

**ITEM 8 – Action
December 20, 2023**

PBPP: Annual Targets for Transit Safety and Highway Safety

Action: Adopt Resolution R4-2024 to approve regional transit safety targets and adopt Resolution R5-2024 to approve regional highway safety targets

Background: The board will be asked to approve annual regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.

ATTACHMENTS

- Item 8 – Highway Safety Targets Approval Package
- Item 8 – Transit Safety Targets Approval Package

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO ADOPT ANNUAL HIGHWAY SAFETY TARGETS
FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized on November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, though the federal regulations that designate the safety performance measures refer to them as the National Performance Management Measures for the Highway Safety Improvement Program, the performance measures are applicable to all public roads in the region from community streets to Interstate highways, and can properly be referred to as roadway safety targets; and

WHEREAS, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals of zero fatalities and serious injuries on its roadways and is using the federally-required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

WHEREAS, the TPB completed a regional roadway safety study in 2021 to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

WHEREAS, the TPB reviewed the findings of that study and adopted Resolution R3-2021 titled, "Resolution to Establish A Regional Roadway Safety Policy, and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region's Roadways" on July 22, 2020 based on those findings; and

WHEREAS, the TPB, as described in Resolution R3-2021, urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB's Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region's roadways; and

WHEREAS, the TPB has, as part of Resolution R3-2021, established and funded a Regional Roadway Safety Program to assist its members to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users; and

WHEREAS, the TPB continues to support local, regional, and state level efforts to reduce fatalities and serious injuries; and

WHEREAS, the DOTs of the District of Columbia, Maryland, and Virginia set their respective highway safety targets for the five-year period 2020 through 2024 by August 31, 2023, and MPOs are required to set highway safety targets for their metropolitan planning areas for the same period by February 28, 2024; and

WHEREAS, TPB staff have coordinated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to develop regional highway safety targets that are evidence-based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

WHEREAS, these highway safety targets have been reviewed and recommended for TPB approval by the TPB Technical Committee; and

WHEREAS, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of highway safety targets for the National Capital Region, as described below.

Table 1: Regional Highway Safety Targets, 2020-2024

Performance Measure (5-year rolling average)	2020-2024 Targets
Number of Fatalities	253.0
Fatality Rate (per 100 million VMT)	0.588
Number of Serious Injuries	1,675.7
Serious Injury Rate (per 100 million VMT)	3.222
Number of Nonmotorist Fatalities & Serious Injuries	473.5



MEMORANDUM

TO: National Capital Region Transportation Planning Board (TPB)
FROM: Janie Nham, TPB Transportation Planner
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Highway Safety Targets
DATE: December 14, 2023

At the November 15 TPB meeting, staff briefed the board on the federal requirement for metropolitan planning organizations (MPOs) to set annual transit and highway safety performance targets and presented draft 2020-2024 targets for the board's consideration. Following the presentation, TPB members raised a number of safety questions and issues, including potential safety work activities to pursue in 2024, vehicle design, pedestrian visibility, and jurisdictional-level data. This memorandum provides information to further inform the discussion.

POTENTIAL SAFETY WORK ACTIVITIES FOR 2024

TPB staff is currently considering a range of safety activities to undertake in the upcoming year to supplement the TPB's established safety program. The following concepts have been proposed:

- **2024 Safety Study** – This “deep dive” study would be similar to the Safety Study completed in 2021. Staff currently anticipates that the study would include two components:
 - Quantitative analysis of state crash data, as well as possibly data from data vendors, with the aim of understanding crash contributing factors and geographic distribution. The analysis would also include an evaluation of crashes within and outside of regional Equity Emphasis Areas.
 - Qualitative analysis of survey information to be collected from member jurisdictions to understand current barriers to implementing safety strategies. The qualitative analysis would also include a literature review of contributing factors not captured in crash reports.
- **Safety event** – Options include a safety work session or a stand-alone forum, particularly to explore multi-disciplinary collaboration on safety.
- **Guest speaker** – Staff would invite a federal agency safety official or national safety expert to discuss how the TPB can engage with the federal government on safety, particularly regarding factors that are outside of the TPB's authority, or other related topics.
- **Explore regional coordination on “zero deaths” goals and approaches** – While most TPB members have adopted a “zero deaths” approach, there may be opportunities to strengthen these activities through regional coordination.
- **Continued engagement at federal level via submission of comments** – Staff would continue to submit comments on the board's behalf in response to proposed federal safety actions, such as vehicle design.
- **Enhancement of the TPB Safety website** – Staff would develop additional content for the website based on frequently requested items and links to information by jurisdictional and agency staff.

In addition, as the board considers legislative priorities for the upcoming year, it may wish to review the recommended roadway safety tools based on the 2021 TPB safety study and included in Resolution R3-2021. The resolution is attached and available on the COG website at:

[R3-2021 - Resolution to Establish a Regional Roadway Safety Policy and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region's Roadways](#)

PEDESTRIAN SAFETY OUTREACH

In addition to the aforementioned activities, staff will continue to support existing ongoing safety activities, including the COG/TPB Street Smart education campaign. The region-wide program specifically aims to reduce the number of pedestrian and bicyclist deaths by offering safety education through print, radio, television, and social media advertising, as well as on-the-ground outreach. Campaign components address driver behavior, safety tips for pedestrians and bicyclists, and enforcement. Staff will explore enhancing campaign components with the Street Smart funding agencies and Advisory Group.

Enhancing visibility will continue to be an element of Street Smart. This message is simultaneously balanced with driver awareness education to encourage shared responsibility on roadways.

The following list includes a sampling of pedestrian visibility education messaging. In its research, staff did not locate any stand-alone campaigns specifically focused on pedestrian visibility but rather pedestrian visibility messaging that was a component of larger safety education efforts.

- Montgomery County, MD – [Look Out for Each Other](#)
- Prince George's County, MD – [Vision Zero Media Toolkits](#)
- Fairfax County, VA – [Take A Moment](#) (see, "Safety in Every Season")
- New York City, NY - [Vision Zero Dusk and Darkness Campaign](#)
- State of Delaware, Office of Highway Safety - [Walk Smart, Arrive Alive](#)

2020-2024 HIGHWAY SAFETY TARGETS FOR THE NATIONAL CAPITAL REGION

On November 15, staff presented its recommendations for the 2020-2024 highway safety targets for the TPB's consideration. The TPB is required to set targets each year in five performance categories: the number of fatalities, the fatality rate, the number of serious injuries, the serious injury rate, and the number of nonmotorist fatalities and serious injuries. Note that staff still has not yet received the 2022 regional vehicle miles traveled (VMT) figures, and the serious injury rate target reflects 2021 VMT data. The presentation from the November meeting, part of a joint presentation on draft transit safety and highway safety targets, can be accessed through the following link:

[Item 7 – Draft PBPP Transit and Highway Safety Targets Presentation](#)

To date, no comments on the proposed targets have been received. Pending any last-minute comments, the following highway safety targets are anticipated to be final. The TPB will be asked to adopt a resolution approving the targets at its December 20 meeting.

Performance Measure (5-year rolling average)	Adopted 2019-2023 Targets	DRAFT 2020-2024 Targets	Difference	Percent Difference
# of Fatalities	253.0	<u>253.0</u>	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	<u>0.588</u>	0.0	0.0%
# of Serious Injuries	1,757.4	<u>1,675.7</u>	-81.7	-4.6%
Serious Injury Rate (per 100 MVMT)	3.733	<u>3.222</u>	-0.511	-13.7%
# Nonmotorist Fatalities & Serious Injuries	486.9	<u>473.5</u>	-13.4	-2.8%

Following adoption, the adopted targets will be transmitted to the State Departments of Transportation (DOTs) in accordance with agreements in place.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO ESTABLISH A REGIONAL ROADWAY SAFETY POLICY, AND ASSOCIATED
ROADWAY SAFETY AND EQUITY POLICY STATEMENTS, TO REDUCE FATALITIES AND
SERIOUS INJURIES ON THE NATIONAL CAPITAL REGION'S ROADWAYS**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled, number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals and is using the federally required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

WHEREAS, the TPB commissioned a regional roadway safety study to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

WHEREAS, the recommended regional roadway safety strategies, based upon the regional safety study as well as other relevant safety improvement ideas developed through ongoing Transportation Safety Subcommittee activities and continuing collaboration with state DOTs and member jurisdictions, have been reviewed by the TPB; and

WHEREAS, the TPB has established Equity Emphasis Areas that identify small geographic areas with high concentrations of low-income and / or minority populations for the analysis of disproportionately high and adverse impacts on these populations; and

WHEREAS, the TPB urges that safety measures, including those addressing roadway design and operations, be applied with particular attention to Equity Emphasis Areas; and

WHEREAS, the TPB condemns enforcement of roadway traffic operational and safety-related laws, both nationally and regionally, in ways that are discriminatory, exclusionary, or have disparate impacts on people of color and marginalized communities and calls for unconditional commitment to equity and anti-racism; and

WHEREAS, the TPB believes that road-user safety and the equitable, non-racist implementation of safety strategies are both equally important and should not be mutually exclusive; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the following Regional Roadway Safety and Associated Equity Policy Statements for the National Capital Region:

POLICY STATEMENT ON EQUITY

The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and The TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and We recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.

POLICY STATEMENT ON ROADWAY SAFETY

The National Capital Region Transportation Planning Board urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB's Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region's roadways by taking the actions, working individually and/or collectively, described in the Sections 1 through 4 below.

Section 1:

- Increase seat belt use among all occupants in a motor vehicle;
- Reduce unsafe vehicle speeds on all roadways in the region;
- Reduce impaired and distracted driving.

Section 2:

Identify and implement applicable countermeasures, especially those outlined in the table shown below, as appropriate and on a case by case basis, in an equitable and non-racist manner, consistent with the TPB's Policy Statement on Equity.

Section 3:

Establish and fund a Regional Safety Program at the TPB, beginning in fiscal year 2021, to assist its member jurisdictions and the region to develop and/or implement projects, programs or policies to equitably improve safety outcomes for all roadway users. Funding for the first year of the Regional Safety Program will total \$250,000 which will be provided through the TPB's Unified Planning Work Program.

Section 4:

- 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.
- Calls upon its member states to adopt procedures that increase the use of ignition interlock devices for impaired driving offenders.

Adopted by the National Capital Region Transportation Planning Board on July 22, 2020



National Capital Region
Transportation Planning Board



ROADWAY SAFETY IMPROVEMENT STRATEGIES

INTRODUCTION

During 2019 and 2020, the National Capital Region Transportation Planning Board (TPB) Technical Committee conducted a Regional Safety Study in collaboration with the state Safety Engineers from the District of Columbia, Maryland and Virginia Departments of transportation to:

















- Understand the factors contributing to the high number of fatal and serious injury crashes in the National Capital Region (NCR);
- Determine where and what types of crashes on the roadway transportation network are over-represented;
- Identify and recommend proven effective project, program and policy solutions to significantly reduce fatalities and serious injury crashes; and
- Inform future Transportation Safety Subcommittee and Street Smart efforts.

Following are recommended actions that can, if implemented, significantly reduce the number of people killed or seriously injured throughout the region in four areas that were identified through data analysis as the area’s serious traffic safety problems including pedestrian, intersection, major arterial, and young driver crashes. The appropriateness of any of the strategies listed in this document need to be determined on a case-by-case basis. This list of strategies is not comprehensive and does not preclude the use of other proven effective strategies to improve roadway safety.




































The TPB condemns enforcement of roadway traffic operational and safety-related laws, both nationally and regionally in ways that are discriminatory, exclusionary, or have disparate impacts on people of color and marginalized communities and calls for unconditional commitment to equity and anti-racism. As such, the TPB strongly urges all safety strategies implemented in the region be consistent with its Equity Policy statement, below:

The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region’s MPO; and The TPB affirms that equity, as a foundational principle, will be woven throughout TPB’s analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and We recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.





























LEGEND

 Intersections	 Major Arterials	 Roadway Departure	 Rear-end Collisions
 Speeding	 Alcohol Impaired Driving	 Distracted Driving	 Occupant Protection
 Pedestrians	 Young Drivers	 Older Drivers	 Enforcement
 Education	 Emergency Medical Services	 Communications	 Legislation









































DESIGN AND OPERATE SAFER INFRASTRUCTURE

		Install pedestrian hybrid beacon and advanced yield signs, stop markings and signs, high visibility crosswalk markings.
		Implement leading pedestrian interval (LPI) at intersections with high turning vehicle volumes.
		Conduct pedestrian road safety audits in areas with a higher than average crashes.
		 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.
		 Evaluate mid-block crossings with higher rates of fatalities and serious injuries (especially those over 10,000 Annual Average Daily Traffic (AADT)) to determine the need for more improvements such as medians, refuge islands, pedestrian hybrid beacon, and rectangular rapid flashing beacons.
		Install pedestrian countdown signals.
		Improve geometry of pedestrian and bicycle facilities at signalized intersections with high frequencies of pedestrian and/or bicycle crashes and on routes serving schools or other generators of pedestrian and bicycle traffic.
		 Provide walkways where appropriate, including paved shoulders, shared-use paths, trails, bicycle lanes and/or separated bike lanes.
		 Install lighting at intersection and mid-block crossings to ensure motorists can see pedestrians crossing the road at locations with high pedestrian crashes.
		Evaluate double-right turns at intersections to determine if removal of one right-turn lane is warranted.
		Implement audible pedestrian crossing signals where appropriate.
		Create pedestrian safety zone programs in areas with high occurrences of pedestrian crashes.
		Replace intersections that have high numbers of fatalities and serious injuries with roundabouts, a circular intersection configuration with channelized approaches and a center island that results in lower speeds and fewer conflict points, wherever feasible.
		Utilize multiphase signal operation at signalized intersections with a high frequency of angle crashes involving left turning and opposing through vehicles as well as rear-end and sideswipe crashes.
		Increase change intervals (when the traffic lights change) at signalized intersections at locations where too-short signal change intervals cause rear-end crashes and crashes between vehicles continuing and entering the intersection between phases.
		Improve left-turn channelization (providing definite paths for vehicles to follow) at signalized intersections where left-turn crashes, including those associated with left turning vehicles from through lanes, are an issue.
		Improve right-turn channelization at signalized intersections with a high number of rear-end collisions.

DESIGN AND OPERATE SAFER INFRASTRUCTURE

		Install LED heads and reflective backplates (reflective borders around traffic lights that make them more visible) in locations with high numbers of signalized intersection fatal and serious injury crashes.
		Restrict access to properties using driveway closures or turn restrictions that are near signalized intersections with high crash frequencies related to driveways.
		Restrict or eliminate turning maneuvers (including right turns on red) or employ signal coordination at signalized intersections with a high frequency of crashes related to turning maneuvers.
		Improve signage at unsignalized intersections by ensuring foliage does not block the sign, the lettering is still reflective, and the sign is located where it can be seen by motorists.
		Add reflective material to sign posts at unsignalized intersections.
		Install LED-enhanced stop signs at unsignalized intersections where there are a higher than average number of fatal and serious injury crashes.
		Implement high friction treatment at intersections that have a high number of rear-end crashes.
	 	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.
		Implement roadside design improvements such as clear zones, slope flattening, and adding or widening shoulders to improve ability for drivers to safely recover if they leave the travel lane.
		Implement enhanced delineation treatments to alert drivers in advance of the curve including pavement markings; post-mounted delineation; larger signs and signs with enhanced retro-reflectivity; and dynamic advance curve warning signs and sequential curve signs.
		Implement improvements including installation of cable barriers, guardrails, and concrete barriers to reduce the severity of roadway departure crashes.
		Identify areas in the region that could benefit from traffic calming including road diets that reduce the number of traffic lanes and planting trees that encourage reduced speeds.
	 	Install high friction surface treatment (HFST) in locations where the available pavement friction is not adequate to support operating speeds at a sharp curve, inadequate cross-slope design, wet conditions, polished roadway surfaces, or driving speeds in excess of the curve advisory speed.
		Install longitudinal rumble strips and stripes in locations where run-off-the-road crashes are high.
		Install the Safety Edge to eliminate the vertical drop-off at the pavement edge, allowing drifting vehicles to return to the pavement safely.
		Develop a regional Safety Checklist or template as a tool for local jurisdictions to use during planning and project identification efforts

ENCOURAGE SAFER BEHAVIOR

			Include pedestrian safety and the risks of impairment for pedestrians and drivers in alcohol related media campaigns.
			Develop and implement pedestrian safety programs for elementary school students.
			Continue the regional Street Smart Campaign and strengthen by aiding member jurisdictions to engage street teams and other elements of the campaign at more locations throughout the year.
			Develop and implement school focused pedestrian strategies building on the work done in the Safe Routes to Schools program.
			Conduct education and fair, equitable, data-driven compliance campaigns focused on distracted driving (D.R.I.V.E, Texting and Driving Initiative).
			Support legislative classification of distracted driving as a "moving violation" and decide if changes are needed.
			Provide public information, education, and training for older drivers on risks associated with signalized intersections such as red-light running, speeding, not yielding to pedestrians, and difficulty judging speed and distance of approaching vehicles when making left turns.
			Conduct a study to determine the safety needs of older adults in the region and coordinate internally and externally to provide information on transportation alternatives other than driving.
			Increase automated enforcement at intersections including speed on green lights, stop-light camera, blocking the box, etc.
			Implement safety awareness campaigns specifically for low seat belt use groups.
			Support state primary seat belt legislation.
			Evaluate incident response times to determine if additional Traffic Incident Management (TIMS) training and/or other resources are needed. Develop incident response plans for interstates and arterials throughout the region.
			Implement strategic and well-publicized compliance programs aimed at young drivers.
			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.