



TRANSPORTATION SAFETY SUBCOMMITTEE

Tuesday, December 10, 2019

Chair: Vanessa Holt, Fairfax County Department of Transportation

Attendees:

Monique Anderson-Walker - Prince George's County Council, District 8
Kim Auman - National Study Center
Christine Sherman-Baker - Arlington County
Eric Brenner (phone)
Cindy Burch - BMC (phone)
Cina Dabestani - VDOT (phone)
Allison Dewey - (phone)
Mike Doyle - (phone)
Jeff Dunckel - SHA
David Edmonston - City of Frederick (phone)
Michael Farrell - COG
Gina Anderson Ford - Prince George's County Council, District 8
Matthey Gaskin - COG
Enrique Gonzalez - (phone)
Vanessa Holt - Fairfax County
Cory Hopwood - Cambridge Systematics (phone)
Tim Kerns - Maryland Highway Safety Office (phone)
Andrea Lasker - Prince George's County
Toria Lassiter - SHA (phone)
Andrew Meese - COG
Douglas Mowbray - Maryland Highway Safety Office (phone)
Eric Randall - COG
Jon Schermann - COG
Debbie Spiliotopoulos - NVRC (phone)
Eric Tang - VHB (phone)
John Thomas - Montgomery County (phone)
Nicole Waldheim - Cambridge Systematics
Malcom Watson - Fairfax County (phone)

MEETING SUMMARY

- 1:00 P.M.** **1. WELCOME AND INTRODUCTIONS**
Vanessa Holt, Fairfax County Department of Transportation, Transportation Safety Subcommittee Chair
- Attendees introduced themselves.
- 1:10 P.M.** **2. IN-DEPTH INVESTIGATION OF FATAL PEDESTRIAN AND BICYCLE CRASHES IN MARYLAND – REVIEW OF FINDINGS**
Jeff Dunckel, Maryland Highway Safety Office, Pedestrian-Bicycle Safety Program Manager and

Kim Auman, MS – Epidemiologist with the National Study Center for Trauma and EMS, University of Maryland School of Medicine

Mr. Dunckel and Ms. Auman will present their Pedestrian and Bicyclist Fatality Review Project and will update the subcommittee on findings to date of the ongoing multidisciplinary review of fatal pedestrian and bicyclist crashes in Maryland in 2016. The MVA's MHSO is dedicated to saving lives and preventing injuries by reducing motor vehicle crashes through the administration of a comprehensive network of traffic safety programs. The purpose of this committee was to review Maryland's 2016 Pedestrian/Bicyclists fatalities (n=127). The objective being to identify contributing factors and countermeasures. This was done with a series of monthly meetings held to discuss cases in specific counties, and the analysis of ACRS data to determine how many identified contributing factors in fatal crashes are also identified in non-fatal pedestrian crashes. These reviews have shown that visibility is a major factor in some of these case studies. The final analysis is not complete yet, therefore much of the information being shared at this point are preliminary and subject to change with the finalization of the crash data. Contributing factors are separated into three categories; certain, probable, and possible. There was a total of 41 crashes analyzed, involving 42 pedestrians, and 43 drivers. Visibility in terms of street lighting, sun glare, dawn/dusk lighting, and pedestrian clothing. Crossing issues and pedestrian clothing accounted for 12% contributing factors in these crashes. Crossing issues being either the lack of a crosswalk or not utilizing a crosswalk.

Questions/Comments:

One suggestion would be to identify the time of crash and also examine the daylight/evening hours for that time of year for the crash.

Do you have any exposure data? *Currently, we do not have that information.*

For the times of day that are noted when the crash occurred did you note when the sun rose or set that day? *We have not gotten that far in the analysis, but we do have the exact time and date of the crash.*

Is hit and run included in this assessment? *We only had about three hit and run incidents. I am surprised that there are so few of those, it seems like those crashes happen once a week in Maryland. That may be the case, and those other cases may be in the data we have not examined yet. This information is based on the crash data we have received in these Maryland counties.*

One suggestion would be to look at the number of occupants in the vehicle at the time of the crash.

Has there been any consideration of mandating cell phone history in the event of a crash? *We are unaware of any legislative action in process that would make this a law.*

Another thing that would be interesting to know would be the vehicle type, i.e.

sedan, SUV, light truck, etc.

Do know how many of these crashes were left turning vehicles? *We do have that information; we have not analyzed that data yet. But when the analysis of these 41 crashes is complete, we will include the movements of the vehicle.*

Do you have any near miss information that could be useful for your analysis? *SHA will be doing a pilot of setting up cameras at some intersections to observe where there are conflicts and near miss incidents.*

The dark clothing is only a factor at night? *Yes, we don't have any crashes where dark clothing was listed as a definite contributing factor during a daylight crash.*

1:40 P.M.

3. UPDATE ON THE REGIONAL SAFETY STUDY

Nicole Waldheim, Cambridge Systematics

Cory Hopwood, Cambridge Systematics

Ms. Waldheim and Mr. Hopwood will update the subcommittee on the Regional Safety Study that is currently underway, emphasizing the results (so far) of the crash data analysis. The purpose of this presentation is to share crash data results for regional and jurisdiction safety priorities. Ensure that our results are consistent with what each state would expect. And to identify 2-3 safety priorities for further analysis, such as; crash type, contributing factor, roadway type, other, etc. Some interesting facts to date with the analysis; Fatalities decreased 38 percent from 2005 to 2013, Fatalities then increased 13 percent from 2013 to 2018, Annual trends driven by recent spikes, especially 2017 (313 fatalities), Serious Injuries are trending down annually, and Serious Injuries decreased 40 percent over the last 10 years. Fatality Rates are generally higher in rural areas. While Maryland and Virginia have similar traffic volumes, Maryland has over twice as many fatalities. On the other hand, D.C. has less than a third the fatalities of Virginia but only a fifth on the traffic volumes. Some fatality rates fluctuate to a higher degree with the addition or removal of a fatality due to the limited VMT. (Fairfax 2016 = 4 fatalities). For additional context we have population across the individual jurisdictions. As expected, there is some correlation to population size and crash totals, just as there are with VMT. Fatalities per 100,000 people have a very similar look to fatality rate by VMT. This makes sense, if you put the VMT and population tables next to each other. The ranking per jurisdiction is very similar. Serious rates jump in areas with lower VMT. (Manassas only averaging 65 SI per year but has one of the lowest VMTs). Places like Charles county show more so on serious injuries per population than per VMT. Generally, crashes and injury totals follow VMT, but by looking at fatalities and serious injuries per the total crashes within each jurisdiction we can better understand where these severe crash types are overrepresented. Intersections are leading circumstance in serious injuries across all jurisdictions but are only the location of 13% of Maryland's fatalities. Younger Drivers are the 7th leading cause in fatalities but the 2nd leading cause in serious injuries. DDOT unknowns can make it difficult to know what their contribution to the total actually is. Some are also better at reporting drugs, alcohol, distraction etc. DDOT only represents 20 percent of regional speed related fatalities, but speed related fatalities make up almost half of DDOTs total

fatalities. While it is helpful to know which jurisdictions are contributing most to each potential emphasis area, context on roadway type and ownership are important for determining if a crash type or circumstance is truly overrepresented. The highest number of fatalities and serious injuries occur on minor arterials, but the minor arterials make up the most miles of the roadway network. Also, collectors make up the second highest portion of the region's roadways but have the lowest rate in terms of fatalities or serious injuries per mile.

Questions/Comments:

Is Anne Arundel included in this data? It is not in the planning area, so it is not included.

You stated that left turns are categorized as angle crashes in Virginia? Yes, I would have to dig into the details, but they do not have a separate contributing factor as "left turn."

In the District there are a number of roadways where the traffic patterns change throughout the day. In the morning it might be three lanes in one direction, and in the evening, it may be the reverse. Are the head on collisions you observed caused due to these changing patterns? It would be interesting to see if that is a contributing factor.

Where is all this crash data being compiled from? It is from all three of the DOT's.

3:00 P.M. 4. ADJOURN

The meeting was adjourned – there was not time for roundtable updates at this meeting.