

# SAFETY SUMMIT RECOMMENDATIONS PROPOSED WORK TIMELINE

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# Review

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- TPB held the Regional Roadway Safety Summit on October 31 to develop potential actions the TPB could undertake to address regional roadway safety
- The discussion resulted in several recommendations, which were discussed and affirmed by the TPB at its November 20, 2024 meeting. Highlights include:
  - Joining the USDOT Allies in Action campaign
  - Assisting COG with developing a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (automated enforcement reciprocity)
  - Organizing a larger strategy on federal rulemaking
  - Data gathering and reporting activities to support local Vision Zero efforts
- Staff has developed a tentative schedule for beginning work on the recommendations. The timelines may be adjusted due to the availability of resources, or other factors.



# Proposed Work and Timeline

October - November 2025	TPB develops and affirms safety actions to pursue
January – June 2025 (FY 2025)	<b>Join USDOT Allies in Action:</b> A draft letter from the TPB to the US Transportation Secretary communicating the TPB’s intent to join the campaign has been submitted.
	<b>Conduct inventory of R3-2021 strategies:</b> Staff will gather information via a questionnaire or interviews with jurisdictional staff to ascertain the implementation status of the specific strategies noted in TPB’s resolution. The effort will also attempt to understand barriers to implementing the strategies.
	<b>Automated Traffic Enforcement data gathering (regional and national best practices):</b> Staff will develop a technical “white paper” about enforcement strategy outcomes.
	<b>Assist COG with Enforcement Reciprocity:</b> Staff will assist COG’s efforts by developing a policy “white paper” that reviews enforcement programs and policies, current reciprocity opportunities, and constraints, among other related topics.



# Proposed Work and Timeline

<b>January – June 2025 (FY 2025), <i>continued</i></b>	<b>Track funding opportunities:</b> Staff will develop periodic summaries of grant opportunities in the short-term. In the long-term, we envision developing a web-based portal which would serve as a centralized clearinghouse for information about funding opportunities.  <b>Work with COG on regional advocacy strategy:</b> Staff will coordinate with COG on opportunities to partner with other safety-focused or enforcement organizations and advocacy groups on a regional advocacy strategy related to safety legislation and rulemaking. Coordination with the TPB to submit comments for safety-related federal safety rulemaking would continue.
<b>July 2025 – June 2026 (FY 2026)</b>	<b>Explore opportunities for driver education and training:</b> Staff will conduct a study on existing driver training offerings and opportunities for enhanced education.



# Proposed Work and Timeline

<b>July 2025 – June 2026 (FY 2026), <i>continued</i></b>	<b>Gather information on Vision Zero best practices:</b> Staff will conduct a study to gather best practices, which could also include correlating proven strategies to the region’s top contributing factors and providing technical or policy forums for members to coordinate.  <b>Initiate a regional model Vision Zero plan:</b> Staff will develop a model safety plan that articulates commonalities among regional Vision Zero plans to help members strengthen their individual plans and to possibly serve as a support document for pursuing grants.
	<b>Staff plans to conduct studies or host workshops to promote the following approaches discussed during the Summit:</b> <ul style="list-style-type: none"><li>• Using a systemic approach or preventative measures to address roadway safety.</li><li>• Enhancing coordination with non-transportation partners, such as those from public health, public safety, etc.</li><li>• Exploring emerging technologies.</li></ul>



# TPB Safety Resolution R3-2021














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- Some of the safety actions build on the safety strategies outlined in TPB Resolution R3-2021, adopted in June 2020, which urges member agencies to prioritize specific efforts
  - Take actions that increase seat belt use among all occupants in a motor vehicle, reduce unsafe vehicle speeds on all roadways in the region, and reduce impaired and distracted driving
  - Identify and implement applicable countermeasures, especially those outlined in the Resolution, as appropriate, consistent with the TPB's Policy Statement on Equity



# TPB Safety Resolution R3-2021

- The full list of countermeasures is available on the COG website at [this link](#).

DESIGN AND OPERATE SAFER INFRASTRUCTURE			
			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.



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