



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

TRANSPORTATION SAFETY SUBCOMMITTEE

DATE: Monday, April 6, 2015

TIME: 12:30PM to 2:30PM

PLACE: COG, Room 3, 1st Floor
777 North Capitol Street NE
Washington, DC 20002

CHAIR: Tim Davis, City of Frederick

Attendance:

Samantha Biddle – MDSHA
Tim Davis – City of Frederick
Michael Farrell – COG/TPB
Neil Freshman – Fairfax County DOT
Andrew Meese – COG/TPB
Erin Morrow – COG/TPB
Venu Nemani – MDSHA
Jon Schermann – COG/TPB
Daivamani Sivasailam – COG/TPB
Marco Trigueros – COG/TPB

1. Introductions and Review of Meeting Notes from June 30, 2014

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

2. Presentation on Improvements along US 1 in College Park

Mr. Nemani briefed the group on the recent safety improvements implemented along US 1 in College Park in response to a series of crashes involving pedestrians. Because of its high number of pedestrian crashes along US 1 in College Park, a pedestrian roadway safety audit (PRSA) was conducted in 2013. Due to the multiple fatalities occurring in 2014, the implementation of the PRSA suggestions was expedited. The speed limit was decreased, a new pedestrian crossing was installed, crosswalks were upgraded, lighting and signs was improved, and a median fence was installed to prevent jaywalking. Other long-term improvements are being evaluated, including median refuge islands, improved bicycle compatibility, and traffic signal upgrades.

In response to a question regarding the publishing of crash data, Mr. Nemani noted that there are strict guidelines for the sharing the data. They can share location data with partners, but it is not made public. There is a GIS layer that identifies high crash segments that could be shared with us for internal use.

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In response to a question for clarification, Mr. Nemani noted that PRSA process follows a specified format where an interdisciplinary group observes infrastructure and behavior at the site and crashes, engineering plans, and police reports are evaluated.

In response to a question regarding the speed limit change, Mr. Nemani noted that no after studies have been conducted yet.

In response to a question regarding the local response, Mr. Nemani claimed that the changes have been well received by the community, though there are some further suggestions that are still being studied.

In response to a question regarding the operations of the pedestrian signal at Hartwick Rd, Mr. Nemani noted that the standard in Maryland is to have the pedestrian signal rest in yellow as opposed to HAWK signals that rest in dark.

In response to a question regarding combining the high-intensity beacon with the speed limit sign, Mr. Nemani noted that they were not combined, but there are plenty of speed limit signs on the corridor.

In response to a question regarding speed bumps or raised crosswalks, Mr. Nemani noted that it is rare for speed bumps to be installed on a state roadway due to the need to accommodate large vehicular volumes.

In response to the difference between this case and others, Mr. Nemani noted that the unique thing about this project was the creation of a group to implement the improvements that met regularly to discuss short and long term improvements. This model was applied to a location on MD 410 where another pedestrian fatality occurred. Ms. Biddle noted that Dustin Kuzan at SHA has been conducting 5 PRSAs a year. This effort has resulted in a backlog of suggestions so they are going down to 2 PRSAs a year.

3. Discussion on MAP-21 Performance Measures Andrew Meese and Marco Trigueros, COG/TPB

MAP-21 regulations require states and MPOs to track performance measures across several topic areas. The safety rule was the first to be released and will therefore be a model for all remaining topic areas. The Subcommittee was asked to provide input on initial TPB staff ideas for addressing the new requirements.

The framework sets ideas across all performance measure topics. The performance measure evaluation process is new to the states and the MPO so there are still a lot of questions around the topic. The MPO is conducting outreach with the states so that coordination is established throughout the process. MPO staff are trying to keep the process consistent across all MAP-21 topic areas as much as possible.

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Mr. Meese asked whether there have been discussions within state agencies regarding MAP-21 performance management requirements?

One of the main points that will have to be determined is who will be the states' contacts for these issues, given the multitude of agencies and staff involved in these topics. Will there be a single contact person or ombudsman at each agency?

Ms. Biddle noted that this has not been established yet at SHA. There is an upcoming "Bootcamp" that will be discussing these issues and will be an opportunity for coordination.

In response to a question regarding the role of SHA vs. MVA in Maryland, Ms. Biddle noted that she was not sure and would follow up on that question.

4. Presentation on 2013 Regional Safety Picture Marco Trigueros, COG/TPB

Mr. Trigueros presented the safety data compilation and analysis of various traffic safety emphasis areas in the National Capital Region including information on crashes, injuries, and fatalities.

5. Presentation on Greenhouse Gas Multi Sector Working Group Daivamani Sivasailam and Erin Morrow, COG/TPB

Daivamani Sivasailam briefed the group on the MSWG, including purpose, outcomes, schedule of work, and a draft list of greenhouse gas reduction strategies for the transportation sector. Ms. Morrow noted that the public input phase is beginning April 9th. This initiative is on the COG website and any input is welcome through either the formal agency channels or the public input channels. Any questions can be sent to Ms. Morrow through Mr. Trigueros.

6. Update on Street Smart Activities Michael Farrell, COG/TPB

Mr. Farrell briefed the group on the Spring 2015 Street Smart pedestrian and bicycle safety campaign. The media event was held at College Park, right where the PRSA improvements were made. A new video was produced this year to target motorists based on the tired faces campaign. Mr. Davis requested a street team be scheduled for the City of Frederick and will explore becoming a member of the Street Smart advisory committee.

7. Adjourn