



## TRANSPORTATION SAFETY SUBCOMMITTEE MEETING

April 19, 2016  
10:00 A.M. - 12:00 P.M.  
COG Room 3

(Call-in/Web information at end of agenda)

### Attendees:

Cina Dabestani – VDOT (on the phone)  
Neil Freschman – Fairfax County (on the phone)  
Rahul Jain – DDOT  
Andrew Meese – MWCOG  
Richard Retting – Sam Schwartz Engineering  
Jon Schermann - MWCOG  
Marco Trigueros - MWCOG

### MEETING NOTES

#### 1. WELCOME, INTRODUCTIONS AND REVIEW OF NOTES FROM THE FEBRUARY 16, 2016 TRANSPORTATION SAFETY SUBCOMMITTEE MEETING

Participants introduced themselves. Any comments on the previous meeting notes can be addressed to Mr. Trigueros.

#### 2. GOVERNORS HIGHWAY SAFETY ASSOCIATION PEDESTRIAN FATALITY REPORT

Mr. Retting presented on the recent pedestrian traffic fatality report published by the Governor's Highway Safety Association that discusses national data and trends over the last ten years. The report is based on the preliminary data provided by states for the first half of 2015 – extrapolated to estimate fatalities for the full year. In recent years, pedestrians are accounting for a higher proportion of traffic fatalities, 15% in 2014, due in part because improved occupant protection does not benefit pedestrians. In response to a question regarding the increase of walking and urbanization, Mr. Retting noted that this may be a factor, but based on the data, it does not seem to be driving the increase in fatalities because most people do not commute at night or impaired by drugs or alcohol. 72% of pedestrian fatalities occur after dark and about half of fatal crashes involve a pedestrian or driver under the influence of alcohol. 74% of fatal pedestrian crashes occur at non-intersection locations. There was a 6% increase in pedestrian fatalities between 2014 and 2016. Fatalities were up in 26 states with four states (CA, FL, TX, and NY) accounting for 42% of all fatalities (while only accounting for 33% of the US population). In the region, DC and Virginia saw an increase in pedestrian fatalities while Maryland saw a decline. Due to regular underreporting of pedestrian fatalities in preliminary data, it is likely that there is an actual increase of 10% between 2014 and 2015 – the largest increase since FARS was established in 1975. The factors contributing for the increase in pedestrian fatalities include: economic conditions, fuel prices, weather, changing demographics, VMT and time spent walking, and cell phone usage. Some efforts to reduce fatalities include separation of pedestrians and vehicles, making pedestrians more visible to drivers, reducing traffic speeds, and more education.

In response to a question regarding vehicle technology to help pedestrians, Mr. Retting noted that vehicle automation is expected to improve crash avoidance.

In response to a question regarding outreach to immigrant communities especially given the prevalence of fatalities in immigrant-heavy states, Mr. Retting agreed that this is definitely an important issue and should be a focus in education campaigns. There is also a link to socioeconomic factors that contribute to a higher fatality rate among immigrant communities.

In response to a question regarding automated enforcement, Mr. Retting noted that a speed on green camera can enforce both red light running and speeding to avoid encouraging speeding at intersections with red light cameras.

In response to a question regarding the 10% increased pedestrian fatalities forecast, Mr. Retting clarified that this is a forecast based on regular underreporting in preliminary data.

### **3. UPDATE ON MAP-21 PERFORMANCE-BASED PLANNING AND TARGET-SETTING ACTIVITIES**

Mr. Schermann briefed the subcommittees on the final rulemaking for MAP-21 safety performance measures, released in March. Some of the major changes from the proposed rulemaking include: the addition of a fifth performance measure (non-motorized fatalities and serious injuries); the option for states to add targets for as many urbanized areas as they want instead of one urban target for the state; the flexibility for MPOs to use VMT estimates consistent with other deferral reporting requirements instead of relying exclusively on HPMS; the flexibility for MPOs to establish any target setting methodology as long as it is agreed upon by the MPO and DOT.

In response to a question regarding the similarities and differences between this and other performance-based planning areas, Mr. Schermann noted that the requirements are similar across many of the topic areas. The states are the ones responsible for collecting the data and face the consequences of not meeting the targets whereas the MPOs are only analyzing and reporting the data from their planning areas.

### **4. CITIZEN'S ADVISORY COMMITTEE VISION ZERO DISCUSSION**

The subcommittee discussed the Citizen's Advisory Committee's proposal that the TPB recommend member jurisdictions to adopt policies to eliminate all traffic fatalities and serious injuries. In order to solicit more input from agencies not represented at today's meeting, an online survey will be administered and discussed at a later date.

### **5. JURISDICTIONAL ROUNDTABLE**

### **6. OTHER BUSINESS**

Members were asked about changing the ongoing meeting date and time to second Tuesdays at 12:30 due to meeting room availability. Comments can be addressed to Mr. Trigueros.

### **7. ADJOURN**

The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials. For more information, visit: [www.mwcog.org/accommodations](http://www.mwcog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD)