complete Street.
- 6A: Collaborate with partners to launch the Bicycle 101 safety education campaign for cyclists and drivers
- 6B: Improve data collection inventory to facilitate decision-making and prioritization and location of projects.
- 6C: Partner with schools to educate students about the benefits of active transportation and safety awareness.
- 6D: Promote Safe Routes to School activities in partnership with local schools.
- 6I: Provide resolutions for adoption to City of Laredo and the Laredo & Webb County Area MPO for recommended percentage of total budget to be spent on active transportation infrastructure (with separate allocations for each category) and incorporated into the Capital Improvement Plan (CIP) and Transportation Improvement Program (TIP).

Key Corridor

- The existing bike lane on San Bernardo does not provide the type of safety features and design criteria outlined in this Plan.

Project Recommendation

- Create a History and Culture Trail along San Bernardo. This would entail redeveloping the avenue by installing a shared use path to improve bicycle and pedestrian mobility, while providing space for parklets and parking.

Network Recommendations

- 4.1 Future Bicycle Network (pg 78)
- 4.2 Future Pedestrian Network (pg 84)
- Section 5.1 Project Prioritization & Timeline (pg 99-100)

Strategies to Facilitate Implementation (pg 107)

- Task proposed Active Transportation Subcommittee of the MPO with monitoring implementation progress
- Hold an annual Active Transportation summit bringing together MPO, City, and all relevant organizations to review progress on completion of this Plan and discuss new opportunities (see recommendation 6.G)
- Referencing of ATP on staff communications to City Council, MPO Technical and Policy Committees, and Planning Commission when applicable
- Produce an Annual Strategic Report
- Monitoring of performance measures
- Publish yearly list of projects on MPO website
- Continued engagement on social media; engagement at neighborhood level
- Ensuring future plans, developments, and code changes are aligned with Complete Street goals.
- Initiate pilot projects and tactical urbanism
- Create ATP Facility Selection Guide
- Utilize the Active Transportation Plan priorities when developing the CIP/TIP
- Strategically increase collaboration and shared responsibility between the Planning & Zoning Commission and Parks and Recreation Board in the review of development proposals and other planning activities to ensure provision of recommended bike facilities
- Partner with Parks Dept. to reach linear parks and greenways 2030 Target
- Collaboration on grant applications and leveraging of other grant funds

Complete Streets Policy Actions

- Make Complete Streets a priority of the proposed Active Transportation Sub-Committee, which will provide the guidelines and regulations of completing the streets.
- Create a Complete Streets handbook, which contains regulations, guidelines for completion of streets on the construction or reconstruction of the streets.
- Adopt design standards for the completion of streets, such as a Complete Streets matrix that provides the necessary compliance for street areas.
- Set minimal requirements for streets with compliance measures such as ADA measures, Texas Department of Transportation measures, etc. as well as sufficient use of multi-use purposes being accommodations of bicycles or pedestrian users.
- Develop performance-based measures to monitor Complete Streets performance and support improved data collection and evaluation.

- Adopt-a-street program such as initiating a group of volunteers to help maintain the greenery aspects of the streets and collaborate with local neighborhood groups.
- Make Complete Streets practices a routine part of everyday operations and procedures.
- Consideration of Complete Streets shall be integrated into capital improvement planning.
- Promote safer street designs at high-crash intersections as a way to reduce accidents and fatalities; target and fund Complete Streets projects at or near these intersections.
- Apply Complete Streets policy guidelines for new streets and major repairs of streets for projects that do not exceed a targeted cost; this includes reconstruction, retrofit, and resurfacing of existing streets.
- Require new developments to implement Complete Streets on roads that that provide access to trails and parks.

Laredo Downtown Master Plan

Vision Statement

- The overarching vision for Downtown Laredo is to serve as the economic, civic, social and cultural center for Laredoans and revive its legacy as a pan American destination for people and trade.

Vision 3: Transportation

- Make a complete street and transportation system for the efficient and coordinated movement of people, with streets that accept various modes and move people safely and expeditiously.
- 3.1 Convent Avenue Pedestrian Improvements
 - Determine the feasibility of eliminating curb parking along San Bernardo Avenue south of Lincoln Street to extend 2-way traffic to Zaragosa Street.
 - Construct a grade level crossing through the west switchyard by extending Hidalgo Street as a linkage to Laredo Community College.
- 3.4 Determine the feasibility of dedicated bike lanes for a north/south avenue and an east/west street that accommodates bicycle traffic through Downtown.
 - Convert Bridge 1 to exclusive use for pedestrians and public transit.

Chapter 6: Implementation

- Short term Projects
 - Street lighting improvements entire A&E District
 - San Bernardo Avenue conversion to 2-way traffic between Lincoln and Zaragosa
 - Sidewalk/streetscape/signage improvements
 - Street and Sidewalk Improvements (7 blocks Convent and 6 blocks Zaragosa)
- Transportation Projects
 - Convent Avenue Improvements: This is a recommended near to mid-term project to improve the sidewalk and pedestrian conditions. Closure of Convent to vehicular traffic was among several options discussed not a recommended project
 - Zaragosa Street Improvements: This project will be best coordinated with mid-term implementation of Bridge 1 port of entry facilities and the redevelopment of the Los Dos Laredos Riverfront Redevelopment project
 - Santa Maria Avenue Improvements: Santa Maria has been identified as a strategic linkage on the north side of Downtown and location to create a grade separation at the KCS rail line. This will require a near-term feasibility study to evaluate conditions and other possible option in coordination with the Downtown Transportation, Mobility and Access Study.
 - Hike & Bike Trail Network: Provision for expanding Laredo's multimodal activity and capacity is the basis for a circumferential trail that is largely routed through open space parks, and implemented in near, and midterm timelines.

Downtown Laredo Parking Study

Recommendations

1. Implement a Coordinated Rate Strategy for On-street and Off-street Parking Rates
2. Extend Hours of Enforcement to 9 PM Monday Through Saturday for Iturbide Street Zone
3. Improve Parking Wayfinding and Signage
4. Promote Parking Through Robust Marketing and Communications
5. Consider Launching a Mobile Parking App as a Customer Service Technology Enhancement
6. Enhance the Pedestrian Realm to Support a 'Park Once' Downtown District
 - By improving the pedestrian experience in the downtown, users are more apt to walk greater distances between their destination and parking areas.
 - To improve the pedestrian environment investments must be made to keep the streets safe and beautiful. Potential improvements include:
 - Maintaining clean sidewalks (pressure wash when needed)
 - Fixing cracks and concrete spalling
 - Consideration to adding street plantings and trees
 - Keeping sidewalks free and clear from overgrown vegetation
 - Consideration to adding sidewalk furniture including benches and wayfinding kiosks
 - Maintaining adequate lighting and security so that people feel safe walking on street across all hours of use
 - Other considerations include improved lighting and public safety for pedestrian corridors across evening and nighttime hours. This was a concern voiced for downtown nightlife users and ownership.
7. Promote Shared Use Parking Agreements Between the Public and Private Sectors
8. Explore the Potential for Transportation Demand Management Solutions Downtown
9. Consider Low Costs Options to Maximize Existing Parking Space Efficiency and Gain Additional Spaces in Needed Areas
10. Implement a Downtown Parking Advisory Committee

Rio Grande Vega Trail Master Plan

Guiding Principles

- #2 The Rio Grande Vega Trail will serve an array of users including commuters, families, bicyclists, walkers, joggers, wheelchairs, roller skaters, equestrians and other non-motorized activities as well as restricted access for motor vehicles associated with Border Patrol activities.
- #6 The Rio Grande Vega Trail should be readily accessible from neighborhoods, schools, businesses, activity centers, and transportation systems, regardless of income, age, physical ability, or location in the corridor.
- #8 Safety is an issue that must be addressed for the user and the adjacent property owners, residents and business operators along the Rio Grande Vega Trail. There must be effective user education and enforcement that treats bicycle, skate and pedestrian violations that endanger people or property very seriously
- #10 Wherever feasible, the Rio Grande Vega Trail should be grade-separated from street and rail traffic using safe underpasses and overpasses traversing the railroad, and high traffic routes. Where this is not feasible, safe at grade crossings should be provided.

Laredo Active Living Plan

Priority Area - Physical Activity

- The Laredo Active Living Mayor's Wellness Council will encourage the community to use active transportation as much as possible.
- The Laredo Active Living Mayor's Wellness Council will work with school districts to encourage students who attend schools within walking distance to walk to and from school if possible.
- The Laredo Active Living Mayor's Wellness Council will work with business partners to encourage employees that live within walking distance of their jobs to walk if possible.
- Promote the use of bicycling as a form of transportation as well as promote the importance of awareness and safety of bicyclists on the roads.
- The Laredo Active Living Mayor's Wellness Council will work with the City of Laredo Planning and Zoning Department to advocate for the development of bike trails in new developments.

Laredo International Bridge System Master Plan

Section IV: Development of Options

I. Safety Improvement (adding inside/outside shoulders) at MEX-2 Hwy between World Trade Bridge and Colombia Bridge

K. Laredo Outer Loop 2030-2035: Roadway facility that extends east of Laredo from the IH-35/SH 255 interchange in the north to the vicinity of the proposed Fifth Bridge crossing in the south, near the city of Rio Bravo. The loop aims at providing capacity and resiliency to the existing highway network in the county, in addition to planning for Laredo's future growth.

N. Gateway to the Americas International Bridge: Expansion of the Sidewalk

O. Intersection Improvements at Juarez-Lincoln International Bridge: This Alternative aim to improve the conditions for traffic exiting the Juarez-Lincoln International Bridge to alleviate the queues present at the up-stream roads leaving the facility caused by both traffic congestion and traffic signal delays.

R. New Bridge 4/5 2025–2040 with Laredo Outer Loop

S. Gateway to the Americas International Bridge: Pedestrian Only Crossing

The Gateway POE currently allows passenger vehicle and pedestrian border crossings. This alternative proposes that the Gateway POE would be exclusively for pedestrian crossings. The alternative aims to improve the Laredo downtown area to a more pedestrian friendly environment.

Metropolitan Transportation Plan

Integrating Project Improvements

The full list of identified projects was categorized into four major types of improvements based on project description and how projects related to goals and objectives of the MTP. They included:

- Reducing Conflicts
- Enhancing Capacity and Operations
- Providing New Roadways to Support Regional Mobility
- Integrating Multimodal Connectivity

Table 10-6: Alignment of Goals and Objectives with Project Evaluation Groups

- Goal 1: Provide a transportation network that is safe and secure for all transportation modes and all system users.
 - Reduce Conflicts
 - Multimodal
- Goal 2: Sustain the region's existing transportation assets and infrastructure over the planning horizon.
 - Capacity and Operations
- Goal 3: Promote an efficient network and system operations to maintain travel time reliability and reduce congestion in moving people and goods within and throughout the region.
 - Reduce Conflicts
 - Capacity and Operations
 - New Roadways

- Multimodal
- Goal 4: Foster continued economic vitality by providing an effective and efficient freight network and supporting access to jobs and major destinations in the region.
 - Reduce Conflicts
 - Capacity and Operations
 - New Roadways
- Goal 5: Develop an integrated and connected transportation network that encourages vibrant, affordable, and equitable communities.
 - Multimodal

Recommended Projects

- Table 10-7: Recommended Projects Eligible for TxDOT Category 2 and Category 7 Funds
- Table 10-8: Recommended Projects Eligible for TxDOT Category 9 Funds
- Table 10-11: Category 2 and Category 7 Programmed Projects
- Table 10-16: Illustrative Projects List

Unified Planning Work Programs

Subtask 1.2 – Professional Development, Travel and Training

- This activity supports staff development in the technical activities associated with the transportation planning process. The MPO may organize training sessions for the Policy Committee, the Technical Committee, the Active Transportation Committee, any sub-committees, and for local governments and participating agencies.

Subtask 2.1 - General Data Administration

- Sidewalk Gap Analysis: To identify existing gaps in the current sidewalk network to help local officials prioritize strategic improvements based on key criteria. The sidewalk gap analysis is a recommendation of the Laredo & Webb County Active Transportation Plan adopted by the City of Laredo in February 2021. This analysis will continue to collect data to develop an inventory of sidewalks and network gaps, the development of prioritization criteria for sidewalk improvements, and recommendations.

Subtask 3.2 - Planning Assistance

- This subtask will allow the MPO staff to provide planning assistance to entities within the MPO planning area boundary such as El Metro Transit, City of Laredo, Webb County, and City of Rio Bravo. This may include items such as data sharing, mapping, and general transportation planning activities.

Subtask 3.3 - Complete Streets Set-Aside

- The development of a local Complete Streets Set-Aside Policy will focus on the incorporation of specific language into MPO planning documents, including the TIP and MTP. It will provide recommendations for the design of transportation infrastructure to ensure the transportation network is equitable to all users. The MPO Staff will include Complete Streets related criteria into the scoring system for proposed projects.

Subtask 4.2 - 2025-2050 MTP Update

- MPO staff will coordinate the evaluation of RFQs submittals received from private firms to develop the 2025-2050 MTP update. The MTP study includes tasks that will be performed internally and some that will be done by consultants.

Subtask 5.4 - World Trade Bridge and Freight Mobility Impacts Study

- This study is intended to help assess the impacts of recent and proposed improvements to the World Trade Bridge, including the World Trade Bridge Expansion project.

Transport Improvement Programs (TIP)

XI. Federal Highway Non-Grouped Projects and Financial Summary

- 2023-2026 TIP locations of projects

X. Grouped Statewide Projects

- Safety Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications."
- Bicycle and Pedestrian Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.).

Public Participation Plan

Revisions to Planning & Program Documents

- As previously described, all primary planning documents are designated as “living” documents and, as such, are required to be updated periodically as well as undergo revisions as deemed necessary.

Communication Process

- All members of the notification database will be advised on periodic updates to planning documents, policies, and programs, public meetings, public appearances, announcement of public review and comment periods, and other information as deemed necessary. The LWCAMPO website will provide the contact information for interested parties to request to join, request for removal or request for updating of member information. The MPO shall maintain a database of those interested in receiving notifications of public meetings and/or public appearances.

Public Involvement Tools / Methods

- The public involvement process includes the methods, strategies, and techniques implemented via public outreach activities. Public involvement is an on-going and continuously progressing process that is adjusted based on the requirements of individual transportation planning programs as well as by the type of event. MPO staff is committed to developing the necessary tools to inform, engage, and foster an effective communication process via public outreach activities.

Congestion Management Process

What is the CMP Network?

The congestion management process will focus on the routes that make up the CMP network. Efforts to improve traffic conditions in the region will begin on the CMP network, and the level of congestion on the network will serve as a gauge for overall congestion in the area.

What Congestion Mitigation Strategies Are Available?

- Transportation Demand Management (TDM)
- Traffic Operational Improvements
- Public Transportation Strategies
- Road Capacity Strategies:
 - Constructing new HOV or HOT lanes
 - Removing bottlenecks
 - Intersection improvements
 - Center turn lanes
 - Overpasses or underpasses at congested intersections
 - Closing gaps in the street network
 - Add travel lanes on major freeways and streets (including truck climbing lanes on grades)

North Laredo-Webb County Transportation Planning Study

- Framework of the Study:
 - Purpose and Goals
- Study Background:

APPENDIX A: PLAN AND POLICY REVIEW

- Public and Stakeholder input
- Ongoing and Upcoming Projects
- Identifying Needs:
 - Network and Project-Level Needs
 - Physical Conditions of the Study Area
 - Safety and Mobility Considerations
- Exploring Solutions:
 - Roadway Solutions
 - Railroad/Interstate Grade-Separations
 - Traffic Management
 - Truck Parking
 - Multimodal Solutions
- Defining Projects (see PPR tracking spreadsheet)

Urban Mobility Report (TTI)

No specific actions.

Texas Most Congested Roadways

Most congested roadway tables for comparison against HIN (see PPR tracking spreadsheet).

MPO TIP PMs

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Performance Measure	2022 Statewide Target (Expressed as Five-Year 2018-2022 Average)
Total number of traffic related fatalities on all public roads	3,563
Rate of traffic related fatalities on all public roads per 100 million VMT	1.27
Total number of traffic related serious injuries on all public roads	16,677
Rate of traffic related serious injuries on all public roads per 100 million VMT	5.76
Total number of non-motorized fatalities and serious injuries on all public roads	2,367

The MPO adopts TxDOT’s safety performance targets within the metropolitan planning area boundary. The MPO supports the planning and programming of projects that contribute to the achievement of these targets.

For project selection, safety is one criterion where technical points are awarded based on the crash rate. Many projects adopted in the FY 2023-2026 TIP support achieving the targets established for safety. The MPO will monitor the established targets and report measurements to the Policy Committee.

Laredo District Strategic Highway Safety Plan 2023-2027

LAR-SHSP Emphasis Areas:

- Cyclist Safety
- Distracted Driving
- Fleeing Police
- Impaired Driving
- Intersection Safety
- Motorcycle Safety
- Older Road Users
- Pedestrian Safety
- Roadway and Lane Departures
- Speed Related
- Work Zones

Identification of Safety Projects – Engineering and Evaluation (pg 67-114):

- Selection of Candidate Safety Improvement Projects on On-System Roadway Segments.
- Selection of Candidate Safety Improvement Projects at Intersections.
- Selection of Candidate Safety Improvement Projects on Off-System Roads.
- Identification of On-System Segments where Crashes Have Increased Over Time.
- Identification of Intersections where Crashes Have Increased Over Time.
- Other Project Identification Strategies.

Appendix A: Strategies and Implementation Action Plan by Emphasis Area

Distracted Driving Emphasis Area

- Strategy #1 Utilize data and information to communicate the dangers of distracted driving to teens, their parents, employers, public officials, and others.
- Strategy #2 Improve and increase enforcement capabilities for addressing distracted driving.
- Strategy #3 Increase installation of engineering countermeasures known to reduce distracted driving.
- Strategy #4 Use technology to reduce distracted driving crashes, serious injuries, and fatalities.

Impaired Driving Emphasis Area

- Strategy #1 Increase education for all road users on the impact of impaired driving and its prevention.
- Strategy #2 Increase officer contacts with impaired drivers through regular traffic enforcement.

- Strategy #3 Increase data, training, and resources for law enforcement officers, prosecutors, toxicologists, judges, and community supervision personnel in the area of alcohol and/or other drugged-driving.

Intersection Safety Emphasis Area

- Strategy #1 Expand intersection safety practices through planning, design, and implementation.
- Strategy #2 Reduce intersection violations.

Older Road User Emphasis Area

- Strategy #1 Reduce wrong way crashes.
- Strategy #2 Design and operate roadways to meet the needs of older road users.
- Strategy #3 Implement effective methods and tools to prepare older road users to deal with the limitations brought on by the aging process.
- Strategy #4 Improve mobility options for older road users.
- Strategy #5 Implement methods to reduce injury severity among older road users.

Pedestrian Safety Emphasis Area

- Strategy #1 Improve driver and pedestrian safety awareness and behavior.
- Strategy #2 Reduce pedestrian crashes on urban arterials and local roadways.
- Strategy #3 Improve pedestrians' visibility at crossing locations.
- Strategy #4 Improve pedestrian networks.
- Strategy #5 Improve pedestrian involved crash reporting.
- Strategy #6 Establish vehicle operating speeds to decrease crash severity.
- Strategy #7 Develop strategic pedestrian safety plans tailored to local conditions.

Roadway And Lane Departures Emphasis Area

- Strategy #1 Keep vehicles from encroaching on the roadside or opposite lane.
- Strategy #2 Minimize the consequences of vehicles leaving the road.
- Strategy #3 Minimize the consequences of vehicles leaving the road.

Speed Related Emphasis Area

- Strategy #1 Establish a target speed limits and road characteristics to reduce speeding on state, county & local roadways.
- Strategy #2 Improve quality of crash data contributing factors related specifically to speed.
- Strategy #3 Leverage data to improve engineering, education, and enforcement.