

Commenter	Org	Comments	Atkins Comment
Javiera Caballero	City of Durham, Commissioner	How do we fund things at the end of this? Need to understand the money part.	The Vision Zero Action Plan is funded through a SS4A Grant and projects can be funded through a variety of options, including a potential SS4A Implementation Grant, HSIP, and additional local/federal funding sources. Updated scope includes identifying potential funding sources for projects, including local and federal funding opportunities.
		VZ plans referenced should be examples that are relevant to Durham political context	Noted: First list of Vision Zero Action Plans included plans developed in North Carolina and surrounding states - Charlotte is included within the list, not because of their political context, but to review and possibly get ideas for the DCHC MPO Vision Zero Action Plan.
John Tallmadge	Bike Durham, Director	Identifying projects is really important.	Agreed - Goal of the Vision Zero Action Plan is to develop a Project List, including relevant agencies, benchmarks, and implementation plan.
		Needs to be based on the Safe Systems Approach.	Agreed - Vision Zero Action Plan projects will revolve around the Safe System Approach.
		Looking at existing policies and institutional arrangements that have resulted in the system we have now. How can we change these?	Updating existing policies and institutional arrangements will potentially be one of the goals of the Vision Zero Action Plan, where the first step is to set up meetings with the necessary agencies to get the ball rolling.
		Action plan for MPO and Central Pines - will each municipality have their own action plan as this occurs?	DCHC MPO and Central Pines Regional Council both received SS4A Action Plan Grants. The DCHC MPO Vision Zero Action Plan will look for ways to how the Central Pines Regional Council Making All Communities Safe in the Triangle Action Plan complements the DCHC MPO Vision Zero Action Plan, as described in the scope of work. In addition, each city/town/unincorporated county will have a separate High Injury Network and Communities of Concern map.
		Durham: most of the deaths and serious injuries are occurring on the NCDOT roads, and can Durham take these over?	A potential goal of the Vision Zero Action Plan could be to start the process of transferring NCDOT roadways to their respective City, Town, or County.
Kenneth Withrow	CAMPO	Can someone provide some additional information on the public engagement process so that our planning efforts are coordinated? Use energy from both of our plans that we are looking to enact.	The DCHC MPO and Vision Zero Action Plan selected consultant will work together to ensure planning efforts are coordinated. In addition, CAMPO has been added to the TAC list in the updated scope.
		Suggest changing "eliminate" to Change to "pursue the elimination of....". To definitively say that fatalities associated with transportation will be eliminated by 2050 is speculative; and maybe subject to scrutiny and challenge by varied interest groups.	The goal of a Vision Zero Action Plan is to get to Zero Deaths and Zero Serious Injuries, as everyone has friends and family members who want them to make it home safely. It is a very optimistic goal, but one we need to strive for. If we do not strive to get to zero, we will not get to zero, and safety measures will keep getting passed over for vehicular operations only. Other locations have gotten to zero and continue to have zero deaths and serious injuries, therefore the DCHC MPO jurisdiction should work together to get to a similar goal of Vision Zero. In addition, the Board has a goal of Vision Zero too.
		Instead of 2055 MTP, should both MPOs from now on use "The Research Triangle Region's 2055 Metropolitan Transportation Plan"?	Noted and included the Research Triangle Region's 2055 Metropolitan Transportation Plan in the updated scope.
		Please include "Town of Apex Vision Zero Action Plan" on list for review. It was adopted in 2022.	Noted, and included the Town of Apex Vision Zero Action Plan in the updated scope.
Bill Judge	City of Durham	Strongly recommend and advise utilizing a similar tactic to our equitable and community engagement blueprint to really make sure that we are targeting and reaching those neighborhoods.	Noted and agree the selected consultant should consider implementing similar tactics to your equitable and community engagement blueprint, with the City/Town/County assistance.
		Virtual meetings are fine for technical committees and staff, and we need to have an intentional focus on who we are trying to reach	Noted.
Bergen Watterson	Town of Chapel Hill	Ensure that going forward that all the jurisdictions are included and represented equally. Staff from local jurisdictions.	Noted.
		Concerns about the neighborhood meetings and reaching everyone.	Noted.
		Chapel Hill is focused on getting projects identified.	Great to hear!
		MPO plan identified the policies and goals. Want to make sure each jurisdiction is bringing forward their projects. Design the implementation/action planning according to the communities.	Agreed.
		MPO is the point of contact. Smaller project team/steering committee.	Noted and addressed in updated scope - Kickoff and Progress Meetings to include a representative from each City, Town, and Unincorporated County.

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Nish Trivedi	Orange County	BGMPO had a successful process. TC member should be engaging their communities as well, should not just be MPO leading the engagement.	Noted and agreed local jurisdictions will need to support - updated scope (Task 1.4) includes Local Jurisdictions will need to conduct/support meetings at the neighborhood level.
Kristin	Durham Schools	Need to look at local risk factors. Once those high crash or high risk locations are identified, is there a different tool box we can apply to a school?	A potential goal of the Vision Zero Action Plan will be to create safer streets around schools. School safety improvements are a great way to get early wins as most people would not have an issue with improving safety around schools.
Roger	Town of Chapel Hill	Suggest a user group for working with NCDOT on their roads.	Noted - A potential goal of the Vision Zero Action Plan could be to develop a user group for working with NCDOT on their roadways.
Ellen Beckman	Durham County	NCDOT Division Representatives need to be included. This is how progress will be made.	Noted and will add Division Representatives from Divisions 5, 7, and 8 to the TAC list.
		Can there be a statewide SS4A working group where planning agencies talk to each other and share recommendations?	This is a great idea and could be a potential goal of the Vision Zero Action Plan.
		Similar recommendations across plans across the state, how can we integrate this into the MPO/RPO processes. FHWA could convene a statewide coalition for discussion.	This is a great idea and could be a potential goal of the Vision Zero Action Plan.
Samad Rangoonwala	Bike Durham	High injury network: investing in early data collection.	The High Injury Network will incorporate existing crash data and changes to the crash data collection process could be a potential goal of the Vision Zero Action Plan.
		: what part of the street network were causing injuries, then developed a toolbox for safe streets design, so they can look at streets as they get busier.	Noted - The High Injury Network will be utilized to locate areas most in need of safety improvements. Added Montgomery County, MD to the list of projects in the updated scope.
		As we engage consultants to perform the work, there are different ways we can analyze crashes. we want to hear from consultants in the selection process about how they have applied those techniques in other geographies.	Noted.
Dale McKeel	Former DCHC MPO Bike Ped Planner	1. Work with NCDOT and the Executive Committee for Highway Safety to implement the 2019 Strategic Highway Safety Plan (SHSP): https://spatial.vhb.com/ncdotshsp/ a. To be successful with VZ, actions need to take place at all levels of government. b. The SHSP is a very detailed plan that establishes statewide goals, objectives, 5 Focus Areas, and 11 Emphasis Areas for safety improvement. Actions recommended by the plan are classified as ongoing, 2) near-term – 0 to 1 year, 3) mid-term – 1 to 2 years, and 4) long-term – 2 to 5 years. c. Unfortunately, not much progress has been made in implementation. d. Executive Committee for Highway Safety is responsible for monitoring progress – NCAMPO is an ECHS member and recommend that DCHC emphasize the need to make progress on implementation through NCAMPO.	Agreed - Strategic Highway Safety Action Plan is already in the list of projects
		2. Focus on Safe Systems Approach and Safe Speeds – add to 4.4 Action Plan Needs a. Roadway deaths and severe injuries are preventable. b. People make mistakes and their bodies are fragile. c. The focus should be on designing and maintaining a safe system (upstream, preventative strategies), not counting on perfect human behavior (downstream, reactive).	Noted and you described the main points of Vision Zero.
		3. Incorporate Vision Zero into All Transportation Processes a. Many highway changes are made as conditions of public and private development – ensure that these improvements are safe and serve all modes. b. Current TIAs often focus on motor vehicle capacity. Multimodal Traffic Impact Analysis (ITE Recommended Practice January 2023) c. Incorporate 20 Flag Method (NCHRP 948) – a systematic way to assess the pedestrian and bicyclist quality of service of intersection or interchange alternatives at any stage of project development. If there are flags, mitigate. d. Not implying that this is not being done today, but this institutionalizes and documents the practice.	Noted and agree - A potential goal of Vision Zero is to update/change standard plans so developers are implementing safe roadways for all users.

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Dale McKeel	former DCHC MPO Bike Ped Planner	<p>4. Increase Transparency in Decision Making</p> <p>a. Adopt an MPO intersection and interchange control evaluation (IICE) process to ensure that decision makers consider all reasonable alternatives when deciding on the form of traffic control at every intersection and interchange in every applicable project.</p> <p>b. IICE aims for a consistent, objective, and defensible assessment of alternative forms of control and geometry. And safety is a big part of the analysis – would use the SaFID tables developed at NCDOT to guide the safest feasible intersection design. NCDOT drafted an IICE policy in August 2021 but it has not been adopted.</p> <p>c. IICE also guides decisionmakers to justify and document intersection and interchange design decisions. Answers the question from the public of “Why didn’t you consider XYZ type of design?”</p> <p>d. Currently there is little transparency in some decision making. Example: decision to install a traffic signal at Pickett – Garrett intersection. Have asked questions of both City of Durham and NCDOT staff and no one seems to want to answer those questions.</p> <p>e. Also requested agenda for monthly meeting of City of Durham and NCDOT staff. Was told initially that the agenda was not a public record. They now may require me to submit a FOIA request each month, and said they will not be writing meeting summaries anymore, so those will no longer be available afterwards.</p>	<p>Agreed - A goal of Vision Zero is to be transparent - residents are more likely to accept construction zones if they are informed why construction is occurring. Additionally, safety projects should include before/after safety analysis. A potential goal of the Vision Zero Action Plan could surround the IICE process.</p>
		<p>5. Meeting that happens every month with city and DOT staff to discuss safety. MPO staff should be involved, maybe this becomes a meeting that is open to the public.</p>	<p>Noted - this could be a potential goal of the Vision Zero Action Plan.</p>
		<p>At the last meeting of the Executive Committee for Highway Safety on 5/5/23, there was a discussion of the ICE policy in North Carolina. Kevin Lacy, NCDOT's Director of Strategic Planning & Programming, said proponents of ICE in NC shouldn't give up. He said there is concern within NCDOT that it could become "prescriptive" and that is some of the pushback. He suggested that ICE policies could be adopted at the local level and for certain funding or programs within NCDOT, such as CMAQ and safety programs. He said the ECHS could consider adopting a resolution in support of an ICE policy, but there needs to be other groups/organizations pushing for an ICE policy in addition to NCDOT.</p>	<p>Noted - a potential goal of the Vision Zero Action Plan could surround the ICE process.</p>
Travis Crayton	Research Triangle Park	<p>Sent Charter School contact for RTP to add.</p>	<p>Noted.</p>
		<p>Brandon Mitchell Director of Operations Research Triangle High School www.rthighschool.org</p>	<p>Noted - added Research Triangle High School to the TAC in the Updated Scope under Private and Charter Schools within DCHC MPO Jurisdiction.</p>
		<p>Durham County sheriff's office not listed, but needs to be part of this. High problem is response. Jurisdictions need to know who is the right emergency responder in RTP.</p>	<p>Noted - added the Durham County Sheriff's Office to the TAC in the Updated Scope.</p>
Allison Simpson	Bike Durham Board Member	<p>Ellen's comment about NCDOT division involvement is critical</p>	<p>Noted and addressed in updated scope.</p>
		<p>First, I want to say how excited I am for all that is included. I have a couple of things I want to reiterate that were stated at the public forum that I was present at in terms of some meaningful additions. My husband, Matthew Simpson, was killed a year ago while riding his bike by a speeding car in a hit and run in front of myself and our two young children while we were riding on the West Ellerbee Creek trail on crosswalk that connects Trail at Guess Road on our way home from the Museum of Life and Science. I would like to echo what John Talmadge with Bike Durham said about including looking at internal processes and competing agendas between NCDOT and the included municipalities and working to resolve those in an effort to make our streets safer. My husband was killed on a road that is owned by NCDOT, and while Durham has the political will to change that area to make it safer, NCDOT may not, Resolving the differing priorities between NCDOT (getting as many cars on the road) vs. the municipalities (safety) needs to be addressed in the scope, or resolving who owns the roads needs to be addressed.</p>	<p>Thank you for sharing your story and I am so sorry for your loss. A potential goal of the Vision Zero Action Plan could be setting up meetings between NCDOT and local entities to discuss opportunities to collaborate and make roadways safer.</p>

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Allison Simpson	Bike Durham Board Member	I also want to echo what the person from Durham Public Schools stated at the public forum in terms of including at risk areas in the scope, meaning areas where there are schools and where families and children are likely to be. My husband was hit as we were riding the trail into our neighborhood, a neighborhood that has many young children and has a park right where he was hit (Westover park), and the bike and pedestrian trail we were on connects to a children's museum.	Agreed - One of the goals of the Vision Zero Action Plan will be to get early wins, as they will help with public support and help advance the phases of the Vision Zero Action Plan. One great opportunity for early wins is around schools and in locations where people want and need to walk and bike. Added verbiage to the updated scope that early win locations typically revolve around schools and other high vulnerable road user locations.
Mayor Jenn Weaver	Town of Hillsborough	Please include the Durham County Sheriff's Office, as well as Hillsborough Mayor's Office and Hillsborough Public Space Department.	Noted and added the Durham County Sherriff's Office, Hillsborough Mayor's Office, and Hillsborough Public Space and Sustainability Division to the updated scope.
Caroline Dwyer	Chapel Hill Transit	1.4 Public Information and Neighborhood Meetings: Agree with Bergen that it's going to be difficult to effectively engage people over such a large geographic area. I also don't think its necessarily feasible (or even useful) to ask the consultant to conduct all of the feedback for this effort. One idea – we could ask the consultant team to create a meeting toolkit (ie promo materials, presentation materials, and feedback instrument(s)) that each jurisdiction/agency can customize and use to conduct focused engagement for the plan. I also think setting the expectation that MPO members must help facilitate engagement in their community/agency helps generate buy-in and a shared responsibility for the planning effort's success.	Noted - Scope identifies Virtual Meeting in a Box
		Survey geofencing: Please ensure municipal staff are part of the process to identify critical neighborhoods.	Noted.
		Survey translation: Chapel Hill will require translation into Burmese, Karen, Mandarin Chinese, and Spanish. We have translation resources if the consultant cannot honor this request.	Noted.
		1.7 Local Agency Technical Committee and Board Updates: Chapel Hill has a Vision Zero Task Force that should be briefed on plan progress and provided opportunities for feedback.	Noted and added Chapel Hill Vision Zero Task Force to the TAC in the Updated Scope.
		2.1 Review Policies, Plans, and Studies: Specify that this includes engineering and design guidelines, as this is how many NC municipalities regulate their ROW design/requirements. Add Town of Chapel Hill's "Road to Zero" program https://www.townofchapelhill.org/residents/transportation/bicycle-and-pedestrian/road-to-zero	Noted and added the Engineering and Design Guidelines and Town of Chapel Hill Vision Zero Resolution (Road to Zero) to the updated scope list of projects/programs.
		3.1 Define Vision Zero: "The Consultant will define Vision Zero and describe why Vision Zero is needed for the DCHC MPO." Consider something like, "The Consultant will work with DCHC MPO to develop a context-specific definition of 'Vision Zero' for the DCHC MPO, based on the community's needs and goals." As written, the community seems left out of the discussion.	Noted and updated the scope accordingly.
		4.1 Message from the Mayor/Council/Manager: Would it make more sense for this to come from the MPO Board Chair, rather than trying to get statements from all constituent mayors, etc.?	The Vision Zero Action Plan can be signed by the MPO Board Chair, however it makes a bigger statement if all of the mayors sign their name to it.
		4.3 DCHC MPO Crash Reduction Examples: Seems like this could be a bullet under Vision Zero Action Plan Needs. It's not clear to me why this item is elevated over others. Or, if there's a reason, it would be good to explain why this stands alone or how it's envisioned these can be used.	The reasoning for Crash Reduction Examples is to illustrate DCHC MPO has already been incorporating safety improvements throughout their jurisdiction. This helps in getting public support for the Vision Zero Action Plan.
4.4 Vision Zero Action Plan Needs: From my perspective, these are the goals of this entire project. Lead with this! I would tweak this a bit and move this whole section into the Project Overview so that responding firms know what you want to accomplish as they go through the remainder of the RFP.	The Vision Zero Action Plan Needs are the list of Action Items the DCHC MPO will perform to help get to zero fatalities and zero serious injuries. It is located later in the scope as they are developed throughout the process and are one of the last items completed as TAC meeting and Public Meeting information will be utilized to develop the Action Items.		

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Caroline Dwyer	Chapel Hill Transit	Consider revisions, "The DCHC MPO seeks a Consultant to help identify, affirm, and implement Vision Zero strategies and action items in our jurisdiction. Identified Vision Zero strategies, and supporting action items will provide creative and collaborative solutions to our most pressing safety challenges. The DCHC MPO is especially interested in actionable strategies generating "early wins" and buy-in from the community and elected officials. The selected consultant will work closely with the DCHC MPO, key stakeholders, and community members to develop a Vision Zero Action Plan achieving the following goals: [INSERT "Plan Needs" BULLETS]	Noted and adjusted the Introduction and Project Overview in the updated scope.
Bergen Watterson	Chapel Hill Transportation Planning Manager	1.2.2: This includes staff from local jurisdictions, right?	Noted and adjusted the updated scope accordingly - Tasks 1.2.1 and 1.2.2 shall include a representative from each City, Town, and Unincorporated County.
		1.3: Coordination with TAC: This [list] is huge. More important to have the smaller Progress Meetings so local staff with expertise can have more access to consultant and opportunity to be involved as the plan progresses.	Noted.
		1.4: Virtual public meetings: How do we keep these relevant to the attendees? If a Chapel Hill resident attends and the conversation is totally centered on Durham, or vice versa...	Noted and the updated scope identifies each entity will have a separate High Injury Network/Communities of Concern. In addition, Task 1.4 has been updated to include Local Jurisdictions will need to conduct/support meetings at the neighborhood level.
		1.4: Virtual neighborhood meetings: How do we ensure fairness here? There are more than 4 jurisdictions participating in the plan, and tons of neighborhoods within each. How do we get to the neighborhood level in such a large geographic area?	Noted - Updated scope (Task 1.4) includes Local Jurisdictions will need to conduct/support meetings at the neighborhood level.
		2.2: (Bulleted list of items the crash evaluation will be focused on): Hopefully this will be based on local context. If we base 'high crash' on the region as a whole, nowhere outside Durham will make it.	Noted and the updated scope identifies each City, Town, and Unincorporated County will have a separate High Injury Network/Communities of Concern.
		2.2: Communities of Concern: again, must be normalized to local levels	Noted and the updated scope identifies each City, Town, and Unincorporated County will have a separate High Injury Network/Communities of Concern.
		4.1: Mayor/Council/Manager: All mayors/councils/managers	Could be difficult due to differing views - unfortunately, politics comes into play with some representatives, therefore Public Official support is key to a successful Vision Zero Action Plan.
		4.4: Advance a list of demonstration projects to be used to pursue a SS4A Implementation Grant: This needs to be the #1 component. A solid list of feasible projects for each jurisdiction that checks all the boxes that the implementation grant requires.	Agreed - a potential goal of the Vision Zero Action plan could be a list of projects to put in the Action Items, which will help when going after Implementation Grant funding.
		4.5 Deliverables: implementation plan. This should be separate for each jurisdiction. We all have different funding, timelines, and priorities. Can't be a one-size-fits-all approach	Agreed - the Implementation Plan and Benchmarks will identify the entities that will be involved - updated scope accordingly.
5.1: Prepare draft report, present to TAC members for review: project team first?	Noted - Draft Report will be reviewed by the TAC after reviewed by the members of the Kickoff and Progress Meetings (DCHC MPO and a representative from each City, Town, and Unincorporated County).		
Heidi Perov	Resident	This is a DCHC-MPO grant, but not all of the towns that are part of the DCHC-MPO have adopted a Vision Zero plan. Is that going to be a problem?	Not at all - USDOT gave preference to MPO grants since they tend to cover multiple jurisdictions. Once the DCHC MPO Vision Zero Action Plan is complete, all entities included within the DCHC MPO jurisdiction can apply for Implementation Grants.
Judy Teske	Resident	Do we know what Charlotte did/implemented?	Charlotte was included within the list of projects as they have completed a Vision Zero Action Plan within the state of North Carolina. The selected Consultant will review the plan and potentially get ideas to create the DCHC MPO Vision Zero Action Plan.
		Is there any connection between this and the proposed Durham Comprehensive Plan update?	Noted and adding the City of Durham Comprehensive Plan to the list of Projects/Plans
Tricia Smar	Duke Trauma Center	Does this mean there are only 2 virtual public meetings across the entire MPO region? Could we request 2 public meetings per jurisdiction?	Noted - The large public meetings during the course of the Vision Zero Action Plan remains at two. However, Task 1.4 has been updated in the scope, assigning each community to conduct/support meetings at the neighborhood level. Each jurisdiction will be heavily involved in the community outreach and the DCHC MPO and Consultant will work with partner agencies to ensure each community has input in this planning effort.

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Tricia Smar	Duke Trauma Center	Similarly, can the Action Plan require/encourage documenting sidewalk gaps more accurately? Given that some roads are owned by Town/City/County/NCDOT, it seems there's no one entity to track all of what is/is not available. So maybe DCHC could serve in that role to connect those pieces. I believe Apex and other communities created maps of sidewalk gaps and costs, which would be incredibly helpful for seeking grants/other funding, but right now we don't have an accurate view of what those projects and costs are.	A potential goal of the Vision Zero Action Plan could be to create an ArcGIS map identifying sidewalk gaps throughout the DCHC MPO jurisdiction.
		We need our policies to ALLOW for these changes to take place and not hinder them	Agreed - a potential goal of the Vision Zero Action Plan is to start the process of changing policy to allow for safety changes.
Terry	Bike Walk NC	Does Durham PD support the "§ 160A-499.6. Civilian Traffic Investigators bill that has been ratified to help identify and train officers on crash investigations in an effort to ensure proper reporting of crashes with vulnerable road users? (Answer is yes, from Councilmember Caballero.)	The City of Durham Police Department is a recommended member of the Technical Advisory Committee (TAC). I recommend asking the Durham Police Department if they are in favor of the bill at the first TAC meeting (Answer is yes, from Councilmember Caballero).
Cathy Abernathy	Resident	How to reduce speed on streets that become "Cut Thru" with the requirement for "Connected Streets?"	A potential goal of the Vision Zero Action Plan could be to reduce speeds through safety countermeasures including FHWA Proven Safety Countermeasures, Crash Modification Factors, and the Safe System Approach.
Tina Moon	Town of Carrboro	We'd like to be sure that the scope of work for the grant leads to an action plan with a clear list of priority projects for all members of the DCHC MPO, and that the interests and needs of the smaller jurisdictions aren't lost to the larger jurisdictions. High crash areas and areas of concern are important for all communities—not just for the City of Durham.	Noted and the updated scope identifies each City, Town, and Unincorporated County will have a separate High Injury Network/Communities of Concern. A potential goal of the Vision Zero Action plan could be a list of projects to put in the Action Items, which will help when going after Implementation Grant funding.
		We'd like to emphasize the roll of the TAC as the lead stakeholder/focus group, to guide and develop the plan, and to facilitate outreach and engagement. There are so many stakeholders on the list that it will be difficult to provide meaningful engagement without some consolidation/vetting information beforehand. For example, TAC staff can provide handouts on the background of the Vision Zero concept and provide summary lists of location transportation projects—in design or funded but not yet initiated—so that valuable meeting time can be focused on seeking input and/responding to proposals, rather than listening to long consultant presentations or project overviews. Having submitted the grant application, it seems safe to say that there isn't a need to spend too much time "selling" the Vision Zero concept to local residents/officials.	Noted.
		You may wish to add the county departments of aging (Durham/Orange/Chatham) to the list of stakeholders and/or seek representatives of ADA communities.	Added the Aging services related departments for each county to the stakeholders list.
		Please add the Planning Department (Planning, Zoning & Inspections Department) for the list of contacts for the Town of Carrboro. Transportation is part of the Planning Department.	Added.
		The Public Information Officer for the Town of Carrboro is the director of the Department of Communications and Engagement, so that contact can be deleted.	Removed.
		Under Policies, Plans and Studies: Please include Carrboro Comprehensive Plan, Carrboro Connects, which includes a chapter on transportation and mobility, the Recent update to the Bicycle Transportation Plan, and The Safe Routes to School Strategic Action Plan	These plans have been added under the Policies, Plans and Studies section.