

OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS

DRAFT 2030 PLAN LISTENING SESSION • BCC • 04/28/2021

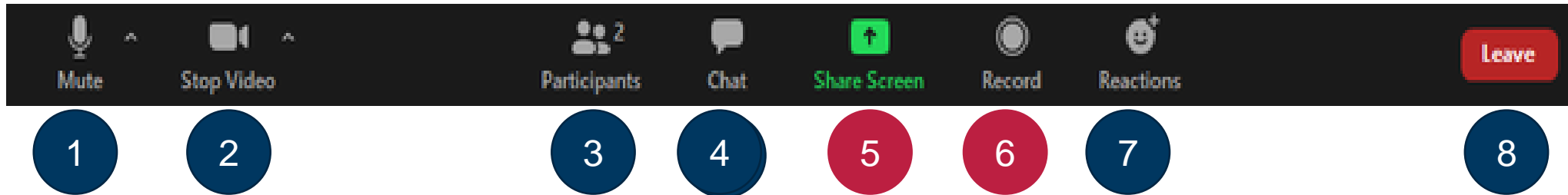
This meeting, including audio, video, and chat, is being recorded to ensure we capture all your ideas and can refer to the recording if needed.

This meeting will not be posted online.



ZOOM CONTROLS





- 1. Mute/Unmute:** Toggles your microphone off and on.
- 2. Start/Stop video:** Toggles your video on and off.
- 3. Participants:** Lets you see who is in the meeting.
- 4. Chat:** Opens the Chat tool.
- 5. Share Screen:** Lets you choose a window to share. (Host only.)
- 6. Record:** Starts or stops the recording. (Only host can record.)
- 7. Reactions:** Provide non-verbal feedback to the conversation.
- 8. Leave Meeting:** Allows you to leave the meeting.

Mute/Unmute: *6

Raise your Hand: *9

- Stay **muted** when not speaking to avoid background noise.
- **Raise your hand or use the chat box** to alert us that you want to speak.
- Speak from **your experience**.
- **Respect the group** and be mindful to give everyone a chance to chime in.
- **Listen** to each other. Wait for a break in the conversation to avoid speaking over each other or interrupting.



TONIGHT'S AGENDA



WHAT ARE WE DOING TONIGHT?

1. Receive an overview of the 2030 Action Plan.
2. Hear from you about the Plan and your priorities for roadway safety.
 - a) Split into breakout rooms after the Plan overview to discuss the Plan's strengths, weaknesses, and what is missing.
 - b) Come together at the end to hear from each breakout room.

Your feedback tonight will be used to build the final version of the Vision Zero 2030 Plan.

- Wade Holland, Vision Zero Coordinator
- Maricela Cordova, Dept. of Transportation
- Matt Johnson, Dept. of Transportation
- Jesse McGowan, Planning Dept.
- Steve Winter, Support Team
- Kenny Fried, Support Team
- Brian Bishop, Support Team

- Online survey to provide additional feedback.
- Comments can also be sent to visionzero@montgomerycountymd.gov.

All details on the 2030 Plan available at:
<https://www.montgomerycountymd.gov/visionzero/2030plan.html>



2030 PLAN OVERVIEW



VISION ZERO
OVERVIEW

2030 PLAN
HIGHLIGHTS

CRASH DATA
SUMMARY

EQUITY

COMMUNITY
CONVERSATIONS

VZ & OTHER
INITIATIVES

PLAN
ORGANIZATION,
CHECKPOINTS

PLAN
OVERSIGHT AND
PARTNERSHIPS

2030 PLAN
ACTION ITEMS

**SUPPORTING DATA ANALYSIS FOR THE
VISION ZERO 2030 ACTION PLAN**

APRIL 2021

**VISION ZERO 2030 PLAN
PUBLIC ENGAGEMENT**

OFFICE OF THE COUNTY EXECUTIVE
MONTGOMERY COUNTY, MARYLAND

**RESILIENT
MONTGOMERY**

2020 LISTENING SESSIONS SUMMARY

OFFICE OF THE COUNTY EXECUTIVE,
MONTGOMERY COUNTY GOVERNMENT



REMEMBERING VICTIMS



SEEKING STORIES FOR THE PLAN

MORE THAN A STATISTIC



"On November 28, 2017, Emily Fredricks lost her life while cycling at the corner of Spruce and 11th Street in Philadelphia. She was killed by someone driving a private sanitation truck. She was kind, funny, creative, and she was not afraid to love or be loved. Our hearts are forever broken and we miss Emily every second of every day. We do this advocacy work in honor of Emily; we know it is too late to save her. The beneficiaries of our work are the living."

- Rich and Laura Fredricks (Emily's parents)
and Michael and Jack (Emily's brothers).

MORE THAN A STATISTIC



"On April 16, 2016, Jamal Charlton Morris (27) was killed by a hit and run driver when riding his bicycle on a Philadelphia street. He was an only child and an engineer. Upon his death, his organs and tissues were donated to more than 50 recipients. Our family, through our grief and shattered lives in the absence of our son, continue to advocate for the safety of others as they bike on Philadelphia's roads. To learn more about Jamal and this work visit www.jamalcmorrisfoundation.org."

- Charlton Morris and Channabel Latham-Morris
(Jamal's parents)

MORE THAN A STATISTIC



"On July 16, 2013, Samara Banks and three of her four sons lost their lives when hit by two people drag racing on Philadelphia streets. Saamir was in her arms that night, Saasean in his stroller, and Saadeem holding on to the stroller. Samara was a young mother who cherished her kids and loved working with children. She was full of life! Samara's spirit will live on through her one son who survived the crash."

- Latanya Byrd (Samara's aunt)

Examples of stories shared from the [Philadelphia Vision Zero 2025 Plan](https://visionzero@montgomerycountymd.gov).

If you would like to share a loved one's story with us, please e-mail us at visionzero@montgomerycountymd.gov and have it included in the final draft.



VISION ZERO AND SAFE SYSTEMS



Q: Why is the road safety plan called “Vision Zero”?

A: The name Vision Zero comes from [Sweden](#), which pioneered this model for safety. Other countries adopted the name to indicate they are adopting the Swedish approach.

Q: What makes Vision Zero different than other road safety efforts?

A: The Vision Zero approach to roadway safety states that it is not acceptable to have serious injuries or fatalities on our roads. The system should anticipate that humans will make mistakes and the consequences of those mistakes should not end in serious injury or death. Severe consequences are preventable through design of the transportation system and vehicles.

Q: Is Vision Zero only about pedestrians and bicyclists?

A: No, Vision Zero is about safety for all modes of roadway travel (cars, motorcycles, scooters, bikes, walking). Vision Zero does place a major focus on people walking, rolling, and biking given their disproportionate fatality rate compared to people in cars.

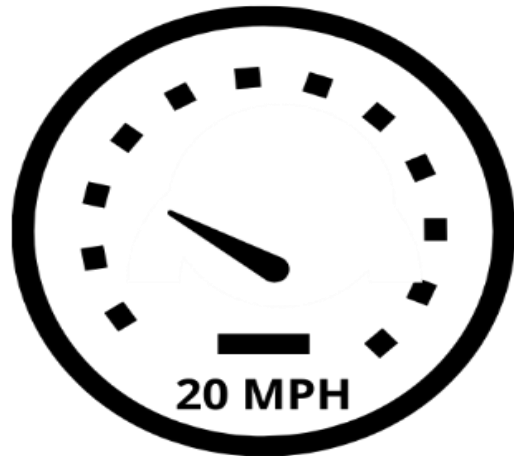
Q: Is zero deaths and serious injuries possible?

A: Yes, but there is no single solution. In 2019, [Oslo, Norway](#) and Helsinki, Finland had zero pedestrian deaths after decades of implementing Vision Zero. It takes investments in redesigning the roadway network to account for human mistakes, building out a transit and bike network to lower the need to travel by car, safer vehicle designs, and curbing dangerous behaviors through strict licensing standards, automated speed enforcement, and ending drunk driving.

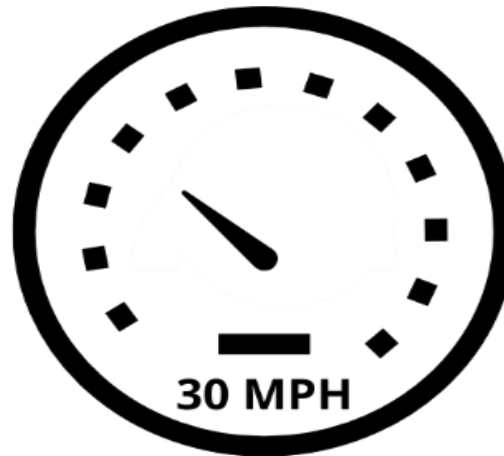
Crash Survivability Drops Significantly Above These Speeds



Pedestrian or Cyclist
Struck At...



Side Impact
Collision At...



Head On
Collision At...





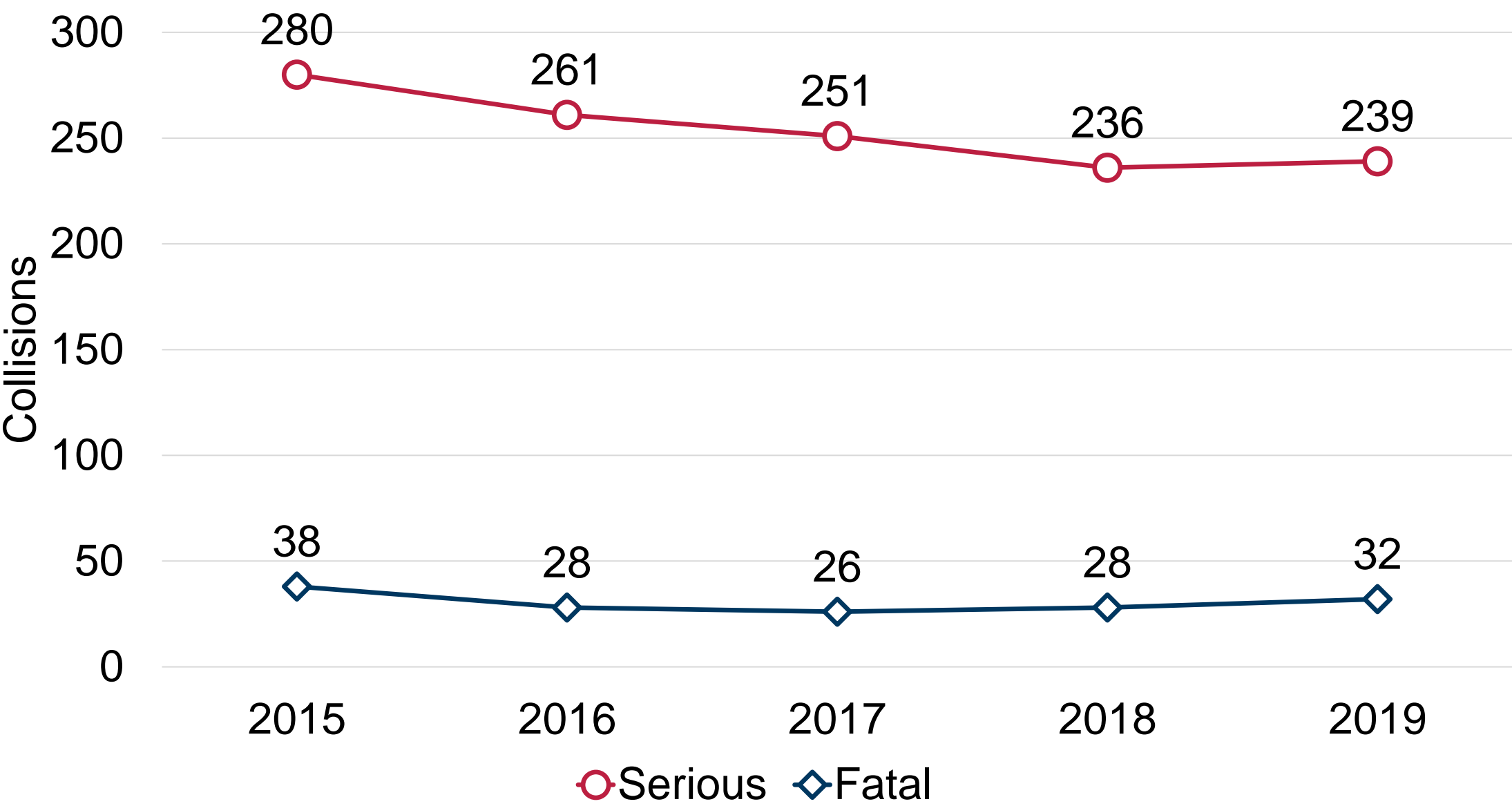
CURRENT STATE OF ROADWAY SAFETY

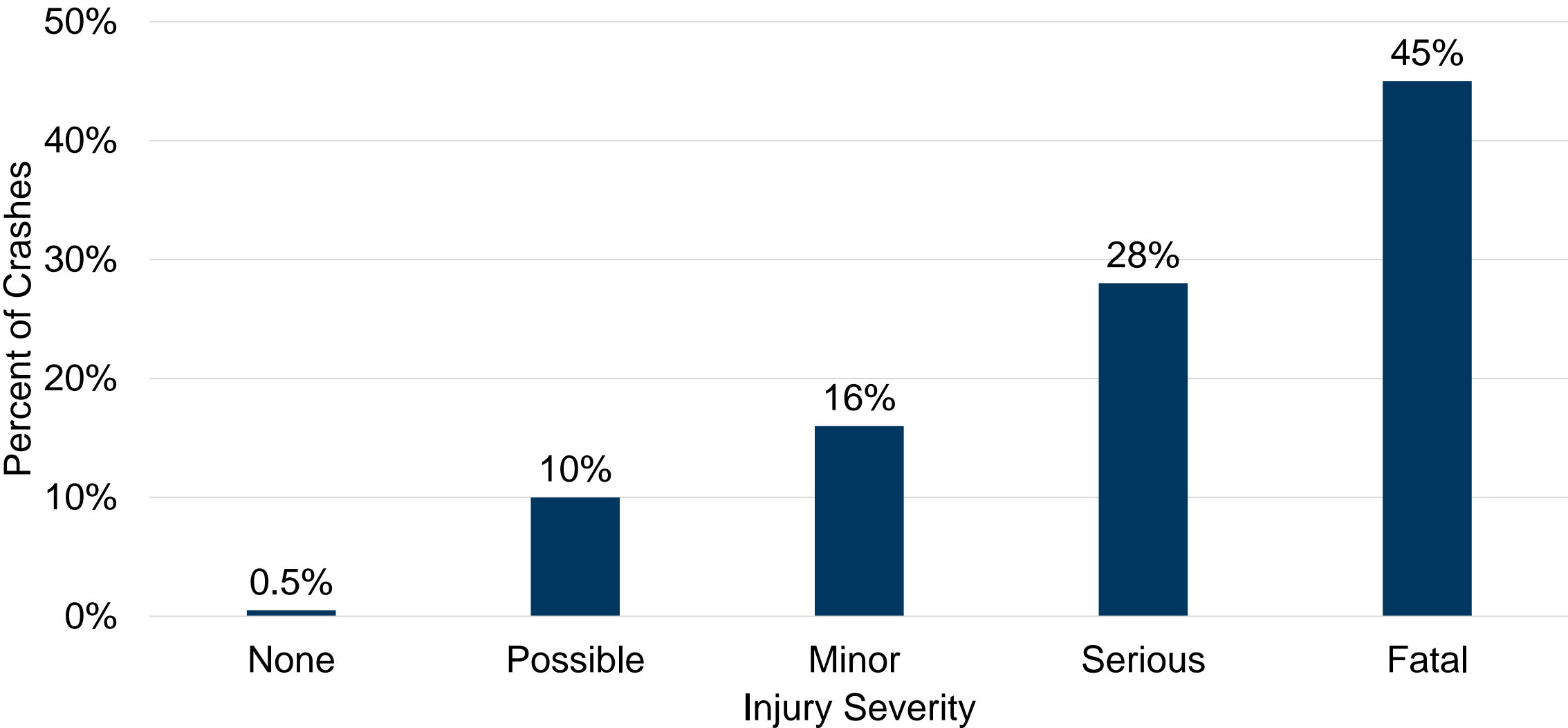




A person was seriously injured or killed in a crash on average every 1.25 days.

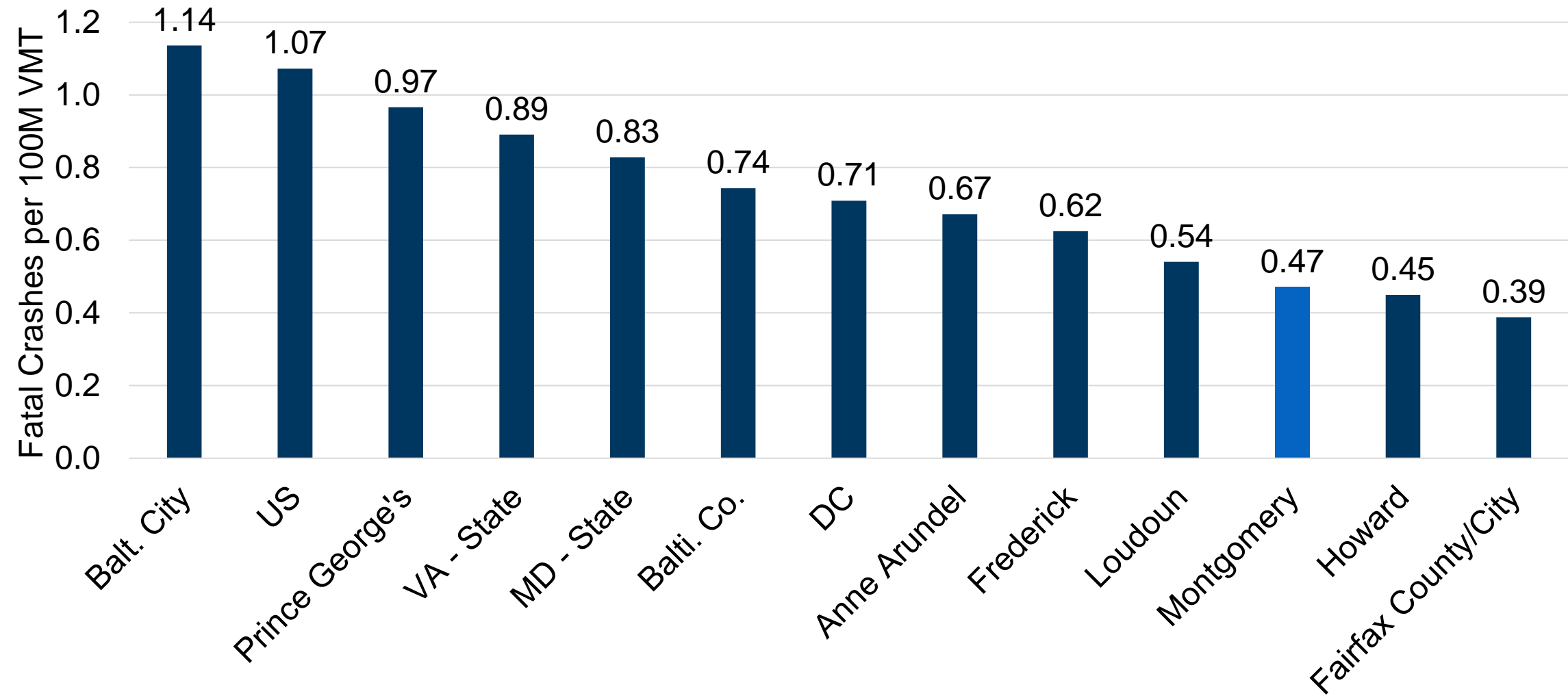
SERIOUS AND FATAL COLLISIONS





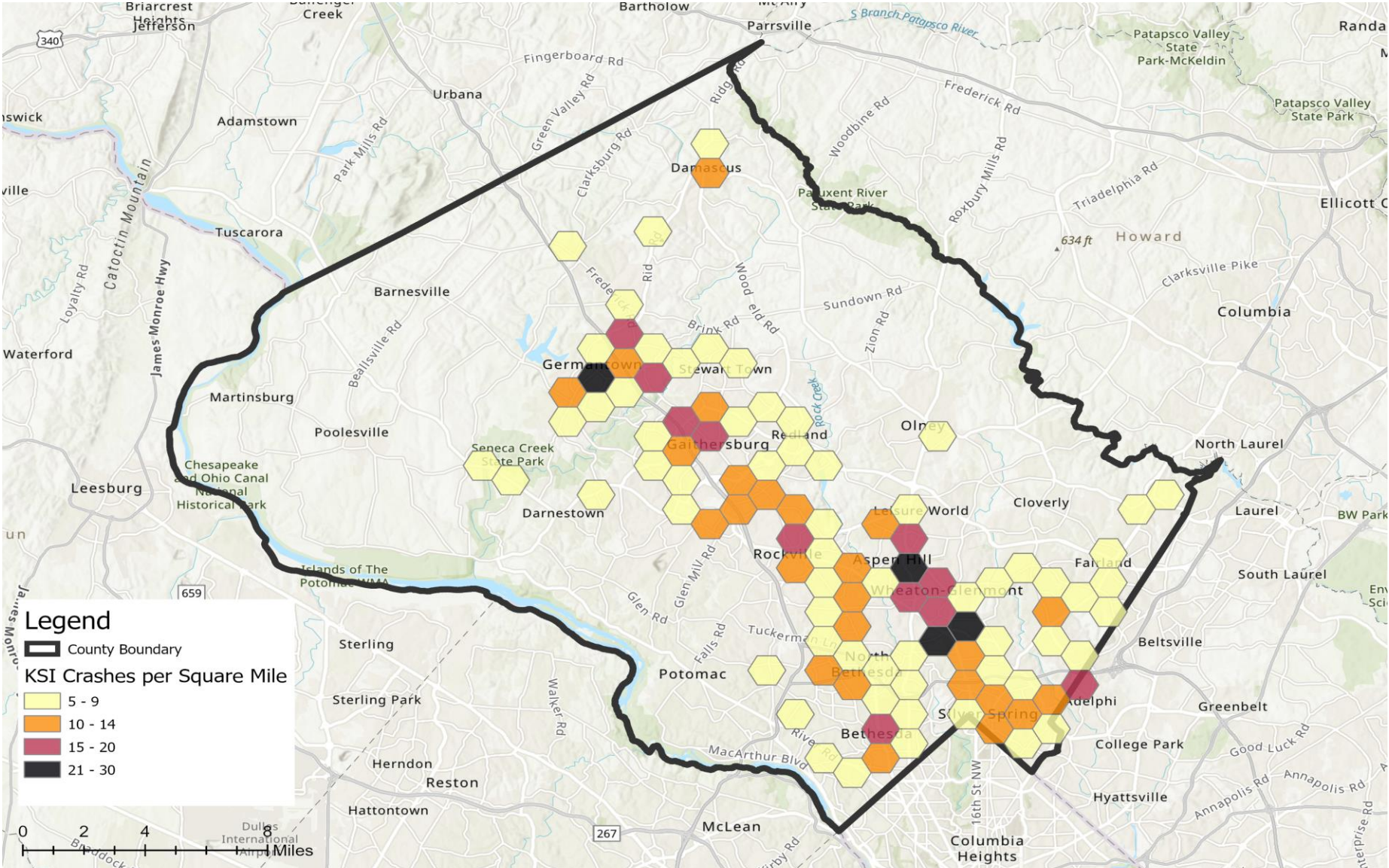
COMPARING FATAL CRASH RATES

2015-2019 Fatal Crash Rate per 100 Million Vehicle Miles Traveled (VMT)



To allow for comparisons across jurisdictions, the Montgomery County statistics above include all roads in the county (local roads and highways, interstates, and federal roads).

SERIOUS AND FATAL CRASH DENSITY



2015-2019 Serious and Fatal Crash Density

Esri, NASA, NGA, USGS, City of Gaithersburg, Maryland, MNCPPC, VITA, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

An update to the high injury network is underway and will be released in an updated version of the Plan and Data Appendix in May.

In the interim, a serious and fatal crash density map is in the first draft Plan. The map shows areas with more than 5 serious and fatal crashes within a mile.

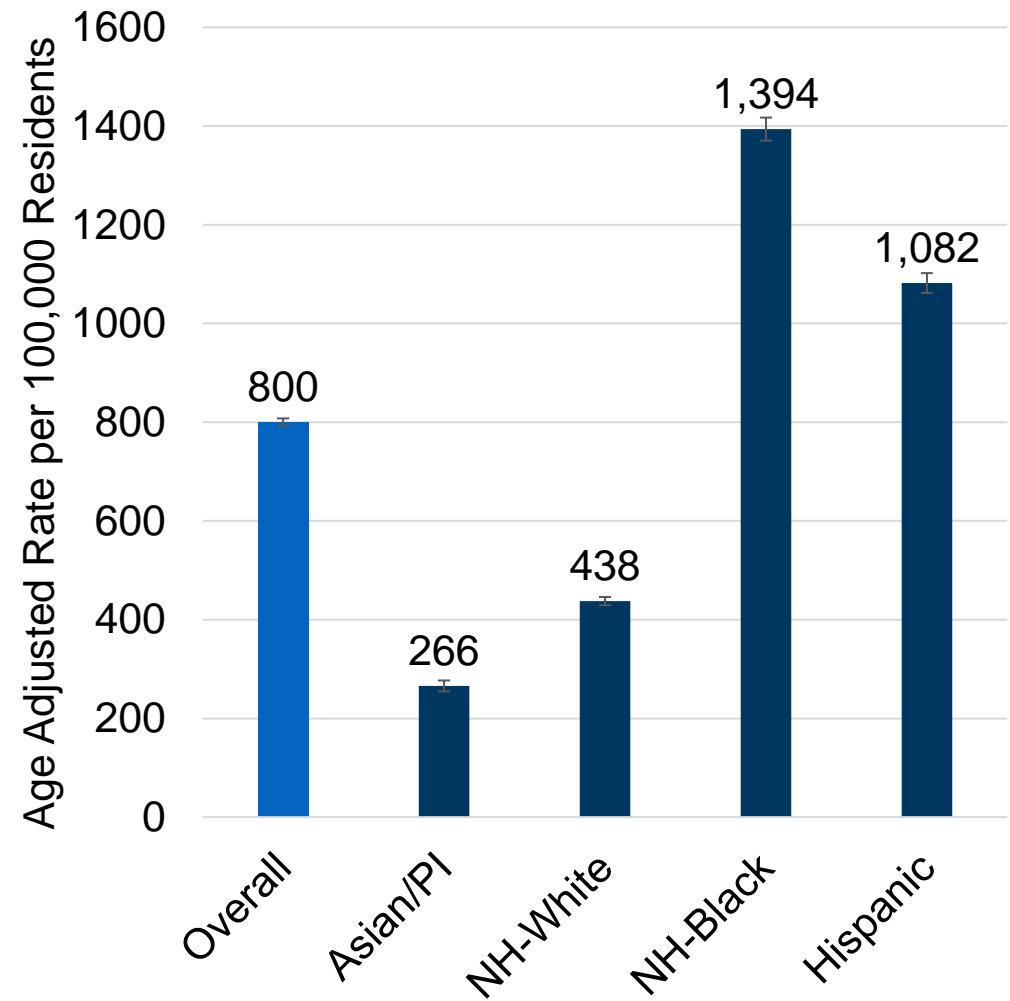
Overall, the areas with highest serious and fatal crash density were: Wheaton, Aspen Hill, Germantown, Glenmont, and Gaithersburg.



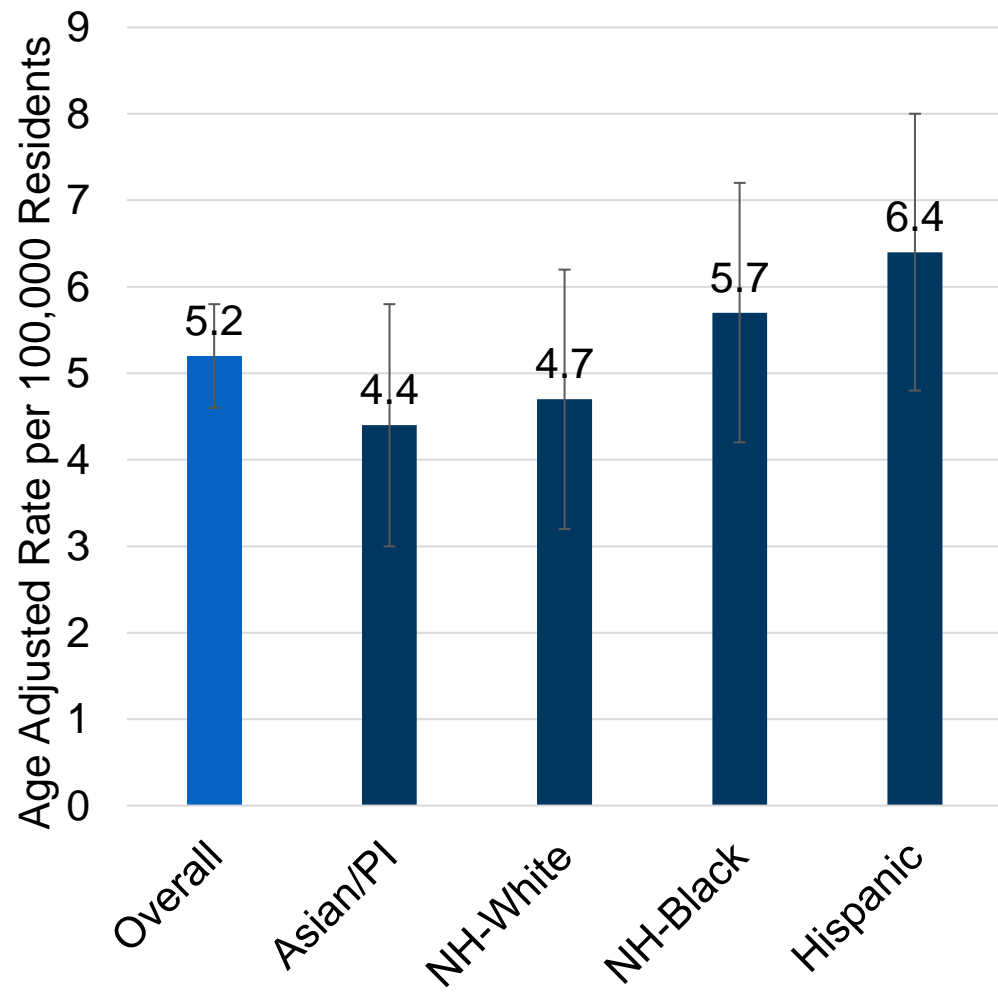
EQUITY AND VISION ZERO



Emergency Room Visits for Motor Vehicle Crashes by Ethnicity/Race 2015-2019

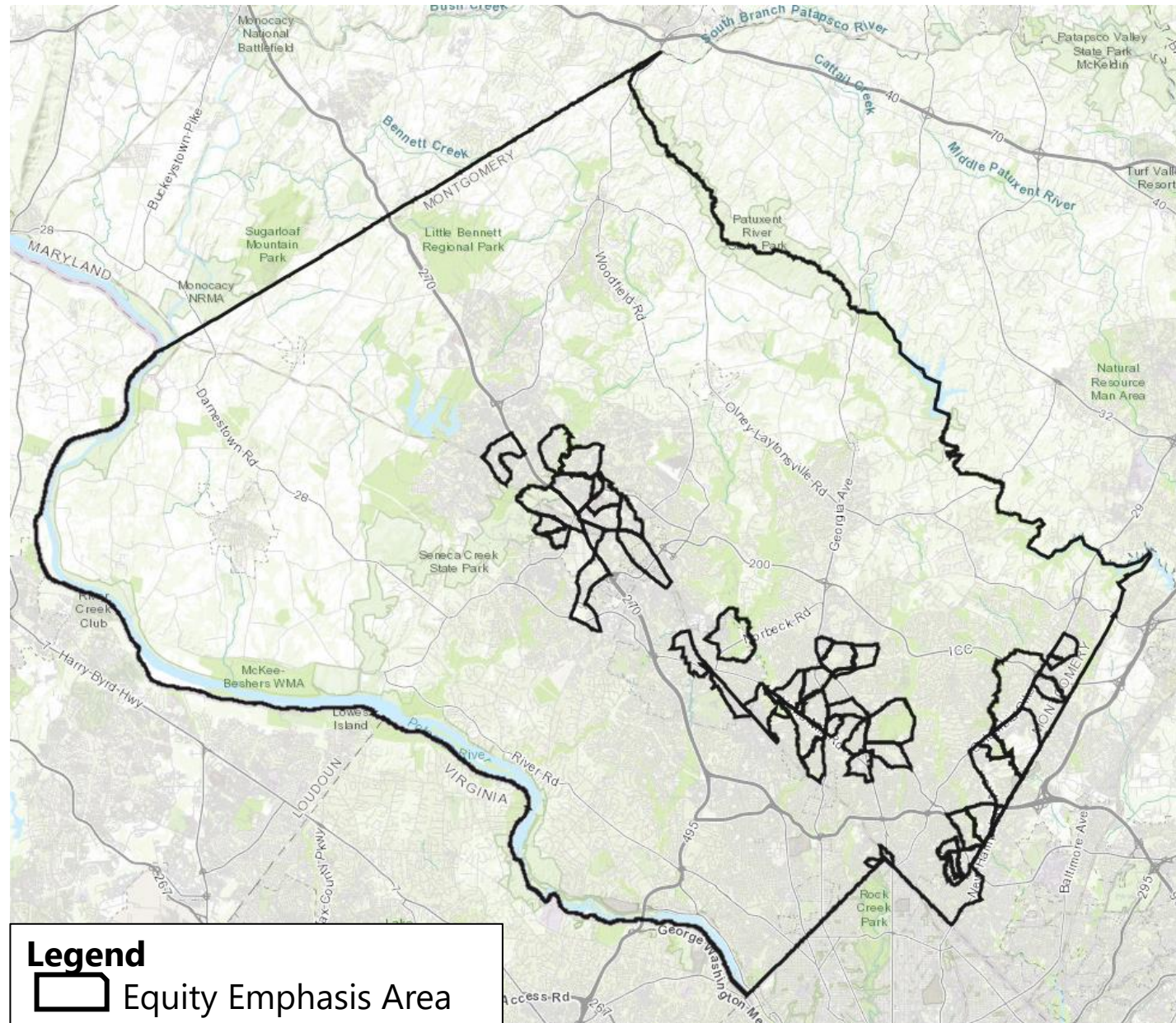


Mortality Rate for Motor Vehicle Crashes by Ethnicity/Race 2015-2019



Data notes: ER Visit and death records are for Montgomery County residents, but the crash may have occurred in a different jurisdiction.
NH = “Non-Hispanic”

SERIOUS AND FATAL CRASHES BY EEAs



Equity Emphasis Areas (EEAs) were developed by the Metropolitan Washington Council of Governments based on socioeconomic data from the American Community Survey produced by the U.S. Census Bureau. Equity Emphasis Areas are Census tracts (neighborhoods) with higher than the regional average concentration of low-income, minority populations, or both.

SERIOUS AND FATAL CRASHES BY EEAs

Jurisdiction	Average Population	Percentage of Population in EEAs	Percentage of Fatalities in EEAs	Percentage of Serious Injuries in EEAs
District of Columbia	355,176	55.0%	65.9%	54.4%
Charles County	18,058	11.7%	13.9%	21.7%
Frederick County	39,929	16.4%	21.4%	24.2%
Montgomery County	254,559	24.8%	44.0%	28.9%
Prince George's County	412,062	45.9%	41.0%	39.2%
Arlington County	46,778	20.7%	14.3%	16.4%
Fairfax County	214,326	18.9%	16.2%	18.0%
Loudoun County	25,837	7.1%	11.9%	8.7%
Prince William County	101,648	22.9%	30.0%	29.7%
City of Alexandria	45,072	29.8%	57.9%	25.6%
Manassas	7,556	18.4%	16.7%	11.0%
Manassas Park	6,765	42.7%	0.0%	42.9%
National Capital Region	1,527,766	28.0%	34.4%	28.7%
Urban Core	447,026	42.3%	58.9%	46.8%
Inner Suburbs	880,947	28.4%	36.1%	27.3%
Outer Suburbs	199,793	15.5%	19.8%	19.6%

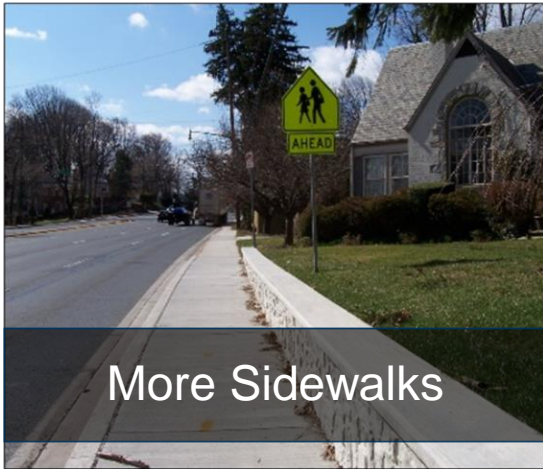
This analysis is not in the Plan, but worth showing tonight. Analysis by Cambridge Systematics for the Transportation Planning Board's Transportation Safety Subcommittee on April 13, 2021.



COMMUNITY CONVERSATIONS



PRIORITIES HEARD FROM COMMUNITY



More Sidewalks



More Bike Lanes



Safer Crossings



Safe Bus Stop Access



More Communication



Less Speeding



Stopping for pedestrians



OTHER INITIATIVES

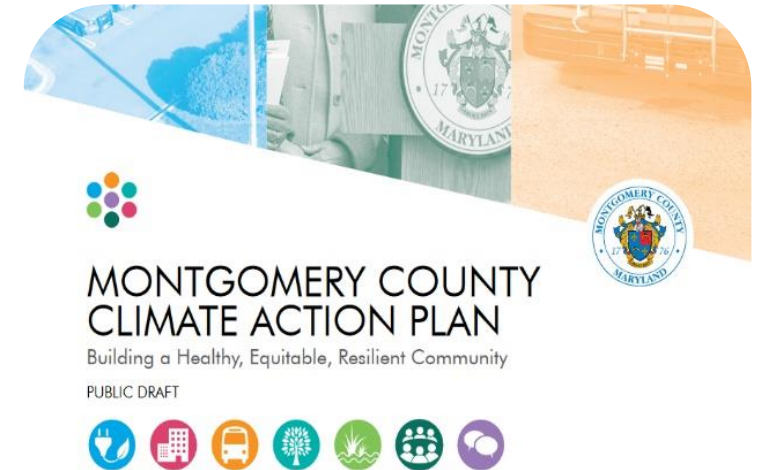




Strategic Highway
Safety Plan
2021 - 2025



General Plan Update
Thrive 2050



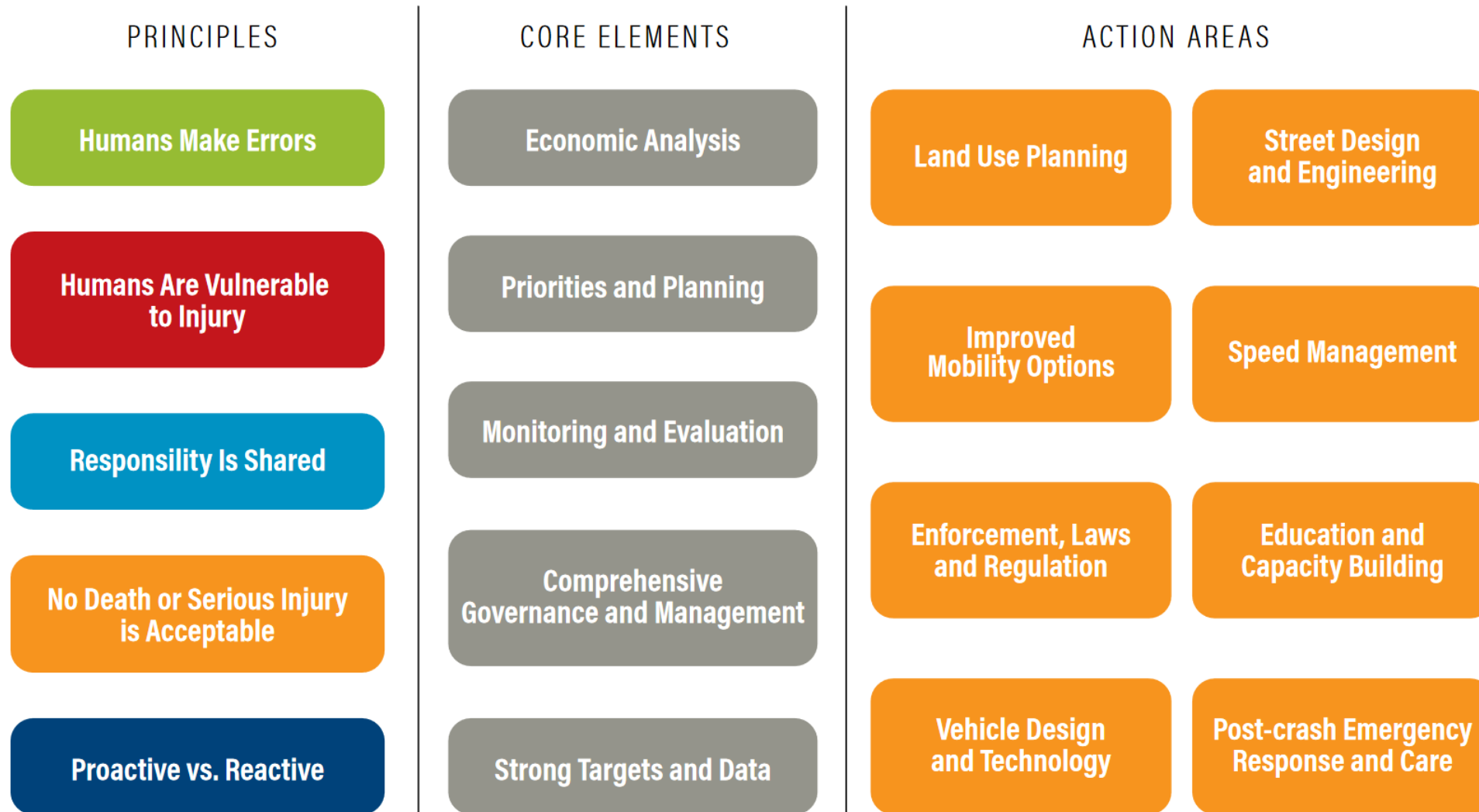
Climate Action Plan



ORGANIZATION AND CHECKPOINTS



SAFE SYSTEMS APPROACH ACTION AREAS



Note: Principles are multicolored, core elements are in grey, and action areas are in orange.

2030 PLAN PILLARS AND ACTION AREAS



Complete Streets

- Safe Streets
- Safe Speeds



Multimodal Future

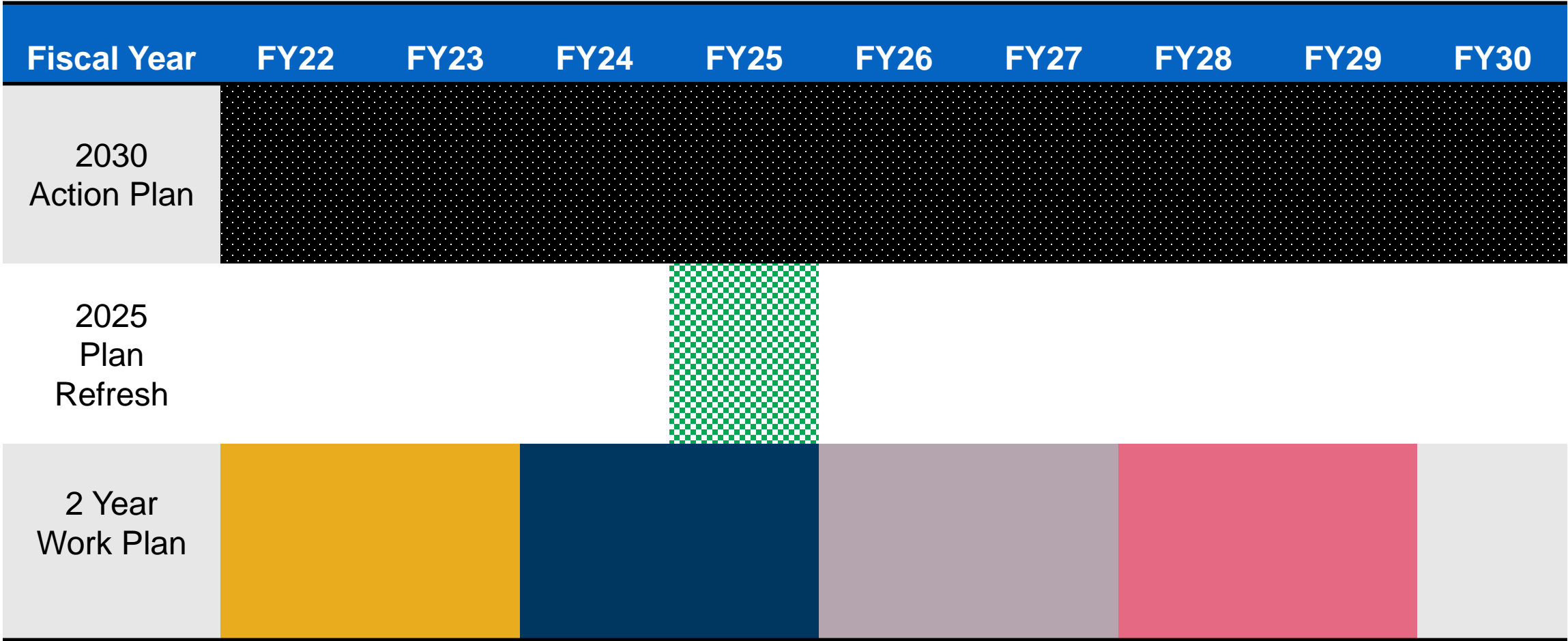
- Safe Transportation
- Safe and Sustainable Communities
- Safe Vehicles



Culture of Safety

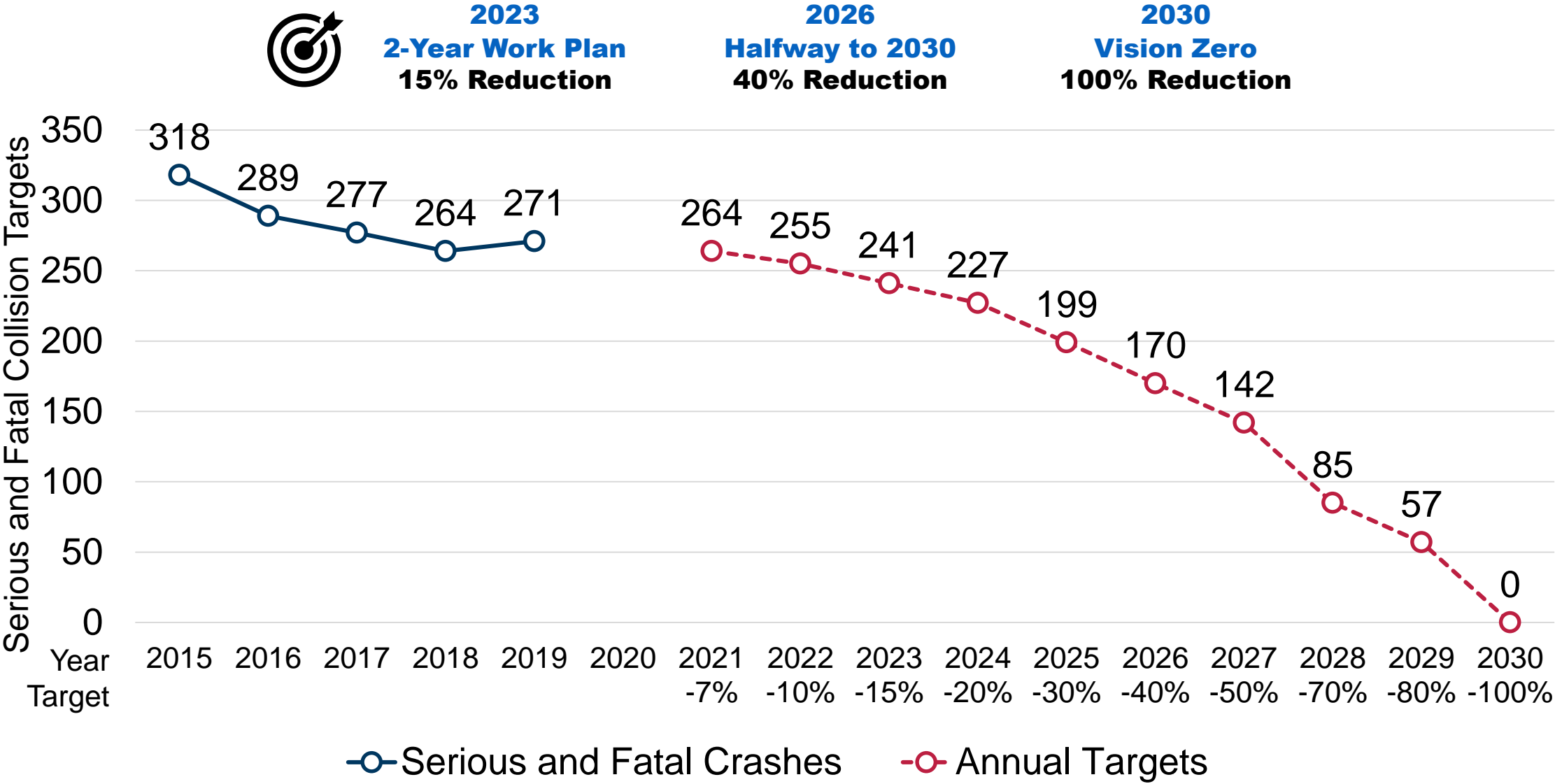
- Safe People
- Safe Post-Crash Response and Care

PLAN REFRESH POINTS



The 2030 Plan has built in refresh points, tied to the budget schedule, to keep the plan transparent, accountable, and up-to-date.

REDUCTION TARGETS



S-1: High Injury Network Projects: Implement safety countermeasures on identified high-risk road segments and intersections. The County must coordinate with the State for state-maintained portions of the network.

Lead: Transportation, State Highway Admin.			Contributor:		
CRF: 3	ACC: 3	RESJ: 3	INVEST: 1	Priority: <input checked="" type="checkbox"/>	

Why Do This? Vision Zero requires a proactive approach in order to place resources in areas with the highest return on safety and more equitable distribution compared to request-driven programming. Road safety audits can reduce crashes upwards of 60%.

FY22 Work plan:
Studies: Aspen Hill (Georgia Ave and Connecticut Ave), 2 High Injury Network corridors Design: Randolph Rd, New Hampshire Ave
Begin construction: Shady Grove Rd (signal modifications), Crabbs Branch Way, Sam Eig Hwy, and Bel Pre Rd (beacons).

FY23 Work plan: Studies: 3 High Injury Network corridors
Design: 2 High Injury Network corridors
Begin construction: Randolph Rd HIN

Budget Sources: P500333 - Pedestrian Safety



PRIORITY ACTIONS



PRIORITY ACTION ITEMS

Action Item	Action Item
S-1: High Injury Network Projects	S-7: Separated, Low-Stress Bicycle Facilities
M-1: Examine Speed Limit on all Projects	S-13: Sidewalk Construction and Upgrades
S-3: Frequent, Protected Crossings	T-2: Transit Stop Safety
T-1: Pedestrian and Bicycle Infrastructure Improvements Along New Transportation Projects	S-10: Provide Safety Upgrades During Routine Maintenance
S-4: Signal Timing and Phasing	P-4: Ending Impaired Driving Deaths



COMPLETE STREETS



- Examining speed limits during all safety projects.
- Continued focus on projects in known high crash risk areas (corridors and intersections).
- Reviewing signal phasing and timing policies. Updating and developing costs in FY22.
- More bikeways and sidewalks.
- Safer walking and biking to school.
- Examining request-driven programs and finding opportunities to be more proactive and equity focused.



MULTIMODAL FUTURE



- Prioritizing pedestrian and bike connections for Purple Line and future BRT.
- Continued focus on providing safe access to bus stops.
- Updating standards for accommodations during construction.
- Building Vision Zero into master plans.
- Preparing for connected, autonomous vehicles.



CULTURE OF SAFETY



- Improving two-way communication with communities most impacted by serious crashes. Expanding community ambassador programs.
- Developing a public health centered plan to end impaired driving deaths.
- Expansion of automated traffic enforcement.
- Continued rollout of “Focus on the Five” for officer lead enforcement. Centralizing traffic squads.
- Prompt and comprehensive emergency medical services.



DISCUSSION



1. Introduce yourself and tell us what you most want to see happen in the coming decade to make our roads safer.
2. What are the **strengths/what do you like** about the proposed actions in this section?
3. What are the **weaknesses/what do you not like** about the proposed actions in this section?
4. Is there anything you feel is **missing** from this section?

THANK YOU



Group photo of County employees involved in designing and building the 2nd/Spring protected intersection.