

REGIONAL ROADWAY SAFETY

Activities and Resources

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COG Board of Directors
February 8, 2023

Roadway Safety Issue

- Unacceptable levels of fatalities on the region's roadways
- Significant gap between goal (zero deaths) and ground realities
- Need to expedite actions that are multi-pronged, regionally consistent, and coordinated

NCR Roadway Safety Trends

	2017	2018	2019	2020	2021	Change from 2020 to 2021
# of Fatalities	313	303	300	321	360	↑ 12.1 %
<i>Fatality Rate (per 100 MVMT)</i>	0.695	0.673	0.659	0.876	0.886	↑ 1.1 %
# of Serious Injuries	2,613	2,464	2,371	1,839	2,221	↑ 20.8 %
<i>Serious Injury Rate (per 100 MVMT)</i>	5.755	5.473	5.211	5.026	5.277	↑ 5.0 %
# Nonmotorist Fatalities & Serious Injuries	586	552	595	440	518	↑ 17.8 %

Selected COG/TPB Safety Milestones

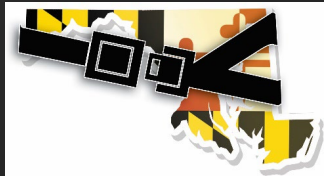
- COG partnership with the Washington Regional Alcohol Program (since 1991)
- Street Smart pedestrian/bicyclist safety campaign (since 2002)
- TPB Transportation Safety Subcommittee and staff (since 2012)
- COG Traffic Incident Management Enhancement Task Force (2018)
- TPB Federally-required roadway safety target setting/reporting (annually since 2018)
- Recurring state and federal briefings to TPB on safety (since 2019)
- TPB roadway safety data “deep-dive” studies (2020)
- TPB Resolution R3-2021 (July 2020) addressing roadway safety and equity, also establishing the Regional Roadway Safety Program

TPB Roadway Safety Data “Deep Dives”

- In 2020, staff and consultants studied the region’s safety data for 2013-2017, revealing underlying behavioral factors which especially contributed to the unacceptable outcomes
 - *Not wearing seat belts, speeding, **impaired driving**, and distracted driving*
- The assessment also revealed that three types of crashes accounted for a disproportionate share of fatalities and serious injuries
 - *Pedestrians, intersections, major arterials*
- Identifying these factors helped lead to the identification and recommendation of applicable proven countermeasures

MD MOTOR VEHICLE OCCUPANT FATALITY CONTRIBUTING FACTORS

Maryland's
2022
Observed
SB Rate:
92.7%



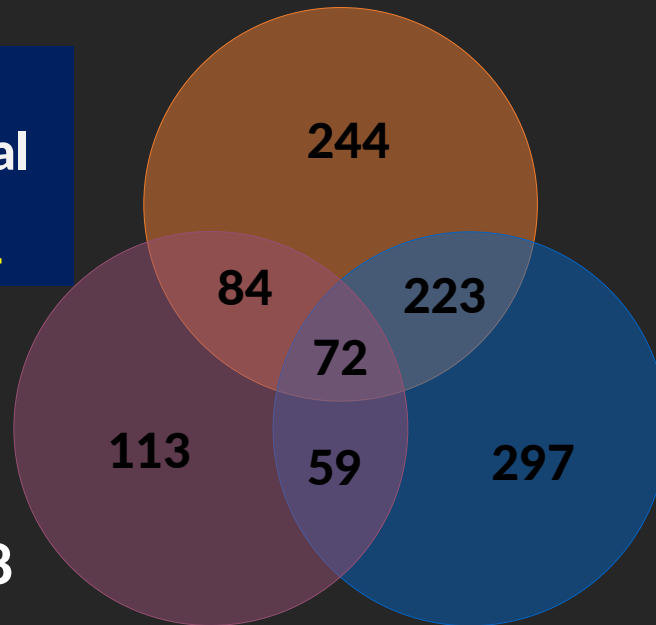
Occupant
Fatality Total
2017-2021



Speed = 328
(20% of all)



Unbelted = 623
(37% of all fatalities)



N = 1,667 MV
occupant deaths
from 2017-2021
(non-pedestrian &
non-motorcycle).















66% (n=1,092)
involved speeding,
impairment, or
lack of belt use.

Impaired = 651
(39% of all)

Impairment defined as alcohol and/or drugs

TPB R3-2021 Safety Measures List

- R3-2021 included a list of safety measures in two categories: “design and operate safer infrastructure” and “encourage safer behavior”
- The excerpt below shows the list’s measures for impaired driving

ENCOURAGE SAFER BEHAVIOR			
			Conduct well publicized, multi-component compliance campaigns throughout the region to address underage drinking, including licensing actions for underage alcohol violations, and vendor compliance checks to reduce underage drinking.
			Implement and enhance server training programs to enable servers to identify underage customers and prevent overserving.
			Increase use of ignition interlocks for impaired driving offenders.
			Encourage uniform support for open-container laws, an effective countermeasure that prevents impaired driving by prohibiting the possession of any open alcoholic beverage container and the consumption of any alcoholic beverage by motor vehicle drivers or passengers.
			Provide and encourage use of ride sharing programs (like SoberRide) to reduce impaired driving; encourage more late-night transit service to provide options other than driving while impaired.
			Conduct well-publicized compliance programs aimed at impaired drivers.

TPB R3-2021 Calls for Action

- Established the TPB Regional Roadway Safety Program
- Urged members to *implement applicable safety measures* (an extensive list was provided in an attachment)
- Called upon its member jurisdictions and agencies to *adopt equitable Vision Zero policies*, and *develop local roadway safety plans and ensure their equitable impacts on all roadway users*
- Urged members to reaffirm safety as a top priority and *prioritize projects, programs, and policies to increase seat belt use, reduce speeding, reduce impaired driving, and reduce distracted driving*
- Called upon its member states to *adopt primary seat belt legislation*, and *increase the use of ignition interlock devices for impaired driving offenders*

WASHINGTON REGIONAL ALCOHOL PROGRAM SAFETY UPDATE

Kurt Erickson
President and CEO
Washington Regional Alcohol Program

COG Board of Directors
February 8, 2023

Presentation Topics

- Overview of the Washington Regional Alcohol Program (WRAP)
- Key findings from the latest “How Safe Are Our Roads” annual report
- Recommendations to reduce drunk driving in our region

Washington Regional Alcohol Program

- Having commemorated its 40th year in 2022 after being founded in 1982, the nonprofit [501(c)(3)] Washington Regional Alcohol Program (WRAP) is an award-winning public-private partnership working to prevent drunk driving and underage drinking in the Washington-metropolitan area. We are a non-profit formed in 1982.
- Through public education, innovative health education programs and advocacy, WRAP is credited with keeping the metro-Washington area's alcohol-related traffic deaths historically lower than the national average.
- WRAP, however, may be best known to area residents via the organization's popular free safe ride service for would-be drunk drivers, SoberRide®.
- The 30th-annual "How Safe Are Our Roads?" report is prepared by COG for the nonprofit WRAP.

Findings from the Report

- Fatalities: Regional alcohol and/or drug-impaired traffic fatalities decreased by 10 percent between 2020 and 2021 (from 95 to 85 such fatalities).
- Injuries: Regional alcohol and/or drug-related traffic injuries increased over 17 percent between 2020 and 2021 (from 1,298 to 1,522 such injuries).
- Crashes: Regional traffic crashes attributed to alcohol and/or drugs increased by over 13 percent between 2020 and 2021 (from 3,292 to 3,739 such crashes).
- Arrests: Local arrests for either driving under the influence (DUI) or driving while impaired (DWI) increased by 3.7 percent between 2020 and 2021 (from 9,882 to 10,248 such arrests).

Recommendations

- **Double-Down on What Works**
 - Sobriety checkpoints
 - Technology including ignition interlocks
- **Buckle-Up**
 - Including enacting primary seatbelt legislation in Virginia
- **Increase Testing**
 - Mandatory for all drivers in fatal crashes (2023 Virginia bill)
 - Oral fluids pilot programs
- **Embrace Technology**
 - Ignition interlocks
 - Passive (inc. Maryland and Virginia's Driver Alcohol Detection System for Safety / DADSS programs)

Recommendations

- **Alternative to DUI**
 - SoberRide® (District of Columbia / Maryland / Virginia)
 - Rideshare
 - WMATA / Metro (inc. restoration of weekend / evening hours of service)
- **Enforcement**
 - Fully staff, support and prioritize DUI enforcement
 - “Traffic safety IS public safety!”

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