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.
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
MEETING ETIQUETTE

• 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

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.
TONIGHT’S TEAM

• 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
PLAN CHAPTERS

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
REMEMBERING VICTIMS

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.

"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).

"On April 16, 2016, Jamai 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 Jamai and this work visit www.jamaimorrisfoundation.org.”
- Charlton Morris and Channabel Latham-Morris (Jamai’s parents).

"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).
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...
  - 20 MPH
- Side Impact Collision At...
  - 30 MPH
- Head On Collision At...
  - 45 MPH
A person was seriously injured or killed in a crash on average every 1.25 days.
SERIOUS AND FATAL COLLISIONS

Serious Collisions:
- 2015: 280
- 2016: 261
- 2017: 251
- 2018: 236
- 2019: 239

Fatal Collisions:
- 2015: 38
- 2016: 28
- 2017: 26
- 2018: 28
- 2019: 32
PEDESTRIANS AND CYCLISTS AS A PERCENTAGE OF INJURY CRASHES

- None: 0.5%
- Possible: 10%
- Minor: 16%
- Serious: 28%
- Fatal: 45%
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).
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
RACIAL EQUITY AND VISION ZERO

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

<table>
<thead>
<tr>
<th>Group</th>
<th>Rate per 100,000 Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td>800</td>
</tr>
<tr>
<td>Asian/PI</td>
<td>266</td>
</tr>
<tr>
<td>NH-White</td>
<td>438</td>
</tr>
<tr>
<td>NH-Black</td>
<td>1,394</td>
</tr>
<tr>
<td>Hispanic</td>
<td>1,082</td>
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</table>

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

<table>
<thead>
<tr>
<th>Group</th>
<th>Rate per 100,000 Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td>5.2</td>
</tr>
<tr>
<td>Asian/PI</td>
<td>4.4</td>
</tr>
<tr>
<td>NH-White</td>
<td>4.7</td>
</tr>
<tr>
<td>NH-Black</td>
<td>5.7</td>
</tr>
<tr>
<td>Hispanic</td>
<td>6.4</td>
</tr>
</tbody>
</table>

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”
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.
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.

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

More Communication  Less Speeding  Stopping for pedestrians
ON-GOING PLANS RELATED TO VISION ZERO

- Strategic Highway Safety Plan
  2021 - 2025

- General Plan Update
  Thrive 2050

- Climate Action Plan

Thrive 2050
Montgomery 2050
Montgomery County Climate Action Plan
SAFETY SYSTEMS APPROACH ACTION AREAS

**PRINCIPLES**
- Humans Make Errors
- Humans Are Vulnerable to Injury
- Responsibility Is Shared
- No Death or Serious Injury is Acceptable
- Proactive vs. Reactive

**CORE ELEMENTS**
- Economic Analysis
- Priorities and Planning
- Monitoring and Evaluation
- Comprehensive Governance and Management
- Strong Targets and Data

**ACTION AREAS**
- Land Use Planning
- Street Design and Engineering
- Improved Mobility Options
- Speed Management
- Enforcement, Laws and Regulation
- Education and Capacity Building
- Vehicle Design and Technology
- Post-crash Emergency Response and Care

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

**2023**
- 2-Year Work Plan
- 15% Reduction

**2026**
- Halfway to 2030
- 40% Reduction

**2030**
- Vision Zero
- 100% Reduction

<table>
<thead>
<tr>
<th>Year</th>
<th>Target</th>
<th>Reduction</th>
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<tbody>
<tr>
<td>2015</td>
<td>318</td>
<td>-7%</td>
</tr>
<tr>
<td>2016</td>
<td>289</td>
<td>-10%</td>
</tr>
<tr>
<td>2017</td>
<td>277</td>
<td>-15%</td>
</tr>
<tr>
<td>2018</td>
<td>264</td>
<td>-20%</td>
</tr>
<tr>
<td>2019</td>
<td>271</td>
<td>-30%</td>
</tr>
<tr>
<td>2020</td>
<td>264</td>
<td>-40%</td>
</tr>
<tr>
<td>2021</td>
<td>255</td>
<td>-50%</td>
</tr>
<tr>
<td>2022</td>
<td>241</td>
<td>-60%</td>
</tr>
<tr>
<td>2023</td>
<td>227</td>
<td>-70%</td>
</tr>
<tr>
<td>2024</td>
<td>199</td>
<td>-80%</td>
</tr>
<tr>
<td>2025</td>
<td>170</td>
<td>-90%</td>
</tr>
<tr>
<td>2026</td>
<td>142</td>
<td>-100%</td>
</tr>
<tr>
<td>2027</td>
<td>85</td>
<td></td>
</tr>
<tr>
<td>2028</td>
<td>57</td>
<td></td>
</tr>
<tr>
<td>2029</td>
<td>0</td>
<td></td>
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</table>

- Serious and Fatal Crashes
- Annual 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.

<table>
<thead>
<tr>
<th>Lead:</th>
<th>Transportation, State Highway Admin.</th>
<th>Contributor:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRF: 3</td>
<td>ACC: 3</td>
<td>RESJ: 3</td>
</tr>
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</table>

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

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

https://www.montgomerycountymd.gov/visionzero/