

ITEM 9 – Action

July 22, 2020

Safety Recommendations

Action: Adopt Resolution R3-2021 to approve a set of regional safety recommendations and actions.

Background: The board will be asked to approve a multi-part regional roadway safety resolution based on the recommendations of the regional safety study. Draft recommendations were reviewed by the board in June.

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

**DRAFT 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

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.

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.



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:

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.





























LEGEND

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|---|---------------|---|----------------------------|---|--------------------|---|---------------------|
|  | 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

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|  |  | 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

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|  | | | 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

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|  |  | | 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. |



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Transportation Planner
SUBJECT: Safety Resolution: Changes from June to July
DATE: July 16, 2020

At the June meeting of the Transportation Planning Board (TPB), staff proposed that the TPB adopt a four-part resolution to improve roadway safety in the region. The essential elements of the proposed resolution were identified in a PowerPoint presentation accompanied by a handout that listed approximately 50 specific safety countermeasures. Since then, the TPB officers and other interested TPB members have been working with staff to develop the language within draft resolution R3-2021 which is currently before the board. The resolution presented for the board's consideration contains the essential elements the board reviewed last month with a few changes. This document summarizes the substantive differences to essential elements and the list of countermeasures reviewed in June.

UPDATES TO THE ELEMENTS PROPOSED FOR THE SAFETY RESOLUTION:

The most substantial change reflected in the resolution is the integration of the equity statement that Chair Russell proposed during the June meeting with the call to prioritize road user safety (the four essential elements) as the TPB's resolve. The call to employ equity considerations has been noted in other parts of the resolution and added to the table of safety countermeasures.

Specific changes to the four essential elements reviewed last month by section are listed below:

- **Section 1:** This section is essentially identical to what was presented in June with the only substantive difference being that "reducing speeding" was changed to "reducing unsafe vehicle speeds."
- **Section 2:** This section was reworded to emphasize that the identification and implementation of safety countermeasures are to be done in an equitable and non-racist manner and that the strategies listed should be used as applicable and on a case-by-case basis.
- **Section 3:** This section is essentially unchanged.
- **Section 4:** The text calling on member states to adopt primary seat belt legislation was removed from this section. Note that primary seat belt legislation is still included as a strategy within the longer list.

- **Roadway Safety Improvement Strategies:** Several changes were made to the document listing the strategies.
 - The introductory matter was updated to include the equity policy as well as caveats that the appropriateness of any of the strategies listed need to be determined on a case-by-case basis and that the list does not preclude the use of other proven effective strategies to improve roadway safety.
 - The following two strategies were added:
 - Provide walkways where appropriate, including paved shoulders, shared-use paths, trails, bicycle lanes and/or separated bike lanes.
 - 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.
 - The following strategy was modified as shown (added text in *italics*):
 - 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.