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Based on the findings of the Regional Roadway Safety Study, the TPB adopted resolution R3-2021 in July 2020 that urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies that strive to reduce the number of fatal and serious injury crashes on the region's roadways by:

- increasing seat belt use among all motor vehicle occupants;
- reducing unsafe vehicle speeds on all roadways in the region;
- reducing impaired and distracted driving;
- adopting safety goals consistent with Vision Zero or Towards Zero Deaths policies;
- developing local roadway safety plans and ensuring their equitable impacts on all road users;
- (for member states) adopting procedures that increase the use of ignition interlock devices for impaired driving offenders; and
- identifying and implementing applicable countermeasures as appropriate and on a case-by-case basis, especially those outlined in Table 1 on the following page.

The TPB also specifies that the above actions be done in an equitable and non-racist manner, consistent with the TPB's Policy Statement on Equity (shown below).

### TPB POLICY STATEMENT ON EQUITY

*The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and The TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and We recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.<sup>4</sup>*

The following countermeasures (Table 1) are recommended for the metropolitan Washington region based on analyses conducted as part of the Regional Roadway Safety Study. Each of the countermeasures is supported by research and if implemented, can significantly reduce the number of people killed or seriously injured on the region's roadways. The appropriateness of any of these countermeasures should be determined on a case-by-case basis. This list of strategies is not comprehensive and does not preclude the use of other proven effective strategies to improve roadway safety.

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<sup>4</sup> TPB Resolution R3-2021.







