

# REGIONAL INVENTORY OF ROADWAY SAFETY STRATEGIES

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# Agenda

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- 01** Project Purpose & Research Process
- 02** Key Findings
- 03** ATE Effectiveness
- 04** Recommendations



01

## PROJECT PURPOSE & RESEARCH PROCESS

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# The Safety Assessment spotlights regional safety concerns

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Adopted in July 2020, R3-2021 identifies road user safety as a top priority and urges its members to prioritize the implementation of projects, programs, and policies to reduce roadway fatalities and serious injuries.

Four key safety areas were identified as behaviors for jurisdictions to address:



Speeds



Distracted Driving



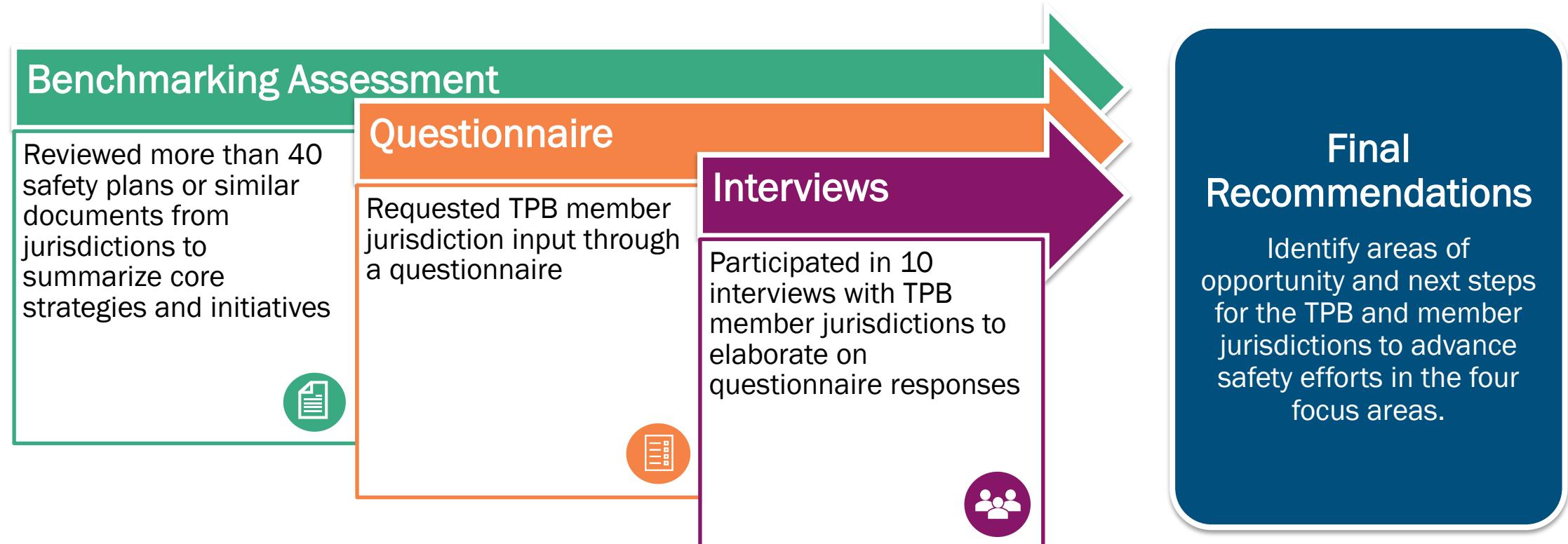
Impaired Driving



Seatbelt Use



# Three touchpoints with jurisdictions were used to understand safety alignment



02

## KEY FINDINGS

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# Key findings highlight themes that were consistently identified through all three touchpoints



**Theme 1: Most jurisdictions are adopting safety planning and culture measures**



**Theme 2: Speed reduction countermeasures in the Resolution are used most frequently by local jurisdictions**



**Theme 3: Impaired driving and unbelted driving countermeasures are typically led by police departments and State Highway Safety Offices**



**Theme 4: Local governments, state DOTs, and police departments share common ground to address distracted driving**





**Theme 1: Most jurisdictions are adopting safety planning and culture measures**



# Plan Creation

- Most TPB jurisdictions are advancing Safety or Vision Zero Action Plans.
- Alexandria, DC, Montgomery County, Prince George's County, Arlington County, and Rockville have more mature Vision Zero programs.



15 of the 22 TPB jurisdictions have

- already completed a Plan
- are developing one now
- have secured funding to begin the process





# Limited Safety Staff

- Limited safety staffing constrains jurisdictions' ability to deliver comprehensive safety programs.
- Larger jurisdictions typically have 1–3 staff dedicated to safety.
- Smaller jurisdictions often rely on a single staff member with safety added to other duties.



77% of questionnaire respondents listed "staffing shortages" as a barrier, but many interviewees cited the RRSP as critical safety funding for addressing their gaps.





# External and Internal Coordination

- Effective safety project delivery depends on strong internal and external coordination.
- Engaging partner agencies and internal divisions is time-intensive.
- Sustaining participation beyond core job responsibilities remains a challenge.



Despite 17 jurisdictions documenting their emphasis on collaboration as a goal, 70% of questionnaire respondents listed “interdepartmental coordination” as a barrier





**Theme 2: Speed reduction countermeasures in the Resolution are used most frequently by local jurisdictions**



## Theme 2: Speed reduction countermeasures in the Resolution are used most frequently by local jurisdictions

### Traffic Calming Efforts

- Jurisdictions primarily use traffic calming to manage speeds on local roads.
- Common treatments include crosswalks, curb extensions, and speed bumps/tables.
- Key challenges include emergency responder buy-in and limited prioritization methods for treatment locations.



20 jurisdictions highlight traffic calming measures in their documents, and 77% of questionnaire respondents listed them as effective.





## Theme 2: Speed reduction countermeasures in the Resolution are used most frequently by local jurisdictions

### Road Diets

- Some jurisdictions are implementing road diets, often supported by before-and-after studies.
- More than half of respondents view road diets as effective.
- Public and political pushback drives careful site selection and targeted communication.



The City of Rockville has found success through transparent before and after results and messaging other benefits of road diets, such as the economic benefits to local businesses.





## Theme 2: Speed reduction countermeasures in the Resolution are used most frequently by local jurisdictions

# Police Department Collaboration

- Safety outcomes improve when planners and engineers collaborate with police departments.
- Common coordination includes crash data sharing, Automated Traffic Enforcement (ATE) placement, and fatal crash reviews.



The City of Alexandria finds success through their collaborative efforts with the Alexandria Police Department, which together review fatal and severe injury crash data to determine next steps.





## Theme 2: Speed reduction countermeasures in the Resolution are used most frequently by local jurisdictions

# Automated Traffic Enforcement

- Automated Traffic Enforcement (ATE) is widely viewed as an effective speed management tool across DC, Maryland, and Virginia.
- Many Maryland and Virginia jurisdictions want to expand ATE to high-injury networks and all-hour operations but are constrained by state regulations.



16 jurisdictions are using ATE in some capacity, and 69% of questionnaire respondents listed speed cameras as effective.





## Theme 2: Speed reduction countermeasures in the Resolution are used most frequently by local jurisdictions

### Speed Limit Reductions

- Some jurisdictions have lowered posted speed limits on select roadways.
- Speed limit reductions alone are perceived as minimally effective.
- Effectiveness increases when paired with traffic calming and roadway design changes.



Based on the questionnaire and interviews, many respondents felt that speed limit reductions alone were not an effective strategy to reduce speed.





**Theme 3: Impaired driving and unbelted driving countermeasures are typically led by police departments and State Department of Motor Vehicles**



## Theme 3: Impaired driving and unbelted driving countermeasures are typically led by police departments and State Department of Motor Vehicles

# Police Department Focus on Impairment

- Jurisdictions largely defer impaired and unbelted driving strategies to police departments.
- Police impaired driving efforts center on education, marketing, and targeted enforcement.
- Tactics include midnight patrols, deploying strategic enforcement, and coordination with bars and vendors.



The questionnaire revealed that media campaigns and providing ride share programs and/or late-night transit service are typical deployed impaired driving countermeasures





## Theme 3: Impaired driving and unbelted driving countermeasures are typically led by police departments and State Department of Motor Vehicles

### Ignition Interlock

- Ignition interlocks are not actively addressed by transportation or police departments.
- Only two jurisdictions note support for ignition interlock efforts in formal documents.
- Both planners/engineers and police defer ignition interlock requirements to the courts.



62% of questionnaire respondents were unsure of the use of ignition interlocks in their jurisdiction, and 23% did not implement them.





## Theme 3: Impaired driving and unbelted driving countermeasures are typically led by police departments and State Department of Motor Vehicles

# Seatbelt Laws and Campaigns

- Seat belt enforcement is challenging in states where violations are a secondary offense.
- Limited enforcement authority contributes to low effectiveness.
- Most efforts rely on Click-It-or-Ticket grant cycles or social media messaging.



Only 1 jurisdiction was identified as supporting state-level primary seat belt legislation in their documentation.





**Theme 4: Local governments, state DOTs, and police departments share common ground to address distracted driving**



## Theme 4: Local governments, state DOTs, and police departments share common ground to address distracted driving

### Dynamic Messaging

- Dynamic messaging was cited as highly effective in reducing driver cellphone use.
- Police data-informed strategic placement to maximize impact.



A partnership between DDOT and DC HSO led the strategic placement of distracted driving trailers with dynamic, community-focused messaging





## Theme 4: Local governments, state DOTs, and police departments share common ground to address distracted driving

### Co-benefits of Safety Countermeasures

Local governments are highlighting safety countermeasures like centerline hardening, curb bump-outs, speed humps, road diets, bike lanes, and other traffic calming measures to combat distracted driving. In the event of a distracted-driving-related crash, other safety countermeasures can lessen the impact and reduce the chance of death or serious injury.



03

## AUTOMATED TRAFFIC ENFORCEMENT EFFECTIVENESS

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# Purpose of the ATE Assessment

1. How effective is automated traffic enforcement (ATE), especially speed and red-light cameras, in reducing severe crashes?
2. What practices can ensure fair, reliable, and publicly supported implementation of ATE throughout the region?



Evaluates the safety performance of speed and red-light cameras using regional, national, and international evidence.



Identifies the program design features that influence fairness, reliability, and long-term public support.



Synthesizes lessons learned across D.C., Maryland, and Virginia to highlight factors that shape effective implementation.



Provides a shared knowledge base the TPB can use to support regional understanding of ATE and its role in broader safety strategies.



# Proven Countermeasure

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NHTSA and FHWA identifies ATE as a proven countermeasure for reducing fatal and severe crashes.



[NHTSA](#) states that ATE cameras supplement traditional speed management strategies and helps reduce speeding behaviors. NHTSA rates speed camera effectiveness as five out of five stars.



[FHWA](#) identifies these systems as a Proven Safety Countermeasure, with studies showing a 20 to 37 percent reduction in fatalities and injuries.





# Crash Reduction

Automated enforcement consistently reduces crashes, with measurable benefits across regional, national, and international programs.

## Metropolitan Washington Region

- **Montgomery County, MD**  
39% reduction in KSI crashes in enforced corridors
- **Alexandria & Fairfax**  
Programs show early reductions in localized crash risk
- **Washington, D.C.**  
~30% reduction in injury crashes near early camera sites

## Other US Cities

- **Large U.S. Cities Study**  
21% fewer fatal red-light running crashes. 14% fewer fatal crashes overall at signalized intersections
- **New York City (24/7 Program Expansion)**  
8% reduction in injury crashes during overnight/weekend periods
- **Bellevue, WA**  
Sustained low crash rates at school-zone camera sites

## Global Evidence

- **France**  
25–35% fatal crash reduction (varies by roadway type)
- **Italy**  
32% overall reduction in crashes following speed camera rollout





# Speed Management

Automated enforcement reliably reduces excessive speeding and curbs the most dangerous high-end speed behaviors.

## Metropolitan Washington Region

- **Montgomery County, MD**  
10% reduction in mean speeds
- **Washington, D.C.**  
14% reduction in mean speeds at early camera sites
- **Alexandria, VA**  
14–30% speed reductions in school zones within first weeks
- **Fairfax County, VA**  
15–27% drop in violations in first year

## Other US Cities

- **New York City**  
30% decline in speeding violations after 24/7 operation began
- **Philadelphia**  
Roosevelt Blvd: >90% reduction in excessive speeding violations
- **Bellevue, WA**  
Continuous long-term decline in school-zone speeding violations

## Global Evidence

- **Australia, France, Finland, Norway, Netherlands, UK**  
50–70% reduction in vehicles exceeding limits by >15 km/h (~10 mph) and 2–10 km/h (~1–6 mph) reduction in average speeds
- **Italy (Motorways)**  
Significant reductions in mean speed and extreme speeding following deployment



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## PRIORITY RECOMMENDATIONS

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# Proposed near term TPB priority recommendations

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The project team identified five potential priority recommendations that can be implemented in the near term to address common needs across member jurisdictions:

- 1. TPB Safety Subcommittee Meeting on Enforcement Collaboration** - TPB will hold an “Invite Your Enforcement” safety subcommittee meeting focused on coordination between DOTs and law enforcement.
- 2. Impaired Driving Strategies** – TPB will compile and share a concise set of regional best practices on impaired driving prevention.
- 3. Technical Assistance for Small Agency Staff** – TPB will contact member agencies with smaller staff to identify safety technical assistance needs that TPB can support.
- 4. Before-and-After Analyses** – TPB will inventory project studies that conducted before-and-after evaluations, then synthesize results, methods, and metrics
- 5. Ticket Reciprocity and Broader ATE Deployment** – TPB will coordinate with COG to promote enabling broader deployment in MD and VA (beyond school zones, work zones, and buses) and encourage ticket reciprocity as a legislative priority.



# Proposed member jurisdiction recommendations

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The project team identified five potential priority recommendations for member jurisdictions:

1. **Participate regularly in TPB Safety Subcommittee meetings** to hear from agencies with similarly sized safety staff and share challenges.
2. **Develop an inter-departmental safety working group** to include staff from other departments at the local agency, such as maintenance, design, construction, and others.
3. **Further advance RRSP projects** that would benefit from additional/continued work after completion. Explore best practices for post-project follow-up and identify scalable ways to monitor implementation.
4. **Establish monthly or quarterly fatal and serious injury crash review teams.** These are used by several local governments and cited as an effective method to increase stakeholder collaboration with enforcement and EMS.
5. **Review existing before and after studies** (or identify gaps or barriers for conducting one) to improve consistency and inform future evaluations.



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# APPENDIX

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# RECOMMENDATIONS FOR TPB

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# Recommendations are grouped by strategy type

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Each recommendation was informed by a particular challenge or opportunity that was prominent in the three datasets. The challenge or opportunity was then used to inform initiatives or efforts that TPB could lead to help address.

Their organizational structure is informed by R3-2021:

1. *Design and Operate Safer Infrastructure*
2. *Encourage Safer Behavior*
3. *Safety Planning and Culture*

The recommendations were also categorized by strategy type, including:

Document or Resource Development

Education and Outreach

Sharing Best Practices

Event or Webinar

Policy or Program



# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** Few local governments have staff dedicated specifically to Vision Zero or transportation safety, which makes it challenging to execute all elements of an effective safety program.

Document or Resource Development

Share guidance on the makeup of effective safety working groups and the types of roles they play to bolster internal and external safety capabilities.

Document or Resource Development

Provide guidance on available data to use and how to complete safety analysis (high injury network, high risk network, and crash profiles).

Education and Outreach

Contact member agencies with small staffs to identify safety technical assistance needs TPB can support.



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January 9, 2026

# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** For areas of safety implementation outside the local government's purview (enforcement, school education), coordination is critical, but it does not always happen because of institutional siloes and/or staff resources and time.

Sharing Best Practices

Share information on effective safety working groups to enhance coordination with external stakeholders in general. Examples include the City of Manassas and Fairfax County.

Document or Resource Development

Share information on opportunities to enhance coordination with schools from jurisdictions such as Arlington County and the City of Alexandria. Share information on how Safe Routes to School (SRTS) opportunities can support safety improvements at schools to create buy-in and interest.

Document or Resource Development

Provide example agendas for the types of activities, types of discussions, and types of outcomes that can occur at external stakeholder meetings to lead to more successful collaboration. Examples could include Arlington County and the City of Alexandria.

Document or Resource Development

Create a template for facilitating fatal crash review meetings to improve coordination with enforcement. Template could include stakeholders to invite, example agenda, and desired outcomes.



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# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** Interdepartmental coordination is critical to being able to "do more" for safety. It can be difficult to get people out of their job responsibility siloes to also address safety needs. Staff turnover is also an issue. There can be a disconnect between safety planning and implementation if they are run out of different departments and/or with different budgets.

Document or Resource Development

Create and share examples for how local governments can incentivize internal coordination (i.e., small budget allocations to different departments to address safety).

Sharing Best Practices

Share examples of effective interdepartmental working groups, their makeup, meeting cadence, and roles. Examples could include Arlington County, Charles County, and the City of Manassas.



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January 9, 2026

# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** Local governments and police departments can be good partners, but coordination gaps exist, especially related to crash and citation data sharing, safety plan and project engagement, and/or regular communication on safety challenges and solutions.

Document or Resource Development

Set up a data sharing template (one for Maryland and one for Virginia) to help local jurisdictions and enforcement share data consistently.

Sharing Best Practices

Share examples of successful data collaboration between police department and local governments (i.e., fatal crash reviews, speed camera outcomes, project-level decision-making). Examples could include City of Alexandria and Charles County.

Event or Webinar

Host a workshop highlighting the City of Alexandria's traffic safety enforcement program and collaboration with the City's transportation staff.



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January 9, 2026

# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** Collaboration between local governments and Highway Safety Offices (HSO) per state is limited.

Policy or Program

Research how Highway Safety Offices (HSOs) are addressing legislative strategies, such as open container laws, ignition interlock, moving violations, ticket reciprocity, and server training programs. Share findings with local agencies.



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January 9, 2026

# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** Collaboration between local governments and state DOTs in MD and VA can be limited when it comes to safety project implementation on state roads.

Policy or Program

Establish a state DOT/local government working group (one for Virginia and one for Maryland) to share and understand common barriers to safety implementation.

Event or Webinar

Host a webinar with state DOTs and local governments (one for Virginia and one for Maryland) to share success stories for implementing safety treatments on state routes that run through local communities.



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January 9, 2026

# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** SS4A, TLC, and RRSP funding have been a successful tool to incentivize safety planning and implementation.

Education and Outreach

Continue to provide support to local governments that want to apply to SS4A and RRSP in future rounds.

Policy or Program

Continue with the TLC and RRSP funding programs and consider opportunities to maintain it at current levels or expand funding to meet growing demand.

Policy or Program

Continue to identify TLC or RRSP grants that would benefit from additional/continued work after completion. Explore best practices for post-project follow-up and identify scalable ways to monitor implementation



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January 9, 2026

# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** Leaders and/or champions are critical to have engaged in safety planning and implementation.

Sharing Best Practices

Share information on safety ambassador programs. An example could come from Prince George's County.

Sharing Best Practices

Share examples of effective Vision Zero leadership models, highlighting DDOT as an example.



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January 9, 2026

# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** Police departments play the primary role in addressing impaired driving strategies.

Sharing Best Practices

Share examples of safety education campaigns, such as Arlington County and Prince George's County distributing materials to bars and restaurants about drinking and driving during the holidays.

Sharing Best Practices

Share examples of successful partnerships between local agencies and PD to address impaired driving. Examples could come from the City of Alexandria, Arlington County, and Charles County.

Sharing Best Practices

Share examples of successful PD efforts related to impairment and share those examples with other PDs in the region. Examples could come from the City of Alexandria, DDOT, City of Manassas, and Fairfax County.



# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** Jurisdictions do not have ticket reciprocity and find that offending drivers reside in neighboring jurisdictions.

Policy or Program

Coordinate with COG to promote and encourage ticket reciprocity as a legislative priority.



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January 9, 2026

# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** Lack of coordination between City or County departments on transportation and land use planning can hinder progress on safety

Event or Webinar

Host an educational webinar on the Safe System Pyramid by using examples from the TLC grants and from ITE literature on pyramid integration.



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January 9, 2026

# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** The benefits of automated enforcement are not maximized in all local governments due to legislative implementation constraints and/or lack of leadership support.

Event or Webinar

Host a webinar and have Montgomery County present on their ATE efforts, including how local legislation was passed, ATE vendor, successes, and continued challenges.

Document or Resource Development

Develop messaging/marketing materials to help local agencies communicate the benefits of automated enforcement with leaders.

Policy or Program

Coordinate with COG to promote enabling broader deployment of ATE in Maryland and Virginia (beyond school zones, work zones, and buses) by jurisdictions.



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January 9, 2026

# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** Big data can be a helpful data source to improve safety decision-making.

Document or Resource Development

Develop a resource documenting available big data for safety (i.e., Replica, Streetlight, Inrix, etc) and its capabilities, including jurisdictions with successful use cases.

Policy or Program

Consider a regional license for a big data company to share amongst jurisdictions.

Event or Webinar

Host a webinar highlighting how jurisdictions are successfully leveraging big data.

Sharing Best Practices

Share examples of agencies that have successfully completed network or segment-level speed analysis using big data. Examples could come from Arlington County and the City of Fairfax.



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January 9, 2026

# Designing and Operating Safer Infrastructure

**Identified Challenge/Opportunity:** Before and after analysis (especially for road diet or complete streets projects) is valuable to demonstrate safety changes, safety benefits, and accountability to results.

Sharing Best Practices

Share common metrics, ways to collect the data, and ways to share the results to enable more local governments to do before-and-after analyses. This information can be drawn from jurisdictions currently implementing before and after studies, such as DDOT, Arlington County, and the City of Alexandria.

Sharing Best Practices

Share documented outcomes from before and after studies for key safety treatments (e.g., bike lanes, lane narrowing, pedestrian improvements) to illustrate their impact on driver speed behavior. (Arlington, Rockville)



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January 9, 2026

# Designing and Operating Safer Infrastructure

**Identified Challenge/Opportunity:** Traffic calming programs are effective and are being implemented by several local governments to address neighborhood safety concerns. Challenges do exist related to EMS coordination and buy-in, neighborhood complaints, lack of location prioritization, and messaging on the purpose of improvements.

Sharing Best Practices

Share examples of effective traffic calming programs in the region, such as DDOT's Neighborhood Scale Traffic Calming Program and Arlington County's Neighborhood Complete Streets Program.

Document or Resource Development

Share examples of effective coordination with EMS on traffic calming.

Document or Resource Development

Share re-framed safety messaging ideas to help local governments create more support for safety improvements (e.g., economic benefits of road diet along commercial corridor).

Document or Resource Development

Inventory current practices for handling resident requests. Share best practices for existing prioritization processes.



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# Designing and Operating Safer Infrastructure

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**Identified Challenge/Opportunity:** Road diets are a proven and valuable safety solution. However, they often face pushback from the public and leaders. Strategically selecting locations for these based on crash and contextual data, and land use factors has helped them move forward.

Sharing Best Practices

Share best practices for successful road diet implementation in the region. An example could come from the City of Alexandria, recovering from public pushback to a contentious road diet, but continues to use road diets as its primary tool to lower speeds. The City of Rockville has successfully deployed road diets in locations where agreement is high for the treatment, then messaging their success to implement them elsewhere.



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January 9, 2026

# Designing and Operating Safer Infrastructure

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**Identified Challenge/Opportunity:** Developers are not always considering and including safety treatments in planned projects.

Education and Outreach

Provide training to developers on relevant complete streets or traffic impact analysis guidance. In the training, share examples where local governments have successfully coordinated with developers on safety treatments.



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January 9, 2026

# Designing and Operating Safer Infrastructure

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**Identified Challenge/Opportunity:** Attempting to integrate safety into all projects and make every dollar a safety dollar using project prioritization is effective.

Sharing Best Practices

Share existing prioritization processes for capital improvement programs. Examples could come from Arlington County and DDOT.



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January 9, 2026

# Designing and Operating Safer Infrastructure

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**Identified Challenge/Opportunity:** Some engineering solutions, while not widely adopted, have been observed to be effective.

Policy or Program

Recategorize the Resolution solutions table to highlight engineering solutions within the engineer/planners' purview: highly effective, piloting, etc. Assign lead agencies/ownership for solutions not under engineering/planning (ex., ignition interlock led by Courts).



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Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Designing and Operating Safer Infrastructure

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**Identified Challenge/Opportunity:** Piloting treatments is a beneficial way to determine safety effectiveness, can be an educational tool for the public, and can create more support from leadership.

Document or Resource  
Development

Inventory existing pilot and demonstration projects across jurisdictions to provide a comprehensive understanding of what has been tried, the scale of the projects, and lessons learned. It could inform future webinars, help identify gaps, and support knowledge sharing.



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January 9, 2026

# Encouraging Safer Behavior

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**Identified Challenge/Opportunity:** Enforcement staffing concerns are a barrier to effectively addressing all safety needs. Officers are spread thin over multiple duties (not all departments have a dedicated traffic unit and those that do are also understaffed); ATE citations must be approved by an officer before being processed and can take time; officer training on safety may also be limited (officers were not recently trained on DUI and traffic safety enforcement) due to shifting priorities (post-COVID, George Floyd).

Event or Webinar

Hold one TPB safety subcommittee meeting to focus on coordination between DOTs and law enforcement. "Invite your Enforcement" session to discuss collaboration opportunities.



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Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Encouraging Safer Behavior

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**Identified Challenge/Opportunity:** Planners/Engineers have the opportunity to play a role in non-engineering solutions to see positive behavioral change, but do not always see this as a direct link to their job responsibilities.

Sharing Best Practices

Highlight examples of multiagency collaborations to address engineering/non-engineering challenges in tandem, such as DDOT.

Document or Resource Development

Develop a regional education campaign or resources related to impairment, unbelted, and/or distraction for local governments to utilize and promote with the public.



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Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# RECOMMENDATIONS FOR MEMBER JURISDICTIONS

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# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** Few local governments have staff dedicated specifically to Vision Zero or transportation safety, which makes it challenging to execute all elements of an effective safety program.

Policy or Program

Utilize the Regional Roadway Safety Program (RRSP) to advance safety efforts.

Collaborative Effort

Consider on-call consulting services to increase staff bandwidth.

Event or Webinar

Participate regularly in TPB Safety Subcommittee meetings to hear from agencies with similar-sized safety staff and share challenges.



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Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** Few local governments have staff dedicated specifically to Vision Zero or transportation safety, which makes it challenging to execute all elements of an effective safety program.

Collaborative Effort

Participate in the regional Vision Zero Working Group, led by DDOT, to engage with other local agencies in the region on safety discussions.

Policy or Program

Review eligibility requirements for the Transportation Alternatives Program (TAP), which can be used to fund staff.

Sharing Best Practices

Seek opportunities to best utilize existing budgets by focusing on most effective safety strategies and collaborate with other departments to ensure allocation of resources has highest return.



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Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** For areas of safety implementation outside the local government's purview (enforcement, school education), coordination is critical, but it does not always happen because of institutional siloes and/or staff resources and time.

Collaborative Effort

Develop an external working group, including partners from enforcement, EMS, educators, public health, advocates, and others.

Collaborative Effort

Find strategic activities to collaborate on with key external safety partners. Common approaches include demonstration projects, updates to policy guidelines, data sharing, and co-hosting events.

Collaborative Effort

Establish monthly or quarterly fatal and serious injury crash review teams. These are used by several local governments and cited as an effective method to increase stakeholder collaboration with enforcement and EMS.



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January 9, 2026

# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** Interdepartmental coordination is critical to being able to "do more" for safety. It can be difficult to get people out of their job responsibility siloes to also address safety needs. Staff turnover is also an issue. There can be a disconnect between safety planning and implementation if they are run out of different departments and/or with different budgets.

## Collaborative Effort

Develop an inter-departmental safety working group to include staff from other departments at the local agency such as maintenance, design, construction, and others.

## Sharing Best Practices

Where feasible, conduct demonstration projects and engage stakeholders and leaders in these to enhance coordination across siloes.



# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** Local governments and police departments can be good partners, but coordination gaps exist, especially related to crash and citation data sharing, safety plan and project engagement, and/or regular communication on safety challenges and solutions.

## Collaborative Effort

Establish monthly, quarterly, or annual meetings with Police Departments to share crash data and intel on crash types and locations.



# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** SS4A, TLC, and RRSP funding have been a successful tool to incentivize safety planning and implementation.

Policy or Program

Continue to apply for SS4A funding.

Policy or Program

Continue to apply for TLC and RRSP grants.

Policy or Program

Further advance RRSP projects that would benefit from additional/continued work after completion. Explore best practices for post-project follow-up and identify scalable ways to monitor implementation.



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January 9, 2026

# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** Leaders and/or champions are critical to have engaged in safety planning and implementation.

Collaborative Effort

Explore opportunities to create a safety ambassador program.



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Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Incorporating Safety Planning and Culture

**Identified Challenge/Opportunity:** Police departments play the primary role in addressing impaired driving strategies.

Policy or Program

Deploy engineering or operational strategies to address specific patterns identified in alcohol-involved crashes, such as adding protected left turn phasing during late-night hours where there is a history of impaired driving crashes.

Collaborative Effort

Develop a meeting frequency/cadence to collaborate with Police Departments.



National Capital Region  
**Transportation Planning Board**

Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Incorporating Safety Planning and Culture

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**Identified Challenge/Opportunity:** Big data can be a helpful data source to improve safety decision-making.

Policy or Program

Consider which big data sources suit the jurisdictions needs based on TPB research and recommendations.



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**Transportation Planning Board**

Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Designing and Operating Safer Infrastructure

**Identified Challenge/Opportunity:** Before and after analysis (especially for road diet or Complete Streets projects) is valuable to demonstrate safety changes, safety benefits, and accountability to results.

Policy or Program

Review existing before and after studies (or identify gaps or barriers for conducting one) to improve consistency and inform future evaluations.



National Capital Region  
**Transportation Planning Board**

Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Designing and Operating Safer Infrastructure

**Identified Challenge/Opportunity:** Traffic calming programs are effective and are being implemented by several local governments to address neighborhood safety concerns. Challenges do exist related to EMS coordination and buy-in, neighborhood complaints, lack of location prioritization, and messaging on the purpose of improvements.

Document or Resource Development

When design guidelines are developed or come up for revision, coordinate efforts with emergency responders.

Education and Outreach

Develop a communication strategy for traffic calming programs that clearly conveys the benefits and purpose of proposed treatments (such as improved safety, reduced speeds, etc.) whenever these measures are planned for implementation.

Document or Resource Development

Based on the prioritization framework inventory completed by TPB, jurisdictions can develop or refine frameworks to ensure fairness, transparency, and alignment with broader safety and livability goals.



National Capital Region  
**Transportation Planning Board**

Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Designing and Operating Safer Infrastructure

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**Identified Challenge/Opportunity:** Developers are not always considering and including safety treatments in planned projects.

Document or Resource Development

Inventory current development review practices, identify gaps, and then explore ways to integrate safety considerations where feasible.



National Capital Region  
**Transportation Planning Board**

Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Designing and Operating Safer Infrastructure

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**Identified Challenge/Opportunity:** Attempting to integrate safety into all projects and make every dollar a safety dollar using project prioritization is effective.

Policy or Program

Develop prioritization processes so all capital improvement projects are inclusive of safety.



National Capital Region  
**Transportation Planning Board**

Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Designing and Operating Safer Infrastructure

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**Identified Challenge/Opportunity:** Piloting treatments is a beneficial way to determine safety effectiveness, can be an educational tool for the public, and can create more support from leadership.

Policy or Program

Explore opportunities to leverage funding sources (SS4A and RRSP) to implement pilot or demonstration projects.



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# Encouraging Safer Behavior

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**Identified Challenge/Opportunity:** Enforcement staffing concerns are a barrier to effectively addressing all safety needs. Officers are spread thin over multiple duties (not all departments have a dedicated traffic unit and those that do are also understaffed); ATE citations must be approved by an officer before being processed and can take time; officer training on safety may also be limited (officers were not recently trained on DUI and traffic safety enforcement) due to shifting priorities (post-COVID, George Floyd).

Collaborative Effort

Invite law enforcement representative(s) to one meeting annually to discuss crash data and locations.

Collaborative Effort

Take an active role in developing a relationship with PDs and finding opportunities for collaboration by meeting officers where they are.



National Capital Region  
**Transportation Planning Board**

Agenda Item 7: Regional Inventory of Roadway Safety Strategies  
January 9, 2026

# Encouraging Safer Behavior

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**Identified Challenge/Opportunity:** Planners/Engineers have the opportunity to play a role in non-engineering solutions to see positive behavioral change, but do not always see this as a direct link to their job responsibilities.

Collaborative Effort

Identify opportunities for multiagency collaboration.



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