



CENTRAL OHIO TRANSPORTATION SAFETY PLAN 2019

ACTION PLAN

This document was prepared by the Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., Columbus, OH 43215, 614-228-2663, with funding from the Ohio Department of Transportation. The contents of this report reflect the views of MORPC, which is solely responsible for the information presented herein.

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MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

GLOSSARY OF ACRONYMS

COG: *Central Ohio Greenways*

COTA: *Central Ohio Transit Authority*

COTSP: *Central Ohio Transportation Safety Plan*

LPA: *Local Public Agency*

LTAP: *Local Technical Assistance Program*

MORPC: *Mid-Ohio Regional Planning Commission*

OACP: *Ohio Association of Chiefs of Police*

ODOT: *Ohio Department of Transportation*

ODPS: *Ohio Department of Public Safety*

OPWC: *Ohio Public Works Commission*

OTSO: *Ohio Traffic Safety Office*

ACTION PLAN

The following action plan is the foundation for implementation of the Central Ohio Transportation Safety Plan (COTSP). The intent of the action plan is to prioritize resources based on the identified emphasis areas and the strategies outlined to address them. For more information about the emphasis areas and plan strategies, please refer to the COTSP document.

The action plan is intended to be a living document that will be monitored and adjusted over time by the implementation committee to ensure that we continue moving toward zero deaths in the region. Additionally, this action plan is not financially constrained and may be revised over time based on available resources.

The action plan includes specific action items with recommended timelines to help guide the implementation process. Performance measures are outlined for each action item to help monitor the effectiveness of each action in moving Central Ohio toward the overall goals for each emphasis area.

Action items are organized in the following way:

| # | ACTION LEAD* | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|--------------------|---|-------------------------------------|---|---|
| Action item number | The organization(s) that will coordinate on implementation of the action item | Description of strategy action item | Quantifiable measurement of action impact | Short: < 2 years Medium: 2-5 years Long: 5+ years Ongoing: Action is already being implemented |

**While MORPC is listed as an action lead for a majority of the action items in the action plan, MORPC will not be the primary leading agency for many of these items - MORPC's role will be to provide assistance with regional coordination and general oversight of the overall implementation process.*

SERIOUS CRASH TYPES ACTION PLAN

Fatality Goal:

Reduce the number of fatalities related to fixed object, head on, rear end, angle, and left turn crash types by 8% from 2017 to 2025 (1% annual reduction).

Serious Injury Goal:

Reduce the number of serious injuries related to fixed object, head on, rear end, angle, and left turn crash types by 8% from 2017 to 2025 (1% annual reduction).

STRATEGY 1: Work with government partners to increase awareness of safety issues and available resources.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-----------------------|---|---|----------|
| 1.1 | MORPC ODOT | Identify and track crashes and projects occurring at priority safety locations and report findings. | Priority safety locations list | Ongoing |
| 1.2 | LPAs MORPC ODOT | Routinely conduct Road Safety Audits (RSAs) and safety studies at priority safety locations to identify best engineering solutions at each site. | # of RSAs # of Safety studies conducted annually | Ongoing |
| 1.3 | LPAs MORPC ODOT | Routinely conduct Systemic Safety Improvements (SSIs) at warranted locations. | # of SSIs conducted annually | Ongoing |
| 1.4 | LPAs MORPC | Demonstrate proposed/recommended infrastructure improvements through temporary demonstration pop-ups with educational materials to local communities. | # of completed demonstrations | Short |
| 1.5 | LPAs MORPC | Increase awareness of regional safety issues and appropriate countermeasures to address them. | Annual publication of Top 100 Regional High-Crash Locations | Short |

SERIOUS CRASH TYPES ACTION PLAN

STRATEGY 2: Increase capacity of local governments to secure funding for transportation safety infrastructure investments in Central Ohio.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-----------------------|---|---|----------|
| 2.1 | MORPC ODOT | Assist local governments to obtain MORPC-Attributable Funding and ODOT safety funds through competitive funding packages for high-cost safety projects. | Amount of funding awarded regionally | Ongoing |
| 2.2 | MORPC ODOT | Educate local governments on available project funding and opportunities. | Informational material produced and distributed | Ongoing |
| 2.3 | LPAs MORPC ODOT | Advocate at the state and federal levels for more funding resources. | Amount of funding awarded annually | Ongoing |

STRATEGY 3: Utilize proven safety countermeasures to reduce fixed object / roadway departure crashes.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|---------------|---|---|----------|
| 3.1 | LPAs MORPC | Identify locations where insufficient lighting is contributing to crashes and work with maintaining authority to increase roadway and street lighting. | # of locations treated | Medium |
| 3.2 | MORPC ODOT | Establish systemic safety pilot with ODOT to provide funding for engineering body oversight on installing low- to medium-cost improvements targeting rural roadway departure crashes. | # of locations treated | Medium |
| 3.3 | LPAs MORPC | Work with local governments to develop/update street design standards based on national best practices for safety. | # of communities to develop / update design standards | Short |

SERIOUS CRASH TYPES ACTION PLAN

STRATEGY 4: Address and prevent access management issues throughout the region.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|----------------------|--|--------------------------|----------|
| 4.1 | LPA MORPC ODOT | Work with communities to identify priority locations for access management improvements based on existing ODOT guidelines. | # of projects identified | Short |
| 4.2 | LPA MORPC | Work with communities to develop local policy for more proactive access management. | # of policies adopted | Short |

STRATEGY 5: Increase the use of innovative/alternative intersections within Central Ohio.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|----------------------|--|---|----------|
| 5.1 | LPA MORPC | Work with local governments to develop/update intersection design standards based on national best practices for safety. | # of communities to develop / update design standards | Short |
| 5.2 | LPA MORPC | Work with local governments to implement roundabouts where appropriate. | # of roundabouts installed | Medium |
| 5.3 | LPA MORPC ODOT | Work with ODOT to assess at-grade intersections along roadways with speeds greater than 35 mph. | # of locations treated | Medium |

VULNERABLE ROADWAY USERS ACTION PLAN

Fatality Goal:

Reduce the number of motorcycle, pedestrian, bicycle, and other vulnerable user fatalities by 8% from 2017 to 2025 (1% annual reduction).

Serious Injury Goal:

Reduce the number of serious injuries to motorcyclists, pedestrians, bicyclists, and vulnerable users by 8% from 2017 to 2025 (1% annual reduction).

STRATEGY 1: Encourage vulnerable roadway user policy and planning initiatives in Central Ohio communities.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|----------------------|---|---|----------|
| 1.1 | LPA MORPC ODOT | Routinely conduct Road Safety Audits (RSAs) and safety studies at priority safety locations to identify best engineering solutions at each site. | # of RSAs # of Safety studies conducted annually | Ongoing |
| 1.2 | LPA MORPC ODOT | Routinely conduct systemic safety improvements (SSIs) at warranted locations. | # of SSIs conducted annually | Ongoing |
| 1.3 | LPA MORPC | Work with communities to complete a preliminary study for a low-stress/connected network that supports all user ability types with facilities such as protected bicycle lanes and bicycle boulevards. | # of community studies completed | Short |
| 1.4 | LPA MORPC | Work with communities to adopt/update and implement complete streets policies. | # of complete streets policies | Short |
| 1.5 | COTA LPA MORPC | Work with communities to adopt first/last mile policy in planning and development documents. | # of first/last mile policies | Short |
| 1.6 | LPA MORPC ODOT | Work with communities to adopt/update active transportation plans. | # of plans adopted / updated | Medium |

VULNERABLE ROADWAY USERS ACTION PLAN

STRATEGY 2: Strengthen the role of Central Ohio Greenways (COG) as a commuting network.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|----------------------|--|-------------------------------------|----------|
| 2.1 | COG LPAs MORPC | Review best practices and adopt policy for comprehensive maintenance and operations of existing and future trails throughout the region, including debris and snow removal, surface repair, etc. | Policy adopted | Ongoing |
| 2.2 | COG LPAs MORPC | Collect residents' and visitors' opinions of existing facilities such as lighting, presence of isolated segments, connections to on-street network, etc. | Annual user survey | Short |
| 2.3 | COG LPAs MORPC | Install improvements to trails that encourage commuter usage, such as adequate lighting, safe connections to on-street network and destinations, etc. | # of enhancement projects completed | Long |
| 2.4 | COG LPAs ODOT | Prioritize construction projects that bridge gaps in existing trail network. A gap is a missing connection between two existing COG trail facilities. | # of gaps eliminated | Long |

STRATEGY 3: Improve data on vulnerable roadway users.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-----------------------|--|-------------------------------------|----------|
| 3.1 | LPAs MORPC ODOT | Collect count data for vulnerable roadway users on high volume corridors to understand needs related to access and safety. | # of locations counted | Ongoing |
| 3.2 | LPAs MORPC ODOT | Conduct surveys to determine needs for vulnerable roadway users and sites to prioritize implementation of countermeasures. | Report and updates when appropriate | Short |

VULNERABLE ROADWAY USERS ACTION PLAN

STRATEGY 3: Improve data on vulnerable roadway users. (cont.)

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|--------------------------------------|--|-------------------------------------|----------|
| 3.3 | LPA MORPC ODPS | Identify issues and challenges regarding crash report coding and degree of report completeness/accuracy. | # of yearly qualitative assessments | Short |
| 3.4 | LPA MORPC ODPS | Standardize the crash reporting process at the regional level. | Crash reporting standardization | Medium |
| 3.5 | LPA MORPC OACP ODOT ODPS | Work with law enforcement and communities to identify challenges with and improve the process for responding to and reporting crashes with vulnerable roadway users. | Policies / legislation adopted | Medium |

STRATEGY 4: Implement proven countermeasures to reduce pedestrian, bicycle, and scooter crashes.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-------------------------------------|--|----------------------------------|----------|
| 4.1 | LTAP MORPC ODOT Yay Bikes! | Provide training and communication on nationally proven countermeasures that reduce the potential for crashes. | # of training programs delivered | Ongoing |
| 4.2 | LPA MORPC ODOT | Conduct walk and bicycle safety audits on high-priority corridors. | # of audits and improvements | Ongoing |

VULNERABLE ROADWAY USERS ACTION PLAN

STRATEGY 4: Implement proven countermeasures to reduce pedestrian, bicycle, and scooter crashes. (cont.)

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-----------------------|--|--|----------|
| 4.3 | LPAs MORPC ODOT | Work with ODOT to implement programs that encourages local governments to install low-cost safety treatments that reduce pedestrian, bicycle, and scooter crashes. | % of crash reduction at safety treatment project locations | Short |

STRATEGY 5: Construct proven and innovative pedestrian infrastructure to maximize safety and accessibility to transit and destinations.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-------------------------------|--|--|----------|
| 5.1 | LPAs MORPC ODOT | Review best practices and adopt policy for comprehensive maintenance of pedestrian infrastructure, including ADA ramps, snow removal, crosswalk markings, trip hazards, etc. | # of policies adopted | Ongoing |
| 5.2 | LPAs MORPC ODOT | Construct infrastructure that prioritizes pedestrian safety and accessibility, including ADA infrastructure, pedestrian curb bump-outs, high-visibility crosswalks, etc. | # of completed infrastructure projects | Medium |
| 5.3 | COTA LPAs MORPC ODOT | Construct first/last mile infrastructure improvements that maximize pedestrian safety and access to transit stops. | # of transit stops accommodated | Medium |
| 5.4 | LPAs MORPC ODOT | Prioritize construction projects that bridge gaps in the sidewalk networks. A gap is a missing connection between two existing sidewalks. | # of gaps eliminated | Long |

VULNERABLE ROADWAY USERS ACTION PLAN

STRATEGY 6: Provide safe on-street bicycle/scooter infrastructure for users of all ages and abilities.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-----------------------|---|--|----------|
| 6.1 | LPAs MORPC ODOT | Review best practices and adopt policy for comprehensive maintenance of existing bike/scooter lanes including debris and snow removal, pothole repair, visible striping, vertical infrastructure replacements, etc. | # of policies adopted | Ongoing |
| 6.2 | LPAs MORPC ODOT | Construct/maintain on-street low-stress bike/scooter infrastructure that supports all user ability types with facilities such as protected bicycle lanes and bicycle boulevards. | # of "low-stress" projects constructed | Long |
| 6.3 | LPAs MORPC ODOT | Prioritize construction projects that bridge gaps in existing bicycle networks. A gap is a missing connection between two existing bicycle facilities. | # of gaps eliminated | Long |

STRATEGY 7: Conduct high-visibility enforcement to address speeding and impaired motorcycle riding in locations with frequent motorcycle fatal/serious injury crashes.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-----------------------|--|--------------------------------------|----------|
| 7.1 | MORPC ODOT OTSO | Promote grants awarded to law enforcement agencies to conduct highly visible enforcement activities related to aggressive and speeding riders. Include enforcement of motorcyclists at strategic times throughout the riding season. | Amount of funding awarded regionally | Short |
| 7.2 | MORPC ODOT OTSO | Promote grants awarded to law enforcement agencies to conduct highly visible enforcement activities related to impaired riders. Include enforcement of motorcyclists at strategic times throughout the riding season. | Amount of funding awarded regionally | Short |
| 7.3 | LPAs MORPC | Assist grantees by providing data to complete reports to funders on relevant information. | Completion of grant reporting | Short |

VULNERABLE ROADWAY USERS ACTION PLAN

STRATEGY 8: Develop and share educational resources with the general public on vulnerable user safety and new infrastructure.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|---|---|---------------------------|----------|
| 8.1 | COTA LPAs MORPC ODOT ODPS | Develop advertising/marketing campaign to emphasize roadway safety through unique, innovative delivery methods that reach specific segments of the targeted audience and address rules of the road. | # of impressions | Short |
| 8.2 | LPAs MORPC ODOT | Encourage Safe Routes to School programs in all Central Ohio grade schools. | # of school programs | Ongoing |
| 8.3 | MORPC | Encourage reward based employer commuting programs, such as Gohio Commute, to promote alternative modes of travel to work. | # of program participants | Ongoing |
| 8.4 | MORPC ODOT ODPS | Provide online training opportunities for all mode types to remind and emphasize safety responsibilities and best practices. Consider incentives where possible to encourage participation. | # of participants | Short |
| 8.5 | MORPC Safe Communities | Support efforts led by Motorcycle Ohio and promote existing messaging around rider training courses. | Program support | Short |
| 8.6 | LPAs MORPC ODOT Safe Communities | Host demonstration events (e.g., open streets, tactical urbanism, pop-up events) to promote vulnerable roadway user awareness. | # of events | Medium |

DRIVING SAFETY CONCERNS ACTION PLAN

Fatality Goal:

Reduce the number of fatalities related to impaired and distracted driving, restraint usage, speeding, and age by 8% from 2017 to 2025 (1% annual reduction).

Serious Injury Goal:

Reduce the number of serious injuries related to impaired and distracted driving, restraint usage, speeding, and age by 8% from 2017 to 2025 (1% annual reduction).

STRATEGY 1: Share educational resources with the general public on safe driving, new infrastructure, and emerging trends (e-scooters, semi-autonomous vehicles, etc.).

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|---|---|--|----------|
| 1.1 | LPAs MORPC ODOT Safe Communities | Share existing marketing/safe driving advocacy literature to inform drivers of the rules of the road (e.g., roundabout use, speeding, seatbelt usage, impaired driving, distracted driving, motorcyclist awareness, yielding to pedestrians, bicyclist rights, etc.). | Increased # of regional impressions | Ongoing |
| 1.2 | Safe Communities | Partner with the Ohio BMV and driving schools to share safe driving behaviors and habits in high schools with students before and during the first few years of driving. | # of outreach events | Ongoing |
| 1.3 | LPAs MORPC ODOT | Develop new educational literature to inform the public of new infrastructure, new legislation, and emerging trends. | Materials produced | Short |
| 1.4 | LPAs ODOT Safe Communities | Include safe driving habits and behaviors in local newsletters or other media that are widely distributed into the community. | # of organizations # of impressions | Short |
| 1.5 | LPAs MORPC ODOT Safe Communities | Schedule social media posts to share safe driving habits, increasing frequency during holiday seasons and during major events. | # of posts # of impressions | Short |

DRIVING SAFETY CONCERNS ACTION PLAN

STRATEGY 1: Share educational resources with the general public on safe driving, new infrastructure, and emerging trends (e-scooters, semi-autonomous vehicles, etc.). (cont.)

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-----------------------------------|--|-----------------------------|----------|
| 1.6 | LPAs MORPC ODOT | Produce roadway safety videos to be hosted on social media sites and gas pump video monitors. | # of impressions | Short |
| 1.7 | LPAs MORPC Safe Communities | Host periodic events with Distracted Driving Simulators to provide greater educational opportunities (with priority given to younger and older drivers). | # of simulator participants | Short |

STRATEGY 2: Provide alternative modes of transportation for higher-risk drivers.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|---|--|--|----------|
| 2.1 | LPAs MORPC ODOT | Provide safe rides for customers in entertainment districts and at establishments that offer alcohol. Could include partnerships with COTA, ride-hailing companies, etc. | # of rides | Medium |
| 2.2 | LPAs MORPC ODOT Safe Communities | Implement free/low cost circulator shuttle systems for first/last mile connectivity to encourage alternative transportation use. | # of rides | Medium |
| 2.3 | COTA MORPC | Provide free or discounted transit access for high school and college students and older adults. | # of transit users in these demographics | Long |

DRIVING SAFETY CONCERNS ACTION PLAN

STRATEGY 3: Strengthen safety legislation.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-------------------------------|---|---|----------|
| 3.1 | LPA MORPC ODOT | Work with local governments to adopt strong local primary legislation on distracted driving. | # of local governments to adopt legislation | Medium |
| 3.2 | MORPC ODOT ODPS | Work with state legislature on a primary distracted driving law. | Legislation adopted | Long |
| 3.3 | MORPC ODOT ODPS | Work with state legislature on a primary seatbelt law. | Legislation adopted | Long |
| 3.4 | MORPC ODOT ODPS OACP | Work with state legislature to update language in the Ohio Revised Code requiring motorists to yield to pedestrians and bicyclists at crosswalks. | Legislation adopted | Long |

STRATEGY 4: Set appropriate speed limits and deploy other speed management techniques.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|----------------------|--|---------------------------------|----------|
| 4.1 | MORPC | Study impacts of existing speed limits and explore options for reducing speed limits in priority locations. | Annual report produced | Short |
| 4.2 | LPA MORPC ODOT | Participate on ODOT's Speed Management action team to develop a regional plan for setting speed limits and deploying research-based speed management techniques. | Local stakeholder participation | Short |

DRIVING SAFETY CONCERNS ACTION PLAN

STRATEGY 4: Set appropriate speed limits and deploy other speed management techniques. (cont.)

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|----------------------|---|--|----------|
| 4.3 | LPA MORPC ODOT | Support ODOT's plan development for setting speed limits and deploying research-based speed management techniques. | Plan support | Short |
| 4.4 | MORPC | Educate local communities on the relationship between land use context and traffic speeds. Share insight2050 and other appropriate land use materials with elected officials and decision makers. | # of annual insight2050 presentations/events | Short |
| 4.5 | LPA MORPC ODOT | Facilitate regional implementation of ODOT's Speed Management Plan. | Plan implemented | Medium |
| 4.6 | LPA ODOT | Integrate speed mitigating design concepts such as roundabouts, lane striping, and road diets into current and future infrastructure projects while retaining access for emergency and commercial vehicles. | Reduction of speed related crashes on updated infrastructure | Medium |

DRIVING SAFETY CONCERNS ACTION PLAN

STRATEGY 5: Conduct high-visibility enforcement to address driving safety concerns in locations with frequent fatal/serious injury crashes.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|---------------|---|--------------------------------------|----------|
| 5.1 | MORPC OTSO | Promote grants awarded to law enforcement agencies to conduct highly visible enforcement activities related to aggressive and speeding drivers. | Amount of funding awarded regionally | Short |
| 5.2 | MORPC OTSO | Promote grants awarded to law enforcement agencies to conduct highly visible enforcement activities related to impaired and distracted drivers. | Amount of funding awarded regionally | Short |
| 5.3 | MORPC OTSO | Promote grants awarded to law enforcement agencies to conduct highly visible enforcement activities related to seatbelt usage. | Amount of funding awarded regionally | Short |
| 5.4 | LPAs MORPC | Assist grantees to complete reports to funders on relevant information. | Completion of grant reporting | Short |

EMERGING TECHNOLOGIES ACTION PLAN

Goal:

Support the ability of LPAs to respond to new transportation technologies as they emerge.

STRATEGY 1: Increase education and awareness regarding new technologies.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-----------------------|---|--|----------|
| 1.1 | LPAs MORPC ODOT | Convene a regional committee on emerging technologies to identify safety issues, benefits, and challenges. | Quarterly meeting | Short |
| 1.2 | LPAs MORPC ODOT | Evaluate smart technologies to determine nexus to safety and provide a blueprint for potential implementation. | Quarterly presentation to regional committee | Short |
| 1.3 | MORPC | Compile and summarize national best practices on accommodating emerging technologies at the local level. Provide guidance pertaining to safety of users and cross-jurisdictional consistency. | Quarterly presentation to regional committee | Short |
| 1.4 | LPAs MORPC | Collaborate with Smart Columbus on programming to invite local dialogue on emerging technologies. | # of events per year | Short |

STRATEGY 2: Standardize data sharing and accessibility at the regional level.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|-----------------------|--|-------------------------------|----------|
| 2.1 | LPAs MORPC ODPS | Identify issues and challenges regarding crash report coding and degree of report completeness/accuracy involving emerging technologies. | Annual qualitative assessment | Short |

EMERGING TECHNOLOGIES ACTION PLAN

STRATEGY 2: Standardize data sharing and accessibility at the regional level. (cont.)

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|----------------------|---|--|----------|
| 2.2 | LPA MORPC ODPS | Standardize crash report process at the regional level with respect to emerging technologies. | Crash report standardization | Medium |
| 2.3 | LPA MORPC ODOT | Partner with shared mobility companies to share and analyze data to identify user and safety hot spots. | Annual network performance and high crash locations analysis | Medium |

STRATEGY 3: Make considerations for emerging transportation technology in policies and plans.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|----------------------|--|-----------------------------|----------|
| 3.1 | LPA MORPC ODOT | Advocate for adoption of a statewide policy that outlines responsibilities for users of emerging technologies. | Legislation adopted | Medium |
| 3.2 | LPA MORPC | Adopt a policy establishing how and where autonomous vehicles/ scooters/e-bikes/bike-share will be permitted to operate and stage within the jurisdiction. | # of local policies adopted | Medium |
| 3.3 | LPA MORPC ODOT | Adopt policies regulating visibility requirements for shared mobility services such as e-scooters and bicycle sharing. | # of local policies adopted | Medium |

EMERGING TECHNOLOGIES ACTION PLAN

STRATEGY 3: Make considerations for emerging transportation technology in policies and plans. (cont.)

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|---------------|--|--------------------------|----------|
| 3.4 | LPAs MORPC | Adopt policies to prioritize mobility for and safety of vulnerable roadway users in regard to emerging technologies. | # local policies adopted | Medium |
| 3.5 | MORPC ODOT | Advocate for/support statewide policy that creates consistency across jurisdictional boundaries for how and where autonomous vehicles/scooters/e-bikes/bike-share will be permitted to operate and stage | Legislation adopted | Medium |

STRATEGY 4: Manage infrastructure to accommodate emerging technologies.

| # | ACTION LEAD | DESCRIPTION | OUTPUT MEASURE | TIMELINE |
|-----|----------------------|---|--------------------------------------|----------|
| 4.1 | LPAs MORPC | Incorporate smart technologies, such as signal prioritization and smart lighting, which demonstrate a beneficial nexus to safety, into infrastructure projects. | # of smart technology projects | Medium |
| 4.2 | COTA LPAs ODOT | Allocate right-of-way for slow speed vehicle lanes to include scooters, e-bikes, bicycles, skateboards, etc., as well as high capacity vehicle lanes for transit. | # of miles constructed/ allocated | Medium |