

SAFETY RECOMMENDATIONS

Update

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Citizen's Advisory Committee
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Topics

- TPB Reception of the Proposed Safety Resolution
- Development of Resolution Language
- Review of Latest Resolution Draft
- CAC Thoughts and Ideas Within the Resolution
- Request for CAC Endorsement
- Next Steps

TPB Reception of the Resolution

- TPB members were supportive!
- Discussion focused on equity
- Chair Russell's Statement

Every action that the TPB considers - including every debate we have, and every decision we make as the region's MPO - must be viewed through the lens of justice, equity, and fairness, We must recognize past actions that have been exclusionary or had disparate impacts on people of color and marginalized communities, and we must take actions to correct or mitigate the resulting unfairness. From infrastructure to education and enforcement, we must act fairly to ensure equitable and true access to safety, accessibility and mobility. The TPB Officers and staff are committed to this mission.



Development of Resolution Language

- Involvement of TPB Officers and Interested TPB Members
- “Whereas” clauses – provides the logic and reasoning to support the resolution
- Strengthening of equity language with special emphasis on enforcement strategies and a focus on the “Primary Seat Belt Legislation” recommendation
- Inclusion of two additional strategies
 - Provision of pedestrian walkways; and
 - Strengthening “open container” laws



Review of Current Draft Resolution

(pull up Resolution R3-2021)



CAC Ideas in the Resolution

CAC Safety Idea	Resolution R3-2021
Vision Zero	Section 4: (the TPB) calls upon all its member jurisdictions and agencies to adopt safety goals consistent with Vision Zero or Towards Zero Death policies and develop local roadway safety plans and ensure their equitable impacts on all road users.
Red light and speed cameras	Increase automated enforcement at intersections including speed on green lights, stop-light camera, blocking the box, etc.
Enforce speeding on neighborhood streets	Section 1: (The TPB urges its member jurisdictions to) reduce unsafe vehicle speeds on all roadways in the region Reduce motor vehicle speeds by using data driven, effective, and equitable enforcement methods that utilize available technology, such as automated speed cameras, and other traffic calming strategies such as narrower lanes, adding roundabouts, and implementing road diets.



CAC Ideas in the Resolution

CAC Safety Idea	Resolution R3-2021
Pedestrian safety enforcement in high risk areas	Create pedestrian safety zone programs in areas with high occurrences of pedestrian crashes.
Harden left-turns at intersections	Implement left-turn traffic calming (left turn hardening) to reduce left turn speeds and provide for safe turning behavior at intersections that show a pattern of pedestrian-related left turn crashes and intersection geometry that facilitates high speeds.
Actuated pedestrian crossings - pedestrian activated red lights	Install pedestrian hybrid beacon and advanced yield signs, stop markings and signs, high visibility crosswalk markings. Install pedestrian countdown signals.
Leading pedestrian interval - walk signs turn on before light turns green	Implement leading pedestrian interval (LPI) at intersections with high turning vehicle volumes.



CAC Ideas in the Resolution

CAC Safety Idea	Resolution R3-2021
Pedestrian safety enforcement in high risk areas	Create pedestrian safety zone programs in areas with high occurrences of pedestrian crashes.
Protected bike lanes	Provide walkways where appropriate, including paved shoulders, shared-use paths, trails, bicycle lanes and/or separated bike lanes.
Rumble / mumble strips in center line and edge line	Install longitudinal rumble strips and stripes in locations where run-off-the-road crashes are high.



Next Steps

- July 2020 - TPB approves safety resolution
- Develop regional safety program
- Next set of regional highway safety targets



Request for CAC Endorsement

- Thank you for your support!



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