



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.