



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Meese, TPB Systems Performance Planning Program Director
Janie Nham, TPB Planning Manager
SUBJECT: 2024 TPB Regional Roadway Safety Summit Summary and Recommendations
DATE: November 27, 2024

This memorandum provides a summary of presentations and discussions at the TPB's recent 2024 Regional Roadway Safety Summit.

OVERVIEW

The 2024 TPB Regional Roadway Safety Summit was held Thursday, October 31, 2024, at the American Physical Therapy Association (APTA) Centennial Conference Center in Alexandria. About 60 people attended the event in-person, including 13 TPB board members and alternates. Additionally, several board members or alternates participated virtually, and approximately 20 observers viewed the livestream on the COG/TPB website and YouTube.

SUMMIT MATERIALS AND RECORDING

The summit agenda and associated materials are available on the summit event page at:

<https://www.mwcog.org/events/2024/10/31/2024-tpb-transportation-safety-summit/>

Materials posted include a background information brochure; the presentations used by summit speakers; a review of projects undertaken to date in the TPB's Regional Roadway Safety Program; the TPB's Safety Resolution R3-2021 (July 2020); the list of recommended roadway safety improvement strategies from R3-2021; recent TPB Performance-Based Planning and Programming target setting materials; and the TPB's December 2021 letter to the Governors of Maryland and Virginia and the Mayor of the District of Columbia regarding automated enforcement reciprocity. We also call your attention to the YouTube recording of the summit posted on the event page for anyone interested in viewing or reviewing the event.

REVIEW OF PRESENTATIONS AND DISCUSSIONS

After a welcome from TPB Staff Director Kanti Srikanth and introductory remarks from TPB Vice Chair James Walkinshaw, the agenda proceeded in three main parts.

TPB Vice Chair Neil Harris moderated Session 1, which featured presentations and discussion about national and regional safety trends to provide an understanding of the current state of roadway safety. In this session, Vanessa Holt of Fairfax County staff and chair of TPB's Transportation Safety

Subcommittee, reviewed preliminary safety data to provide a picture of roadway safety in the region. Ms. Holt was followed by Nicole Waldheim of the consulting firm Fehr and Peers, who shared national safety statistics and spoke about the importance of applying a systemic approach to safety to address “upstream” contributing factors before incidents occur.

TPB Vice Chair James Walkinshaw then moderated Session 2, which provided frameworks for the potential strategies TPB and its members would consider. Paul Teicher of the U.S. Department of Transportation (USDOT) Office of the Secretary discussed USDOT’s National Roadway Safety Strategy and Allies in Action program, available federal programs to assist local and state agencies with implementing safety improvements, and the value of the Safe System Approach to roadway safety. Mr. Teicher was followed by Dr. Jeffrey Michael of the Johns Hopkins University Center for Injury Research and Policy, who provided a public health perspective on the Safe System Approach and shared roadway safety success stories from around the nation to give summit participants optimism for making a difference in regional roadway safety.

Following Sessions 1 and 2, TPB Chair Christina Henderson moderated Session 3, where TPB board members discussed additional steps the TPB and its members, including partnerships with COG for issues such as enforcement, could take to improve roadway safety outcomes. This discussion resulted in an initial list of proposed recommendations to be brought to the full TPB at its November and December meetings for discussion. The proposed ideas included both policy actions the TPB and its members could take, as well as requests for additional technical information that staff may be able to compile in coming months, to better advise ongoing roadway safety discussions.

TPB DISCUSSION

At its November 20 meeting, the TPB received a briefing on the Safety Summit and discussed the recommendations. The TPB did not voice objection to any of the proposed ideas and added an additional recommendation to the list. The full list of recommendations is attached. These actions will augment TPB’s and staff’s already ongoing safety activities, including Performance-Based Planning and Programming target setting, the TPB’s standing Transportation Safety Subcommittee, and the Regional Roadway Safety Program of planning and engineering assistance to member agencies.

Attachment



2024 TPB Regional Roadway Safety Summit Proposed Recommendations

The 2024 TPB Regional Roadway Safety Summit was held Thursday, October 31, 2024, in Alexandria, Virginia. In the third and final session of the summit, board members and alternates present proposed a number of action ideas for consideration by the TPB and its members. TPB staff presented a summary of those ideas at the TPB's November 20, 2024 meeting. On November 20, the TPB affirmed the action ideas presented, with the addition of an item on enhanced driver education and training.

SUMMIT ACTION IDEAS AS AFFIRMED AT THE NOVEMBER 20 TPB MEETING

- 1) Inventory and report on safety-supportive activities undertaken by TPB members pertaining to TPB Safety Resolution [R3-2021](#)
- 2) Join the USDOT's [Allies in Action](#) partnership
- 3) Partner with and assist COG to develop a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (including reciprocity of automated enforcement)
 - Gather more data about the impacts of automated enforcement systems
 - Explore opportunities for enhanced driver education and training as part of the driver re-certification/licensing process
- 4) Continue to provide input on federal safety rulemaking and coordinate with COG on regional advocacy strategies
- 5) Regionally track/raise awareness of transportation safety funding opportunities
- 6) Assist member jurisdictions to pursue Vision Zero activities
 - Gather information on what has worked best in Vision Zero plans elsewhere
 - Link inventories and plans to each of the identified top factors involved in crashes¹
 - Use a systemic approach of preventive measures
 - Enhance coordination with non-transportation partners such as medical examiner offices
 - Explore emerging technologies
 - Initiate a regional Vision Zero plan

¹ Preliminary staff/consultant analysis of regional traffic fatality data from 2019 through 2023 identified these factors to be roadway departure; intersection; speeding; not wearing a seatbelt; pedestrian hit by a vehicle; and impaired driving. These data analysis results are still to be finalized, anticipated in spring 2025.