



TRANSPORTATION SAFETY SUBCOMMITTEE MEETING

Tuesday, April 9, 2019
1:00 – 3:00 P.M.
COG Meeting Room 1

Chair: Vanessa Holt, Fairfax County Department of Transportation

Attendees:

Bala Akundi – BMC (phone)
Pam Beer – Cambridge Systematics (phone)
Cindy Burch – BMC (phone)
Kurt Erickson – WRAP
Michael Farrell – COG
Matthew Gaskin - COG
Vanessa Holt – Fairfax County
Wade Holland – Montgomery County (phone)
Kate Mazzara – Prince George’s County (phone)
Andrea Lasker – Prince George’s County
Christine Mayeur – City of Alexandria
Andrew Meese – COG
Richard Retting – Sam Schwartz Engineering
Jon Schermann – COG
Eric Tang – VHB
Nicole Waldheim – Cambridge Systematics (phone)
Malcom Watson (phone)
Victor Weissberg – Prince George’s County (phone)

MEETING NOTES

1. WELCOME AND INTRODUCTIONS

Participants introduced themselves.

2. ALEXANDRIA’S VISION ZERO INITIATIVE

Christine Mayeur, Complete Streets Program Manager, City of Alexandria

Ms. Mayeur spoke to a PowerPoint presentation on the Vision Zero policy in the City of Alexandria. The city has completed the first year of Vision Zero implementation. She provided a summary of the work done in the first year, a look ahead to the next year, and lessons learned thus far in the process.

- Vision Zero Policy was adopted by the city council in January of 2017, an action plan for implementation was adopted later in December of 2017.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

- Key strategies for the action plan include improved data collection, enhancing city processes/collaboration, building safer streets, and promoting an overall culture of safety.
- Nearly all action items have been completed or are currently in progress. Highlights include, implementation of no turn on red, upgraded crosswalks, new leading pedestrian intervals (LPI).
- Public education about the importance of Vision Zero has been a significant outreach effort for the city. This has been a collaborative including law enforcement and the Washington Regional Alcohol Program (WRAP).
- Year 2 will build on the efforts and achievements made during the first year.
- Major lessons learned during this first year include; understanding that this is a long process that takes time; it is important to develop policies that are clear and well documented; having a collaborative network is helpful; funding is critical, and you must keep the focus on the priorities.

Questions and discussion:

- Does the City of Alexandria have a historical record of how many rides are given by WRAP? *Yes, we have access to that from our WRAP contact.*
- Is there a threshold that needs to be met to identify a “high crash location”? *Anywhere where there is a cluster of five or more, also if the crash involved a pedestrian or bike.*
- What are “near miss” data? *They are observations from people’s experiences, a car not yielding, etc. With that there are a lot of questions such as to what exactly counts as a near miss, for that reason we do not use that information for engineering purposes.*
- How are “near miss” data collected? *That information is collected by Alexandria Families for Safe Streets. We don’t use that data for engineering purposes, but we do treat it as more of a community request. Law enforcement uses that information for enforcement.*
- How do you determine where to apply engineering countermeasures like LPIs? *The first thing that is examined is pedestrian activity. We also look at crash data. Next, we look for turn crashes, that ties together with our “No Turn on Red” treatments.*
- It seems there isn’t always a win-win in terms of mobility and safety, do you feel that there is the political will in Alexandria to deal with this tradeoff? *There is a balance between mobility and safety. In most cases there can be both. However, drivers may be satisfied without having free flow if the tradeoff would be not having people getting killed or seriously injured.*
- What are the funding sources for Vision Zero in Alexandria? *We receive funding from federal, local and state sources.*
- How are sharing data you are collecting? *Currently, we are working on an internal dashboard. We also have coordinated monthly meetings.*



3. WASHINGTON REGIONAL ALCOHOL PROGRAM

Kurt Erickson, President & CEO, Washington Regional Alcohol Program (WRAP)

Mr. Erickson spoke to a report that covered the latest information on impaired driving across the region. He discussed the work WRAP is doing to address impaired driving and to make roadways safer.

One major takeaway from the report is that, despite the rise in public education and the use of ride hailing services, impaired driving related crashes are on the rise.

Questions and discussion:

- Is there any speculation as to what is driving the sudden rise in impaired driving crashes? We are hopeful that this increase is just an anomaly, but there is an abundance of possible factors. Local officials in Virginia say that there has been a drop in impaired driving enforcement due to staffing shortages, reduced levels of funding, and the time that is needed to process impaired driving cases.
- 2017 shows an increase in crashes, and 2016 showed a sharp decrease. Could 2016 be an anomaly as well? Possibly, Maryland expressed some difficulty in the collection of data that year, also there are more and more safer vehicles on the roadway that could account for the decline in fatal crashes.

4. REVIEW OF TPB SAFETY NEWS

Jon Schermann, TPB Transportation Planner

Mr. Schermann gave an update to the subcommittee on recent safety news related to discussions at the Transportation Planning Board, member DOT engagement with the TPB on the topic of safety, and the launch of the new TPB safety study.

The TPB approved the staff-recommended regional safety targets at their January meeting. The discussion among the board members was robust and included a desire for interim updates on the safety study commissioned by TPB staff. The board also requested safety updates from the state DOTs on a quarterly basis.

TPB News will also be increasing the number of safety related articles underway, and now the board wants quarterly updates from the state DOTs on safety progress.

The meeting was adjourned at 3:00 pm.

