

# SAFETY RECOMMENDATIONS

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Citizen's Advisory Committee  
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# Recap to Date

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- TPB declares the current roadway safety outcomes in the region are unacceptable
- TPB collaborates with state transportation agencies to understand what they are doing to address roadway safety in the region
- TPB conducts a high-level assessment of the region's safety data
- Assessment reveals several underlying behavioral factors contributing to the unacceptable outcomes
  - Not wearing seat belts, speeding, impaired driving, and distracted driving
- Assessment also reveals that three types of crashes account for a disproportionate share of fatalities and serious injuries
  - Pedestrians, intersections, major arterials
- TPB examining actions to take to significantly improve safety of the region's roadway users



# Proposed Recommendations



# Proposed TPB Resolution – Part 1

Action	Description
Urges its members to:	<p>Reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, that strive to ensure equitable impacts and will:</p> <ul style="list-style-type: none"><li>• Increase Seat Belt Use</li><li>• Reduce Speeding</li><li>• Reduce Impaired Driving</li><li>• Reduce Distracted Driving</li></ul>
<i>General (systemic) recommendations that address behavior and affect all types of crashes</i>	



# Proposed TPB Resolution – Part 2

Action	Description
Urges its members to:	Commit to working individually and/or collectively to implement all of the applicable safety measures (attached) to address the types of fatal and serious injury crashes disproportionately observed in this region and strive to ensure their equitable impacts
<i>Specific set of recommendations that address the region's predominant types of fatal and serious injury crashes</i>	



# Proposed TPB Resolution – Part 3

Action	Description
Establish a Regional Roadway Safety Program	<ul style="list-style-type: none"><li>• Which, through enhanced safety planning capabilities, can assist its member jurisdictions and the region implement projects, programs or policies to equitably improve safety outcomes for all roadway users.</li><li>• Modeled loosely on its Transportation Land-use Connection program with assistance from the three DOTs</li><li>• ~\$250k annual budget</li></ul>

*Recommendation to establish a regional safety program to help improve road user safety*



# Proposed TPB Resolution – Part 4

## Action

Calls 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

Calls upon its member states\* to:

- adopt primary seat belt legislation, and
- increase the use of ignition interlock devices for impaired driving offenders

\* Note: Currently several jurisdictions have Vision Zero policies and/or roadway safety plans; DC and MD have primary seat belt laws; all member states have ignition interlock device requirements but apply them to varying degrees



# Illustrative Projects – TPB Regional Safety Program

## TPB Regional Safety Program – Types of Projects

- Assist jurisdictions with crash data analysis
- Provide consultant services to facilitate local road safety audits
- Support additional “Street Smart-like” activities with street teams and Virtual Reality car for member jurisdictions
- Conduct analyses of equity impacts of roadway safety measures
- Support or sponsor a regional “safest driver” contest (along the lines of what San Antonio did in 2018)
- Support jurisdictional level roadway safety plans
- Facilitate/conduct regional safety peer exchanges and/or training programs
- Facilitate educational outreach on safety





# Next Steps

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- Finalize proposed resolution based on Transportation Planning Board feedback
- Request adoption of resolution at the July TPB meeting

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