

OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS

DRAFT 2030 PLAN LISTENING SESSION • EAST COUNTY • 05/26/2021

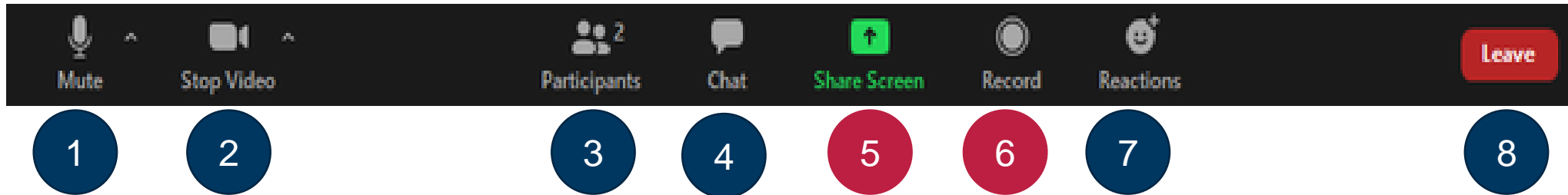
This meeting, including audio, video, and chat, is being recorded to ensure we capture all your ideas and can refer to the recording if needed.

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
- 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



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.

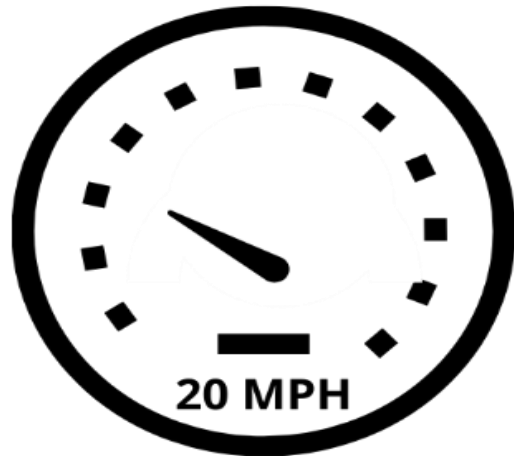
Q: Is zero deaths and serious injuries possible?

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.

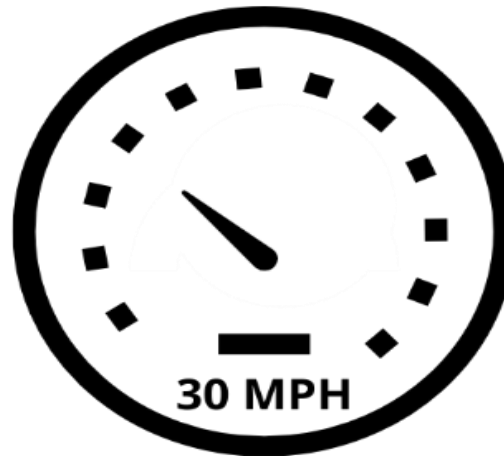
Crash Survivability Drops Significantly Above These Speeds



Pedestrian or Cyclist
Struck At...



Side Impact
Collision At...



Head On
Collision At...

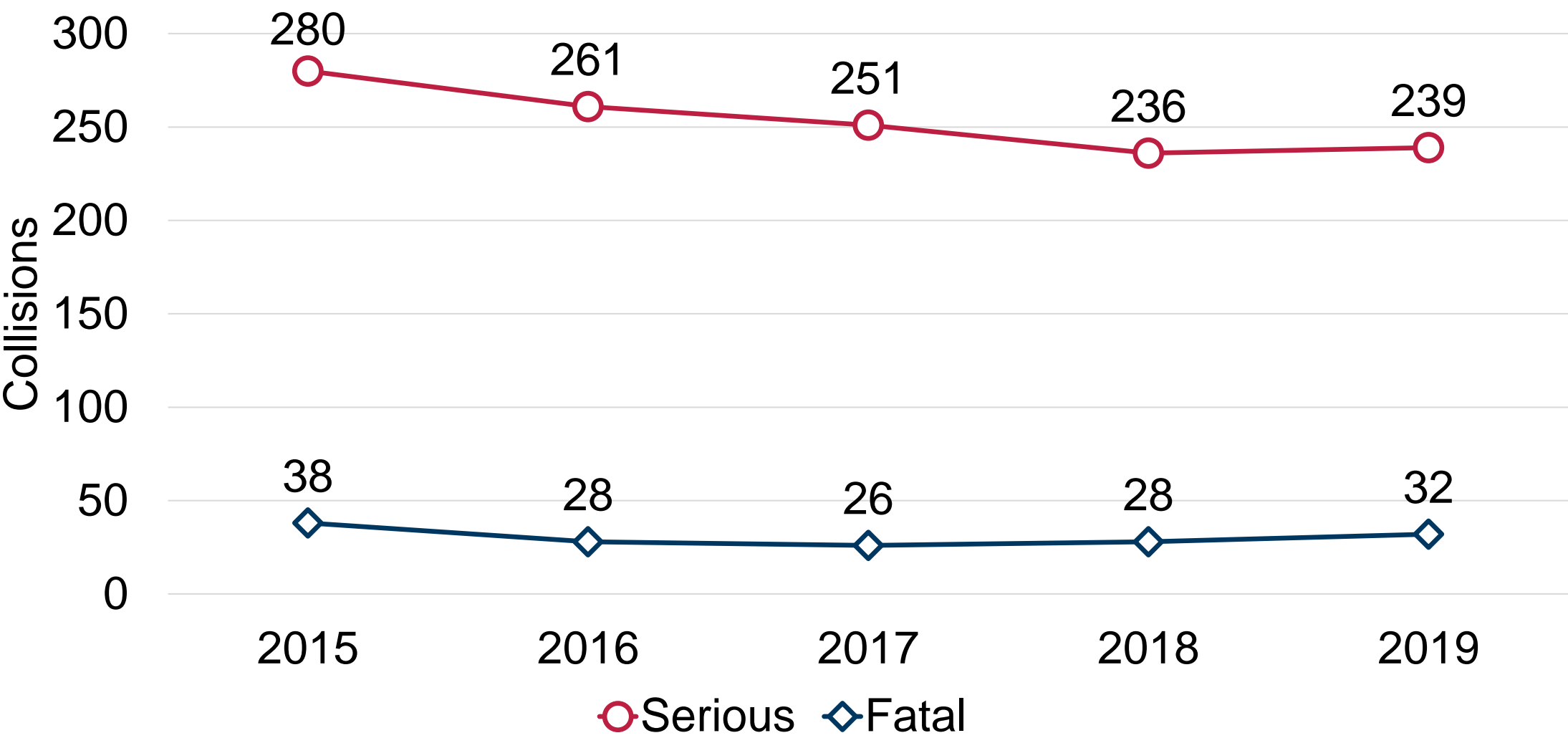




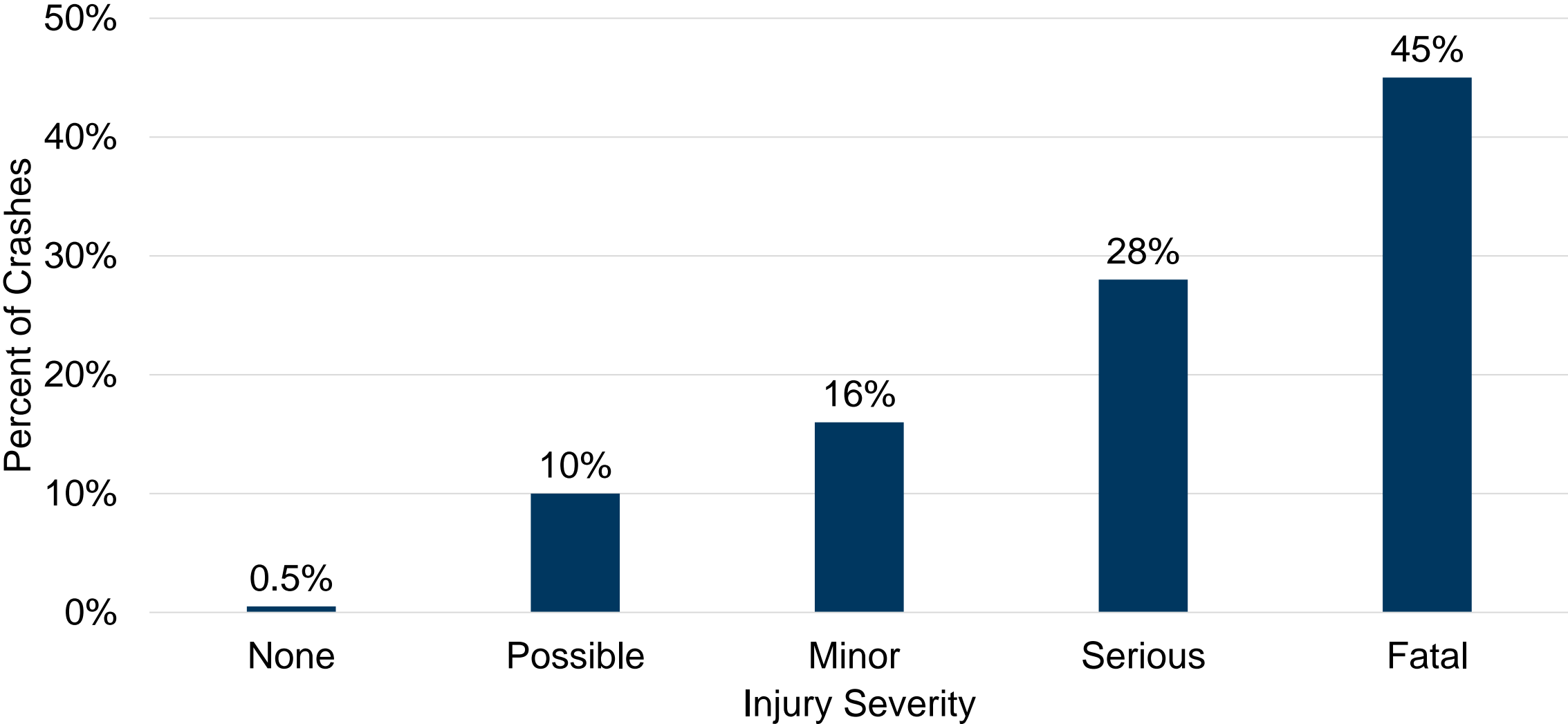
CURRENT STATE OF ROADWAY SAFETY



SERIOUS AND FATAL COLLISIONS

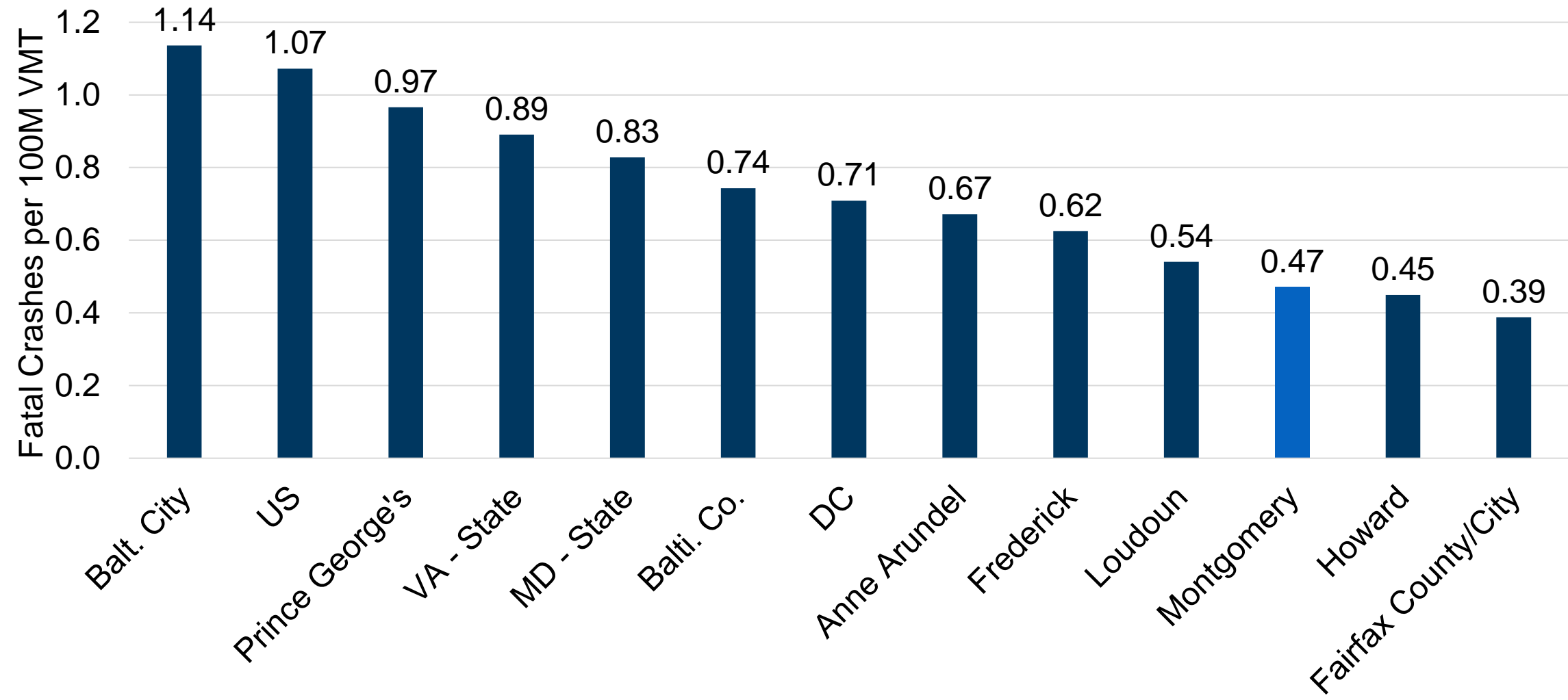


A person was seriously injured or killed in a crash on average every 1.25 days.



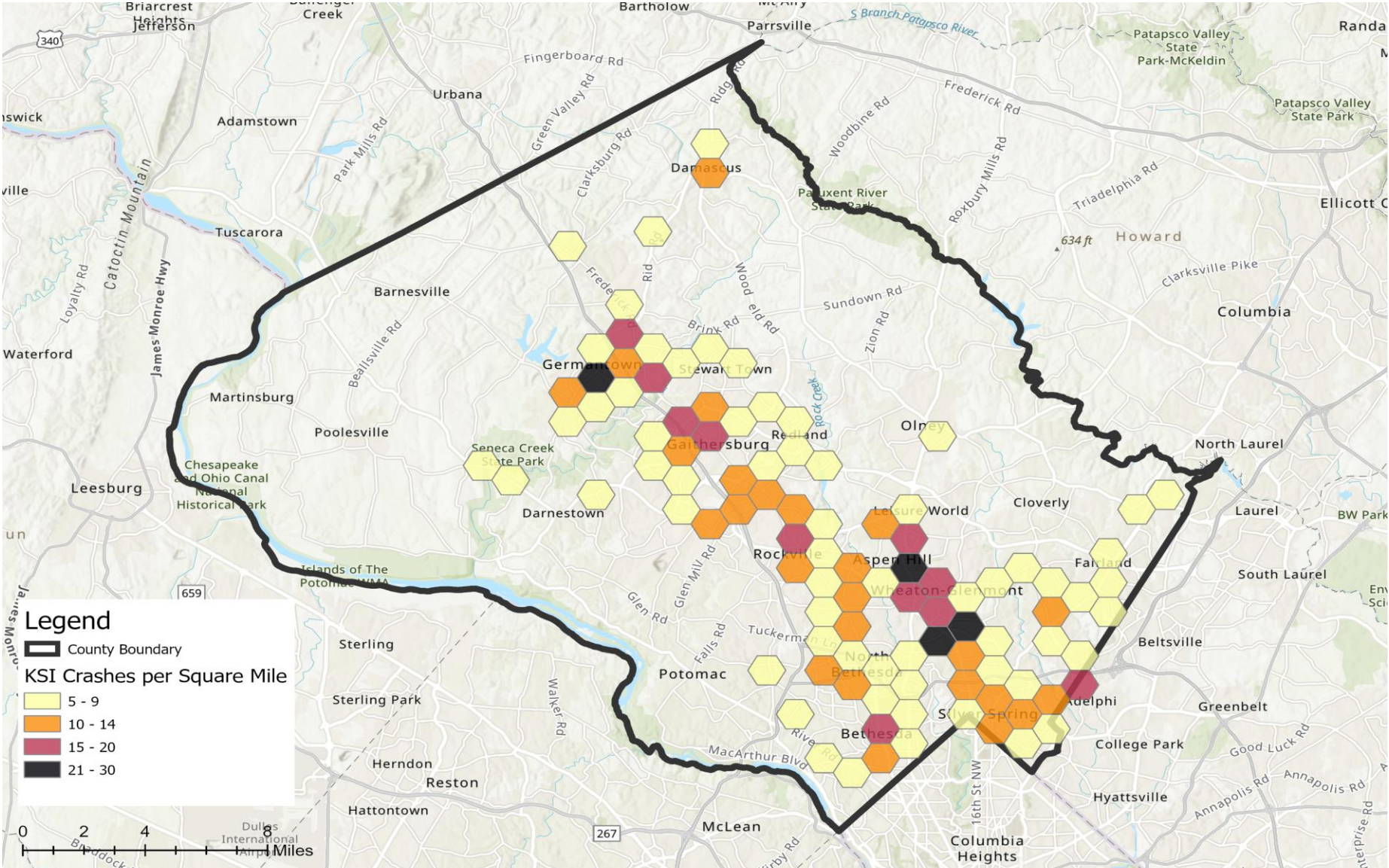
COMPARING FATAL CRASH RATES

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

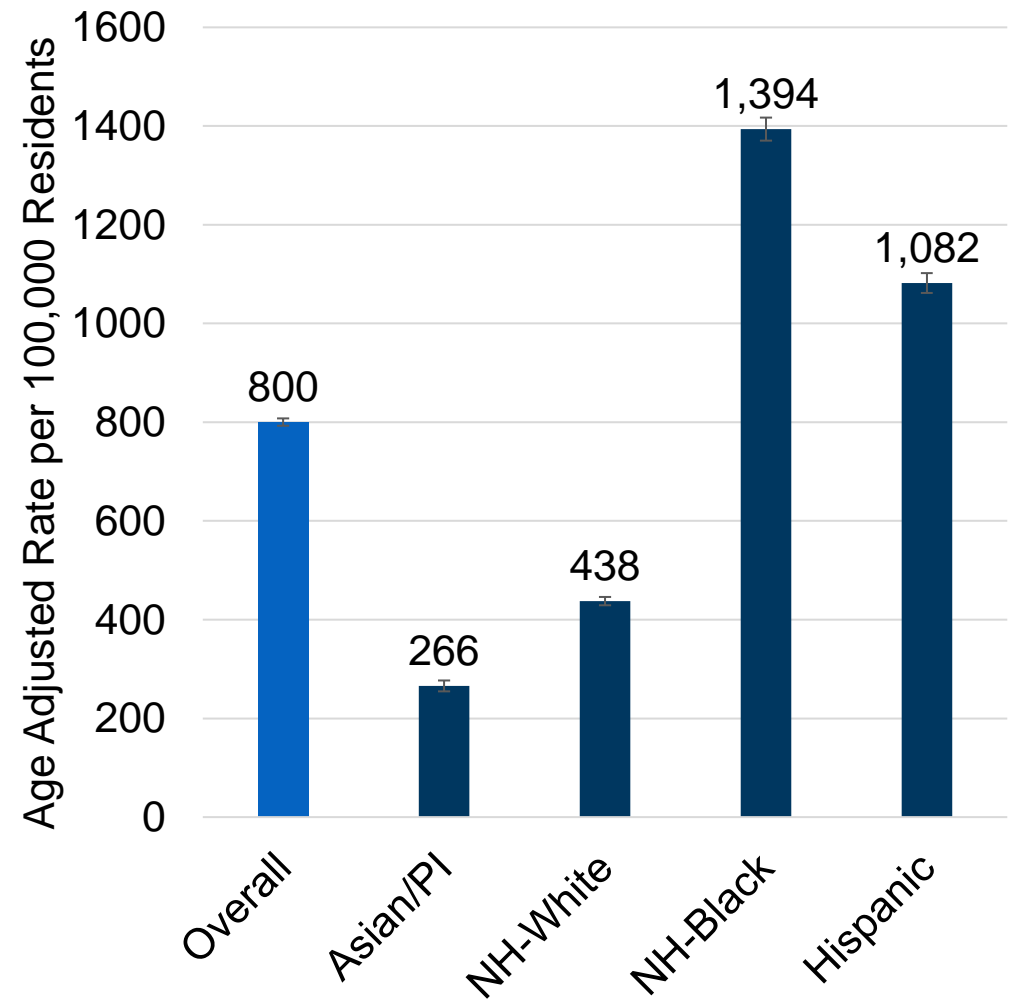
Esri, NASA, NGA, USGS, City of Gaithersburg, Maryland, MNCPPC, VITA, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

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

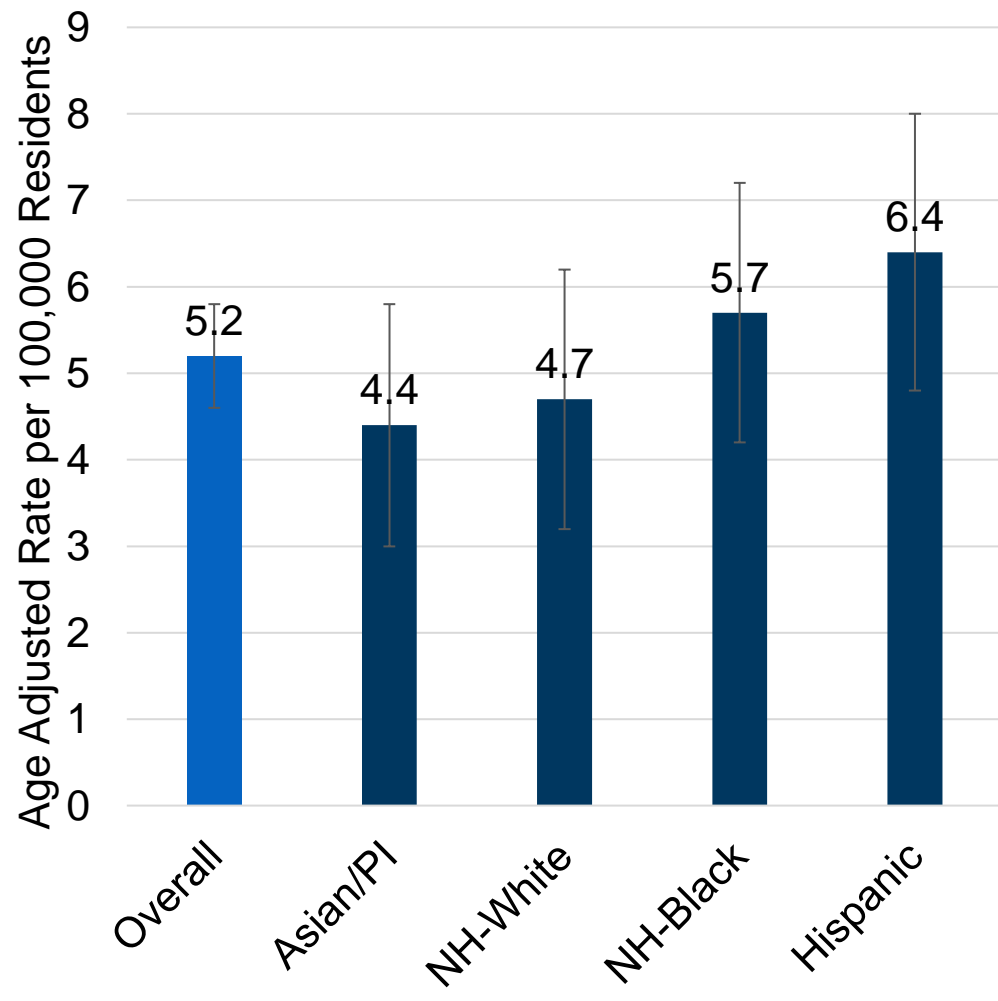
In the interim, a serious and fatal crash density map is in the first draft Plan. The map shows areas with more than 5 serious and fatal crashes within a mile.

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

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”

**Car Crashes Cost Montgomery
County Billions of Dollars Each Year**

Economic Loss

\$476

Million

Total Loss

\$3

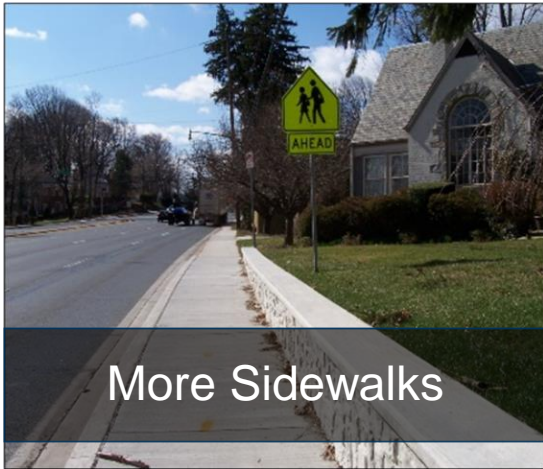
Billion



COMMUNITY CONVERSATIONS



PRIORITIES HEARD FROM COMMUNITY



More Sidewalks



More Bike Lanes



Safer Crossings



Safe Bus Stop Access



More Communication



Less Speeding



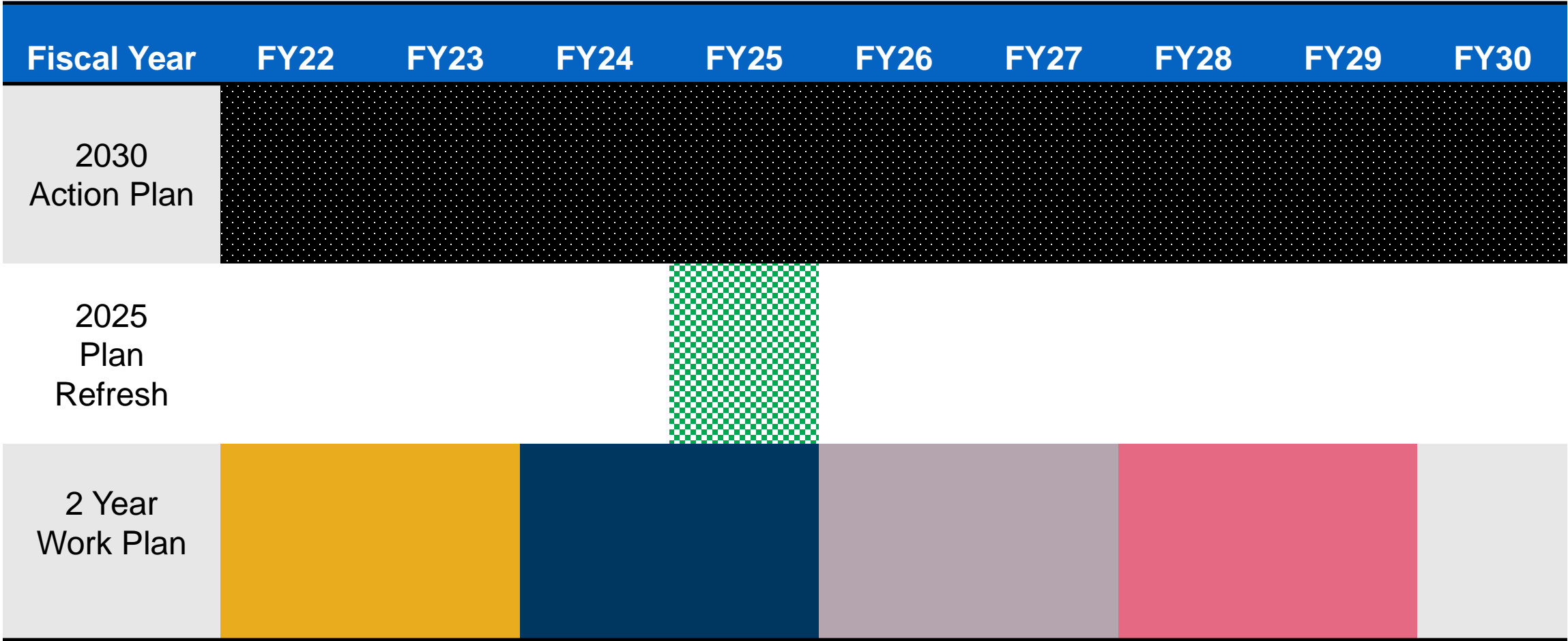
Stopping for pedestrians



ORGANIZATION AND CHECKPOINTS



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.

Budget Program / Project



Pedestrian Safety Program (P500333)

Category	Transportation	Date Last Modified	01/07/21
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	11,378	8,578	-	2,800	350	400	350	500	400	800	-
Site Improvements and Utilities	9,745	7,695	-	2,050	200	300	250	400	300	600	-
Construction	20,385	1,152	1,033	18,200	2,200	2,800	2,900	2,700	2,400	5,200	-
Other	2,454	2,454	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	43,962	19,879	1,033	23,050	2,750	3,500	3,500	3,600	3,100	6,600	-

Vision Zero Action Plan

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: N/A

CRF: 3^{21,22}

ACC: 3

RESJ: 3

INVEST: 2

Priority: ☒

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 from Hewitt Avenue to Bel Pre Road and Connecticut Avenue from Georgia Ave to Independence Street), 2 additional High Injury Network corridors.

Design: Randolph Rd from Collie Drive to Hunters Lane, New Hampshire Avenue from the Capital Beltway to Piney Branch Road.

Begin construction: Shady Grove Rd from I-270 to Frederick Road (signal modifications), Crabbs Branch Way from Shady Grove Road to Indianola Drive, Sam Eig Highway from end of I-370 to Diamondback Drive, and Bel Pre Road from Georgia Avenue to Layhill Road (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, P507017 – Intersection and Spot Improvements

Grant opportunities – MWCOG Regional Safety Program (study and design only), MDOT SHA Highway Safety Improvement Program

Each action item lists the current or potential budget programs that will fund work. Some also list potential outside (grant) funding opportunities.

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



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



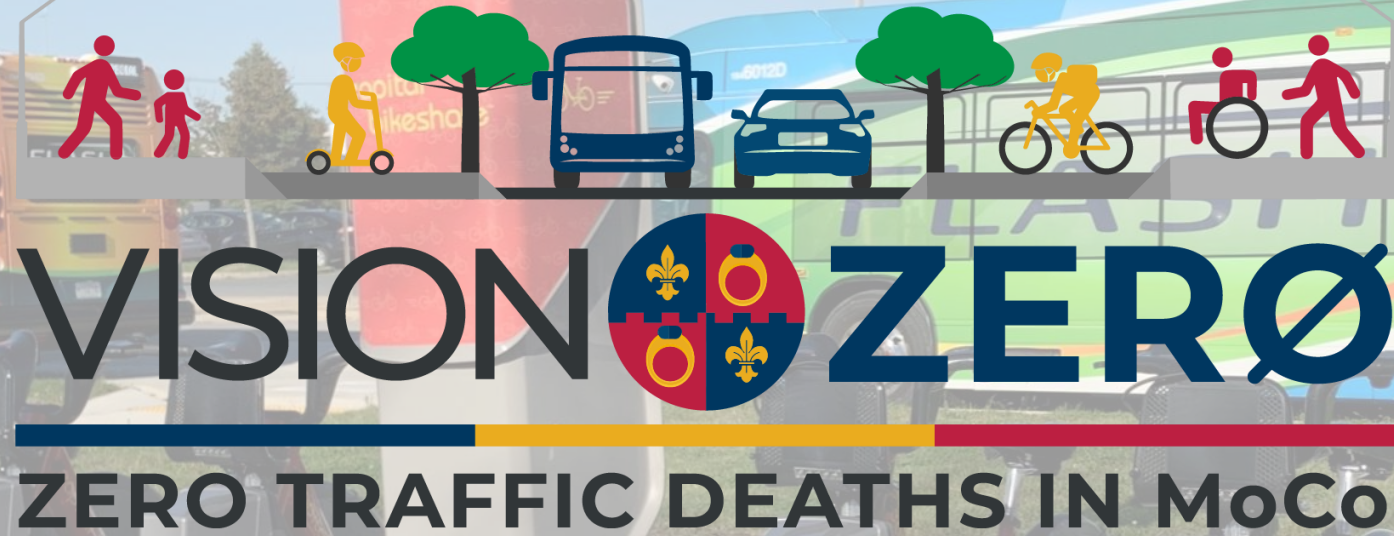
1. Introduce yourself and tell us what you most want to see happen in the coming decade to make our roads safer.
2. Discuss the *strengths, weaknesses, and what is missing* from the recommended action items:
 - a) **Complete Streets** (sidewalks, bike lanes, signals, safe speeds)
 - b) **Multimodal Future** (safe access to transit, removing sidewalk obstructions, safe parking and curb access, safety during construction, incorporating Vision Zero into master plans, preparing for connected, autonomous vehicles)
 - c) **Culture of Safety** (Outreach on projects, safety campaigns, community outreach and ambassadors, ending impaired driving deaths, EMS)

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

THANK YOU



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



OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS

DRAFT 2030 PLAN LISTENING SESSION • EAST COUNTY BREAKOUTS • 05/26/2021

- Introduce yourself
- What you **most want** to see happen in the coming decade to make our roads safer?

EXAMPLES OF ACTIONS IN THIS PILLAR

- Safety projects along the High Injury Network (roads with high serious and fatal crash risk).
- More frequent and protected road crossings.
- Addressing areas with high run off the road crashes.
- Updating signal timing and phasing.
- Building more sidewalks.
- Building more bike lanes.
- Improve streetlighting.
- Safety projects within school walksheds.
- Examining the speed limits on all safety projects.

DISCUSSION QUESTIONS

1. This section of the Plan calls for building more sidewalks and bike lanes. What makes you feel safe or unsafe biking or walking? How well does the Plan address your walking and biking safety concerns?
2. Do you feel there is a speeding problem in the County? How well does the County currently address speeding and what more can be done?
3. This section calls for more protected crossings using traffic signals and beacons. What are the challenges you have crossing safely at intersections?

EXAMPLES OF ACTIONS IN THIS PILLAR

- Planning and building out pedestrian and bicycle networks around future Purple Line and bus rapid transit stops.
- Improving access to existing bus and Metro stops.
- Removing sidewalk obstructions, including new micromobility parking.
- Updating sidewalk and road closure policies for construction.
- Safety in public and private parking lots.
- Building Vision Zero into the master planning process.
- Preparing for autonomous vehicles.

DISCUSSION QUESTIONS

1. What challenges do you have accessing existing bus and Metro stops on foot or by bike? How well does the Plan address your concerns about transit stop safety?
2. What travel habits that changed during the COVID-19 pandemic do you feel will stay with you? How should the Plan account for the post-COVID world?
3. Do you have safety concerns about future Purple Line, bus rapid transit, and connected/autonomous cars? What would you like to see as these new options are rolled out?

EXAMPLES OF ACTIONS IN THIS PILLAR

- Outreach and education to communities most impacted by serious and fatal crashes.
- Community partnerships.
- Ending Impaired Driving Deaths.
- More automated enforcement for speed and red-light violations.
- A central traffic unit focused on the most dangerous driving behaviors.
- Bike safety courses through recreation and school programs.
- Emergency medical response.

DISCUSSION QUESTIONS

1. How do you get information on County and State projects now and how would you prefer to get project information?
2. How can the County and State better partner and communicate with communities, particularly on projects that have mixed community support?
3. What behaviors do you feel are the most dangerous on our roads today and should be a focus for upcoming enforcement and outreach campaigns?

Thank you for sharing your ideas and making our Vision Zero Plan even stronger!

Join us back in the main room and hear from all groups about their thoughts on the Plan.