



TRANSPORTATION SAFETY SUBCOMMITTEE MEETING

Tuesday, December 18, 2018
1:00 – 2:30 P.M.
COG Meeting Room 1

Chair: Vanessa Holt, Fairfax County Department of Transportation

Attendees:

Pam Beer – Cambridge Systematics (phone)
Cina Dabestani – VDOT (phone)
Jeff Dunckel – MHSO - MVA
Michael Farrell – COG
Matthew Gaskin - COG
Vanessa Holt – Fairfax County
Rahul Jain – DDOT
Mike Lake – Fairfax County (phone)
Andrea Lasker, Prince George's County
Christine Mayeur – City of Alexandria (phone)
Alyce Ortugar, Montgomery County Activist
Andrew Meese – COG
Jon Schermann – COG
Beth Turner - VHB

MEETING NOTES

1. WELCOME AND INTRODUCTIONS

Participants introduced themselves.

2. VISION ZERO – ENGINEERING EFFORTS TO ELIMINATE TRAFFIC FATALITIES IN THE DISTRICT OF COLUMBIA

Mr. Rain spoke to a PowerPoint presentation on the latest efforts that the District of Columbia is taking to significantly reduce traffic fatalities. Key points included:

- The District has recently implemented roadway treatments in an effort to reduce traffic conflicts between pedestrians, cyclists, and motor vehicles.
- These treatments have been borrowed from similar ones used by NYCDOT which include: Left turn calming and dual turn mitigation.
- Left turn calming could involve basic hardened centerlines, complete hardened centerlines, and slow turn wedge.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.

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- The goal of these applications being to slow the rate of speed motor vehicle make while turning left, prevent the “cutting” of the crosswalk area, and to increase the visibility of pedestrians in the crosswalk.
- The District has also implemented the concept of eliminating some dual turn, left and right, at intersections that are prone to conflicts with pedestrians and cyclists.
- While the implementation of these applications is early, based on the results from NYCDOT, the District is hopeful that these will reduce conflicts at the applied intersections.
- With NYCDOT, analysis revealed reductions in left turn speeds, and a significant reduction of crossing the double line, “cutting”,

Questions and discussion:

- For the hardened centerline, the part that sticks out in the intersection, would the southbound traffic just drive over that little bump? No, the little bump aligns with the parking lane and not into the flow of the intersection.
- Is there a reason why you are using flex posts instead of concrete? Yes, so that larger vehicle can make the turn without damage to the vehicle. It was also cost prohibited to use a material like concrete.
- Are these applications being used at only at signalized intersections? In theory some of these applications could be used at unsignalized intersections, but these are all being used at signalized intersections.
- How are you prioritizing intersections? Looking at total crashes, major crashes? Our urbanized area is very complex with bike lanes and non-grid intersections. We are still developing a methodology for that.
- Are other cities besides NYCDOT applying these treatments? NYC is the only city that is implementing this on a significant level, while there may be other cities doing this on a much smaller scale.
- Is there a vision at DDOT that all intersections systemwide? So far, we have identified 100 intersections where these treatments could be applied.
- Do you have a cost estimate for say the deluxe treatment? It is around \$5000 which is a low cost relatively speaking.
- Any reactions to firetrucks? Does it impact their vehicles? No, as stated before with the flex posts, and the centerline bump only extending to the parking lane, it should be easy for those large vehicles to traverse the intersection.
- Does this dual mitigation reduce any of the parking? No but it does offset some of the parking. In one instance we reduced the travel lane and added parking.
- Have all of the dual mitigations been completed? We have identified 40 locations and implemented the treatment in 15 in of those.



3. REGIONAL HIGHWAY SAFETY TARGETS - UPDATE

Mr. Schermann updated the Subcommittee on the status of the effort to develop highway safety targets for the National Capital Region including the approach for presenting the staff-proposed targets to the TPB at their December meeting. Highlights included:

- A review of the highway safety performance measures, review of the recent safety trends versus the 2018 safety targets, the approach utilized for establishing the regional safety targets, the proposed 2019 targets, and the next steps ahead.
- All three jurisdictions of Virginia, Maryland, and the District have used different approaches in the development of their state targets.
- TPB staff have recommended setting a regional target by utilizing and applying the state methodologies on applicable “sub-targets” and then combining them for one regional target.
- The recommendations from this applied methodology show that the number of fatalities and the fatality rate should be increased, while the targets for number of serious injuries, rate of serious injuries, and nonmotorist fatalities/serious injuries should be decreased.
- The presentation also included several resolution clauses that could be added with the adopted targets for 2019.
- Next steps include a presentation to the board for feedback at the next TPB meeting in December. Afterward getting feedback, targets will be finalized and sent for approval and adoption by the Board at the January TPB meeting.

4. UPCOMING SAFETY STUDY

Mr. Schermann updated the subcommittee on TPB staff’s plan to commission a study to analyze the factors behind the observed safety outcomes throughout the National Capital Region.

- The first phase of the study will be an analysis of highway safety data including crash contributing factors such as driver behavior, roadway conditions, vehicle types, time of day, weather, and roadway functional classification.
- The second phase of the study will synthesize the findings from the first phase and identify the factors that most contribute to the observed safety outcomes in the region as well as the types of projects, programs, strategies, and policies that have the greatest potential to improve these outcomes.
- A technical advisory panel consisting of a representative from each TPB member state DOT will also support the study.

ADJOURN

