

Transportation Safety Subcommittee

7/31/07, Item #4

# Role of Safety in the Regional Long-Range Transportation Plan (CLRPP)

Transportation Safety Subcommittee Meeting

July 31<sup>st</sup>, 2007

Michael J. Farrell

# The CLRP and the Transportation Improvement Program (TIP)

- The CLRP
  - Defining Task for the National Capital Region Transportation Planning Board (TPB)
  - Contains all regionally significant, federally funded transportation projects and programs for the next 25 years
  - Developed in cooperation with the States and WMATA
  - Updated annually to include new projects and programs
  - Covers the TPB member jurisdictions
- The TIP
  - Six-year financial plan for obligating federal transportation funds
  - New TIP and CLRP Adopted each Fall
- TPB Vision (1998) advises States and Other Implementing Agencies in their project selection process
  - Projects included in the CLRP should contribute to the goals of the TPB Vision

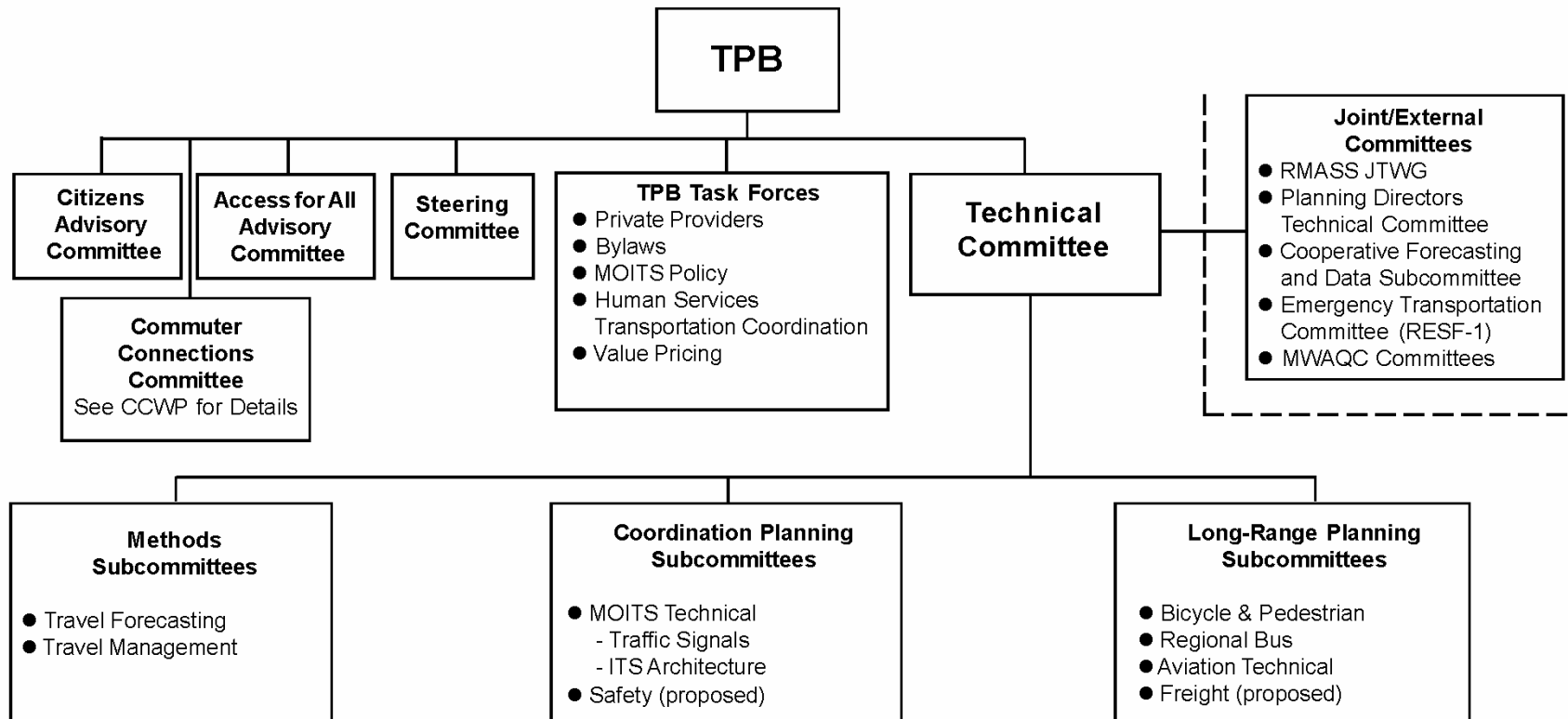


# Federal Requirements

- Fundamental Requirements:
  - Fiscal Constraint (the “C” in CLRP)
  - Air Quality Conformity
- Other Planning Factors & Mandates
  - Safety: Increase the safety of the transportation system for all motorized and non-motorized users;
  - Security: Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users
  - Freight: Increase accessibility and mobility of people and freight
  - Public Participation
  - Congestion Management Systems
  - Management, Operations, and Technology
  - Environmental Justice, Title VI and Americans with Disabilities Act (ADA)
  - Human Service Transportation Coordination

# FY 2008 TPB Committee Structure

Figure 6  
**TPB Committee Structure  
 and FY2008 Work Activity Oversight**



# Safety Planning under the Current CLRP

- TPB Vision (1998) provides policy framework for development of CLRP
  - Calls for:
    - Safer transportation facilities for pedestrians, bicyclists, and persons with special needs
    - Priority to the safety of all modes and facilities
    - Enforcement of traffic laws and motor carrier safety regulations
    - Achievement of national targets for seatbelt use
    - Appropriate features in facility design
    - Implementation of effective safety measures, including
      - Red-light cameras
      - Skid-resistant pavements
      - Elimination of Roadside hazards
      - Better Intersection controls
- “Street Smart” Pedestrian and Bicycle Safety Program

# New Federal Requirements for Safety under SAFETEA-LU (2005)

- Must have a Safety element
- Must “incorporate or summarize” the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan
- All regional plans adopted after October 1<sup>st</sup>. 2007 must be SAFETEA-LU-compliant

# Proposed Outline of a Safety Element

- Background and Federal Requirements
- Emphasis Areas
  - From the State Highway Safety Plans
  - Areas of special concern to the Washington Region (data-driven)
- Regional Data
  - Fatalities and Injuries, absolute and per population
  - For each emphasis area if possible
  - By State within the TPB Planning Area
  - By Jurisdiction if desired
  - Pie and Bar charts, Tables
  - Identify trends
  - Note data compatibility issues



# Proposed Outline of a Safety Element (continued)

- Reference State Strategic Highway Safety Planning Efforts
- Highlight Model Safety Projects
  - Discuss a few projects that exemplify trends in Safety
- Track Safety funding and projects
  - In the TIP
    - By funding source. HSIP (former STP Safety Set-Aside), Safe Routes to School?, Work Zone Safety
    - By check box from the funding agency (see hand-out)
    - Read the program descriptions
  - Hard to capture the Safety aspect of non-Safety projects
  - Other Safety Programs?
- Choose a list of Priority Unfunded Safety Projects
  - Bring to TPB
  - TPB will recommend for inclusion in the TIP
  - Time commitment from agencies and jurisdictions
- 15-20 Pages, consistent with other CLRP elements

# Visualization of Safety Projects

- The Long-Range Transportation Plan is on Google Earth (demonstrate)
- Not all CRLP projects are mapped; only the “regionally significant” or major projects
- Options:
  - Add a symbol for Safety Projects among the “Regionally Significant” projects (not many)
  - Map all Safety projects in the CLRP in their own layer, using a point symbol

# Schedule for Completion

- Draft for comment posted August 22
- Meet in mid-September to discuss
- Meeting date
  - Take advantage of attendance by Safety Subcommittee members at other TPB or COG meetings
  - Teleconference/speaker phone option
- No action plan required at the MPO level

# Potential Evaluation/Performance Measures

- Deaths and Injuries, absolute and per population, for each Emphasis Area where appropriate
- TIP Annual Element Safety Program Funding
- Others?

# Possible Follow-On Actions

- Coordinate implementation of awareness and enforcement campaigns in the Washington region
  - Joint press events, time campaigns concurrently when beneficial
- Hold workshops and training events
  - Share best practices in the engineering, education, and enforcement approaches to improving traffic safety
- Safety Subcommittee to meet periodically after September, comment on other TPB/COG planning efforts
- 1313
- TPB will continue to participate in SHSP process