

WACO METROPOLITAN PLANNING ORGANIZATION

COMPREHENSIVE SAFETY ACTION PLAN

APRIL 2024



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Waco Metropolitan Planning Organization

2024 COMPREHENSIVE SAFETY ACTION PLAN

Undertaken by Waco Metropolitan Planning Organization in collaboration
with McLennan County and 20 municipalities in the County

APRIL, 2024

Prepared By:



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Professional Civil Engineer and Project Manager,
T J K M Inc.

Signed for Approval:

Mukesh Kumar, Ph.D.
Director,
Waco Metropolitan Planning Organization



LEADERSHIP COMMITMENT



April 29, 2024

Dear Members of the Community:

I am writing to express my support for the Vision Zero goal adopted by the Policy Board of the Waco Metropolitan Planning Organization (MPO) to achieve zero traffic deaths and serious injuries by the year 2050. This ambitious objective represents a significant stride towards creating safer, more livable communities, and it is an endeavor that deserves our utmost dedication and commitment.

Taking action in pursuit of this goal will improve the safety of our roadways and prevent traffic deaths. Between 2014 and 2023, there have been 54,625 crashes in the Waco MPO's planning area of McLennan County, Texas - 331 of which resulted in tragic fatalities, and 1,630 of which resulted in serious injuries. These types of tragedies occur across the County, affecting people from all walks of life. By identifying high-risk areas, implementing targeted interventions, and continuously monitoring outcomes, communities can create safer roadways that protect all road users, from pedestrians and cyclists to motorists and users of public transit.

While traffic deaths and severe injuries are often regarded as inevitable, these tragedies are preventable if we take a proactive, preventative approach that considers traffic safety to be a public health issue. It is our collective responsibility to save every life we can. Beyond the human toll, these incidents have profound social and economic ramifications, impacting our healthcare systems, productivity, and overall quality of life. By setting a goal to eliminate traffic fatalities and serious injuries, the Waco MPO is not only prioritizing public safety but also demonstrating a profound commitment to the well-being of its residents.

Vision Zero aligns closely with the federal mandates outlined by transportation legislation such as the Fixing America's Surface Transportation (FAST) Act. As part of the federal transportation planning process, MPOs are required to address safety concerns and develop strategies to reduce traffic-related fatalities and injuries. By embracing Vision Zero principles, the Waco MPO not only fulfills its statutory obligations but also sets a precedent for other MPOs to follow suit in pursuit of safer, more sustainable transportation systems.

As Chairman of the Waco MPO Policy Board, I am proud to convey our commitment to Vision Zero as a guiding principle of our transportation planning. Through collaboration with stakeholders, investment in FHWA Proven Safety Countermeasures, and steadfast commitment to zero fatalities and serious injuries by 2050, the Waco MPO can help create a future where every journey is safe, and every life is valued.

Sincerely,



Josh Borderud
Chairman, Waco MPO Policy Board



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April 29, 2024

Dear Members of the Community:

I am writing to communicate my enthusiasm for the recent resolution adopted by the Waco Metropolitan Planning Organization (MPO) Policy Board, affirming its commitment to the Vision Zero goal of achieving zero roadway deaths and serious injuries by 2050. The adoption of this ambitious objective marks a pivotal moment in our region's efforts to prioritize safety and enhance quality of life for all of its residents.

As the Director of the Waco MPO, I am proud to say that the MPO staff is fully dedicated to the realization of a McLennan County free of roadway deaths and serious injuries. I recognize the profound significance of our role in facilitating the necessary actions and strategies to achieve this critical milestone. Furthermore, it is important to note that this commitment is not only rooted in our community's needs and aspirations but also aligns with federal mandates for safety planning and goals set forth for Metropolitan Planning Organizations (MPOs) across the country.

MPOs are tasked by federal mandate to prioritize safety as a fundamental component of transportation planning. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have emphasized the importance of adopting proactive measures to reduce traffic-related fatalities and injuries, aligning with the overarching objectives of Vision Zero. By embracing this initiative, we not only fulfill our obligations as stewards of federal funding, but also demonstrate our unwavering commitment to promoting a safer, more resilient transportation system for our region.

The MPO Policy Board's commitment to Vision Zero underscores its dedication to human-centered design principles, data-driven decision-making, and collaborative partnerships. By setting clear and ambitious targets for safety, we lay the groundwork for transformative change that will benefit our community for generations to come.

I extend my sincere gratitude to the Policy Board for their dedication to advancing this crucial initiative. With determination and collaboration, I am confident that we will realize the Vision Zero goal and leave a lasting legacy of safety and resilience for generations to come.

Sincerely,



Mukesh Kumar, Ph.D.
Director
Waco Metropolitan Planning Organization



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VISION ZERO POLICY RESOLUTION



RESOLUTION 2024-6

WHEREAS the Waco Metropolitan Planning Organization (MPO) was established to identify and support the implementation of regionally significant transportation projects to address future mobility needs of the Waco Region;

WHEREAS the Waco MPO Policy Board is composed of representatives appointed by the elected City Councils and Counties located within the jurisdiction of the MPO as well as the Texas Department of Transportation;

WHEREAS Section 134, Title 23, USC requires a comprehensive and continuing transportation planning process must be carried out cooperatively to ensure funds for transportation projects are effectively allocated to the Waco Metropolitan Area;

WHEREAS the Waco MPO has the authority and responsibility for transportation policy-making that leads to the efficient and safe movement of people and goods in its planning area of McLennan County, Texas;

WHEREAS motor vehicle crashes that result in death or serious injury are not inevitable but largely preventable and stem in part from human inattention and designs that are ineffective in accommodating multimodal uses;

WHEREAS the State of Texas leads the nation in total number of traffic deaths, and people dying and suffering serious injuries on our streets is a serious public health problem which necessitates public action;

WHEREAS crashes in the Waco MPO planning area necessitate a comprehensive and specific approach to street planning, design, policy, enforcement, legal processes, education, and communication to provide the most powerful solution to solve the problem;

WHEREAS a commitment to zero traffic deaths is a commitment to life and equitable opportunity for residents of McLennan County; and


WHEREAS implementing a commitment to zero traffic deaths requires the continued support of residents, business owners, and visitors to the Waco MPO planning area to improve the safety, comfort, and usability of streets in McLennan County for all roadway users;

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Now, therefore, be it **RESOLVED**, that the Waco MPO Policy Board

1. hereby commits to a goal of zero deaths and serious injuries that are a result of crashes on streets within its planning area by 2050;
2. hereby acknowledges that achieving this goal requires significant effort and resources which will necessitate dedicated safety planning activities;
3. hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place and purpose of said meeting was given as required by law;
4. hereby certifies this action complies with all applicable policies, procedures, and requirements identified within 23 CFR, Section 450, and Chapter 16 of Title 43 of the Texas Administrative Code.

PASSED AND APPROVED this the 29th day of April, 2024.


Josh Borderud
Council Member – City of Waco
Chair – Waco MPO Policy Board

ATTEST:


Mukesh Kumar
Director

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2024 WACO MPO COMPREHENSIVE SAFETY ACTION PLAN RESOLUTION



RESOLUTION 2024-7

WHEREAS the Waco Metropolitan Planning Organization (MPO) was established to identify and support the implementation of regionally significant transportation projects to address future mobility needs of the Waco Region;

WHEREAS the Waco MPO Policy Board is composed of representatives appointed by the elected City Councils and Counties located within the jurisdiction of the MPO as well as the Texas Department of Transportation;

WHEREAS Section 134, Title 23, USC requires a comprehensive and continuing transportation planning process must be carried out cooperatively to ensure funds for transportation projects are effectively allocated to the Waco Metropolitan Area;

WHEREAS the Waco MPO recognizes that human inattention and ineffective designs are the primary factors behind fatalities and serious injuries on our roadways;

WHEREAS the Policy Board of the Waco MPO has resolved to commit to a goal of zero deaths and serious injuries that are a result of crashes on streets within its planning area by 2050;

WHEREAS the Policy Board of the Waco MPO has acknowledged that achieving this goal will require significant effort and resources and necessitate dedicated safety planning activities;

WHEREAS the Waco MPO is dedicated to utilizing a data-driven approach to reaching its Vision Zero goal which measures the progress, challenges, and successes of its progress and produces tangible, reportable metrics; and

WHEREAS the Waco MPO Policy Board has previously resolved to support the pursuit of developing a "Comprehensive Safety Action Plan" for the planning area of the MPO;

Now, therefore, be it **RESOLVED**, that the Waco MPO Policy Board

1. hereby adopts the 2024 Waco MPO Comprehensive Safety Action Plan;

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2. hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place and purpose of said meeting was given as required by law;
3. hereby officially found and determined that all public participation requirements identified within the Waco MPO Public Participation Plan related to this action by the Policy Board were met and completed; and,
4. hereby certifies this action complies with all applicable policies, procedures, and requirements identified within 23 CFR, Section 450, and Chapter 16 of Title 43 of the Texas Administrative Code.

PASSED AND APPROVED this the 29th day of April, 2024.

Josh Borderud
Council Member – City of Waco
Chair – Waco MPO Policy Board

ATTEST:

Mukesh Kumar
Director

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ACKNOWLEDGMENTS

The Waco Metropolitan Planning Organization (MPO), in collaboration with member government agencies within McLennan County, has developed this Comprehensive Safety Action Plan (CSAP). The Plan was funded through a Safe Streets and Roads for All (SS4A) grant awarded by the Federal Highway Administration (FHWA).

This CSAP builds upon the foundation laid out in the region's existing transportation planning efforts, such as the Waco MPO's Connections 2045 Transportation Plan and the Active Transportation Plan. Additionally, it incorporates the overarching goals of Vision Zero - a national movement dedicated to eliminating all traffic fatalities and serious injuries (KSI).

The Waco MPO would like to acknowledge the valuable contributions of its member jurisdictions, including the incorporated cities, Independent School Districts, and McLennan County. Their active participation and input throughout the planning process were essential in shaping this comprehensive safety strategy for the region.

Furthermore, the MPO extends its gratitude to the stakeholders, community organizations, and members of the public who provided feedback and insights during the development of this plan. Their perspectives helped to ensure that the CSAP addresses the unique safety needs and priorities of all residents of McLennan County, regardless of their chosen mode of transportation.

The Waco MPO is committed to implementing the strategies outlined in this CSAP and collaborating with its partners to achieve the goal of zero traffic fatalities and serious injuries within the region.

PROJECT PARTNERS



City of
Bruceville-Eddy



City of
McGregor



City of
Hewitt



City of
Robinson



City of
Woodwoy



City of
Lacy Lakeview



City of
Gholson



City of
McLennan County



City of
Bellmead



City of
Waco



City of
Golinda



City of
West



City of
Lorena



City of
Mart



City of
Beverly Hills



City of
Moody



City of
Riesel



Waco ISD



Midway ISD



Connally ISD



La Vega ISD



TxDOT



Waco Transit
System

Other Agencies:
City of Crawford
City of Hallsburg
City of Leroy
City of Ross

WACO MPO SAFETY ACTION TASK FORCE

The Safety Action Task Force is a collaborative initiative proposed by the Waco MPO as part of its CSAP. This task force brings together stakeholders from various sectors to address transportation safety concerns within the region.

The formation of the Safety Action Task Force was driven by the recognition that improving traffic safety requires a coordinated effort involving multiple agencies and organizations. By bringing together representatives from the MPO, member governments, the Texas Department of Transportation (TxDOT), and Independent School Districts (ISDs), the task force aims to leverage collective expertise and resources to identify and implement effective strategies for enhancing road safety.

During the preparation of the CSAP, the Safety Action Task Force played a crucial role in providing guidance and input. Members contributed their unique perspectives, shared data and insights, and collaborated to develop a comprehensive understanding of the region's safety challenges. The task force's diverse representation ensured that the action plan addressed a wide range of concerns, from infrastructure improvements to educational campaigns and enforcement measures.

REPRESENTATIVE	AGENCY
Yost Zakary	City of Bellmead
Greg Snyder	City of Bellmead
Jim Devlin	City of Hewitt
John McGrath	City of Hewitt
Jeron Barnett	City of Lacy Lakeview
Andy Moore	City of Lacy Lakeview
Bryan LeMeilluer	City of McGregor
Chad Savlors	City of McGregor
Craig Lemin	City of Robinson
David Harrell	City of Robinson
Amy Burlarley - Hyland	City of Waco
Christine Miller	City of Waco
Mitch Davidson	City of Woodway
Shanna Sanders	Connally ISD
Kerry Blakemore	La Vega ISD
Sharon Shields	La Vega ISD
Zane Dunnam	McLennan County
Jeff Foley	Midway ISD
Aaron Pena	Midway ISD
Jacob Chau	TxDOT
Colton Smith	TxDOT
Lashonda Malrey-Horne	Waco McLennan Health District
Ricky Edison	Waco ISD
Gloria Barrera	Waco ISD
Sgt. Chad Ashworth	Waco PD

WACO MPO STAFF



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EXECUTIVE SUMMARY

The Waco MPO, in partnership with member agencies in McLennan County, has developed this CSAP. This plan aims to create a safer transportation system for all users in McLennan County by systematically analyzing crash data, identifying high-risk areas, and developing countermeasures.

The primary objectives of the CSAP are to:

- Conduct a proactive safety analysis of McLennan County's transportation network.
- Identify high-risk locations and recurring collision patterns.
- Develop a prioritized list of safety countermeasures, including both short-term and long-term solutions.
- Create a roadmap to secure funding and implement these safety improvements.

The CSAP aligns with Vision Zero, a national movement to eliminate traffic fatalities and serious injuries. By proactively addressing safety concerns, the Waco MPO aims to significantly reduce crashes and move closer to this goal. The plan considered safety data and developed actions for eight jurisdictions within the MPO: the Cities of Bellmead, Hewitt, Lacy Lakeview, McGregor, Robinson, Waco, Woodway, and the remainder of McLennan County.

The SS4A grants enable a data-driven approach to safety planning. The CSAP development involves:

- Building a comprehensive crash database.
- Analyzing collision data to identify trends and patterns.
- Identifying high collision corridors and intersections.
- Collaborating with partner agencies, stakeholders, and public to seek feedback on ongoing traffic safety concerns.
- Considering historical transportation disadvantages faced by communities.
- Developing safety projects that include a list of countermeasures to address these safety concerns.
- Prioritizing projects based on collision history, systemic benefits, benefit to vulnerable users, equity, ease of implementation, and other factors.

The Waco MPO CSAP represents a collaborative effort to create a data-driven safety plan for McLennan County. By implementing the recommendations outlined in this plan, Waco MPO strives to reduce traffic fatalities and serious injuries, ultimately achieving a safer transportation system for all.

SS4A ACTION PLAN COMPONENTS

The SS4A grant program defines nine action plan components that are integral to any safety action plan and must be satisfied to meet its requirements. The table below describes sections of the CSAP that satisfy these components.

Action Plan Components	Section
Leadership Commitment and Goal Setting	Chapter 1
Planning Structure	Chapter 1, 4 and 8
Safety Analysis	Chapter 2, 6.1 to 6.8
Engagement and Collaboration	Chapter 4
Equity Considerations	Chapter 7
Policy and Process Changes	Chapter 6, 6.1 to 6.8
Strategy and Project Selections	Chapter 6, 6.1 to 6.8
Progress and Transparency	Project Website: WacoMPOSafeStreets.com
Action Plan Adoption Date	April 29th 2024

"The Waco MPO urges all its member governments to actively include land use analysis in their traffic safety discussions and decision-making processes. Though outside the scope of this Comprehensive Safety Action Plan, land use is a crucial factor in comprehensively addressing traffic safety issues."



GLOSSARY

ADT – Abbreviation for average daily traffic: Refers to vehicle traffic volumes.

ATP – Abbreviation for Active Transportation Plan.

CMAQ Grant – Congestion Mitigation and Air Quality (CMAQ) Improvement Program: This program provides funding for State and local governments for projects that reduce congestion and improve air quality as per the Clean Air Act.

Collision Severity – Defined as the intensity of collisions typically in the following categories: fatal, severe injury, minor injury and possible injury, and non-injured or property damage only (PDO).

CRF – Abbreviation for crash reduction factor: The percentage of expected effect of a countermeasure or safety project to decrease collisions.

CRIS – Abbreviation for Crash Records Information System. A database maintained by TxDOT that contains reportable motor vehicle traffic crash data.

CSAP – Abbreviation for Comprehensive Safety Action Plan.

Disadvantaged Communities – Census tracts facing transportation disadvantage as identified by US DOT's ETC Explorer. The ETC Explorer ranks them at the 65th percentile or higher.

EMS – Abbreviation Emergency Medical Services.

ETC Explorer – Abbreviation for US DOT's Equitable Transportation Community Explorer Screening Tool.

FHWA – Abbreviation for Federal Highway Administration: The federal agency responsible managing the nation's highway system, including bridges and tunnels.

FIRST – Abbreviation for Fatality and Injury Reporting System Tool: A query tool from the national Highway Traffic Safety Administration providing data on traffic fatalities.

First Harmful Event – First event that resulted in injury, fatality, or property damage during a traffic collision.

HSIP – Abbreviation for Highway Safety Improvement Program: A roadway safety funding program managed by TxDOT, Texas State Department of Transportation.

ISD – Abbreviation for Independent School District.

KSI – Abbreviation for fatal and severe injury collisions.

Manner of Collision – Describes how the vehicles involved in a collision collided with each other or with other objects. a.k.a Type of Collision (e.g. Broadside, rear end).

MOE – Abbreviation for Measure of Effectiveness.

MPO – Abbreviation for Metropolitan Planning Organization.

MTP – Abbreviation for Metropolitan Transportation Plan.

Primary Contributing Factor – Defined as a primary contributing cause of collisions.

PROTECT – Abbreviation for Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program: It funds projects that ensure the resilience of surface transportation to natural hazards.

RAISE Grant – Abbreviation for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program: It funds state and local government projects that have a significant regional or local impact.

SS4A – Abbreviation for Safe Streets and Roads for All. A federal funding program that provides \$5 billion nationwide over five years (2022–2026) to help reduce roadway fatalities.

TDM – Abbreviation for Transportation Demand Management.

TIP – Abbreviation for Transportation Improvement Program.

TxDOT – Abbreviation for Texas Department of Transportation.

UTP – Abbreviation for Unified Transportation Program.





TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION	1-1
CHAPTER 2: COUNTYWIDE COLLISION TRENDS	2-1
CHAPTER 3: EXISTING PLANNING EFFORTS	3-1
CHAPTER 4: ENGAGEMENT & COLLABORATION	4-1
CHAPTER 5: SAFE STREET TOOLKIT	5-1
CHAPTER 6: INDIVIDUAL JURISDICTION CHAPTERS & RECOMMENDED SAFETY PROJECTS	6-1
CHAPTER 6.1: CITY OF BELLMEAD	6.1-1
CHAPTER 6.2: CITY OF HEWITT	6.2-1
CHAPTER 6.3: CITY OF LACY LAKEVIEW	6.3-1
CHAPTER 6.4: CITY OF MCGREGOR	6.4-1
CHAPTER 6.5: CITY OF ROBINSON	6.5-1
CHAPTER 6.6: CITY OF WACO	6.6-1
CHAPTER 6.7: CITY OF WOODWAY	6.7-1
CHAPTER 6.8: UNINCORPORATED McLENNAN COUNTY & SMALL CITIES.....	6.8-1
CHAPTER 6.8.1: CITY OF BEVERLY HILLS	6.8.1-1
CHAPTER 6.8.2: CITY BRUCEVILLE-EDDY	6.8.2-1
CHAPTER 6.8.3: CITY OF LORENA	6.8.3-1
CHAPTER 6.8.4: CITY OF RIESEL	6.8.4-1
CHAPTER 7: EQUITY CONSIDERATIONS	7-1
CHAPTER 8: IMPLEMENTATION, MONITORING & FUNDING OPPORTUNITIES	8-1
AMENDMENT TO THE 2024 WACO COMPREHENSIVE SAFETY ACTION PLAN.....	9-1

LIST OF APPENDICES

APPENDIX A: VISION ZERO POLICY AND CSAP RESOLUTIONS
APPENDIX B: MATRIX OF GOALS AND POLICIES
APPENDIX C: LIST OF PROJECTS
APPENDIX D: MEETING AGENDAS AND MINUTES
APPENDIX E: PUBLIC COMMENTS RECEIVED FOR WACO MPO CSAP
APPENDIX F: FHWA PROVEN SAFETY COUNTERMEASURES
APPENDIX G: PROJECT PRIORITIZATION WORKSHEETS
APPENDIX H: DETAILED COST ESTIMATES
APPENDIX I: McLENNAN COUNTY EQUITY DATA
APPENDIX J: AVERAGE ANNUAL FATALITY RATE WORKSHEETS
APPENDIX K: EQUITY COST SHARE ANALYSIS
APPENDIX L: COLLISION CATEGORY GROUPING

CHAPTER 1 INTRODUCTION



CHAPTER 1: INTRODUCTION

The Waco MPO is the federally-mandated transportation policy-making organization for the Waco metropolitan area. The Waco MPO's planning area is coincident with the boundary of McLennan County. The County population as per the 2020 US Census is 260,579. The Waco MPO's primary roles and responsibilities include conducting comprehensive transportation planning studies and analyses to support decision-making processes; facilitating collaboration and coordination among various stakeholders, including local governments, state agencies, transit providers, and the public; and ensuring compliance with federal and state regulations related to transportation planning, air quality, and environmental justice.

The Waco MPO operates under the guidance of a Policy Board, which serves as the decision-making body for the organization. The Policy Board is comprised of elected officials and representatives from TxDOT and local governments within the MPO's planning area. By fulfilling its roles and responsibilities, the Waco MPO plays a crucial role in shaping the region's transportation system, promoting economic development, and enhancing the overall quality of life for residents and visitors alike.

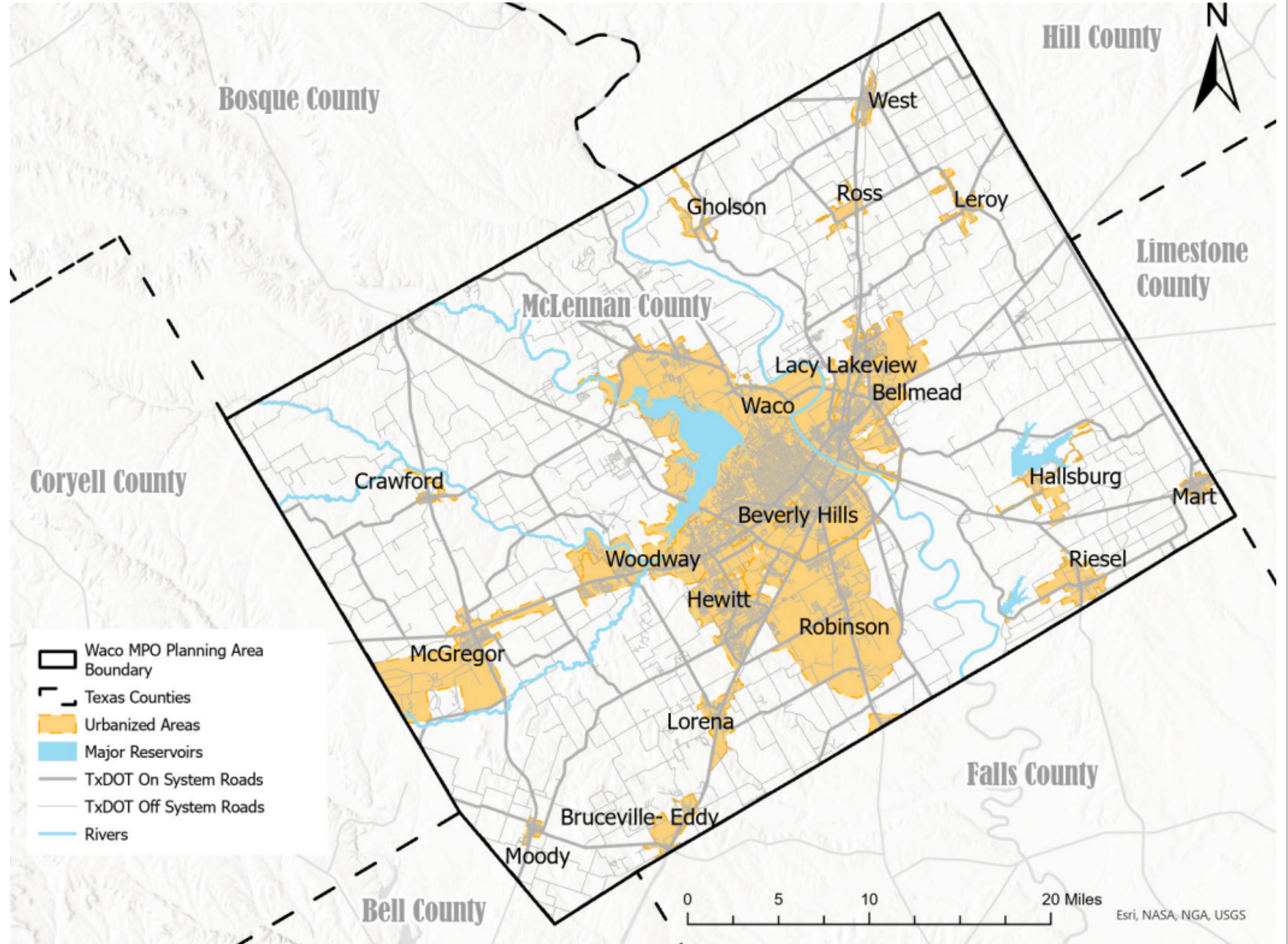
IMPORTANCE OF TRANSPORTATION SAFETY

Ensuring the safety and security of transportation systems is a paramount concern for communities across the nation. Despite ongoing efforts and improvements, traffic-related incidents continue to impose a significant burden on society, resulting in tremendous human suffering, economic losses, and environmental consequences.

Moreover, the consequences of inadequate transportation safety disproportionately affect vulnerable road users- such as pedestrians, cyclists, and individuals with disabilities-, exacerbating issues of equity and accessibility within transportation systems.

Addressing transportation safety is not only a moral imperative but also a practical necessity for fostering livable, sustainable, and equitable communities. By prioritizing safety measures and implementing effective strategies, communities can reduce the incidence of traffic-related incidents, minimize their associated costs, and promote a transportation environment that instills confidence and encourages active modes of travel.

The Waco MPO recognizes the critical importance of transportation safety and is committed to developing and implementing a CSAP that will enhance the safety of the region's transportation network for all users.



LEADERSHIP COMMITMENT & GOAL SETTING: EVENTUAL TARGET OF ZERO FATALITIES

The Waco MPO is firmly committed to improving safety across its transportation network and aligning with the statewide goals set forth by the TxDOT. Recognizing the urgent need to address traffic fatalities and serious injuries, the Waco MPO has embraced the vision of eliminating all transportation-related fatalities by 2050.

The Waco MPO Policy Board adopted a Vision Zero Resolution at their special meeting on April 29th, 2024, committing to the goal of eliminating KSI collisions. This Vision Zero Resolution, along with a resolution adopting the CSAP itself, can be found in **Appendix A**.

This commitment to reaching zero fatalities stems from the MPO's core values of prioritizing the safety and wellbeing of all McLennan County residents, regardless of how they choose to travel. By adopting TxDOT's ambitious statewide targets, the Waco MPO signals its resolve to be a leader in improving roadway safety. Specifically, the MPO aims to cut the number of fatal collisions in half by 2035, marking a critical step towards the ultimate goal of zero fatalities.

To achieve these targets, the Waco MPO committed to implement a comprehensive, data-driven approach that addresses the multifaceted factors contributing to traffic collisions. This includes engineering solutions to improve infrastructure, education campaigns to modify road user behaviors, and robust enforcement efforts to uphold traffic laws. By taking a holistic, collaborative approach, the MPO is confident it can make significant strides in eliminating fatalities and serious injuries on region's roads.

The MPO's leadership team is fully committed to this vision, and has allocated the necessary resources and political will to drive meaningful progress. Regular progress monitoring, data analysis, and stakeholder engagement will ensure the Waco region remains on track to meet its safety goals. Through this unwavering dedication, the Waco MPO aims to set a powerful example for other communities across Texas in the pursuit of zero traffic fatalities.

ORGANIZATION OF PLAN

CHAPTER 1: INTRODUCTION

This chapter sets the leadership goals and visions for the CSAP in the Waco Metropolitan Area. It describes the plan area and summarizes the approach taken in the plan.

CHAPTER 2: COUNTYWIDE COLLISION TRENDS

Chapter 2 describes the collision data and methodology of the analysis followed in the report. It summarizes the key findings, and compares McLennan County trends to Texas state trends. This chapter discusses countywide key collision profiles identified from the collision data analysis.

CHAPTER 3: EXISTING PLANNING EFFORTS

Chapter 3 provides an overview of the Waco MPO and its partner agencies' previous transportation planning initiatives that have laid the foundation for the development of the CSAP. It highlights the key plans, programs, projects, and partnerships that have contributed to the region's safety priorities and strategies.

CHAPTER 4: ENGAGEMENT & COLLABORATIONS

The CSAP was guided by a robust and inclusive stakeholder engagement process. Chapter 4 outlines the collaborative efforts undertaken to gather input from a diverse range of community members and partners. A key included element is a summary of the map-based public survey. Additionally, the MPO convened a series of stakeholder meetings and focus group discussions with representatives from local governments, law enforcement, advocacy groups, and other relevant organizations. This collaborative approach ensured the CSAP's recommendations reflect the unique needs and perspectives of all transportation users within the McLennan County.

CHAPTER 5: SAFE STREET TOOLKIT

This chapter presents the comprehensive "Safe Streets Toolkit" developed as part of the Waco MPO CSAP. This toolkit outlines a diverse range of engineering, education, and enforcement countermeasures that can be applied to address the specific safety challenges identified across the transportation network. The toolkit will serve as a valuable resource to guide the implementation of targeted interventions and assist in the selection of appropriate safety improvements.

CHAPTER 6: INDIVIDUAL JURISDICTION CHAPTERS & RECOMMENDED SAFETY PROJECTS

Chapter 6 consists of an overview, which discusses safety project categories, project prioritization criteria, and general policy and strategy recommendations. It also includes seven sub-chapters, one each for the seven cities (namely Bellmead, Hewitt, Lacy Lakeview, McGregor, Robinson, Waco, and Woodway) and unincorporated McLennan County & Small Cities. The sub-chapters present the municipal portfolio, including the results of historic collision data analysis, a network of corridors and intersections with a high risk for future KSI collisions, and prioritized safety projects recommending specific countermeasures for high-risk locations.

CHAPTER 7: EQUITY CONSIDERATION

A key focus of the CSAP is ensuring an equitable approach to transportation safety. Chapter 7 describes the disproportionate impacts experienced by communities and populations that experience transportation disadvantages from historic investment decisions, including in the form of increased share of traffic collisions and safety issues. The proposed safety countermeasures and implementation strategies have been designed to direct resources and investments towards disadvantaged areas, providing the greatest safety benefits to the populations most in need. The equity results have been considered during the planning process and project prioritization. The chapter also identifies the proportion of cost of improvements that directly serve disadvantaged and under-served communities.

CHAPTER 8: IMPLEMENTATION, MONITORING, & FUNDING OPPORTUNITIES

Chapter 8 outlines the comprehensive strategy for implementing the safety improvements and recommendations outlined in the CSAP. It establishes a framework for monitoring the CSAP's progress and evaluating the effectiveness of implemented countermeasures. The chapter also explores various grant programs and funding sources, such as the Highway Safety Improvement Program (HSIP) and SS4A that Waco MPO and its member jurisdictions can leverage to support the timely delivery of safety projects.