

## **PBTSAC Meeting on Vision Zero – July 24, 2017**

### **Comments Recorded from Discussions:**

- **Speeds on roadways need to be lower: < 20 mph**
- **Look at effects of speed on collisions and severity of collisions**
- **Compare us (Montgomery County) with other U. S. jurisdictions – not international**
- **Public health metrics need to be included in plan**
- **Be sure all stakeholders - County/government/organizations - are brought into plan**
- **Interstates are excluded; interchanges for Interstates are critical conflicts for peds and bikes**
- **Need to be maps of where collisions are occurring: serious as well as all collisions**
- **Can exposure be assessed with the numbers (growth in) pedestrians and bicycles?**
- **Need data on visibility factors – and other contributing factors of serious ped -bike collisions: what were peds and bicyclists wearing?**
- **Related the reduction targets to the action items to accomplish them**
- **Include schools in the plan maps – we want to prioritize schools**
- **The next draft should include maps that are interactive**
- **The plan needs to address the design speeds of the roadways, not just posted or actual speeds**

- **Add the actual number of collisions to the bar graphs of collision rates**
- **Roadway design is a very important part of Vision Zero – it needs to be assessed and included in the contributing factors of collisions: how did roadway design contribute to this collision?**
- **Use Federal and State data as benchmarks for our plan**
- **Can the analysis and data from Reconstruction Reports be brought back into ACRS?**
- **How will Vision Zero Plan factor in the County’s changing demographics?**
- **Will a Spanish version of the plan be available?**
- **Section on data needs to include summations of what the data is telling us: what are the conclusions?**
- **Move the comparative table on traditional approach vs. new vision zero approach to front of plan**
- **Action items should be prioritized**
- **Action items should not be prioritized**
- **Need to add improving pedestrian and bicycle crossing facilities – enhancing roadway crossings – as an important action item. (e.g. RRFBs, HAWKS, Bridges/Underpasses, etc.)**
- **Pedestrian Signals: need to look at improvements other than just timing – Lead Pedestrian Intervals (LPI) and other innovations need to be incorporated in to pedestrian signals**
- **Magazine Vision Zero International describes what innovative approaches have worked elsewhere in the world**

- **Need to review site plans and consider how developments are providing for safe pedestrian and bicycle access**
- **Meld Vision Zero Plan and Bicycle Master Plan together – should be symbiotic and beneficial**
- **Abandoned roads/ROWs should be considered for use to improve connectivity**
- **Radar Monitoring Signs – use should be expanded, as they have done in Rockville**
- **Education needs to be expanded beyond schools – needs to include other community venues like community centers, senior centers, and libraries**
- **Incorporate State into collaboration on Vision Zero action items – State is a critical stakeholder**
- **Need to broaden reach beyond jurisdictional boundaries – needs to include entire region and state**