

## PBTSAC Meeting Minutes

9.24.20

### Attendees:

Kristy Daphnis  
Heidi Coleman  
Dave Helms  
Wade Holland  
Michael Paylor  
John Hoobler

Leah Walton  
Derek Gunn  
Dave McBain  
Leon Langley  
Shawn Brennan  
Steve Aldrich

Lee Keiser  
Sonia Moore-Williams  
Sanjida Rangwala  
Tomas Bridle  
Gordon Chaffin  
Sara Morningstar

### **WELCOME AND INTRODUCTION**

K Daphnis: Thanks for joining; relatively light agenda; focusing on development of Vision Zero (VZ) 10 Year Plan. We are having informal committee meetings in October and December to help track that plan's development and W Holland is going to be helping out with those.

K Daphnis: Two new members! Welcome Sanjida Rangwala and Sonia Moore-Williams

S Moore-Williams: Thank you! I am very interested in healthy, active living; community walks around places and making everything safe!

S Rangwala: I am interested in transit and ped safety and work with Greater Greater Washington (blog)

L Walton: Big thanks to K Daphnis for helping National Highway Traffic Safety Administration (NHTSA) get their first Pedestrian Safety Month off the ground!

W Holland: Walktober is coming up next month. Lots of good opportunities to get out there and walk.

### **VISION ZERO (VZ) 10 YEAR PLAN**

W Holland: Tonight's meeting purpose is to provide a background on Montgomery County Traffic Safety, level-set objectives for the VZ 10 Year Plan, outline the process for developing PBTSAC recommendations, and begin review and potential revision of current VZ principles

W Holland: Fatalities per 100M vehicle miles traveled are down every decade since the 1950s

W Holland: In general, our fatalities and serious injuries have gone down and the Pedestrian Safety Initiative helped spur a lot of that

W Holland: However, in the last couple of years, the numbers for pedestrians and vehicle occupant deaths have started to creep up again

W Holland: VZ principles are different than the traditional approach, focus is on saving lives and preventing serious injuries; shared responsibility for safety; saving lives is not expensive

W Holland: Montgomery County is first County government to adopt VZ

W Holland: Long history of traffic safety in Montgomery County, Blue Ribbon Panel in 2002, Ped Safety Initiative in 2007, and then Vision Zero in 2017; Maryland adopted Vision Zero in 2019

W Holland: Many other strategic plans linked to VZ: Climate Action & Resiliency Plan (CARP); Thrive 2050 General Plan Update; Reimagining Public Safety; and 2021-2025 Strategic Highway Safety Plan (SHSP)

K Daphnis: How are these coordinated?

W Holland: I work with the Project Managers on CARP and Reimagining Public Safety, the Thrive 2050 General Plan Update has VZ targets

S Aldrich: And many committee members tagging in on these

D Gunn: The Strategic Highway Safety Plan (SHSP) also coordinated with various Montgomery County employees

K Daphnis: How have other agencies in Montgomery County been involved in the 10 Year Action Plan development, besides MCDOT?

W Holland: All on various committees, but hard when outside agencies are not responsible to the Executive Office. Park and Planning (MNCPPC), Public Schools (MCPS), State Highway Administration (SHA), Motor Vehicle Administration (MVA), Council of Governments (COG), and more do not report to the County Executive and we can only give recommendations

W Holland: Three phases of the plan, first phase was fact finding to do community meetings and targeted outreach

W Holland: Three different workgroups for the plan: Complete Streets; Multi-Modal Future; and Building a Culture of Safety

K Daphnis: Where is Complete Streets Design Guide?

S Aldrich: Today we had a work session on the sidewalk zone and street zone; in two weeks we are doing work session 3 on bikeways and transit – have a lot of comments and considering rewriting chapter 2 and eliminating chapter 3 to present the document street type by street type; lots of existing access problems

W Holland: First meeting (this one) is background and reviewing principles, meeting 2 is emerging issues and opportunities, meeting 3 is successful programs and new proposals, meeting 4 is review and prioritize recommendations, and meeting 5 is drafting, then the PBTSAC sends recommendations to the County Executive

W Holland: Guiding principles for discussion: understand the problem; listen more than you talk; listen for your own ideas; add value to others; suspend judgment; do not ask questions, bring solutions; ideas begin with “I wish”, “I think”, “Perhaps we could...”

W Holland: 6 VZ principles: 1. Transportation-related deaths and severe injuries are preventable and unacceptable

W Holland: 2. Human life takes priority over mobility and other objectives of the road system. The road system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages and abilities.

W Holland: 3. Human error is inevitable; the transportation system should be designed to anticipate error so the consequences are not severe injury or death. Advancements in vehicle design and technology, as well as roadway engineering advancements, personal electronic device innovations, etc., are necessary components for avoiding the impacts of human errors.

W Holland: 4. People are inherently vulnerable, and speed is a fundamental predictor of crash survival. The transportation system should be designed for speeds that protect human life.

W Holland: 5. Safe human behaviors, education, and enforcement are essential contributors to a safe system.

W Holland: 6. Policies at all levels of government need to align, making safety the highest priority for roadways.

K Daphnis: Next few meetings are going to move through the next steps in the development of the plan, any questions for W Holland?

H Coleman: Did the workgroups start on any substantive work at the first meeting?

W Holland: Mostly base-lining and going over important background info

W Holland: Good to have people from Fire & Rescue (MCFRS) on the committee to get their unique perspective

W Holland: I will send out a survey to the PBTSAC as a follow up on this

W Holland: We have seen some very, very excessive speeding with the clearer roads post-COVID; we have had a couple of car rallies as well that can sometimes become dangerous

D McBain: We have had some fatalities that have the triple threat of high speed, alcohol, and no seat belt use; had a string of single vehicle crashes with those factors present; doing speed enforcement on major arterials and doing late-night enforcement

D McBain: Working with municipal partners and MHSO to make sure we deal with the rallies effectively; majority of them are safe, but a small group of people can mess things up and start to get disorderly

D McBain: These crop up every year but we always have good plans

D McBain: We saw a reduction in cars during COVID but our overall speeds increased dramatically, including speeds up to 100 mph in our automated enforcement – so we started moving our cameras to the more major arterial roadways where we were seeing the speeding and added aggressive driving plans for each district – was successful and speeds captured by the cameras are going back down

M Paylor: Is there a reduction in seatbelt use?

D McBain: Seatbelt use is high, but very serious collisions are over-represented in no seatbelt use; also, 1/3 of our fatals have alcohol present

D McBain: The Request for Proposals (RFP) for speed and red-light cameras is ongoing right now, reviewing companies that applied for next contract; anticipating a new contract completed in early 2021 and that will have an increase in speed and red-light cameras throughout the County

K Daphnis: Might be good to chat about some of the conversations re: automated enforcement and reimagining police as some of the more positive aspects of the work the Police Department (MCPD) is doing is currently diminished and good to have a conversation re: equitable practices

D McBain: Purpose driven enforcement, both automated and human interaction, is important to what we do and part of how successful we have been; would be happy to talk about that

K Daphnis: We would appreciate talking about that and highlighting the good work you are doing

### **COMMITTEE BUSINESS**

K Daphnis: Meeting adjourned at 9:35 pm