



TRANSPORTATION SAFETY SUBCOMMITTEE MEETING SUMMARY

Tuesday, June 8, 2021
1:00 – 3:00 P.M.
Virtual Meeting

Chair: Vanessa Holt, Fairfax County Department of Transportation, and
Jon Schermann, Metropolitan Washington Council of Governments

Attendees (all participating by phone):

Usman Ali – FHWA
Kim Auman – UMB National Study Center for Trauma and EMS
Christine Baker – Arlington County
Pam Beer – Cambridge Systematics
Zack Bishop
Cindy Burch – Baltimore Metropolitan Council
Antonio Castaneda – COG/TPB
Jeff Dunckel – Maryland Highway Safety Office
Christy Fang – City of Laurel
Kevin Farrell
Mike Farrell – COG/TPB
Wade Holland – Montgomery County
Vanessa Holt – Fairfax County
Cory Hopwood – Cambridge Systematics
Aditya Inamdar – Kittelson & Associates
Tristan Jackson
Kartik Kaushik - UMB National Study Center for Trauma and EMS
Tim Kerns – Maryland Highway Safety Office
Kristin Kersavage - VHB
Andrea Lasker – Prince George’s County
Anne Messner – Centre County MPO
Heidi Mitter - VDOT
Jaleh Moslehi – Town of Herndon
Doug Mowbray – Maryland Highway Safety Office
Janie Nham - COG/TPB
David Olney – Frederick County
Luz Padua – Frederick County
Richard Retting - Sam Schwartz Engineering
Tim Richards
Salah Salem – Prince William County
Cicero Salles – Prince George’s County
Jon Schermann – COG/TPB
Eric Tang - VHB
Sydney Walker
Nicole Waldheim – Burgess Niple

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Jennifer Warren - FHWA
Malcom Watson - Fairfax County
Myra Wieman - Maryland Highway Safety Office
Richard Weinmann - Prince William County
Jay Zheng - Maryland State Highway Administration
Yolanda Hipski - Tri-County Council for Southern Maryland

MEETING NOTES

1. WELCOME AND INTRODUCTIONS

Vanessa welcomed participants to the meeting. As a result of the large number of meeting participants, individual introductions were skipped.

2. SAFE SYSTEMS APPROACH

Jennifer Warren, Federal Highway Administration Office of Safety

Ms. Warren briefed the subcommittee on the Safe Systems Approach to achieving roadway safety.

The FHWA and USDOT have embraced the Safe Systems approach. Safe Systems is based on the premise that death should not be a consequence of mobility. The philosophy is based on six principles: humans make mistakes and are vulnerable, safety is proactive, responsibility is shared, and redundancy is crucial. Ms. Warren briefly summarized the six principles, but she provided a detailed description of the “redundancy is crucial” principle. The inclusion of “redundancy” into the safe systems approach creates layers of protection for roadway users, such that if one safety measure fails, another measure exists to prevent a fatality or serious injury.

Ms. Warren noted that the traditionally-used “Four E’s” of safety are incorporated into the Safe Systems approach. She further clarified that the FHWA is not abandoning the “Four E’s,” as they are still compatible with the Safe Systems strategy.

Questions:

Is there something in Safe Systems that MPOs should be particularly interested in? What are the key things MPOs should consider with respect to Safe Systems? *The principles apply at every level. Consider having the principles as a foundation for planning, to advance the safe systems approach. FHWA will gather example applications of Safe Systems. It has one case study in Carmel, IN, that systematically applied roundabouts to address speed and kinetic energy. It does not have examples of Safe Systems in its entirety, however.*

[Comment] We’ve heard the term pivoting from Vision Zero to the Safe Systems Approach, which works for us since Vision Zero is the recognized campaign in Prince George’s County. *Safe systems is not pivoting. FHWA sees it as a way to implement Vision Zero. Most Vision Zero use safe systems approach, so it sees safe systems as one of the best ways to get to zero deaths.*

For the subcommittee, what’s happening in our region with respect to safe systems? *Ms. Warren: The FHWA is trying to promote the full framework, but I am sure there is work going on in the region*



on it. *Cindy Burch: The Safe Systems Approach was mentioned in a Maryland HSIP Local Fund application.*

[Comment] A true Safe Systems Approach identifies the risks in the system not the individual location. Then solutions are rolled out to proactively improve locations that may never have experienced safety problems but share characteristics with those that have. So, problems are being headed off before they happen.

3. HIGHLIGHTS OF INITIAL FINDINGS FROM PEDESTRIAN-BICYCLIST FATALITY REVIEW
Kartik Kaushik, PhD – Assistant Professor, and Kim Auman, MS – Epidemiologist, with the National Study Center for Trauma and EMS, University of Maryland School of Medicine

Ms. Aumen provided the Subcommittee with an overview of final results from her Pedestrian-Bicyclist Fatality Review of 2016 data. The presentation is a follow-up to a December 2019 talk presenting preliminary information from the same study.

The study is an in-depth review of 127 pedestrian fatalities in Maryland from 2016. The goal of the study was to understand frequent contributing factors to pedestrian fatalities and to identify potential countermeasures based on the factors. Of the total 127 fatalities, 108 were selected for review under this study. Eighty-eight percent of fatalities were pedestrian, while 12 percent were bicyclist. Most pedestrians fell in the 50-59 age group, however drivers in the 20-29 age group were most frequently involved in the crashes. Roughly 66 percent of drivers and 77 percent of pedestrians struck were male. In addition, 64 percent of crashes occurred in dark conditions. Not wearing visible clothing, poor street lighting, impairment, and pedestrian walking in the travel lane were top contributing factors. A further analysis of crashes involving impairment showed that 46 crashes (or 43 percent of all cases) involved alcohol or a controlled substance, with 40 crashes involving an impaired pedestrian. Most impaired crashes (70 percent) involved alcohol only.

The study team identified several countermeasures that target the contributing factors. The study recommends increasing driver awareness of pedestrians through education, as well as educating pedestrians about wearing light-colored or reflective clothing. To address impaired driving, the study team recommends implementing reckless driving charges and educating pedestrians and bicyclists about the dangers of impaired walking/bicycling. The study Engineering: evaluation/increase/change lighting and insert ped infrastructure. Environmental countermeasures include maintaining vegetation. Increase enforcement of speeding laws and driver responsibilities to pedestrians. Continuing analysis and drafting report.

Questions:

[Comment] Last summer the TPB adopted a resolution that identified countermeasures that the Board would like to see more of in region. Several countermeasures identified in this study overlap with those recommended by the TPB, such as enhanced lighting on roadways. *Yes, Baltimore County is already starting to use countermeasures from the study in programs. Regional jurisdictions have also conducted reviews of crashes and they have started to implement measures. We are hoping to do a comparison of impacts from the study.*

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3



What is the next step for the study before it wraps up? *We are working on a paper for TRB and a report. We are working on an SHA safety initiative funded by USDOT looking at road users (ped, bicyclists) using data available through UMD College Park campus. We will also present full results at the July P-BEAT meeting and the Maryland Crash Reconstruction Symposium in September.*

In the study, does an “impaired” crash mean an impaired driver or pedestrian? *It is both. The majority of impaired crashes involved impaired pedestrians, however.*

Were there any issues with hit-and-run cases? *At least one of the crashes with driver impairment was a hit-and-run.*

[Comment] *Distracted pedestrians was not found to be a factor in this review. I do not think this is so much a consequence of pedestrians not being distracted but rather a consequence of them not being documented of as distracted. There is very little information from peds themselves, bystanders, observers about whether they are distracted.*

4. REGIONAL ROADWAY SAFETY PROGRAM PROJECT SELECTION

Jon Schermann, TPB System Performance Analysis Manager

Mr. Schermann briefed the Subcommittee on the selected projects for the inaugural round of the Regional Roadway Safety Program.

The TPB received 11 applications total requesting \$700,000 total during the application period. Maryland jurisdictions submitted four applications, while Virginia jurisdictions submitted seven. The selection process involved a five-member selection panel, with safety officials from TPB, DDOT, MDOT, VDOT, and FHWA. Each person scored each application individually, and a meeting was held to develop a consensus on the projects to recommend for technical assistance. Members scored each project based on an individual assessment and how well the applications addressed five regional priorities (i.e., ability to improve road user behavior, use of safety countermeasures, equity, safety data understanding, and collaboration). The Panel selected five projects for technical assistance, with three from Maryland and two from Virginia.

Jurisdiction Name	Project	Panel Recommendation
Montgomery County	MD 650 High Injury Network Safety Study and Design	\$60,000
Prince George’s County	Roadway Safety Audits and Design Recommendation for County Maintained High Injury Network	\$40,000
City of Laurel	Bowie Road Safety Audit	\$30,000
Arlington County	Arlington / Virginia School Zone Speed Camera Guidelines	\$60,000
Fairfax County	Herndon Parkway (Van Buren to Spring) Complete Street Safety Improvements	\$60,000

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The selected projects will be presented to the TPB for approval at the July 21 meeting instead of June, due to time constraints at the June Board meeting. The TPB will begin consultant selection in August, and it will open the next round of applications in late July/early August of this year.

Questions:

There were no comments or questions.

6. ROUNDTABLE UPDATES

MWCOG TPB is still holding virtual Subcommittee meetings through the summer, and it is continuing to have conversations about how meetings will be held in the Fall.

There was a question from Mr. Aditya Inamdar about how the Transit Within Reach program relates to the Regional Roadway Safety and TLC programs. Mr. Schermann will send additional information about the Transit Within Reach program.

The MDOT SHA HSIP Local Fund program is currently accepting applications. The program is new and is well-funded by the federal government to use on roadway safety programs. This year, the program is looking at systematic countermeasures. Interested applicants should contact MDOT SHA.

Arlington County's Board has adopted a Vision Zero Action Plan and is now officially a Vision Zero jurisdiction. It is working on various safety projects, including updating school zone guidelines and eventually speed management. The County is moving forward on speed management initiatives, so the Next Board meeting will consider a consent item on accepting seven speed limit reductions along major corridors in Arlington, which will be followed by before/after studies.

The meeting was adjourned at 2:30 pm.

