

PBTSAC Meeting Minutes

11.19.20

Attendees:

Dave Helms
Wade Holland
Michael Paylor
John Hoobler
Leah Walton
Leon Langley
Steve Aldrich

Lee Keiser
Sonia Moore-Williams
Sanjida Rangwala
Tomas Bridle
Chris Conklin
Luisa Montero
Craig Wilson

George Branyan
Dave Helms
Jeremy Martin
Ryan Hardy
Heidi Coleman
Kristy Daphnis
Sara Morningstar

WELCOME AND INTRODUCTION

J Hoobler: Welcome; K Daphnis is on the Planning Board Master Plan hearing and will be joining a little late; H Coleman should be joining soon; we will wait a little longer while people continue to join

W Holland: Any announcements?

J Hoobler: Wheaton non-traversable median going in along MD 97 between Price and Reddie; signal at Price & MD 97 in design going through State Highway's review

L Montero: Looking forward to those

L Walton: I did a podcast with National Transportation Safety Board (NTSB) that can be found here:

<https://safetycompass.wordpress.com/2020/10/29/episode-37-pedestrian-safety/>

G Branyan: District of Columbia Department of Transportation (DDOT) partnered with the Montgomery County Department of Transportation (MCDOT) on a new signal on 16th Street on the border of Montgomery County and DC

VISION ZERO (VZ) 10 YEAR PLAN

W Holland: Presentation on remaining principles to discuss re: 10 Year Vision Zero Plan

W Holland: What do we think about article #3 re: Human Error?

D Helms: People make errors but it seems like a red herring, just say "when vulnerable users mix with drivers, consequences can be severe and therefore we should minimize [that]"; otherwise sounds like blaming

M Paylor: We need to admit that human error is a contributing factor to crashes so we can look at the corresponding strategies that address those errors or mitigate them so they do not result in fatalities or serious crashes

H Coleman: I agree with M Paylor; there are three critical elements: 1) the inevitability that things will happen; 2) the system-wide intervention; 3) prevent severe injury or death

H Coleman: "It is inevitable that people make mistakes and poor choices"; people is anybody, not just peds or bikers, can be drivers too

C Conklin: I agree with H Coleman

S Moore-Williams: We need to put in language re: increasing the mindfulness of different modes

S Rangwala: Should be more succinct: "The transportation system should be designed to anticipate error resulting from human behavior so that they do not result in severe injury or death"

T Bridle: I agree with M Paylor, language speaks to human condition that we make mistakes and we have taken that awareness out of our talking about traffic safety and this puts it back into a basic understanding

T Bridle: I like the Austin VZ quote: "People will make mistakes; the transportation system should be designed so those mistakes aren't fatal"

S Rangwala: I like the Austin VZ one too

L Montero: I like the Austin one

H Coleman: I like the Austin one

W Holland: "The transportation system should be designed to anticipate human mistakes so that the consequences are not severe injury or death"

C Conklin: Purpose of this language is to move away from designing roads for the reasonable and prudent operator to new language that we are designing roads to accommodate the range of experiences that occur including unreasonable and imprudent behavior

Moved by H Coleman, seconded by C Conklin: To recommend the language: "People will make mistakes. The transportation system should be designed so those mistakes do not lead to serious injury or death."

Vote: Passed unanimously

W Holland: Second topic: Equity principle. How should equity be included in the Vision Zero principles?

W Holland: Allocate funding and resources to communities that experience a disproportionate burden of traffic-related fatalities and serious injuries; use equity lens, data, and evidence to address historical inequities and make meaningful improvements to traffic safety outcomes

S Aldrich: We should say prioritize instead of allocate

C Conklin: Ensure funding and resources are allocated to community based on need illustrated by data, not just the most vocal communities

S Aldrich: We know the areas that are underserved, we should be reaching out to them to see if they need traffic calming projects

C Conklin: Prioritize resources based on data and need and recognize that community participation may not reflect community need

S Aldrich: We have to do focused outreach to address equity issues

K Daphnis: The burden is on the County to ensure equitable distribution of resources

T Bridle: "The Government must allocate resources in a way that ensures equity"

K Daphnis: Alternatively, "The Government must use resources in a way to ensure equity"

T Bridle: Or we could say, "The Government must use resources in a way that addresses inequities"

K Daphnis: Add in, "recognizing that community participation may not match community needs"

W Holland: Prioritize funding and resources to communities based on evidence of data. The Government must use resources in a way that addresses inequities, recognizing that community participation may not match community need.

W Holland: Equity is using resources to match the need, not the wants

J Martin: Change beginning to “Prioritize funding, resources, and outreach...”

J Martin: We need to include outreach because we have some idea of communities that have safety problems and are underrepresented in our outreach so taking that responsibility is important

H Coleman: Enhance outreach efforts in recognition that community participation may not match community need, in an effort to ensure equity

Moved by G Branyan, seconded by H Coleman: Recommend the following language: “Equitably prioritize funding, resources, and outreach to communities that experience a disproportionate burden of traffic-related fatalities and serious injuries”

Vote: Passed unanimously

W Holland: Anything missing from our five principles? 1) Humans make errors 2) Humans are vulnerable to injury 3) Responsibility is shared 4) No death or serious injury is acceptable 5) Proactive vs reactive

C Conklin: If users of the transportation system are not included (responsibility is shared) then you are not going to get to Vision Zero

W Holland: Typically more severe crashes have a profile different than less severe crashes for the people involved, no seat belt, impaired, etc.; the system can only do so much

C Conklin: There have two ways to think about transportation safety: 1) Put the users together and let them work together; 2) Infrastructure hardening that has ended in increased speed and risk. The idea that we could ignore what is there is dangerous

D Helms: We could afford some hardened transportation system; we could have a truly shared space where peds are prioritized but drivers are welcome; but once you get up to arterials you have to separate people

C Conklin: We should encourage people to minimize their risks in using the transportation system

S Moore-Williams: All users have a responsibility to develop awareness on roadways

K Daphnis: All road users have a responsibility to respect other road users, and to behave in a safe manner

G Branyan: The countries we want to emulate for Vision Zero have better enforcement, which is hard right now, and their kids and their whole population is trained about safety; roadway design is an area we need to change a lot but it is not the only thing

K Daphnis: The culture around here has been victim blaming for so long and we need to shift from that, but it is a hard thing to get from the culture we were at a year ago to something that is the responsibility of everyone

C Conklin: Education is very important

S Moore-Williams: I agree strongly with C Conklin

S Aldrich: Great Britain has a road system designed to minimize danger

C Conklin: We have a system that is trillions of dollars of investment that we can only spend tens of millions a year on

S Rangwala: Everyone, regardless of mode of transportation, has a responsibility to be mindful and respectful of others on the public right of way

C Conklin: Especially those who have a higher capacity for harm

T Bridle: Education needs to be more than posters on a bus

T Bridle: We need to educate the police who retain a responsibility for enforcing the laws about Vision Zero and equity

C Conklin: We should change to, "All road users, especially those that can do the most harm..."

M Paylor: We must make sure the education fits all cultures and all modes

S Moore-Williams: Careless peds and cyclists have a risk to do much harm as well

H Coleman: Let us follow up via email

W Holland: Sounds good; we got through a lot of good work tonight, next meeting we will go over strategies the PBTSAC wants to highlight

K Daphnis: We made a lot of progress

W Holland: We still have a fair bit to work through at the December meeting and we will go through the strategies

K Daphnis: W Holland, anything else you want to cover?

W Holland: I can send some of what we were going to do tonight in a survey to speed up next meeting

K Daphnis: That is great; let us please as a committee be more engaged with the survey; that will help us save a lot of time

COMMITTEE BUSINESS

K Daphnis: I just testified at the Planning Board hearing for Montgomery Thrive Master Plan, if anybody has additional things to add I will send the oral statement and you can add in for the written statement

K Daphnis: They are going to go through staff work sessions soon

K Daphnis: There are a couple local bill hearings coming up for the State Delegation Dec 3 and Dec 8; I will send them to the committee – we will plan to provide testimony

K Daphnis: Meeting adjourned at 8:35 pm